

Federal Aviation Administration

December 17, 2024

TO:
Dick Holdings, LLC
PO Box 541789
Merritt Island, FL 32953
dickholdings@yahoo.com

**NOTICE OF AIRPORT AIRSPACE ANALYSIS DETERMINATION
ESTABLISH PRIVATE USE AIRPORT
CONDITIONAL NO OBJECTION**

The Federal Aviation Administration (FAA) has conducted an aeronautical study under the provisions of Title 14 of the Code of Federal Regulations, Part 157, concerning:

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

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Airport Name	Description	Location	Latitude (NAD83)	Longitude (NAD83)	Airport Elevation (feet)
2024-ASO-15681-NRA	2021-ASO-2588-NRA	NORTH MERRITT ISLAND	LAP ASN # 2024-ESA-332-LAP	Merritt Island, FL	28-27-36.70N	80-42-40.80W	6

We have completed an airspace analysis of the proposed private use airport. As studied, the location is approximately 7 nautical miles N of Merritt Island, FL.

Recommend all ingress/egress routes have at the very minimum a clear 8:1 visual approach slope and any Flight Standard's provisions must be satisfactorily addressed prior to issuing a determination.

FS concurs with the extension and supports the original provisions (listed below) of study 2021-ASO-2588-NRA with a letter of determination dated 03 July 2023. The provisions in the letter are still in effect.

AFS-420E Response to OEAAA # 2021-ASO-2588-NRA Dick Holdings LLC Merritt Island FL
General Aviation Heliports (ref: FAA AC 150/5390-2C) revised 01/12/2021

. This is a FS approved virtual evaluation (temporary) solution to the 7400.2M on-site heliport evaluation requirement. The actual on-site evaluation will be conducted upon the removal of the COVID-19 travel restrictions. FS will provide an additional on-site response once the on-site evaluation has been completed.

. The heliport meet and maintain the standards of FAA Advisory Circular 150/5390-2C Heliport Design, including (but not limited to) the Touchdown and Liftoff Area (TLOF), Final Approach and Takeoff Area (FATO), Safety Area, and 8:1 approach/departure surface and establish an acceptable level of safety for helicopter operations.

. The landing area is limited to private use, DAY/VFR, single helicopter within each Safety Area.

- . Night helicopter operations are not recommended unless the takeoff/landing area and wind indicator are lighted. Heliport identification beacon is optional but recommended.
- . The takeoff/landing area is appropriately marked, including the standard "H" marking, gross weight/overall length markings, and properly aligned with the preferred approach and departure routing.
- . A non-obstructing wind indicator is maintained adjacent to the takeoff/landing area.
- . All Helicopter approach/departure route operations are conducted on a 173 degrees (TRUE) clockwise to 353 degrees (TRUE) egress (departure) heading using the center of the proposed TLOF as a reference point.
- . Any heliport on-site aircraft refueling operations should be conducted in accordance with FAA regulations, National Fire Protection Pamphlet (NFPA) 418, State, and local Fire Marshall Requirements.
- . Fire protection is provided in accordance with NFPA 418, State, and local fire codes and AC 150/5390-2C.
- . Unauthorized persons are restrained from access to the takeoff/landing area during helicopter flight operations by use of a non-obstructing safety barrier. This barrier is to be located outside the Safety Area and not penetrate the FAA AC 150/5390-2C approach/departure surface area. If fence type barrier is installed, recommend/option marking upper horizontal support bar with reflective markings to support night flight operations/pilot situation awareness.
- . "CAUTION HELICOPTER OPERATIONS" type signage be affixed near entrance(s) and perimeter of heliport. Refer to FAA AC 150/5390-2C Fig. 2-34 for examples.
- . Due to the close proximity of Treasure Lagoon Private Airport (FA13) apply standard ATC (i.e., VFR/UNICOM) communications for flight operations coordination.
- . Due to the close proximity of the Space Coast Regional Airport (KTIX) Class D airspace, standard Class D ATC communications apply. Recommend establishing a Letter of Agreement (LOA) with the local ATC for proper flight operations coordination.
- . Install aviation red obstruction lighting on each corner of future buildings located near the helipad.
- . If power lines are run above ground to future buildings/construction ensure that all obstructions are appropriately lit per AC 150/5390-2C Chapter 2. Ensure that future power lines or buildings remain outside the approach/departure 8:1/2:1 surface areas and be equipped with an aviation red obstruction light to improve visual identification at night and in low visibility.
- . Ensure that trees remain outside the approach/departure 8:1/2:1 surface areas, and monitored for growth that may penetrate these surfaces.
- . Publish and distribute helicopter operational procedures to heliport operators and users.
- . The heliport proponent will reexamine obstacles in the vicinity of the approach/departure paths on an annual basis in accordance with AC 150/5390-2C. Any new obstacles noted will be forwarded to the Airport District Office, Flight Standards District Office or Flight Standards Division.
- . A Flight Standards post construction heliport evaluation is completed within 45 days of construction completion and prior to operational use of the heliport. Contact Airports Division, Flight Standards District Office, or Flight Standards Division to schedule the evaluation when nearing completion.

