



Belfast Municipal Airport Airspace Obstruction Analysis

BST

MEETING NOTES

project: EA AND DATA COLLECTION FOR AIRSPACE OBSTRUCTION ANALYSIS
meeting date: WEDNESDAY, MARCH 18, 2015 – 6:30 PM (EST)
location: TROY HOWARD MIDDLE SCHOOL, BELFAST, ME
subject: PUBLIC MEETING

ATTENDEES:

See attached Sign-In sheet.

ATTACHMENTS:

The following are attached to this document:

1. A copy of the presentation;
2. A copy of the meeting sign-in sheet;
3. A copy of the City of Belfast meeting notification letter; and
4. A copy of the meeting comment form.

MEETING PURPOSE / AGENDA:

This was a City of Belfast Public Meeting related to the *EA and Data Collection for Airspace Obstruction Analysis* project for the Belfast Municipal Airport (BST). The primary purpose of this meeting was to inform, answer questions and solicit feedback from the general public about the history of the project, the results of the project, and the proposed steps moving forward as related to the project. As detailed in the agenda (see attached presentation), the meeting focused on the following questions/elements:

1. Introductions
2. WHAT are we here to discuss?
3. WHY is this important?
4. WHAT is being required of the City?
5. HOW will this be accomplished?
6. Questions / Comments

SUPPORTING MEETING MATERIALS:

A visual recording was made of the Public Meeting and is available for viewing by the general public. A link has been provided at the City of Belfast website (www.cityofbelfast.org) on the Airport page, which can be found at www.cityofbelfast.org/airport. Also note that the documents are available in hard copy for all listed airport projects at the City Manager's office.

Additionally, in response to requests by attendees at the meeting, the City has also posted the following on that same Airport webpage:

- Economic Impacts of Airports in Maine (executive summary)
- Economic Impacts of Airports in Maine (full report)



Belfast Municipal Airport Airspace Obstruction Analysis

BST

- Field Assessment of Trees at Belfast Municipal Airport
- Letter to Belfast Municipal Airport Abutters
- Map Showing Potential Obstructions, Current Easements, and Potential Future Easements
- Video of March 18, 2015 Public Presentation at Troy Howard Middle School

MEETING CONTENT / POINTS OF DISCUSSION:

As noted above, a complete video recording of the public meeting was made and is available for general viewing. This video includes the presentation, all questions and all responses to those questions. Therefore, that video will serve as the official record of the meeting.

However, in general, the presentation focused on the following general points:

1. The proposed airspace clearance is a safety-related maintenance related to the existing 4,000-foot runway. (It is completely unrelated to any alternatives currently being discussed as part of the Airport Master Plan Update.)
2. The proposed airspace clearance is being required by the Federal Aviation Administration (FAA) for safety-related purposes for the surrounding community surrounding and the aircraft operating at the Airport. The City of Belfast is legally bound to comply with these federal requirements.
3. The proposed airspace clearance effort will help ensure the long-term preservation of the Airport as a viable and valuable transportation asset for the City of Belfast.
4. The City of Belfast has worked, and will continue to work, to minimize the potential off-airport impacts associated with the proposed airspace clearance effort.
5. In association with this proposed airspace clearance effort, additional aviation easements may have to be acquired. It is critical to note that the determination of which properties may be impacted as well as the size of the potential impacts have not yet been determined. Any potential aviation easements that may have to be acquired would be subject to a federally-funded, rigorously controlled program that will be controlled by the FAA. This 18- to 24-month process would not start until Summer 2015.

NEXT STEPS:

As described and documented in the meeting video recording, airport neighbors should expect to receive a certified letter in early April 2015 related to this project. That letter will describe the process by which neighbors can provide comments to both the State of Maine Department of Environmental Protection, and to the FAA. There is a concurrent 30-day comment period for both entities. Note that the mailed notification will also be posted at City Hall, on the City website and published in the newspaper.

The meeting adjourned at approximately 9:00 PM EST.

These meeting notes have been respectfully compiled by James Miklas (ASG). Please forward any comments / corrections to Mr. Miklas at jmiklas@airportsolutionsgroup.com

