

November 25, 2024

**SENT VIA EMAIL**

Mark Argenbright, Director  
Public Utility Division  
Oklahoma Corporation Commission  
PUDenergy@occ.ok.gov

**SUBMISSIONS:     (1) DETERMINATIONS OF NO HAZARD  
                          (2) DOCUMENTATION OF NO ADVERSE IMPACTS**

Pursuant to Section 160.20(C)(1) of the Oklahoma Wind Energy Development Act, 17 O.S. §§ 160.11–160.22 (“the Act”), NextEra Energy Resources, Inc. hereby submits to the Oklahoma Corporation Commission the following documents related to the Willow Creek Wind Energy Center:

- (1) Determinations of No Hazard (“DNHs”) issued by the Federal Aviation Administration (“FAA”) for structures: 2024-WTW-171-OE through 2024-WTW-261-OE.
- (2) Mission Compatibility Certification Letter issued by the Military Aviation and Installation Assurance Siting Clearinghouse for structures: 2024-WTW-171-OE through 2024-WTW-261-OE.

Please contact me with any questions regarding these submissions. Thank you.

Sincerely,

Ashard Moore  
Project Director  
NextEra Energy Resources  
Ashard.Moore@nexteraenergy.com



OFFICE OF THE ASSISTANT SECRETARY OF DEFENSE

3400 DEFENSE PENTAGON  
WASHINGTON, DC 20301-3400

ENERGY, INSTALLATIONS,  
AND ENVIRONMENT

March 21, 2024

Mr. Bryce Kuhn  
NextEra  
700 Universe Blvd.  
Juno Beach, FL 33408

Subject: Mission Compatibility Certification Letter / ASNs: 2024-WTW-171-OE to 2024-WTW-261-OE

Dear Mr. Kuhn,

The Military Aviation and Installation Assurance Siting Clearinghouse (Clearinghouse) has reviewed the Willow Creek wind farm project in Pawnee, Oklahoma. The Clearinghouse found no adverse impacts to DoD missions in the area and has entered a determination of "No Objection with Provision" via the Federal Aviation Administration's Obstruction Evaluation / Airport Airspace Analysis system.

Our response to the FAA included a notification that further expansion beyond the current project area may be problematic due to proximity to military training routes or military training areas.

We encourage you to consult DoD well in advance of any expansion. If you have any questions, I can be reached at [robbin.e.beard.civ@mail.mil](mailto:robbin.e.beard.civ@mail.mil).

Sincerely,

A handwritten signature in blue ink that reads "Robbin E. Beard".

Robbin E. Beard  
Deputy Director  
Military Aviation and Installation  
Assurance Siting Clearinghouse

CC:  
Oklahoma Corporation Commission  
Oklahoma Aeronautics Commission



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

Aeronautical Study No.  
 2024-WTW-171-OE  
 Prior Study No.  
 2022-WTW-10290-OE

Issued Date: 05/17/2024

Bryce Kuhn  
 NextEra Energy Resources, LLC - WC  
 700 Universe Blvd.  
 Juno Beach, FL 33408

**\*\* 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: Wind Turbine 1-b  
 Location: Pawnee, OK  
 Latitude: 36-26-45.00N NAD 83  
 Longitude: 97-12-31.42W  
 Heights: 952 feet site elevation (SE)  
 650 feet above ground level (AGL)  
 1602 feet above mean sea level (AMSL)

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, Obstruction Marking and Lighting, white paint/synchronized red lights-Chapters 4,13(Turbines),&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 Air Missions (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 60 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 11/17/2025 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.

**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 June 16, 2024. 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](mailto:OEPetitions@faa.gov), or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on June 26, 2024 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 and heights. This determination is valid for coordinates within one (1) second latitude/longitude and up to the approved AMSL height listed above. If a certified 1A or 2C accuracy survey was required to mitigate an adverse effect, any change in coordinates or increase in height will require a new certified accuracy survey and may require a new aeronautical study.

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.

Additional wind turbines or met towers proposed in the future may cause a cumulative effect on the national airspace system. All information from submission of Supplemental Notice (7460-2 Part 2) will be considered the final data (including heights) for this structure. Any future construction or alteration, including but not limited to changes in heights, requires separate notice to the FAA.

Obstruction marking and lighting recommendations for wind turbine farms are based on the scheme for the entire project. ANY change to the height, location or number of turbines within this project will require a reanalysis of the marking and lighting recommendation for the entire project. In particular, the removal of previously planned or built turbines/turbine locations from the project will often result in a change in the marking/lighting recommendation for other turbines within the project. It is the proponent's responsibility to contact the FAA to discuss the process for developing a revised obstruction marking and lighting plan should this occur.

