

N60200.AR.008745
NAS CECIL FIELD
5090.3a

EMAIL REGARDING REVIEW AND FEDERAL AVIATION ADMINISTRATION (FAA)
APPROVAL OF SITE 3 PILOT STUDY WORK PLAN NAS CECIL FIELD FL
3/30/2012
FAA

**NAS Cecil Field
OU8, Site 3
FAA Approval of Site 3 Pilot Study Work Plan for Solar Powered Low Volume Air
Sparging Treatment Curtain**

From: Vernon.Rupinta@faa.gov
To: David.Dunkley@flyjacksonville.com,
Rusty.Chandler@cecilairport.com
Date: 03/30/2012 03:29 PM
Subject: Re: ASC

Approval letter...

Vernon P. Rupinta
Program Manager
FAA / Orlando ADO
(407) 812-6331, x124

From: Vernon Rupinta/ASO/FAA
ASO-ORL-ADO, Orlando, FL
To: David.Dunkley@flyjacksonville.com
Cc: Rusty.Chandler@cecilairport.com
Date: 03/30/2012 03:00 PM
Subject: Re: ASC

Hey David/Rusy,
We finally received the last remaining comment yesterday. We received no significant comments. I'll work on an approval letter this afternoon.

Vernon

Vernon P. Rupinta
Program Manager
FAA / Orlando ADO
(407) 812-6331, x124



U.S. Department of Transportation

Federal Aviation Administration

March 30, 2012

Jacksonville Aviation Authority
Attn: David Dunkley
PO Box 18018
Jacksonville, FL 32229-0018

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)
2011-ASO-1839-NRA		JACKSONVILLE, FL	30-13-01.63N	81-53-54.44W	11	66

Description: Cecil Airport - This airspace case is for the installation of a Pilot Study Solar Powered Low Volume Air Sparging Treatment Curtain project west of Runway 9L. It will require the installation of three pole mounted solar panel arrays that measure approximately 8 foot by 10. The panels (structure) are located outside of the Runway Protection Zone (RPZ) in a clearing surrounded by wooded area. The maximum height of the panels during winter months is less than 11 feet above ground level (AGL).

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

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

- . Local Air Traffic Manager or ATCT representative is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.
- . Local Tech Ops (SCC) representative is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.
- . A NOTAM is issued during the construction project alerting aircraft of possible hazards while operating on the airport. Airport manager issues all necessary NOTAMS.
- . All RSA, ROFA, TSA and TOFA are clear of all personnel and equipment and no penetrations of the areas during construction. Insure no persons or equipment are any closer than 200 feet of runway centerline while the runway is operational.
- . You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports during Construction."

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this

determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This 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 effect the proposal 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 natural objects within the affected area would have on the airport proposal.

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.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, 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.

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.

If you have any questions concerning this determination contact Vernon Rupinta, (407)812-6331, vernon.rupinta@faa.gov.

Vernon Rupinta
Specialist
Land-Use Manager, FDOT/Central Office