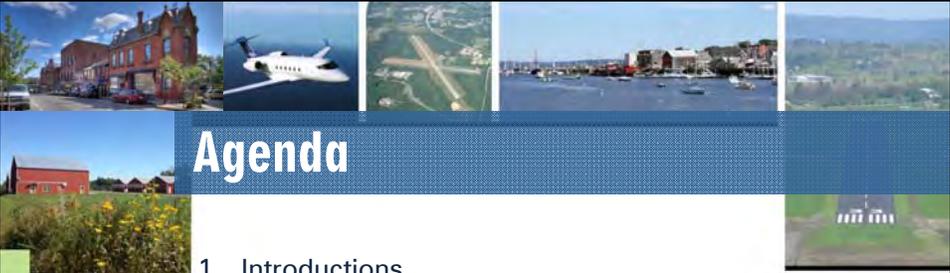


BELFAST

Municipal Airport

ASG Innovative Airport Development Specialists

Public Information Meeting – Obstructions Removal Program March 18, 2015

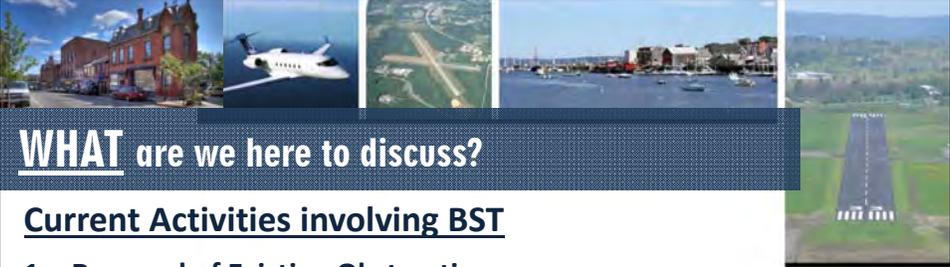


Agenda

1. Introductions
2. **WHAT** are we here to discuss?
3. **WHY** is this important?
4. **WHAT** is being required of the City?
5. **HOW** will this be accomplished?
6. Questions / Comments

BELFAST Municipal Airport

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WHAT are we here to discuss?

Current Activities involving BST

- 1. Removal of Existing Obstructions**
Maintenance of required airspace surfaces to ensure safety of aircraft operating at an airport, as well as for the surrounding community.
- 2. Airport Master Plan Update (AMPU)**
A comprehensive study that describes the short-, medium-, and long-term development plans to meet future aviation demand.
- 3. Airport Overlay Zone Update**
Tool to help ensure future land use development around the airport is compatible with airport operations.
- 4. Airport Property Transfer with National Guard**
Required for construction of partial parallel Taxiway A.

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WHY is this important?

Importance of Obstructions Removal

- 1. Safety**
Ensures clear approach and departure corridors for aircraft and community
- 2. Airport Efficiency**
Maximizes the effectiveness of the airport as a transportation resource
- 3. Required by the FAA**
*City is encumbered to comply with airspace clearance requirements as a result of signing FAA grant assurances in order to secure federal funding.
 (i.e., 2013 BST Emergency Obstructions Removal Effort - 16 penetrations)*

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WHAT is being required of the City?

Critical Airspace Surfaces

1. Part 77
2. FAA AC 150-5300-13A, *Airport Design*
3. FAA Order 8260.3B – *U.S. Standard for Terminal Instrument Procedures (TERPS)*

The City of Belfast has progressively acquired 14 aviation easements around BST for the protection of airspace in 1941, 1961, 1966, 1967 & 1989.

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Annual Aircraft Operations (takeoff or landing) = 10,000 (FAA TAF)
 Based Aircraft = 17 (FAA TAF)
 Nonprecision Instrument Approaches (LPV; LNAV/VNAV; NDB)



Runway 15-33 (4,000 x 100)

Runway 10-28 (decommissioned)

