**Vermont State Airport System Plan** | Vermont Aviation Advisory Council

**February 23, 2017**

Developed By
**McFarland Johnson**

# Agenda

- **Team Introduction**

- **Project Overview**

- **Facility and Service Objectives**

- **Airport Role Assessment**

- **Next Steps**

# Project Team

**VTrans Staff**

- **Guy Rouelle -  Aviation  Program Manager**

- **Larry Lackey -  VTrans Project Manager**

- **Scott Bascom – State Planning Manager**

**Consultant Team**

- **Michael Churchill – Program Manager, Engineering/Cost Estimates**

- **Rick Lucas – Project Manager**

- **Scott LeCount -  Lead Planner**

- **Subconsultants**

  - **Randal Wiedemann -  Economic Impact Study**
  - **Michael Webber (Webber Air Cargo) – Air Cargo Analysis**

# SASP Uses and Benefits

- **Defines the System of Airports**

- **Identifies Baseline Performance**

- **Informs Capital Planning/Programming**

- **Develops Guidance and Policy**

- **Creates Tools and Resources for Airport System**



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# SASP Elements

- *Facility and Service Objectives – Draft Completed*

- *System Inventory - Underway, Completing/Confirming Data*

- **Forecast**

- **Current/Future Performance**

- **Recommendations and Policy**

- **Economic Benefits**

# *Facility and Service Objectives*

# Facility and Service Objectives



- **Establish System Goals**

- **Facility Targets by Role**

- **Airside**

  – **Runways/Taxiways/Approaches**

- **Landside**

  – **Hangars/Fuel/Services**

# Facility & Service Objectives

| VT SASP – Category 1 Airports | |
|---|---|
| Minimum Facility & Service Standard | Recommended Facilities & Services |
| Primary Runway Length (=< 2,500') - Paved or Turf | Primary Runway (=>4,200') |
| Part-Time Airport Manager on Site (Seasonal OK) | 100LL Self-Service Aviation Fuel on Site |
| Basic Terminal Building/Shelter | Single-Service SASO at Least Part-Time |
| Mogas or 100LL Fuel on Site | Lighted Windsock |
| | Runway and Taxiway Edge Lights |
| | GPS Instrument Approach Procedure |
| | Full-Time Airport Manager (Seasonal OK) |
| | Part-Time Operations Staff |

# Facility & Service Objectives

| VT SASP – Category 2 Airports | |
|---|---|
| **Minimum Facility & Service Standard** | **Recommended Facilities & Services** |
| Primary Runway (=>4,200') | Primary Runway (=5,000') |
| 100LL Self-Service Aviation Fuel on Site | Full-Time Airport Manager with Ops Staff |
| Single-Service SASO at Least Part-Time | Terminal with Pilot/Visitor Amenities |
| Lighted Windsock | 100LL AND Jet-A Self-Service Fuel |
| Runway and Taxiway Edge Lights | One Full-Service FBO on Site Full-Time |
| GPS Instrument Approach Procedure | Runway and Taxiway Edge Lights |
| Full-Time Airport Manager | Rotating Airport Beacon |
| Part-Time Operations Staff on Site or Contracted | Own/Operate Snow-Removal Equipment |
| | Aircraft/Avionics Maintenance Services |
| | Vertically Guided Approach Procedure |

# Facility & Service Objectives

| VT SASP – Category 3 Airports | |
|---|---|
| Minimum Facility & Service Standard | Recommended Facilities & Services |
| Primary Runway (=5,000') | On Site Concessions or Restaurant |
| Full-Time Airport Manager on Site | Precision Instrument Approach |
| Full-Time Operations Staff on Site | Aircraft/Avionics Maintenance Services |
| Terminal with Pilot/Visitor Amenities | Rental Cars |
| 100LL AND Jet-A Self-Service Aviation Fuel | No recommended Facilities & Service Objectives related to Scheduled Passenger Service. |
| One Full-Service FBO on Site Full-Time | |
| Runway and Taxiway Edge Lights | |
| Rotating Airport Beacon | |
| Own/Operate Snow-Removal Equipment | |
| Aircraft/Avionics Maintenance Services | |
| Vertically Guided Approach Procedure | |

# Facility & Service Objectives

| VT SASP – Category 4 Airports | |
| --- | --- |
| Minimum Facility & Service Standard | Recommended Facilities & Services |
| Terminal Building - Full-Time Passenger and/or Cargo Handling Capabilities (TSA, Customs, etc.) | There are no recommended Facilities & Service Objectives for Category 4 Airports.

