



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

March 23, 2015

TO:  
Major Gilbert Field  
Attn: Micheal Dalzell  
P.O. Box 270  
La Pointe, WI 54580  
madair@cheqnet.net

CC:  
Wisconsin Bureau of Aeronautics  
Attn: Gayle Stearn  
4802 Sheboygan Ave Room 701  
P.O. Box 7914  
Madison, WI 53707  
gayle.stearn@dot.wi.gov

FAA - Chicago Airports District Office  
2300 East Devon Avenue  
Des Plaines, IL 60018

RE: *(See attached Table 1 for referenced case(s))*  
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2015-AGL-1094-NRA	2014-AGL-6746-NRA	LA POINTE, WI	46-47-19.43N	90-45-21.75W	36	673

Description: The proposed structure is a 30 foot Rohn 45G Tower. The tower is painted alternately white and orange and will support wind speed and direction sensors at the top and other AWOS equipment per specification. The total height to the tip of the lightning rod will be 37'. A dual L-810 obstruction light will mark the top of the mast. This unit will be a Vaisala AWOS III PT.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Failure to meet the criteria of AC-150/5200-16 will result in decommissioning the AWOS facility, i.e., withdrawal of the FCC license, and withdrawal of type certification approval.

The FAA should formally commission the AWOS facility before it becomes available for public use. After receiving approval of a broadcast frequency, the owner may procure and install the AWOS facility. At least 120 days prior to the anticipated commissioning date, the owner should notify the FAA Flight Procedures Office

(FPO) so that routine revisions may be made to the instrument approach procedures. As the system approaches operational readiness, the owner should request a commissioning ground inspection by an FAA nonFederal inspector.

This location should be in accordance with the siting criteria contained in the latest edition of FAA Order 6560.20, Siting Criteria for Automated Weather Observing Systems (AWOS).

Relocation of an AWOS. In the event that an AWOS is removed from service to be relocated, a decommissioning NOTAM should be issued, instead of a facility out-of-service NOTAM. After relocation, a complete facility commissioning inspection should be performed.

See attached Comment Matrix from other FAA Lines of Business. All the other LOB's comments need to be addressed.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

When your Airport Layout Plan is updated, please include this new development. In the meantime, we will show this feature on your current ALP approved on 12-3-2003.

This determination expires on September 23, 2016 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) 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 the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Rob Lee (847) 294-7526 [rob.lee@faa.gov](mailto:rob.lee@faa.gov).

Rob Lee  
ADO

## NRA Case Division Responses

Service Area:Central, Region:GL, Year:2015, Start Seq:1094, End Seq:1094

Print Date: 03/23/2015

**Study No:** 2015-AGL-1094-NRA  
**Proponent:** Major Gilbert Field  
**City:** LA POINTE  
**State:** WI  
**Latitude:** 46-47-19.43N  
**Longitude:** 90-45-21.75W

**Case Description:** The proposed structure is a 30 foot Rohn 45G Tower. The tower is painted alternately white and orange and will support wind speed and direction sensors at the top and other AWOS equipment per specification. The total height to the tip of the lightning rod will be 37'. A dual L-810 obstruction light will mark the top of the mast. This unit will be a Vaisala AWOS III PT.

Division	Response Type	Remarks	Responded By	Responded Date
AT-OSG	Auto Screen	LOC ID not identified in Terminal Service Area	OEAAA, SYSTEM	
Air Force	Auto Screen	No Conflict with USAF Conflux Program	OEAAA, SYSTEM	
Air Traffic Obstruction Evaluation Group	No Objection		Dull, David	
Airports	No Response			
Army	Auto Screen	No Conflict with USA Conflux Program	OEAAA, SYSTEM	
Department of Homeland Security	Auto Screen	No conflict with DHS radar or airport obstruction screening	OEAAA, SYSTEM	
Flight Procedures	IFR Effect	Once the AWOS is installed, please have the proponent/ airport sponsor access the Flight Procedures Initiation site at: <a href="https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_initiation/">https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_initiation/</a> Submit a request to have the instrument approach procedures amended with the new AWOS for possible lowering of minimums.	Turke, Anthony	
Flight Standards	No Objection		Fox, Mark	
Frequency Management	Auto Screen	Autoscreened for FM- No frequencies	OEAAA, SYSTEM	
Navy	Auto Screen	No Conflict with USN Conflux Program	OEAAA, SYSTEM	
Tech Ops	No Objection		Jennings, Curtis	