Taxiway A

Terminal Area

Airport Road

Route 1

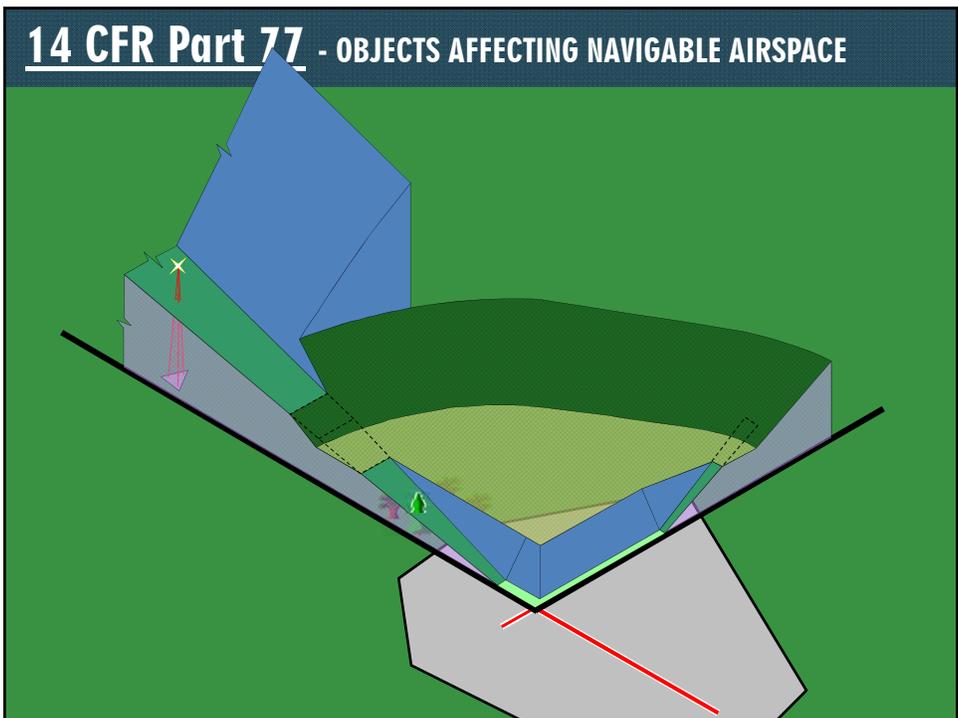
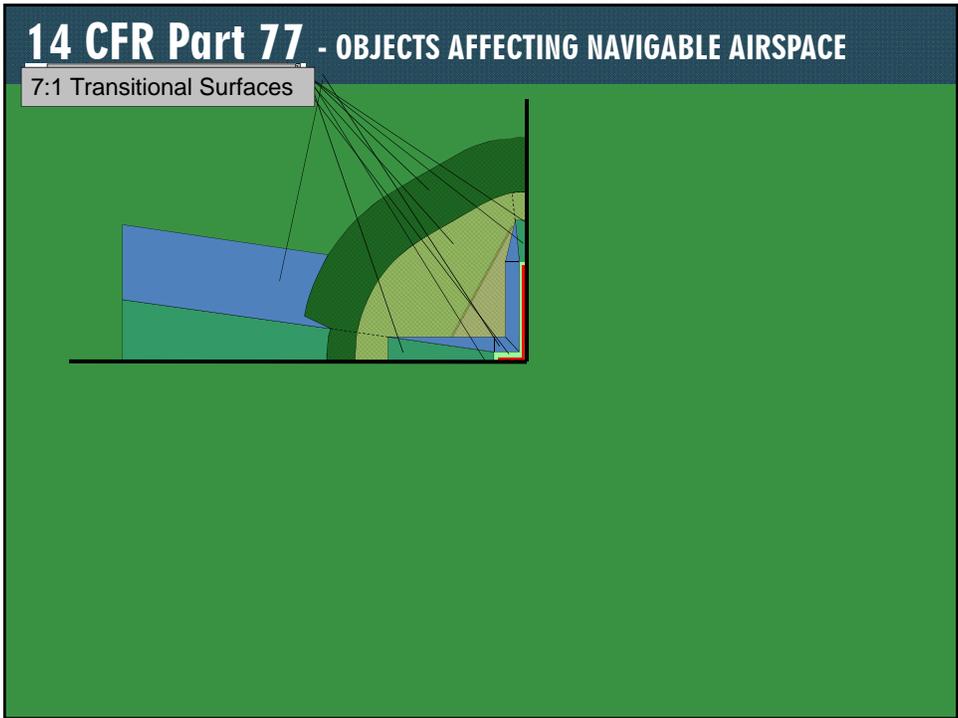
