

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
George	Cross	12/4/2015	Comment Sheet	21	GC-5-A	Comment Concerns	Take citizen complaints seriously	There is the opportunity review and raise questions regarding the draft NEM, and all comments will be reviewed and included in the NEM document appendices.
Ray	Gonda	12/3/2015	Email	33	RG-2-A	Comment Concerns	What are the criteria for a comment to be included?	All comments received will be reviewed and included in the NEM document appendices.
Loretta	Marriott	12/3/2015	Email	64	LM-3-A	Comment Concerns	What are the criteria for a comment to be included?	All comments received will be reviewed and included in the NEM document appendices.
Loretta	Marriott	12/4/2015	Email	65	LM-4-A	Comment Concerns	What are the criteria for a comment to be included?	All comments received will be reviewed and included in the NEM document appendices.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-27	Comment Concerns	Are the comments for BTV or FAA?	The comments will be reviewed by FAA and BTV both, depending on what the comment pertains to.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-20 / NL-18	Comment Concerns	Why is there a comment period? What is the point of the comment period? This seems like a done deal, why should we comment?	This is an opportunity for the public to review, comment upon and raise questions regarding the draft NEM. BTV considers all input when finalizing the NEM. For example, the consultant noticed that one of the properties marked commercial on the NEM could be educational and BTV will review.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-23	Grant Money	Availability and time frame of FAA dollars?	Airport strives to work with FAA and receive timely grants each year.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-38 / EK-39	Grant Money	How does the grant application process work? Timeline for grants?	Applications are due sometime before May of each year, however, an annual pre-approval by FAA happens before this. Many items need to happen before application and the airport would be happy to go through this process in detail with individuals.
Sheila	Quenneville	12/9/2015	Comment Sheet	92	SQ-1-A	Ground Noise	Ground noise is worse after home acquisition/demolition.	This NEM update modeling includes the effects of ground noise. Taxiing and run-up modeling details are described in Section 6.7 of the NEM document. In regards to aircraft running auxiliary power units, Mr. Gene Richards responded that he is working with airlines to change operations. When the situation occurs please call the airport.
Becky	Rochford	12/9/2015	Comment Sheet	96	BR-1-A	Ground Noise	Ground noise is worse after home acquisition/demolition.	This NEM update modeling includes the effects of ground noise. Taxiing and run-up modeling details are described in Section 6.7 of the NEM document. In regards to aircraft running auxiliary power units, Mr. Gene Richards responded that he is working with airlines to change operations. When the situation occurs please call the airport.
Chris	Rochford	12/10/2015	Email	97	ChR-1-A	Ground Noise	Ground noise is worse after home acquisition/demolition.	This NEM update modeling includes the effects of ground noise. Taxiing and run-up modeling details are described in Section 6.7 of the NEM document. In regards to aircraft running auxiliary power units, Mr. Gene Richards responded that he is working with airlines to change operations. When the situation occurs please call the airport.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-28A	Ground Noise	High piercing noise: 6:00 am	The commenter was likely talking about aircraft with auxiliary power units at the terminal. Mr. Gene Richards responded that he is working with airlines to change operations. When the situation occurs please call the airport.
L	Boyajian	12/10/2015	Email	12	LB-1-B	Land Use Concerns	Timeline of land use of the vacated properties owned by the airport.	There will be a meeting on the land re-use plan in the first quarter of 2016.
Norma	Corron	12/11/2015	Comment Sheet	18	NC-1-B	Land Use Concerns	Public should be involved in land re-use.	There will be a meeting on the land re-use plan in the first quarter of 2016.
George	Cross	12/9/2015	Comment Sheet	24	GC-8-B	Land Use Concerns	Communities surrounding airport have not zoned areas around the airport as "unfit for residential."	There will be a meeting on the land re-use plan in the first quarter of 2016.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-22 / NL-13	Land Use Concerns	What is happening with the purchased land?	There will be a meeting on the land re-use plan in the first quarter of 2016.

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Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-8	Land Use Concerns	Will hotel require zoning change? By 2030, how many more flights will the airport get?	Zoning laws were not evaluated as part of this project. The FAA requires a five year forecast for this project (2020). The FAA publishes publicly-available forecast data in their Terminal Area Forecast (TAF), available at http://taf.faa.gov/ .
Kai	Forlie	11/11/2015	Comment Sheet	27	KF-1	Military Aircraft	Would like the City (and by extension the airport) to "... [oppose] the basing of all military airplanes and helicopters" at the airport. Any positives are not worth the negative effects they bring.	This is not a decision that the city makes, we are a joint use, public airport and are required by grant assurances not to discriminate against any aircraft or entity.
Loretta	Marriott	11/14/2015	Comment Sheet	62	LM-2	Military Aircraft	ANG jets are particularly loud.	F-16 operations are conducted by the Air National Guard and the Airport does not control.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-13	Military Aircraft	Was the public notified about the starting of afterburners?	F-16 operations are conducted by the Air National Guard and the Airport does not control.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-20	Military Aircraft	Was public notified of changes to any F-16 operations, more power? Airport has covered up & liability that F-16 operations.	F-16 operations are conducted by the Air National Guard and the Airport does not control.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-25 / EK-34	Military Question	Is a majority of the noise coming from the Air Force? Why wasn't the military invited to the meeting?	A majority of the noise is coming from the Air Force. "This is a FAA program, [...] this is not an Air Force program that is why we didn't invite them."
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-16 / NL-16	Military Question	Are F-16's allowed to fly at 300 ft above houses? Can F-35 fly this low too? Do they need a longer runway?	F-16 operations are conducted by the Air National Guard and the Airport does not control.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-33 / NL-17	Modeling Concerns	For HMMH: Will the FAA also collect and accept actual data collected (physical study)? Divisor to compute data: FAA=365 ANG=228	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-1	Modeling Concerns	Is the model only computer data, no physical measurements?	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.
Eileen	Andreoli	12/10/2015	Email	4	EA-1-A	Modeling Concerns	NEMs "blend" 228 days of military w/ 365 days of commercial.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Roger	Bourassa	11/30/2015	Email	11	RB-2-C	Modeling Concerns	Should use 228 flying days instead of 365 days.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Anne	Byrnes	12/10/2015	Comment Sheet	14	AB-1-A	Modeling Concerns	NEM created using modeling instead of measurements.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.

