



APPENDIX C

KEY PARTICIPANTS

AND

PUBLIC INVOLVEMENT

Mr. James E. Sheppard

-2-

August 19, 1977

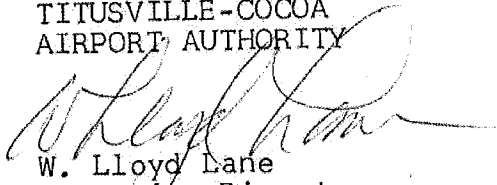
that this will not impose a serious restriction on use of the area because most of the aircraft utilizing this airport have a tail height of less than 9 feet. This includes all Cessnas from the 195 on down; all Pipers from the twin Commanche on down; all Mooneys; Beech Musketeer, Debonair, Bonanza, Sport, Sierra and Sundowner; all Bellancas and numerous other general aviation aircraft that might utilize this area.

With reference to the engineering agreement we will have no problem meeting the conditions in the five numbered paragraphs of Mr. Dyer's letter of August 9, 1977.

Unless some further questions arise by virtue of material submitted with this letter we are now prepared for a Predesign Conference. I would appreciate a telephone call from you or your designee on this score so that we can arrange a suitable time when the engineers, Mr. Schwartz and I can come to Miami for this purpose. We would like to make it a same day down and back trip with the idea of meeting in your offices about 10:00 A.M.

Sincerely,

TITUSVILLE-COCOA
AIRPORT AUTHORITY



W. Lloyd Lane
Executive Director

WLL/mlg

enclosures

FILE MERRIT ISLAND
AIRPORT ADAPTATION
TO STANDARDS.

SEP 26 1977

MIA-611

Adaptation to Design Standards, AC 150/5300-4B Utility Airports,
Taxiway Centerline-Aircraft Parking Area Separation, Merritt
Island Airport, Cocoa, Florida

ASO-200

ASO-400

ASO-500 In Turn

PROBLEM: The sponsor proposes to widen the aircraft parking ramp which lies south of the parallel taxiway to runway 11-29, and extend the ramp to the east approximately doubling the length (parallel to the taxiway) of the apron.

The current separation is 100' which is greater than the standard, however, the separation between the double rows of parked aircraft is only 50 feet rather than the 81 feet recommended by the same circular. With many general utility aircraft this allows less than 10 feet of clearance on either side from the wingtip when taxiing through this area.

The proposed widening will result in the recommended 81 feet of clearance between the rows of parked aircraft and 60 feet from the taxiway centerline to the edge of ramp pavement. The tiedown pattern will provide 20 feet from the wing tiedown points to the edge of pavement so that rear overhang should be less than 2 feet for all general utility aircraft.

BACKGROUND: Merritt Island Airport is owned and operated by the Titusville Cocoa Airport Authority. It is a general utility airport with a 3600 foot hard surfaced runway with no possibility of extension to upgrade the airport category.

There are currently 93 based aircraft and approximately 75,000 annual operations at this facility.

RECOMMENDATIONS: It is recommended that the federal interest in this facility would be preserved by granting the recommended adaptation and allowing the proposed widening and extension of the subject apron for the following reasons:

- L. The airport is a general utility airport and will always remain as such.

CONCURRENCES	
RTG. SYMBOL	611
INITIALS/SIG.	RMB
DATE	9/21/77
RTG. SYMBOL	610
INITIALS/SIG.	AL
DATE	
RTG. SYMBOL	601
INITIALS/SIG.	J
DATE	9/27
RTG. SYMBOL	600
INITIALS/SIG.	J
DATE	9/23
RTG. SYMBOL	
INITIALS/SIG.	
DATE	
RTG. SYMBOL	
INITIALS/SIG.	
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RTG. SYMBOL	
INITIALS/SIG.	
DATE	

2.

2. Because of the tiedown pattern, the distance from the taxiway centerline to the nearest point on any parked aircraft will be greater than 50 feet, which is the required separation to any fixed or moveable obstacle.
3. The apron can not be expanded to the south because of existing structures and roadways.
4. Additional apron space is needed because of the number of based aircraft and the limited existing apron and hangar parking area.

ADAPTATION REQUESTED: It is requested that an adaptation to AC 150/5300-4B be granted to reduce the required separation between the taxiway centerline and the aircraft parking area from 75 feet to 60 feet.

CONCUR _____
NOT CONCUR _____

Chief, Flight Standards Division Date

COMMENTS ATTACHED _____

CONCUR _____
NOT CONCUR _____

Chief, Airways Facilities Division Date

COMMENTS ATTACHED _____

CONCUR _____
NOT CONCUR _____

Chief, Air Traffic Division Date

COMMENTS ATTACHED _____

JAMES E. SHEPPARD Date
Chief, Airports District Office
MIA-600

Enclosures

MIA:611;RBielek:WH:9/21/77

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

77-ASO-580-NRA

SEP 26 1977

MIA-611

Adaptation to Design Standards, AC 150/5300-4B Utility Airports,
Taxiway Centerline-Aircraft Parking Area Separation, Merritt
Island Airport, Cocoa, Florida
~~ASO-200-204-205~~
~~ASO-400~~
ASO-500 In Turn