Little River Drive

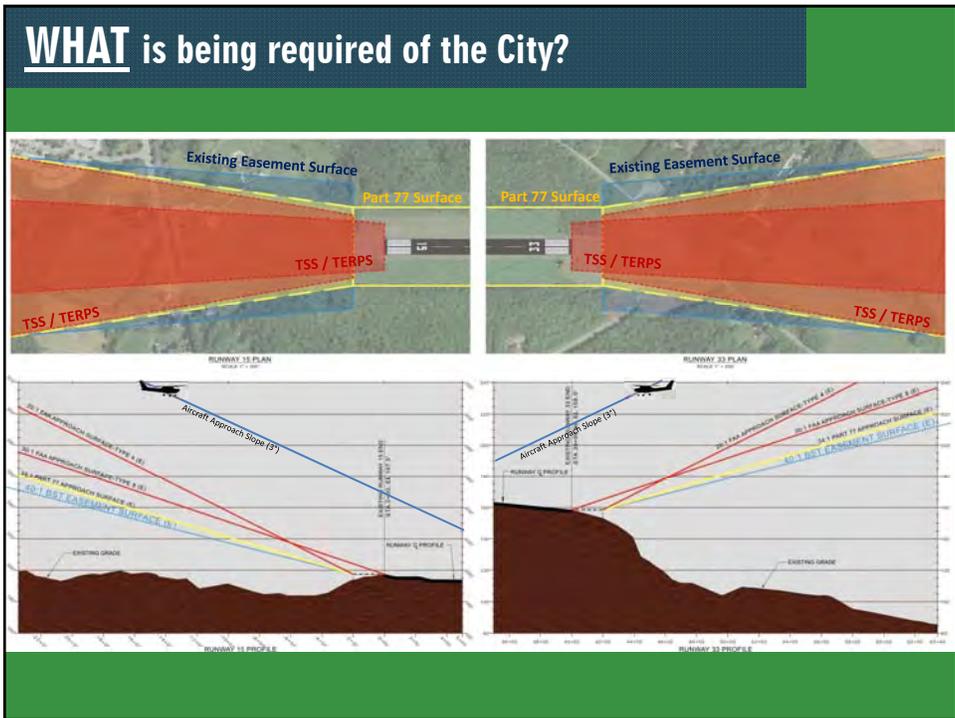
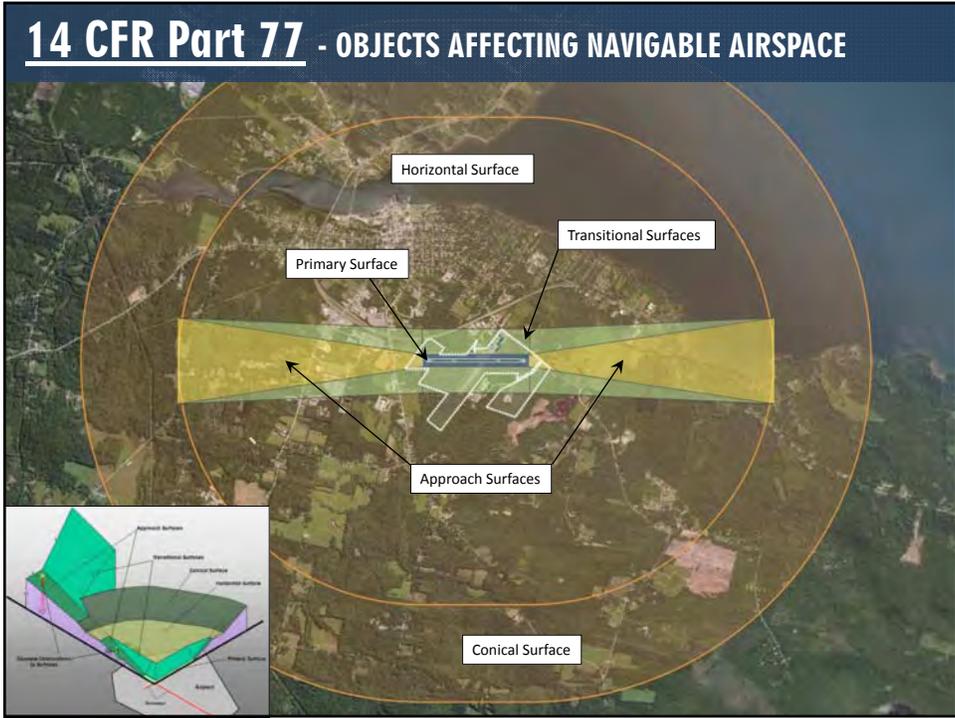
Lower Congress Street

