

Regular Meeting to order

Glenn Burns called the Regular Meeting to order at 5:00 p.m. with the Pledge of Allegiance. The meeting was held with the following Board Members present: Glenn Burns, Scott Richardson, Jon Kochis, Tom Brennan, John Smith, and Bill Fagan. Absent was Michael Kaper.

Also present were Staci Knisley, Ian Coil, Al Moyer, and Ben Riggs.

Opportunity for the Public to Address the Board

None.

Approval of the Minutes for June 9, 2025 Meeting

On motion of Jon Kochis and second of Tom Brennan, the Fairfield County Airport Authority Board voted to approve the minutes from the June 9, 2025, meeting.

Voting aye thereon: Kochis, Brennan, Burns, Fagan, Smith, and Richardson

Absent was: Michael Kaper

Motion passed.

Historical Aircraft Squadron (HAS) update

None.

Fixed Base Operator (FBO)/Airport Management update with Sundowner Aviation – Monthly Board Report

a. Monthly Report

Mr. Coil presented the FBO Monthly report with the board; see attached to minutes.

Mr. Coil reported that fuel pumps are working. Purvis did an annual pump service. The sensor read that there was water in one of the tanks. They will be out tomorrow to repair the pump. It was determined that there was no water in the tank. A new sensor may need to be replaced.

Mr. Coil asked the Board if they (Sundowner Aviation/FBO) could switch from Hangar G3 to Hangar O5. They have 3 hangars as a part of their agreement. They will put a new tenant in Hangar G3. These hangars are the same size, but the O row has more power in the hangars.

Approval for Sundowner Aviation to move from Hangar G3 to Hangar O5

Fairfield County Airport Authority Board Meeting
3430 Old Columbus Road, NW, Carroll, Ohio 43112
Minutes for July 14, 2025

On motion of Tom Brennan and second of Scott Richardson, the Fairfield County Airport Authority Board voted to approve Sundowner Aviation to move from Hangar G3 to Hangar O5.

Voting aye thereon: Brennan, Richardson, Burns, Fagan, Smith, and Kochis.

Absent was: Michael Kaper

Motion passed.

Mr. Coil reported that there is water piling up near the hangar construction site. It backs up after heavy rain.

Mr. Kochis stated that there may be an improvement after construction. There is one cast that is a little high that we can take a ring off. There is a lot of what happens in that area, the drainage line runs to the creek. If the creek is up it will back up.

Airport Improvement – Jon Kochis & Tom Brennan

a. Engineer's Summary Report – Crawford Murphy Tilly, Inc. (CMT)

Mr. Kochis reviewed the Engineer's Summary report; see attached to minutes.

b. Obstruction Removal estimate from Kull Excavating

Mr. Kochis reported that related to the RSA grading, he received a quote for \$59,300 from Kull Excavating for #57 gravel per CMT's specs. This does not help with drainage or anything mechanically. If the Board feels strongly about the east-end runway issue, this is what it would take to complete. He checked the tonnage on the price, and the price was good.

Mr. Kochis presented the quote for the Board to review; see attached to minutes.

The Board reviewed and discussed the quotes. No decision was made to accept the quote.

Mr. Kochis stated that it is possible that the project could be funded in the future if the Board decides to move forward with the east-end area, but it would be a low priority for the FAA to approve.

c. Storm Water

• Stormwater Plan Annual Review

Mr. Kochis asked the Board to review. He recommended the Board review and/or make a motion to approve with no change.

Approval of the Fairfield County Airport Storm Water Pollution Prevention Plan with no changes

On motion of Jon Kochis and second of John Smith, the Fairfield County Airport Authority Board voted to approve the Airport Storm Water Pollution Prevention Plan with no changes; view the link for the updated policy <https://www.fairfieldcountyairport.com/FCA-Policies.html>

Voting aye thereon: Kochis, Smith, Burns, Fagan, Richardson, and Brennan.

Absent was: Michael Kaper

Motion passed.

Ms. Knisley stated that this plan can be changed at any time with the Board's approval. July is a time annually set on the calendar to review.

Ms. Knisley will make updates to the document with the new approved date. She will get Ian the updated version for the book in the Terminal and will update the website.

- Quarterly Stormwater Visual Inspection Report

Mr. Kochis reported that the Quarterly Stormwater Visual Inspection Report has been reviewed; see attached to minutes.

Mr. Kochis reported that the typical finds were on the report including the blow holes and catch basins.

Mr. Brennan asked if we could identify the catch basins.

Mr. Kochis stated there are about 40 catch basins. There is a natural progression of debris that falls in them. He does not see any time or expenses be used for this at this time.

Mr. Moyer reported that only HAS works and sees that area of concern. It is so far removed from the Airport.

- Jetting out Stormwater south of new hangars

Mr. Kochis reported that the stormwater in the south area will be jetted out in coordination with the T-hangar construction project. There will be some costs associated with this but should be under the \$2,500 threshold he has authority to approve

d. Hangar Construction update

Mr. Kochis reported that the project is moving along. The boxes should be ready in 1 month, and the T-hangars should be ready in 2 months.

Mr. Smith stated that he had heard that the FAA is starting to give out grants for hangar construction projects.

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Mr. Kochis stated that there have been some talks but has not seen any grant award information posted related to hangar projects yet. He will keep his eye out for new grant funding information.

Community Relations – Michael Kaper (absent)

Nothing new to report.

Facilities and Grounds – Bill Fagan & Michael Kaper (absent)

a. Painting Hangar Row Q

Mr. Fagan reported that the painting should start in late summer or early fall.

Fixed Base Operator (FBO) Liaison – Scott Richardson

None.

Finance - Glenn Burns & Staci Knisley

a. 2026 proposed budget

Ms. Knisley reported that the proposed budget is to present to the Budget Commission. It is due in August. She recommended that a motion be made to approve to present the proposed 2026 budget. She stated that the Board can make some edits if necessary and finalize it in November. The budget is always subject to change.

Ms. Knisley reported that the new hangar rents are included in the proposed budget. She asked the Board to review the proposed budget along with the current Operating Revenue/Expense report.

Mr. Brennan asked that the jet fuel category on the Operating Revenue/Expense report be changed to reflect the removal of jet since both jet and low lead fuel are both deposited in the same account.

Approval to present 2026 proposed budget to the Fairfield County Budget Commission

On motion of Jon Kochis and second of Scott Richardson, the Fairfield County Airport Authority Board voted to approve to present the 2026 proposed budget to the Fairfield County Budget Commission; see attached to minutes.

Discussion: Ms. Knisley stated that the approved 2026 proposed budget will be sent to the Fairfield County Budget Commission for their review.

Voting aye thereon: Kochis, Richardson, Burns, Fagan, Smith, and Brennan.

Absent was: Michael Kaper

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Motion passed.

b. Financial Reports

The Board reviewed the following financial reports:

- Revenue/Expense Summary
- Cash Projection
- Purchase Order list
- Utility cost report
- Smart Card

c. Payment of Bills

Motion to approve retroactively June payment of invoices totaling \$80,819.23

On motion of Jon Kochis and second of Tom Brennan, the Fairfield County Airport Authority Board motioned to approve retroactively June invoices totaling \$80,819.23; see attached to minutes.

Voting aye thereon: Kochis, Brennan, Burns, Fagan, Richardson, and Smith.

Absent was: Michael Kaper

Motion passed.

Security & Safety – Jon Kochis & John Smith

None.

Tenant Relations – Glenn Burns & Bill Fagan

The board reviewed the following reports and other items:

- R3 Geoff Combs (tenant from 2006)

Ms. Knisley reported she received a request from Mr. Combs asking to waive his late fees. He has been a long term good standing tenant, and his wife suddenly had a terminal illness in May. She passed away in June.

Dr. Burns recommended a motion be made.

Approval to waive the late fees added on July 3, 2025 for Geoff Combs, tenant in R3

On motion of John Smith and second of Bill Fagan, the Fairfield County Airport Authority Board voted to approve to waive the late fees added on July 3, 2025 for Geoff Combs, tenant in R3.

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Voting aye thereon: Smith, Fagan, Burns, Richardson, Brennan, and Kochis.

Absent was: Michael Kaper

Motion passed.

- Rent Status Spreadsheet
- Hangar Waiting List

Web – Tom Brennan

Mr. Brennan asked the Board for any ideas to use the website to drive activity and fuel sales to the Airport. He mentioned doing a food truck festival.

Mr. Smith stated that fuel prices bring more activity and traffic. He also says that restaurants are also a draw to airports.

Mr. Riggs stated that the Air Museum is under construction right now so there will be nothing HAS can do for now.

Mr. Kochis reported that the property beside us will be up for sale soon. There could be an opportunity for a business or restaurant there.

Old Business

- East-end Runway ramp

Mr. Kochis stated that this was talked about earlier. He asked that this be removed from Old Business for next month's agenda.

- New hangars
 - Tenants
 - Lease
 - Sub-Committee for all hangar rates

Approval to set the T-hangar rates at 24 cents per square foot for all new or renewed leases as of August 1st

On motion of John Smith and second of Bill Fagan, the Fairfield County Airport Authority Board voted to approve to set the T-hangar rates at 24 cents per square foot for all new or renewed leases as of August 1, 2025.

Voting aye thereon: Smith, Fagan, Burns, Richardson, Brennan, and Kochis.

Absent was: Michael Kaper

Motion passed.

Approval to amend the motion to set the T-hangar rates at 24 cents per square foot for all new or renewed leases as of August 1, 2025 to include the Box hangars.

On motion of John Smith and Tom Brennan, the Fairfield County Airport Authority Board voted to amend the motion to set the T-hangar rates at 24 cents per square foot for all new or renewed leases as of August 1, 2025 to include the Box hangars; see rate sheet attached.

Discussion: Mr. Kochis stated that these rates do not include current lease holders. The rates will stay the same with the annual 3% increase per their lease agreements.

Voting aye thereon: Smith, Brennan, Burns, Richardson, Fagan, and Kochis.

Absent was: Michael Kaper

Motion passed.