In order to ensure proper conspicuity of turbines at night during construction, all turbines should be lit with temporary lighting once they reach a height of 200 feet or greater until such time the permanent lighting configuration is turned on. As the height of the structure continues to increase, the temporary lighting should be relocated to the uppermost part of the structure. The temporary lighting may be turned off for periods when they would interfere with construction personnel. If practical, permanent obstruction lights should be installed

and operated at each level as construction progresses. An FAA Type L-810 steady red light fixture shall be used to light the structure during the construction phase. If power is not available, turbines shall be lit with self-contained, solar powered LED steady red light fixture that meets the photometric requirements of an FAA Type L-810 lighting system. The lights should be positioned to ensure that a pilot has an unobstructed view of at least one light at each level. The use of a NOTAM (D) to not light turbines within a project until the entire project has been completed is prohibited.

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).

This determination cancels and supersedes prior determinations issued for this structure.

If we can be of further assistance, please contact Buck Reynolds, at (847) 294-7576, or Wayne.Reynolds@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-WTW-171-OE.

**Signature Control No: 610155952-621877560**

( DNH -WT )

Eric F Johnston

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2024-WTW-171-OE

All FAA determinations and circularized cases are public record and available at the FAA's public website; <https://oeaaa.faa.gov>. The distribution for proposals circularized for public comments includes all "known" aviation interested persons and those who do not have an aeronautical interest but may become involved with specific aeronautical studies. Notification includes both postcard mailers and email notifications to those with registered FAA accounts. The FAA does not have a database for all persons with an aeronautical and non-aeronautical interest. Therefore, the public is encouraged to re-distribute and forward notices of circularized cases to the maximum extent possible. Additionally, it is incumbent upon local state, county and city officials to share notice of circularized cases with their concerned citizens.

A list of commonly used acronyms and abbreviations is available at the end of this document. A full list is available at the FAA's public website at [https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA\\_Acronyms.pdf](https://oeaaa.faa.gov/oeaaa/downloads/external/content/FAA_Acronyms.pdf).

### 1. PROPOSAL DESCRIPTION

Proposed are 91 wind turbines for a project that lies approximately 4.55 NM to 7.04 NM northeast of the airport reference point (ARP) of the Perry Municipal Airport (F22), Perry, OK, extending clockwise to 3.32 NM to 13.75 NM east southeast of the F22 ARP.

For the sake of efficiency, all of the wind turbines in this project that have similar impacts are included in this narrative. All 91 wind turbines have been identified as having aeronautical effects which are outlined in the summary below.

The proposed wind turbines' described heights and locations are expressed in Above Ground Level (AGL) height, Above Mean Sea Level (AMSL) height and latitude (LAT)/longitude (LONG).

ASN	/	AGL	/	AMSL	/	LAT	/	LONG
2024-WTW-171-OE	/	650	/	1602	/	36-26-45.00N	/	97-12-31.42W
2024-WTW-172-OE	/	650	/	1617	/	36-26-27.38N	/	97-12-12.19W
2024-WTW-173-OE	/	650	/	1612	/	36-26-12.17N	/	97-12-27.96W
2024-WTW-174-OE	/	650	/	1650	/	36-26-11.97N	/	97-11-55.19W
2024-WTW-175-OE	/	650	/	1658	/	36-25-57.16N	/	97-11-26.42W
2024-WTW-176-OE	/	650	/	1642	/	36-26-08.46N	/	97-10-40.06W
2024-WTW-177-OE	/	650	/	1579	/	36-25-58.30N	/	97-09-55.15W
2024-WTW-178-OE	/	650	/	1650	/	36-25-43.23N	/	97-09-36.34W
2024-WTW-179-OE	/	650	/	1626	/	36-25-32.88N	/	97-09-18.81W
2024-WTW-180-OE	/	650	/	1652	/	36-25-26.09N	/	97-11-25.82W
2024-WTW-181-OE	/	650	/	1657	/	36-25-21.91N	/	97-11-07.76W
2024-WTW-182-OE	/	650	/	1640	/	36-25-28.88N	/	97-10-19.02W
2024-WTW-183-OE	/	650	/	1664	/	36-25-05.82N	/	97-12-02.90W
2024-WTW-184-OE	/	650	/	1666	/	36-25-06.02N	/	97-11-44.07W
2024-WTW-185-OE	/	650	/	1640	/	36-24-56.32N	/	97-10-39.69W
2024-WTW-186-OE	/	650	/	1623	/	36-24-35.11N	/	97-12-23.48W
2024-WTW-187-OE	/	650	/	1647	/	36-24-30.24N	/	97-12-04.09W
2024-WTW-188-OE	/	650	/	1675	/	36-24-31.51N	/	97-10-55.20W
2024-WTW-189-OE	/	650	/	1632	/	36-23-50.87N	/	97-12-29.40W

