

MINUTES SUBJECT TO CORRECTION BY THE AVIATION COUNCIL. CHANGES, IF ANY, WILL BE RECORDED IN THE MINUTES OF THE NEXT MEETING OF THE COUNCIL.

**VERMONT AVIATION ADVISORY COUNCIL
MINUTES OF MEETING
DILL BUILDING
2178 AIRPORT ROAD
BARRE, VT 05641
May 16th, 2023**

***Hybrid meeting**

ATTENDEES:

Dan Delabruere, VTrans
Joe Flynn, VTrans
Rollin Tebbetts, VTrans
Kyle Wells, VTrans
Jason Owen, VTrans
David Tillberg, VTrans

Amy McCaffrey, VTrans
Cliff Coy,
Bill Hanf, Green Mountain
Avionics

ATTENDEES VIA TEAMS:

Andy S
Bannerman, Percy, VTrans
Beitzel, Christopher, VTrans
Bob Flint
Carroccio, Paul
Chris Carrigan, VT Chamber of
Commerce
Davies, Simon
Dejan, Sasa, VTrans
Jake Flood
Jamie Hildenbrandt
Jen Ricciardi (DuBois & King)
Kuang, Calvin
Larry Perry
Laura F. Canham
Layton, Renee, VTrans
Mahnke, Erhard (SSanders)
Marsden, Heath
Mary Kay Genthner
Miller, Cody (Albany)
Mongillo, Jean E.
mwinslow@acrpc.org
Nummy, John, VTrans

Pappis, Costa, VTrans
Patrick Sharrow, D&K
Paul Libby, VTrans
Rep. Sara Coffey
Robert J. Luchini, McFarland-Johnson
Schaefer, Bob
Stacy Leveille
Steve Dolgin
Steve R. Bourque
Tapper, Guy, VTrans

1. CALL TO ORDER and ANNOUNCEMENTS

Dan Delabruere called the hybrid meeting to order at 1:01 PM. Allow for another minute as people enter the room. Introductions were done. Quorum present.

2. APPROVAL OF PREVIOUS MINUTES

(from November 15th, 2022 and February 14th, 2023)

Quorum present. Opened up for comments/review. On November 15th minutes, motion to approve made by Paul Carroccio made motion to accept. Cliff Coy seconded. November 15th minutes approved with no objections. On February 14th minutes, Cliff Coy moved to approve and Paul Carroccio seconded. With no opposition, minutes were approved.

3. STATEWIDE MASTER PERMITTING UPDATE

- Robert Luchini, VTrans consultant working for MacFarland Johnson, spoke about the airport master permitting process and updating status. Robert went over the current state of the permitting process. He explained each airport and the dates of latest actions and how many hangars are permitted for each location.

Middlebury – Rebuttals due by May 22 on partial findings permit.

Franklin County – Coordination with Bird Scientific Advisory Group over impacts to the Grassland Bird Habitat. Act 250 permit currently paused due to this.

Rutland-Southern – Operational stormwater permit issued Dec 8th 2022, Water wastewater permit submitted April 28th, 2023. Anticipate Act 250 permit Fall 2023, but not applied yet as don't have all permits yet.

Northeast Kingdom Int'l – Act 250 Permit issued.

Morrisville-Stowe– Act 250 Permit issued.

EF Knapp – Operational Stormwater Permit issued April 28th, 2023.

Water/Wastewater Permit no longer included. Anticipate Act 250 Permit Fall of 2023.

Hartness – Operational Stormwater Permit Submitted to DEC April 7th, 2023.

Water/Wastewater currently in progress. Anticipate Act 250 Permit Fall of 2023.

Bennington - Operational Stormwater Permit issued. Amendment needed estimated to be complete Summer 2023. Water/Wastewater currently in progress. Anticipate Act 250 Permit Fall of 2023.

Caledonia – Act 250 Permit issued.

Questions:

Cliff Coy – Franklin paused for birds, working timeline on that?

Rob L. – no timeline, can work on answer for that.

Paul Con. – When did you submit the wastewater permit?

Rob L. – Recently, April 28th of this year.

Paul Con. – Have RUT stormwater permit already? When expect to submit Act 250 submission?

Rob L. – Correct. Submit Act 250 expected in August.

Dan D. – Intent wrapped up hopefully in the Fall.

Paul Con. – Schedule of what was published by AOT for all these submissions? Seems like way behind in South, who directs?

Rob L. – Consultants working on all. Each airport has unique challenges that it may take longer at one airport versus another. At ANR we can get all the way through review with one reviewer and then that reviewer leaves (this happened to us) and that affects schedule.

