



U.S. Department
of Transportation
**Federal Aviation
Administration**

1 Aviation Plaza
Jamaica, NY 11434
(718) 553-3352

APR 30 2007

Mr. Robert Powell
Gladstone Partners, LP
10 Fox Run Road
Drums, PA 18222

Re: Determination of Feasibility Study for a Landing Area Proposal
Establishment of a Public-Use Cargo Airport at Hazelton, PA
Aeronautical Study 2007-AEA-49-NRA

Dear Mr. Powell:

We are hereby issuing a Conditional No Objection determination on the feasibility study for the proposal to establish a public use airport, mainly for cargo transportation, at Hazelton, PA. We are updating our records to accurately reflect the Gladstone Partners, LP as the proposed airport owner/proponent. Please notify us of any future changes of the airport owner/proponent.

The Federal Aviation Administration (FAA) has determined that your proposal will not adversely affect the safe and efficient use of navigable airspace provided the following conditions are satisfied:

- 1) **If** the airport opens for VFR weather conditions, all Federal Aviation Regulations (FAR) Part 77 surfaces for **“other than utility”** airports for a VFR approach condition should be clear. If any of the surfaces are penetrated, a separate aeronautical study must be conducted to determine the impact to navigable airspace. For information about FAR Part 77’s surfaces, please refer to www.oceaaa.faa.gov.
- 2) **If** the airport opens with IFR procedures in place, all FAR Part 77 surfaces for an **“other than utility”** airport for the published IFR procedures, should be clear of obstructions; otherwise a separate aeronautical study must be conducted to determine the impact to navigable airspace. For information on these Part 77 surfaces, please refer to the Part 77 regulations.

- 3) Due to overlapping traffic pattern with Hazelton Municipal Airport (HZL), non-standard traffic pattern (right traffic shall be established to Runway 9).
- 4) If not already obstruction marked and lighted, the existing smokestack, located approximately 1.22 NM (40-55-41.3N/76-02-31.74W) north of the proposed runway will exceed Part 77 surfaces, and will require marking and lighting.
- 5) Extensive restructuring of air traffic control procedures/sectors will be necessary to accommodate this new airport. This effort will require a minimum of at least two to three years to complete. Information on the progress, construction, timeline, and completion date for this proposed airport development project shall be provided on an **ongoing** basis to allow for the timely completion of air traffic control work.

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 properties on the ground.

In addition to the above conditions we offer the following comments:

- 1) The Eastern Service Area Flight Procedures Office (ESAFPO) should be notified at least 18 months prior to the desired date for commissioning procedures. This will permit coordination of navigational equipment with runway construction, extension, displacement of the runway.
- 2) In order to develop a Precision Instrument Procedure and/or Lateral Precision with Vertical Guidance procedure (LPV), an obstacle survey meeting ANAPC/PIR standards must be completed and submitted to the ESAFPO within 18 months. See AC150/5300-18 General Guidance and Specification for submission of Aeronautical Survey to NGS for more information on these surveys requirements (see www.faa.gov/airport_airtraffic/airports for Advisory Circulars). If an obstruction penetrates the 20:1 approach surface, IFR minimums cannot be developed. Penetration of the appropriate IFR surfaces will affect the IFR minima.
- 3) In order to obtain the desired minima, the runway taxiway separation shall meet the Airport Design Advisory Circular AC 150/5300-13 Table 2-3. Also, see other standards in AC 150/5300-13, e.g.:
 - a) Runway Safety Areas (RSA)
 - b) Runway Object Free Area (ROFA)
 - c) Obstacle Free Zone (OFZ)
 - d) Runway Protection Zone (RPZ)
 - e) Precision Obstacle Free Zone (POFZ)
 - f) Threshold Siting Criteria in Appendix 2

- 4) The proposed runway should be moved to the west as necessary to have I-81 outside the Runway 27 RPZ. This will also help to keep the Approach Lighting System on the airport property.
- 5) In order to achieve the desire minima, the runway must be marked and lighted in accordance with AC 150/5340-1J & 30B, Chapters 2, 3 and 4.
- 6) Assuming this airport is used for international air cargo operations, the Flight Procedures Office (FPO), Flight Standards (FS) and Air Traffic Organization (ATO) will need to comply with the National Environmental Policy Act (NEPA). In order to conduct this NEPA study, the FAA will need to know the number and aircraft type of forecasted domestic and international aircraft arrivals and departures. **If FAA funding assistance is anticipated**, compliance with NEPA and other federal requirements will need "immediate attention".

Please notify the Williamsport Area Flight Service Station (AFSS) at 570-368-8131, 15 days prior to completing the landing area to let them know you are activating the landing area while the Airport Master Record Form is being processed (see paragraph below). Please tell the AFSS representative that you have received an aeronautical determination from the FAA and supply them with the name of your landing area and the airport coordinates.

Upon substantial completion of the airport, please return the enclosed Airport Master Record Form to this office to process your airport site number and Location Identifier (LOCID).

In order to avoid placing any unfair restriction on users of the navigable airspace, this determination is **valid until October 31, 2008**. Should the facility not be operational by this date, an extension of this determination must be obtained 15 days prior the above expiration date.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing airspace structure 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.

While the plan-on-file will be protected, the FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinance, acquisition of property in fee title or aviation easements, letter of agreement, or other means.

This determination does not preempt or waive any ordinance, law, or regulation of any other governmental body or agency.

A general ordinance of the State of Pennsylvania provides that certain airport construction or alteration require written permits prior to construction. The permit may be obtained from the PA Department of Transportation.

If you have any questions concerning this determination, feel free to contact me or Sharon Perry of my staff at (718) 553-3341 or via e-mail at Sharon.perry@faa.gov.

Sincerely,



A. H. DeGraw
Manager Safety and Standards Branch

Enclosure