

Dupont, North Hero - State Determination

Title 5: Aeronautics And Surface Transportation Generally

(Cite as: 5 V.S.A. § 207)

§ 207. Registration; licenses, certificate of approval

(e) In determining whether it shall issue a certificate of approval for the location of any proposed airport or restricted landing area, the Board shall take into consideration the Agency's recommendations, the proposed facility's location, size, and layout, (1) the relationship of the ... restricted landing area to a comprehensive plan for statewide and nationwide development, existence of suitable areas for expansion purposes, (2) absence of hazardous obstructions in adjoining areas based on a proper glide ratio, the (3) nature of the terrain comprising the airport location and adjoining areas, the (4) nature of the uses to which the proposed airport or restricted landing area will be put and the possibilities for future development, and shall determine that the use will serve the public interest.

1. Relationship to a comprehensive plan for state-wide and nation-wide development:
 - a. Vermont has a certification process, but no statewide plan for RLA developments. RLAs came into existence through private property owners desiring to have their own access to the national airspace system.

Vermont Airport System and Policy Plan

AVIATION MISSION FOR THE AGENCY OF TRANSPORTATION

The Vermont Agency of Transportation's aviation mission is to support, maintain and enhance the 10 State-owned airports. As the owner/operator of 10 State-owned airports, VTrans promotes efficient and effective operation of its airports to assure safe, secure, and reliable air transportation of goods and people, while being environmentally responsible, cost-effective and supportive of Vermont's economy and recreational activities. Emergency services, aviation education, financial responsibility, and promotion of compatible land use are part of the mission for VTrans, as is playing a supportive role to all airports and aviation statewide.

- b. RLA's are not considered in the National Plan for Integrated Airspace System (NPIAS) which is the national plan for airport development. NPIAS is a planning tool for the stewardship of public funding of airport development that considers public access to public use facilities based on drive times and distances so as not to over-build infrastructure.

2. Absence of Hazardous Obstructions based on a proper Glide Slope:

- a. The proposed Dupont RLA was initially evaluated based on the declared airframes that the owner and his partner currently own. These tail wheel aircraft are appropriate for runways requiring short takeoff with approach airspeeds under 50 knots. FAA deems these as eligible for a 15:1 glide ratio.
- b. Since the initial evaluation the applicant has requested consideration of a larger airframe, a Cessna 180, which has an approach speed greater than 50 knots which the FAA says requires a 20:1 Glide Ratio. However, this aircraft, and others like it, can be retrofitted with Short Takeoff & Landing (STOL) kits which can reduce its approach speed to less than 50 knots. Given the survey tools and type of experience I have as an Operations's Specialist I am comfortable "certifying" a 15:1 glide ratio for aircraft that have the less than 50 knot approach speeds. If the applicant envisions operating aircraft with approach speeds greater than 50 knots in the future, then I recommend that a Professional Engineer (PE) with airport experience certify for 20:1 due to the close-in trees at either end of the proposed field.

3. Nature of Terrain Comprising Airport Location:

- a. Location Characteristics: The proposed landing area parallels an existing, approved water landing area along the western shore of North Hero Island that was permitted by the T-Board on April 24, 2006.
- b. The overall area is rural, sparsely developed except for the lake's shoreline which has more densely developed seasonal and year-around residential housing, some of which are in the approach path to RWY 02. Housing, commercial buildings, schools, and hospitals are found on many approach paths to runways located on state and municipally owned airports.

