COUNTY OF DANE

DEPARTMENT OF ADMINISTRATION

PURCHASING DIVISION

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DATE: April 24, 2018
TO: All Proposers RFP# 118029 – Photovoltaic Installation at Dane County Airport
FROM: Megan Rogan, Purchasing Agent
SUBJECT: ADDENDUM #10

The following pages contain the revised APPENDIX 1 – Site Attributes. Please replace the original APPENDIX 1 document with this revised version.

Please acknowledge receipt of this addendum by noting "Addendum #1 Received" on the bottom of the Signature Affidavit when you submit your proposal.

APPENDIX 1 (rev.)

Attributes of the Site

Dane County (the County) is pursuing the installation of a solar PV electric power generating system (the Solar PV System) at the Dane County Regional Airport (the Airport). The location of the Solar PV System (referred to herein as "the Site") will be outside the Airport's secure fence, to the north of the Airport, south of Hoepker Road and west of N Stoughton Road, in the Town of Burke. The Site is a maximum 41 acres in size, and is more specifically described below.

LOCATION

Figure A-1 depicts the general location of the land that is being offered for lease to facilitate the installation of the Solar PV System at the Airport.

HAZARDOUS GLINT AND GLARE

The successful contractor must demonstrate, to the satisfaction of the Federal Aviation Administration (FAA), that the location, tilt, and azimuth of the proposed solar panels will not cause hazardous glint or glare to the air traffic control tower or to pilots upon arrival or departure. We recommend that proposers consider the possibility that glint and glare may cause a reduction in useful land at the Site. This may affect the design of the array (i.e., height, tilt, azimuth, location of individual panels, and whether or not a rotating panel structure can be installed). The FAA will require the use of the Solar Glare Hazard Analysis Tool (SGHAT) to demonstrate the safety of the system design.

RUNWAY PROTECTION ZONE

The Site is clear of the runway protection zone (RPZ) for all runways at the airport. The northernmost RPZ for Runway 3-21 is depicted in Figure A-2.

VERTICAL OBSTRUCTIONS

The successful contractor must demonstrate, to the satisfaction of the Federal Aviation Administration (FAA), that the panels will not penetrate the Airport's protected airspace. Therefore, the County will only consider proposals that will not encumber our airline partner's ability to fly twin turbine engined aircraft in and out of the Airport. Although US airport operators are not required by FAA to consider One Engine Inoperative (OEI) surface penetrations, airlines are required to make such considerations. It is a requirement for ALL airline operators to develop emergency obstacle avoidance procedures during OEI takeoff conditions. Therefore, airport sponsors are highly motivated to avoid development projects that result in OEI surface penetrations. Accordingly, Dane County requires that the proposed solar PV array shall not penetrate the OEI, which is defined as an invisible geometric surface with the following dimensions:

Vertical Plane Component

- Starting at ground elevation at the departure end of the runway (886.6' MSL),
- An upward slope of 62.5:1 extending away from the departure end of the runway