091 1 977

600	
601	
610	411
620	
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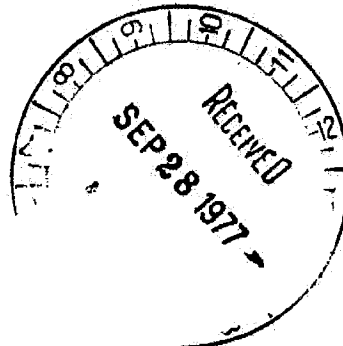
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CONCUR X
NOT CONCUR _____

Thomas J. Hofmann
THOMAS J. HOFMANN

Chief, Flight Procedures Staff, ASO-205 Date 10/4/77

COMMENTS ATTACHED _____

CONCUR X
NOT CONCUR _____

W. B. Rucker
W. B. RUCKER

Chief, Airway Facilities Division, Date 10/11/77
ASO-400

COMMENTS ATTACHED _____

CONCUR X
NOT CONCUR _____

Richard M. Robinson
RICHARD M. ROBINSON

Chief, Air Traffic Division Date 10/12/77
Chief, Airspace and Procedures Branch, ASO-53

COMMENTS ATTACHED _____

James E. Sheppard
JAMES E. SHEPPARD
Chief, Airports District Office
MIA-600

9/23/77
Date

Enclosures

Orlando Airports District Office
4100 Tradecenter Street
Orlando, Florida 32827-5096

November 16, 1987

Mr. Thomas A. Page
Executive Director
Titusville-Cocoa Airport Authority
Post Office Box 1299
Titusville, Florida 32780

RE: Adaptation to Standards Merritt
Island Airport

Dear Mr. Page:

Enclosed is a copy of the FAA approval of a specific deviation to the design standards. This adaptation to standards should be included in the final draft of the Airport Layout Plan (ALP), and reference made to the date on this letter. It should also be discussed accordingly in the Master Plan narrative.

Sincerely,

Ilia A. Quinones
Airports Planning and
Development Specialist

CONCURRENCES	
RTG. SYMBOL	613
INITIALS/SIG.	JW
DATE	11/25/87
RTG. SYMBOL	610
INITIALS/SIG.	PR
DATE	11/25/87
RTG. SYMBOL	601
INITIALS/SIG.	J
DATE	11/25
RTG. SYMBOL	600
INITIALS/SIG.	JW
DATE	11/25
RTG. SYMBOL	613
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ADAPTATION TO STANDARDS
Merritt Island Airport
Cocoa Beach, Florida

Background

The Merritt Island Airport Master Plan/Airport Layout Plan update currently underway has indicated the existing Runway 29 safety area is 120 feet wide and 80 feet long. The runway safety area standard applicable to a visual runway and aircraft Design Group I is 120 feet wide and 240 feet in length. The existing runway safety area conforms to the standards as to width, but not length. The sponsor has indicated that Runway 29 abuts Newfound Harbor and therefore this situation provides for an overrun into the water. Due to the large amount of fill needed to provide for the required 240-foot length, the resulting environmental impact and the cost of such construction, the sponsor has requested that an adaptation to the standard be approved.

Adaptation to Design Standards

The runway safety area standard applies to all runways and runway extensions that are constructed or upgraded after February 24, 1983. However, in accordance with both AC 150/5300-4B, Change 7, and AC 150/5300-12, paragraph 19, for existing runways constructed prior to the adoption of this standard, as is applicable in this case, the maximum feasible length of runway safety area should be provided without reducing the existing length of the runway. Comparable conditions apply with respect to the width of the runway safety area.

Therefore, rather than require the construction of a runway safety area to meet standards, the following deviation to the standards is recognized and approved.

<u>Deviation</u>	<u>Standard</u>	<u>Deviation Approved</u>
Runway Safety Area Dimensions	120' width 240' length	120' width 80' length

Duration

This deviation is approved until such time as larger or more demanding aircraft propose to use the airport, or until conditions change to warrant reconsideration of the matter.

Approved

James E. Sheppard
Manager, Orlando
Airports District Office

CONCURRENCES
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ATTENDEE LIST

Merritt Island Airport Master Plan Update
 Information Meeting
 March 27, 2008
 6:30 p.m.

NAME	TITLE	ORGANIZATION	PHONE	E-MAIL
Tom Quano		BAA-	321-308-2251	tyaono@afirm.com
Tab Yon		BAA-ERRA	321-783-7966	thyon@windyspring.com
Wayne Eleazer		BAA	321-452-2400	Wayne@eleazer.com
JACK CHANDLER		BAA	321-690-2626	JCHANDLER@BAA-ERRA.COM
Kenneth Stewart		AUTHORITY		
Nickola Reed		RNAA	321-267-8780	Nreed@RNAA.com
J. LERK		airport at CDI airport manager	321-452-2563	
Tecia Fournier		AFA Group Inc	813-885-3852	TFournier@AFAgroup.com
Rick Lucas		AFA Group Inc	813-885-3852	RLucas@AFAgroup.com
Paul Jofko		AFA Group Inc	813-885-3852	PJofko@AFAgroup.com
RUSSEL VANDERHOOF		TENANT		