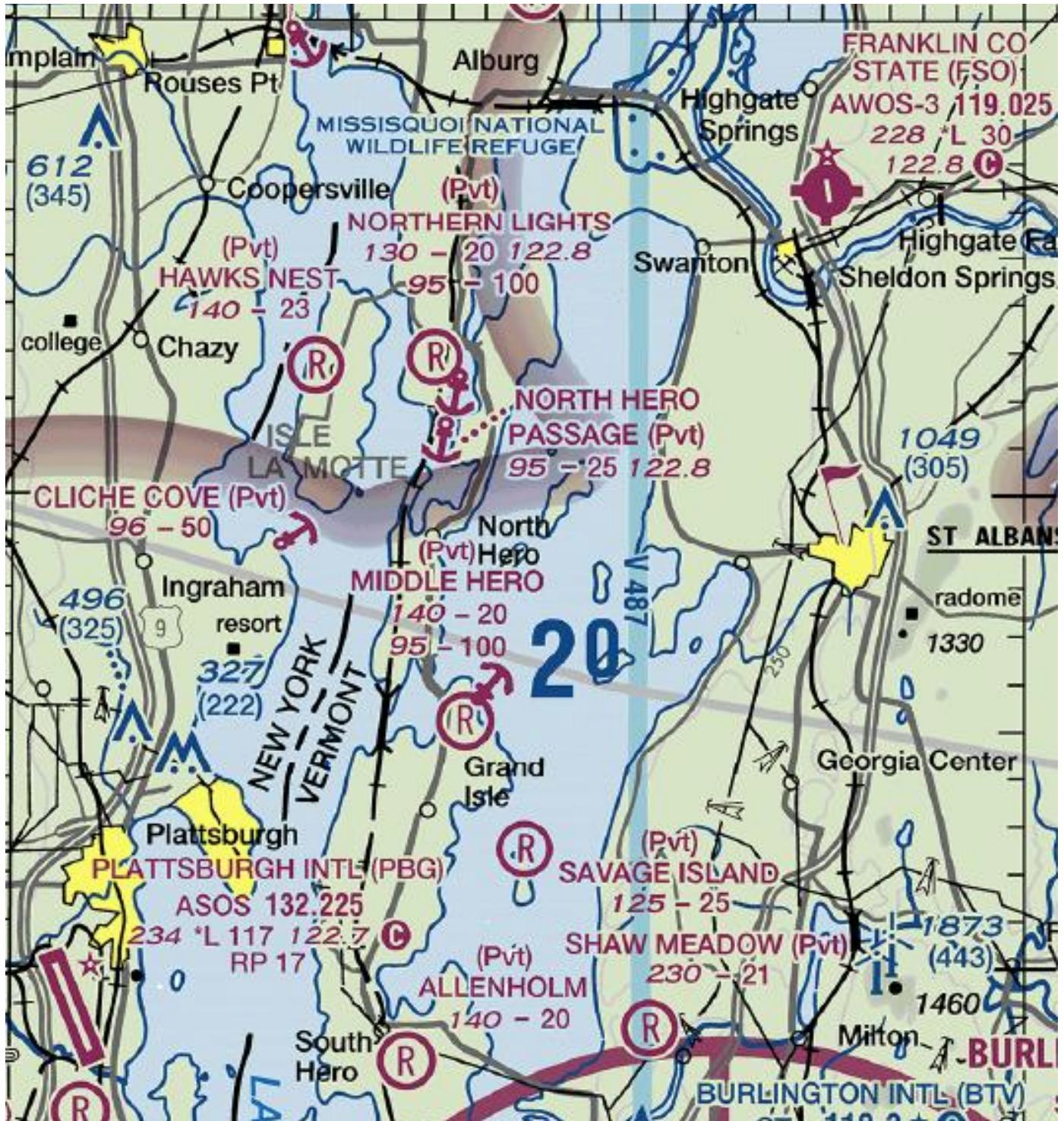
4. Nature of Uses and Use Serving the Public Interest:
 - a. The declared use by the applicant is for daytime, fair weather recreational flying.
 - b. The applicant has indicated that the RLA will be available for use for emergency medical and disaster relief.

5. Proximity to other Airports - Proximity could be a factor in certification if considered an Expansion:
 - a. There are three existing, authorized RLAs within one mile of the proposed RLA. One is the Applicant's.
 - i. Two are operated as Northern Lights. The Northern Lights' turf landing area has 20 based single engine land aircraft that operate primarily from mid-May through mid-October; and, the sea base, with three based seaplanes, operates from June 1st through October 1st. Per the owner there were once sporadic, peak operations of ninety per day when flight instruction was happening and he had more rental aircraft available. The recent historical peak norm is an average of 20 operations per day on weekends.
 - b. The two current Sea Bases have been approved by both the T-Board and the FAA. They have overlapping patterns—*see attachment*.
 - i. FAA Determination Standard Language on Traffic Pattern and Airspace Conflicts - After an RLA application has been approved by the T-Board the applicant can file the FAA Form 7480-1 which begins the process for the FAA evaluation. Below is language from the current applicant's Determination Letter issued July 19, 2007 for his sea base indicating the traffic patterns were considered in their determination.

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 structures 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.

MONTREAL AERONAUTICAL SECTIONAL



NORTH HERO RLAs TRAFFIC PATTERNS



Yellow Lines are Turf Landing Strips

Red Lines are Existing Approved Sea Bases

Heavy Lines Show Traffic Patterns for Landing and Departing

Opaque Lines show Proposed Dupont RLA