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Jean	Chaulot	11/30/2015	Comment Sheet	17	JC-1-A	Modeling Concerns	Study should emulate scenarios of different takeoff and landing options.	Thank you for your comment
Jean	Chaulot	11/30/2015	Comment Sheet	17	JC-1-B	Modeling Concerns	Should do a separate ground noise study.	This NEM update modeling includes the effects of ground noise. Taxiing and run-up modeling details are described in Section 6.7 of the NEM document.
George	Cross	11/17/2015	Comment Sheet	20	GC-2	Modeling Concerns	Study should use NOISEMAP.	Per FAA guidance, NOISEMAP was used to model F-16 flight operations (arrivals, departures and touch-and-goes) for the BTV NEM. INM was used to model the remaining military, transient, and civilian operations for the BTV NEM. The output grid results from these two models were then combined appropriately. Commenter attached a write-up on how to combine NOISEMAP and INM grids. A process similar to the commenter's attachment was used, and is described in NEM document Section 6.1.
George	Cross	12/4/2015	Comment Sheet	25	GC-9-B	Modeling Concerns	NEM created using modeling instead of measurements.	The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.
Matthew	Ennis	12/10/2015	Email	26	ME-1-A	Modeling Concerns	NEM used modeling, mixing passenger and military together.	The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.
Kai	Forlie	12/3/2015	Email	28	KF-2-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Ann	Goering	12/9/2015	Email	31	AG-1-A	Modeling Concerns	NEM should use measured noise, not modeled.	The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.
Ray	Gonda	11/15/2015	Comment in Front Porch Forum	32	RG-1	Modeling Concerns	Should be using dBA not dB DNL as a metric.	The DNL metric used in the NEM is based on A-weighted decibels. This is commonly abbreviated as dB, or dB DNL. See Chapter 3 of the NEM report for more noise terminology information.
Ray	Gonda	12/10/2015	Email	34	RG-3-F	Modeling Concerns	NEM should include low military jet overflights, ambient noise, and road traffic noise.	The regulations and FAA guidelines require the use of computer modeling, and only includes noise produced by aircraft. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV.
Ray	Gonda	12/10/2015	Email	34	RG-3-G	Modeling Concerns	NEM should use measured noise, not modeled.	The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.
Fred	Hill	11/16/2015	Comment Sheet	39	FH-1	Modeling Concerns	Decibel levels do not reflect actual sound on the ground.	The noise contours were developed using FAA-approved computer models as required by FAA regulations and guidance. For more information about the modeling process, see Chapter 6 of the NEM Report.
Sharon	Hopper	12/10/2015	Comment Sheet	40	SH-1-A	Modeling Concerns	NEM should use measured noise, not modeled.	The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.
Greg	Hostetler	12/5/2015	Email	41	GH-1-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.

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Kathleen	LaLiberté	12/9/2015	Comment Sheet	46	KaL-1-A	Modeling Concerns	Use real time data. Modeling is not an valid/accurate way to assess noise levels of this kind.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.
Kathleen	LaLiberté	12/9/2015	Comment Sheet	46	KaL-1-B	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Kim	Lane	12/9/2015	Email	47	KiL-1-A	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Kim	Lane	12/9/2015	Email	47	KiL-1-B	Modeling Concerns	Use monitoring, not computer-modeling.	The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.
Michael	Mahoney	12/9/2015	Comment Sheet	61	MMA-1-A	Modeling Concerns	The EIS contours are much different than the NEM contours.	Thank you for your comments.
Loretta	Marriott	11/14/2015	Comment Sheet	62	LM-1	Modeling Concerns	Winooski noise is underrepresented by current map. Don't agree that noise is ok and averaged to acceptable levels.	The noise contours were developed using FAA-approved computer models as required by FAA regulations and guidance. For more information about the modeling process, see Chapter 6 of the NEM Report.
Sue	Morris	12/4/2015	Email	70	SM-1-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Victor	Pinga	12/10/2015	Email	76	VP-1-A	Modeling Concerns	Contours are not accurate	The noise contours were developed using FAA-approved computer models as required by FAA regulations and guidance. For more information about the modeling process, see Chapter 6 of the NEM Report.
Ellen	Powell	12/10/2015	Email	86	EP-10-A	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Jeff	Ramsey	12/10/2015	Comment Sheet	94	JeR-1-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.

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Jean	Saysani	12/10/2015	Email	102	JeS-2-C	Modeling Concerns	NEM should not be using DNL.	The Day-Night Average Sound Level (DNL) metric is used for the BTV NEM as per Part 150 regulations. US Congress provided legislation to FAA that all airports need to be represented in the same way to access funding.
Jean	Saysani	12/10/2015	Email	103	JeS-3-D	Modeling Concerns	NEM should not be using DNL.	The Day-Night Average Sound Level (DNL) metric is used for the BTV NEM as per Part 150 regulations. US Congress provided legislation to FAA that all airports need to be represented in the same way to access funding.
Janice	Schwartz	12/3/2015	Email	104	JaS-1-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Horrace	Shaw	12/11/2015	Comment Sheet	105	HS-1-B	Modeling Concerns	NEM should use busy day, not average annual day.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Barbara	Sirvis	12/9/2015	Email	106	BS-1-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Martin	Tierney	12/4/2015	Email	109	MTi-1-D	Modeling Concerns	Why are EIS contours different from NEM?	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
G	Waite	12/3/2015	Email	112	GW-1-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
G	Waite	12/5/2015	Email	113	GW-2-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
G	Waite	12/9/2015	Email	114	GW-3-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.

