



Saratoga County Airport

Land Easement Acquisition Landowner Meeting Runway 5 End

January 12, 2016



McFarland Johnson

1. Purpose of Meeting
2. Overview of Environmental Assessment (EA) Process
3. Types of Acquisitions
4. FAA Requirements & Guidelines
5. Acquisition Process
6. Timing & EA Schedule
7. Break Out Session



Purpose of Meeting

- Inform Affected Landowners
- Provide Background Information on Proposed Acquisitions
- Provide Detailed Information
- Discuss Next Steps with Affected Landowners

A public informational meeting to discuss the EA in more detail will be held at a later date.



Environmental Assessment



Overview of EA

- Required under National Environmental Policy Act (NEPA)
- Describes the Impacts of Action and Alternatives
- Sufficient Detail to Determine if Significant Impact
- Provide EA to Public for Review and Comment










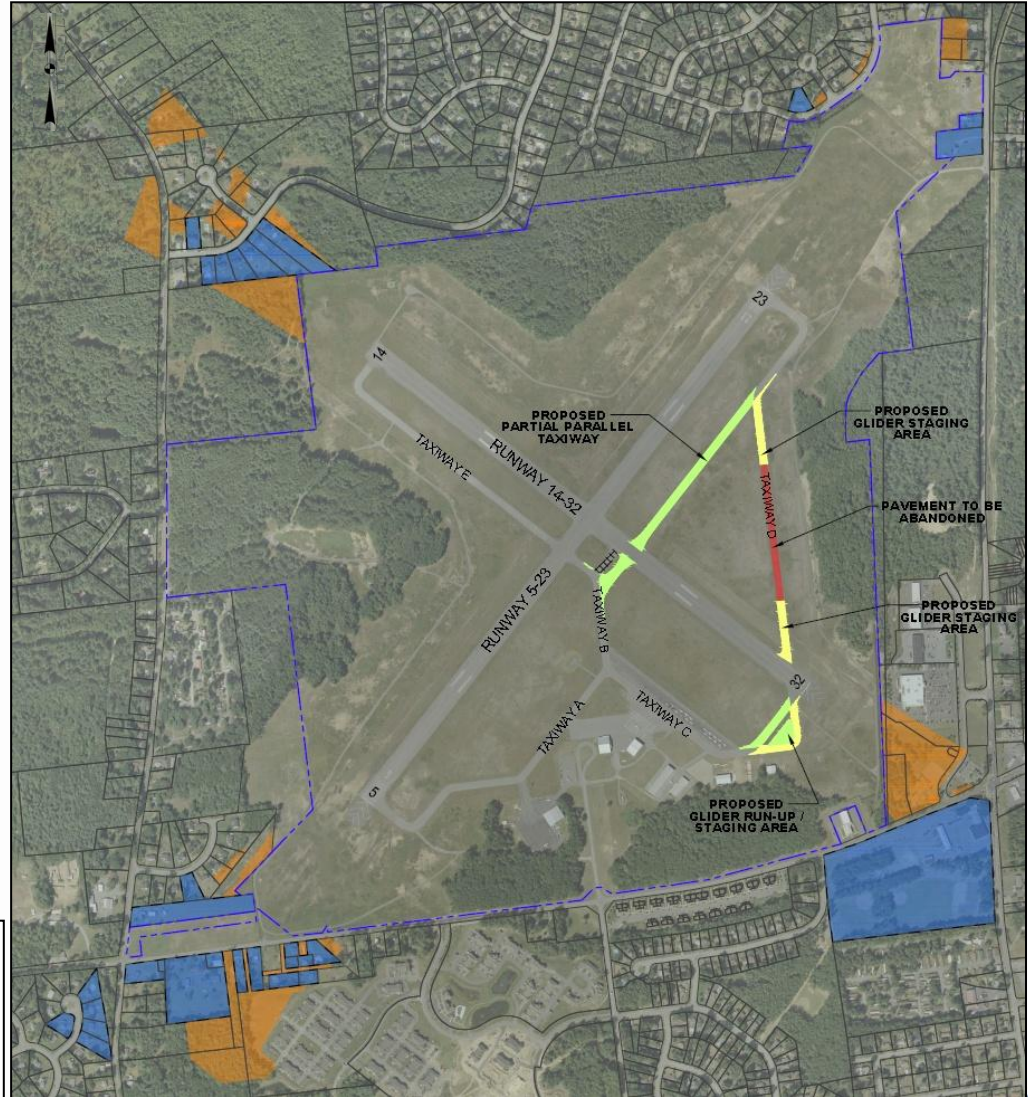
Contents of an EA

- **Purpose and Need:** Describes goals, objectives, and need for the project.
- **Alternatives:** Describes the alternatives considered for meeting the project objectives and the “do nothing” alternative.
- **Affected Environment:** Describes the existing conditions in the project area.
- **Environmental Consequences:** Analysis of impact categories.



