



APPENDIX C

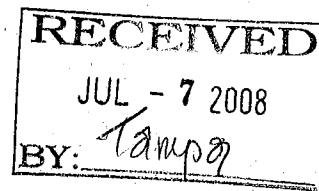
KEY PARTICIPANTS

AND

PUBLIC INVOLVEMENT



U.S. Department
of Transportation
**Federal Aviation
Administration**



Orlando Airports District Office
5950 Hazelton National Dr., Suite 400
Orlando, FL 32822-5024
Phone: 407-812-6331

July 3, 2008

Mr. Michael Powell
Executive Director
Titusville-Cocoa Airport Authority
355 Golden Knights Blvd.
Titusville, FL 32780

Dear Mr. Powell:

RE: Merritt Island Airport (COI)
Airport Master Plan Update
Forecasts of Aviation Demand

The Forecasts of Aviation Demand, submitted under your consultant's June 26, 2008 letter of transmittal, are consistent with the Federal Aviation Administration's (FAA's) 2007 Terminal Area Forecasts. Therefore, we approve the use of these forecasts for the development of the ongoing Airport Master Plan and Airport Layout Plan for Merritt Island Airport.

Sincerely,

Original Signed By

Rebecca R. Henry
Program Manager
Planning and Compliance

cc: Tricia Fantinato, LPA Group, Inc., Tampa



TITUSVILLE 305/267-8780
COCOA 305/632-2036

TITUSVILLE-COCOA AIRPORT AUTHORITY
POST OFFICE BOX 1299, TITUSVILLE, FLORIDA 32780

August 19, 1977

MIA ADD

AUG 22 1977

630	
601	
610	Act. (1977) @ 9/12
620	Exam. ant. 8/22
660	

Mr. James E. Sheppard, Chief
Airports District Office
FAA, Department of Transportation
P. O. Box 2014
Miami, Florida 33159

Dear Mr. Sheppard:

This letter is responsive to the PreApplication Conference Mr. Schwartz and I had with Messrs. Dyer, Reiser, and Cararras at Port Charlotte and also to Mr. Dyer's letter of August 9, 1977 relative to the engineering agreement we had submitted for approval. As these gentlemen will recall we particularly discussed the fact that the proposed project at Merritt Island Airport, as reflected in our PreApplication of April 7, 1977, would not only expand the ramp on the south side of Merritt Island in an easterly direction, but also would widen it to permit two rows of aircraft parking and alleviate the unsafe condition we now have because the space between rows is less than the current FAA criteria. This was a design error which did not surface when the ramp was initially built.

*Notes:
Call was returned
w/ALP.*

Speaking to this particular problem we have enclosed a revised Airport Layout Plan for your approval. It should be noted that approval of the ALP will require an adaptation from the criteria in Advisory Circular 150/5300-4B, i.e. the distance recommended from taxiway centerline to aircraft tiedown area. The recommended distance for a utility airport is 75 feet and the proposed ALP would establish an aircraft tiedown area within 60 feet of the taxiway centerline. We do not feel that this will impose any problem of taxi clearance to any aircraft utilizing this airport, therefore we request an adaptation to the criteria.

As requested at the conference in Port Charlotte, we have investigated the situation on the north side of the field in respect to interference or projection of parked aircraft into the transition zone in violation of Part 77. As drawn in the PreApplication, the height restriction in the area designated for aircraft tiedown is 9 feet. We feel

Mr. James E. Sheppard

-2-

August 19, 1977

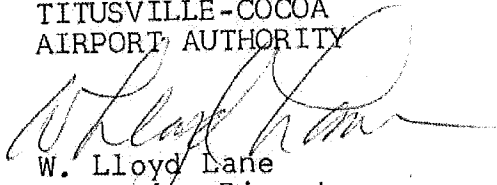
that this will not impose a serious restriction on use of the area because most of the aircraft utilizing this airport have a tail height of less than 9 feet. This includes all Cessnas from the 195 on down; all Pipers from the twin Commanche on down; all Mooneys; Beech Musketeer, Debonair, Bonanza, Sport, 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
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INITIALS/SIG.	AL
DATE	
RTG. SYMBOL	601
INITIALS/SIG.	J
DATE	9/27
RTG. SYMBOL	600
INITIALS/SIG.	J
DATE	9/23
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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



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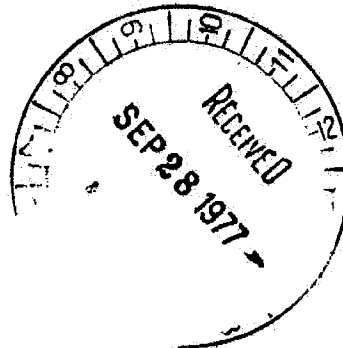
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2.

- 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 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.	<i>[Signature]</i>
DATE	11/25/87
RTG. SYMBOL	610
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DATE	11/25/87
RTG. SYMBOL	601
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DATE	11/25
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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.ORG
Kenneth Howard		AUTHORITY		
Nickol Reed		PCAA	321-267-8780	nreed@pcaa.com
J. LERK		airport at CDI airport manager	321-452-2563	
Tecia Fawcett		Air Group Inc	813-885-3852	tfawcett@airgroup.com
Rick Lucas		Air Group Inc	813-885-3852	rlucas@airgroup.com
Paul Jofko		Air Group Inc	813-885-3852	pjofko@airgroup.com
RUSSEL VANDERHOOF		TENANT		