

DATE: 5AUG22

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CC: Kyle Clark

FROM: R. M. Burley, State Liaison: Recreational Aviation Foundation

SUBJECT: PROPOSED CLARK AIRSTRIP, LINCOLN, VT

Since I'm late to the party, a brief introduction is in order: As a 50+ year civilian and military pilot and recipient of the FAA's highest award, I have also functioned over 12 years as the Vermont State Liaison for the RAF, Recreational Aviation Foundation (theraf.org), I regularly fly throughout the northeast, talking with aviators, meeting and working with town, county, regional, state and federal officials, focusing particularly on every aspect of physical, environmental and safe operations for all parties.

I recently became aware of a proposed, very small, private airstrip in Lincoln.

From a quick dive into your website, local media and published meeting minutes, I've distilled and attached a 1page, relevant "impact assessment" extrapolated from my cumulative aviation, RAF, sensitive forest ownership/management, farming and numerous wildlife habitat/inventory data collection over flights.

I submit this "1 page" assessment with the expectation that it will be included in the discussions and records of the 8MAY22 Zoning Board of Appeals meeting, which I will be unable to attend due to a priority commitment.

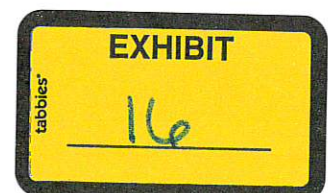
Basically, distilling 10+ years of acoustic, visual and photographic data collected by the many federal BLM, USFS and State forest & wildlife officials, a consensus has emerged that the least intrusive and SAFEST access to sensitive areas is by air because aircraft "aren't around long" and the aviation data safety record is vastly superior to any other vehicle. (Data reflects: 1-injuries and property damage per passenger mile and 2-frequency of incidence).

As a result, the RAF has been granted access to state, federal and private lands where we build and maintain area appropriate strips. Our most recent success is the restored access to Red Pine in northern Maine, a former "forest fire and pine beetle airstrip from the plagues of the 40's-70's, currently held by The Nature Conservancy.

Thank you for your attention to the benefit of all Lincoln citizens and the region.

Sincerely.

R. M. Burley



## **PROPOSED LINCOLN AIRSTRIP: LINCOLN ZBA MEETING – 8AUG22**

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R.M. BURLEY: FAA Master Pilot, USAF Officer, 50+ years aircraft operations, aerial habitat & wildlife inventories, Owner significant VT wilderness, VT Coverts Cooperator, Sustainable Forestry, VT Liaison Recreational Aviation Foundation, 12 years Chair Elmore Select Board

1. **CONTEXT:** Issue was originally introduced was: Lack of Public Awareness
  - 1.1. The Evolving Core issue has become: Land Owner and Abutter rights and privileges.
  - 1.2. Abutter Issues: a) Public Awareness, b)Livestock/Wildlife, c) Noise, d) Environment
2. **GOAL:** A workable BALANCE between town, land owner, neighbor rights and obligations consistent with prevailing town, state and regional existing precedents.
3. **BACKGROUND:**
  - 3.1. Vermont guidance since 1950's delegates private airport jurisdiction to the town.
  - 3.2. Federal, VT and Local regulations uniformly encourage private aircraft operations.
  - 3.3. Town of Lincoln currently hosts 2-6 private airstrips (out of a VT total of 60+).
    - 3.3.1. Most VT private airstrips are in semi-rural areas very similar to Lincoln.
    - 3.3.2. Private airstrips have existed in Vermont since the 1920's and are essential for access during natural disasters and medical emergencies.
    - 3.3.3. Author has flown disaster/medical missions in VT (Irene) and other states.
  - 3.4. The RAF is a national 501(c) 3 charitable organization, founded in 2003. The RAF works with Federal, State, Local governments, Landowners and Individuals "to preserve, improve and create airstrips for recreational access."
    - 3.4.1. The RAF, in hundreds of collaborations, has successfully balanced the goals of all parties: individuals, FAA, BLM, NFS, EPA, ANR, Environmental Organizations.
4. **NOISE SCIENCE: OSHA Definition:** Noise = (Decibels X Duration X Incident Frequency)
  - 4.1. Aircraft have far lower total DDF than Agriculture, Highway and Construction equipment, routine traffic, trucks, ATVs, Snow Machines, chainsaws, lawn mowers
5. **CITED LINCOLN ISSUES:** (Seven Days Magazine, Chelsea Edgar, 20APR22)
  - 5.1. LIVESTOCK DISRUPTION: No measured Lincoln data yet presented. Livestock in VT have successfully coexisted with airstrips since the 1920's. Nearly ALL VT airstrips have had or continue to have abutting livestock farms and wildlife.
  - 5.2. A very similar airstrip, created within the last 10 years, now operates and thrives on a dairy and pheasant farm in southern VT.
  - 5.3. Morrisville-Stowe Airport has over 10,000 flights/year, ALL aircraft, including multi engine jets fly directly over pastures of regional/national ranked equestrians, plus the NCAL\_horse & animal shelter -no issues identified.
  - 5.4. WILDLIFE DISRUPTION: No measured Lincoln data yet presented.
    - 5.4.1. As a 30+ year owner of 200ac mountain wilderness & field, living under aerobatic, glider, general operations and active military flight routes, I personally observed no adverse effect\_on bobolinks, fawns, or any other species. ANR bobolink guidance is to delay mowing, post fledging with no noise stipulation.
6. **POLLUTION:** Air commute to KBTV is far less than slow, idling rush hour pollution.
7. **ASSESSMENT:** This small 1500'x 60' airstrip represents no risk of measurable adverse community impact and is consistent with existing Vermont and New England precedents. Individual "Quality of Life" varies. Occasional Infringement, a mere artifact of proximity.