

RESPONSES TO CASE STUDIES INITIATED BY THE RACER
TRUST ON SEPTEMBER 23, 2014 REGARDING BUILD-TO
HEIGHTS AT THE WILLOW RUN PROWERTRAIN PLANT

January 14, 2015

Responses Received from:

MDOT Aeronautics

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Federal Aviation Administration

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Application Background:

The process for submitting an inquiry to these agencies requires a separate case study to be filed for up to six locations throughout a property on or near a federally-registered airport. RACER Trust submitted six studies to MDOT Aeronautics and the FAA's Obstruction Evaluation Group on September 23, 2014 and received notice on October 9, 2014 and December 30, 2014, respectively. For each study, these agencies require the following for specific locations along the property's exterior boundary: name of new or altering structure, latitude & longitude, site elevation (SE), desired build-to height (above-ground level [AGL]), and the final above mean sea level after the desired work is complete (AMSL).

These agencies were informed of the active demolition at this site and responded under the assumption that any new construction will occur after all current structures have been fully-raised. The property boundaries given to them did not include the 16.72 acres purchased by Yankee Air Force, Inc. All {x,y} measurements are in Degree, Minute, Second and all {z} measurements are in feet. The map on Page 3 shows the six locations RACER submitted, with the above criteria noted for each location. The two hypothetical AGL's submitted, 86' and 150', were suggested by the MEDC and pertain to some heights found at the current Delta Township, MI General Motors facility.

The build-to heights that these two agencies allow are valid for a radius of 50' outward from the lat/long centroid submitted. If RACER wants to make additional inquiries in the future, the FAA claims to be able to analyze new case studies much faster now that they have already completed one for this property. Also because of this completed study, they would entertain studies involving hypothetical building footprints and not just locations along the property line.

