

Master Hangar Permitting

In March of 2019, State Legislature passed Act 78 aimed at promoting economic development. In line with this legislative initiative, VTTrans launched a statewide Master Permitting effort seeking various permits, including Operational Stormwater, Wastewater, and partial findings for Act 250 permits in hangar development at Vermont-owned airports with paved runways. The purpose of this effort was to take these developments as far as practicable in the permitting processes in order to give potential developers a head start on building hangars at our various airports. This pre-permitting effort included:

- Developing site layout plans for each proposed development.
- Updating the Airport Layout Plans for each airport.
- Completing an Operational Stormwater Permit for required drainage infrastructure for each development.
- Completing a Wastewater System and Potable Water Supply Permit for the large sized hangars where feasible.
- Acquiring approval of select Act 250 permit criteria and sub-criteria for each development.

What is still needed from developers? – Due to the nature of the Act 250 Land Use Permit process, every Vermont-owned airport has an existing Act 250 permit. This requires any development at a Vermont-owned airport to complete an Act 250 permit amendment for that development. This requirement is needed for these pre-permitted sites to go to construction. If your proposed development follows the assumptions made by these pre-permitted sites, your Act 250 amendment will only need to satisfy the criteria and sub-criteria shown as needed in the table below. If your proposed development does not follow the assumptions made regarding the pre-permitted sites, the amendments needed for the Act 250 permit and possibly the ANR permits will need to be expanded to include what is different. Pre-permitted hangars have been developed in accordance with FAA and VTTrans Aviation requirements, any developments not following the pre-permitted sites are subject to those requirements.

The pre-permitting work is summarized below showing the number of hangars that were pre-permitted at each airport, the Agency of Natural Resources (ANR) permits obtained for those hangars at each airport, and the list of outstanding Act 250 criteria and sub-criteria that have been approved and ones that a future developer will need approved prior to construction:

Airport: Act 250 Permit #:	FSO (6F0435 -20)	EFK (7R0055- 16-3)	CDA (7C0915-8)	MVL (5L0697- 21)	MPV (500023- 24)	6B0 (9A0158- 12)	RUT (1R0465- 40)	VSF (2S0075- 16)	DDH (8B0366- 10)
PRE-PERMITTED HANGARS									
Sm. (60’ x 60’)	6	*See Note	2	0	2	5	4	0	1
Med (60’ x 80’)	3		2	2	1	3	5	0	6
Lg. (120’x120’)	0		0	0	3	1	3	1	1
PERMITS COMPLETED									
Operational Stormwater	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wastewater	N/A	Yes	N/A	N/A	N/A	Yes	Yes	Yes	N/A
Public Water	N/A	N/A	N/A	N/A	N/A	Yes	N/A	Yes	N/A
ACT 250 CRITERIA AND SUB-CRITERIA NEEDED BY AMENDMENT *									
*See Note 1									
1 – Air Pollution	-	-	-	-	-	Need	-	-	-
1B – Waste Disposal	Need	Need	Need	Need	Need	Need	Need	Need	Need
1E – Streams	-	-	-	-	-	-	-	Need	-
1G - Wetlands	-	-	-	-	-	-	-	Need	Need
2 & 3 – Water Supply	-	Need	-	-	Need	-	-	-	Need
4 – Soil Erosion	Need	Need	Need	Need	Need	Need	Need	Need	Need
5 - Transportation	-	-	-	-	-	Need	-	-	-
7 – Municipal Services	-	-	-	-	-	Need	-	-	-
8 – Scenic Beauty	Need	Need	Need	Need	Need	Need	Need	Need	Need
8A – Wildlife and Endangered Species	-	-	-	-	Need	-	Need	Need	Need
9B – Primary Agricultural Soils	-	-	-	-	Need	-	Need	-	Need
9F – Energy Conservation	Need	Need	Need	Need	Need	Need	Need	Need	Need
9H – Scattered Development	-	-	-	-	-	Need	-	-	-
9K – Public Investments	-	-	-	-	-	Need	-	-	-

* Note 1: All Act 250 criteria and sub-criteria not displayed in this table have received positive findings.

*Note 2: EFK Specific permits: (5) Box Hangars, (1) FBO/Maintenance Hangar, (3) Corporate Hangars, (1) Aircraft Manufacturing Facility, (2) Warehouses

Questions & Answers

Q – Who is allowed to develop on a Vermont-owned airport?

A – All developments on Vermont-owned airports are subject to the FAA land use criteria which limits use to aeronautical activity. Aeronautical use refers to any activity which directly supports the operation, storage, maintenance, manufacturing of aircraft or aircraft components. Developments which fall outside of the FAA land use criteria will be reviewed on a case-by-case basis to determine feasibility.

Q – What challenges are unique to developing on a Vermont-owned airport?

A – All developments on the Vermont-owned airports are required to follow FAA land use regulations as well as State and local requirements where applicable. VTrans has created a “Hangar Development Guidance” document which is available at:

<https://vtrans.vermont.gov/aviation/forms/hangar-development>, to assist developers partnering with VTrans on private development at Vermont-owned airports. This guidance provides a framework on the partnership that the developer will have with VTrans as the airport owner and Co-permittee. This will include insight on the coordination needed from VTrans with federal, state, and local bodies of government having jurisdiction on development at Vermont-owned airports.

Q – What if you want to develop a different size hangar or change the site plan?

A – Developers may propose an alternative footprint and site plan to fit their needs. If the developer decides to vary from what was pre-permitted be advised that it will require permit amendments. VTrans may reserve some of the pre-permitted locations for larger developments.

Q – Is there a plan that shows pre-permitted development locations?

A – The FAA approved Airport Layout Plans for each Airport depict all sites approved for future hangar development, however not all locations on the Airport Layout Plans have been pre-permitted. For a map showing only the pre-permitted locations at each airport, reference Pre-Permitted Hangar Sites on the Hangar Development website.

Q – What if I want to develop in a different location from the pre-permitted locations or somewhere not shown on the ALP?

A – VTrans is open to discuss locations not depicted on the ALP for hangar development. These locations will have to be reviewed for compatibility with future airport expansion/development.