2024-WTW-190-OE	/	650	/	1666	/	36-23-58.59N	/	97-12-11.88W
2024-WTW-191-OE	/	650	/	1680	/	36-23-48.11N	/	97-11-52.81W
2024-WTW-192-OE	/	650	/	1653	/	36-24-07.56N	/	97-11-27.39W
2024-WTW-193-OE	/	650	/	1674	/	36-24-01.02N	/	97-11-09.40W
2024-WTW-194-OE	/	650	/	1702	/	36-23-51.37N	/	97-10-53.41W
2024-WTW-195-OE	/	650	/	1656	/	36-24-10.43N	/	97-10-39.48W
2024-WTW-196-OE	/	650	/	1669	/	36-23-13.42N	/	97-12-31.62W
2024-WTW-197-OE	/	650	/	1662	/	36-23-21.35N	/	97-12-00.18W
2024-WTW-198-OE	/	650	/	1675	/	36-23-09.89N	/	97-11-27.45W
2024-WTW-199-OE	/	650	/	1702	/	36-23-22.01N	/	97-10-58.49W
2024-WTW-200-OE	/	650	/	1738	/	36-23-14.77N	/	97-10-07.19W
2024-WTW-201-OE	/	650	/	1723	/	36-23-12.95N	/	97-09-49.85W
2024-WTW-202-OE	/	650	/	1712	/	36-23-18.27N	/	97-09-14.33W
2024-WTW-203-OE	/	650	/	1691	/	36-22-59.79N	/	97-09-02.56W
2024-WTW-204-OE	/	650	/	1707	/	36-22-52.34N	/	97-12-17.95W
2024-WTW-205-OE	/	650	/	1678	/	36-22-58.03N	/	97-11-49.64W
2024-WTW-206-OE	/	650	/	1665	/	36-22-45.96N	/	97-10-58.95W
2024-WTW-207-OE	/	650	/	1681	/	36-22-54.69N	/	97-10-39.44W
2024-WTW-208-OE	/	650	/	1659	/	36-22-13.79N	/	97-11-00.02W
2024-WTW-209-OE	/	650	/	1634	/	36-22-15.71N	/	97-10-39.19W
2024-WTW-210-OE	/	650	/	1679	/	36-22-30.36N	/	97-09-17.39W
2024-WTW-211-OE	/	650	/	1661	/	36-22-21.09N	/	97-09-00.04W
2024-WTW-212-OE	/	650	/	1654	/	36-21-50.06N	/	97-09-17.78W
2024-WTW-213-OE	/	650	/	1647	/	36-21-48.36N	/	97-08-58.24W
2024-WTW-214-OE	/	650	/	1655	/	36-21-37.15N	/	97-08-36.12W
2024-WTW-215-OE	/	650	/	1600	/	36-22-00.69N	/	97-08-16.50W
2024-WTW-216-OE	/	650	/	1638	/	36-21-53.14N	/	97-07-54.69W
2024-WTW-217-OE	/	650	/	1670	/	36-22-01.69N	/	97-07-05.49W
2024-WTW-218-OE	/	650	/	1646	/	36-22-03.58N	/	97-06-41.62W
2024-WTW-219-OE	/	650	/	1663	/	36-22-17.04N	/	97-06-04.37W
2024-WTW-220-OE	/	650	/	1674	/	36-22-45.81N	/	97-06-03.43W
2024-WTW-221-OE	/	650	/	1655	/	36-23-10.21N	/	97-05-53.21W
2024-WTW-222-OE	/	650	/	1693	/	36-22-52.01N	/	97-05-38.96W
2024-WTW-223-OE	/	650	/	1659	/	36-22-51.01N	/	97-05-21.05W
2024-WTW-224-OE	/	650	/	1654	/	36-22-47.44N	/	97-04-40.53W
2024-WTW-225-OE	/	650	/	1613	/	36-26-33.62N	/	97-11-05.78W
2024-WTW-226-OE	/	650	/	1640	/	36-22-43.08N	/	97-03-19.81W
2024-WTW-227-OE	/	650	/	1663	/	36-22-26.01N	/	97-03-05.67W
2024-WTW-228-OE	/	650	/	1650	/	36-22-19.17N	/	97-04-52.42W
2024-WTW-229-OE	/	650	/	1663	/	36-22-02.85N	/	97-04-30.43W
2024-WTW-230-OE	/	650	/	1626	/	36-26-09.08N	/	97-09-13.46W
2024-WTW-231-OE	/	650	/	1660	/	36-22-02.48N	/	97-03-17.37W
2024-WTW-232-OE	/	650	/	1623	/	36-21-28.31N	/	97-05-32.42W
2024-WTW-233-OE	/	650	/	1645	/	36-21-26.67N	/	97-05-11.36W

2024-WTW-234-OE / 650 / 1676 / 36-21-27.86N / 97-04-49.91W  
2024-WTW-235-OE / 650 / 1637 / 36-20-56.66N / 97-03-06.62W  
2024-WTW-236-OE / 650 / 1630 / 36-20-58.37N / 97-02-48.36W  
2024-WTW-237-OE / 650 / 1622 / 36-20-49.33N / 97-02-30.94W  
2024-WTW-238-OE / 650 / 1608 / 36-20-48.50N / 97-02-08.09W  
2024-WTW-239-OE / 650 / 1643 / 36-20-32.06N / 97-01-47.25W  
2024-WTW-240-OE / 650 / 1667 / 36-21-24.97N / 97-01-36.69W