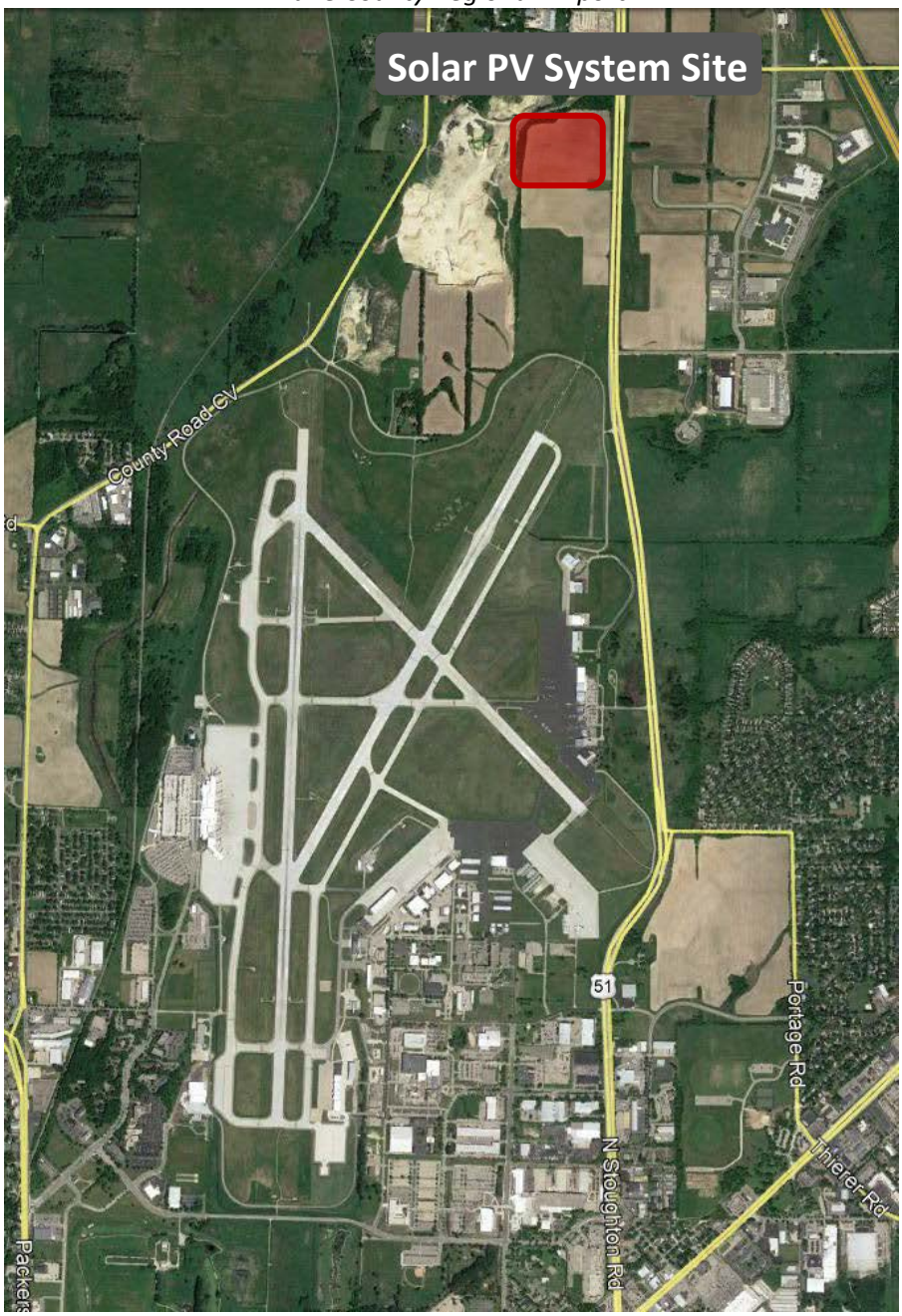
Horizontal Plane Component

- Starting at the departure end of the runway, and
- Extending 300 feet laterally from both sides of the runway centerline, and
- With a lateral splay of 15 degrees, extending to a maximum lateral distance of 6,000 feet from both sides of the runway centerline for a distance of 50,000 feet from the departure end of the runway

Federal Aviation Regulation Part 25 requires twin turbine engined aircraft to be able to execute a minimum departure climb at a slope of 62.5:1 (extending from ground elevation at the departure end of the runway) with one engine inoperative (OEI) to receive its operating certificate from the FAA. This OEI slope is a minimum aircraft performance standard in OEI emergency conditions and is not used to calculate takeoff performance during normal operations. However, FAA also uses a 62.5:1 slope to define the obstacle identification surface (OIS), an invisible geometric plane that extends vertically and horizontally from the departure end of the runway. Objects which penetrate the OIS are identified for the purpose of assisting aircrews in planning takeoff weights and headings for obstacle avoidance during OEI conditions.

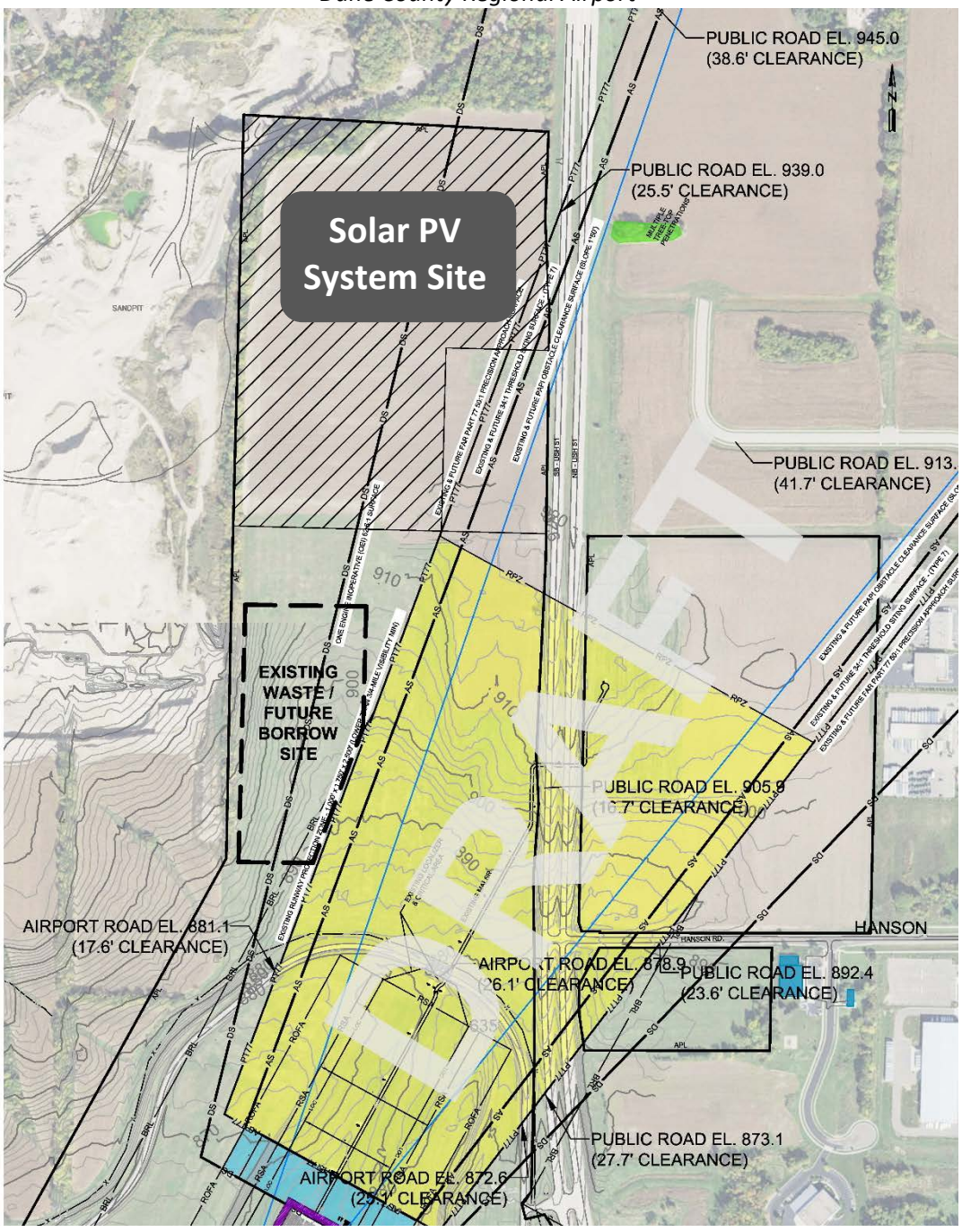
A profile view diagram is included as Figure A-3, which depicts the OIS in relation to both the topography and standard approach surfaces to Runway 21 and the topography extending away from the departure end of Runway 3. It is important to note that this profile view represents only a cross-section taken from the extended runway centerline.