Most appropriate for Airport Master Plans to address requirements based on passenger service demand. |
| Network/Legacy Airline Service | |
| Intermodal Transportation Connections at/near Site | |
| On Site Concessions or Restaurant | |
| ARFF | |
| Airport Security Measures (SIDA, Badging, Staff etc.) | |
| Precision Instrument Approach (ILS and/or CAT I) | |
| Aircraft/Avionics Maintenance Services on Site | |
| Rental Cars | |
|  | |

# *Preliminary Airport Role Assessment*

# System Performance Model

## ▪ Weighting & Scoring

An Airport that meets
**ALL**
Minimum
Facility & Service
Objectives
**Scores 100**

– **Weights are a Percentage Measure**

  • **Weights of All Facility & Service Objectives for the Entire System = 100%**

– **Minimum Facility & Service Objectives are given a Weight (%)**

  • **Weight reflects the Ranking of Objective within each System Category based on the Specific Facilities & Services Desired for those Airports**

| Measure | Score Value |
|---------|-------------|
| Yes     | 100         |
| No      | 0           |
| Partial | 50          |

– **Scores are Assigned for Each Airport based upon if the Facility or Service Objective is Met**

– **Formula for Scoring**

| Performance Model Scoring Formula |
|-----------------------------------|
| Score Value  X  Weight  =  Points |

# System Performance Model

## ■ Weights & Score Range by Airport Category

– **Points Scored determines which Category a System Airport is Placed in:**

- **Category 1: Airports that Score from 0-15**

- **Category 2: Airports that Score from 16-41**

- **Category 3: Airports that Score from 42-90**

- **Category 4: Airports that Score from 91+**

– *Notes:*
  - *Only Two Objectives are weighted and scored for Category 4 because they are the minimum threshold to be placed in that Category.*

| Category / Minimum Facility & Service Objective | Weight | Yes | No | Partial |
|---|---|---|---|---|
| **EXISTING SYSTEM PERFORMANCE** | | *Scoring Value Range* | | |
| **AIRPORT INFRASTRUCTURE** | | | | |
| **Minimum Facility Standards** | | | | |
| **SASP Category 1** | | | | |
| Primary Runway Length (=< 2,500') - Paved or Turf | 3% | 100 | 0 | 50 |
| Part-Time Airport Manager on Site (Seasonal OK) | 4% | 100 | 0 | 50 |
| Basic Terminal Building/Shelter | 4% | 100 | 0 | 50 |
| Mogas or 100LL Fuel on Site | 4% | 100 | 0 | 50 |
| | | 15 | 0 | |
| **SASP Category 2** | | | | |
| Primary Runway (=>4,200') - Paved | 3% | 100 | 0 | 50 |
| 100LL Self-Service Aviation Fuel on Site | 4% | 100 | 0 | 50 |
| Full-Time Airport Manager on Site (Seasonal OK) | 4% | 100 | 0 | 50 |
| Part-Time Operations Staff on Site or Contracted | 3% | 100 | 0 | 50 |
| Single-Service SASO or Full-service FBO on Site at Least Part-Time | 4% | 100 | 0 | 50 |
| Lighted Windsock | 4% | 100 | 0 | 50 |
| GPS Instrument Approach Procedure | 4% | 100 | 0 | 50 |
| | | 41 | | |
| **SASP Category 3** | | | | |
| Primary Runway (=>5,000') | 3% | 100 | 0 | 50 |
| Full-Time Airport Manager on Site | 5% | 100 | 0 | 50 |
| Full-Time Operations Staff on Site | 4% | 100 | 0 | 50 |
| Terminal Building with Pilot and Visitor Amenities | 4% | 100 | 0 | 50 |
| 100LL AND Jet-A Self-Service Aviation Fuel on Site | 4% | 100 | 0 | 50 |
| One Full-Service FBO on Site Full-Time | 5% | 100 | 0 | 50 |
| Runway and Taxiway Edge Lights | 5% | 100 | 0 | 50 |
| Rotating Airport Beacon | 5% | 100 | 0 | 50 |
| Own/Operate Snow-Removal Equipment | 4% | 100 | 0 | 50 |
| Aircraft/Avionics Maintenance Services on Site | 5% | 100 | 0 | 50 |
| GPS Instrument Approach Procedure with Vertical Guidance | 5% | 100 | 0 | 50 |
| | | 90 | | |
| **SASP Category 4** | | | | |
| Terminal Building - Full-Time Passenger and/or Cargo Handling Capa | 5% | 100 | 0 | 50 |
| Network/Legacy Airline Service | 5% | 100 | 0 | 50 |
| Intermodal Transportation Connections at/near Site | | | | |
| ARFF | | | | |
| Airport Security Measures (SIDA, Badging, Staff etc.) | | | | |
| ATCT | | | | |
| On Site Concessions or Restaurant | | | | |
| Precision Instrument Approach Procedure (ILS and/or CAT I) | | | | |
| Aircraft/Avionics Maintenance Services on Site | | | | |
| Rental Cars | | | | |
| **Weighted Scores** | 100% | 100 | | |