2024-WTW-241-OE / 650 / 1626 / 36-21-13.95N / 97-01-11.69W  
2024-WTW-242-OE / 650 / 1653 / 36-20-59.78N / 97-01-28.18W  
2024-WTW-243-OE / 650 / 1611 / 36-20-43.27N / 97-01-10.92W  
2024-WTW-244-OE / 650 / 1625 / 36-20-37.04N / 97-00-35.85W  
2024-WTW-245-OE / 650 / 1651 / 36-24-05.33N / 97-05-59.97W  
2024-WTW-246-OE / 650 / 1615 / 36-24-28.93N / 97-05-49.10W  
2024-WTW-247-OE / 650 / 1634 / 36-24-27.66N / 97-05-27.96W  
2024-WTW-248-OE / 650 / 1633 / 36-24-55.92N / 97-05-23.53W  
2024-WTW-249-OE / 650 / 1627 / 36-20-18.25N / 96-59-58.09W  
2024-WTW-250-OE / 650 / 1613 / 36-26-45.61N / 97-09-08.77W

2024-WTW-251-OE / 650 / 1625 / 36-26-44.49N / 97-11-57.77W  
2024-WTW-252-OE / 650 / 1670 / 36-25-30.27N / 97-10-49.14W  
2024-WTW-253-OE / 650 / 1635 / 36-22-28.76N / 97-08-12.06W  
2024-WTW-254-OE / 650 / 1616 / 36-21-57.24N / 97-06-23.25W  
2024-WTW-255-OE / 650 / 1645 / 36-26-37.39N / 97-10-45.76W  
2024-WTW-256-OE / 650 / 1609 / 36-25-58.16N / 97-10-20.26W  
2024-WTW-257-OE / 650 / 1573 / 36-26-50.73N / 97-09-33.80W  
2024-WTW-258-OE / 650 / 1632 / 36-24-36.40N / 97-11-44.51W  
2024-WTW-259-OE / 650 / 1640 / 36-22-19.61N / 97-08-35.39W  
2024-WTW-260-OE / 650 / 1659 / 36-22-47.12N / 97-08-44.85W

2024-WTW-261-OE / 650 / 1602 / 36-20-11.67N / 97-00-14.91W

## 2. TITLE 14 CFR PART 77 - OBSTRUCTION STANDARDS EXCEEDED

a. Section 77.17(a)(1): Exceeds a height of 499 feet AGL at the site of the object. The proposals would all exceed this standard by 151 feet.

b. Section 77.17(a)(2): a height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 NM miles of the established reference point of F22, and that height increases in the proportion of 100 feet for each additional NM from the airport up to a maximum of 499 feet. The following would exceed by:

2024-WTW-171-OE 210 feet  
2024-WTW-172-OE 227 feet  
2024-WTW-173-OE 255 feet  
2024-WTW-174-OE 260 feet  
2024-WTW-175-OE 248 feet  
2024-WTW-176-OE 173 feet  
2024-WTW-180-OE 271 feet



2024-WTW-181-OE 256 feet  
2024-WTW-182-OE 177 feet  
2024-WTW-183-OE 336 feet

2024-WTW-184-OE 314 feet  
2024-WTW-185-OE 223 feet  
2024-WTW-186-OE 349 feet  
2024-WTW-187-OE 352 feet  
2024-WTW-188-OE 275 feet  
2024-WTW-189-OE 389 feet  
2024-WTW-190-OE 390 feet  
2024-WTW-191-OE 368 feet  
2024-WTW-192-OE 322 feet  
2024-WTW-193-OE 307 feet

2024-WTW-194-OE 289 feet  
2024-WTW-195-OE 261 feet  
2024-WTW-196-OE 427 feet  
2024-WTW-197-OE 384 feet  
2024-WTW-198-OE 341 feet  
2024-WTW-199-OE 301 feet  
2024-WTW-200-OE 233 feet  
2024-WTW-201-OE 210 feet  
2024-WTW-202-OE 162 feet  
2024-WTW-204-OE 408 feet

2024-WTW-205-OE 371 feet  
2024-WTW-206-OE 302 feet  
2024-WTW-207-OE 276 feet  
2024-WTW-208-OE 296 feet  
2024-WTW-209-OE 244 feet  
2024-WTW-210-OE 163 feet  
2024-WTW-225-OE 148 feet  
2024-WTW-251-OE 202 feet  
2024-WTW-252-OE 230 feet  
2024-WTW-255-OE 155 feet  
2024-WTW-256-OE 125 feet  
2024-WTW-258-OE 309 feet

c. Section 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.