- Land and/or Easement Acquisition
- Construction of Partial Parallel Taxiway
- Modifications to Taxiways C & D
- Establishment of Glider Staging Area
- Revisions to the Airport's Habitat Management Plan
- ❖ Runway extensions were NOT included in the Master Plan Update and are not being considered in the EA.

	PROPOSED AIRSIDE PAVEMENT
	PROPOSED GLIDER STAGING AREA
	TO BE ABANDONED
	TO BE REMOVED
	EXISTING AIRPORT PROPERTY
	EXISTING AIRPORT EASEMENT
	POTENTIAL AVIGATION EASEMENT ACQUISITION



EA Impact Categories

- Air Quality
- Climate
- Coastal Resources
- Construction Impacts
- Cultural Resources
- Cumulative Impacts
- Farmlands
- Floodplains
- Groundwater
- Land Use
- Light Emissions
- Natural Resources & Energy Supply
- Noise
- Section 4(f) (Recreation)
- Socioeconomic Impacts
- Solid & Hazardous Wastes
- Threatened & Endangered Species
- Visual Impacts
- Wetlands & Streams

*In accordance with FAA Order 1050.1F Environmental Impacts: Policies and Procedures & 5050.4B NEPA Implementing Instructions for Airport Actions



1. AVIGATION EASEMENT:

- Property right is acquired from landowner by County
- Protects the use of airspace above a specified height

2. FEE SIMPLE ACQUISITION:

- County purchase of property interests

3. ONE TIME ACCESS:

- One time access for tree topping/removal

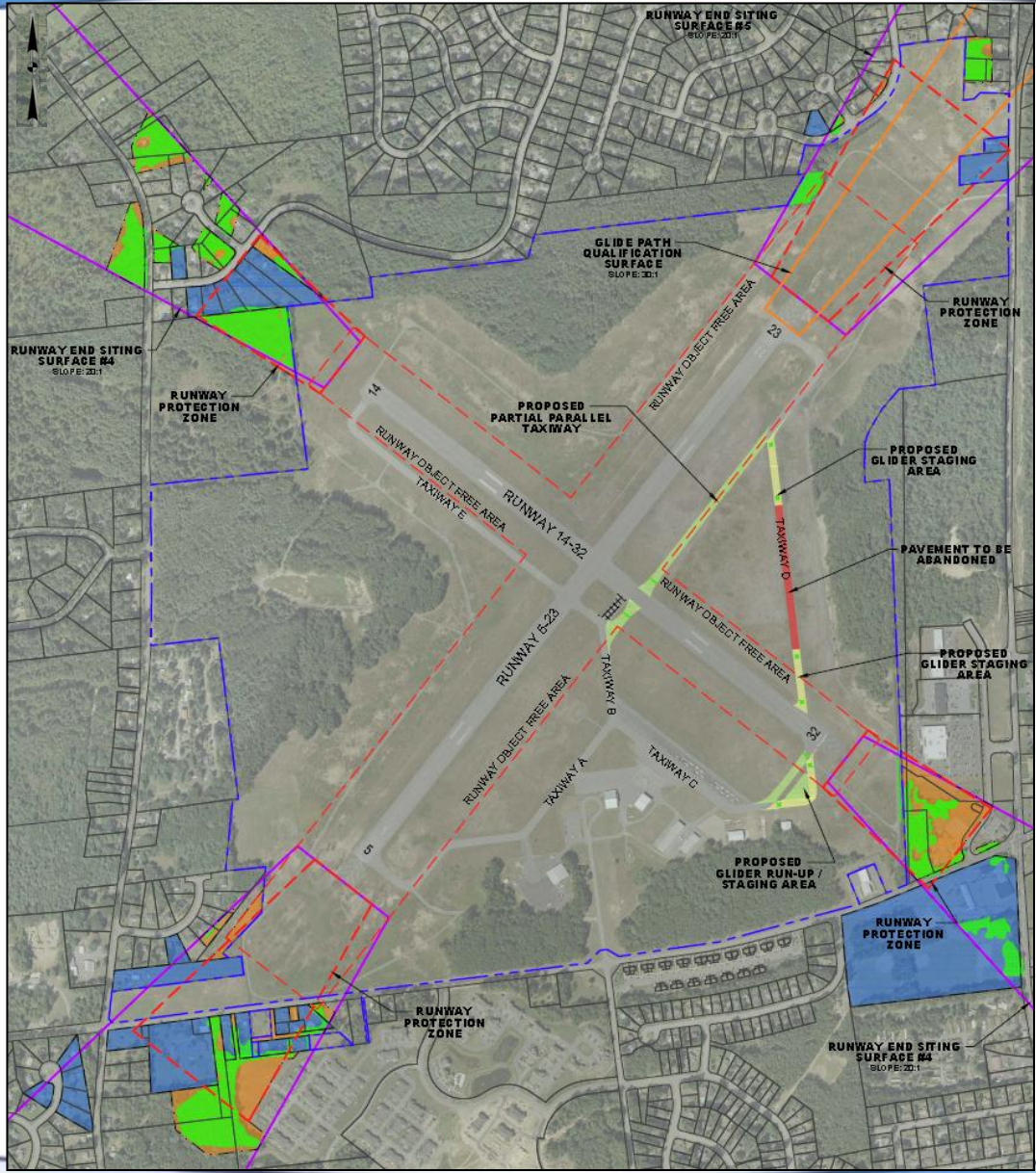
*Willing seller only acquisition; therefore, condemnation is NOT being considered unless there is a serious impact on airport operations.