- 5-year rates for new leases - DRAFT
- Projection for \$191,500 annual payment – plan to pay back Board of Commissioners
- Review of Land Lease Agreement with Board of Commissioners

The Board will review at their leisure the agreement and will discuss it for approval in August.

- AEP Ohio Baltimore Transmission Line Reconstruction

Mr. Kochis reviewed the steps taken to ODOT and the FAA related to opposition of the transmission line; see correspondence attached to minutes. The latest correspondence on behalf of Fairfield County is to the PUCU requesting information.

New Business

None.

Informational

- Annual Audit Letter
- FAA Update on Grant Assurance related to Leaded Aviation Gasoline
- ODOT Airport Improvement program letter related to Biennium Budget

Calendar of upcoming events and other important dates

The Board reviewed the calendar for upcoming events and other important dates; see attached to minutes.

Mr. Kochis asked Mr. Coil for an update on how the new QT pod services for fuel sales is working out. The renewal is due October 29, 2025.

Mr. Coil stated that the new software is working great.

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Mr. Kochis stated that the FBO agreement expires at the end of December.

Mr. Kochis recommends a Request for Proposals (RFP) be ready to go in August or September. He will have a draft ready for the next meeting.

Adjournment

On motion of Jon Smith and second of Jon Kochis , the Fairfield County Airport Authority Board voted to adjourn at 6:08 p.m.

Next Regular Meeting is Monday, August 11, 2025, at 5:00 p.m. @ the Airport Terminal, 3430 Old Columbus Road, NW, Carroll, Ohio 43112

Meeting minutes for July 14, 2025, meeting was approved on August 11, 2025.

Aye
Glenn Burns

Aye
Bill Fagan

Absent
Tom Brennan

Aye
Jon Kochis

Aye
Michael Kaper

Aye
John S. Smith

Absent
Scott Richardson

Staci A. Knisley
Staci A. Knisley, Airport Clerk

Board Report June 2025

[illegible]

**Fairfield County Airport Authority
Board Meeting, July 14, 2025**

Engineer's Summary Report

1. FY 21 FAA AIP Grants
Master Plan – Closeout revisions to FAA, waiting final approval.
2. FY 23 FAA AIP Grant – Master Drainage Report
CMT submitted grant closeout.
3. OH FY 22 State grant – Obstruction Removal (East).
 - a. East End - Phase 2 – On hold, check up every few months.
4. OH FY 24 State grant – Runway 28 RSA Clearing
 - a. Removal of Election House Road and RSA grading, project complete. Grant closeout drafted.
 - b. AGIS submission of obstacle clearance submitted to FAA for review.
5. FY 24 FAA AIP Grant – Runway 10/28 Crackseal
 - a. Work completed. Final inspection and aerial survey complete.
 - b. Closeout documentation underway submitted to FAA.
6. FY 24 FAA AIP Grant – Apron and Taxiway Rehab/Hangar Development (County funded)
 - a. Setterlin work on steel structure is ongoing, working towards sitework and pavement in August.
7. FY 25 FAA – Pending Project North side development environmental
 - a. CMT has submitted the financial plan for north apron and taxiway, grant application submitted. FAA response has pushed environmental grant to FY26.
 - b. FAA will require consultant solicitation prior to grant funding.
8. Action Items:
 - a. none



Kull Excavating, LLC
2251 Election House Rd NW
Lancaster, OH 43130
740-225-2501

ESTIMATE

TO: Fairfield County Airport/John Kochis

July 10, 2025

Obstruction Removal

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
	Per CMT plans, calls for 650 cy of proposed fill which computes to approx. 880 tons of #57 wash gravel	\$35.00/ton	\$30,800.00
	Labor to grade proposed fill to specs		\$28,500.00
	Plans do not state preferred or recommended material. If a different material is preferred or recommended this estimate can be revised.		

Material Price Subject to change after 30 days.

Payment due in full within 10 days after completion. Any remaining balance will incur 1.5% interest every 30 days until paid in full.

Thank you for your business!

SUBTOTAL	\$59,300.00
SALES TAX	
SHIPPING	
TOTAL DUE	\$59,300.00

FAIRFIELD COUNTY AIRPORT AUTHORITY

QUARTERLY STORMWATER VISUAL INSPECTION

LOCATION & SITE CONTACTS

Name: Fairfield County Airport Authority		Address: 3430 Old Columbus Road NW Carroll, Ohio 43112	
Telephone: 740-654-7001		Primary Facility Contact Information: Staci Knisley 740-652-7093 Security: Fairfield County Sheriff 740-652-7900	
Latitude: N 39° 45' 14.9508" Longitude: W 82° 39' 40.9608"			
SIC Code 9999	EHS 0	County	Fairfield
Total Impervious Surface Acres: Appx 35		Municipality	Carroll
Total Facility Acres: 235.746			
Storm Water Discharge to Greenfield Creek with 100 year flood diversion toward Claypool Run (NW)			
Name(s) of water(s) that receive storm water from this facility: Hocking River			
Hocking River Watershed			

Date: 6/30/2025 **Time Storm Event Began:** NA

Estimated Total Rainfall for Storm Event: NA

OUTFALL MONITORING (the outfall from the Water Quality Basin):

Monitoring Point #1	Time: 10:00		
Color	No		
Odor	No		
Clarity	Clear		
Floating Solids	No		
Settled Solids	No		
Suspended Solids	No		
Foam	No		
Oil Sheen	No		
Characteristics to Monitor:			
Color: yellow, brown, green, gray, etc. and degree of color: none, slightly, very, etc.			
Odor: petroleum, chemical, sulfur, algae, sewage, etc. and degree of odor none, slight, strong, etc.			
Clarity: clear, slightly cloudy, very cloudy			
Floating Solids: yes/ no			
Settled Solids (allow to sit for 5 minutes): yes/no			
Suspended Solids (hold a white piece of paper behind jar to see): yes/no			
Foam: yes/no			
Oil Sheen: yes/no			

Were all samples collected within the first 30 minutes of discharge? Yes/no

If no, when were the samples collected? _____

SITE INSPECTION:

Issue Being Evaluated	Yes	No	N/A	Comments (stains, odors, leaks, trash, etc)
Are stored materials exposed to storm water contact?		X		
Are oily parts and/or drums exposed to storm water contact?		X		
Are the loading and unloading areas clean?	X			
Are areas around containers clean?	X			No increased staining observed.
Is the area around the covered salt storage area free of significant salt?			X	
Is the area around the fuel island and nearest catch basin clean and free of grease, oil, fuel, etc.?	X			No increased staining observed.
Is there a buildup of oil and grease in the parking lots or equipment storage areas?		X		
Are there leaks or stains around drums or aboveground storage tanks?		X		
Is the drainage swale in the south central part of the facility and catch basins clean of debris?		X		
Are trash cans and dumpsters kept covered?	X			
Is a stocked spill kit available at the fuel island?	X			
Are spill containment materials and stocked cleanup kits readily available?	X			
Is there evidence of soil erosion?	X			Increased erosion under fence by Election House due to ongoing failed field tile.
OTHER OBSERVATIONS:				

Inspected By: Charlotte Solomon and Jonathan Ferbrache -Fairfield SWCD

FACILITY INSPECTION PHOTOS



Picture 1: Damaged culvert (site 12) ARF Road



Picture 2: Blowhole erosion (site by 11)



Picture 3: Culvert needs dipped (site 3). East gate to hangars.



Picture 4: Drain was blocked by grass, in infield location.



Picture 5: Culvert where the tile meets the drain needs maintained. (infield)

