

**VERMONT AVIATION ADVISORY COUNCIL
MINUTES OF MEETING
DILL BUILDING
2178 AIRPORT ROAD
BARRE, VT 05641
November 15, 2022**

***Hybrid meeting**

ATTENDEES:

Dan Delabruere, VTrans	Chris Carrigan, VT Chamber of Commerce
Michele Boomhower, VTrans	David Corey AQX Inc.
Jason Owen, VTrans	Fabio Bendann, Passero
Kyle Wells, VTrans	Jake Flood, Passero
Rollin Tebbetts, VTrans	Cliff Coy FSO
Bruce King, VTrans	Kevin Dwyer FSO
David Tillberg, VTrans	Dick Swanson FSO
Megan Kane, VTrans	Doug White MVL VFA GA

ATTENDEES VIA TEAMS:

Paul Libby, VTrans	Barbara Murphy
Costa Pappis, VTrans	McDonnell, Paul
Chris Betzel, VTrans	Mary Kay Genthner
Guy Tapper, VTrans	Marsden, Heath
Renee Layton, VTrans	Kuang, Calvin
Amy McCaffrey, VTrans	Stacy Leveille
Mark Fitzgerald, VTrans	Paul W Carroccio
Robert J. Luchini, VTrans	Andy Sandrichea from Middlebury
Kuang, Calvin	Dunn, Bill
Daniel Handy	Schaefer, Bob
Mongillo, Jean E. mwinslow@acrpc.org	Steve Dolgin
Richard A. Lasdin	Larry Perry
Hehir, John	Dana Hanley
Bill Hanf	Paul (Guest)
Chris Reece	Bob Flint

1. CALL TO ORDER and ANNOUNCEMENTS

Dan Delabruere called the hybrid meeting to order at 1 PM. Introductions were done.

2. APPROVAL OF PREVIOUS MINUTES

(from May 24, 2022, and August 23, 2022)

Doug motion to approve. Seconded by Paul. With no discussion of minutes, Dan called for all those in favor to say silent and for those opposed to speak up. With no opposition, both sets minutes were approved. Question from Dan D. to Michelle B. about whether without quorum present last meeting was official. Michelle said it was not an official meeting so minutes from 8/23 are not official but will still be posted to the website as approved.

3. STATEWIDE MASTER PERMITTING UPDATE

- Robert Lucini VTrans consultant working for MacFarland Johnson spoke about the airport master permitting process and updating status. He said of the 9 airports we are pursuing Act 250 permits for, partial findings for 5 of 9 have been submitted. 2 of those have draft partial findings permit issued and others are in public hearing process. For other 4 airports, one stormwater permit is complete, one is in the ANR common review process, and one is in VTrans review after which will be submitted, and one is still in design. Of the water and wastewater permits that we're pursuing, one is in the comment review process with ANR and the other 3 are still in design.

For hangar designs, a large is a 120' x 120' structure, medium sized is 60' x 80' and small is 60' x 60'.

Going into individual airports: For Middlebury, one large hangar, 3 medium sized and 5 small. This plan has been submitted to Act 250 and currently in public hearing recess, which is accepting all comments and questions from those with party status. For Franklin, Act 250 has been submitted for 3 medium and 6 smaller. For Rutland, nine new hangars have been submitted for stormwater and currently in the ANR comment and review process: 3 large, 3 medium and 3 small. Includes 3 original hangars in the impervious apron area to the west. For NEK Regional, 1 large, 3 medium and 5 small hangars. Act 250 has been completed. For Morrisville-Stowe have completed Act 250 process for 2 medium hangars. For EF Knapp 3 submitted stormwater for VTrans review for 3 large, 1 medium 2 small. Water and wastewater permits are in process. At Hartness, working on stormwater, water and wastewater permits. Includes previously permitted 4 medium hangars. For William H. Morse, 8 new hangars 1 large, 6 medium and 1 small. We've completed the stormwater permit and are in the ANR comment review process for water and wastewater permits. For Caledonia, we have completed the Act 250 process for 4 new hangars: 3 medium and 1 small.

Question in room from Doug. Lot of hangar locations quite distance from roadways and taxiways.

Michelle B. – Working with Agency of Commerce and are working with them to communicate with Aviation community statewide when these permitted areas come online. If there is competition for certain permits, will be developing criteria with input from Aviation community on what is the best interest of the airport and community. For example, if one person is trying to buy up all the

permitted areas. If for personal use, that is . May be commercial lease rates for business generating revenue. Depending on location and interest, and/or some have business component may be able to partner with ACCD to develop grants for aprons or taxiway connections for them.

Doug agreed with fairness and thanked Michelle and said the impervious has been a big hang up.