What is the Purpose of the Land Acquisition?

- Comply with FAA Safety Standards:
 - Runway Object Free Area (ROFA)
 - Runway Protection Zone (RPZ)
 - Protect Airspace
 - Runway End Siting Surface (RESS)
- Comply with FAA Funding Requirements
- Improve the Safety of the Airport for Airport Users and the Surrounding Community.



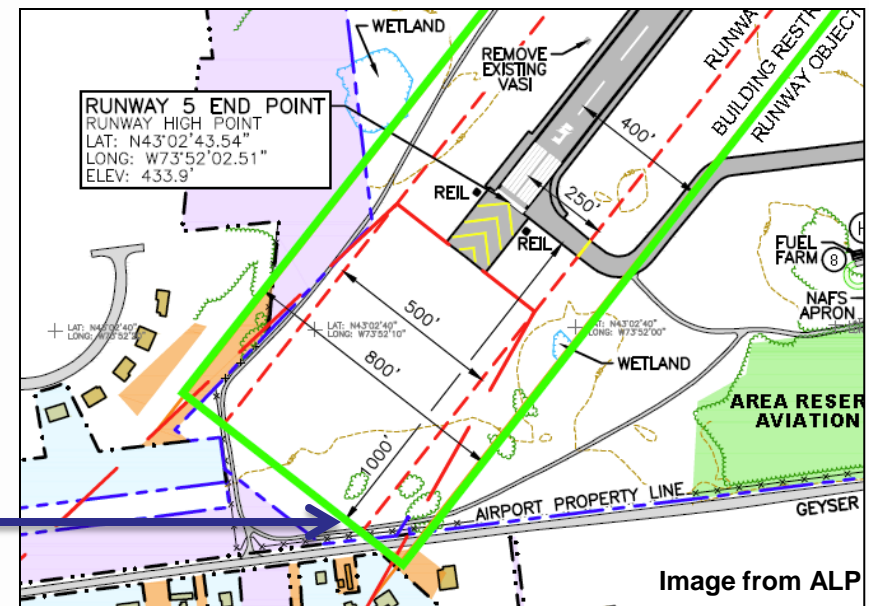


Why is Land Acquisition Needed?

Potential Land Acquisition Occurs Within:

- **Runway Object Free Area** - A two-dimensional surface surrounding the Runway Safety Area and runway.
- ROFA should be clear of objects protruding above the ground, except for those permitted for aeronautical purposes.