FACILITY MAPS

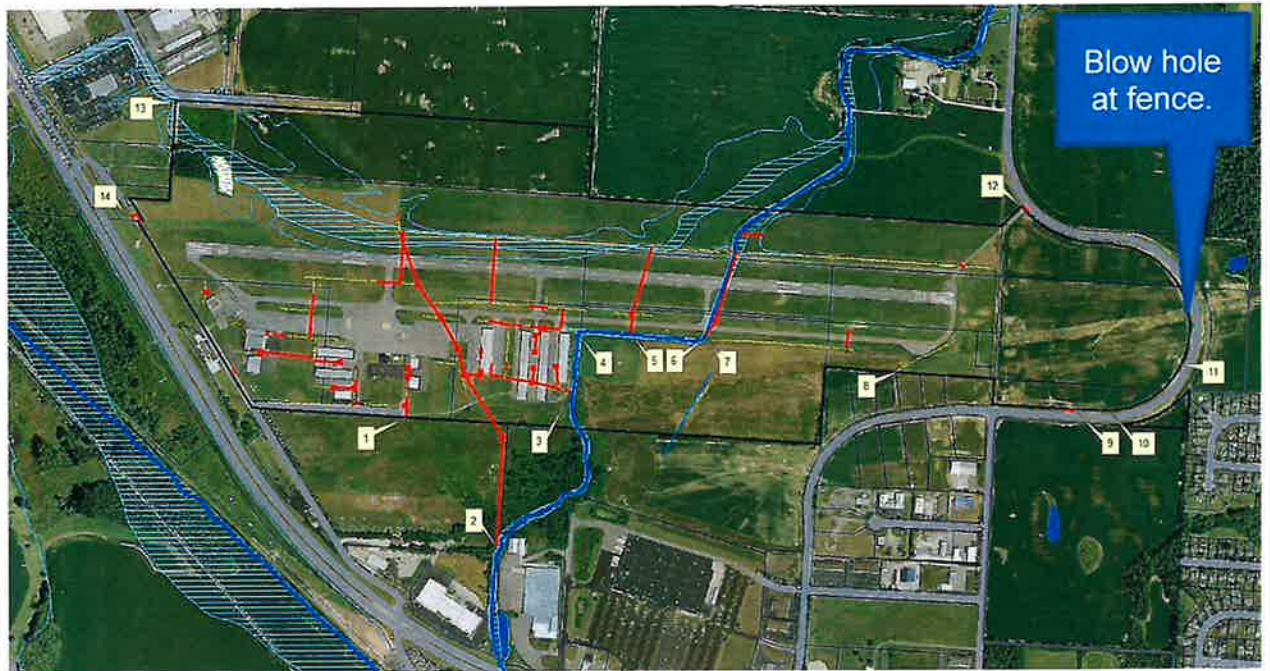


FIGURE A

See Appendix A for outfall No.2 off site easement

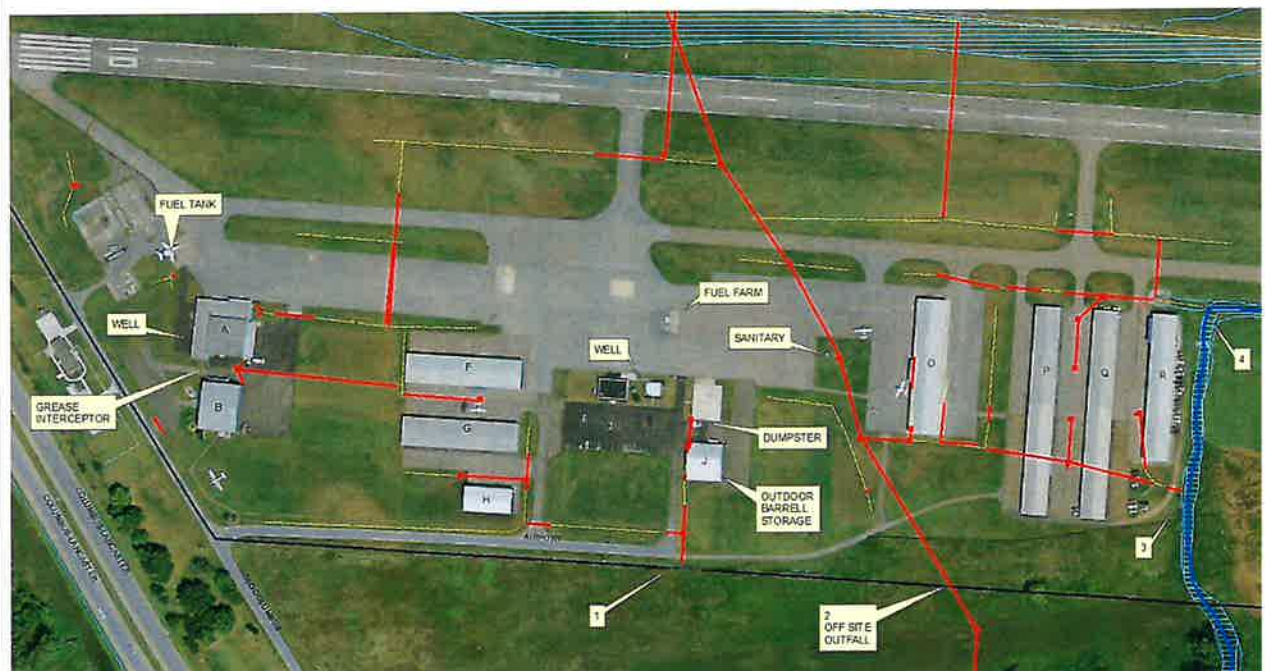


FIGURE B

See Appendix A for outfall No.2 off site easement

Fairfield County Airport Authority 2026 Budget Detail

2026 Appropriation Budget to present to the Budget Commission for August 2025

			2026 Appropriation Budget
AIRPORT OPERATIONS			
80780000	AIRPORT OPERATIONS		
80780000	530000	CONTRACTUAL SERVICES	180000
80780000	541001	ELECTRIC/UTILITES	25000
80780000	543000	REPAIR AND MAINTENANCE	60000
80780000	544000	RENTALS/LEASE	191500
80780000	553000	COMMUNICATIONS/TELEPHONE	0
80780000	554000	ADVERTISING	1500
80780000	558000	TRAVEL REIMBURSEMENT	200
CONTRACTUAL SERVICES			458200
80780000	560000	MATERIALS & SUPPLIES	15000
80780000	561000	GENERAL OFFICE SUPPLIES	500
80780000	562600	FUEL (GASOLINE/DIESEL)	575000
MATERIALS & SUPPLIES			590500
80780000	570000	CAPITAL OUTLAY	0
80780000	574000	EQUIPMENT, SOFTWARE & FIXTURES	15000
80780000	574300	FURNITURE	0
CAPITAL OUTLAY			15000
80780000	590310	REFUNDS OF HANGAR DEPOSITS	3000
OTHER			3000
TOTAL	AIRPORT OPERATIONS		1066700

2025 Revenue Estimate

80780000	434600	JET FUEL - AIRPORT	650000
80780000	436200	RENTS AND ROYALTIES	267000
80780000	436220	RENTS - T-HANGARS	0
80780000	436225	RENT - BOX HANGARS	0
80780000	436230	AIRPORT EASEMENT ROYALTY	0
80780000	436235	SPACE RENT AT AIRPORT	500
80780000	436305	RENT - AIRPORT TIE DOWNS	0
80780000	438000	OTHER RECEIPTS	0
80780000	438004	INSURANCE REIMB	0
80780000	438005	REFUNDS	0
80780000	438006	DEPOSITS	1000
80780000	438007	REFUND OF PRIOR YR EXPENSES	0
80780000	438041	REIMBURSEMENTS	0
80780000	439100	INTERFUND TRANSFERS IN	0
80780000	439200	AUCTION/PRIVATE SALES	0
80780005	436200	RENTS AND ROYALTIES	0
80780005	436220	RENTS - T-HANGARS	31000
80780005	436225	RENT - BOX HANGARS	36000
80780008	436200	RENTS AND ROYALTIES	0
80780008	436220	RENTS - T-HANGARS	34650
2026 Estimated Revenue			1020150

-\$46,550.00 Difference between expenses and revenue
 \$400,000 estimated carryover cash from 2025

FAIRFIELD COUNTY



YEAR-TO-DATE BUDGET REPORT

FOR 2025 06

JOURNAL DETAIL 2025 6 TO 2025 6

ACCOUNTS FOR:	ORIGINAL	REVISED	YTD EXPENDED	MTD EXPENDED	ENCUMBRANCES	AVAILABLE	PCT
7800 AIRPORT OPERATIONS	APPROP	BUDGET				BUDGET	USED

80780000 AIRPORT OPERATIONS

80780000 530000 CONTRACTUAL SERVICE	175,000	181,248	96,901.17	15,572.55	82,528.73	1,818.00	99.0%
2025/06/000006 06/02/2025 API	200.00 VND	001281 PO 5	PORTA KLEEN	RENTAL OF PORTABLE TOILET 5/23			5428639
2025/06/000658 06/16/2025 API	172.93 VND	003668 PO 29	LOCAL WASTE SERVICE	3310 OLD COLUMBUS 6/1/25-6/30/			5429617
2025/06/000658 06/16/2025 API	472.34 VND	003668 PO 29	LOCAL WASTE SERVICE	3430 OLD COLUMBUS 6/1/25-6/30/			5429618
2025/06/000659 06/16/2025 API	1,650.00 VND	001218 PO 4	PETROLEUM UNDERGROUN	APPLICATION FOR CERTIFICATE OF C			5429586
2025/06/000659 06/16/2025 API	50.00 VND	013701 PO 80	MAJORS, DOUGLAS J	Noxious weed agreement 2025			5429671
2025/06/000698 06/16/2025 API	1,895.05 VND	005790 PO 25002497	OHIO DEPT OF TAXATION	Fuel sales tax 5/1-5/31			5429653
2025/06/001001 06/23/2025 API	9.95 VND	016659 PO 95	SUNRUSH WATER	DRINKING WATER SERVICES 6/2025			5430228
2025/06/001001 06/23/2025 API	37.25 VND	016659 PO 95	SUNRUSH WATER	DRINKING WATER SERVICES			5430229
2025/06/001001 06/23/2025 API	51.70 VND	001281 PO 5	SUNRUSH WATER	DRINKING WATER SERVICES			5430230
2025/06/001328 06/30/2025 API	200.00 VND	001281 PO 5	PORTA KLEEN	RENTAL OF PORTABLE TOILET 6/20			5430520
2025/06/001328 06/30/2025 API	2,500.00 VND	005552 PO 43	HISTORICAL AIRCRAFT	snow plow/mowing contract for			5430544
2025/06/001328 06/30/2025 API	8,333.33 VND	007099 PO 239	SUNDOWNER AVIATION L	FBO/Airport Management 7/2025			5430554
80780000 541001 ELECTRIC/UTILITIES	30,000	31,841	12,037.05	2,275.01	14,803.67	5,000.00	84.3%

2025/06/000281 06/09/2025 API	272.80 VND	003823 PO 33	NORTHEAST OHIO NATUR	3430 OLD COLUMBUS RD 4/14-5/19			5429072
2025/06/000281 06/09/2025 API	180.71 VND	003823 PO 33	NORTHEAST OHIO NATUR	3383 OLD COLUMBUS RD 4/14-5/16			5429073
2025/06/000281 06/09/2025 API	116.90 VND	003823 PO 33	NORTHEAST OHIO NATUR	3383 OLD COLUMBUS RD 4/14-5/19			5429074
2025/06/000658 06/16/2025 API	104.13 VND	023650 PO 110	FAIRFIELD CO UTILITI	4/30/25-6/3/			5429711
2025/06/000658 06/16/2025 API	104.13 VND	023650 PO 110	FAIRFIELD CO UTILITI	3430 OLD COLUMBUS 4/30/25-6/3/			5429712
2025/06/000658 06/16/2025 API	117.32 VND	023650 PO 110	FAIRFIELD CO UTILITI	3365 OLD COLUMBUS SWAT BLDG 4/			5429713
2025/06/001001 06/23/2025 API	256.77 VND	001373 PO 7	SOUTH CENTRAL POWER	TERMINAL RUNWAY LIGHTS 5/8-6/9			5430137
2025/06/001001 06/23/2025 API	373.47 VND	001373 PO 7	SOUTH CENTRAL POWER	TREMINAL 2 5/8-6/9			5430138
2025/06/001001 06/23/2025 API	136.83 VND	001373 PO 7	SOUTH CENTRAL POWER	HANGAR Q 5/8-6/9			5430139
2025/06/001001 06/23/2025 API	119.24 VND	001373 PO 7	SOUTH CENTRAL POWER	HANGAR G 5/8-6/9			5430140
2025/06/001001 06/23/2025 API	117.50 VND	001373 PO 7	SOUTH CENTRAL POWER	HANGAR P 5/8-6/9			5430141
2025/06/001001 06/23/2025 API	103.51 VND	001373 PO 7	SOUTH CENTRAL POWER	HANGAR O 5/8-6/9			5430142
2025/06/001001 06/23/2025 API	75.12 VND	001373 PO 7	SOUTH CENTRAL POWER	HANGAR F 5/8-6/9			5430143
2025/06/001001 06/23/2025 API	141.36 VND	001373 PO 7	SOUTH CENTRAL POWER	MORED ASLOS 5/8-6/9			5430144
2025/06/001001 06/23/2025 API	55.26 VND	001373 PO 7	SOUTH CENTRAL POWER	3383 COLUMBUS LANCASTER 5/8-6/			5430145
80780000 543000 REPAIR AND MAINTEN	70,000	95,892	23,379.81	2,075.00	64,301.18	8,211.00	91.4%
2025/06/001165 06/26/2025 API	2,075.00 VND	011831 PO 25004008	STUTSKE CONSTRUCTION	Airport/SWAT Hillside Clearing			5430415
80780000 553000 COMMUNICATIONS/TEL	2,100	2,464	1,162.88	193.84	1,301.43	.00	100.0%
2025/06/000006 06/02/2025 API	193.84 VND	074480 PO 122	A T & T INC	telecom/monthly phone services			5428703