Map of Locational Data Submitted by RACER Trust
on September 23, 2014

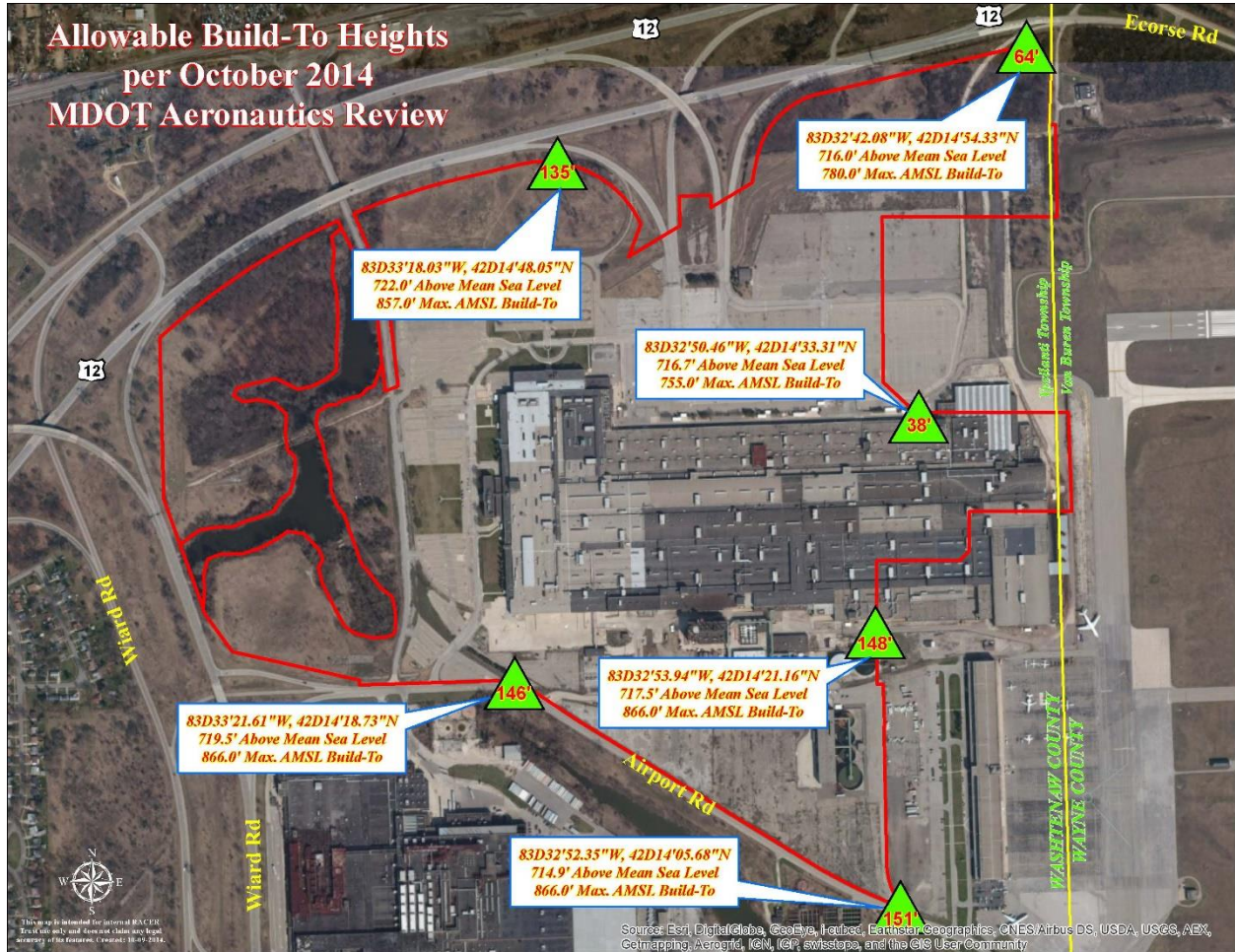


10-07-2014 Response from MDOT Aeronautical:

The process requires an initial submission to MDOT for a preliminary analysis of what an allowable height for each specific location would be under the Michigan Tall Structure Act. Their response as to this height is shown on the following page. Directly below this map is their actual response, with some arbitrary fields deleted. The structure names listed were fictional names required by the application process.

Four of the six hypothetical AGL's submitted by RACER were in violation of the Act and were lowered accordingly. The other two AGL's submitted were found to be allowable and were actually raised considerably. All of the six adjusted build-to heights are shown within the green triangles on this map below. The last field of MDOT's matrix below this map lists the FAA Part 77 surface that the AGL's did or did not violate.

Map of Allowable Build-To Heights per MDOT Aeronautics
(allowable heights noted within green triangles)