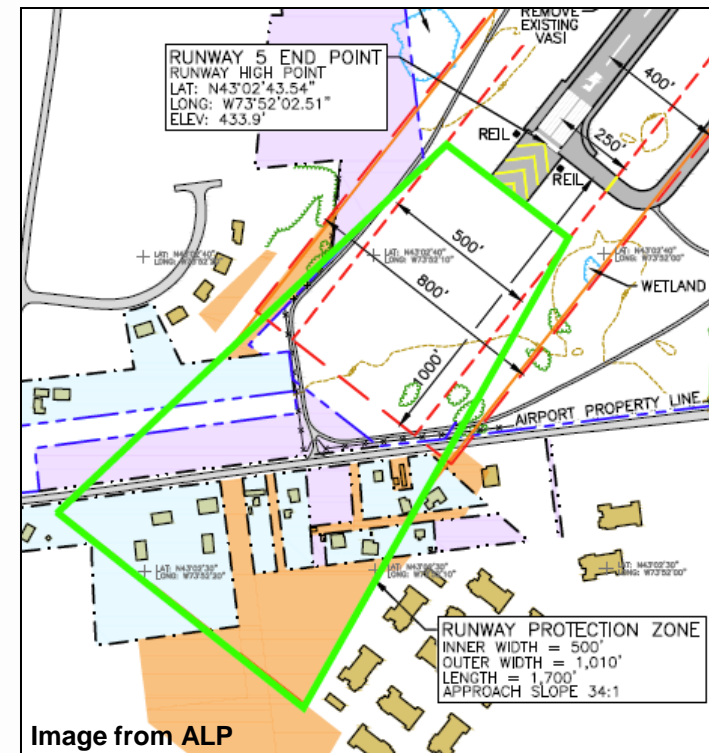
ROFA



Why is Land Acquisition Needed?

Potential Land Acquisition Occurs Within:

- **Runway Protection Zone** - A trapezoidal two-dimensional surface off of each runway end.
- RPZ is intended to enhance the protection of people and property on the ground.
- FAA “expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land uses”.
- RPZ dimensions are determined by the critical aircraft that uses the runway.

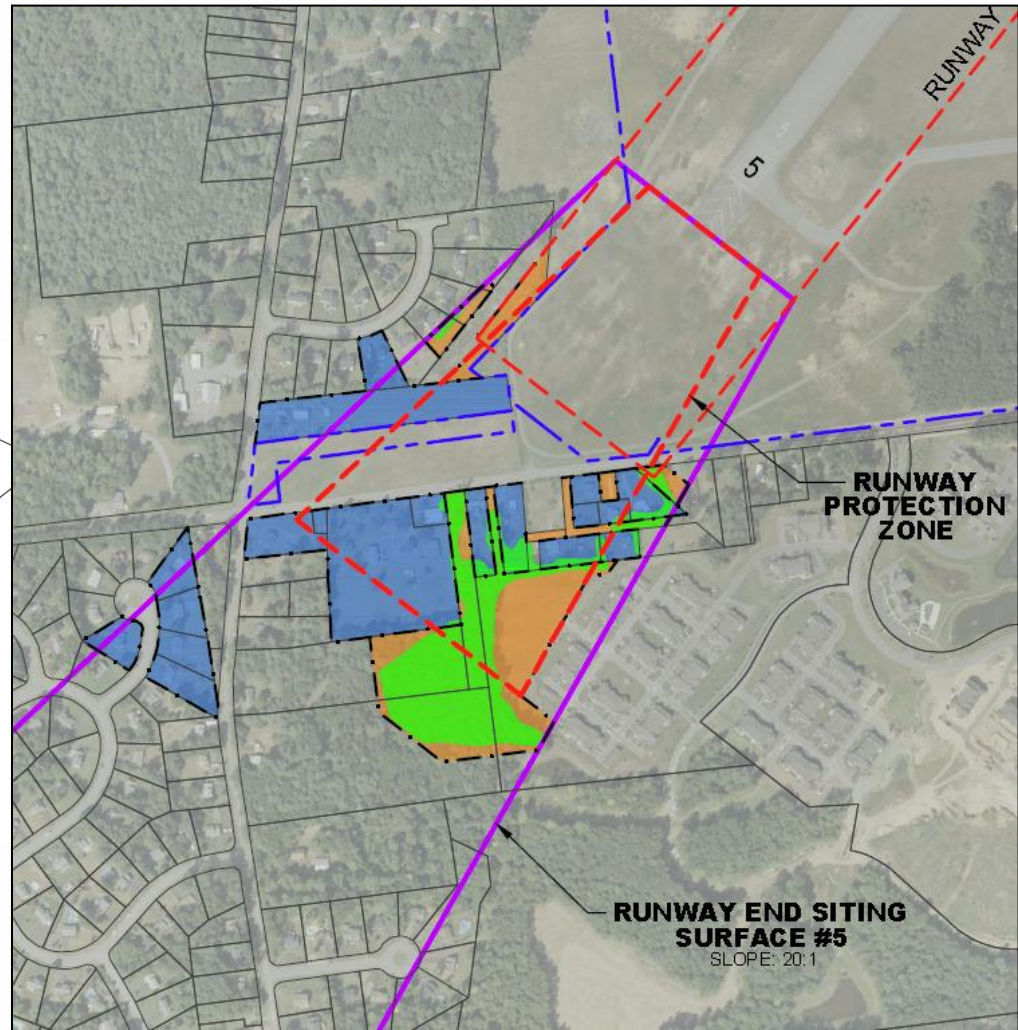
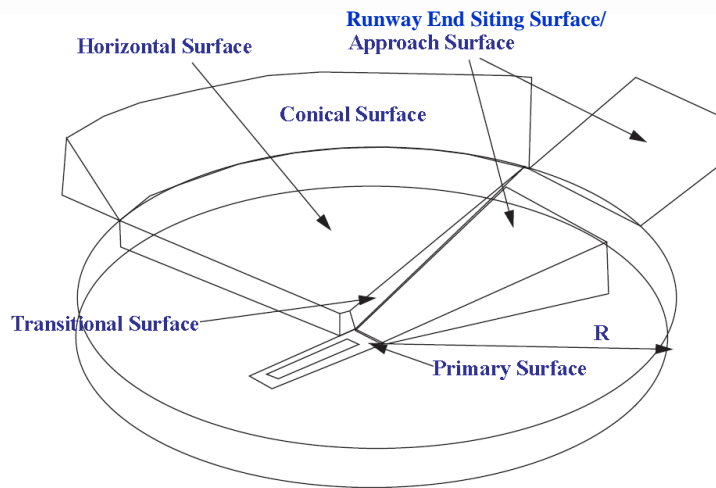