The following proposed turbine would increase the CAT C circling Minimum Decent Altitude (MDA) for the RNAV (GPS) RWY 13 (PROPOSED) for the Perry Muni Airport (F22), Perry, OK; increase CAT C Circling MDA from anticipated 1620 feet AMSL to 2020 feet AMSL. W/2C increase from 1620 feet AMSL to 1980 feet AMSL. (PONCA CITY ALTIMETER SETTING MINIMUMS) increase CAT C Circling MDA from anticipated 1680 feet AMSL to 2080 feet AMSL W/2C 1680 feet AMSL to 2040 feet AMSL.

2024-WTW-196-OE

The following proposed turbines would impact the Perry Muni (F22) Perry OK. Obstacles penetrate RWY 13 (PENDING) 40:1 departure surface by \_\_\_\_\_ feet requiring TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES RWY 13 (PENDING) from STD to STD with a minimum climb gradient increase from 200 to \_\_\_\_\_ feet per NM to \_\_\_\_\_.

ASN Penetration C/G to \_\_\_\_ feet per/NM climb to

2024-WTW-189-OE	10	206	1900
2024-WTW-190-OE	9	205	1900
2024-WTW-191-OE	25	212	2000
2024-WTW-196-OE	131	281	1900
2024-WTW-197-OE	69	236	1900
2024-WTW-198-OE	53	223	1900
2024-WTW-199-OE	15	206	2000
2024-WTW-204-OE	193	303	2000
2024-WTW-205-OE	111	252	1900
2024-WTW-206-OE	24	209	1900
2024-WTW-208-OE	45	216	1900

The following proposed turbines would increase the Minimum Decent Altitude (MDA) at the Perry Muni (F22) Perry, OK. VOR RWY 17 AMDT 3D; increase S-17 from 1500 feet AMSL to 1720 feet AMSL; increase CAT A/B/C Circling MDA from 1500/1500/1620 feet AMSL to 1720 feet AMSL. W/2C 1500 feet AMSL to 1660 feet AMSL; increase CAT A/B/C Circling MDA from 1500/1500/1620 feet AMSL to 1660 feet AMSL (PONCA CITY ALTIMETER SETTING MINIMUMS) increase S-17 from 1560 feet AMSL to 1780 feet AMSL; increase CAT A/B/C Circling MDA from 1560/1560/1680 feet AMSL to 1780 feet AMSL. W/2C 1560 feet AMSL to 1720 feet AMSL; increase CAT A/B/C Circling MDA from 1560/1560/1680 feet AMSL to 1720 feet AMSL.

2024-WTW-171-OE

The following structures increase the Minimum Vectoring Altitude (MVA) Tulsa ATCT/TRACON (TUL), Tulsa, OK. Tulsa ATCT/TRACON (TUL) OK. TUL\_MVA\_FUS3\_2022 TUL\_QAF\_MVA\_2022 MVA increase Sector I from 2500 feet AMSL to as much as 2700 feet AMSL.

Increase to 2600 feet AMSL

2024-WTW-171-OE

2024-WTW-172-OE

2024-WTW-173-OE

2024-WTW-176-OE

2024-WTW-177-OE

2024-WTW-179-OE

2024-WTW-182-OE

2024-WTW-185-OE

2024-WTW-186-OE

2024-WTW-187-OE

2024-WTW-189-OE

2024-WTW-209-OE  
2024-WTW-213-OE  
2024-WTW-215-OE  
2024-WTW-216-OE  
2024-WTW-218-OE  
2024-WTW-225-OE  
2024-WTW-226-OE  
2024-WTW-230-OE  
2024-WTW-232-OE

2024-WTW-233-OE  
2024-WTW-235-OE  
2024-WTW-236-OE  
2024-WTW-237-OE  
2024-WTW-238-OE  
2024-WTW-239-OE  
2024-WTW-241-OE  
2024-WTW-243-OE  
2024-WTW-244-OE  
2024-WTW-246-OE

2024-WTW-247-OE  
2024-WTW-248-OE  
2024-WTW-249-OE  
2024-WTW-250-OE  
2024-WTW-251-OE  
2024-WTW-253-OE  
2024-WTW-254-OE  
2024-WTW-255-OE  
2024-WTW-256-OE  
2024-WTW-257-OE

2024-WTW-258-OE  
2024-WTW-259-OE  
2024-WTW-261-OE

Increase to 2700 feet AMSL

2024-WTW-174-OE  
2024-WTW-175-OE  
2024-WTW-178-OE  
2024-WTW-180-OE  
2024-WTW-181-OE  
2024-WTW-183-OE  
2024-WTW-184-OE  
2024-WTW-188-OE  
2024-WTW-190-OE  
2024-WTW-191-OE

2024-WTW-192-OE

2024-WTW-193-OE  
2024-WTW-194-OE  
2024-WTW-195-OE  
2024-WTW-196-OE  
2024-WTW-197-OE  
2024-WTW-198-OE  
2024-WTW-199-OE  
2024-WTW-200-OE  
2024-WTW-201-OE