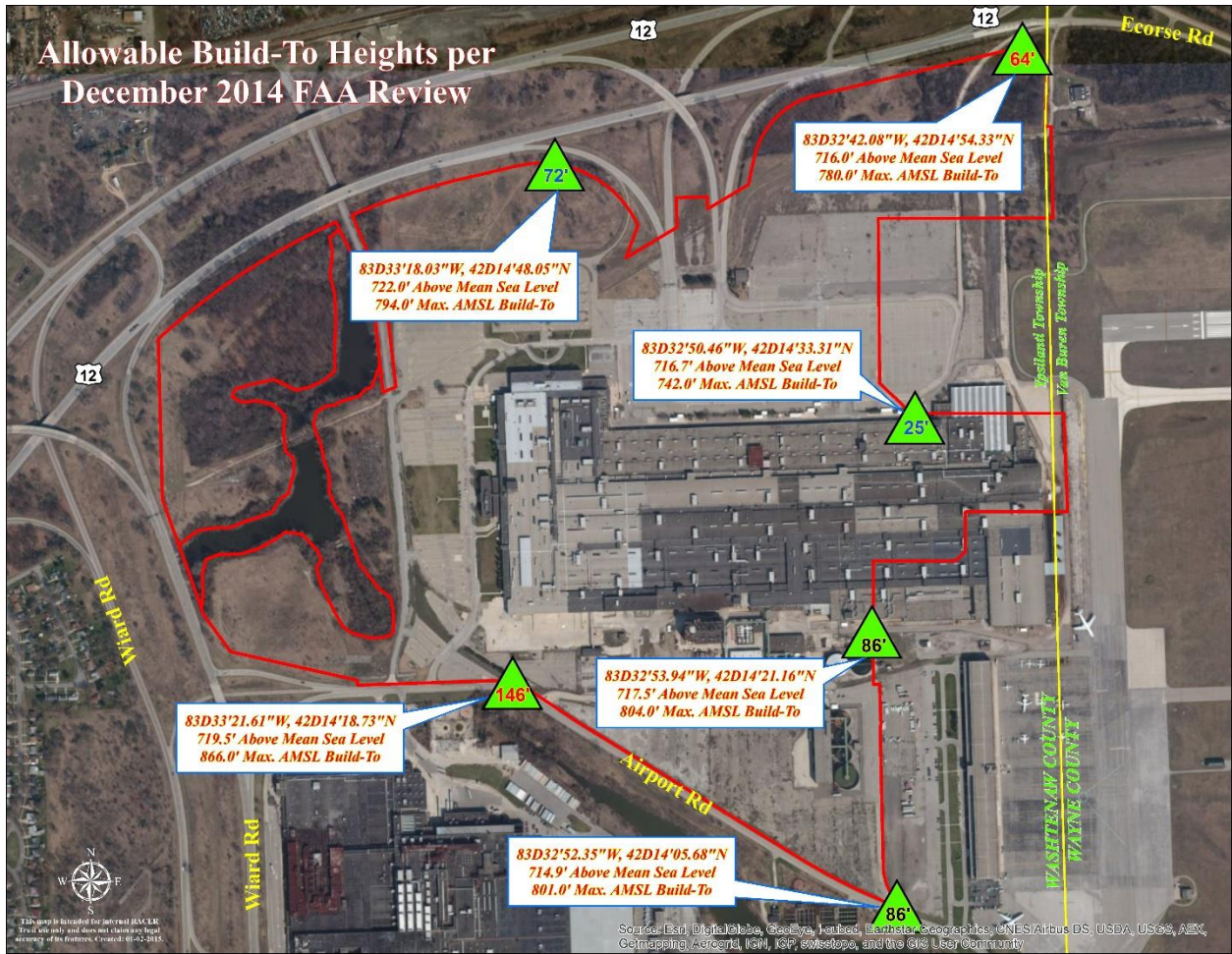
ASN	StructureName	AGL	SE	AMSL	Latitude	Longitude	AllowableAMSL	SurfaceBust
2014-AGL-10848-OE	Paint House	86	716	802	42-14-54.33N	83-32-42.08W	780	Approach
2014-AGL-10849-OE	Stack House	150	722	872	42-14-48.05N	83-33-18.03W	857	Transitional
2014-AGL-10850-OE	Second Stack House	150	720	870	42-14-18.73N	83-33-21.61W	866	Horizontal
2014-AGL-10851-OE	Second Paint House	86	715	801	42-14-05.68N	83-32-52.35W	866	n/a
2014-AGL-10852-OE	Third Paint House	86	718	804	42-14-21.16N	83-32-53.94W	866	n/a
2014-AGL-10853-OE	Fourth Paint House	86	717	803	42-14-33.31N	83-32-50.46W	755	Transitional

12/30/2014 Response from FAA Obstruction Evaluation Group:

The FAA's application process requires much more information than RACER submitted, as RACER's application was hypothetical. Additional information needed is not limited to include: notice/duration of construction or alteration, maximum AGL if using a crane, nacelle AGL if installing wind turbines, requested/current marking and lighting, audio-visual warning systems, use of common frequency bands, sponsoring entity proposing this action, etc. For the most part, the FAA's response concurred with that of MDOT's in the fact that four locations violated and two locations allowed RACER's AGL's, although the FAA further constrained two of the four violating AGL's. Beginning on Page 8, either a Notice of Presumed Hazard or a Determination of No Hazard to Air Navigation is included from the FAA. The FAA responded with a separate notice for each of the six locations submitted and a corresponding locator map follows each notice. Please note the notices' remarks regarding Hazards Wildlife Attractants, marking & lighting, the Runway Protection Zone and the June 30, 2016 expiration date of their findings. The following map shows the FAA's allowable build-to heights through the differing colors seen within each green triangle:

- 1.) Red = agrees with MDOT
- 2.) Blue = lower than MDOT's response
- 3.) Black = allows RACER's 86' request but did respond with a higher allowable build-to height as MDOT did

Map of Allowable Build-To Heights per FAA
(allowable heights noted within green triangles)



FAA Response to Case Study 1 of 6
(map of specific location follows this notice)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2014-AGL-10852-OE

Issued Date: 12/30/2014

NATHAN ETU
RACER Trust
500 WOODWARD AVE
SUITE 1510
DETROIT, MI 48226

**** 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:	Building Third Paint House
Location:	Ypsilanti, MI
Latitude:	42-14-21.16N NAD 83
Longitude:	83-32-53.94W
Heights:	718 feet site elevation (SE) 86 feet above ground level (AGL) 804 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports, identifies this land use as a hazardous wildlife attractant, and provides procedures and conditions to ensure compatibility with safe airport operations. You must contact Ernie Gubry (734-229-2905) before beginning any construction at the site to verify that no potential to attract hazardous wildlife on or near public-use airports exists.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the YIP, Runway 09.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

Any height exceeding 86 feet above ground level (804 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/30/2016 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 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 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.

