

<b>Meeting</b>	Technical Advisory Committee Meeting #2
<b>Location</b>	Town of Middlebury Office 77 Main Street Middlebury, VT 05753 & Virtual via Microsoft Teams Meeting
<b>Date</b>	Tuesday, June 7, 2022
<b>Time</b>	1:00 PM – 3:00 PM

The second Middlebury State Airport (6B0) Master Plan Update Technical Advisory Committee (TAC) meeting was held in person and virtually on Tuesday, June 7, 2022 at 1:00 PM. The meeting kicked off with welcoming and opening remarks by Shaun Corbett, VTrans Project Manager, and Paul McDonnell, CHA Consulting’s Lead Planner.

Point of Contact for the study: For any questions or comments, the team encourages contacting 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 update to the Master Plan process, including review of the initial findings (i.e. airport inventory and forecast) and the new study content since the first TAC meeting (i.e., airport facility requirements and development alternatives).

The following questions/comments were raised during the TAC meeting:

1. Question: With concerns to the Critical Aircraft and Airport Reference Code (ARC), who provides the data for operational counts?
  - Response: As a non-towered small airport, there is no formal activity count. FAA provides a breakdown of operations by aircraft type via the Traffic Flow Management Systems Count (TFMSC) database, but that only includes filed flight plans. FAA and VTrans are discussing the recommended critical aircraft, which will remain a light single or twin-engine aircraft.
  
2. Question: The number of hangars proposed on the development concepts seem excessive. Is it possible to scale back the number of hangars to be developed?
  - Response: The number of hangars and their respective layouts are only representative of pre-permitted hangar locations that have been vetted through the State of Vermont Act 250 Stormwater Permitting process. Construction of a hangar would only occur if



an interested private party signs a lease agreement with VTrans; at which point, the responsibility of constructing said hangar would fall on the private party. As such, the number of hangars shown in the development concepts does not reflect what may occur at the airport during the planning period, but rather the potential location available, with various sizes and configurations.

3. Question: Terminals at GA airports have historically not been funded by the State of Vermont, is this still the case?
  - Response: There is potential for a GA Terminal to be funded with the recently approved federal infrastructure bill. Additional funding may be available. The master plan is recommending a new centralized terminal building. The small building of 1,800 square feet would accommodate flight planning, offices, restrooms, waiting area, etc.
4. Question: Would relocating the hangars within the FAR Part 77 Primary Surface be FAA-eligible?
  - Response: A relocation of the existing structure would be eligible. However, replacement in kind (i.e., tearing it down and constructing a new hangar elsewhere) may not. VTrans will discuss this further with the FAA.
5. Question: Would the light beam of the Precision Approach Path Indicator (PAPI) be visible to the residents surrounding the airport?
  - The PAPI lights are angled, baffled, and point to the incoming aircraft to guide incoming pilots on a correct approach path to the runway landing threshold. The light can be seen from the ground if you are positioned beyond the end of the runway. PAPIs are similar to a traffic light, in that the light is visible in the day. Given that the residential areas are primarily on the sides of the runway, it is expected that residents will not be impacted by the PAPI light beam.
6. Question: Can VTrans build a berm along the sides of the runway in selected locations to provide a noise and visual separation from homes?
  - VTrans will review that option, however, it does not appear that a berm could be funded by the FAA as they are not 'eligible'. Berms only help for noise when the aircraft are on the ground.