Questions from Paul (guest) said he is currently focusing on Rutland, asked Robert Lucinni to go over Rutland again. Robert said met all need from ANR and will now be focused on stormwater and wastewater permits.

If developer has specific uses or designs would that be helpful in the process? Dan D. said once we get done and open up to everybody, if we did it specific to one person's interest it might not be generic enough to meet wants of everyone who might be interested. He said we tried to hit most likely and generic scenarios. Dan said we don't need ten different permitted ideas.

How soon do you go out to everybody to solicit interest?

Dan D. – we are not getting final permits. We are getting findings, and there will still be some pieces of the permit process to complete to get to a final permit.

If we're going out to everybody, need to do it soon. If we have plans for colors, heights etc. he doesn't want to pay for all that work if it is going to go out to everybody. He stressed would need to do it soon.

Dan D. – still working on that process. Property owned by state needs process that is fair and open and doesn't leave anybody out.

If we wait until time preliminary permits are done, just puts it further to future. Doing in steps is pushing this further and further into the future. Developer with time, and money invested doesn't have to wait.

Michelle B. chimed in saying we're up against that during state permit review process, we received changes we needed to make to our designs we submitted. Act 250 is partial findings on criteria we already permitted through ANR. The other criteria will be evaluated when actual developer has plan to put forward on actual plan. Part of what we're trying to balance is having as complete a picture as possible to present to the community that is accurate as possible. If we have a community out there that we say we can permit more spaces than can be approved, and they go ahead with that information before this process finishes it may not be possible if we move too soon on next steps.

Define community?

Michelle B. – listservs we have and AOPA listservs. Working with ACCD at state and regional level. Current leaseholders to share.

No free for all. We need to be a fair process that everyone has access to. There will be criteria. We are trying to get the best use of the permits. Example of what we're avoiding: someone tried to tie up large hangar resource and only has a small aircraft and should be using a smaller permitted area.

Timeline of when we could say to client "we are ready to go and you could have this available to you in"?

Michelle B. Have you ever been through Act 250 process before? We can't guarantee a date when developer could enter in lease to do construction because of Act 250 process.

Could do act 250 faster if individual pursued it?

Typical act 250 even through the fence versus inside the fence, they are going to find that you are going to have to get Act 250 within 5 miles of airport.

If developer wanted to do Act 250 process themselves through the fence?

Michelle B. – would have to have discussions about preliminary plans.

If we want to apply for Act 250 ourselves, would you entertain that?

Michelle B. – not for areas already being permitted we would not entertain that.

Why aren't we doing that notice to public / community now?

We don't know number and scale of sites that are going to be permitted because we won't know that until we get through this process. This could potentially waste developer's time doing this before we complete the current process.

Question Bob Flint: Similar question, Reminder at some point when ready to go to market? there will be clear what VTrans is willing to do and what the developer is expected to do?

Dan D. agreed that needs to be well defined and clearly written guidelines. We need to get on the same page and be consistent across the state airports.

Dana (Economic Development Corporation). For Middlebury, public comments are waiting review was it official or minor?

Official meeting. Still accepting comments and questions with party status. Did submit.

Applications been filed for stormwater, water and wastewater but not under any of other Act 250 criteria?

Robert showed positive findings for Act 250 criteria for Middlebury.

Criteria 4 were not applied to.

Any concerns about adjoiners or other parties?

Robert – there were passionate individuals at hearing. Some had party status and some did not.

How many total hangars are there again?

Robert – There are 9 total hangars.

Question from Andy Sandrichea from Middlebury. He said he attended and was an adjoiner and said there was much discussion and opposition. What is VTrans belief, or the consults (I think MFJ), of how much time has been saved versus just letting a private developer go through Act 250 process?

Dan D. Andy missing point on why. Trying to look at group of hangars instead of having multiple individuals going through the process on their own. Doing it as a group/together will eventually save VTrans, Act 250 and individual's time. Making it easier in a small hangar situation to hopefully get it to a point where process can be finished very quickly.

Michelle B. chimed in and said over years we've found there's lot of unpredictability in the development process for individuals to build on airport. An

individual permit seeker might construct stormwater facility for their individual hangar that may complicate or take up space that could have been used for other hangars. So, there's not only permitting time saved but predictability, and cost savings when have the predictability and this leads to cost savings.

Andy – In a way that's what master permit was supposed to do is mitigate some of those issues about people going through permitting and creating problems for other owners.

Michelle B. – She agreed, but even with that master plan in terms of understanding if plan will actually be workable when getting to permitting agencies it may not work as planned due to unforeseen issues such as Archaeological or other issues. That was something we found when had done process in the past. There's quite a lot of detail that this way forward helps with.