# System Performance Model

VERMONT AVIATION

- ## Category 1 Airports:  Scores from 0-15

| Existing Performance Evaluation |
|---|
| Step 1:  Consult Inventory Data  (Airport Surveys) |
| Step 2:  Assign Score Value  (Yes = 100, No = 0, Partial = 50) |
| Step 3:  Model Calculates Point Score |
| Formula:  Score Value  X  Weight  =  Points |

| | | EXISTING SYSTEM PERFORMANCE | | | | | | | | | | | | System |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Category /<br>Minimum Facility & Service Objective | | Scoring Value Range | | | | | | | | | | | | |
| | | Weight | Yes | No | Partial | Basin Harbor | Burlington Int'l | Caledonia County State | Deerfield Valley Regional | Edward F. Knapp State | Franklin County State | Hartness State | John H |
| **AIRPORT INFRASTRUCTURE** | | | | | | | | | | | | | | |
| Minimum Facility Standards | | | | | | | | | | | | | | |
| **SASP Category 1** | | | | | | | | | | | | | | |
| Primary Runway Length (=< 2,500') - Paved or Turf | | 3% | 100 | 0 | 50 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 1 |
| Part-Time Airport Manager on Site (Seasonal OK) | | 4% | 100 | 0 | 50 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | |
| Basic Terminal Building/Shelter | | 4% | 100 | 0 | 50 | 0 | 100 | 100 | 0 | 100 | 100 | 100 | 1 |
| Mogas or 100LL Fuel on Site | | 4% | 100 | 0 | 50 | 0 | 100 | 100 | 0 | 100 | 100 | 100 | |
| | | | 15 | 0 | | 7 | 15 | 15 | 3 | 15 | 15 | 15 | |

# System Performance Model

VERMONT AVIATION

- ## Category 2 Airports:  Scores from 16-41

| Existing Performance Evaluation |
| --- |
| Step 1:  Consult Inventory Data  (Airport Surveys) |
| Step 2:  Assign Score Value  (Yes = 100, No = 0, Partial = 50) |
| Step 3:  Model Calculates Point Score |
| Formula:  Score Value  X  Weight  =  Points |

| Additional Scoring Rules |
| --- |
| Runway Length |
| Attendance Schedule/Management & Staffing |
| Runway Lighting |