YEAR-TO-DATE BUDGET REPORT

FOR 2025 06

JOURNAL DETAIL 2025 6 TO 2025 6

ACCOUNTS FOR:		ORIGINAL	REVISED	YTD EXPENDED	MTD EXPENDED	ENCUMBRANCES	AVAILABLE	PCT
7800	AIRPORT OPERATIONS	APPROP	BUDGET				BUDGET	USED
80780000	554000 ADVERTISING	2,000	2,000	.00	.00	900.00	1,100.00	45.0%
80780000	558000 TRAVEL REIMBURSEME	200	200	.00	.00	150.00	50.00	75.0%
80780000	560000 MATERIALS & SUPPLI	25,000	35,906	15,031.86	234.64	9,930.84	10,943.75	69.5%
2025/06/000281	06/09/2025 API	119.86 VND	014612 PO 84	AG-PRO OHIO, LLC	TIRE AND WHEEL ASSEMBLY			5429119
2025/06/000281	06/09/2025 API	114.78 VND	014612 PO 84	AG-PRO OHIO, LLC	AIR FILTER, AIR FILTER, FILTER			5429120
80780000	561000 GENERAL OFFICE SUP	500	500	.00	.00	100.00	400.00	20.0%
80780000	562600 FUEL (GASOLINE/DIE	600,000	634,369	255,142.56	60,468.19	379,226.19	.00	100.0%
2025/06/001001	06/23/2025 API	22,150.07 VND	005545 PO 25001262	PURVIS BROTHERS INC	fuel purchases at the Airport			5430187
2025/06/001001	06/23/2025 API	38,318.12 VND	005545 PO 25001262	PURVIS BROTHERS INC	fuel purchases at the Airport			5430188
80780000	574000 EQUIPMENT, SOFTWARE	15,000	15,000	.00	.00	14,400.00	600.00	96.0%
80780000	574300 FURNITURE & FIXTUR	5,000	5,000	.00	.00	.00	5,000.00	.0%
80780000	590310 REFUNDS OF HANGAR	3,000	3,000	672.00	.00	.00	2,328.00	22.4%
TOTAL AIRPORT OPERATIONS		927,800	1,007,420	404,327.33	80,819.23	567,642.04	35,450.75	96.5%
TOTAL AIRPORT OPERATIONS		927,800	1,007,420	404,327.33	80,819.23	567,642.04	35,450.75	96.5%
TOTAL EXPENSES		927,800	1,007,420	404,327.33	80,819.23	567,642.04	35,450.75	

Hangar Rates for new tenants/lessees - 5 year rates

Approved on 7/14/25 - New Rates effective August 1, 2025 for new lessees

Bay#	Sq Ft	2025 Rates	8/1/2025	2026	2027	2028	2029
F1-F10	1276	\$265.00	\$306.00	\$315.00	\$325.00	\$335.00	\$345.00
F(W)	638	\$57.00	Commissioners lease	n/a	n/a	n/a	n/a
G1	1914	\$323.00	\$459.00	\$473.00	\$487.00	\$502.00	\$517.00
G2-G5	1276	\$265.00	\$306.00	\$315.00	\$325.00	\$335.00	\$345.00
G6	1914	\$323.00	\$459.00	\$473.00	\$487.00	\$502.00	\$517.00
G7-G10	1276	\$265.00	\$306.00	\$315.00	\$325.00	\$335.00	\$345.00
O1-O5	1276	\$265.00	\$306.00	\$315.00	\$325.00	\$335.00	\$345.00
O6	1914	\$323.00	\$459.00	\$473.00	\$487.00	\$502.00	\$517.00
O7-O12	1276	\$265.00	\$306.00	\$315.00	\$325.00	\$335.00	\$345.00
Garage)	638	\$57.00	\$153.00	\$158.00	\$162.00	\$167.00	\$172.00
P1	1579	\$277.00	\$379.00	\$390.00	\$402.00	\$414.00	\$427.00
P2-P9	1079	\$231.00	\$259.00	\$267.00	\$275.00	\$283.00	\$291.00
P10	1579	\$277.00	\$379.00	\$390.00	\$402.00	\$414.00	\$427.00
P11-P20	1079	\$231.00	\$259.00	\$267.00	\$275.00	\$283.00	\$291.00
Q1	1579	\$277.00	\$379.00	\$390.00	\$402.00	\$414.00	\$427.00
Q2-Q9	1079	\$231.00	\$259.00	\$267.00	\$275.00	\$283.00	\$291.00
Q10	1579	\$277.00	\$379.00	\$390.00	\$402.00	\$414.00	\$427.00
Q11-Q20	1079	\$231.00	\$259.00	\$267.00	\$275.00	\$283.00	\$291.00
Bay#	Sq Ft						
R1	3000	\$590.00	\$720.00	\$741.00	\$764.00	\$787.00	\$810.00
R2-R6	2500	\$492.00	\$600.00	\$618.00	\$637.00	\$656.00	\$675.00

Privacy Act Statement (5 U.S.C. § 552a(e)(3)): Authority: Information solicited by the Federal Aviation Administration (FAA) Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) is authorized by 49 U.S.C. § 44718 and 47101 Purpose: The FAA OE/AAA is an application used to evaluate all structures that may affect the national airspace system and defend against potential hazards to the safety and efficient use of the navigable airspace. The information collected is used to allow a user access to the OE/AAA and to administer the Aeronautical Study Process. Routine Uses: In accordance with the Privacy Act system of records notice, DOT/ALL 16 Mailing Management System and DOT/FAA 826 Petitions for Exemptions, Other than Medical Exemptions this information may be disclosed to officials within the federal government and the public in general. DOT/ALL 13 - Internet/Intranet Activity and Access Records, this information is routinely used; • To provide information to any person(s) authorized to assist in an approved investigation of improper access or usage of DOT computer systems; • To an actual or potential party or his or her authorized representative for the purpose of negotiation or discussion of such matters as settlement of the case or matter, or informal discovery proceedings; • To contractors, grantees, experts, consultants, detailees, and other non-DOT employees performing or working on a contract, service, grant cooperative agreement, or other assignment from the Federal government, when necessary to accomplish an agency function related to this system of records; and • To other government agencies where required by law.

Disclosure: Submission of the information is voluntary, however, failure to submit requested information will result in FAA's inability to grant you access to the system and may result in an inability of the FAA to process the notice or administer the aeronautical study process for the construction, alteration, activation, or deactivation proposed.



U.S. Department of
Transportation
**Federal Aviation
Administration**

*Failure to Provide All Requested Information May Delay Processing of your
Notice*

Notice of Proposed Construction or Alteration

FOR FAA USE ONLY

Aeronautical Study
Number
2025-AGL-5195-OE

Status: Determined - No
Hazard

1.Sponsor

Name: American Electric
Power (CC)
Attn of: Chad Coon
Address: 8500 Smiths Mill Rd
City: New Albany
State: OH
Zip: 43054
Country: US
Phone: +1-380-205-5241
Fax:

2.Sponsor's Representative

Name:
Attn of: Clyde Pittman
Address: 1423 S. Patrick Drive
City: Satellite Beach
State: FL
Zip: 32937
Country: US
Phone: +1-321-777-1266
Fax:

3.Notice of: New Construction

4.Duration:

Permanent (Months:0 Days:0)

5.Work Schedule:

6.Type: Transmission Line Tower

7.Marking/Lighting: None

8.FCC Antenna

Registration Number:
(if applicable)

9.Latitude: 39° 45' 18.05" N

10.Longitude: 82° 38' 4.51" W

12.Nearest

State: OH
County: Fairfield

13.Nearest Public Use LHQ

Airport:

(or Military Airport/Heliport)

14.Distance from Airport 6333 ft

to Structure:

15.Direction from Airport 92.1°

to Structure:

16.Site Elevation (SE): 892 ft

17.Structure Height (AGL): 83 ft

18.Overall Height (AMSL): 975 ft

19.Prior ASN (if applicable): 2019-AGL-1800-OE

20.Description of**Location:**

Located in Baltimore Ohio.

21.Description of**Proposal:**

16 transmission line towers. Please contact Tom Wallace with any questions. 321-777-1266 or thomas.wallace@airspaceusa.com

Frequencies:

[View Frequencies](#)

Letters:

[18/06/2025 - DET](#)



FCA Authority Board:

Glenn Burns, DDS
William McNeer, CPP
Bill Fagan
Michael J. Kaper, J.D.
Jon Kochis
Scott Richardson
Tom Brennan

June 9, 2025

Federal Aviation Administration
Obstruction Evaluation Group
800 Independence Avenue SW
Washington, DC 20591

Subject: Response to Aeronautical Study No. 2025-AGL-5193-OE

To Whom It May Concern,

Thank you for the opportunity to review and respond to the proposed development of a series of transmission towers located approximately one mile east of the Fairfield County Airport (KLHQ).

