

Airport Site Certificate

This is to certify *that* Mahnaz Mahidashti

has met the statutory requirements of RSA 422:16, pursuant to the New Hampshire Aeronautical Laws and the Rules of the DOT/Bureau of Aeronautics regarding airport site: **PIER 19 SEAPLANE BASE & ICE RUNWAY**

Located at: Nineteen Mile Bay
Tuftonboro, NH 03853

Coordinates: 43° - 39' - 15" N 71° - 17' - 17" W

This certificate is issued based on information submitted during the site inspection and application for site approval, which are made a part hereof as though written herein and subject to the following limitations:

MUST MEET ALL FAA AND STATE REQUIREMENTS PRIOR TO USE

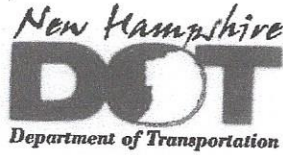
This certificate remains valid for ten years from the date of issue, or until issuance of an Airport Registration Certificate, whichever comes first. Applicant must comply with all applicable local zoning ordinances and regulations and shall not violate any local, state or federal laws or regulations in the development and construction of the airport's facilities.

Certificate Number: 202102

Issued by: **PATRICK C. HERLIHY,**
Director of Aeronautics, Rail & Transit

Dated: April 5, 2021

Expires: April 5, 2031



Victoria F. Sheehan
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



William Cass, P.E.
Assistant Commissioner

April 2, 2021

Ms. Mahnaz Mahidashti
12 First Parish Road
Canton, MA 02021

TRANSMITTED VIA E-MAIL
pier19csi@gmail.com

RE: Proposed Pier 19 Seaplane Base & Ice Runway
225 Governor Wentworth Highway, Mirror Lake, NH 03853
New Airport Inspection and New Hampshire Airport Site Certification

Dear Ms. Mahidashti:

On March 22, 2021, the New Hampshire Department of Transportation, Bureau of Aeronautics (BOA) conducted an initial inspection of a proposed seaplane base and ice runway at 225 Governor Wentworth Highway, Mirror Lake, New Hampshire. The purpose was to identify any aviation safety concerns and to document the current conditions of the proposed landing area for the BOA's records.

The inspection itself focused on your proposed seaplane base's compliance with Federal Aviation Regulations (FAR) Part 77, "Objects Affecting Navigable Airspace," and various Federal Aviation Administration (FAA) Advisory Circulars including FAA Advisory Circular 150/5300-13 "Airport Design" and FAA Advisory Circular 150/5395-1B, "Seaplane Bases." Please note the items listed below are **recommendations** for improving the safety of your proposed airport and are not requirements for your airport registration with the State of New Hampshire. This inspection letter should be kept with the site certificate included with this report.

* **FAA Form 7480-1** * * *

An FAA Form 7480-1 will be submitted for your airport by the BOA under separate cover. Once the form has been submitted, the FAA will conduct a review of the proposed airport, including any airspace conflicts with nearby airports, and a "Determination of Landing Area Proposal" letter will be sent to you by FAA. This determination will list any restrictions with regard to flight operations at your airport that are designed to keep you and other aviators in the area safe. You and all other users of your airport are required to comply with these restrictions.

Design Aircraft

A design aircraft, the aircraft or family of aircraft with similar performance characteristics, for your airport was identified as a Cessna 180 or Cessna 185 on floats. For purposes of this inspection and airport safety evaluation, the design aircraft group of A-1 Small Aircraft (less than 12,500 pounds) will be used in this report. Aircraft contained in this design group include aircraft such as Piper Cubs, Super Cubs, Cherokees, Cessna 172, Cessna 182 and Cessna 206 – also on floats. This design group is used to establish airport dimensions per AC 150/5300-13A, Change 1, which are then used in the following sections of this report.

Proposed Runway (aka Water Runway, Water Lane, or Sea Lane)

The water runway, as proposed, is anticipated to be approximately 5,125 feet in length and 150 feet wide with a water (or ice) surface. The runway headings are approximately 133° and 313°. Based on these magnetic headings, the runway

should be designated as Runway 13-31. No runway markings or buoys are proposed. FAA recommends that a water runway's width include not only the runway but also the runway safety area (see next paragraph). This proposal exceeds this guidance.

Runway Safety Area

The Runway Safety Area (RSA) is an area surrounding the runway which is designed to enhance the safety of aircraft which undershoot, overrun, or veer off the runway. In the case of a water runway, the RSA provides for an area clear of objects and can accommodate seaplanes that must account for wind and currents at the waterbody. RSA standards for A-1 Small Aircraft defines the size of the RSA as 120 feet wide centered on the water runway and extends 240 feet beyond the ends of the water runway. The RSA for the water runway, as proposed, meets this RSA guidance.

