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January 22, 2008

Letter Ref # 2008-FAA-0001-CN

Bob Greenstreet & Vanessa Koster  
Planning Director & Assistant Planning Director  
City of Milwaukee  
809 N. Broadway, 2<sup>nd</sup> Floor  
Milwaukee, WI 53202

Subject: St. Stephen's Church Site

Dear Mr. Greenstreet:

This letter is to inform you of the status and timeline of the proposed two hotels at the current St. Stephen's Church site. At this point, we are awaiting approval from the FAA on Aeronautical Study Numbers 2008-AGL-479 through 489 and 526-OE, which are in a "rush" status per the FAA Specialist. We filed aeronautical studies 2007-AGL-9045 through 9047-OE with the FAA, for the existing St. Stephen's Church, on October 22, 2007. We received Determinations of No Hazard for the church on January 10, 2008. The church was approved for 59' AGL (above ground level), and 134' AGL for the steeple. The church is sitting on the same footprint that the north proposed hotel will be on, at a lesser height of 55' AGL. In speaking with the FAA specialist, we believe that we will be able to achieve the heights requested for the two proposed hotel buildings. We hope to have final approval by the end of February, but understand that it may take longer.

In regards to the alternative site plans, A1 and A2, we do not believe that either of them will be feasible for the FAA. Site Plan A1 has one of the proposed hotel buildings located to the far, east end of the property, parallel to Runway 01L. We do not believe that this will be feasible for the FAA due to Radio Transmit/Receive Line of Sight. Moving one building to the far, east end of the property, parallel to RWY 01L, will likely block the transmissions and receive a hazard determination from the FAA. Site Plan A2 has the church remaining at its current location and placing the North proposed hotel directly to the East of it. We believe this will have the same issue as Site Plan A1, due to the fact that you are proposing placement of a building to the far, east end of the property. We believe that site plan A2 will also receive a hazard determination from the FAA.

We also understand that there is one more alternative site plan. This one would re-locate St. Stephens Church to the Northwest Quadrant of the property. We believe that this plan could be feasible for the FAA. You would need to have the proposed site analyzed to make sure there are no Federal Aviation Regulation Part 77 (FAR Part 77), Electromagnetic Interference (EMI), or Instrument Flight Procedure issues with the site. The estimated cost of the analysis would be \$10,000. Once the analysis is completed, we would file for approval with the FAA. We believe the project would receive a Notice of Presumed Hazard (NPH) for the location. The time from filing to the NPH could take anywhere between 30-90 days. Once you receive the NPH, we would negotiate with the FAA on your behalf to have the site approved. Our fee to negotiate with the FAA would be \$300/hr. Please note that in these negotiations, it may be necessary to have the steeple lowered, to achieve the requested height of church building. The time frame from receiving the NPH to a final Determination of No Hazard could take anywhere from 90-360 days.



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As you can see, this is a very time consuming and technical process. We believe that the only way the FAA *may* approve saving the church is to re-locate it to the NW Quadrant of the property, but that process could take over a year.

Please feel free to contact me at 321-777-1266 with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Clyde J Pittman', written over a circular stamp or seal.

Clyde J Pittman  
Aerospace Engineer

/km