Cessna 182

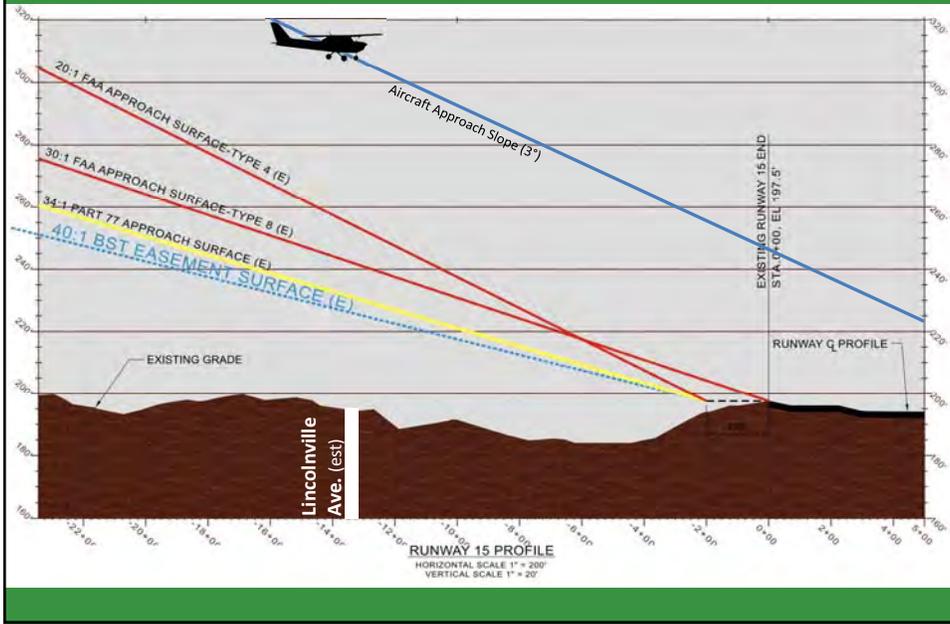
Cessna 421

Pilatus PC-12

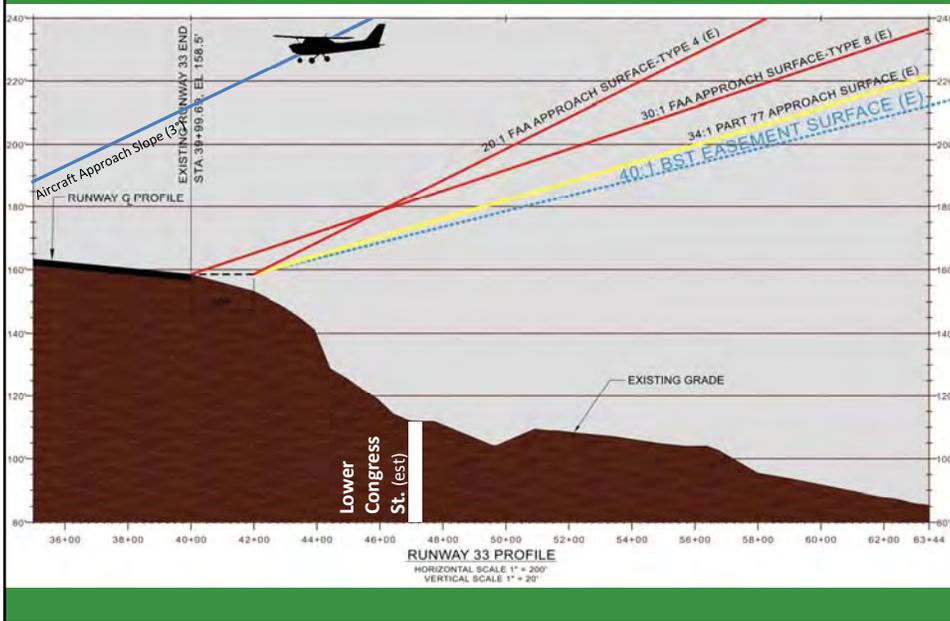


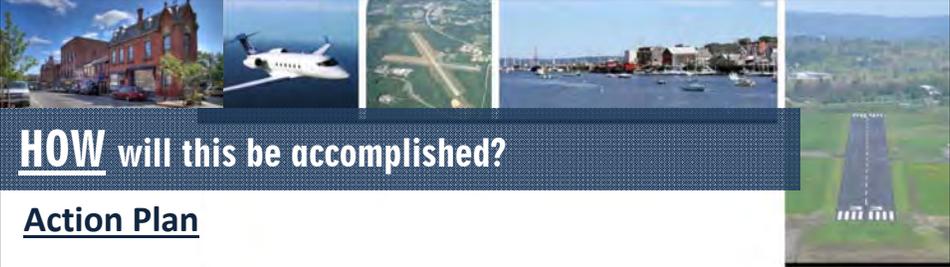


WHAT is being required of the City?



WHAT is being required of the City?