### EXISTING SYSTEM PERFORMANCE

| Category / Minimum Facility & Service Objective | Weight | Scoring Value Range | | | Basin Harbor | Burlington Int'l | Caledonia County State | Deerfield Valley Regional Edward F. | Knapp State | Franklin County State | Hartness State | John H Boylan State | Middlebury State | Morrisville-Stowe State |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| | | Yes | No | Partial | | | | | | | | | | |
| **AIRPORT INFRASTRUCTURE** | | | | | | | | | | | | | | |
| **Minimum Facility Standards** | | | | | | | | | | | | | | |
| **SASP Category 2** | | | | | | | | | | | | | | |
| Primary Runway (=>4,200') - Paved | 3% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 |
| 100LL Self-Service Aviation Fuel on Site | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 0 | 50 | 100 | 0 | 50 | 50 |
| Full-Time Airport Manager on Site (Seasonal OK) | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 100 | 50 | 100 | 0 | 50 | 50 |
| Part-time Operations Staff on Site or Contracted | 3% | 100 | 0 | 50 | 0 | 100 | 50 | 50 | 100 | 50 | 100 | 50 | 50 | 50 |
| Single-Service SASO or Full-service FBO on Site at Least Part-Time | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 100 | 50 | 100 | 0 | 50 | 50 |
| Lighted Windsock | 4% | 100 | 0 | 50 | 50 | 100 | 50 | 50 | 100 | 50 | 100 | 50 | 50 | 50 |
| GPS Instrument Approach Procedure | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 50 | 100 | 50 | 100 | 0 | 50 | 50 |
| | | **41** | | | 9 | 41 | 27 | 9 | 37 | 27 | 41 | 11 | 27 | 27 |

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# System Performance Model

- ## Category 3 Airports:  Scores from 42-90

| Existing Performance Evaluation |
| --- |
| Step 1:  Consult Inventory Data  (Airport Surveys) |
| Step 2:  Assign Score Value  (Yes = 100, No = 0, Partial = 50) |
| Step 3:  Model Calculates Point Score |
| Formula:  Score Value  X  Weight  =  Points |

| Additional Scoring Rules |
| --- |
| Runway Length |
| Attendance Schedule/Management & Staffing |
| Runway Lighting |

**EXISTING SYSTEM PERFORMANCE**

| Category / Minimum Facility & Service Objective | Weight | Yes | No | Partial | Basin Harbor | Burlington Int'l | Caledonia County State | Deerfield Valley Regional | Edward F. Knapp State | Franklin County State | Hartness State | John H |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AIRPORT INFRASTRUCTURE** | | | | | | | | | | | | |
| **Minimum Facility Standards** | | | | | | | | | | | | |
| **SASP Category 3** | | | | | | | | | | | | |
| Primary Runway (=>5,000') | 3% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | |
| Full-Time Airport Manager on Site | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | |
| Full-Time Operations Staff on Site | 4% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | |
| Terminal Building with Pilot and Visitor Amenities | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 50 | 100 | 50 | 100 | |
| 100LL AND Jet-A Self-Service Aviation Fuel on Site | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 50 | 50 | 100 | |
| One Full-Service FBO on Site Full-Time | 5% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 100 | 50 | 100 | |
| Runway and Taxiway Edge Lights | 5% | 100 | 0 | 50 | 0 | 100 | 50 | 50 | 100 | 50 | 100 | |
| Rotating Airport Beacon | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 50 | 100 | |
| Own/Operate Snow-Removal Equipment | 4% | 100 | 0 | 50 | 0 | 100 | 0 | 50 | 100 | 50 | 100 | |
| Aircraft/Avionics Maintenance Services on Site | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 50 | 100 | |
| GPS Instrument Approach Procedure with Vertical Guidance | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 100 | 100 | |
| | | 90 | | | 9 | 90 | 36 | 15 | 84 | 48 | 90 | |

# System Performance Model

- ## Category 4 Airports:  Scores of 91+

| Existing Performance Evaluation |
| --- |
| Step 1:  Consult Inventory Data  (Airport Surveys) |
| Step 2:  Assign Score Value  (Yes = 100, No = 0, Partial = 50) |
| Step 3:  Model Calculates Point Score |
| Formula:  Score Value  X  Weight  =  Points |