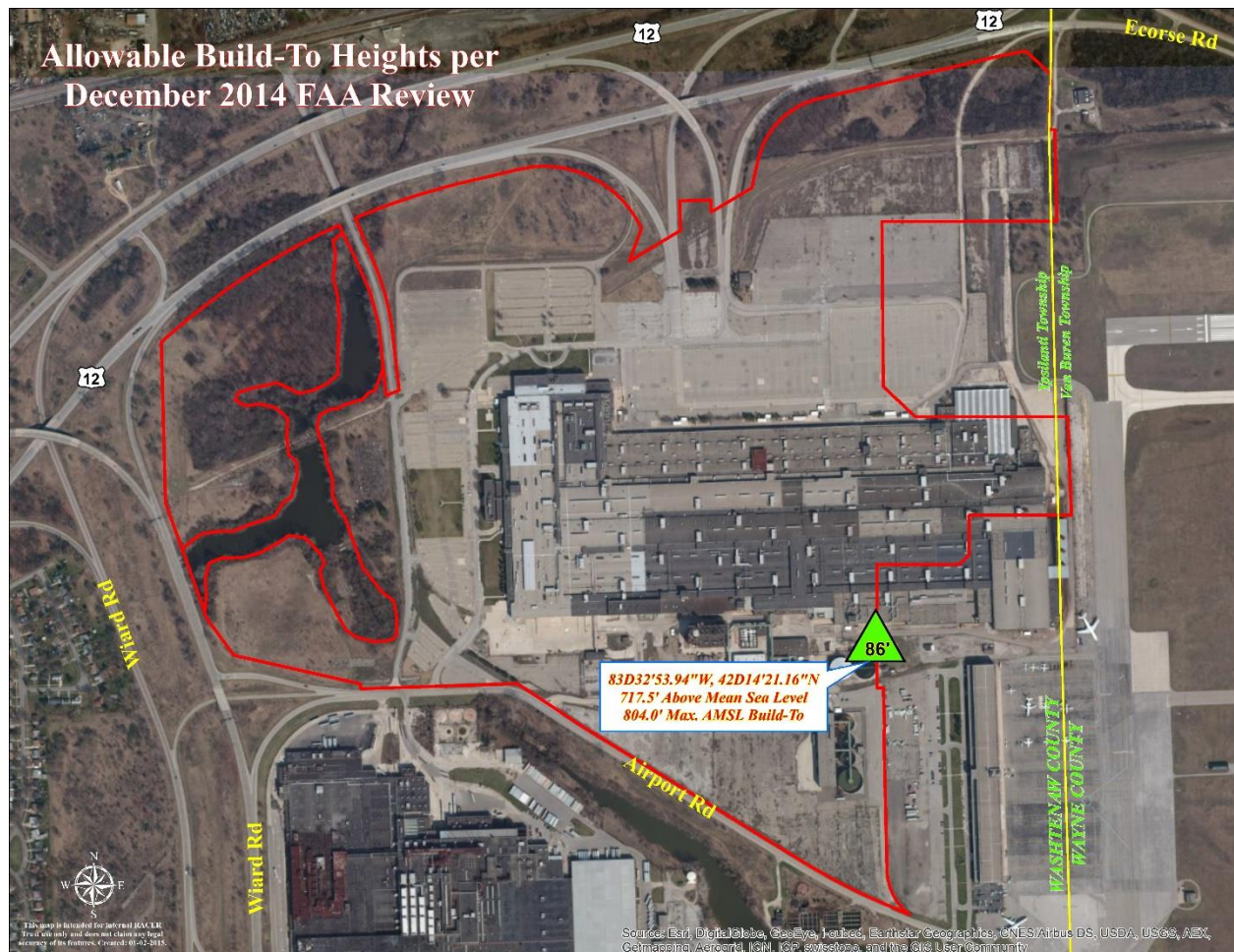
This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure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

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.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-10852-OE.