Dan D. – We are not directing. Each airport can have a different criteria/situation that may advance/slow a permit down depending on that.

Paul Con. –

Dan D. – Can says with all the projects we do, permitting is one of the most unpredictable.

Paul Con. – Find distressing that the South is behind.

Rob L. – The ones you did were for construction. Paul C. – not all. Rob L. - Did some partial findings Act 250? Paul C. – some

Dan D. – We are moving as fast as we can. Have not picked one airport over another as far as schedule. It's not one over another.

Paul Con. – What if went through and submitted with you.

Dan D. – We're going to go through our consultant. If you want to pick another part on the airport you can submit that separately.

Paul Con. – Will cover cost.

Dan D. – As stated previously, not willing to open up for others to take over process.

Paul Con. – Offering to take this over if you sign as landowner. Want you to move it up.

Dan D. – Welcome to have offline conversation with you offline, but don't think will change outcome. You'll have to follow the same steps we are.

Andy – question about terminology. My understanding partial findings do not mean an actual permit in traditional sense.

Rob L – True, no permit for construction will be granted at the end of the effort that we're doing.

Erhard Mahnke – outreach representative Senator Sanders office. Cover transportation, housing and veteran affairs. (asked to speak up). Wanted to make sure are aware received notice several airport improvement program grants for variety of runway / taxiway improvements. Just under \$350 K, including two totaling \$130 K for Hartness. Working with commerce committee of FAA reauthorization agenda.

Dan D. – Thanks--and question / public input at the end of meeting.

4. PROJECT UPDATES, INCLUDING MASTER PLAN UPDATES

Dan D. – Turn over to project updates and .

John Nummy speaking on new fuel farm at Morrisville-Stowe. As of May 12th, concrete pad complete. Tanks and pumps to be delivered on 5/22. And should be operational three weeks after the delivery date. John shared drone photos of the construction. Before and after shots. On S end, taxiway and apron extension on alpha further to the South. Geotech investigations starting next week. The expansion will be 45K sq ft of additional space, which will augment tie down area by 10 spaces. Segmented circle will be moved to the South.

Paul – Down in Rutland bid went out and single bid received 3/17/23. Corrects width and profile issues. Replaces runway lights to be LED. Applied for NPE and BIL grant funding.

Dan D. – When to construction?

Paul L. – Spring 2024.

Dan D. – Bring up because this will close runway. Crosswind we'll keep open as long as can, but at some point will be a closure here as part of this project.

Rollin T. – Will be briefing tomorrow at 11 at CEP building.

Dan D. – We'll try to limit as small as we can but its inevitable.

Paul Con. – How long will the airport be closed?

Rollin T. – Total for RWY 1-19 is 60 days. When do intersection, two segments for a total of 6 days under two different windows.

Paul Con. – how soon will we know those days.

Rob L – We know will be Spring 24. We'll get progress schedule from contractor approx. month before construction starts or before possibly in the Winter as they start acquiring materials. Small changes such as weather may affect as it gets even closer.

Paul Con. – Concern is flight school and how this affects.

Dan D. – We will start outreach, and that's why we started it here.

Rob L – Middlebury tree cutting completed to North. Consultant doing survey for clearing and a required bat survey. Ongoing aviation gas tank replacement. Also, Master Plan update. Have had 2 public meetings for plan update. Plans themselves being submitted next week or two for review by FAA before OEEE submission. Assumptions show no change in airport design code/groups. Rob went over proposed updates in draft. Hangar development, Environmental assessment for terminal building with parking and apron expansion. Other items in the plan update include plans for installing PAPIs, obstruction removal, fuel farm tank replacement, veg monitoring, and establishing approach procedures.

Question from senator Coffey. – what was response about lights at Middlebury.

Rob L. – Lights important for night operations. Currently Middlebury not a lit airport. Public comment very much against the lights, so all edge lighting removed from plan

with exception of PAPI. The PAPI is not hundreds of lights, but only 3 small in box only largely visible to aircraft on approach.

Senator Coffey – permanently on at night?

Rob L. – No, photocell activated so at night they turn off.

Bill Hanf question – Problem with pilot-controlled lighting on by a switch as needed by pilots?

Dan D. – We haven't actively put on in the plan

Bill Hanf – Thinks they're not aware of pilot-controlled lighting that turns on on-demand. Can PAPIs be radio-controlled?

Dan D. – explained further about light. They are lights that point into the sky in the path of the plane (PAPI) they are not pointing along the ground. That is the point of the lights that the pilot looking at light is one that can see them appropriately. It's a safety light for approaches. What bill is asking for .

