

MINUTES SUBJECT TO CORRECTION BY THE AVIATION COUNCIL. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE COUNCIL.

**VERMONT AVIATION ADVISORY COUNCIL
MINUTES OF MEETING
VIRTUALLY VIA TEAMS / ONLINE ONLY MEETING
August 15th, 2023**

***Teams/Online meeting only**

ATTENDEES VIA TEAMS:

Council Members:

Bob Flint SRDC
Christopher Carrigan
Rep. Sara Coffey
Cliff Coy

Steven Dolgin
Jamie Hildebrant
Douglas White

Other Attendees:

A Sambrook
Adam Grinold
Anthea DexterCooper
Beitzel, Christopher
(VTrans)
Collins, Sean
Dejan, Sasa (VTrans)
Delabruere, Daniel
(VTrans)
FitzGerald, John
Fitzgerald, Mark
(VTrans)
Hehir, John
Jen Ricciardi (DuBois
&King)
Kuang, Calvin
Layton, Renee (VTrans)

Libby, Paul (VTrans)
Luchini, Robert
Marsden, Heath
Mary Kay Genthner
McCaffrey, Amy (VTrans)
Miller, Cody (Albany)
Neaderland, Zoe (VTrans)
Nummy, John (VTrans)
Owen, Jason (VTrans)
Pappis, Costa (VTrans)
Schasfer, Bob
Steve R. Bourque
Tapper, Guy (VTrans)
Tebbetts, Rollin (VTrans)
Tillberg, David (VTrans)
Wells, Kyle (VTrans)
Wilson, John (Manchester, NH)

1. CALL TO ORDER and ANNOUNCEMENTS

Dan Delabruere called the online-only meeting to order at 1:01 PM but due to Teams issues with invite, he waited few minutes and didn't start until 1:05 PM. Introductions were done. Quorum present.

2. APPROVAL OF PREVIOUS MINUTES

(from May 16th, 2023)

Quorum present. Opened up for comments/review. May 16th minutes approved with no corrections. Correction to previous minutes did not have Rep. Sara Coffey as attendee and she was present. This has been corrected internally. Dan asked if there was opposition to approving the minutes. With no opposition raised, minutes were approved.

3. STATEWIDE MASTER PERMITTING UPDATE

Robert Luchini, VTrans consultant working for MacFarland Johnson, spoke about the airport master permitting process and updating status.

Robert went over the current state of the permitting process. He reiterated that these are permits for partial findings. Not for construction. Because of this we need to have all of the permits in hand before can apply to Act 250. 4 airports remaining to go through process. Process will be in sequential order of: Stormwater, then Wastewater, then Act 250 application. Of the 4, all have stormwater complete. 2/4 have Wastewater in technical review.

Questions:

Douglas White – Appreciation for all Dan is doing. Effort to go forward to get partial findings done is amazing and going to help us all. He is now employed by MSI and they hold land around Morrisville State airport, light industrial. And they are excited about that as well.

Bob Flint - Is there any engineering or anything that will be done that could be handed to the would-be developer to save them any time or effort understanding that it may not be exactly what they want, but at least that not starting from scratch?

Dan D. - I mean, we have some potential engineering solutions that we've been looking at that we could certainly help them with.

Delabruere, Daniel

This is like the generic package, and then once they're specifics, some of these generic ideas might not specifically work for that person.

Cliff Coy - Is with the acquisition of the land to the South of the airport, are we changing the airport layout plan?

Trini B. – Not state-owned and not part of this effort.

Rep. Sara Coffey - I think there was an article earlier this month and Digger and a couple of other places about the grasshopper endangered grasshopper Sparrow, which seems to be the concern, so maybe you could could you talk a little bit more about what?

Dan D. – Working with ANR and will have management plan and will tell more when we have those discussions completed and a management plan is in place.

Back to Rob. Lucini's presentation. He talked about issues that have cropped up doing these permits. It's been complicated back and forth with regulation agencies such as DEC & ANR.

4. PROJECT UPDATES, INCLUDING MASTER PLAN UPDATES

Dan D. – Turn over to project updates.