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G	Waite	12/9/2015	Email	115	GW-4-C	Modeling Concerns	Separate military from commercial in modeling.	Federal regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level divisor for FAA study's is every day throughout the year, which equals 365 days - Federal law requires that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Terry	Zigmund	12/10/2015	Email	124	TZ-1-B	Modeling Concerns	Modeling can't adequately account for topography and weather.	The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-1	Modeling Concerns	How are the decibel contours obtained?	The noise contours were developed using FAA-approved computer models as required by FAA regulations and guidance. For more information about the modeling process, see Chapter 6 of the NEM Report.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-9	Modeling Concerns	What is the meaning of the contour lines? Why do the contour lines move?	The 65 dB DNL contour is the outer extent of people potentially eligible for funds for noise mitigation as determined by the FAA. The contour lines shift over time due to a variety of reasons including changes to runway use, fleet mix, number of operations, and takeoff protocols such as the use of afterburners.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-2 / EK-4 / NL-3	Modeling Concerns	When was data entered? Is this current data? Is it current aircraft?	NOISEMAP's noise data used for this BTV NEM update representative of the VT ANG F-16s (specifically the F-16C with F110-GE-100 engines) was measured by the USAF and is dated 26 MAR 1996.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-3 / NL-2 / NL-11	Modeling Concerns	What agencies collect data and put into the model? Did VT ANG give data for our noise models?	Generally the FAA collects data for civilian aircraft and the US military collects data for military aircraft. The data for current F-16 operations at BTV were developed by the USAF in coordination with the VT ANG. The USAF oversees the ANG data and the USAF provided the data to FAA and City of Burlington for this NEM update study.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-8 / NL-24	Modeling Concerns	Does the modeling include seasonal changes? i.e. leaves falling off trees.	The modeling represents average annual conditions per FAA regulations. For more information about the modeling process, see Chapter 6 of the NEM Report.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-10 / NL-25	Modeling Concerns	Does the home removal increase the 65 DNL? Are these removed houses reflected in the new contours? How does the removal of the houses effect the contours?	The noise contours were developed using FAA-approved computer models as required by FAA regulations and guidance. The models do not include the shielding effects of individual buildings in the noise contours.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-12	Modeling Concerns	Was the 2006/2011 NEM only done with computer models too? How can the lines shrink out of Winooski and Williston if F-16's are using more afterburner?	The 2006/2011 NEM contours were created using an earlier version of the model used for this study. The operational changes in the F-16 takeoffs (use of afterburners) caused the 65 dB DNL contour to be generally smaller than the 2006 contour along the extended Runway 15/33 centerline, and generally larger to the sidelines of Runway 15/33. This is because the use of afterburners increases the noise, but also allows the aircraft to climb much faster, and therefore it is higher when it is going over Winooski.
Susan	Alden	12/10/2015	Email	2	SuA-2-B	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Eileen	Andreoli	12/10/2015	Email	4	EA-1-C	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Eileen	Andreoli	12/11/2015	Email	9	EA-6-A	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Caleb	Bronze	12/10/2015	Email	13	CB-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Deb	Chadwick	12/10/2015	Email	15	DC-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.

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George	Cross	11/16/2015	Comment Sheet	19	GC-1	NCP Implementation	Would like an update of all 15 original items of the 1989 NCP.	Chapter 4 of the NEM document provides updated status for the existing NCP measures and the NEM reflects current status.
Kai	Forlie	12/3/2015	Email	28	KF-2-H	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Ann	Goering	12/9/2015	Email	31	AG-1-E	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Ray	Gonda	12/10/2015	Email	34	RG-3-A	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Aaron	Hawley	12/10/2015	Email	36	AH-1-E	NCP Implementation	According to Measure 8 of the 2008 NCP, a revision to the NEM/NCP should have occurred when the F-16's changed engines in 2008.	Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.
Sharon	Hopper	12/10/2015	Comment Sheet	40	SH-1-E	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Richard	Joy	12/10/2015	Email	44	RIJ-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Jack	Keefe	12/10/2015	Email	45	JK-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
James	Leas	12/10/2015	Email	56	JL-8-A	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Alison	Lockwood	12/10/2015	Email	59	AL-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Anne	MacLeod	12/10/2015	Email	60	AM-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Michael	Mittag	12/10/2015	Email	69	MMi-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Sue	Morris	12/4/2015	Email	70	SM-1-H	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Linda	Patterson	12/10/2015	Email	73/74	LP-1-A	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Ellen	Powell	12/10/2015	Email	81	EP-5-A	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Candace	Pratt	12/10/2015	Email	90	CP-1-D	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Jeff	Ramsey	12/10/2015	Comment Sheet	94	JeR-1-H	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Cynthia	Roriosn	12/10/2015	Email	98	CyR-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.

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Barbara	Sirvis	12/9/2015	Email	106	BS-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Glenn	Sousa	12/10/2015	Email	107	GS-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Linda	Tierney	12/4/2015	Email	108	LT-1-G	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Martin	Tierney	12/4/2015	Email	109	MTI-1-F	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
G	Waite	12/3/2015	Email	112	GW-1-H	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
G	Waite	12/5/2015	Email	113	GW-2-H	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
G	Waite	12/9/2015	Email	114	GW-3-H	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
G	Waite	12/9/2015	Email	115	GW-4-H	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Mark	Williams	12/10/2015	Email	117	MW-1-D	NCP Implementation	Implement all of 2008 NCP recommendations.	BTV Airport staff will review existing NCP.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-41	NCP Implementation	How did the airport comply with what we said we would do recommendations in 2008 by Brian Searles said airport would do.	BTV Airport staff will review existing NCP.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-32	NCP Implementation	In 2008, BTV did NCP. Real Estate disclosures in Winooski and S. Burlington.	BTV Airport staff will review existing NCP.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-33	NCP Implementation	Purchase permanent noise monitoring system.	BTV Airport staff will review existing NCP.
Susan	Alden	12/10/2015	Email	1	SuA-1-B	NEM Document	Where am I on NEM?	Figure 12 and Figure 13 in Chapter 5 of the NEM present the 2015 & 2020 NEM maps, respectively. Figure 14 (sheets 1-5) present detailed, close-in views of the NEM contours as well.
Aaron	Hawley	12/10/2015	Email	36	AH-1-A	NEM Document	Report data for "Voluntary Minimization of F-16 Multiple Aircraft Flights" NCP measure	Although "Voluntary Minimization of F-16 Multiple Aircraft Flights" is an NCP measure, the DNL noise metric is affected by total number of operations noted in Table 9 and 10. Although the Lmax of two events happening at the same time may be louder than the individual events separately, the duration of noise exposure would inherently decrease. The total acoustic energy, and hence DNL are the same regardless if the events occur simultaneously or individually. The Airport does not have records of the number single- and multiple- F16 operations, in a manner that fits the definition of this NCP measure.
Aaron	Hawley	12/10/2015	Email	36	AH-1-G	NEM Document	Found typo in document.	Thank you for your comment. The typographical error noted by the commenter has been corrected.