The Fairfield County Airport is owned and operated by the Fairfield County Airport Authority and serves general aviation aircraft in the Fairfield County area. In addition to general aviation operations, the airport hosts highly active flight schools for both fixed wing aircraft and helicopters.

The aeronautical study pertains to the construction of a series of transmission towers roughly one mile east of Runway 28. At the proposed locations and elevations, the following structures would penetrate the Runway 28 40:1 departure surface as defined by 14 CFR §77.17(a)(3):

- 2025-AGL-5193-OE
- 2025-AGL-5194-OE
- 2025-AGL-5195-OE
- 2025-AGL-5196-OE

The height of these penetrations ranges from just under one foot to 25 feet above the imaginary surface. These obstacles are classified as low, close-in penetrations with climb gradient termination altitudes of 200 feet or less. As such, they would necessitate takeoff minimums and obstacle departure procedures.

Additionally, the following objects represent further obstructions:

- Objects 2025-AGL-5197-OE through 2025-AGL-5204-OE penetrate the horizontal surface as defined in 14 CFR §77.19(a).
- Object 2025-AGL-5205-OE penetrates the conical surface under 14 CFR §77.19(b).
- Object 2025-AGL-5194-OE also penetrates the approach surface as defined in 14 CFR §77.19(d).

Fairfield County Airport Authority
Staci A. Knisley, Clerk
3430 Old Columbus Rd NW, Carroll, Ohio 43112
740-652-7093 Airport Clerk
740-654-7001 Airport Terminal, email: fairfieldcountyairport@co.fairfield.oh.us
www.fairfieldcountyairport.com



FCA Authority Board:

Glenn Burns, DDS
William McNeer, CPP
Bill Fagan
Michael J. Kaper, J.D.
Jon Kochis
Scott Richardson
Tom Brennan

Due to the volume of penetrations into navigable airspace, the nature of operations conducted at the airport, and the resulting impact on aviation safety, the Fairfield County Airport Authority finds the proposed project objectionable. We strongly recommend that the transmission towers be installed at an alternative location that does not interfere with the airport's Part 77 imaginary surfaces.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Kochis". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jon Kochis
Fairfield County Airport Authority

Fairfield County Airport Authority
Staci A. Knisley, Clerk
3430 Old Columbus Rd NW, Carroll, Ohio 43112
740-652-7093 Airport Clerk
740-654-7001 Airport Terminal, email: fairfieldcountyairport@co.fairfield.oh.us
www.fairfieldcountyairport.com



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2025-AGL-5194-OE

Issued Date: 06/18/2025

AMERICAN ELECTRIC POWER (CC)
CHAD COON
8500 Smiths Mill Rd
New Albany, OH 43054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Transmission Line Tower 31LB
County, State: Fairfield, Ohio

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
31LB	39-45-12.58N	82-38-06.32W	903 Ft	83 Ft	986 Ft

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☒ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 12/18/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 18, 2025. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on July 28, 2025 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact raymond.a.davis@faa.gov, at 1-817-222-4613, or Raymond.a.davis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AGL-5194-OE.

Signature Control No: 652237468-663765802

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AGL-5194-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

LOCATION OF OBSTRUCTION

Our study has disclosed that this project, located approximately 1.11 NM southeast to 3.35 NM northeast of Runway End 28 at Fairfield County (LHQ), Lancaster, OH.

OBSTRUCTION STANDARDS EXCEEDED

77.17 (a)(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2025-AGL-5193-OE - At 978 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 20 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3609 feet from departure end of runway, 983 feet right of centerline, 78 AGL, 978 AMSL, NEH 958 AMSL (4D/2C).

2025-AGL-5194-OE - At 986 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 25 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3725 feet from departure end of runway, 342 feet right of centerline, 83 AGL, 986 AMSL, NEH 961 AMSL (4D/2C).

2025-AGL-5195-OE - At 975 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 12 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3827 feet from departure end of runway, 219 feet left of centerline, 83 AGL, 975 AMSL, NEH 963 AMSL (4D/2C).

2025-AGL-5196-OE - At 968 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 2 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3953 feet from departure end of runway, 913 feet left of centerline, 83 AGL, 968 AMSL, NEH 966 AMSL (4D/2C).

77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (a) Horizontal surface. A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs.

2025-AGL-5197-OE - Exceeds by 87 feet,
2025-AGL-5198-OE - Exceeds by 52 feet,
2025-AGL-5199-OE - Exceeds by 54 feet,
2025-AGL-5200-OE - Exceeds by 81 feet,
2025-AGL-5201-OE - Exceeds by 92 feet,
2025-AGL-5202-OE - Exceeds by 47 feet,
2025-AGL-5203-OE - Exceeds by 19 feet,
2025-AGL-5204-OE - Exceeds by 50 feet,

77.19 (b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

2025-AGL-5205-OE - Exceeds by 32 feet,

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

2025-AGL-5194-OE - Exceeds by 14 feet,

As defined in FAA JO 7400.2P, 6-3-8, Evaluating Effect on VFR Operations, the proposal would lie within the TPA for all categories of aircraft that would normally utilize LHQ. It would exceed, as applied to a visual approach runway, the surfaces listed below:

Horizontal

2025-AGL-5197-OE - Exceeds by 87 feet,

Conical

2025-AGL-5198-OE - Exceeds by 22 feet,

The following aeronautical studies do not penetrate any protected surfaces. However, it is OEG policy not to provide favorable determinations until all issues associated with the project have been resolved.

2025-AGL-5206 through 5230-OE

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on aeronautical operations and airspace. While part 77 obstruction standards may trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

CIRCULARIZATION AND NEGOTIATIONS

The Notice of Preliminary Findings letter was issued on 30 April, 2025 stated that the structure height, as filed, could result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

Negotiations to lower the height of the structure to eliminate the adverse effect were unsuccessful.

In order to facilitate the public comment process, this aeronautical study was circularized on 6 May, 2025, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal in the amount of 2,192 respondents. There was one response.

Concern: The Fairfield County Airport Authority objected to the project due to Part 77 penetrations, and penetrations of several studies to the RWY 28 40:1 departure surface, stating there would be an adverse impact to aviation safety. They asked that the transmission line be installed at an alternative location.

FAA Response: The cited penetrations will be mitigate by red obstruction lighting and departure notes will be added to applicable publications.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have minimal effect on any existing or proposed VFR arrival/departure routes, operations, or procedures.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

BASIS FOR DECISION

Although the structure exceeds Part 77, 77.17(a)(3) and/or (a)(5), there would be no significant effects on any existing or proposed en route VFR operations. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities. The study did not disclose any effects on any airspace and routes used by the military. The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

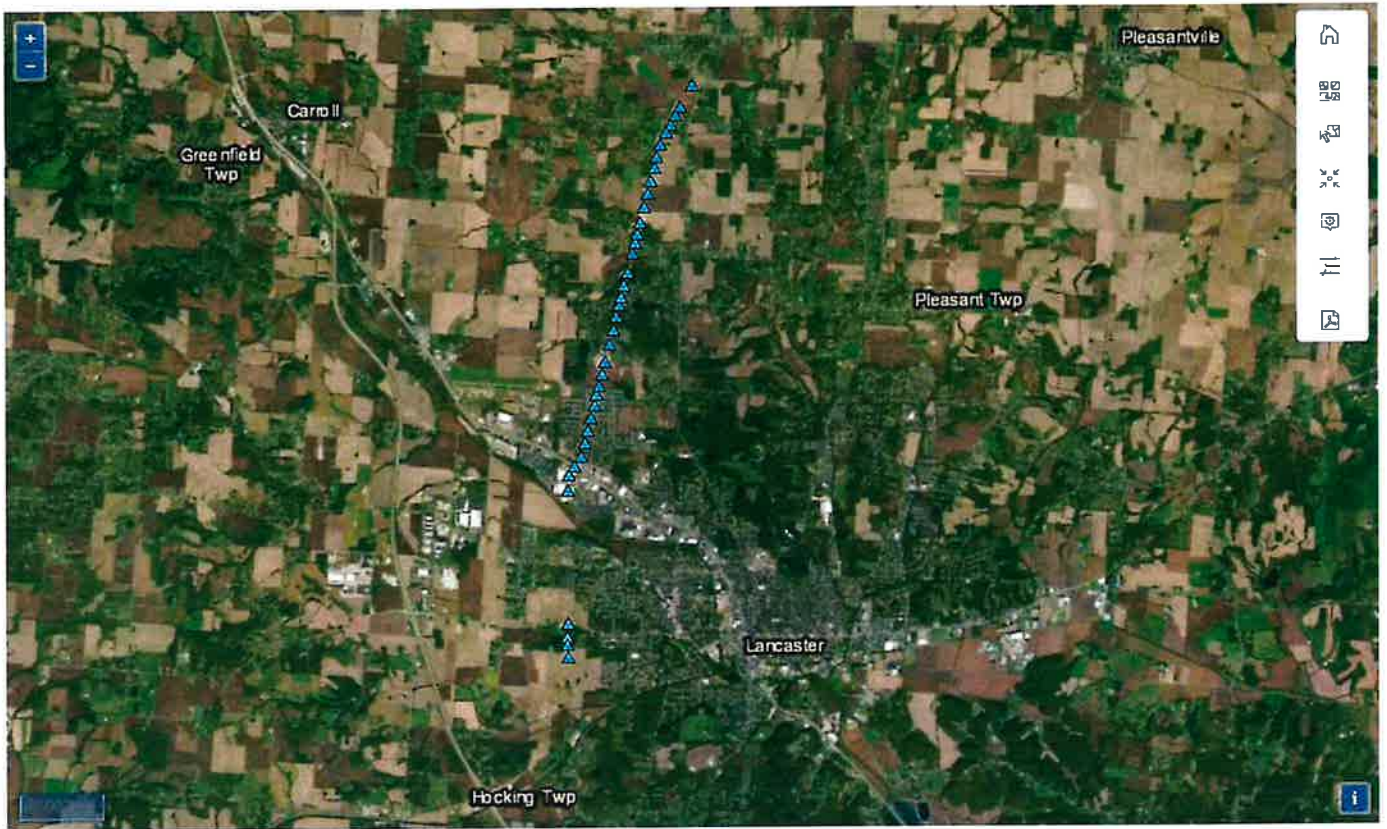
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