Had construction project this summer at Franklin County to redo runway there. Kyle Wells started the presentation. Project was runway reconstruction. 3001 ft runway in rough shape. Pavement was anywhere from 1 – 3" thick at thickest spot. Outdated design. Project also widened runway 15 feet. This change from 1-19 to 18-36 as width change moved magnetic declination. Everything now LED. Taller lights are easier for snow removal operations. Added new electrical vault with new equipment. Created some stormwater basins to comply with Clean Water permitting rules. These weathered recent July storms well and did their job. Pavement now 4" thick. Were able to recycle in-place material and convert to subbase. Kyle spoke over some UAS / drone photos of recent construction. Concern came up recently about birds in bird habitat with species that lives in the grass. Coming to conclusion of what to do to maintain a safe airport. We have been issued taking permit and it went through revegetation plans and reviews to mitigate threatened species. Cleared area around AWOS using our maintenance crews. They did a fantastic job. We finished ahead of time for the closure schedule. Last Friday were able to open the runway. There were various NOTAMs so please look out for those. FAA's coming to do flight for final check of PAPI angles since they were moved, testing of Unicom communications with edge lights (where they can be mic'ed on and be off rest of time), and they will check REILs at the end and make sure those are set right. We'll hopefully be able to modify NOTAMs and remove those conditions after their check. An 18B survey has to be done after runway geometry changes, such as we had before instrument procedures can be cleared. Right now timeline is not clear. There are a lot of federal channels that review has to clear before process completes. Looking at early 2024 for new instrument procedure.

Kyle spoke about 2024 projects. Extending runway 1000' to the south in FSO. Will also extend Taxiway A to accommodate that runway extension. Going to remove taxiways that shortcut to runway from apron. Apron edge will be taxiway. We are going to clear more trees that are obstructions. Tree cutting must be cut in winter based on state permits. We'll be improving culvert drains on airport. Won't be closed all summer, but will have phased closures. We don't have a construction schedule yet, as project has not been awarded yet. He gave breakdown of proposed phases, but won't know until have actual schedule.

We've obtained all aviation out of 11 easements required to safely extend runway 1000'. There are other easements needed to make it an even safer approach. Trees in areas we have easements will be cut this winter. We have rights in easements we've

applied for to cut 10' below line of approach / obstruction limits so that we can keep up and get ahead on maintenance of these obstructions.

Dan and Paul thanked all of the team for great job on the FSO projects. From designers, consultants, contractors and staff. This was done ahead of schedule and they all worked together well to complete this fantastic project. Being 15 feet wider it will be safer. The new condition will make it safer. The new lighting. All looks great.

Trini B. – want to mention another issue up there is location for parachute people to land. They are claiming we are discriminating against them. But we have to look at all places we have safety issues, and overlay with all ANR restrictions of what we can and can't use. We've lost a lot of flexibility and land in use that we used to have. We are phasing opening to get majority of it back usable. Unfortunately, right now there is no good solution and there is no spot popping out saying 'pick me'. It's not going to be easy at this point to find them a site on-airport.

Kyle jumped to Northeast Kingdom Int'l airport in NE VT. Project to replace existing terminal building, making it larger. Currently in permitting phase and going through Act 250. We're hoping to advertise project this winter. Hardest part is cost of labor especially for buildings which has increased significantly. Hoping to build in 2024. First step will be to remove current building since is in same footprint. Will have a temp office trailer as terminal building during construction.

Dan D. – Good pointed out that since did northern borders grant, cost will have increased significantly from original estimate.

John Nummy talking about Morrisville-Stowe state airport. For fuel farms. The concrete pad was constructed as of 5/12/23. AV-Gas was delivered and placed. Working through logistics of getting 3 phase conversion needed to power unit. Expect at least by this calendar year. The Jet A tank was damaged during transport. It's a custom tank, so it needs to be rebuilt by the manufacturer and we don't have an estimate yet. Under taxiway extension project, we've completed survey, geotechnical engineering and wetland delineation. Next will have archaeological and historic resources evaluated. In preliminary 2D design of stormwater. Hoping to coordinate with ANR to convert infiltration swales to a sheet flow treatment.

