



Federal Aviation Administration

April 24, 2024

TO: Ocala International Airport
Attn: Michael Baker
1770 SW 60TH AVE, SUITE 600
OCALA, FL 34474
mabaker@ocalafl.org

CC: CITY OF OCALA
1770 SW 60TH AVENUE
SUITE 600
OCALA, FL 34474
mgrow@ocalafl.org

RE: (See attached Table 1 for referenced case(s))
\*\*DETERMINATION OF HAZARD TO AIR NAVIGATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists six cases from 2024-ASO-5211-NRA to 2024-ASO-5216-NRA, all located in Ocala, FL.

The Federal Aviation Administration has completed 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:

Description: 4 corners and 2 roof peaks of proposed building.

This aeronautical study revealed that the structure as described above would have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft and/or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would be a hazard to air navigation.

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 a 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).

Your proposal impacts the following National Airspace System (NAS) equipment:

The proposal as filed has adverse NAS facility/service operational impact(s) which can be mitigated by employing the guidance as provided in the Tech Ops response. Impacted NAS Facility/Service(s) List: FAA-OWNED OCF VOR. COMMENTS/MITIGATIONS: For roughness and scalloping, the wedges that are indicated to be out-of-tolerance are between 330° - 020° all radials inclusive in a clockwise rotation based on true North. There will also be low altitude signal restrictions caused by physical line-of-sight blockage of the radiated signal located directly behind the building in relation to the VOR. The effects can be mitigated by applying one of the following options: 1. The proposed building shall be relocated so that it is at a minimum of 1000' away from the OCF VOR. At this location, the building shall have a No-Exceed-Height (NEH) of 21' AGL (at or below a 1.2° vertical angle as measured from the base of the VOR) or 2. Coordination would be required with the FAA ATO Planning & Requirements (P&R) Group and the ESA Drafting Services to Dopplerize the OCF VOR. The sponsor shall submit a follow up NRA case indicating the approved mitigation option used in order to get final approval of their proposal. The objective of the follow-up case file is to ensure the permanent structure(s) and any temporary structure(s) associated with construction would not have existing/planned NAS facility/service operational impact(s). If the provided mitigation options cannot be met, then further study will be necessary to fully determine the extent of the adverse effect that this proposal could produce and other possible mitigations. For mitigation 2, a reimbursable agreement is required to be entered upon by the proponent with the FAA to mitigate anticipated NAS facility/service impacts. Please contact the NAS Planning and Integration, Airport Planner in the ESA Service Center Planning & Requirements (P&R) located in Atlanta, GA. ESA P&R Airport Planner: Timothy Arch, Lead Planner, GA, Northern FL, NAS Planning & Integration, AJV-31, 404-305-7181, timothy.arch@faa.gov.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to [9-AJV-SEC- ESA@faa.gov](mailto:9-AJV-SEC-ESA@faa.gov)

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, does not provide a Section 163 determination, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

If you have any questions concerning this determination contact Jennifer Ganley (407) 487-7237 [jennifer.ganley@faa.gov](mailto:jennifer.ganley@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-ASO-5211-NRA.

Jennifer Ganley  
Specialist  
**Signature Control No: 617313661-619700215**