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Loretta	Marriott	12/10/2015	Email	67	LM-6-A	NEM Document	Education facility not on the NEM map	The facility noted by the commenter, Leaps & Bounds Child Development Center, 1600 Williston Rd, in South Burlington, is on the NEM. It is list in the NEM document in Table 3 and depicted graphically on Figure 14, Sheet 4, Identifier BuS11
Loretta	Marriott	12/10/2015	Email	68	LM-7-A	NEM Document	Education facility not on the NEM map	The facility noted by the commenter, Leaps & Bounds Child Development Center, 1600 Williston Rd, in South Burlington, is on the NEM. It is list in the NEM document in Table 3 and depicted graphically on Figure 14, Sheet 4, Identifier BuS11
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-9	NEM Document	What contour will the new mitigation efforts and funding be? 2015 or 2020 maps?	The draft NEM document recommends that the City should use the extents of both the 2015 and 2020 NEM contours for future land-use planning, rather than simply using the 2020 NEM, because the 2015 and 2020 NEM contours are nearly identical.
Aaron	Hawley	12/10/2015	Email	36	AH-1-B	NEM Document / Modeling Concern	Is a F-16 "low approache" included as a "touch and go" in Tables 9 & 10?	The terminology used by the commenter F16 "low approach" operations is not specifically defined in the NEM. However, if the commenter's reference to "low approach" is that defined in USAF's FEIS table BR3.2-1 as "Low Approach and Go (downwind leg, 1,500 feet AGL, gear down)", yes, there were operations defined as such in the NEM and are included in touch and go section of tables 9 and 10, "Modeled Average Daily Aircraft Operations" The tracks are depicted in Figures 23 and 24 and the use of the tracks is listed in Table 17
L	Boyajian	12/10/2015	Email	12	LB-1-A	Noise Mitigation	Timeline of noise mitigation solutions.	These will be addressed at public meetings to be held in 2016 TBD. As well as through the Airport's Sound Mitigation Committee being formed and commening within the second quarter of 2016.
Robert	Chamberlin	11/17/2015	Email to Dave	16	RC-1	Noise Mitigation	Limiting factors for sound insulation eligibility?	The FAA does have additional eligibility requirements asides from the property being within the 65 dB DNL NEM contour. In other words, inclusion in the 65 dB DNL NEM contour is just one step of the eligibility requirements. Other requirements do include, but may not be limited to, an evaluation of the existing structure and when the property was built. Some of these FAA requirements are alluded to in the draft BTV NEM document, particularly Sections 4.3 and 5.3. There is also a note in Table 4 that provides a specific example of FAA's additional requirements, but that note is not exhaustive of all of FAA's requirements. Current FAA guidelines are probably best described in the FAA's Airport Improvement Program (AIP) Handbook, September 30, 2014 (the same document is also referred to as FAA Order 5100.38D).
Norma	Corron	12/11/2015	Comment Sheet	18	NC-1-A	Noise Mitigation	Soundproofing should be installed.	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
George	Cross	12/4/2015	Comment Sheet	21	GC-5-B	Noise Mitigation	Take action to address noise pollution complaints	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Matthew	Ennis	12/10/2015	Email	26	ME-1-C	Noise Mitigation	Find ways to mitigate noise while preserving housing stock.	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Kelci	Gibbard	12/10/2015	Email	30	KG-1-B	Noise Mitigation	Soundproofing is not an acceptable alternative.	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Ray	Gonda	12/10/2015	Email	34	RG-3-B	Noise Mitigation	Sound insulation eligibility requirements.	<p>The FAA has additional eligibility requirements besides from the property being within the 65 dB DNL NEM contour. In other words, inclusion in the 65 dB DNL NEM contour is just one step of the eligibility requirements. Other requirements do include, but may not be limited to, an evaluation of the existing structure and when the property was built.</p> <p>Some of these FAA requirements are alluded to in the draft BTV NEM document, particularly Sections 4.3 and 5.3. There is also a note in Table 4 that provides a specific example of FAA's additional requirements, but that note is not exhaustive of all of FAA's requirements. Current FAA guidelines are probably best described in the FAA's Airport Improvement Program (AIP) Handbook, September 30, 2014 (the same document is also referred to as FAA Order 5100.38D).</p>
Jan	Hughes	12/10/2015	Email	42	JH-1-A	Noise Mitigation	Newly in 65 dB contour. How to apply for mitigation?	We will be reaching out to everyone within the eligibly area to request interest.
James	Leas	11/9/2015	Comment Sheet	49	JL-3	Noise Mitigation	The Air Force EIS states noise levels for the F-16 and the F-35: more than 4 times louder for the F-35. This means that homes will experience more noise with the F-35. If the airport plans mitigation based on the 2015/2020 noise maps based on F-16 noise level will homes be outfitted twice, once for F-16 noise and again when F-35 arrives?	Potential mitigation eligibility is based on dB DNL. Mitigation will be funded by the FAA according to the Noise Compatibility Program which is outlined in Chapter 4 of the NEM Report. It is anticipated that homes would only be mitigated once.
Anne	N/A	12/3/2015	Comment Sheet	125	A-1-A	Noise mitigation	Noise mitigation is the most important objective	<p>The purpose of this project is to be able to apply for additional federal funds for noise mitigation.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Bernard	Paquette	11/20/2015	Email	71	BP-1-C	Noise mitigation	Noise mitigation options do not have costs identified, cost burden agents, or (most importantly) projected effectiveness associated with each of them.	<p>The purpose of this project is to be able to apply for additional federal funds for noise mitigation.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Sheila	Quenneville	12/9/2015	Comment Sheet	92	SQ-2-A	Noise Mitigation	Wants noise mitigation for home.	We will be reaching out to everyone within the eligibly area to request interest.
Kristin	Rajweski	11/9/2015	Comment Sheet	93	KR-1	Noise Mitigation	Would like to get on the list for sound insulation.	We will be reaching out to everyone within the eligibly area to request interest.

