

**Houston, David S.**

---

**From:** McCormack, Jim [jim.mccormack@burgessniple.com]

**Sent:** Tuesday, October 25, 2011 8:49 AM

**To:** Houston, David S.

**Subject:** Pohanka Stonecroft

David,

Based on our preliminary evaluation, it does not appear that any documentation would have to be filed with the Federal Aviation Administration (FAA) with respect to the proposed wind turbine. The FAA requires the submittal of "Notice of Proposed Construction or Alteration" for proposed structures in the vicinity of an airport that would extend to a height of more than 200 feet above the ground elevation at its site or, for airports having at least one runway more than 3,200 feet in length, if the structure would penetrate an imaginary surface extending from the elevation of the end of the runway upwards at a rise of 1 foot for every 100 feet, extending to a horizontal distance of 20,000 feet from the runway.

The proposed location of the wind turbine is approximately 14,500 linear feet south of Runway 1C at Washington Dulles International Airport, which runway is 11,501 feet in length. Per the FAA's Airport Diagram for the airport, the elevation at the southerly end of this runway is 286 feet, which is the lowest elevation of the southerly end of any of the three north-south runways at Dulles. For purposes of evaluation, in order to work with consistent elevations between the airport and the site, we utilized the United States Geological Survey (USGS) map for the area, which shows an elevation of 287 feet at the southerly end of the runway. At the location of the proposed turbine, which, as indicated, is 14,500 feet south of the runway end point, the ground elevation (per the USGS mapping) is approximately 262 feet, which would result in the top of a turbine blade being at approximately elevation 378 when pointing straight up. At this location, the imaginary inclined surface would be at an elevation of 145 feet above runway elevation, or at elevation 432 feet, well above the maximum height of the wind turbine.

Therefore, no submittal to the FAA would be required.

Jim

---

Note:

These electronic documents are provided by Burgess & Niple (B&N) as a convenience to our clients.

The official document is available as a manually signed, initialed, or sealed hard copy. If there is a discrepancy between electronic files and the hard copies, the hard copies shall prevail.

It is our professional opinion that this electronic information provides information current as of the date of its release. Any use of this information is at the sole risk and liability of the user. The user is responsible for updating information to reflect any changes in the information following the preparation date of this transmittal.

The delivery of this information in electronic format is for the benefit of the owner for whom the services have been performed. Nothing in the transfer should be construed to provide any right to third parties to rely on the information provided, or that the use of this information implies the review and approval of Burgess & Niple.