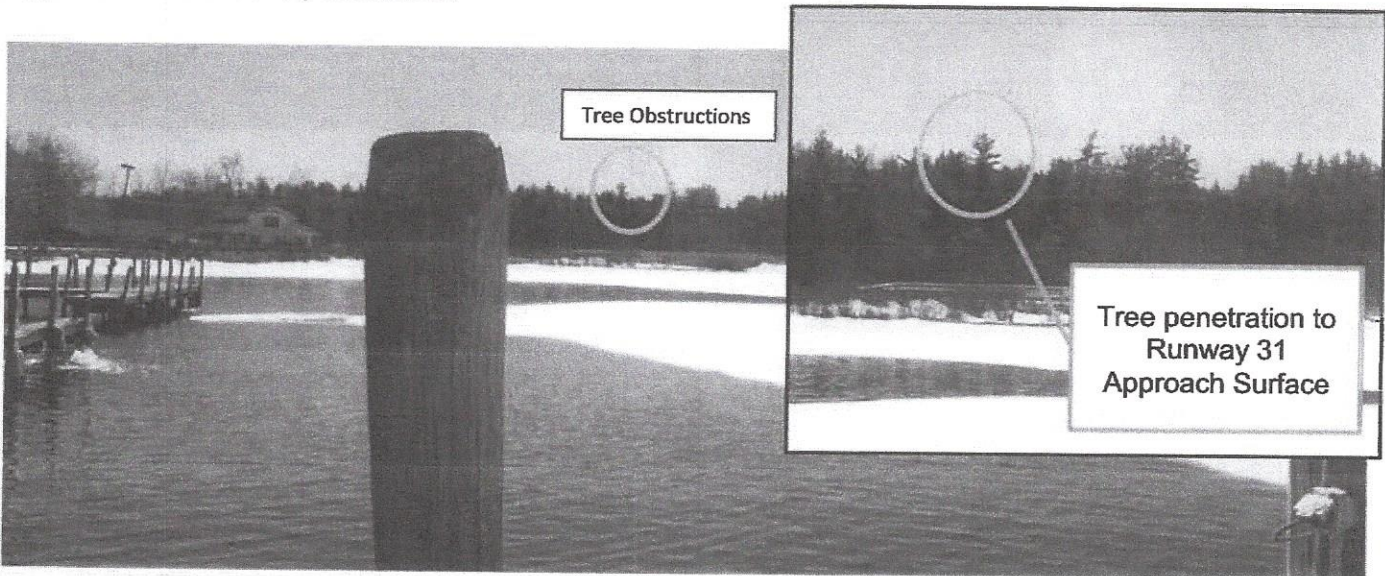
Primary Surface

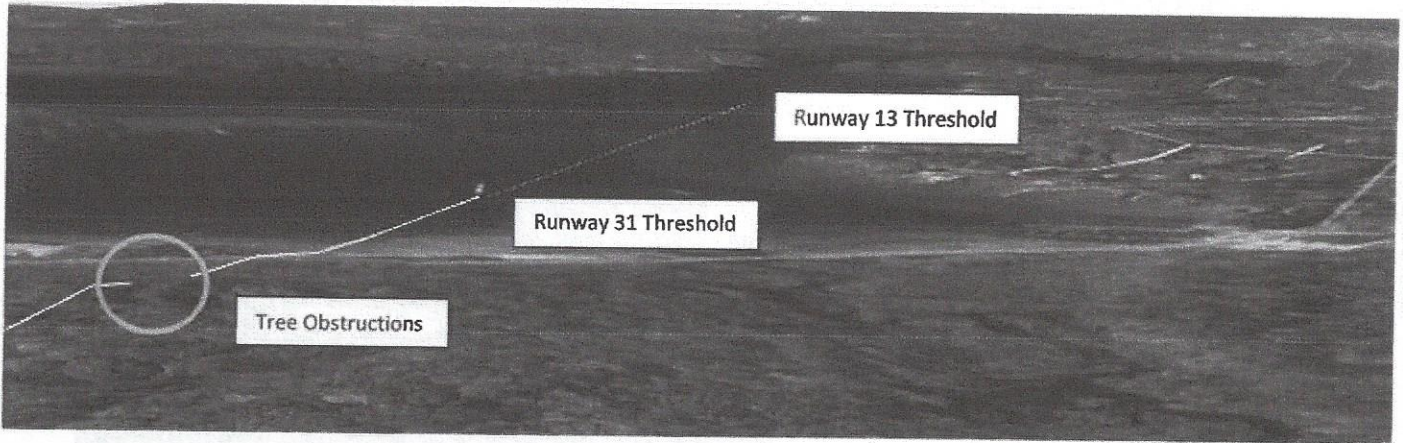
The Primary Surface is an imaginary surface defined by Title 14 Code of Federal Regulations (aka Federal Aviation Regulation) Part 77. For Pier 19 Seaplane Base & Ice Runway, the FAR Part 77 Primary Surface is 250 feet wide centered on the water runway, extends along both sides of the runway, and is at the same height as the runway surface. Because the runway is water, the Primary Surface does not extend beyond the ends of the water runway. The Primary Surface should be maintained so that no objects penetrate the Primary Surface. The image below provides an example of the Primary Surface for your airport. As with the RSA, BOA recommends keeping obstacles out of the Primary Surface to the fullest extent possible. The water runway's Primary Surface criteria can be met as proposed.