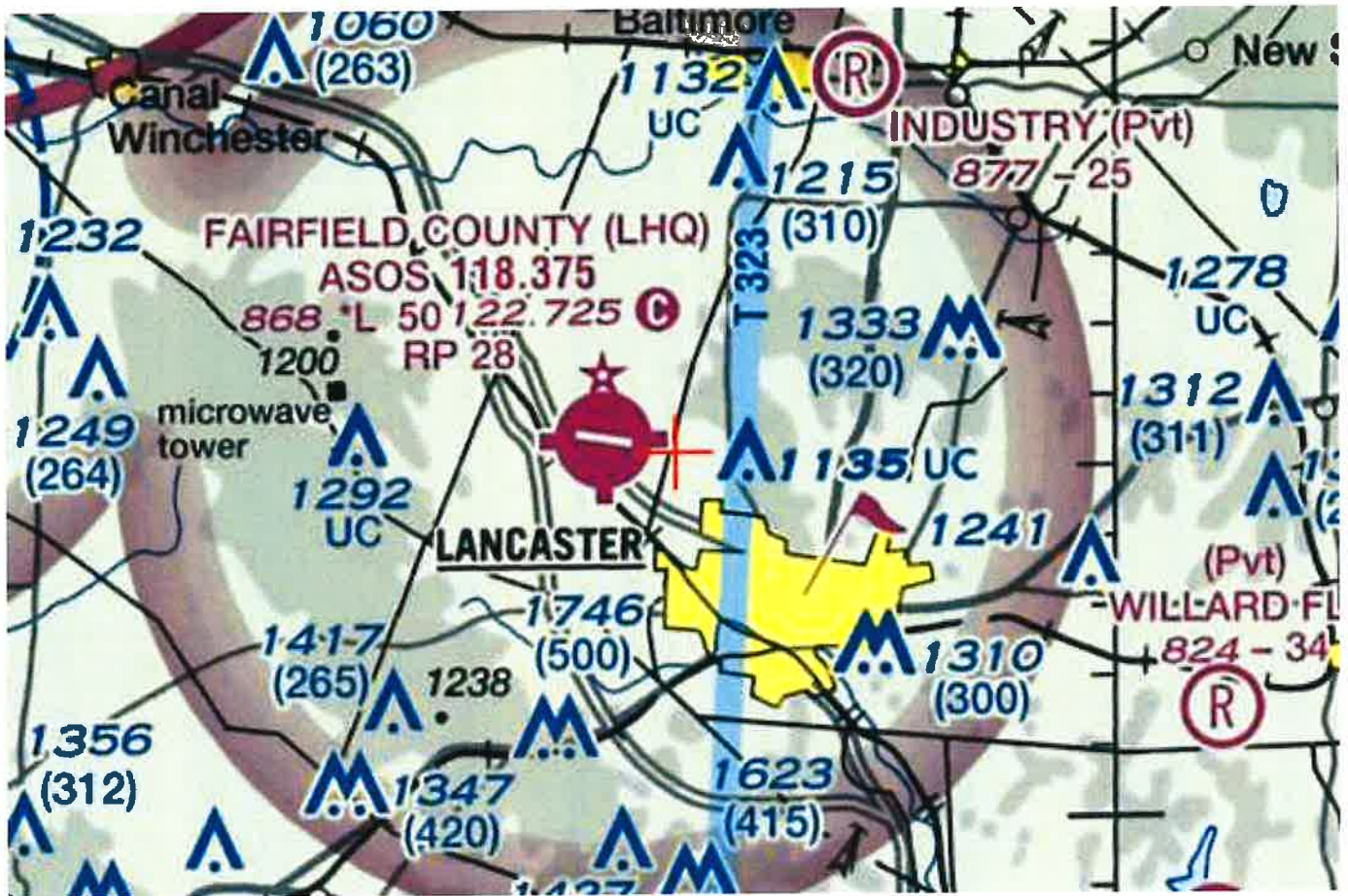
CONDITIONS

The incorporation of marking and lighting on this proposed structure would provide additional conspicuity for VFR and IFR pilots flying in this vicinity.

DETERMINATION - NO HAZARD TO AIR NAVIGATION

Verified Map for ASN 2025-AGL-5194-OE







Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2025-AGL-5193-OE

Issued Date: 06/18/2025

AMERICAN ELECTRIC POWER (CC)
CHAD COON
8500 Smiths Mill Rd
New Albany, OH 43054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Transmission Line Tower 30LB
County, State: Fairfield, Ohio

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
30LB	39-45-06.34N	82-38-08.39W	900 Ft	78 Ft	978 Ft

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☒ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 12/18/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 18, 2025. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on July 28, 2025 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact raymond.a.davis@faa.gov, at 1-817-222-4613, or Raymond.a.davis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AGL-5193-OE.

Signature Control No: 652237467-663765800

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AGL-5193-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

LOCATION OF OBSTRUCTION

Our study has disclosed that this project, located approximately 1.11 NM southeast to 3.35 NM northeast of Runway End 28 at Fairfield County (LHQ), Lancaster, OH.

OBSTRUCTION STANDARDS EXCEEDED

77.17 (a)(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2025-AGL-5193-OE - At 978 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 20 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3609 feet from departure end of runway, 983 feet right of centerline, 78 AGL, 978 AMSL, NEH 958 AMSL (4D/2C).

2025-AGL-5194-OE - At 986 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 25 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3725 feet from departure end of runway, 342 feet right of centerline, 83 AGL, 986 AMSL, NEH 961 AMSL (4D/2C).

2025-AGL-5195-OE - At 975 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 12 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3827 feet from departure end of runway, 219 feet left of centerline, 83 AGL, 975 AMSL, NEH 963 AMSL (4D/2C).

2025-AGL-5196-OE - At 968 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 2 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3953 feet from departure end of runway, 913 feet left of centerline, 83 AGL, 968 AMSL, NEH 966 AMSL (4D/2C).

77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (a) Horizontal surface. A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs.

2025-AGL-5197-OE - Exceeds by 87 feet,
2025-AGL-5198-OE - Exceeds by 52 feet,
2025-AGL-5199-OE - Exceeds by 54 feet,
2025-AGL-5200-OE - Exceeds by 81 feet,
2025-AGL-5201-OE - Exceeds by 92 feet,
2025-AGL-5202-OE - Exceeds by 47 feet,
2025-AGL-5203-OE - Exceeds by 19 feet,
2025-AGL-5204-OE - Exceeds by 50 feet,

77.19 (b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

2025-AGL-5205-OE - Exceeds by 32 feet,

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

2025-AGL-5194-OE - Exceeds by 14 feet,

As defined in FAA JO 7400.2P, 6-3-8, Evaluating Effect on VFR Operations, the proposal would lie within the TPA for all categories of aircraft that would normally utilize LHQ. It would exceed, as applied to a visual approach runway, the surfaces listed below:

Horizontal

2025-AGL-5197-OE - Exceeds by 87 feet,

Conical

2025-AGL-5198-OE - Exceeds by 22 feet,

The following aeronautical studies do not penetrate any protected surfaces. However, it is OEG policy not to provide favorable determinations until all issues associated with the project have been resolved.

2025-AGL-5206 through 5230-OE

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on aeronautical operations and airspace. While part 77 obstruction standards may trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

CIRCULARIZATION AND NEGOTIATIONS

The Notice of Preliminary Findings letter was issued on 30 April, 2025 stated that the structure height, as filed, could result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

Negotiations to lower the height of the structure to eliminate the adverse effect were unsuccessful.

In order to facilitate the public comment process, this aeronautical study was circularized on 6 May, 2025, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal in the amount of 2,192 respondents. There was one response.

Concern: The Fairfield County Airport Authority objected to the project due to Part 77 penetrations, and penetrations of several studies to the RWY 28 40:1 departure surface, stating there would be an adverse impact to aviation safety. They asked that the transmission line be installed at an alternative location.

FAA Response: The cited penetrations will be mitigate by red obstruction lighting and departure notes will be added to applicable publications.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have minimal effect on any existing or proposed VFR arrival/departure routes, operations, or procedures.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

BASIS FOR DECISION

Although the structure exceeds Part 77, 77.17(a)(3) and/or (a)(5), there would be no significant effects on any existing or proposed en route VFR operations. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities. The study did not disclose any effects on any airspace and routes used by the military. The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