Question Doug White: Is there holdup can speak to with user group on holdup to Christmas on regular AV gas?

Dan D. – there was difference between the product designed and delivered and the actual existing power. Basically, one had single phase (existing) and one had 3-phase. The consultant is working on conversion so we can power equipment delivered. We're in the design phase to figure out which equipment needs to be ordered.

Question #2 Doug White - Any comments of the RFP for the FBO?

Dan D. – without details, can tell you are in negotiations with an FBO.

Trini B. – We've agreed upon a scope of work last week. The contract itself in process of being drafted. Being held up with professional registrations needed to work for the State of VT. They've seen all the pieces, just haven't seen it page-for-page yet. Expectations of FBOs and what they can do are consistent. What they choose to do for services (for ex: provide maintenance, or just provide info of where can get it) can vary.

Doug White: Will it be avenues for other parties to perform services that they are not willing to provide?

Trini B. – That's correct

Rob Lucini spoke on Rutland-Southern airport rehabilitation project on runway 1-19. Will make width consistent. Corrections to profile as well. Will upgrade all electrical to be more efficient and modern LED versus current incandescent bulbs. Anticipated for construction next year. Are in process of finals. We have pieces and have a contract award. Waiting for construction schedule. Contractor can decrease schedule but can't increase it. Runway 1-19 split into 4 work areas--each end, and then the 2 cross areas. There is some anticipated concurrency that could happen but won't be known until all the contractors get coordinated on a plan for the construction schedule. Rob shared an expected schedule. In cross areas, durations for each cross area will be closure of approx. 3 days each. One of the cross areas will require full closure of both runways. For other cross area, will only shut down 1-19 and change taxiway patterns. Total construction duration expected to be 63 calendar days.

Dan D. – This is our Part 139 airport so need to coordinate with Cape Air & it is a pretty busy airport. Looking to coordinate with contractors to make affected durations as short as possible.

Paul Libby – Updates of Middlebury fuel farm, Rob any other updates other than in process?

Kyle Wells – In process of Act 250.

Dan D. – AV-Gas still available with use of a truck. Hopefully can get back to self-serve some time in near future.

5. CALEDONIA STATE AIRPORT – POTENTIAL SALE/LEASE

Dan D. – Quick update. RFP is out. All proposals due by Sept 13th at 2 PM.

Question Steve Dolgin – How do you position this as far as any future improvements, considering proposal? Are we still in pipeline somehow?

Dan. D – Haven't changed how it fall is CIP (capital improvement plan with FAA). We'll be reviewing until there is something that has changed. We will proceed like nothing has changed because nothing has changed.

6. MAINTENANCE PROJECT UPDATES

Rollin Tebbets spoke about EF Knapp, Caledonia/Lyndonville, Morrisville, and Springfield. He asked that everyone please check NOTAMs. Will need to close Caledonia for entire day. At the end of Rutland is an EMAS system. Basically, a runway truck stop ramp. Will be inspected in September & October. Anything needed will be done during closure of upcoming 2024 construction project. We've ordered loader broom attachments. Lead time is long, so those are in pipeline to be ordered for Highgate, Newport, and Springfield.

Dand D. Also, replacement snow blower for Springfield. It's getting old. Also new mowers around the state. We put a lot of hours on these, and looking at how can keep these upgraded and reliable.

6a) Pavement Maintenance Updates J. Owen. Crack sealing and painting at Rutland. Weather has been wet and so have been interrupted a few times. Expect to be done soon.

Will do crack sealing & pavement markings this year also at Morrisville-Stowe, Caledonia, EF Knapp and Springfield with different contractor.

7. PUBLIC INPUT

Dan D. Opened floor for brief comments.

Question Doug White. – The activity is very encouraging and is being noticed by the end user. We have had some tenant turnover. I think all the works appreciated and know that it's being known used by the actual end user groups.

7. ADJOURNMENT

Next meeting will be on Tuesday Nov 14th, 2023, from 1-3 PM. Agenda and notification will be sent prior to that meeting.

With no further business and without objection, the meeting was adjourned at 2:30 PM.