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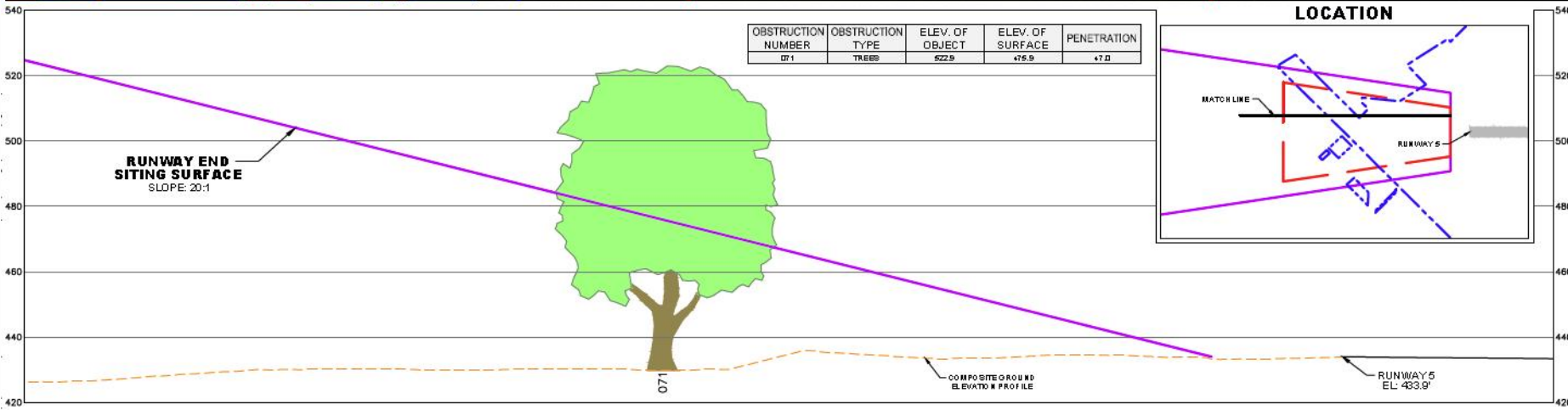
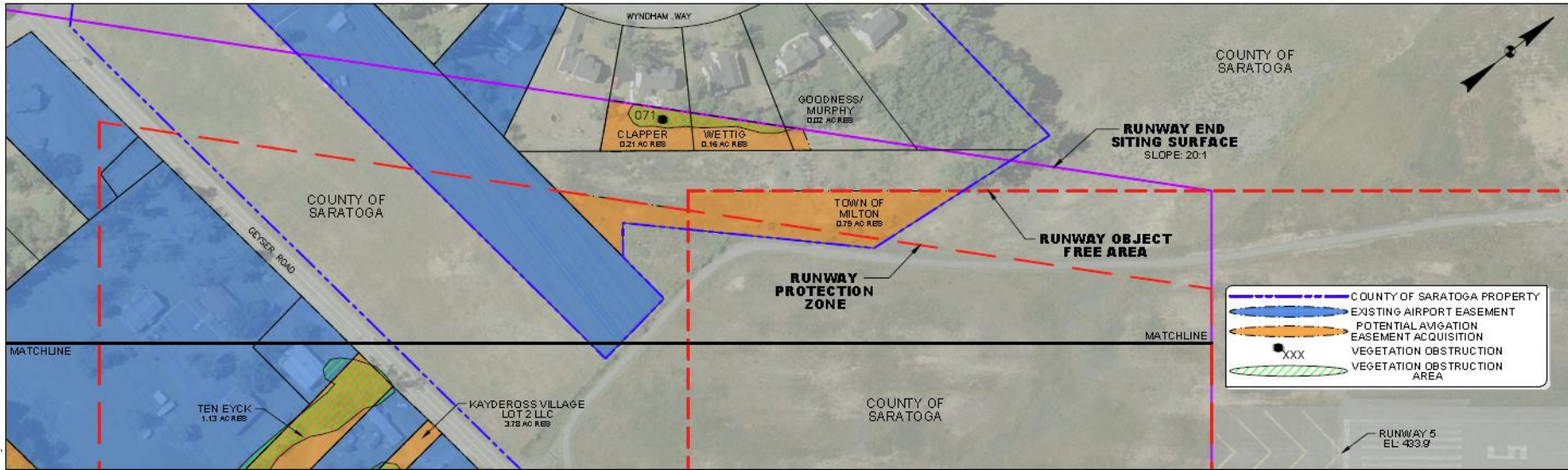
- **Runway End Siting Surface** - A three-dimensional surface underlying the aircraft approach paths.
 - 20:1 slope (rises one foot vertically for every 20 feet horizontally)
 - Surface must be clear for nighttime approaches.
 - ❖ Identifies clearances for nighttime use of instrument approaches.