Locator Map of FAA Case Study 1 of 6



FAA Response to Case Study 2 of 6
(map of specific location follows this notice)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2014-AGL-10851-OE

Issued Date: 12/30/2014

NATHAN ETU
RACER Trust
500 WOODWARD AVE
SUITE 1510
DETROIT, MI 48226

**** 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:	Building Second Paint House
Location:	Ypsilanti, MI
Latitude:	42-14-05.68N NAD 83
Longitude:	83-32-52.35W
Heights:	715 feet site elevation (SE) 86 feet above ground level (AGL) 801 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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)

FAA Advisory Circular 150/5200-33B, Hazardous Wildlife Attractants on or Near Airports, identifies this land use as a hazardous wildlife attractant, and provides procedures and conditions to ensure compatibility with safe airport operations. You must contact Ernie Gubry (734-229-2905) before beginning any construction at the site to verify that no potential to attract hazardous wildlife on or near public-use airports exists.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the YIP, Runway 05L.

Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

Any height exceeding 86 feet above ground level (801 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/30/2016 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 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 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.

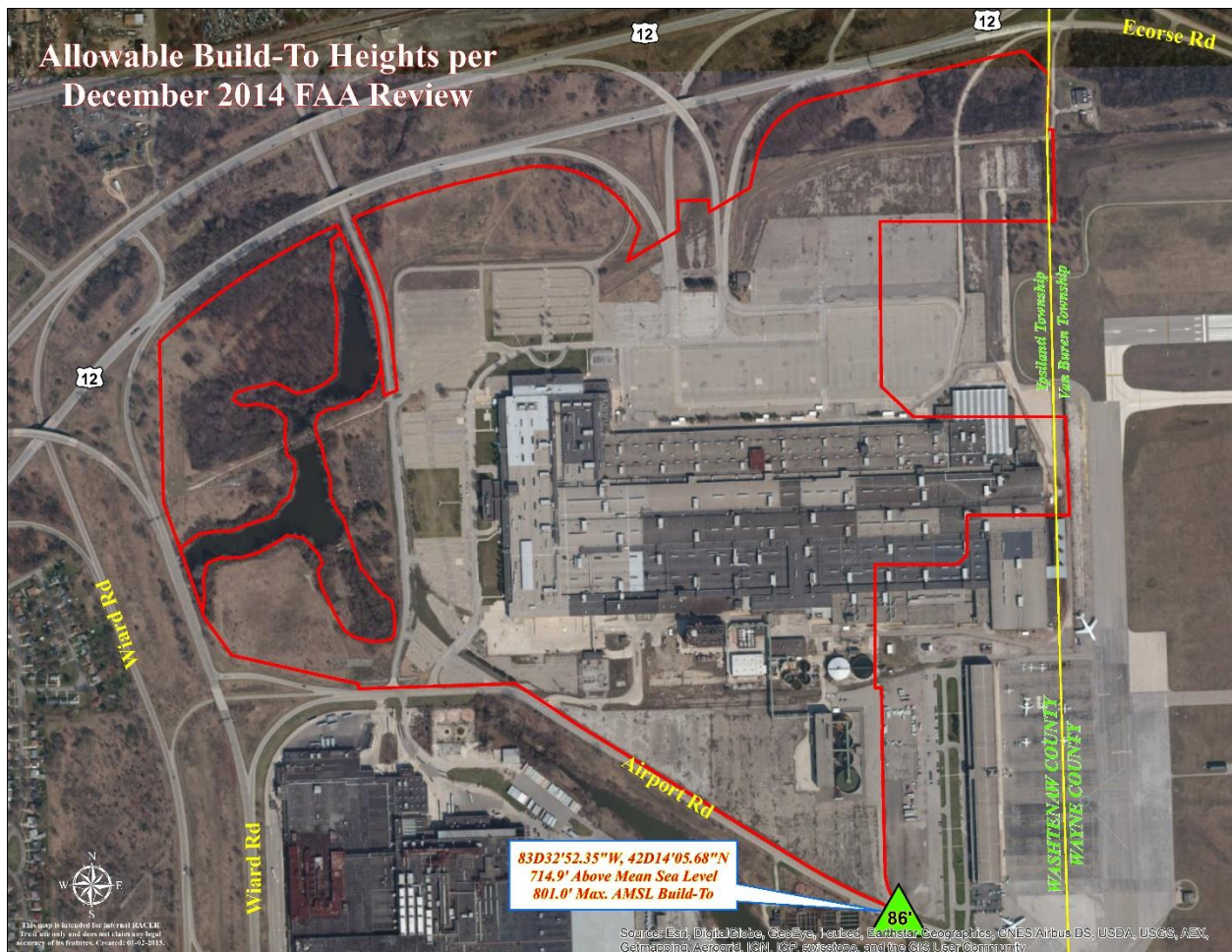
This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure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

