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CITY OF FRESNO
AIRPORTS DEPARTMENT

San Francisco Airports District Office
831 Mitten Road, Room 210
Burlingame, California 94010-1303

May 7, 2007

Mr. Kevin Meikle
Airports Planning Manager
Fresno Yosemite International Airport
4995 Shields Ave.
Fresno, CA 93727

From: FAA, TSA, State/CA by AW # pages _____
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RE: Aeronautical Study Nos. (See attached Table 1 for referenced cases)

**** FINAL DETERMINATION ****

Location: FRESNO YOSEMITE INTERNATIONAL AIRPORT, FRESNO, CA

Table 1

ASN	Point	Latitude (NAD 83) *	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2007-AWP-241-NRA	1	36-45-48.90 N	119-42-00.21 W	20	350
2007-AWP-242-NRA	2	36-45-51.10 N	119-41-51.10 W	20	350
2007-AWP-243-NRA	3	36-45-52.61 N	119-41-51.77 W	20	350
2007-AWP-244-NRA	4	36-45-52.65 N	119-41-43.40 W	20	350
2007-AWP-245-NRA	5	36-45-45.32 N	119-41-43.35 W	20	350
2007-AWP-246-NRA	6	36-45-45.40 N	119-42-00.33 W	20	350

Description: Site 3, Corner points for a solar panel array

Description: Site 3, Point 6, Solar panel array, 1,162 Sharp ND 208U1 Modules, 241,696 KW DC, five arrays of this type; 1 additional array, 1,470 Sharp ND-208U1 Modules, 705, 600 KW DC.

NOTE: Units to be installed outside of the Rwy 29R RPZ, controlled activity area/extended OFA, on the left side.

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

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

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.