Bill H. – Meant the runway lighting, not PAPI, to be able to see actual runway. Click mic and click it on, it times out and turns back off.

Dan D> - This is a planning document. Currently does not have runway edge lights.

Bill H. – Is really important safety thing to have edge lights.

Cliff Coy - Is VTrans only taking views of a few of people really opposed to it.

Secondly, installing isn't approach to airport that doesn't have lighting. It's meant for when you have hard time seeing, so is bit antithetical to not have lights and think should have edge lighting in the plan.

Bill H – Seems like no brainer, when don't need them they click off.

Dan D. – we listen to public comments in meeting, and whoever shows up we hear.

Andy – I am one who showed up to meeting. Was a lot of opposition to lighting.

Everyone agreed that was a safety issue and that was paramount, the community opposed because the likely encouragement it would have for nighttime flying. So was a nighttime noise issue, not the lights themselves. Wasn't a small group. Approx 150 homes near airport interested in this issue as well.

Rob L. – Knapp airport next. Obstructions have been cleared on RWY 17. Have been working on Master Plan for Knapp. No change in design criteria in the forecast. RWY 17-35 is B-II design, RWY 5-23 is B-I small design. Public meeting Jan 25th for master plan. Will meet soon with FAA prior to submission for review. Short term plan - off airport obstruction removal which will require avigation easements, RWY 17-35 rehab, hangar development privately funded and apron rehab.

Bill Hanf – Feasible to install compass rose as part of these apron rehabs? Useful for shops for calibrating magnetic compasses.

Dan D. – We can look at that. Specifically, for you in Middlebury.

Dan D. – Jump back to Franklin and Kyle W.

Kyle W – Franklin County, finally starting to build after going through long permitting process. Closure started on 4/17/23. Needed to create stormwater basins for temporary stormwater runoff due to weather events. ECI moved 400K cubic yards in one day, a

record, to construction the basins. A safety inspection was done and ECI got high regards for safety on site. Midfield cutting through across runway for direct feed to AWOS. This is also in preparation for next year's runway extension construction. Northwest, ECI building another temporary basin currently (photo from 5/9). All that earth is going into the old pit west of the airport. They're working on box cut to the west for runway extension in that direction. Installation of new electric vault. Reclamation of existing runway pavement beginning Wednesday of next week.

Question Cliff Coy – Are we keeping electric gating?

Dan D. – One ECI is using? It's in the contract to take it out.

Q2 Cliff – Future layout plan shows 2000 sq ft grass runway to the west. Would it make sense to level that now while there?

Dan D. – We do not have permits to do that. What is sensitive on Franklin is the bird habitat. Certain areas we can't even drive through. Short answer is we can't right now. We can't disturb that.

Joe Flynn – Weight in. Not in scope of this project. Once the extension project next year is completed will work with users and FAA. To Dan's point, it's not in this project. The habitat is complicating what we're trying to do so it's just not possible.

Dan D. – Great job. On track and completing what we anticipated.

5. CALEDONIA STATE AIRPORT – POTENTIAL SALE/LEASE

Many steps. Conversations as local level, and at state level. That's kind of where we are. If we were what does that mean, what does that do? The reason we thought might be good conversation piece was where Caledonia has fallen in project schedule we have not invested a lot of FAA dollars in Caledonia airport. Generally federal dollars come with a certain expectation that whatever you're doing by signing on to those dollars says you have to do for the next 20 years or pay that back. Because of where we are with federal dollars said well let's at least have the conversation. We got legislature comments. An RFP is what should happen next. A proposal for whomever would like to purchase or long-term lease it. From VTrans perspective, this airport would remain a public use airport. That would be one of the criteria that would come out the RFP. Hangar users would still be able to have their hangars and use airport. Could potentially bring investment dollars faster than what VTrans has phased. By the time Caledonia comes in queue it's several years out. Is possible to get Caledonia upgraded faster than our current schedule. Right now--more questions than answers, but it is a conversation point now. We're thinking we'll have RFP that will go out. Sometime this Summerish. Anything addition to add secretary?

Joe – Legislature approved that question and have option to sell or lease the airport. We are going to review RFP with Town on Lyndon as requested by legislature. A sale/lease can't occur by committee, but we will hold public input as we craft. Working on shell of an RFP now so that when everything becomes legal, we could move forward.

Don't know pace yet.

Cliff Coy – A little alarming state willing to sell its airports.

Joe – Singular conversation. Not a plural.

Cliff Coy – precedent at point willing to sell them. Regarding the funds allocated by the feds towards airport: did those equal actually get spent?