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.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-10851-OE.

Locator Map of FAA Case Study 2 of 6



FAA Response to Case Study 3 of 6
(map of specific location follows this notice)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2014-AGL-10853-OE

Issued Date: 12/30/2014

NATHAN ETU
RACER Trust
500 WOODWARD AVE
SUITE 1510
DETROIT, MI 48226

**** NOTICE OF PRESUMED HAZARD ****

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:	Building Fourth Paint House
Location:	Ypsilanti, MI
Latitude:	42-14-33.31N NAD 83
Longitude:	83-32-50.46W
Heights:	717 feet site elevation (SE) 86 feet above ground level (AGL) 803 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

Any height exceeding 25 feet above ground level (742 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-10853-OE.

Additional information for ASN 2014-AGL-10853-OE

The aeronautical study indicates that the structure exceeds the obstruction standards of Title 14 of the Code of Federal Regulations (CFR) Part 77 as follows:

Section 77.25(e) A height exceeding runway 9/27 transitional surface as applied to YIP

Section 77.23(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 (TERPS criteria).



FAA Response to Case Study 4 of 6
(map of specific location follows this notice)



Mail Processing Center
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Obstruction Evaluation Group
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Fort Worth, TX 76193

Aeronautical Study No.
2014-AGL-10848-OE

Issued Date: 12/30/2014

NATHAN ETU
RACER Trust
500 WOODWARD AVE
SUITE 1510
DETROIT, MI 48226

**** NOTICE OF PRESUMED HAZARD ****

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:	Building Paint House
Location:	Ypsilanti, MI
Latitude:	42-14-54.33N NAD 83
Longitude:	83-32-42.08W
Heights:	716 feet site elevation (SE) 86 feet above ground level (AGL) 802 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

Any height exceeding 64 feet above ground level (780 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