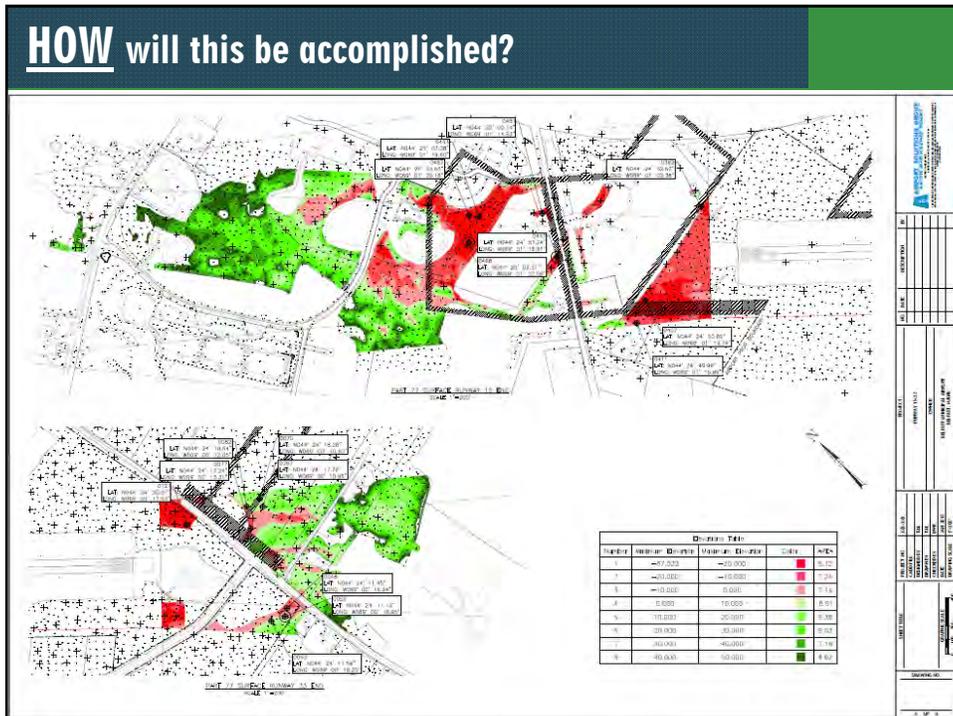


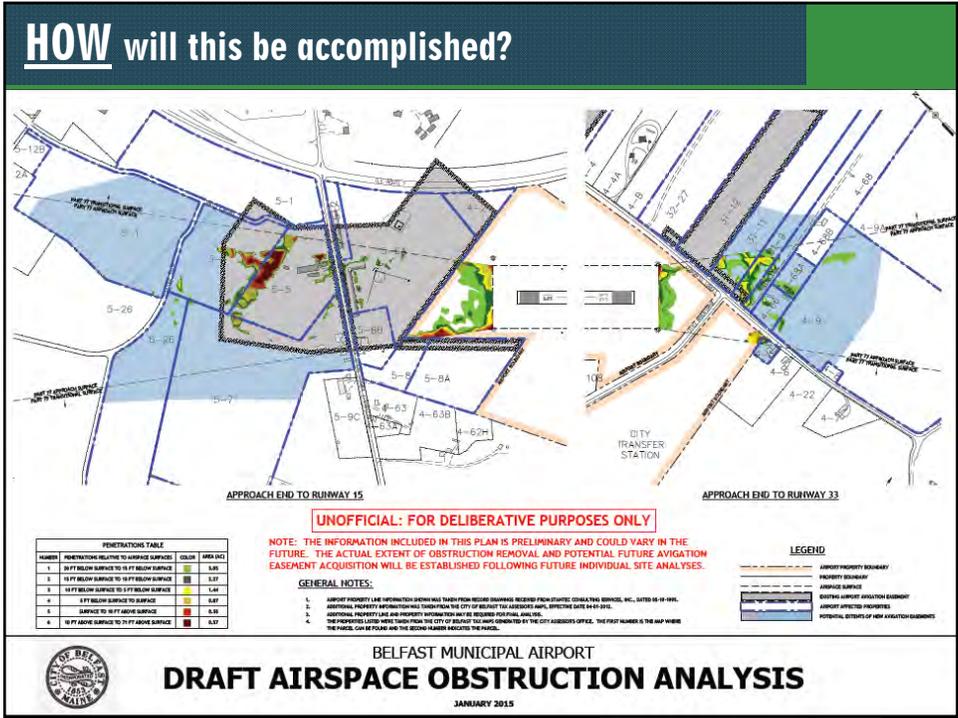
HOW will this be accomplished?

Action Plan

- 1. Identify existing & potential obstructions to critical airspace**
 - Objects within 20 ft (vertical) of existing surface
 - Preliminary assessment by arborist
- 2. Remove existing & potential obstructions on airport and within existing aviation easements.**
 - FAA EA & State Permitting Requirements
 - Preliminary assessment by arborist
- 3. Acquire new aviation easements to protect against potential future obstructions to existing runway**
 - Detailed assessment by arborist
 - FAA easement acquisition program

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HOW will this be accomplished?

2. Remove existing & potential obstructions on airport and within existing aviation easements.

- 1. Permitting**
 - FAA EA & State Permitting Public Notification
 - 30-day public comment period for FAA & State
 - City files permit applications during comment period
 - Pending comments, FAA FONSI within 15 days
 - Pending comments, State permits within 60 days
- 2. Obstruction Removal**
 - Easement property owner coordination
 - Obstruction removal process

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HOW will this be accomplished?

3. Acquire new aviation easements to protect against potential future obstructions to existing runway

Projected Schedule of Required Tasks per FAA	
Summer 2015	<ul style="list-style-type: none"> - FAA grant funding coordination & Project start - Initial outreach to potential easement property owners - Finalize easement areas (arborist assessment, site descriptions, etc.)
Fall 2015	<ul style="list-style-type: none"> - Survey finalized easement areas - Environmental assessments of easement areas
Winter 2015/2016	<ul style="list-style-type: none"> - Conduct appraisals of easement areas - Conduct review appraisals of easement areas
Spring 2016	<ul style="list-style-type: none"> - Conduct negotiations with property owners - Sign Purchase & Sale agreements - Apply for FAA grant
Fall 2016	<ul style="list-style-type: none"> - Receive grant - Close project

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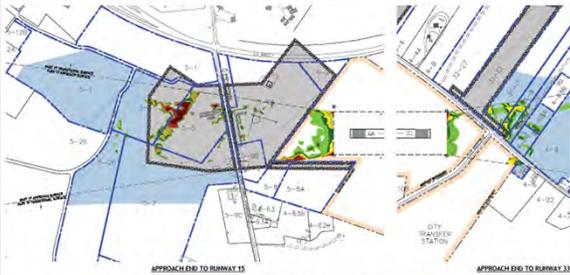
Summary

- 1. Safety-related Maintenance for Existing Runway**
- 2. Airspace Clearance Required by FAA** (also liability exposure for City)
- 3. Short-term / Long-Term Preservation of BST as a Transportation Asset for the City of Belfast**
- 4. Minimization of Potential Off-Airport Impacts**
- 5. Federally-Funded / Controlled Program for Easement Acquisition**

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Questions & Comments



UNOFFICIAL: FOR DELIBERATIVE PURPOSES ONLY

NOTE: THE INFORMATION INCLUDED IN THIS PLAN IS PRELIMINARY AND COULD VARY IN THE FUTURE. THE ACTUAL SYSTEM OF OBSTRUCTION REMOVAL AND POTENTIAL FUTURE AVIATION EASEMENT ACQUISITION WILL BE ESTABLISHED FOLLOWING FUTURE INDIVIDUAL SITE ANALYSES.