Dan D. – Not yes or no. We've invested more than what's FAA's gave us to date.

Cliff Coy – Was all allowed actually allocated?

Dan D. – Not yes or no. We've spent more than what we've received in this money. We've had conversations with the FAA already. We don't have the exact number to divest. We do know the FAA is on board. It's complicated though. This airport will continue to be a public use airport. That is critical for VTrans and we will make that part of the RFP. We don't know that we're willing to sell. That will come out in RFP. We're willing to have the conversation.

Cliff Coy – So, not willing to sell a public airport to GE for example, if they ask?

Dan D. – No. We're just seeing what this means. Conversation came up and we couldn't do anything if we didn't move forward down this path. We're looking at what's best for the airport.

Joe Flynn. – Can see what has been done at other airports, but Caledonia hasn't had that investment yet. Before we move forward investing with simultaneous question of whether interested in selling, is time to consider before we reach point where couldn't return. That's where we're at and only place we're at with this program.

Question Steve – Am stakeholder with hangar, but we have issues and have everything to gain. If someone should come in and take care of the issues, that's great. State is putting all the fail safes in there, and we have to support it as member of Caledonia County airport. Are some reservations if the company doesn't make it, but it's going to go back to the State. Wanted to chime in and show support for this pursuit.

Dan D. – Final thought, what if we didn't ask the question and opportunity went to another state or another airport. There's responsibility to stop and actually ask the question "Is this the right thing?" and that's what we're doing. There will be an RFP that comes out. If we evaluate and looks like will be win for State and Caledonia airport will have to look at it. But we're not there yet.

In the process of redesigning Springfield for 5500 ft runway. FAA came back after survey and said the airport doesn't have number of operators to support 5500 ft, we'll only fund around 4600 ft. Short story, we went back and forth several times with different criteria. We have now shown operational info, and played with design to where FAA has said now they will fund 5000 ft. Bob Flint worked hard on this as well. We worked with the congressional delegation and asked for money from congressional delegation for additional 500 ft but were not selected. So, we don't have money to fund an extra 500 feet currently. There is another round we can continue to talk to congressional delegation about.

Bob Flint – Just want to thank all for helping us fight the good fight. Going to continue to advocate for and will keep fighting the good fight.

Dan D. – 3.5 to \$4 M would be tough bite on state funds, so don't know if would be able to do the 500 feet. That would be 5500 feet with displaced threshold due to 300 feet not

compliant on each end. It would be fiscally impossible to build the safety area beyond the asphalt. That's where we are, but wanted to report we did not get selected for that funding.

Erhard Mahnke – We are happy to write letters of support if Springfield goes forward on this effort.

Dan D. – Thank you. You will definitely be hearing from us.

Joe Flynn – We just started doing promotional videos for all of our airports. Not sure if there is way to link that to this agenda, but go to YouTube and check it out. Historic photographs and storylines along with present day are extraordinary. We're looking to do this across all of our facilities.

6. MAINTENANCE PROJECT UPDATES

Rollin Tebbetts. Started mowing. Please check NOTAMs we advise of mowing adjacent to runways prior to mowing. We are doing painting at State hangars, which we do in the Summer months. We already started preventative maintenance for snow removal for next season. We will be inspecting the EMACs on approach RWY 1 for Rutland. Any items required for that will be done next Summer.

Jason – Working on pavement maintenance program. We do this to extend the life of the runway and correct marking condition issues. Rutland-Southern done each year and the rest of the airports are on approximately 3-year schedule. This summer, doing Rutland-Southern, Hartness, Morrisville-Stowe, EF Knapp, and Caledonia. Next year Rutland-Southern, Franklin County, Northeast Kingdom Int'l, Hartness and Caledonia. Thanks to Rollin and the operations team who make it safe while still keeping the airport operational during these maintenance activities each year.

Dan D. – A lot of airports are losing their crosswinds. It will be difficult to repave crosswinds, they're changed criteria on the analysis and it's getting difficult to repave, so glad that crosswind at Rutland is holding up (after 35 years).

7. PUBLIC INPUT

Dan D. Opened floor for brief comments.

Erhard Mahnke– Brief federal update as mentioned earlier. We anticipate FAA reauthorization may be markup in congress in last week in May. But with debt ceiling talk, may get postponed. Topics of interest include labor, maintenance standards, and safety issues.

Joe Flynn – Didn't do introductions for people online but would like to recognize Sarah Coffey and thank you for your interest in joining this group.

Sen. Coffey – Great to meet all of you. Look forward to joining you all in person.

7. ADJOURNMENT

Next meeting will be on August 15th, 2023. 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 2:47 PM.