| | EXISTING SYSTEM PERFORMANCE | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Scoring Value Range | | | | | | | | | | | |
| Category /<br>Minimum Facility & Service Objective | Weight | Yes | No | Partial | Basin Harbor | Burlington Int'l | Caledonia County State | Kingdom Int'l | Post Mills | Rutland - Southern Vermont | Shelburne | Warren |
| **AIRPORT INFRASTRUCTURE** | | | | | | | | | | | | |
| Minimum Facility Standards | | | | | | | | | | | | |
| **SASP Category 4** | | | | | | | | | | | | |
| Terminal Building - Full-Time Passenger and/or Cargo Handling Capa | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | |
| Network/Legacy Airline Service | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | |
| Intermodal Transportation Connections at/near Site | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| ARFF | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Airport Security Measures (SIDA, Badging, Staff etc.) | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| ATCT | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| On Site Concessions or Restaurant | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Precision Instrument Approach Procedure (ILS and/or CAT I) | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Aircraft/Avionics Maintenance Services on Site | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| Rental Cars | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | |
| **Weighted Scores** | 100% | 100 | | | 9 | 100 | 36 | 90 | 12 | 98 | 36 | |

# System Performance Model

## ▪ Draft/Initial Screening Results

| Category / Minimum Facility & Service Objective | Weight | Yes | No | Partial | Basin Harbor | Burlington Int'l | Caledonia County State | Deerfield Valley | Regional Edvard F. Knapp State | Franklin County State | Hartness State | John H Boylan State | Middlebury State | Morrisville-Stove State | Northeast Kingdom Int'l | Post Mills | Rutland - Southern Vermont | Shelburne | Warren Sugarbush | William H. Morse State |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **EXISTING SYSTEM PERFORMANCE** | | **Scoring Value Range** | | | | | | | | | **System Airport** | | | | | | | | | |
| **AIRPORT INFRASTRUCTURE** | | | | | | | | | | | | | | | | | | | | |
| **Minimum Facility Standards** | | | | | | | | | | | | | | | | | | | | |
| **SASP Category 1** | | | | | | | | | | | | | | | | | | | | |
| Primary Runway Length (=< 2,500') - Paved or Turf | 3% | 100 | 0 | 50 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Part-Time Airport Manager on Site (Seasonal OK) | 4% | 100 | 0 | 50 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Basic Terminal Building/Shelter | 4% | 100 | 0 | 50 | 0 | 100 | 100 | 0 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 |
| Mogas or 100LL Fuel on Site | 4% | 100 | 0 | 50 | 0 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 0 | 100 | 100 | 100 | 100 |
| | | 15 | 0 | | 7 | 15 | 15 | 3 | 15 | 15 | 15 | 7 | 15 | 15 | 15 | 7 | 15 | 15 | 15 | 15 |
| **SASP Category 2** | | | | | | | | | | | | | | | | | | | | |
| Primary Runway (=>4,200') - Paved | 3% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 |
| 100LL Self-Service Aviation Fuel on Site | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 0 | 50 | 100 | 0 | 50 | 50 | 100 | 0 | 100 | 0 | 50 | 50 |
| Full-Time Airport Manager on Site (Seasonal OK) | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 100 | 50 | 100 | 0 | 50 | 50 | 100 | 0 | 100 | 50 | 50 | 50 |