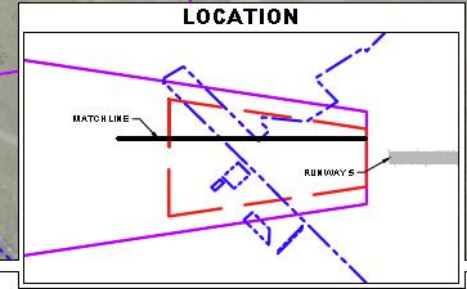
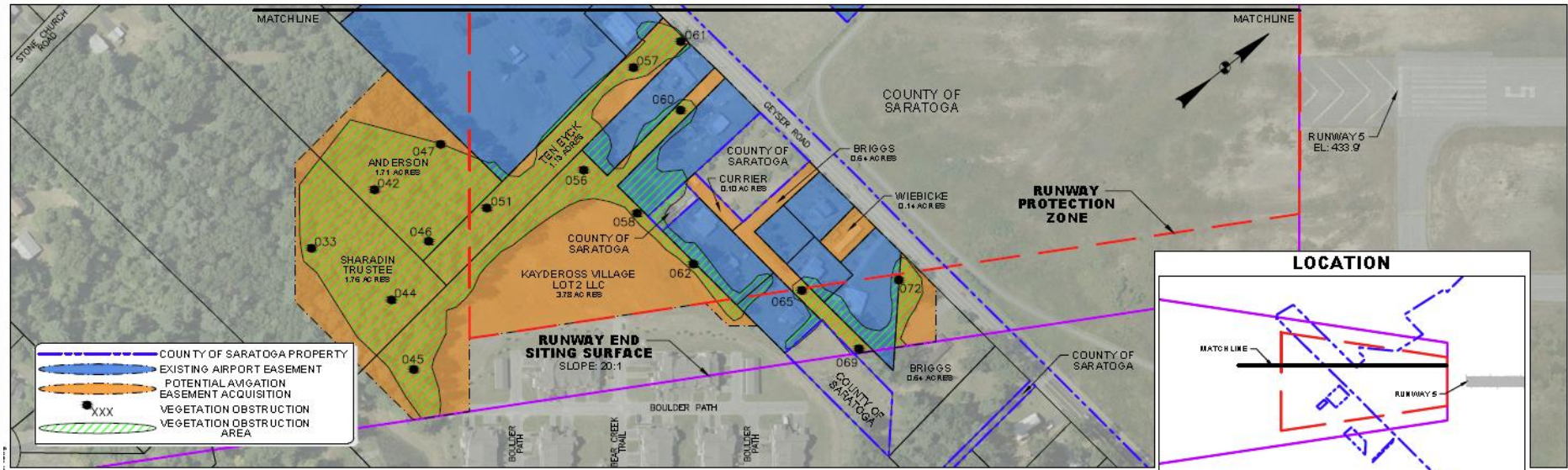