2024-WTW-202-OE  
2024-WTW-203-OE  
2024-WTW-204-OE  
2024-WTW-205-OE  
2024-WTW-206-OE  
2024-WTW-207-OE  
2024-WTW-208-OE  
2024-WTW-210-OE  
2024-WTW-211-OE  
2024-WTW-212-OE

2024-WTW-214-OE  
2024-WTW-217-OE  
2024-WTW-219-OE  
2024-WTW-220-OE  
2024-WTW-221-OE  
2024-WTW-222-OE  
2024-WTW-223-OE  
2024-WTW-224-OE  
2024-WTW-227-OE  
2024-WTW-228-OE

2024-WTW-229-OE  
2024-WTW-231-OE  
2024-WTW-234-OE  
2024-WTW-240-OE  
2024-WTW-242-OE  
2024-WTW-245-OE  
2024-WTW-252-OE  
2024-WTW-260-OE

The following structures increase the Minimum Vectoring Altitude (MVA) Tulsa ATCT/TRACON (TUL), Tulsa, OK. Tulsa ATCT/TRACON (TUL) OK. TUL\_MVA\_FUS5\_2022 TUL\_TUL\_ASR-9\_MVA\_2022 MVA increase Sector I from 2600 feet AMSL to 2700 feet AMSL.

2024-WTW-174-OE  
2024-WTW-175-OE  
2024-WTW-178-OE  
2024-WTW-180-OE

2024-WTW-181-OE  
2024-WTW-183-OE  
2024-WTW-184-OE  
2024-WTW-188-OE  
2024-WTW-190-OE  
2024-WTW-191-OE

2024-WTW-192-OE  
2024-WTW-193-OE  
2024-WTW-194-OE  
2024-WTW-195-OE  
2024-WTW-196-OE  
2024-WTW-197-OE  
2024-WTW-198-OE  
2024-WTW-199-OE  
2024-WTW-200-OE  
2024-WTW-201-OE

2024-WTW-202-OE  
2024-WTW-203-OE  
2024-WTW-204-OE  
2024-WTW-205-OE  
2024-WTW-206-OE  
2024-WTW-207-OE  
2024-WTW-208-OE  
2024-WTW-210-OE  
2024-WTW-211-OE  
2024-WTW-212-OE

2024-WTW-214-OE  
2024-WTW-217-OE  
2024-WTW-219-OE  
2024-WTW-220-OE  
2024-WTW-221-OE  
2024-WTW-222-OE  
2024-WTW-223-OE  
2024-WTW-224-OE  
2024-WTW-227-OE  
2024-WTW-228-OE

2024-WTW-229-OE  
2024-WTW-231-OE  
2024-WTW-234-OE  
2024-WTW-240-OE  
2024-WTW-242-OE  
2024-WTW-245-OE  
2024-WTW-252-OE  
2024-WTW-260-OE

The following structures increase the Minimum Vectoring Altitude (MVA) Tulsa ATCT/TRACON (TUL), Tulsa, OK. Tulsa ATCT/TRACON (TUL) OK. TUL\_MVA\_FUS3\_2022 TUL\_QAF\_MVA\_2022 MVA increase Sector I from 2500 feet AMSL to as much as 2700 feet AMSL.

Increase to 2600 feet AMSL

2024-WTW-176-OE  
2024-WTW-177-OE  
2024-WTW-179-OE  
2024-WTW-182-OE  
2024-WTW-185-OE  
2024-WTW-209-OE  
2024-WTW-213-OE  
2024-WTW-215-OE  
2024-WTW-216-OE  
2024-WTW-218-OE

2024-WTW-225-OE  
2024-WTW-226-OE  
2024-WTW-230-OE  
2024-WTW-232-OE  
2024-WTW-233-OE  
2024-WTW-235-OE  
2024-WTW-236-OE  
2024-WTW-237-OE  
2024-WTW-238-OE  
2024-WTW-239-OE

2024-WTW-241-OE  
2024-WTW-243-OE  
2024-WTW-244-OE  
2024-WTW-246-OE  
2024-WTW-247-OE  
2024-WTW-248-OE  
2024-WTW-249-OE  
2024-WTW-250-OE  
2024-WTW-253-OE  
2024-WTW-254-OE

2024-WTW-255-OE  
2024-WTW-256-OE  
2024-WTW-257-OE  
2024-WTW-259-OE  
2024-WTW-261-OE

Increase to 2700 feet AMSL

2024-WTW-178-OE  
2024-WTW-180-OE  
2024-WTW-181-OE  
2024-WTW-188-OE

2024-WTW-191-OE  
2024-WTW-192-OE  
2024-WTW-193-OE  
2024-WTW-194-OE  
2024-WTW-195-OE  
2024-WTW-198-OE

2024-WTW-199-OE  
2024-WTW-200-OE  
2024-WTW-201-OE  
2024-WTW-202-OE  
2024-WTW-203-OE  
2024-WTW-205-OE  
2024-WTW-206-OE  
2024-WTW-207-OE  
2024-WTW-208-OE  
2024-WTW-210-OE