Dan D - Been working on this 2 years, so has been a long time, and we're starting to get towards where hopefully we can be getting closer to getting this out and getting criteria for getting this out done.

Doug – Would be interesting that trigger point to learn a lot from one that is more ready to do this. Could be lot to learn from one of the other ones going out.

Dan. D. – We don't plan to wait to very end to put these out.

4. PROJECT UPDATES, INCLUDING MASTER PLAN UPDATES

Bruce King speaking. Giving update on Capital and maintenance projects. Marking & Crack sealing at 5 airports. RUT, VSF< MVL, MPV, CDA.

E.F. Knapp (MPV). Picture of tree cutting on end of runway 17. FAA notified is clear and waiting for word back from them. Airport master plan update continues. TAC meeting planned for January 2023 (still waiting on date). Avigation easements being worked on with consultant for study and timeline.

Franklin County. Runway reconstruction and widening going on this Spring (April 2023). Already ordering materials. Applying for permits. Avigation easements broken into 2 phases. 11 easements in negations in Phase 1. Phase 2 will have 12 easements and developing ROW.

Hartness. Just finished comments from designer for runway reconstruction and safety area. Permitting to follow. Dan D. said current runway length of 5500 ft was denied by FAA and we are only eligible for 4750 ft. We are going to design for 5500 ft, but seeking additional funding to still do full design length of 5500 ft. IIA and additional buckets of money may provide this funding. Just wanted to clarify design is still 5500 ft.

Other Avigation easements needed due to redesign that was discovered during design. Continue discussion with FAA as well for grant funding.

Middlebury – Airport master plan update is big project at this airport. Sending documents to TAC tomorrow in advance of 11/22 TAC meeting. Public informational meeting on 12/14. Then a 30 day public comment period before FAA can move forward. Obstructions removal cutting this winter. Aviation Gas tank replacement, with consultants going out this week to get design info needed.

Morrisville-Stowe. Taxiway and Apron expansion. Consultant Extend taxiway to middle point of the runway and extending the runway. Fuel farm is having issues with supply chain issues that have delayed tank & pump work done. Pad construction planned before ground freezes.

NEK Inter'l airport – General aviation terminal construction. Utilities, survey and geotech investigation requested. Environmental consultant on board for permitting. Submitted cleared surface data to ADIP for approval/sign off by FAA.

RUT – rehabilitation of RWY 1-19. Corrects width and profile issues. Replaces lights with energy -efficient LED components. Rehab of main apron. Some rutting and dipping among the drop inlets resulting in some near misses. Also rehabilitate near the tie-down locations where there are some pavement issues. Bipartisan infrastructure law of 2024 will provide funding.

Questions: Dan D. Back to Rutland RWY 1-19 project, what is the construction period on that? Will have an impact closing that runway and need to do public outreach. Bruce – similar to Franklin county where need to apply late-winter early spring. So not planning 2023 construction period. Majority of the work will be in 2024.

Apron rehab will be spring 2023.

Cliff – conceivable tanks and pump works done by 2023?
Dan D. hoping this Spring, but ordered parts over a year ago.

Kyle Wells presenting more detail on Franklin County state airport and construction for next summer. VTrans has received 2 AIP grants. Runway reconstruction & widening, lighting, vault & drainage. Work will be starting next Spring. FAA grants awarded. Airport closure from April-Oct 2023. Full 3001 ft runway reconstructions. 15 ft runway widening to the W> Centerline shift 7.5 ft to the West. Mag. Declination shift will change RW 1-19 designation to RW 18-36. New runway edge lighting, replacing incandescent with LED and raising height of stems to make snow removal easier. Replace REIL's which are old and have had issues on both RWY ends. PAPI's are in path of offset, so need to be relocated. The AWOS will have new wires run to it. Improving drainage to comply with VT stormwater rules and adding grass swales, so there won't be standing water.

Multiple Temporary sediment basins will be installed on E and W sides of the runway per stormwater rules during constructions. Permanent basins will be constructed in other areas. The contractor will store stockpiles at the site of the old pit to the E

FAA recently removed night operations at FSO due to 20:1 obstructions. FAA has a new tool and the data needed to be updated in that system (the RAM tool). It's now in the FAA queue to review.

Last year we cut 16.1 acres of trees on the N RWY.

Rollin T> will resubmit a 7480 to get new coordinates to the FAA. But the instrument approaches won't be done when the project is completed, because the FAA needs to fly it after to approve the instrument approach.

Kyle – we have it in our project schedule, so we will already be having pilots ready to fly and procedure is being built in draft form by FAA, so that when we get as-built surveys it can be finished up quickly. This will hopefully reduce lag time. Instrument approaches are on a 45 days cycle/turnaround so we're trying to work with FAA to eliminate delay due to when gets completed versus when that cycle resets.