Runway 5 - Runway End Siting Surface

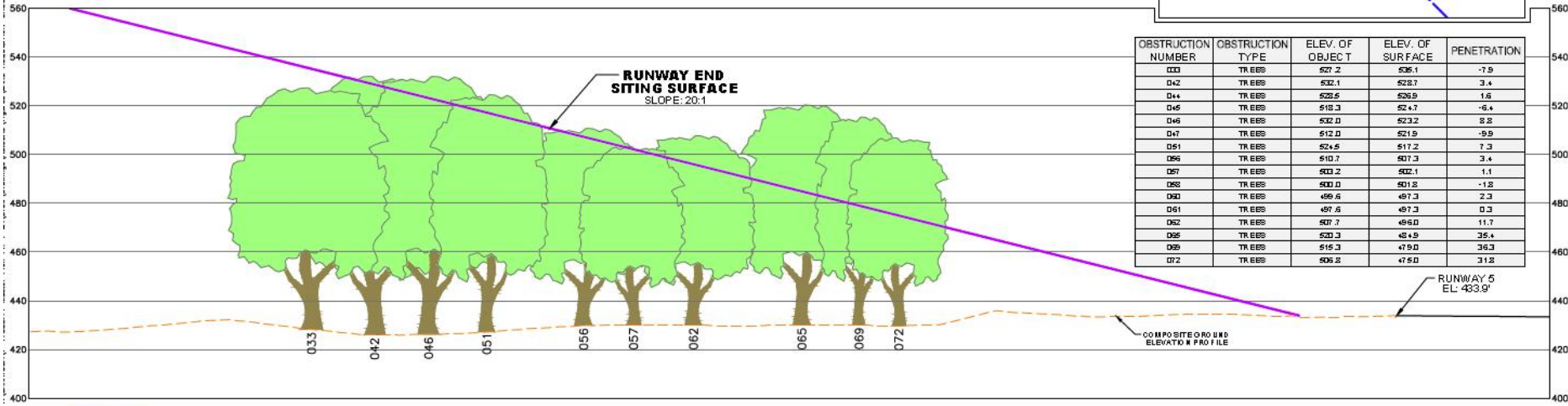


Acquisition & Obstructions





- COUNTY OF SARATOGA PROPERTY
- EXISTING AIRPORT EASEMENT
- POTENTIAL AVIATION EASEMENT ACQUISITION
- XXX VEGETATION OBSTRUCTION
- VEGETATION OBSTRUCTION AREA



OBSTRUCTION NUMBER	OBSTRUCTION TYPE	ELEV. OF OBJECT	ELEV. OF SURFACE	PENETRATION
033	TR EES	527.2	526.1	-1.9
042	TR EES	522.1	523.7	3.4
044	TR EES	528.6	526.9	-1.6
046	TR EES	518.3	524.7	-6.4
046	TR EES	532.0	523.2	-8.8
047	TR EES	512.0	521.9	-9.9
051	TR EES	524.6	517.2	-7.3
056	TR EES	510.7	507.3	-3.4
057	TR EES	503.2	502.1	-1.1
058	TR EES	500.0	501.8	-1.8
060	TR EES	499.6	497.3	-2.3
061	TR EES	497.6	497.3	0.3
062	TR EES	507.7	496.0	-11.7
066	TR EES	520.3	484.9	-35.4
069	TR EES	519.3	479.0	-36.3
072	TR EES	506.2	476.0	-31.2



How were obstructions determined?

- ▶ Ground survey controlled aerial photography combined with 3D mapping of the airport
- ▶ Survey performed by Aero-Metric, Inc. in Summer 2012
- ▶ Tree canopy elevations were compared to airspace surface elevations
- ▶ Analysis identified objects/trees penetrating OR within 10' of the airspace surfaces



FAA's Role & Requirements

- FAA Authorizes Grant Funding for Airport Projects
- FAA Grant Assurances/Obligations States that the Airport will Assure Airspace Hazards are Removed or Otherwise Mitigated
- FAA Policy to Maintain the Operational Use of Established Runways
- Protect Runway Approaches for Safety Purposes
- Approach Surfaces Should be Kept Clear of Obstacles
- ROFA and RPZ Standards Must be Met



FAA's Role & Requirements

- When penetrations to approach and departure surfaces are present, an obstruction action plan must be prepared.
- FAA Reviews/Approves:
 - Obstruction Evaluation (included in the MPU)
 - NEPA Review (Environmental Assessment)
- Applicable FAA Guidance:
 - Advisory Circular (AC) 150/5100-17 *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*
 - AC 150/5300 13A *Airport Design*
 - Order 5100.37 *Land Acquisition and Relocation for Airport Projects*
 - Order 5190.6B *FAA Airport Compliance Manual*
 - Interim Guidance on Land Uses Within a Runway Protection Zone - FAA Memo dated September 27,2012



1. NEPA

- Complete the NEPA Process

2. SURVEY

- Survey and Plat of Proposed Acquisition

3. APPRAISAL

- Fair Market Value Appraisal
- NYSDOT Review of Appraisal
- Phase I Environmental Site Assessment (Fee Acquisitions Only)