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Kristin	Rajweski	11/9/2015	Comment Sheet	93	KR-2	Noise Mitigation	Confused about the decision not to take down/buy more house. Was never asked about it herself.	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Becky	Rochford	12/9/2015	Comment Sheet	96	BR-1-C	Noise Mitigation	Questions about sound insulation. Wants to be included.	We will be reaching out to everyone within the eligibly area to request interest.
Chris	Rochford	12/10/2015	Email	97	ChR-1-B	Noise Mitigation	Questions about sound insulation.	The purpose of this project is to be able to apply for additional federal funds for noise mitigation. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money. We will be reaching out to everyone within the eligibly area to request interest.
Martin	Tierney	12/4/2015	Email	109	MTi-1-B	Noise Mitigation	How does mitigation process work?	The purpose of this project is to be able to apply for additional federal funds for noise mitigation. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money. We will be reaching out to everyone within the eligibly area to request interest.
Terry	Zigmund	12/10/2015	Email	124	TZ-1-E	Noise Mitigation	Other noise mitigation options should be investigated. Barriers, berms, etc.	We have analyzed many scenarios, and will continue to do so in a public setting through the Airport's Sound Mitigation Committee.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-6	Noise Mitigation	Why won't BTV use the home removal program anymore?	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-24 / EK-28	Noise Mitigation	What is the process of trying to get money to improve homes? i.e. noise mitigation.	The purpose of this project is to be able to apply for additional federal funds for noise mitigation.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-29 / EK-30	Noise Mitigation	What is the plan for the environment outside the zone?	Currently the FAA does not provide funds for noise mitigation for homes outside the 65 dB DNL contour.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-31	Noise Mitigation	Why can't BTV ask the FAA for the remaining homes/funds?	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.

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Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-5 / NL-4	Noise Mitigation	If the F-35 comes in, will BTV take more homes down?	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-12 / NL-21	Noise Mitigation	What is being done for any outside noise? Outside the 65 dB DNL.	Currently the FAA does not provide funds for noise mitigation for homes outside the 65 dB DNL contour.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-32 / NL-23	Noise Mitigation	Comparable airports do have blast deflectors and runup enclosures, will you inquire about these enclosures? Will you ask for funds for these, will they help with noise?	We will prioritize the funds that are available for the best return for the biggest impact, serving as many people as possible.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-22	Noise Mitigation	If you can volunteer to sell your property, why can't you volunteer/apply to the FAA to help the people staying within the 65 DNL?	The airport will address this after the NEM update is completed as part of its next update to its Noise Compatibility Program.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-27	Noise Mitigation	Will you provide ear muffs for people?	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-28C	Noise Mitigation	If contours grow, i.e. in Winooski, will airport apply for grants to Winooski- everyone is equal?	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-31	Noise Mitigation	5100.38C or D - Definition of airport sponsor. Can South Burlington apply for noise mitigation money?	Typically by federal law, if the airport has an NEM and NCP and is applying for funding, generally a local land use jurisdiction such as South Burlington, can not apply for noise mitigation funding from FAA.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-14 / NL-14	Noise Mitigation / Comment Concerns	Will FAA be interested to know what public is interested in mitigation efforts? i.e. noise insulation, acquiring. Can public comments be geared to how mitigation efforts be funded?	Yes, those comments will be reviewed. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Susan	Alden	12/10/2015	Email	2	SuA-2-A	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Eileen	Andreoli	12/10/2015	Email	4	EA-1-B	Noise Monitoring	Need new noise monitoring.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Roger	Bourassa	11/30/2015	Email	11	RB-2-B	Noise Monitoring	Need new noise monitoring.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.

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Caleb	Bronze	12/10/2015	Email	13	CB-1-D	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburll.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Caleb	Bronze	12/10/2015	Email	13	CB-1-E	Noise Monitoring	Need new noise monitoring.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Deb	Chadwick	12/10/2015	Email	15	DC-1-D	Noise Monitoring	Where is data from the 2010 noise monitoring study?	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburll.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Deb	Chadwick	12/10/2015	Email	15	DC-1-E	Noise Monitoring	Need new noise monitoring.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
George	Cross	12/4/2015	Comment Sheet	25	GC-9-A	Noise Monitoring	Need new noise monitoring.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Kai	Forlie	12/3/2015	Email	28	KF-2-F	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburll.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Ray	Gonda	12/10/2015	Email	34	RG-3-D	Noise Monitoring	Data from the 2010 noise monitoring study was not released for 17 months. Why?	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburll.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Marie	Heintz	12/3/2015	Email	38	MH-2-A	Noise Monitoring	Need new noise monitoring.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Fred	Hill	11/16/2015	Comment Sheet	39	FH-6	Noise Monitoring	Sound measurements would be useful. 8 or 10 points above tree line at 3 or 4 distances from the airport at moments of F16 takeoff. Public could then judge for themselves the effect of trees, housing and weather.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.