It is recommended that your airport be constructed to the standards identified in FAA Advisory Circular (AC) 150/5300-13, Airport Design (current version). Also, a clear approach slope, as identified in (AC) 150/5300-13 Table 3-2 Approach/Departure Standards, should be established at each runway end. If there are other obstructions that penetrate the approach surface, they should be removed or lowered. If the penetrating obstructions cannot be removed or lowered, we recommend that the thresholds be displaced and appropriately marked, so as to provide a clear approach slope surface to each runway end. Please note that roads are defined as obstructions by 14 CFR Part 77. Private roads are the greater of a 10 foot vertical obstruction or the highest mobile object that normally traverses the road. Public roads are considered a 15 foot obstruction, interstate highways are a 17 foot obstruction, railroads are 23 foot obstructions and waterways are the highest mobile object that traverses the waterway.

Be advised, in accordance with 14 CFR Part 157, any construction, alteration to or abandonment of the subject airport requires notice to the FAA for aeronautical review. Notice for these actions can be given using FAA Form 7480-1, "Notice for Construction, Alteration and Deactivation of Airports". Please refer to Form 7480-1 for triggering events that will require notice.

Provided that the aforementioned conditions are met, our aeronautical study has determined that your proposed private use airport will not adversely affect the safe and efficient use of the navigable airspace by aircraft.

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 the 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. The proposal was not circulated to the public for comment.

The FAA cannot prevent the construction of structures near an airport. The airport environment can only be protected through such means as local zoning ordinances, acquisitions of property in fee title or aviation easements, letters of agreements, or other means. This determination in no way preempts or waives any ordinances, laws, or regulations of any government body or agency.

If you have any questions concerning this determination, please contact me at robert.linscheid@faa.gov or at (404) 305-5678.

Sincerely,

Robert Linscheid

Specialist

Signature Control No: 641500110-642112043

Attachment: Airport Master Record 5010 Form

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		AIRPORT MASTER RECORD		PRINT DATE: 12/17/2024 AFD EFF Form Approved OMB 2120-0015	
> 1 ASSOC CITY: Merritt Island		4 STATE: FL		LOC ID:	
> 2 AIRPORT NAME: NORTH MERRITT ISLAND				5 COUNTY: Brevard	
3 CBD TO AIRPORT (NM): 7 N		6 REGION/ADO: ASO/		7 SECT AERO CHT: JACKSONVILLE	
GENERAL		SERVICES		BASED AIRCRAFT	
10 OWNERSHIP: PR		70 FUEL:		90 SINGLE ENG: 0	
11 OWNER: Dick Holdings, LLC				91 MULTI ENG: 0	
12 ADDRESS: PO Box 541789				92 JET: 0	
Merritt Island FL 32953					
13 PHONE NR: 3212093425				TOTAL: 0	
14 MANAGER: Dick Holdings, LLC				93 HELICOPTERS: 1	
15 ADDRESS: PO Box 541789				94 GLIDERS: 0	
Merritt Island FL 32953				95 MILITARY: 0	
16 PHONE NR: 3212093425				96 ULTRA-LIGHT: 0	
17 ATTENDANCE SCHEDULE:					
MONTHS DAYS HOURS		FACILITIES			
		> 80 ARPT BCN:			
		> 81 ARPT LGT SKED:			
18 AIRPORT USE: Private		> 82 UNICOM: 0.0			
19 ARPT LAT: 28-27-36.7000N		83 WIND INDICATOR:			
20 ARPT LONG: 80-42-40.8000W		84 SEGMENTED CIRCLE:			
21 ARPT ELEV: 6.0		85 CONTROL TWR: NO			
22 ACREAGE: 0		86 FSS:			
> 23 RIGHT TRAFFIC:		87 FSS ON ARPT: NO			
24 NON-COMM LANDING:		88 FSS PHONE NR:			
		89 TOLL FREE NR:			
RUNWAY DATA					
> 30 RUNWAY IDENT:		H			
> 31 LENGTH:		33			
> 32 WIDTH:		33			
> 33 SURF TYPE-COND:		GRASS			
LIGHTING/APCH AIDS					
> 40 EDGE INTENSITY:					
> 42 RWY MARK TYPE-COND:					
OBSTRUCTION DATA					
50 FAR 77 CATEGORY:					
51 DISPLACED THR:					
52 CTLG OBSTN:					
53 OBSTN MARKED/LGTD:					
54 HGT ABOVE RWY END:					
55 DIST FROM RWY END:					
>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >					
111 OWNER/MANAGER SIGNATURE		113 DATE:			