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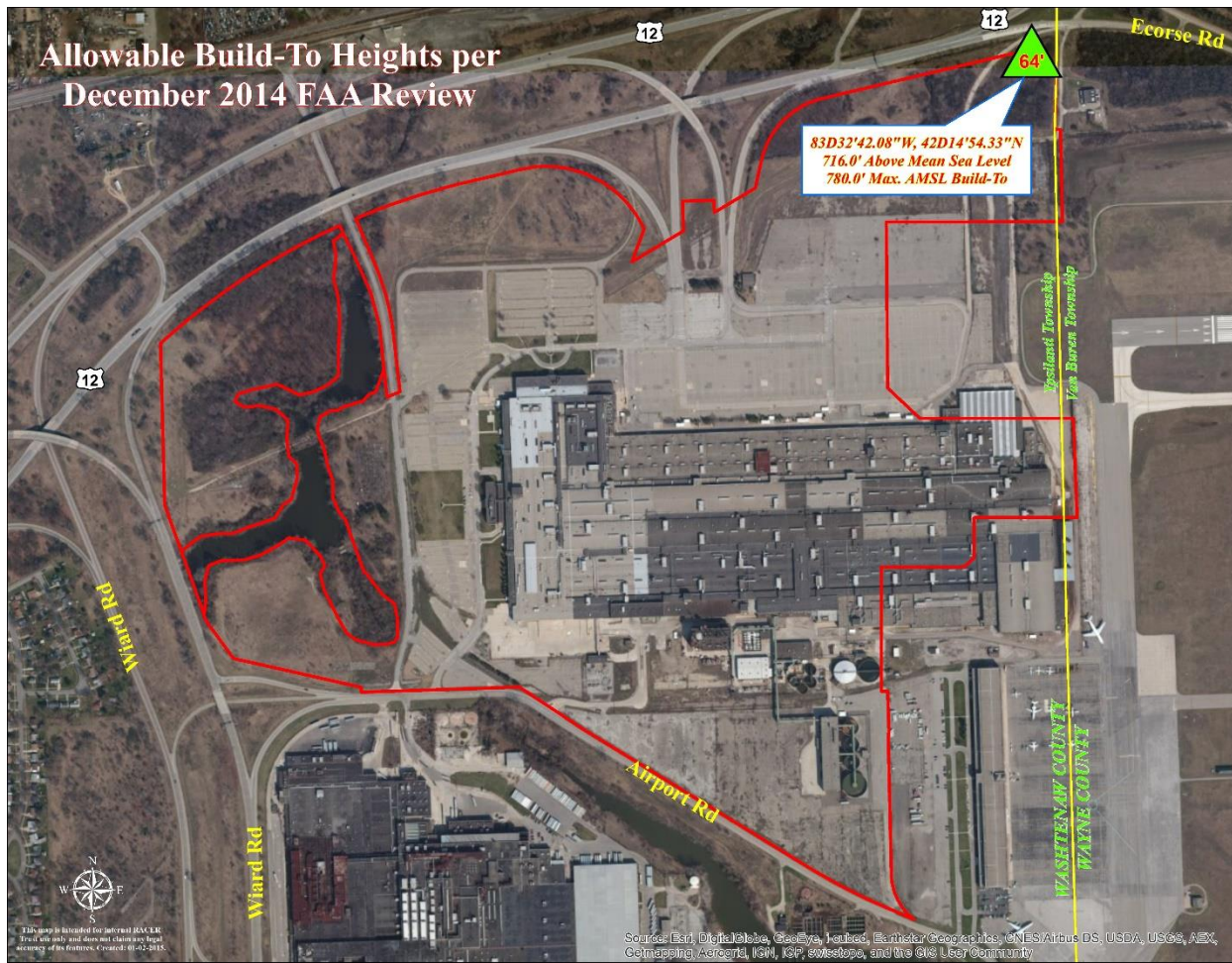
If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-10848-OE.

Additional information for ASN 2014-AGL-10848-OE

The aeronautical study indicates that the structure exceeds the obstruction standards of Title 14 of the Code of Federal Regulations (CFR) Part 77 as follows:

Section 77.19(d) Approach surface at YIP Airport, runway 14. The approach surface is longitudinally centered on the extended runway center-line and extends outward and upward from each end of the primary surface. The approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end.

Locator Map of FAA Case Study 4 of 6



FAA Response to Case Study 5 of 6
(map of specific location follows this notice)



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Obstruction Evaluation Group
2601 Meacham Boulevard
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Aeronautical Study No.
2014-AGL-10849-OE

Issued Date: 12/30/2014

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DETROIT, MI 48226

**** NOTICE OF PRESUMED HAZARD ****

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:	Building Stack House
Location:	Ypsilanti, MI
Latitude:	42-14-48.05N NAD 83
Longitude:	83-33-18.03W
Heights:	722 feet site elevation (SE) 150 feet above ground level (AGL) 872 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

Any height exceeding 72 feet above ground level (794 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

See Attachment for Additional information.