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Greg	Hostetler	12/5/2015	Email	41	GH-1-B	Noise Monitoring	Need new noise monitoring.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Richard	Joy	12/10/2015	Email	44	RiJ-1-D	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Richard	Joy	12/10/2015	Email	44	RiJ-1-E	Noise Monitoring	Need new noise monitoring.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Jack	Keefe	12/10/2015	Email	45	JK-1-D	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Jack	Keefe	12/10/2015	Email	45	JK-1-E	Noise Monitoring	Need new noise monitoring.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Kim	Lane	12/9/2015	Email	47	KiL-1-E	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Gordon&Paulette	Lawrence	12/10/2015	Comment Sheet	48	GL-1-B	Noise Monitoring	Need new noise monitoring.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
James	Leas	12/10/2015	Email	53	JL-5-A	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
James	Leas	12/10/2015	Email	54	JL-6-A	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
James	Leas	12/10/2015	Email	55	JL-7-A	Noise Monitoring	Noise monitoring should be included in the NEM.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Alison	Lockwood	12/10/2015	Email	59	AL-1-D	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Alison	Lockwood	12/10/2015	Email	59	AL-1-E	Noise Monitoring	Noise monitoring should be included in the NEM.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Anne	MacLeod	12/10/2015	Email	60	AM-1-D	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Anne	MacLeod	12/10/2015	Email	60	AM-1-E	Noise Monitoring	Noise monitoring should be included in the NEM.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Loretta	Marriott	12/3/2015	Email	63	LM-2-A	Noise Monitoring	Need new noise monitoring.	<p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Michael	Mittag	12/10/2015	Email	69	MMi-1-D	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Michael	Mittag	12/10/2015	Email	69	MMi-1-E	Noise Monitoring	Noise monitoring should be included in the NEM.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Sue	Morris	12/4/2015	Email	70	SM-1-B	Noise Monitoring	Noise monitoring should be included in the NEM.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Sue	Morris	12/4/2015	Email	70	SM-1-F	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Nari	Penson	12/10/2015	Email	75	NP-1-B	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Ellen	Powell	12/10/2015	Email	79	EP-3-A	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Ellen	Powell	12/10/2015	Email	83	EP-7-A	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Candace	Pratt	12/10/2015	Email	90	CP-1-B	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Jeff	Ramsey	12/10/2015	Comment Sheet	94	JeR-1-B	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Jeff	Ramsey	12/10/2015	Comment Sheet	94	JeR-1-F	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Cynthia	Roriosn	12/10/2015	Email	98	CyR-1-D	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Cynthia	Roriosn	12/10/2015	Email	98	CyR-1-E	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Jean	Saysani	12/10/2015	Email	103	JeS-3-A	Noise Monitoring	Was 2010 the only monitoring study? Why none in Winooski?	The 2010 study is uploaded to the City of South Burlington's website and was conducted per SB request. There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.
Jean	Saysani	12/10/2015	Email	103	JeS-3-B	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Janice	Schwartz	12/3/2015	Email	104	JaS-1-B	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Janice	Schwartz	12/3/2015	Email	104	JaS-1-F	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Barbara	Sirvis	12/9/2015	Email	106	BS-1-B	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Barbara	Sirvis	12/9/2015	Email	106	BS-1-G	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Glenn	Sousa	12/10/2015	Email	107	GS-1-D	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Glenn	Sousa	12/10/2015	Email	107	GS-1-E	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Linda	Tierney	12/4/2015	Email	108	LT-1-B	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Linda	Tierney	12/4/2015	Email	108	LT-1-E	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
Martin	Tierney	12/4/2015	Email	109	MTi-1-C	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Maida	Townsend	12/10/2015	Email	110	MTo-1-A	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
G	Waite	12/3/2015	Email	112	GW-1-B	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
G	Waite	12/3/2015	Email	112	GW-1-F	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
G	Waite	12/5/2015	Email	113	GW-2-B	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
G	Waite	12/5/2015	Email	113	GW-2-F	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}
G	Waite	12/9/2015	Email	114	GW-3-B	Noise Monitoring	Noise monitoring should be included in the NEM.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
G	Waite	12/9/2015	Email	114	GW-3-F	Noise Monitoring	Release data from the 2010 noise monitoring study.	Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
G	Waite	12/9/2015	Email	115	GW-4-B	Noise Monitoring	Noise monitoring should be included in the NEM.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
G	Waite	12/9/2015	Email	115	GW-4-F	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Mark	Williams	12/10/2015	Email	117	MW-1-C	Noise Monitoring	Noise monitoring should be included in the NEM.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Igor	Zbitnoff	12/10/2015	Email	123	IZ-5-A	Noise Monitoring	Release data from the 2010 noise monitoring study.	<p>Monitoring was done in October 2010 and done independently of this NEM. Data is on S. Burlington website. Last checked on 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Terry	Zigmund	12/10/2015	Email	124	TZ-1-C	Noise Monitoring	Noise monitoring should be included in the NEM.	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling.</p> <p>The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.</p>
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-11 / NL-7	Noise Monitoring	Is a sound study available for the neighborhood? In 2012, was there a noise monitoring study? Where is the raw data?	<p>Monitoring was done in October 2010. Data is on S. Burlington website. As of 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-37	Noise Monitoring	What happened to data that happened or was recorded in 2010?	<p>Monitoring was done in October 2010. Data is on S. Burlington website. As of 11/13/2015 http://www.sburl.com/index.asp?Type=B_BASIC&SEC={D21BEFA6-7C30-4C03-8588-1E854CEAFB90}</p>
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-26	Noise Monitoring	Why hasn't an onsite sound study been done for these models?	<p>There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. However, the inputs into the model including the flight tracks, terrain, weather data, and F-16 flight profiles are all specific to BTV. Additionally, the underlying noise data for each aircraft in the computer model were developed by controlled measurements.</p>

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Kai	Forlie	12/3/2015	Email	28	KF-2-B	Noise Monitoring / Modeling Concerns	Modeling has limitations. Undertake new noise study.	There were no noise measurements conducted specifically for the BTV NEM. The regulations and FAA guidelines require the use of computer modeling. The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money.
Roger	Bourassa	11/30/2015	Email	11	RB-2-A	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Caleb	Bronze	12/10/2015	Email	13	CB-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Kai	Forlie	12/3/2015	Email	28	KF-2-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Ann	Goering	12/9/2015	Email	31	AG-1-D	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Aaron	Hawley	12/10/2015	Email	36	AH-1-F	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Sharon	Hopper	12/10/2015	Comment Sheet	40	SH-1-D	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Richard	Joy	12/10/2015	Email	44	RiJ-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Jack	Keefe	12/10/2015	Email	45	JK-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Kim	Lane	12/9/2015	Email	47	KiL-1-G	Other Meetings	Should be follow up meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
James	Leas	12/10/2015	Email	57	JL-9-A	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Alison	Lockwood	12/10/2015	Email	59	AL-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Anne	MacLeod	12/10/2015	Email	60	AM-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Michael	Mittag	12/10/2015	Email	69	MMi-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Sue	Morris	12/4/2015	Email	70	SM-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Ellen	Powell	12/10/2015	Email	80	EP-4-A	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Candace	Pratt	12/10/2015	Email	90	CP-1-F	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.

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Jeff	Ramsey	12/10/2015	Comment Sheet	94	JeR-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Cynthia	Roriosn	12/10/2015	Email	98	CyR-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Barbara	Sirvis	12/9/2015	Email	106	BS-1-H	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Glenn	Sousa	12/10/2015	Email	107	GS-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Linda	Tierney	12/4/2015	Email	108	LT-1-F	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
G	Waite	12/3/2015	Email	112	GW-1-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
G	Waite	12/5/2015	Email	113	GW-2-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
G	Waite	12/9/2015	Email	114	GW-3-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
G	Waite	12/9/2015	Email	115	GW-4-G	Other Meetings	Should be follow up NEM meeting(s).	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter of 2016.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-21	Other Meetings	Will there be a follow up meeting to discuss other questions that aren't related to this specific topic?	There is not another meeting scheduled regarding this draft NEM update prior to anticipated submission to the FAA, but there will be a meeting on the land re-use plan in the first quarter 2016 as well as additional noise mitigation initiatives
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-15 / NL-19	Other Meetings	Will there be follow up meetings to discuss implementation of mitigation?	There will be a meeting on the land re-use plan in the first quarter of 2016.
Ray	Gonda	12/10/2015	1/0/1900	34		Overall	To sum it up you should be concerned with the impacts of airport noise on the area's residents rather than trying to meet the absolute minimum of requirements for such a study. It is likely that residents of the area will not roll over so easily if their concerns are not met and addressed.	Thank you for your comment.
Susan	Alden	12/10/2015	Email	1	SuA-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	F-16 operations are conducted by the Air National Guard and the Airport does not control. Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.
Eileen	Andreoli	12/10/2015	Email	5	EA-2-B	Supplemental EIS	EIS should have been done for F-16 engine change.	F-16 operations are conducted by the Air National Guard and the Airport does not control. Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.