Cliff – is it going to stay a PAPI for instruments.? What about AWOS replacement?

Kyle – will stay PAPI for now

Cliff is PAPI going to move again?

Kyle- yes will have to move during the project then move again.

Rollin Tebbetts – not part of this project to replace AWOS. Looking into project for that. It is around 20 years old.

IS there a completed set of plans for runway?

Kyle – will have after project is completed next year.

5. MAINTENANCE PROJECT UPDATES

Dan D. – Middlebury in design on new fuel farm. Temporary solution is for a fuel truck to arrive to Middlebury between Thanksgiving and Christmas (hopefully closer to thanksgiving). Been working with Bill Hanf at Middlebury. Bill has agreed to do some fuel dozer. On temporary basis until new fuel farm is operational. We'll put notice out how to contact Bill for fuel sales. Dan mentioned MVL again where been over a year for fuel farm parts. We still haven't finished design at Middlebury.

Rollin T. spoke about winter maintenance updates.

Question from Andy Sandrichea. Is there budget or estimate for cost of fuel farm at Middlebury? 2nd question. There was Oct 7th article in Washington post about leaded vs unleaded fuel. Is there plan for VTrans to switch over to unleaded or will that just not happen?

1st, Dan. D. in design. 2nd, aircraft and fuel have to meet all the specs, so not same as saying VTrans says you have to use a certain fuel. FAA takes years to qualify what is right fuel. This is more of federal issue.

Cliff – at moment as FBO that sells fuel, unleaded not approved for all aircraft use and it is also much more expensive.

Andy Sandrichea - In design of fuel farm is type of fuel into account?

Dan D. Design currently for 100 Low Lead. Doen the road if the FAA and regulators make the change, Dan think might be slightly different filtering and pumping but overall will likely be same. Dan said we'd look into it though during design.

Rollin T. Winter weather advisory beginning tomorrow. Varying 1 ½" Bennington – 5 + in newoport. Speaking of that all airports have solid deicer of sodium formate as we cannot use salt at our airports, in additiona to sand. As far as staffing, new temp employees at Newport and Rutland idd not have last year.“ Looking for one more. Plan to have one at springfield as well. Never had a sander, new one at springfield. As far as NOTAMs, FAA made change so you will only see active runway. SO instead of RWY 1-19, will just show RWY 1 and you just need to know that is same condition for reverse (RWY 19). Dan D. suggests getting used to NOTAMs and to be aware of maintenance staff that will be out on the runway and to be aware. Rollin remarked is tough with uncontrolled airports without extra individuals helping you with your visibility when you're out on the runwnway.

Dan. D. remarking that we have a great maintenance crew around the state at the airports and voiced his appreciation for their workl.

Dan D. NEK airport sweeper parts supposed to be hopefully before thanksgiving but got email still not here., so sweeper still down. These were ordered months ago. Parts had to be custom made. Only equipment we have issues with. Looking for replacement blower for Springfield that has had issues. Looking into sweepers for our loaders at several airports.

6. PUBLIC INPUT

Dan D. opened floor for brief comments.

New updated SLM Form for extreme manufacturing tax deduction. Makes use tax exempt all between raw material and finished goods. Going to save a lot of money that can be reinvested. Combined with 6% aviation sales tax exemption is really good tax policy for recruitment and retention.

Cliff – About RFP_ for FBO in MVL.

Dan D. cannot comment as being worked through right now, but yes have one out there.

If I wante4d to talk to airport manager at Franklin county who would talk to.

Rollin. T. Mike Maskill is VTrans Rep. for airport management at Franklin.

For public hearings, he doesn't recall Franklin County.

Kyle W - Act 250 got approved without need for public comment, but this did go out to public input.

Seems like left out of the loop?

Micchelle B. This project and other projects we're working on with Town of Highgate and Swanton there have been a lot of briefings conducted at the selectboard meeting which Kyle. W. when to. That was avenue to provide a lot of the updates. Additionally, there's been a number of newspaper articles about the project as well. Northwest RPC is another forum that has had meetings on this airport.

Kyle Wells. – Every time

Michell B. Newspaper notice would have gone out in local newspapers as part of Act 250. None of adjoiners or residents asked for hearing. There was no response from that which is why this was processed as a minor impact.

Barb – thank everyone for conversation, care and concern this advisory committee provides. This will be her last meeting with council as she did not rerun for this council.

7. ADJOURNMENT

Next meeting will be on Valentine's Day next year. Will be similar to this one. In-person or online. Agenda and notification will be sent prior to that meeting.

With no further business and without objection, the meeting was adjourned at 2:35 PM.