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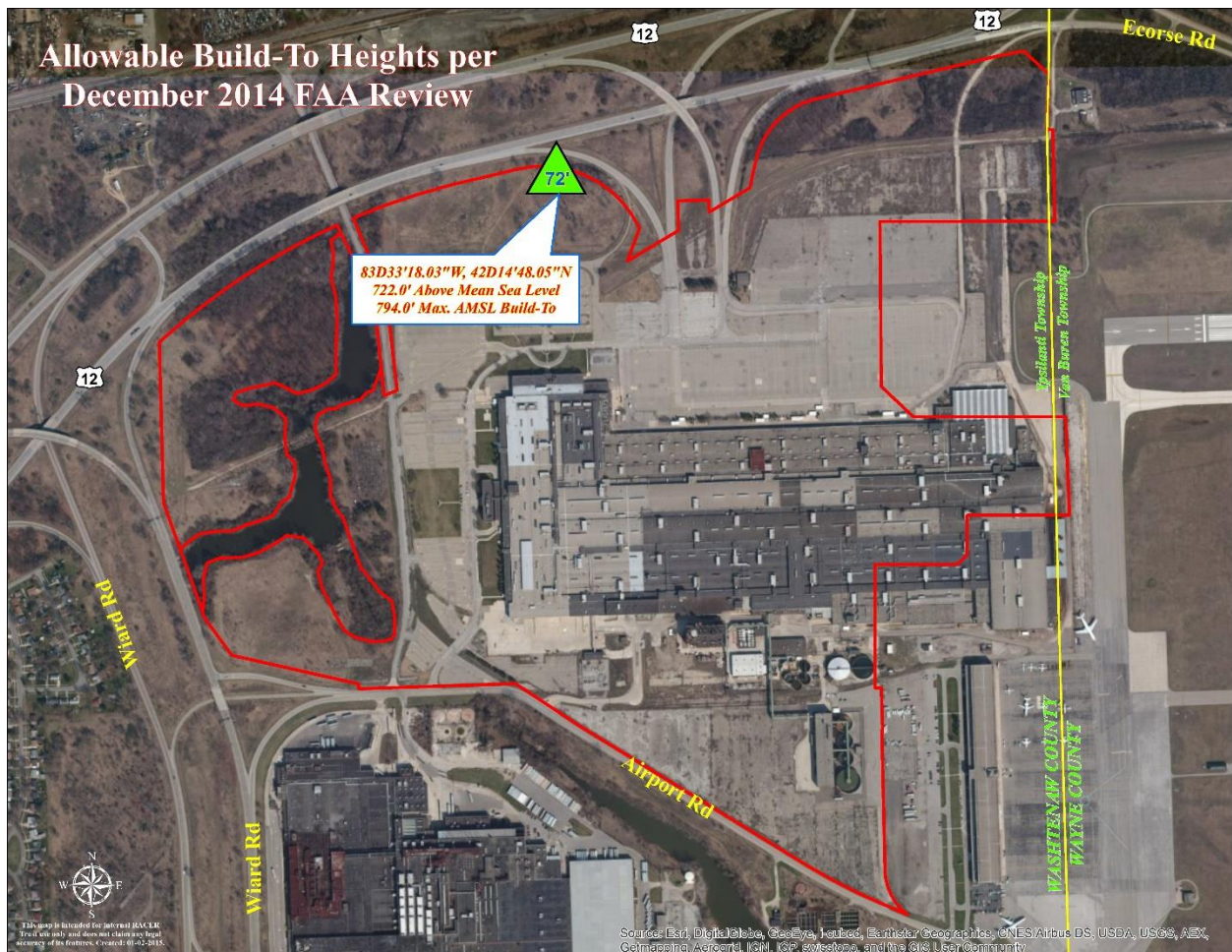
Additional information for ASN 2014-AGL-10849-OE

The aeronautical study indicates that the structure exceeds the obstruction standards of Title 14 of the Code of Federal Regulations (CFR) Part 77 as follows:

Section 77.25(e) A height exceeding runway 9/27 transitional surface as applied to YIP

Section 77.23(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 (TERPS criteria).

Locator Map of FAA Case Study 5 of 6



FAA Response to Case Study 6 of 6
(map of specific location follows this notice)



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Fort Worth, TX 76193

Aeronautical Study No.
2014-AGL-10850-OE

Issued Date: 12/30/2014

NATHAN ETU
RACER Trust
500 WOODWARD AVE
SUITE 1510
DETROIT, MI 48226

**** NOTICE OF PRESUMED HAZARD ****

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:	Building Second Stack House
Location:	Ypsilanti, MI
Latitude:	42-14-18.73N NAD 83
Longitude:	83-33-21.61W
Heights:	720 feet site elevation (SE) 150 feet above ground level (AGL) 870 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

Any height exceeding 146 feet above ground level (866 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

See Attachment for Additional information.

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If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-10850-OE.

Additional information for ASN 2014-AGL-10850-OE

The aeronautical study indicates that the structure exceeds the obstruction standards of Title 14 of the Code of Federal Regulations (CFR) Part 77 as follows:

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

Locator Map of FAA Case Study 6 of 6