2024-WTW-211-OE  
2024-WTW-212-OE  
2024-WTW-214-OE  
2024-WTW-217-OE  
2024-WTW-219-OE  
2024-WTW-220-OE  
2024-WTW-221-OE  
2024-WTW-222-OE  
2024-WTW-223-OE  
2024-WTW-224-OE

2024-WTW-227-OE  
2024-WTW-228-OE  
2024-WTW-229-OE  
2024-WTW-231-OE  
2024-WTW-234-OE  
2024-WTW-240-OE  
2024-WTW-242-OE  
2024-WTW-245-OE  
2024-WTW-252-OE  
2024-WTW-260-OE

The following structures increase the Minimum Vectoring Altitude (MVA) Tulsa ATCT/TRACON (TUL), Tulsa, OK. Tulsa ATCT/TRACON (TUL) OK. TUL\_MVA\_FUS5\_2022 TUL\_TUL\_ASR-9\_MVA\_2022 MVA increase Sector I from 2500 feet AMSL to 2700 feet AMSL.

2024-WTW-174-OE  
2024-WTW-175-OE  
2024-WTW-178-OE  
2024-WTW-180-OE  
2024-WTW-181-OE

2024-WTW-183-OE  
2024-WTW-184-OE  
2024-WTW-188-OE  
2024-WTW-190-OE  
2024-WTW-191-OE

2024-WTW-192-OE  
2024-WTW-193-OE  
2024-WTW-194-OE  
2024-WTW-195-OE  
2024-WTW-196-OE  
2024-WTW-197-OE  
2024-WTW-198-OE  
2024-WTW-199-OE  
2024-WTW-200-OE  
2024-WTW-201-OE

2024-WTW-202-OE  
2024-WTW-203-OE  
2024-WTW-204-OE  
2024-WTW-205-OE  
2024-WTW-206-OE  
2024-WTW-207-OE  
2024-WTW-208-OE  
2024-WTW-210-OE  
2024-WTW-211-OE  
2024-WTW-212-OE

2024-WTW-214-OE  
2024-WTW-217-OE  
2024-WTW-219-OE  
2024-WTW-220-OE  
2024-WTW-221-OE  
2024-WTW-222-OE  
2024-WTW-223-OE  
2024-WTW-224-OE  
2024-WTW-227-OE  
2024-WTW-228-OE

2024-WTW-229-OE  
2024-WTW-231-OE  
2024-WTW-234-OE  
2024-WTW-240-OE  
2024-WTW-242-OE  
2024-WTW-245-OE  
2024-WTW-252-OE  
2024-WTW-260-OE

### 3. TITLE 14 CFR PART 77 - EFFECT ON AERONAUTICAL OPERATIONS



a. Section 77.29 (a)(1): impact on arrival, departure, and en route procedures for aircraft operating under visual flight rules.

At a height greater than 499 feet AGL, the proposed wind farm would extend into airspace normally used for VFR en route flight and may be located within 2 statute miles (SM) of potential VFR Routes as defined by FAA Order 7400.2, Section 6-3-8. The turbines within 2 SM of a VFR Route would have an adverse effect upon VFR air navigation.

#### 4. TITLE 14 CFR PART 77 - FURTHER STUDY AND PUBLIC COMMENTS

In order to facilitate the public comment process, all 91 studies were circularized under ASN 2024-WTW-217-OE on 03/20/2024, to all known aviation interests and to non-aeronautical interests that may be affected by the proposal. No comments were received during the public comment period as a result of the circularization concluding on 04/26/2024.

#### 5. BASIS FOR DETERMINATION

##### a. IFR EFFECTS

The aeronautical study identified an IFR effect(s) for F22 and TUL. MVAs are solely used by ATC, not published for public use and therefore are not circulated for public comment. A review by the controlling facility determined that increasing the altitude in the sector would ensure the required obstacle clearance is maintained and therefore would not have a substantial adverse effect on air traffic operations.

The increase to the F22 Runway 13 climb gradient is not considered excessive. Increasing the climb gradient would ensure the required obstacle clearances are maintained and would not have a significant impact on a pilot's ability to safely execute the procedures. Therefore, the proposed wind farm would not have a substantial adverse effect on IFR operations for F22.

The increase to the F22 Runway VOR RWY 17 AMDT 3D S-17 and Circling MDAs is not considered excessive. Increasing the MDAs ensures the required obstacle clearances are maintained and would not have a significant impact on a pilot's ability to safely execute the procedures. Additionally, there are RNAV (GPS) straight in and circling procedures to RWY 17 and RWY 35 that have better minimums than the VOR RWY 17 straight in procedure. Therefore, the proposed wind farm would not have a substantial adverse effect on IFR operations at F22.

