



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

Aeronautical Study No.
2026-AGL-12464-OE

Issued Date: 09/28/2026

PIERCE BROADBAND, LLC
DAVE DOBSON
2355 Broadway
Oakland, CA 94612

**** PUBLIC NOTICE ****

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure: Antenna Tower Kellys Island Site
County, State: Erie, Ohio

Collected Point(s):

Label	Latitude	Longitude	SE	AGL	AMSL
Kellys Island Site	41-36-28.52N	82-43-12.96W	613 Ft	450 Ft	1063 Ft

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting 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.

**** SEE REVERSE SIDE FOR ADDITIONAL INFORMATION ****

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 11/04/2026.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact Raymond Davis, at 1-817-222-4613, or Raymond.a.davis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2026-AGL-12464-OE.

Signature Control No: 716619483-726475398

(CIR)

Julie A. Morgan

Manager, Obstruction Evaluation Group

Attachment(s)

Part 77

Additional Information

Map(s)

Additional Information for ASN 2026-AGL-12464-OE

Proposal: To construct and/or operate a(n) Antenna Tower to a height of 450 feet above ground level, 1063 feet above mean sea level.

Location: The structure will be located 1.61 nautical miles west of 89D Airport reference point.

Part 77 Obstruction Standard(s) Exceeded:

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 proposed structure, located approximately 1.43 NM west of Runway End 09 at Kelleys Island Land FLD (89D), Kelleys Island, OH.

OBSTRUCTION STANDARDS EXCEEDED

77.17 (a)(4) A height within an en route obstacle clearance area, including turn and termination areas, of a Federal Airway or approved off-airway route, that would increase the minimum obstacle clearance altitude.

At 1063 AMSL 4D, Cleveland ATCT/TRACON (CLE) Cleveland, OH. CLE_MVA_FUS3_2024, MVA, increase Sector A from 2000 to 2100, NEH 1049 AMSL. /// CLE_MVA_FUS5_2024, MVA, increase Sector A from 2000 to 2100, NEH 1049 AMSL. Air Traffic is responsible for MVA amendments and changes are NOT subject to NOTAM.

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 (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.

Exceeds by 140 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 89D. It would exceed, as applied to a visual approach runway, the Conical surface:

Exceeds by 140 feet.

****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.**