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Eileen	Andreoli	12/10/2015	Email	6	EA-3-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Eileen	Andreoli	12/10/2015	Email	8	EA-5-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Caleb	Bronze	12/10/2015	Email	13	CB-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Deb	Chadwick	12/10/2015	Email	15	DC-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Matthew	Ennis	12/10/2015	Email	26	ME-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Kai	Forlie	12/3/2015	Email	28	KF-2-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>

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Jeffrey	Frost	12/10/2015	Email	29	JF-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTv Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Ray	Gonda	12/10/2015	Email	34	RG-3-C	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTv Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Aaron	Hawley	12/10/2015	Email	36	AH-1-D	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTv Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Marie	Heintz	12/3/2015	Email	37	MH-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTv Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Greg	Hostetler	12/5/2015	Email	41	GH-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTv Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Richard	Joy	12/10/2015	Email	44	RiJ-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTv Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>

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Jack	Keefe	12/10/2015	Email	45	JK-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Kim	Lane	12/9/2015	Email	47	KiL-1-C	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
James	Leas	12/10/2015	Email	51	JL-3-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Alison	Lockwood	12/10/2015	Email	59	AL-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Anne	MacLeod	12/10/2015	Email	60	AM-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Michael	Mittag	12/10/2015	Email	69	MMi-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>

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Sue	Morris	12/4/2015	Email	70	SM-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Ellen	Powell	12/10/2015	Email	82	EP-6-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Candace	Pratt	12/10/2015	Email	90	CP-1-C	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Jeff	Ramsey	12/10/2015	Comment Sheet	94	JeR-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Cynthia	Roriosn	12/10/2015	Email	98	CyR-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Janice	Schwartz	12/3/2015	Email	104	JaS-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>

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Barbara	Sirvis	12/9/2015	Email	106	BS-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Glenn	Sousa	12/10/2015	Email	107	GS-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Linda	Tierney	12/4/2015	Email	108	LT-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Martin	Tierney	12/4/2015	Email	109	MTi-1-A	Supplemental EIS	How and why was the decision made to change F-16 afterburner use?	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p>
Paul	Ugalde	12/10/2015	Email	111	PU-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
G	Waite	12/3/2015	Email	112	GW-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
G	Waite	12/5/2015	Email	113	GW-2-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>

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G	Waite	12/9/2015	Email	114	GW-3-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
G	Waite	12/9/2015	Email	115	GW-4-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Barbara	Wanner	12/10/2015	Email	116	BW-1-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Irene	Wrenner	12/10/2015	Email	118	IW-1-B	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Igor	Zbitnoff	12/10/2015	Email	121	IZ-3-A	Supplemental EIS	EIS should have been done for F-16 engine change.	<p>F-16 operations are conducted by the Air National Guard and the Airport does not control.</p> <p>Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.</p>
Fred	Hill	11/16/2015	Comment Sheet	39	FH-3	Workshop purpose	Not concerned with Noise Contours. Concerned with F35 noise. Purpose of meeting was simply to meet requirement for a grant.	<p>The purpose of this project is to be able to apply for additional federal funds for noise mitigation.</p> <p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Roger	Bonnassa	11/9/2015	Comment Sheet	10	RB-2	Other Comment	Feedback and concerns of the entire community need to be expressed and resolution needs to come from a democratic process involving the entire community, not only the politically elected officials all under the influence of those positioned to gain.	Thank you for your comments.

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Roger	Bourassa	11/30/2015	Email	11	RB-2-F	Other Comment	Need studies to determine impact on property values.	Thank you for your comments.
Gordon&Paulette	Lawrence	12/10/2015	Comment Sheet	48	GL-1-A	Other Comment	"an independent, outside consultant should be hired immediately to document the entire history of the Airport's actions to record noise levels and abate dangerous noise affecting the community over the last ten years."	Thank you for your comment.
Gordon&Paulette	Lawrence	12/10/2015	Comment Sheet	48	GL-1-C	Other Comment	"an independent, outside consultant should be hired to document the relationships between airport personnel, local developers, consultants, and the city council members in both Burlington and South Burlington."	Thank you for your comment.
Gordon&Paulette	Lawrence	12/10/2015	Comment Sheet	48	GL-1-D	Other Comment	"the airport should make regular statements to the public of its efforts to recognize and abate noise that dangerously affects the community."	Thank you for your comment
James	Leas	11/9/2015	Comment Sheet	49	JL-2	Other Comment	Is there a conflict of interest for the airport director to be working every day to increase air traffic while also being the person to address concerns that increased air traffic causes?	No, The director must work to ensure compliance with all applicable state and federal laws related to the operation of the airport. The airport director strives to bring new air service opportunities to the airport to benefit the region.
Eric	Lind	12/10/2015	Email	58	EL-1-A	Other Comment	Construct a new airport farther from population	Thank you for your comment. There are currently no plans to build a new airport.
Loretta	Marriott	12/10/2015	Email	66	LM-5-A	Other Comment	A noise committee should be formed	This is being formed and will commence with all surrounding city representatives, airport representatives, National Guard representatives, FAA representatives, and 3 representatives from the neighborhood.
Bernard	Paquette	11/20/2015	Email	72	BP-2-A	Other Comment	Will there be a study to compare noise conditions to the effects of potential noise abatement procedures/installations?	AS operational aspects of the airport evolve there will be followup NEMs conducted to reflect major changes.
Ellen	Powell	12/10/2015	Email	77	EP-1-A	Other Comment	Supplemental contours wanted.	Unsure of your request? Please reach out to the airport at anytime 802-863-2874
Ellen	Powell	12/10/2015	Email	78	EP-2-A	Other Comment	Wants a schedule of F-16 operations posted to avoid times when in operation.	F-16 operations are conducted by the Air National Guard and the Airport does not control.
Ellen	Powell	12/10/2015	Email	84	EP-8-A	Other Comment	Bring an F-35 to BIA and fly it with public notice to judge noise.	This is the pervue of the Air National Guard
Ellen	Powell	12/10/2015	Email	85	EP-9-A	Other Comment	Bring an F-35 to BIA and fly it with public notice to judge noise.	This is the pervue of the Air National Guard
Joseph	Randazzo	12/10/2015	Email	95	JoR-1-A	Other comment	Response to other commenter.	Thank you for your comments.
Becky	Rochford	12/9/2015	Comment Sheet	96	BR-1-B	Other Comment	After home acquisition/demolition, airport lights are annoying.	Thank you for your comment.
Jean	Saysani	12/10/2015	Email	101	JeS-1-B	Other Comment	Supplemental contours wanted.	Thank you for your comments.
Jean	Saysani	12/10/2015	Email	102	JeS-2-A	Other Comment	Supplemental contours wanted, with average busy day.	The regulations and FAA guidelines require the use of computer modeling. The Day-Night Average Sound Level devisor for FAA study's is every day throughout the year, which equals 365 days - US Congress provided legislation to FAA that all airports need to be represented in the same way to access funding. The USAF uses operational days, which equals 228 days. However, both agency's methods recognize the same number of total operations, and therefore the number of average daily F-16 operations modeled for this project is fewer than for the F-35 EIS.
Martin	Tierney	12/4/2015	Email	109	MTi-1-E	Other Comment	What is the economic impact on real estate of F-35?	Health effects and/or economic impacts not evaluated as part of this study.
Maida	Townsend	12/10/2015	Email	110	MTo-1-C	Other Comment	Noise monitoring and health studies should be released to public once completed.	Health effects were not evaluated as part of this study.
Mark	Williams	12/10/2015	Email	117	MW-1-E	Other Comment	Wants a schedule of F-16 operations posted to avoid times when in operation.	F-16 operations are conducted by the Air National Guard and the Airport does not control.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-26	Other Comment	How do we trust everything?	This NEM study is being completed per FAA regulations and associated guidances. It will be submitted to the FAA for review and acceptance.