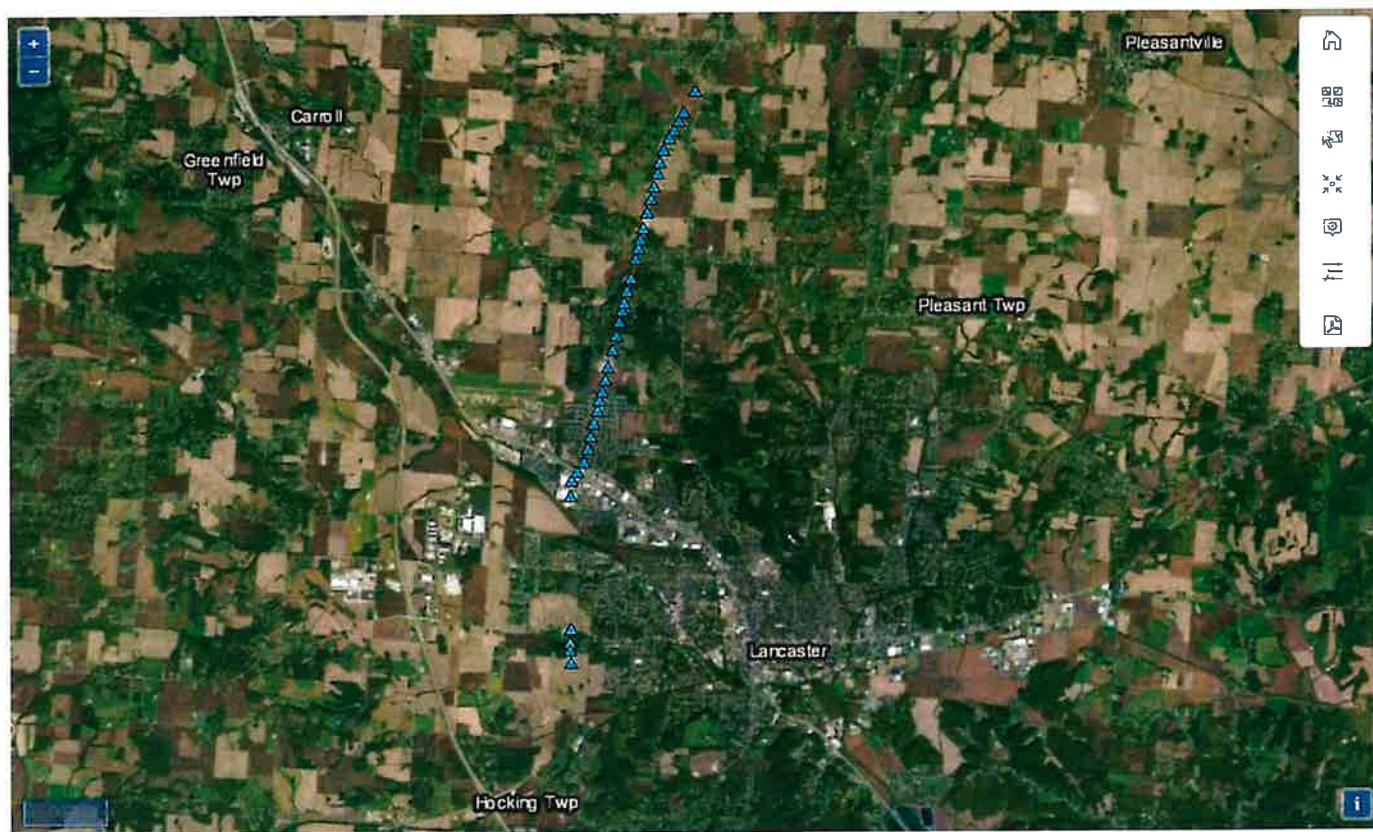
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

CONDITIONS

The incorporation of marking and lighting on this proposed structure would provide additional conspicuity for VFR and IFR pilots flying in this vicinity.

DETERMINATION - NO HAZARD TO AIR NAVIGATION

Verified Map for ASN 2025-AGL-5193-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2025-AGL-5196-OE

Issued Date: 06/18/2025

AMERICAN ELECTRIC POWER (CC)
CHAD COON
8500 Smiths Mill Rd
New Albany, OH 43054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Transmission Line Tower 33LB
County, State: Fairfield, Ohio

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
33LB	39-45-24.80N	82-38-02.27W	885 Ft	83 Ft	968 Ft

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☒ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 12/18/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 18, 2025. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on July 28, 2025 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact raymond.a.davis@faa.gov, at 1-817-222-4613, or Raymond.a.davis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AGL-5196-OE.

Signature Control No: 652237470-663765803

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AGL-5196-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

LOCATION OF OBSTRUCTION

Our study has disclosed that this project, located approximately 1.11 NM southeast to 3.35 NM northeast of Runway End 28 at Fairfield County (LHQ), Lancaster, OH.

OBSTRUCTION STANDARDS EXCEEDED

77.17 (a)(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2025-AGL-5193-OE - At 978 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 20 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3609 feet from departure end of runway, 983 feet right of centerline, 78 AGL, 978 AMSL, NEH 958 AMSL (4D/2C).

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77.19 (a) Horizontal surface. A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs.

2025-AGL-5197-OE - Exceeds by 87 feet,
2025-AGL-5198-OE - Exceeds by 52 feet,
2025-AGL-5199-OE - Exceeds by 54 feet,
2025-AGL-5200-OE - Exceeds by 81 feet,
2025-AGL-5201-OE - Exceeds by 92 feet,
2025-AGL-5202-OE - Exceeds by 47 feet,
2025-AGL-5203-OE - Exceeds by 19 feet,
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77.19 (b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

2025-AGL-5205-OE - Exceeds by 32 feet,

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

2025-AGL-5194-OE - Exceeds by 14 feet,

As defined in FAA JO 7400.2P, 6-3-8, Evaluating Effect on VFR Operations, the proposal would lie within the TPA for all categories of aircraft that would normally utilize LHQ. It would exceed, as applied to a visual approach runway, the surfaces listed below:

Horizontal

2025-AGL-5197-OE - Exceeds by 87 feet,

Conical

2025-AGL-5198-OE - Exceeds by 22 feet,

The following aeronautical studies do not penetrate any protected surfaces. However, it is OEG policy not to provide favorable determinations until all issues associated with the project have been resolved.

2025-AGL-5206 through 5230-OE

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on aeronautical operations and airspace. While part 77 obstruction standards may trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

CIRCULARIZATION AND NEGOTIATIONS

The Notice of Preliminary Findings letter was issued on 30 April, 2025 stated that the structure height, as filed, could result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

Negotiations to lower the height of the structure to eliminate the adverse effect were unsuccessful.

In order to facilitate the public comment process, this aeronautical study was circularized on 6 May, 2025, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal in the amount of 2,192 respondents. There was one response.

Concern: The Fairfield County Airport Authority objected to the project due to Part 77 penetrations, and penetrations of several studies to the RWY 28 40:1 departure surface, stating there would be an adverse impact to aviation safety. They asked that the transmission line be installed at an alternative location.

FAA Response: The cited penetrations will be mitigate by red obstruction lighting and departure notes will be added to applicable publications.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have minimal effect on any existing or proposed VFR arrival/departure routes, operations, or procedures.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

BASIS FOR DECISION

Although the structure exceeds Part 77, 77.17(a)(3) and/or (a)(5), there would be no significant effects on any existing or proposed en route VFR operations. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities. The study did not disclose any effects on any airspace and routes used by the military. The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

CONDITIONS

The incorporation of marking and lighting on this proposed structure would provide additional conspicuity for VFR and IFR pilots flying in this vicinity.

DETERMINATION - NO HAZARD TO AIR NAVIGATION

Verified Map for ASN 2025-AGL-5196-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2025-AGL-5195-OE

Issued Date: 06/18/2025

AMERICAN ELECTRIC POWER (CC)
CHAD COON
8500 Smiths Mill Rd
New Albany, OH 43054

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Transmission Line Tower 32LB
County, State: Fairfield, Ohio

Collected Point(s):

Label	Latitude	Longitude	SE	DET AGL	AMSL
32LB	39-45-18.05N	82-38-04.51W	892 Ft	83 Ft	975 Ft

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M Change 1, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

☒ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

This determination expires on 12/18/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 18, 2025. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, 5th floor, 600 Independence Ave, SW., Washington, DC 20597. FAA encourages the use of email to ensure timely processing.

This determination becomes final on July 28, 2025 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact raymond.a.davis@faa.gov, at 1-817-222-4613, or Raymond.a.davis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2025-AGL-5195-OE.

Signature Control No: 652237469-663765801

(DNH)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2025-AGL-5195-OE

A full list of acronyms and abbreviations is available at the FAA's public website at https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

LOCATION OF OBSTRUCTION

Our study has disclosed that this project, located approximately 1.11 NM southeast to 3.35 NM northeast of Runway End 28 at Fairfield County (LHQ), Lancaster, OH.

OBSTRUCTION STANDARDS EXCEEDED

77.17 (a)(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2025-AGL-5193-OE - At 978 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 20 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3609 feet from departure end of runway, 983 feet right of centerline, 78 AGL, 978 AMSL, NEH 958 AMSL (4D/2C).

2025-AGL-5194-OE - At 986 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 25 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3725 feet from departure end of runway, 342 feet right of centerline, 83 AGL, 986 AMSL, NEH 961 AMSL (4D/2C).

2025-AGL-5195-OE - At 975 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 12 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3827 feet from departure end of runway, 219 feet left of centerline, 83 AGL, 975 AMSL, NEH 963 AMSL (4D/2C).

2025-AGL-5196-OE - At 968 AMSL, 1A, Fairfield County (LHQ) Lancaster, OH. Obstacle penetrates RWY 10 40:1 departure surface 2 feet. Qualifies as low, close-in penetration with climb gradient termination altitude 200 feet or less above DER, requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2, TAKEOFF OBSTACLE NOTES: RWY 10, Transmission Line Tower 3953 feet from departure end of runway, 913 feet left of centerline, 83 AGL, 968 AMSL, NEH 966 AMSL (4D/2C).

77.17 (a)(5) The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.19, 77.21, or 77.23.

77.19 (a) Horizontal surface. A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs.

2025-AGL-5197-OE - Exceeds by 87 feet,
2025-AGL-5198-OE - Exceeds by 52 feet,
2025-AGL-5199-OE - Exceeds by 54 feet,
2025-AGL-5200-OE - Exceeds by 81 feet,
2025-AGL-5201-OE - Exceeds by 92 feet,
2025-AGL-5202-OE - Exceeds by 47 feet,
2025-AGL-5203-OE - Exceeds by 19 feet,
2025-AGL-5204-OE - Exceeds by 50 feet,

77.19 (b) Conical surface. A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet.

2025-AGL-5205-OE - Exceeds by 32 feet,

77.19 (d) Approach surface. A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

2025-AGL-5194-OE - Exceeds by 14 feet,

As defined in FAA JO 7400.2P, 6-3-8, Evaluating Effect on VFR Operations, the proposal would lie within the TPA for all categories of aircraft that would normally utilize LHQ. It would exceed, as applied to a visual approach runway, the surfaces listed below:

Horizontal

2025-AGL-5197-OE - Exceeds by 87 feet,

Conical

2025-AGL-5198-OE - Exceeds by 22 feet,

The following aeronautical studies do not penetrate any protected surfaces. However, it is OEG policy not to provide favorable determinations until all issues associated with the project have been resolved.

