

<b>Meeting</b>	Master Plan – Public Meeting #1
<b>Location</b>	Town of Middlebury Office 77 Main Street Middlebury, VT 05753 & Virtual via Microsoft Teams Meeting
<b>Date</b>	Thursday, June 30, 2022
<b>Time</b>	6:30 PM – 8:00 PM (meeting ended after 9 PM)

The first Middlebury State Airport (6B0) Master Plan Update Public Information Meeting was held in person and virtually on Thursday June 30, 2022 at 6:30 PM. The meeting kicked off with welcoming and opening remarks by Shaun Corbett, VTrans Project Manager, and Paul McDonnell, CHA Consulting’s Lead Planner. A second public meeting is planned once the full Draft Master Plan is completed.

Point of Contact for the study: For any questions or comments: Shaun Corbett at [Shaun.Corbett@vermont.gov](mailto:Shaun.Corbett@vermont.gov)

The technical presentation was given by Paul McDonnell and Calvin Kuang, CHA. The presentation gave participants an introduction to the Master Plan process, as well as the findings and content in Working Paper #1 (i.e., airport inventory and forecast) and Working Paper #2 (i.e., airport facility requirements and development alternatives).

Approximately 50 persons were in attendance in person, with several additional virtual attendees, including the Federal Aviation Administration (FAA). The presentation slides and recording of the meeting is available for review online at: <https://vtrans.vermont.gov/aviation/airports/middlebury>

A summary of questions/comments raised during the meeting is listed below. VTrans is currently in the process of providing formal written responses and will be published at a later date.

1. Question: How does the number of based aircraft effect the master plan recommendations?
2. Question: Given that the airport is classified as a low growth airport in the Vermont Airport System Plan (VASP), why was the VASP high growth forecast scenario chosen?
3. Question: Can an accurate determination be made on the number of based aircraft at the airport?
4. Question: Why is there a lack of activity data after a year into the master plan process in regards to the forecasting process? Is there a logbook or record of flight frequency?

5. Comment: VTrans claimed there were 18 based aircraft on a public information request. However, the report claims 30 based aircraft.
6. Question: When did Airport Reference Code (ARC) B-II aircraft start landing at 6B0, and is this related to the runway extension that was completed in 2017? Have B-II aircraft always been able to land at the airport?
7. Question: Is there currently away to track flight activity levels at the airport?
8. Comment: To clarify, the estimated number of yearly flight operations referenced in the report and presentation accounts for both takeoffs and landings.
9. Question: What is the accuracy of the total number of aircraft operations? The listed counts seem high.
10. Question: What is the funding source for the construction of a terminal building at the airport?
11. Question: Would a Fixed Based Operator (FBO) and airport manager help to gather better data on flight frequency/activity through the use of a voluntary logbook?
12. Question: Could berms be constructed at parts of the airport close to residences in order to reduce noise?
13. Question: In the opinion of CHA, are there more hangars recommended in the master plan than what would be anticipated to fulfill the forecasted demand?
14. Question: Would VTrans consider scaling back the number of hangar sites in the master plan?
15. Question: Is it a feasible option to build hangars on the existing aircraft tie-down apron?
16. Question: Are there rules/regulations that ensure the efficient usage of hangar space for aviation-related purposes?
17. Comment: It seems that the North Hangar development project and associated permitting activities will make it easier for that project to be successfully implemented.
18. Comment: Additional hangar development would have a significant positive impact on the on-airport businesses.

19. Question: Does the master plan greenlight projects to bypass the federal National Environmental Policy Act (NEPA) review and the Vermont Act 250 process?
20. Comment: Please investigate the feasibility of planting low level vegetation in places where trees were removed in the approach/departure safety zones. This could address groundwater penetration and biodiversity concerns while also ensuring the safety of pilots?
21. Question: Is the airport located on a protected wetland/water source protection area?
22. Question: Does the spraying of pesticides have an effect on the water supply and are there alternative solutions to using these chemicals?
23. Question: What is the ratio of green to gray infrastructure?
24. Question: Are there plans to put green infrastructure (i.e., green roofing) on future building developments?
25. Question: Do increases in airport activity and infrastructure resent an increased risk of catastrophic fuel/chemical spills?
26. Question: Is there dedicated staff or a phone number to call for urgent noise complaints or emergencies, such as late-night repeated touch-and-go operations?
27. Question: Is there a plan to implement a GPS approach system in order to streamline flight paths and reduce the time aircraft are generating noise in the vicinity of the airport?
28. Question: Do instrument approaches require the construction of runway lighting?
29. Comment: There is an interest in adding 'pilot activated' runway lighting