4. WRITTEN OFFER FROM COUNTY & NEGOTIATIONS

All acquisitions in accordance with:

- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- AC 150/5100-17 *Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects*



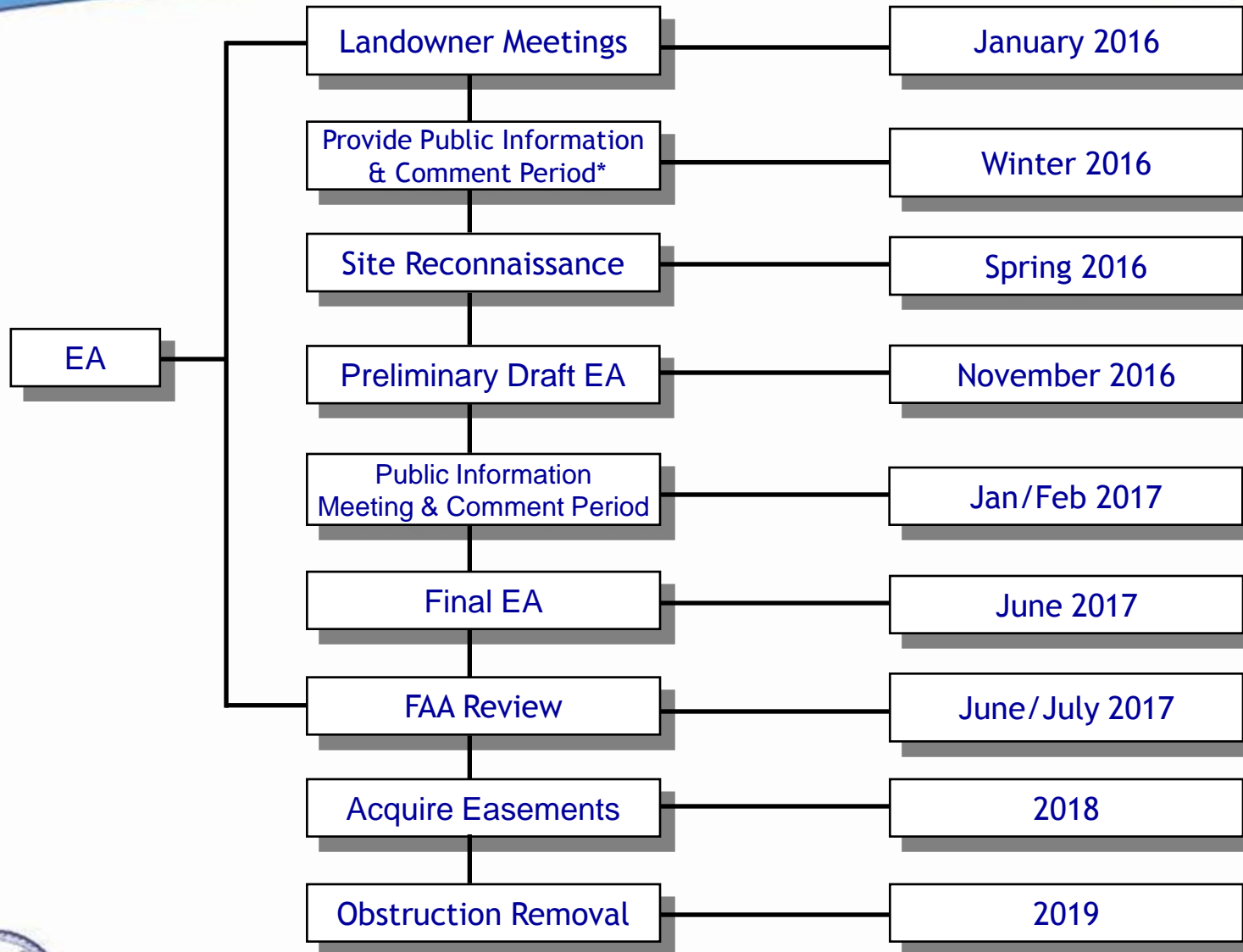
Easement Rights & Restrictions

- FAA “Land Acquisition for Public Airports” Brochure is Available
- Easement Language will be Tailored to the Specific Property
 - Places of public assembly or gatherings within a RPZ easement are not allowed.
 - Use property without allowing any structure or trees to penetrate the airspace surface or interfere with the movement of aircraft.



- Continue EA Data Collection and Analysis
- Visual Site Reconnaissance of Properties by Permission
 - ❖ Permission Forms Available
- On-going Communication with Landowners





*Information will be available on County and McFarland Johnson websites.



Further Questions/Comments

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AFFECTED LANDOWNERS BREAK-OUT SESSION