GENERAL NOTES:

BELFAST MUNICIPAL AIRPORT
DRAFT AIRSPACE OBSTRUCTION ANALYSIS
JANUARY 2015

BELFAST MUNICIPAL AIRPORT
OBSTRUCTION REMOVAL PROGRAM
Public Information Meeting
March 23, 2015, 6:30 PM
COMMENT SHEET
(Please print name)

PLEASE PROVIDE YOUR COMMENTS:

Please provide your contact information for reference and possible follow-up:

Please send electronic comments to: Thomas.Miklas@airportsolutionsgroup.com or by mail to: ASG@airportsolutionsgroup.com, 1001 W. Airport Blvd., Suite 100, Belfast, ME 04912. All other questions go to: www.airportsolutionsgroup.com

Innovative Airport Development Specialists **ASG**



Thank You!

■ **Primary Project Team Contact:**

◆ **James Miklas**
 Airport Solutions Group
 Cell: 617.320.0701
jmiklas@airportsolutionsgroup.com

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Meeting: BST Obstructions Removal Program

Location: Troy Howard Middle School

Date: March 18, 2015 6:30 PM

SIGN IN SHEET

	NAME	REPRESENTING	PHONE	EMAIL
1	Joe Slocum	City of Belfast	338-3370 ext 10	jslocum@cityofbelfast.org
2	Gloria Brown	City of Belfast	338-1472	carrouse@roadrunner.com
3	John Boynton	City of Belfast	338-1472	carrouse@roadrunner.com
4	MARY MORTIER	CITY OF BELFAST	323-1748	marym@92-94main.com
5	ROB DIETZ	BELFAST RESIDENT	338 20040	DIETZME@GMAIL.COM
6	Charlie Lazaroff	" "	319 3234	
7	Cody Keithan	BELFAST	975-1654	KCONSTRUCTIONME@Gmail.com
8	Anne Hallee	Belfast Resident	341-0004	visingupfarm.anne@gmail.com
9	Jocanne Moesswilde	Belfast Resident	323-9995	jmoesswilde@gmail.com
10	MORTEN MOESSWILDE	BELFAST RESIDENT	338 9686	morten.moesswilde@gmail.com
11	Duke Tomlin	Airport Committee	323 0616	duketomlin@myfairpoint.net
12	EMICA SCHULTZ		608-347-6037	SCHULTZER.EMICA@GMAIL.COM
13	Amy Grant	Resident	207-491-6839	agrants7108@gmail.com
14	Jim Grant	Resident	207-322-0170	jimkarmayarn@gmail.com
15	SAMYER STONE	Belfast resident	207-218-1025	aquila.stone@gmail.com
16	Sarah Smith	Belfast resident	207-218-1066	N/A
17	Peter Sanderson	Abutter	338-4329	ps.builder@hotmail.com
18				
19				
20				

February 27, 2015

Re: City's need to cut vegetation impacting the safe airspace over the airport

Good day,

The City of Belfast has owned and maintained the Belfast Municipal Airport since the 1940's. Presently, there are several Airport projects which are currently going on at the same time. You may have heard that the City Council has appointed a Committee- that includes some Airport neighbors- to help update the Airports Master Plan. A Master Plan is a comprehensive study that describes the short (5 year), medium (10 year) and long term development plans to meet our future Aviation needs. One of the principle purposes of the updated Master Plan is to provide a framework that guides and protects for potential future airport development that is cost effective and satisfies current and future aviation needs, while considering potential environmental standards and community factors.

This letter is about an entirely different Airport project. It is about our responsibility to clear (by cutting) and maintain safety related airspace surfaces required by the Federal Aviation Administration (FAA); these are the required clearances to airspace for the size and configuration of the EXISTING runway.

The Federal Aviation Administration is responsible for establishing standards for all airports in the United States to ensure the safe operation of aircraft in the air and on the ground. In accordance with those federal standards, we are required by them to maintain specific safety related airspace standards for the "approach" and "departure" ends of the Airport's runways.

Airspace is maintained by keeping trees and structures from penetrating these required air spaces surfaces. As a consequence of simple tree growth, we currently have some trees that do penetrate these airspace surfaces. We need to address obstructions to our airspace surfaces, which if not removed could negatively impact the safe operation of our existing runway.

By "airspace surface" we mean the height as measured from the ground where the air is safe for take offs and landings. On the runway itself the airspace surface is at ground level. As one moves away from the runway (on either side) that surface rises higher than the ground. The farther you are away from the runway, the higher that safe "surface" is. We are trying to address trees that penetrate above those "surfaces."

For years the City has maintained certain airspace (or “avigation”) easements over private property so that we can enter upon this private property and manage these obstructions by removing them when they pose a threat to the safety related airspace surfaces.

Over time, natural growth and changing airport standards have resulted in potential obstructions which have cropped up on private property in areas where we do not currently have such easements- even though they fall within the areas where this airspace must be maintained. Recent aerial surveys have documented these areas and where those obstructions could potentially result.