The proposed structures would have no effect on any other existing or proposed arrival, departure, or en route IFR operations or procedures.

##### b. VFR EFFECTS

The aeronautical study identified no effect on any existing or proposed VFR arrival or departure operations.

The proposals would be located within the traffic pattern airspace for as applied to the 17/35, Left/Right, Climb/Decent Area as applied to CAT D aircraft, and F22, RWY 13/31, Left/Right, Climb/Decent Area as applied to CAT C and D aircraft. Airport records indicate that F22 does not support regular and continuous CAT D operations. Additionally, annual traffic data for F22 identified no CAT D operations. RWY 13/31 does not support CAT C or D operations. Therefore the proposal would be located beyond normal traffic pattern airspace and would not have an adverse effect on VFR traffic pattern operations at F22, or any other known public use or military airports. At 650 feet AGL, the structures would be located within the altitudes commonly used for en route VFR flight. In coordination with ATC, an analysis of potential VFR Routes and

available traffic data indicated that an average of less than one VFR aircraft per day may be affected by the proposed wind farm.

In accordance with FAA Order 7400.2, the proposed wind farm would not affect a significant volume of aircraft and therefore, it is determined they will not have a substantial adverse effect on en route VFR flight operations.

The proposed structures would be charted on VFR sectional aeronautical charts and appropriately obstruction marked/lighted to make them more conspicuous to airmen should circumnavigation be necessary.

c. RADAR EFFECTS

The aeronautical study identified no effect on ATC radar, direction finders, ATC tower line-of-sight visibility, air navigation, communication facilities, and other surveillance systems for any known public-use or military airports.

d. CUMULATIVE EFFECT

The cumulative impact of the proposed structures, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any substantial adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

6. DETERMINATION

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 providing the conditions set forth in this determination are met.

7. CONDITIONS

The proponent is required to file FAA form 7460-2, part 1, Notice of Actual Construction or Alteration, sixty (60) days prior to beginning construction, at the OE/AAA website (<https://oeaaa.faa.gov>) for all of the wind turbines in this project.

Additionally, within five days after each project structure reaches its greatest height, the proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<https://oeaaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

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ACRONYMS & ABBREVIATIONS

- AGL, Above Ground Level
- AMSL, Above Mean Sea Level
- ARP, Airport Reference Point
- ARSR, Air Route Surveillance Radar
- ARTCC, Air Route Traffic Control Center
- ASN, Aeronautical Study Number
- ASR, Airport Surveillance Radar
- ATC, Air Traffic Control
- ATCT, Air Traffic Control Tower

CARSR, Common Air Route Surveillance Radar  
CAT, Category  
CFR, Code of Federal Regulations  
CG, Climb Gradient  
DA, Decision Altitude  
DME, Distance Measuring Equipment  
FAA, Federal Aviation Administration  
FUS, Fusion  
GPS, Global Positioning System  
IAF, Initial Approach Fix  
IAP, Instrument Approach Procedure  
ICA, Initial Climb Area  
IFR, Instrument Flight Rules  
INT, Intersection  
LAT, Latitude  
LNAV, Lateral Navigation  
LOC, Localizer  
LONG, Longitude  
LP, Localizer Performance  
LPV, Localizer Performance with Vertical Guidance  
MDA, Minimum Descent Altitude  
MEA, Minimum En route Altitude  
MET, Meteorological Evaluation Tower  
MIA, Minimum IFR Altitude  
Min, Minimum  
MOCA, Minimum Obstruction Clearance Altitude  
MSA, Minimum Safe Altitude  
MSL, Mean Sea Level  
MVA, Minimum Vectoring Altitude  
NA, Not Authorized  
NAS, National Airspace System  
NAVAID, Navigational Aid  
NDB, Non-Directional Radio Beacon  
NEH, No Effect Height  
NM, Nautical Mile  
NOTAM, Notice to Airmen  
NPF, Notice of Preliminary Findings  
OCS, Obstacle Clearance Surface  
OE, Obstruction Evaluation  
OEG, Obstruction Evaluation Group  
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace.  
P-NOTAM, Permanent Notice to Airmen  
RLOS, Radar Line of Sight  
RNAV, Area Navigation  
RNP, Required Navigation Performance  
RWY, Runway  
S-, Straight-in  
SE, Site Elevation

S-LOC, Straight-in Localizer  
SM, Statute Miles  
Std., Standard  
TAA, Terminal Arrival Area  
TACAN, Tactical Air Navigation System  
TERPS, Terminal Instrument Procedures  
TPA, Traffic Pattern Airspace  
TRACON, Terminal Radar Approach Control  
V, Victor Airway  
VFR, Visual Flight Rules  
VHF, Very High Frequency  
VOR, VHF Omnidirectional Radio Range System  
VORTAC, VOR/TACAN System  
WTE, Wind Turbine East  
WTW, Wind Turbine West

