



**Federal Aviation Administration**  
 2300 East Devon Avenue  
 Des Plaines, IL 60018

FAA - Chicago Airports District Office

February 15, 2023

TO:  
 Rhinelander - Oneida County  
 Aripport  
 Attn: Matthew Leitner  
 3375 Airport Road  
 Rhinelander, WI 54501-9178  
 mleitner@flyrhinelander.com

CC:  
 Mead & Hunt, Inc.  
 Attn: Tammy Rasey  
 2440 Deming Way  
 Middleton, WI 53562  
 tammy.rasey@meadhunt.com

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)
2022-AGL-9391-NRA		RHINELANDER,WI	45-38-05.00N	89-27-42.00W	6	1600
2022-AGL-9392-NRA		RHINELANDER,WI	45-37-46.80N	89-28-42.60W	6	1618
2022-AGL-9393-NRA		RHINELANDER,WI	45-37-50.80N	89-29-16.70W	6	1628
2022-AGL-9394-NRA		RHINELANDER,WI	45-38-16.60N	89-29-27.90W	6	1641
2022-AGL-9395-NRA		RHINELANDER,WI	45-37-33.90N	89-27-55.70W	20	1615
2022-AGL-9396-NRA		RHINELANDER,WI	45-37-31.20N	89-27-56.90W	20	1618
2022-AGL-9397-NRA		RHINELANDER,WI	45-37-28.50N	89-27-47.70W	20	1613
2022-AGL-9398-NRA		RHINELANDER,WI	45-37-32.10N	89-27-38.10W	20	1616
2022-AGL-9399-NRA		RHINELANDER,WI	45-37-35.20N	89-27-31.70W	20	1618
2022-AGL-9400-NRA		RHINELANDER,WI	45-37-43.10N	89-29-15.70W	20	1634

Description: Point HA1 on attached drawing PROPOSED SOIL BORING LOCATIONS\EQUIPMENT

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

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

2022-AGL-9392-NRA:

This Temporary Equipment is within the Primary surface of RWY 09/27. It is not frangible and is not fixed by function, therefore the temporary equipment will require additional review by the Airports Division to mitigate safety concerns. Should the safety concerns be mitigated and/or the proposed location remain unchanged after further review, then the equipment shall be marked/lighted with flags and red obstruction lights in accordance with FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting, Chapters 3, 4, 5, and 12. Copy of the current AC 70/7460-1 can be viewed and/or downloaded at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.current/documentNumber/70\\_7460-1](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.current/documentNumber/70_7460-1). Vehicular equipment shall be marked/lighted in accordance with AC 150/5210-5, Painting, Marking and Lighting of Vehicles Used on an Airport. Potential mitigation options include runway closure during construction activities. If the runway is to

remain open, NOTAMs are required to identify the construction equipment location and identify the revisions (if applicable) to the declared distances data due to the construction activity.

2022-AGL-9393-NRA:

This temporary equipment will exceed the RWY 09 Part 77 Approach surface. This equipment must be marked/lighted with flags and red obstruction lights in accordance with FAA Advisory Circular 70/7460-1, Obstruction Marking and Lighting, Chapters 3, 4, 5, and 12. Copy of the current AC 70/7460-1 can be viewed and/or downloaded at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.current/documentNumber/70\\_7460-1](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.current/documentNumber/70_7460-1). Temporary vehicular equipment must be marked/lighted in accordance with AC 150/5210-5, Painting, Marking and Lighting of Vehicles Used on an Airport. Airports Division must coordinate with the Airport Authority on mitigating any 20:1 impact.

2022-AGL-9391-NRA, 2022-AGL-9392-NRA, 2022-AGL-9393-NRA, 2022-AGL-9394-NRA, 2022-AGL-9395-NRA, 2022-AGL-9396-NRA, 2022-AGL-9397-NRA, 2022-AGL-9398-NRA, 2022-AGL-9399-NRA, 2022-AGL-9400-NRA:

Prior to commencement of any excavation, proponent must coordinate all project work in the vicinity of underground power utility and communication cables in advance, preferably a minimum of two weeks, with the local Tech Ops POC. Randy Couveau, Marquette SSCM, O: 701-451-6806, M: 701-219-4156, [Randy.Couveau@faa.gov](mailto:Randy.Couveau@faa.gov)

2022-AGL-9391-NRA:

No construction or temporary construction related objects is permitted within the existing Runway Safety Area (RSA) while the runway is open for aircraft operations. The Airport Operator must mitigate to prevent any construction activity inside the RSA including but not limited to closing the runway or limiting operations. Penetration to this surface is not permitted when the runway is open to aircraft operations.

2022-AGL-9392-NRA:

While the proposed object penetrates the Runway Object Free Area, it is permissible for temporary constructed activities. However, equipment must be removed from the ROFA when not in use, and material should not be stockpiled in the ROFA if not necessary.

2022-AGL-9393-NRA:

No construction or temporary construction related objects is permitted within the existing Runway Safety Area (RSA) while the runway is open for aircraft operations. The Airport Operator must mitigate to prevent any construction activity inside the RSA including but not limited to closing the runway or limiting operations. Penetration to this surface is not permitted when the runway is open to aircraft operations.

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.

When your Airport Layout Plan is updated, please include this new development. In the meantime, we will show this feature on your current ALP approved on 02/26/2020.

This determination expires on August 15, 2024 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Elias Bello (847) 294-8251

Elias.O.Bello@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AGL-9391-NRA.

Elias Bello

ADO

**Signature Control No: 548425500-572975315**