

State Airport System Plan Update

Public Meeting

Tuesday, October 23rd, 2018

Central Vermont Chamber of Commerce Office

Introductions and Power Point Presentation – Costa Pappis (VTrans)

- Has Sugarbush Airport been involved in this process and will you consult with them? Costa responded that the airport manager was sent a letter inviting the airport to participate at one of the nine scheduled public meetings throughout the State. We will follow up with all the airports as we work through the plan.
- Parking is expensive at Burlington International Airport, can we make it more convenient?
- Can we minimize the number of cars going to the Burlington Airport ? Costa explained that there are currently various transportation options, such as local transit, intercity bus (U.S 7 Intercity Route and Greyhound), taxi, and other ride hailing options. The Rutland Airport includes some of the options as well.
- A few years ago, there was an Economic Impact Study on the Burlington Airport, but it did not include any accounting of the negative aspects of noise pollution and impacts to quality life. Costa responded that noise complaints have been mentioned during other meetings, and this is an item that will be discussed at the Aviation Council.
- Aviation is one of the largest energy polluters. How does Aviation factor into the 2050 energy goal.
- Will airports be asked to get larger if they don't meet the recommended categories for runway lengths? Costa explained that the proposed minimum and recommended facilities and service levels are for the public use airports as a group. Individual airports may not be able to meet these recommended facilities and service levels due to constraints such as costs, topography, local conditions, etc.
- Are we still operating under the Return On Investment principle for airports? None of the other modes seem to be subject to ROI. Costa responded that the legislature is interested in how the airports can become financially sustainable. One way to do this is by ensuring there is more activity to generate more revenue.
- Any movement on the next generation air traffic control system? Costa explained that this is a multi-billion federal overhaul of the nation's air traffic control system, which is anticipated to take years to complete. Part of the complication of implementing this system has been that it's been often proposed in conjunction with privatizing air traffic control services, a political issue with no consensus in Congress.
- Promises about development at the Newport Airport after the failure for business to materialize. Will we continue to support the airport and how? Costa explained that the Agency supports all the state airports, and that the H.620 Marketing of State Airports study will focus on economic development opportunities.

- Will electric aircraft charging stations be developed? Costa responded that studying the feasibility of electric aircraft charging is one of the requirements of H.620. Rollin noted that the FAA just approved the first electric aircraft.
- What's the timeline for this plan? Costa responded that the plan should be completed by late winter / early spring.
- Who's the consultant working on this plan? Costa responded that McFarland Johnson is assisting the Agency with the Plan.
- When will the Economic Impact Study be completed? Costa responded that it will be completed in conjunction with the Plan. An audience member noted that aeronautics associations have data that could help with the analysis.
- What about solar generating facility facilities? Costa responded that solar facilities are one of the items that H.620 will address in terms of feasibility.
- In Waterbury we have two major corporate headquarters. What's the economic impact trends for aviation in relation to corporate headquarters? Costa explained that airports are often an important consideration in the location of new businesses or expansion of existing ones. Even in cases where airports are at the top of a business requirements, it could be a go-no go criteria. Most of the state airports have a corporate client component to them.