Approach Surfaces

The FAR Part 77 Approach Surface is designed to ensure safe approaches and departures of seaplanes from the water runway. The Approach Surface is trapezoidal in shape, is 250 feet wide at the water runway end, extends 5,000 feet along the extended runway centerline, and widens to a final width of 1,250 feet. The entire approach surface is centered on the extended runway centerline and is slanted up at a slope of 20:1 or roughly 2.86° starting at the end of the runway. It is recommended that trees and obstacles be removed from the approach surface to establish a clear approach to the runway.

There appears to be at least one tall tree that is within the Runway 31 Approach Surface (see images below). This tree appears to penetrate this surface by approximately 36 feet. Where property rights to remove the tree may not exist, the Runway 31 threshold (beginning of the runway) could be shifted northwesterly approximately 720 feet until the Approach Surface has no penetrations.





There were no obstructions to the Runway 13 Approach Surface as it is over Lake Winnepesaukee.

Wind Direction Indicator

The BOA observed an orange windcone mounted to the westerly-most dock post on the Town of Tuftonboro's public dock. The BOA recommends continuing to have some sort of wind indicating device at or near the seaplane base to provide pilots an indication of current wind conditions.

Aircraft Fueling Activities

Aircraft fueling activities with mogas (no ethanol) was discussed as a possible future aviation service offering but is not currently at the site and is not required for the seaplane base to operate safely. When/if a decision is made to provide mogas (or other aviation fuel), you're required to follow all applicable local, state, and/or federal requirements for approvals or permits of this aviation fuel operation. As requested, your airport registration site certificate as a private-use commercial airport for when you implement the sale of this fuel.

Miscellaneous

The operations at this proposed airport are limited to private prior permission required (PPR), visual meteorological conditions (VMC) and under visual flight rules (VFR) only, or as required by the FAA.

As discussed on site, aircraft will not be allowed to be "tied off" to the guardrail that is located on the westerly side of Governor Wentworth Highway in the vicinity of the proposed seaplane base.

The proposal for Pier 19 Seaplane Base and Ice Runway included two options for aircraft parking and passenger embarking/disembarking:

TOWN OF TUFTONBORO
BOARD OF SELECTMEN
240 MIDDLE ROAD, P.O. BOX 98
CENTER TUFTONBORO, NH 03816
Telephone: (603) 569-4539 Fax: (603) 569-4328
www.tuftonboro.org

Selectmen's Work Session Minutes
9:30 am – Tuftonboro Town Office

Friday, April 23, 2021

Present: Chairman Bill Marcussen, Selectman Chip Albee, Selectman Guy Pike and Administrative Secretary Cathy Pounder

CALL TO ORDER

Chairman Marcussen called the Selectmen's meeting to order at 9:30 am.

PUBLIC INPUT

A resident requested from Selectman Pike a copy of the assessment needs study for the new Police Building.

MINUTES

Selectman Albee made a motion to approve the 4.16.2021 BOS WS meeting minutes as presented. Selectman Pike seconded. Motion carried 3-0.

APPOINTMENTS

The Selectmen met with Mahnaz Mahidashti and Thomas Wood to discuss their Pier 19 Seaplane Base and Ice Runway Airport Site Certificate issued by the State of NH DOT. The attached is a copy of those documents. Ms. Mahidashti and Mr. Wood are requesting to modify, lower, and provide cushion to the existing pilings on the North Side of the Town Dock Pier. The height of the pilings creates a safety issue concerning clearance for aircraft wings and tail structures to access the Town Docks as they currently stand. All associated costs for this modification would be shared between Epic Seaplane Adventures and Pier 19 Market Place. By law, any aircraft that touches down on the water is considered a vessel (boat) and all laws and regulations apply equally to aircraft, same as boats. The group discussed concerns the PD and FD may have, who gives permission for the planes to land and liability. The Town has no say in what Ms. Mahidashti does with her pier and the State has already given the certificate for the runway and seaplane base. She would like to work with the Town to have the piers' height adjusted and continue to have a good working relationship with the Town. The Selectmen will discuss the proposal with the Fire and Police when they are in for their updates Monday the 26th. The Selectmen want to make sure the townspeople are aware of the proposal and notices, in the form of hearings, are given for public input.

SIGNATURE FILE

Selectman Albee made a motion to sign a Trustee of the Trust Funds Voucher. Selectman Pike seconded. Motion carried 3-0.

Selectman Albee made a motion to sign a Supplemental Intent to Excavate for operation # 20-455-06E. Selectman Pike seconded Motion carried 3-0.

Selectman Albee made a motion to sign Yield Tax Levy – Map 16-2-19 Op # 20-455-13T. Selectman Pike seconded. Motion carried 3-0.

ACTION ITEMS

The Selectmen discussed rescheduling meetings to meet their individual schedules. Monday, May 10, 2021 will be moved to Friday, May 14th. Monday, June 14th will be moved to Friday June 18th. Monday, August 9th will be moved to Friday, August 13th. Monday August 23rd will be moved to Friday August 20th and Monday, Sept. 27th will be moved to Friday September 24th.