We have been notified by the FAA that we need to address these obstructions to the safety related airspace surfaces for our existing runway. When we talk about removing obstructions we are talking about bringing them to the ground and not about cutting trees shorter every year.

The obstructions that we are required to remove are related exclusively and only to the existing 4000 foot runway at the Airport. Please note that in its entirety, we need to remove obstructions on:

- City owned land;
- Privately owned Land where the City has easements in place, and;
- Privately owned land where either the existing easement is not big enough or where we have no easement at all.

Like everything else at the Airport, there’s a Federal Process as to how we acquire airspace easements. Aside from those requirements, we also would like to commence a dialogue about all of this with each of you so that you understand what is happening and why. Here is an outline of how we propose to proceed:

1. We send you this letter with a Map that delineates both property ownership lines and coloration depicting where the most serious areas are. This letter is going to more than just the individually affected property owners as we want to include within the conversation the concerns of the greater neighborhood.
2. Second, we would like to invite you and all concerned to a public presentation put on by the City’s Aviation Consultants who will be able to tell you how we identified these obstructions, the FAA’s responsibilities and requirements in all of this and how we hope to address the safety clearance issue. This presentation will take place at **6:30 PM on Wednesday, March 18, 2015, in the cafeteria at the Troy Howard Middle School, located at 173 Lincolville Avenue in Belfast.**
3. Third we will contact every property owner where we need either a new or expanded easement – individually- to begin the process of acquiring the easement. If we need an easement then we pay for it. These will be sit down meetings where we will go over our need for the easement. and how long it will take to work through that process. It could well be into late 2016 before we are able to close and compensate for these easements.
4. We would like to start the DEP permitting process in March of 2015 as there are wetlands within the area. We would apply for one permit to do all the work- even on the private property where we do not have easements. To do otherwise would be excessively costly and time consuming. We would assure you that we would not cut anything on private property without first having an easement in place.

5. As part of the DEP environmental review process, public notification is required. We will be mailing out the required notice to all neighbors within 1-mile of Airport property inviting them to participate in this process. Please note that as part of this DEP process, a public hearing may be required.
6. We will be speaking with any private property owner before we set foot on their property.
7. We would start working to remove obstructions on City Property and in areas where we have existing easements. This would likely start in the fall of 2015.
8. We would hire an FAA approved professional independent Appraiser who would need to gain access to the private property in question in order to do their work.
9. We should be able to stake out the portion of your property where we need an easement so that you can visualize it on the ground.
10. We would negotiate within reasonable limits associated with the value of the easement as determined by the appraiser
11. We would need to conclude an environmental assessment on the area we need to work in and secure our DEP permits by the end of 2015 so that we could apply for a Federal Grant to help the City pay for these easements. The FAA regulates Airports and often finances up to 90% of major Airport projects.
12. That money if approved would be available by October 1, 2016. These grants are somewhat common and there is high confidence that this grant of funds would be approved by the FAA.
13. Once we have the money we would schedule a closing where the funds would be tendered and the easements signed.
14. Only after we have an easement would work be scheduled to remove the obstructions and that would be arranged based upon direct communication and reasonable accommodation for the owner. We would likely still begin cutting in December of 2016.

This will all obviously take some time. It does seem odd that we will be trying to appraise property and negotiate to get an easement before we actually have the grant to pay for it. It also seems odd that we would look to secure a DEP permit to cut trees on property where we would have no easement at this time. The progression requires that we have some idea how much we need to pay for the easements and that we have the environmental permits to do the work once we do have the easements.

We are going to try to maintain as open a process as we can. My goal would be to be as forthright, upfront and to negotiate in consistent good faith with every affected private property owner.

Do we really have to do all of this?

The answer is yes. If we do not, then our only alternative will be to “reduce “the size of the existing runway and to be honest I really can’t see the City making the Airport less useable in the future than it has been over the last 60 years.

What if a property owner says “No, I will never sell an easement at any price?”

Then the City would have to choose between shortening the existing runway and or consider the more drastic remedy of eminent domain. The City needs these easements to maintain the existing runway and that is just where we are.

Thank you for your continuing time and interest in this project. Thomas Kittredge, the City's Economic Development Director, will be the point person on this project and will have the ongoing support of myself and Nora McGrath from our office. You may contact any one of us with your questions, thoughts or concerns as we go forward.

I am really hoping that we can all move forward in a positive and fair way as we work through this project together.

Most sincerely,

Joseph J. Slocum

Cc: City Council, Newspapers, Thomas Kittredge



BELFAST MUNICIPAL AIRPORT

OBSTRUCTIONS REMOVAL PROGRAM PUBLIC INFORMATION MEETING

March 18, 2015, 6:30 PM

COMMENT SHEET

(Please print clearly)

Please provide your comments:

Please provide your contact information for reference and possible follow-up:

Please mail additional comments to: Thomas Kittredge, Economic Development Director, City of Belfast, 131 Church St., Belfast, ME 04915; Or email additional comments to: Thomas Kittredge - economicdevelopment@cityofbelfast.org