FIGURE A-1
SITE LOCATION
Dane County Regional Airport



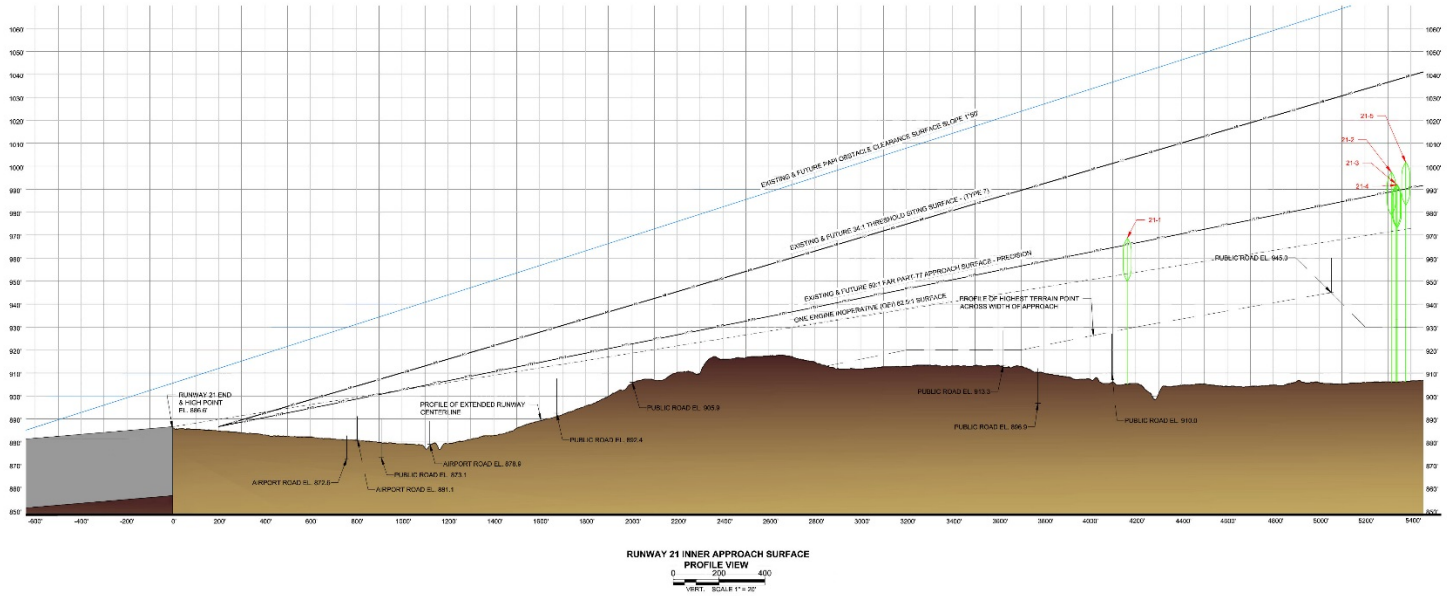
Source: Haley & Aldrich, Inc., 2017

FIGURE A-2
RUNWAY 3, RUNWAY PROTECTION ZONE
Dane County Regional Airport



Source: Haley & Aldrich, Inc., 2017

FIGURE A-3
PROFILE ALONG RUNWAY 3-21 CENTERLINE
Dane County Regional Airport



Source: Haley & Aldrich, Inc., 2017