| Part-Time Operations Staff on Site or Contracted | 3% | 100 | 0 | 50 | 0 | 100 | 50 | 50 | 100 | 50 | 100 | 50 | 50 | 50 | 100 | 0 | 100 | 50 | 50 | 50 |
| Single-Service SASO or Full-service FBO on Site at Least Part-Time | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 100 | 50 | 100 | 0 | 50 | 50 | 100 | 0 | 100 | 50 | 50 | 0 |
| Lighted Windsock | 4% | 100 | 0 | 50 | 50 | 100 | 50 | 50 | 100 | 50 | 100 | 50 | 50 | 50 | 100 | 50 | 100 | 50 | 50 | 50 |
| GPS Instrument Approach Procedure | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 50 | 100 | 50 | 100 | 0 | 50 | 50 | 100 | 0 | 100 | 0 | 0 | 50 |
| | | 41 | | | 9 | 41 | 27 | 9 | 37 | 27 | 41 | 11 | 27 | 27 | 41 | 9 | 41 | 23 | 25 | 25 |
| **SASP Category 3** | | | | | | | | | | | | | | | | | | | | |
| Primary Runway (=>5,000') | 3% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 |
| Full-Time Airport Manager on Site | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 50 | 100 | 0 | 100 | 50 | 0 | 0 |
| Full-Time Operations Staff on Site | 4% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 50 | 100 | 0 | 100 | 50 | 0 | 0 |
| Terminal Building with Pilot and Visitor Amenities | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 50 | 100 | 50 | 100 | 0 | 50 | 50 | 100 | 0 | 100 | 50 | 50 | 50 |
| 100LL AND Jet-A Self-Service Aviation Fuel on Site | 4% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 50 | 0 | 100 | 0 | 0 | 50 | 100 | 0 | 100 | 0 | 0 | 50 |
| One Full-Service FBO on Site Full-Time | 5% | 100 | 0 | 50 | 0 | 100 | 50 | 0 | 100 | 50 | 100 | 0 | 50 | 50 | 100 | 0 | 100 | 50 | 50 | 0 |
| Runway and Taxiway Edge Lights | 5% | 100 | 0 | 50 | 0 | 100 | 50 | 50 | 100 | 50 | 100 | 0 | 50 | 50 | 100 | 0 | 100 | 0 | 0 | 50 |
| Rotating Airport Beacon | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 50 | 100 | 0 | 0 | 50 | 100 | 0 | 100 | 0 | 0 | 50 |
| Own/Operate Snow-Removal Equipment | 4% | 100 | 0 | 50 | 0 | 100 | | 50 | 100 | 50 | 100 | 0 | 50 | 50 | 100 | 0 | 100 | 50 | 0 | 50 |
| Aircraft/Avionics Maintenance Services on Site | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 50 | 100 | 0 | 50 | 50 | 100 | 50 | 100 | 50 | 0 | 0 |
| GPS Instrument Approach Procedure with Vertical Guidance | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 100 | 100 | 100 | 0 | 0 | 100 | 100 | 0 | 100 | 0 | 0 | 100 |
| | | 90 | | | 9 | 90 | 36 | 15 | 84 | 48 | 90 | 11 | 38 | 52 | 90 | 12 | 90 | 36 | 29 | 41 |
| **SASP Category 4** | | | | | | | | | | | | | | | | | | | | |
| Terminal Building - Full-Time Passenger and/or Cargo Handling Capa | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 |
| Network/Legacy Airline Service | 5% | 100 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Intermodal Transportation Connections at/near Site | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ARFF | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Airport Security Measures (SIDA, Badging, Staff etc.) | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| ATCT | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| On Site Concessions or Restaurant | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Precision Instrument Approach Procedure (ILS and/or CAT I) | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aircraft/Avionics Maintenance Services on Site | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rental Cars | | | | | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Weighted Scores** | 100% | 100 | | | 9 | 100 | 36 | 15 | 84 | 48 | 90 | 11 | 38 | 52 | 90 | 12 | 98 | 36 | 29 | 41 |

