

State Airport System Plan Update

Public Meeting

Thursday, October 18th, 2018

Rutland Regional Planning Commission Offices

Introductions – Dan Delabruere, Michele Boomhower - VTrans

Power Point Presentation – Costa Pappis (VTrans)

Questions/Comments:

- There are at least 2 twin engines at the Rutland Airport. Costa explained that the FAA registry only allows for one registry site per aircraft – the FAA has defined, on their own terms, where the aircraft are registered so if a plane has two homes, it will only be counted in one location.
- How can VTrans correct the FAA records regarding the based aircraft? The FAA records on registered aircraft, may be different then the actual based location. Costa explained that VTrans will contact the FAA to determine how we can work to have an accurate based number for the purposes of our planning documents, for example, using our own surveys.
- What will the data be used for with regards to this plan? Will it impact the funding investments which are made by the FAA and the State? Will it impact any priorities with regards to future facility updates? VTrans needs to elaborate on this point in the plan document.
- One of the changes that is important in the current plan is the extension of runway 1.
- Half of the night lights are out at the airport. When will these be replaced?
- How many take off and operations are occurring at this airport? Do you have that data?
- Rutland shows no air carrier operations – it only shows air taxi – what about Cape Air? Chris explained the FAA considers air carriers to be over 9 seats, Cape Air only has 9 seats.
- Why does the VTrans website indicate that there is no maintenance operations at (March 12th, 2018)? Dan noted that we will look into this.
- The concessions on the airfield are also not showing up on the website.
- VTrans needs to maintain the pathways for instrument approaches.
- On beacons, Dan explained that there are no permanent easements to go to these and fix them. VTrans is currently negotiating easements for access and for permanent maintenance.
- Dan discussed the impact of the bat permitting requirements.
- Would solar lighting be appropriate? Dan indicated that the FAA will not fund solar installations.
- The previous plan – what happened to it? Did we over shoot a deadline? Was it paid attention to? Costa explained that parts of that plan were implemented.
- Does the previous plan have a cutoff date? Costa explained that there old plan is superseded when the new plan is adopted.
- Will the VOR and ILS be removed? Dan responded that yes, this is being undertaken nationwide as the FAA will not support these in the future.

- Are there approaches for other airports? Costa explained that we are in the process of identifying the broad needs. Dan explained that the individual Airport Master Plans will be include details, some of which may be included in the Systems plan as well. Costa explained that the System Plan is a broader system-wide document which the FAA looks to for identification of potential projects which could be developed at some point in the future. A project needs to be in the System Plan to be considered by the FAA, the FAA then looks to the Master Plan for each airport which examines at the details.
- We need to expand Runway 1 to 8,000' but there is a highway in the way – how do we justify this going forward? How do we get this in the plan for a future tunnel/or moving Route 103, or some other mechanism for the project? Dan indicated that we need to get it in the plan first, then we need to make a persuasive case to the FAA to agree to fund it. Costa explained that we are completing a 20 year plan – there is no way to know what the FAA requirements, priorities, funding will be over time, we need to be prepared for anything we may need.
- Neighbors of the airport expressed concern that the Town and VTrans have created drainage issues off of Gorge Road and Airport Road which has caused damage to a State/National Historic Site. Where does this issue fit into this and how can this be addressed in the plan? There are existing older road beds which could be redeveloped. Michele recommended that the property owners get them her contact information off line so we can best determine how to proceed with regards to these concerns.
- The last 15 years we have worked as a group – this impacts multiple stakeholders, towns nearby – you need to reach out adjacent communities. Michele explained that we will be working with the Regional Planning Commissions, Airport Committees, Regional Development Corporations, and others as we move forward.
- 3 Phase Power on the east side of the airport would be really helpful. This is needed for current aircraft maintenance.
- The FBO at Rutland is not a full service FBO – you need to also talk to Green Mountain Flight (rental flight instruction) and SD Air Service.