2025-AGL-5206 through 5230-OE

****Part 77 obstruction standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study. This study is conducted in order to determine if the proposal would have a significant adverse effect on aeronautical operations and airspace. While part 77 obstruction standards may trigger formal aeronautical study, including public circularization, these obstruction standards do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds certain obstruction standards of part 77 is in itself not sufficient grounds for issuance of a determination of hazard to air navigation.**

CIRCULARIZATION AND NEGOTIATIONS

The Notice of Preliminary Findings letter was issued on 30 April, 2025 stated that the structure height, as filed, could result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

Negotiations to lower the height of the structure to eliminate the adverse effect were unsuccessful.

In order to facilitate the public comment process, this aeronautical study was circularized on 6 May, 2025, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal in the amount of 2,192 respondents. There was one response.

Concern: The Fairfield County Airport Authority objected to the project due to Part 77 penetrations, and penetrations of several studies to the RWY 28 40:1 departure surface, stating there would be an adverse impact to aviation safety. They asked that the transmission line be installed at an alternative location.

FAA Response: The cited penetrations will be mitigate by red obstruction lighting and departure notes will be added to applicable publications.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

- > The proposed structure would have minimal effect on any existing or proposed VFR arrival/departure routes, operations, or procedures.
- > The proposed structure would not penetrate those altitudes normally considered available to airmen for VFR en route flight.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

BASIS FOR DECISION

Although the structure exceeds Part 77, 77.17(a)(3) and/or (a)(5), there would be no significant effects on any existing or proposed en route VFR operations. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities. The study did not disclose any effects on any airspace and routes used by the military. The cumulative impact of the proposed structure is not considered significant. Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities. Nor would the proposal affect the capacity of any known existing or planned public-use or military airport.

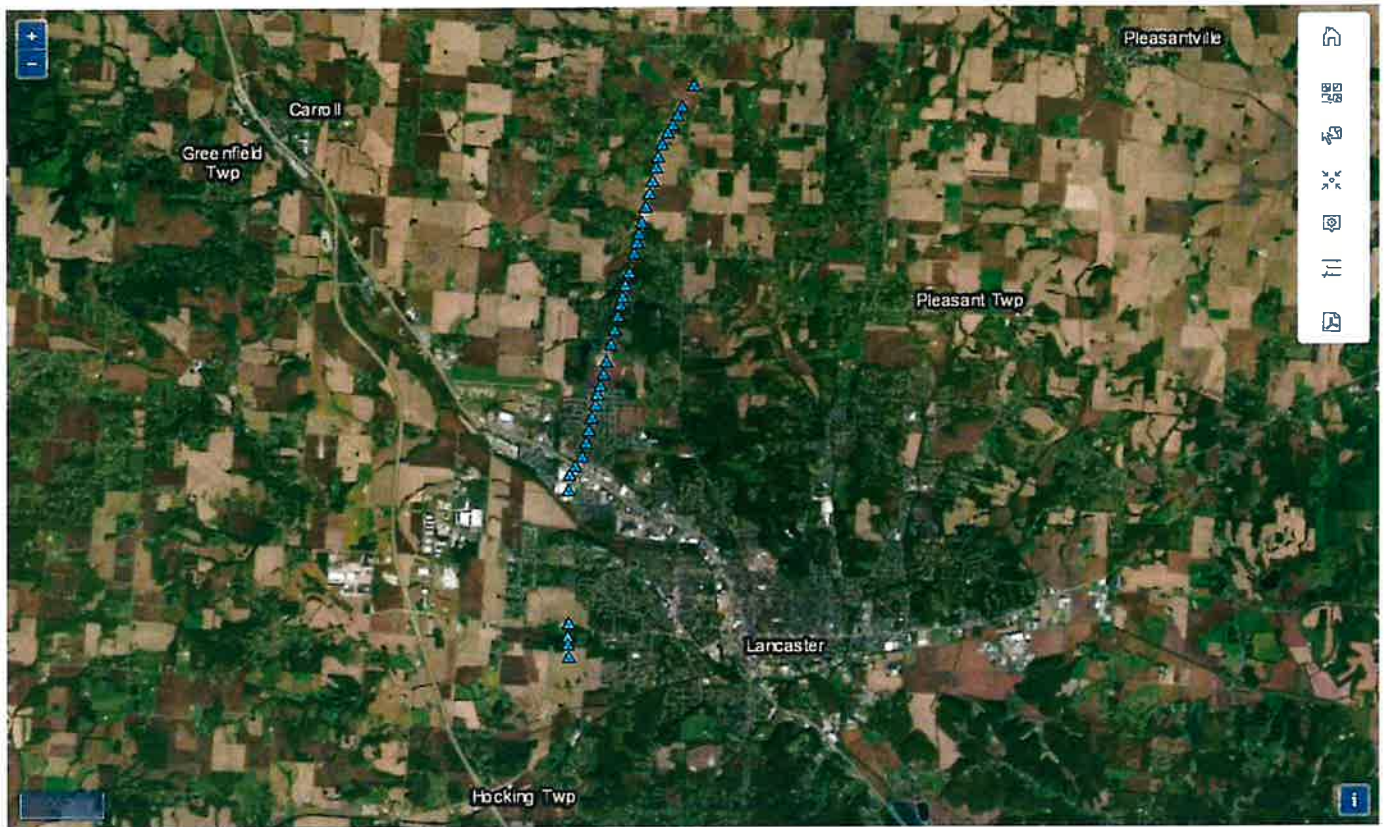
Therefore, it is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

CONDITIONS

The incorporation of marking and lighting on this proposed structure would provide additional conspicuity for VFR and IFR pilots flying in this vicinity.

DETERMINATION - NO HAZARD TO AIR NAVIGATION

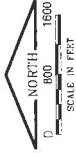
Verified Map for ASN 2025-AGL-5195-OE







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AERONAUTICAL STUDY
JUNE 9, 2025

FAIRFIELD COUNTY
AIRPORT

000010

FAIRFIELD COUNTY AIRPORT
AUTHORITY
CARROLL, OHIO



ID	NAC	HEIGHT (ft)	HEIGHT OF OBSTACLE ABOVE GROUND (ft)	HEIGHT OF OBSTACLE ABOVE GROUND (ft)
2025-A01-0001-01	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-02	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-03	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-04	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-05	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-06	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-07	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-08	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-09	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-10	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-11	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-12	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-13	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-14	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-15	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-16	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-17	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-18	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-19	TRANSMISSION TOWER	1000	1000	1000
2025-A01-0001-20	TRANSMISSION TOWER	1000	1000	1000

TRANSMISSION LINE
TOWER 30LB

1 OF 1

Knisley, Staci A

From: Kochis, Jon P
Sent: Monday, July 14, 2025 6:03 PM
To: Knisley, Staci A
Subject: FW: [E] AEP Ohio Baltimore Transmission Line Reconstruction
Attachments: LHQ obstruction 6.09.25.docx; LHQ_TransmissionTowers_Exhibit_2025.06.09.pdf

See attached and below

From: Russell.Neice@dot.ohio.gov <Russell.Neice@dot.ohio.gov>
Sent: Monday, June 23, 2025 1:09 PM
To: andrew.conway@puco.ohio.gov
Cc: Kochis, Jon P <jon.kochis@fairfieldcountyohio.gov>; John.Stains@dot.ohio.gov
Subject: [E] AEP Ohio Baltimore Transmission Line Reconstruction

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Andrew,
Attached are copies of the letter of objection and study commissioned by the Airport Sponsor. The proposed alignment, based on the airports current Airport Layout Plan (2024) closely follows the existing alignment, however they appear to be requesting to raise the line an average of 20-ft. Can you request a spreadsheet and KML file with a direct comparison between the current alignment with elevations and the new alignment?
The Airports Airspace representative is:
Jon Kochis, Director, Fairfield County, Emergency and Facilities Management,
jon.kochis@fairfieldcountyohio.gov
Please keep him in the loop on any future correspondence.
Respectfully

Russell Glenn Neice Sr
Aviation Services, ODOT, Office of Aviation
2829 West Dublin-Granville Road
Columbus, Ohio 43235
614.387.0928 | Russell.Neice@dot.ohio.gov



**Department of
Transportation**

From: Kochis, Jon P <jon.kochis@fairfieldcountyohio.gov>

Sent: Wednesday, June 11, 2025 8:49 AM

To: Neice, Russell <Russell.Neice@dot.ohio.gov>; Christine Rettig <crettig@cmtengr.com>; bcooley@cmtengr.com

Subject: LHQ obstruction 6.9.10

Russ,

Please see the attached. I will uploading to OEAAA site today.

Jon Kochis

Director

Fairfield County

Emergency and Facilities Management

CAUTION: This is an external email and may not be safe. If the email looks suspicious, please do not click links or open attachments and forward the email to csc@ohio.gov or click the Phish Alert Button if available.

Calendar of Dates; including expiration, due, and events

Description	Other Notes	Expiration/Due Date
Storm Water Pollution Plan Review		7/1/2025
ODOT PCI Program		9/10/2025
Blue Lightning Initiative (BLI)		9/30/2025
QTpod subscription		10/29/2025
MS4 training of Board and FBO		12/31/2025
Bill Fagan, Tom Brennan, Scott Richardson board appointments		12/31/2025
Insurance Agreement		12/31/2025
Legal services agreement with County Prosecutor		12/31/2025
FBO Agreement		12/31/2025
ODOT Airport Improvement FY2026 Grant		3/15/2026
Petroleum Underground Tank	UST Certificate of Coverage	6/30/2026
OTTER/UST		6/30/2026
ODOT inspection		9/10/2026
HAS mowing and snow removal contract		9/30/2026
Hangar J Lease		12/31/2026
Jon Kochis, John Smith, and Michael Kaper		12/31/2026
EAA lease renewal with the Board of Commissioners		12/31/2026
Lease agreement with Board of Commissioners to operate facilities		10/25/2027
Noxious Vegetation Control, LLC - Agreement for annual spraying		12/31/2027
Glenn Burns board appointment		12/31/2027
CMT Master agreement		11/11/2029
Hangar A Lease		4/30/2032
FAA lease for space		9/30/2032
Co-sponsor agreement with the Board of Commissioners		5/13/2044
SAS land lease agreement		6/30/2049