# Draft/Initial Screening Results

| Airport | Score | SASP Category |
|---|---|---|
| Basin Harbor | 9 | 1 |
| John H. Boylan State | 11 | 1 |
| Post Mills | 12 | 1 |
| Deerfield Valley Regional | 15 | 1 |
| Warren Sugarbush | 29 | 2 |
| Caledonia County State | 36 | 2 |
| Shelburne | 36 | 2 |
| Middlebury State | 38 | 2 |
| William H. Morse State | 41 | 2 |
| Franklin County State | 48 | 3 |
| Morrisville-Stowe State | 52 | 3 |
| Edward F. Knapp State | 84 | 3 |
| Hartness State | 90 | 3 |
| Northeast Kingdom International | 90 | 3 |
| Rutland – Southern Vermont Regional | 98 | 4 |
| Burlington International | 100 | 4 |

# *Next Steps*

# System Performance Analysis

- **Measure Current and Future Conditions**

- **Uses GIS to Capture & Quantify Feature Attributes**

  - **Population**

  - **Geography/Land Area**

  - **Top Employers**

- **Drive Times & Air Access (NM from Airport)**
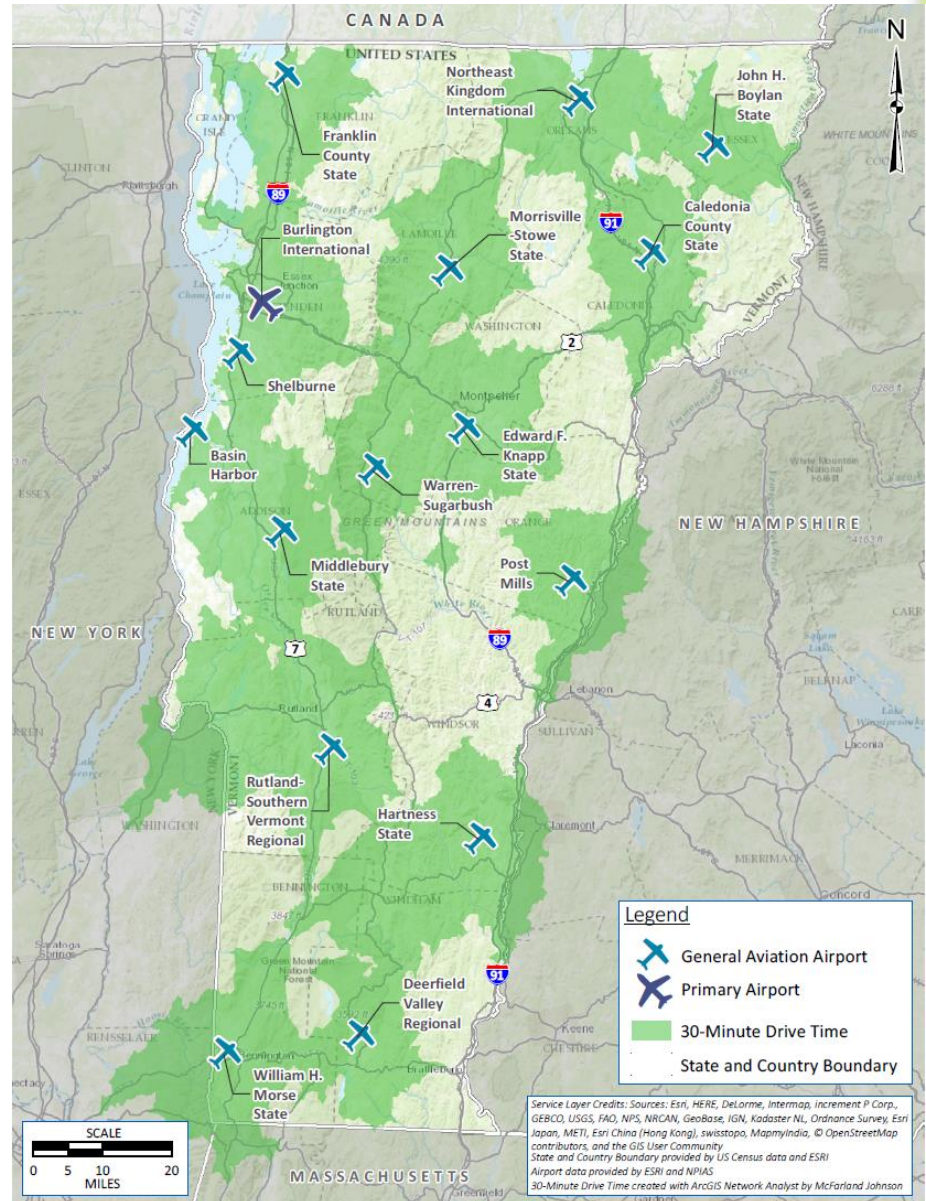
# Schedule

- **Complete Inventory Efforts** **Mar-2017**

- **System Activity Forecasts** **Mar-Apr 2017**

- **Current System Performance Analysis** **Apr-June 2017**

- **Phase II** **Efforts June 2017-May 2018**
  - **Future Performance**
  - **Recommendations and Policy**
  - **Economic Benefits Assessment**
  - **Final Report Deliverables**

# *Questions?*

**Project Contacts**

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