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-35	Other Comment	Comments about EIA done in 2010.	Thank you for your comments.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-36	Other Comment	Will the Pomerleau be the builder of the new airport hotel?	Evaluating potential hotel contractors was not part of this project.
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-19 / NL-6	Other Comment	Why was the NEM not updated when F-16's started using afterburners?	Study, development, and preparation of noise models for a new NEM can take several years. BTV Airport staff were notified of operational change (specifically F-16's started using afterburners) in April in 2012. The airport immediately applied for a Part 150 study grant which was authorized on July 3, 2012. The City applied for and obtained a federal grant to fund new NEM in 2012. The process is being completed now.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-17 / EK-18	Schools / Noise Mitigation	What is the research on schools being within the 65 DNL? Are schools eligible for money to help with noise? Are there any Federal Regulations providing guidance on noise levels?	HMMH is reviewing
Erin/ Nic	Knapp/ Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-7 / NL-5	Schools / Noise Mitigation	Will you be acquiring everything within 65? Will you take down Chamberlin School?	The current NCP which has been approved by the FAA will determine how funds can be spent. However, within the NCP there is some flexibility to spend the money within federal guidelines. The airport will work with the residents and community leaders to determine the best way to spend the money. There is no plan to take down the Chamberlin School.
Terry	Zigmund	12/10/2015	Email	124	TZ-1-D	Schools / Health Effects	What are "acceptable" noise levels at schools?	HMMH is reviewing
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-10	Schools / Health Effects	What is the acceptable sound level for schools? And when children are outside too? Is there Federal guidelines for safe sound levels?	HMMH is reviewing
Eileen	Andreoli	12/10/2015	Email	7	EA-4-A	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Roger	Bonnassa	11/9/2015	Comment Sheet	10	RB-3	Health Concerns	Is there a plan to gather studies on the health impacts?	Health effects were not evaluated as part of this study.
Roger	Bourassa	11/30/2015	Email	11	RB-2-D	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Caleb	Bronze	12/10/2015	Email	13	CB-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Deb	Chadwick	12/10/2015	Email	15	DC-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
George	Cross	12/9/2015	Comment Sheet	22	GC-6-A	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
George	Cross	12/9/2015	Comment Sheet	24	GC-8-A	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Kai	Forlie	12/3/2015	Email	28	KF-2-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Ann	Goering	12/9/2015	Email	31	AG-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Ray	Gonda	11/15/2015	Comment in Front Porch Forum	32	RG-2	Health Concerns	Health Impacts start at 55 DNL.	Health effects were not evaluated as part of this study.
Ray	Gonda	11/15/2015	Comment in Front Porch Forum	32	RG-3	Health Concerns	According to NIOSH, exposure to noise from F-35 could be hazardous to health of people nearby, and even more hazardous to infants or small children.	Health effects and the F-35 were not evaluated as part of this study.
Ray	Gonda	11/15/2015	Comment in Front Porch Forum	32	RG-4	Health Concerns	Study regarding cardiovascular health effects and the cognitive impairment of children at 65 dB DNL and below.	Health effects were not evaluated as part of this study.
Ray	Gonda	12/10/2015	Email	34	RG-3-H	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Sharon	Hopper	12/10/2015	Comment Sheet	40	SH-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Greg	Hostetler	12/5/2015	Email	41	GH-1-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Richard	Joy	12/10/2015	Email	44	RiJ-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Jack	Keefe	12/10/2015	Email	45	JK-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Kathleen	LaLiberté	12/9/2015	Comment Sheet	46	KaL-1-D	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Kim	Lane	12/9/2015	Email	47	KiL-1-D	Health Concerns	Any studies on what effects the noise has on humans and animals should be released.	Health effects were not evaluated as part of this study.
James	Leas	11/9/2015	Comment Sheet	49	JL-1	Health Concerns	What will be the health impact on the children? Seniors?	Health effects were not evaluated as part of this study.
James	Leas	12/10/2015	Email	52	JL-4-A	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Alison	Lockwood	12/10/2015	Email	59	AL-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Anne	MacLeod	12/10/2015	Email	60	AM-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Michael	Mittag	12/10/2015	Email	69	MMi-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Sue	Morris	12/4/2015	Email	70	SM-1-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Bernard	Paquette	11/20/2015	Email	71	BP-1-A	Health Concerns	"what other aircraft noise effects on human activity and human health are known?"	Health effects were not evaluated as part of this study.
Bernard	Paquette	11/20/2015	Email	71	BP-1-B	Health Concerns	"What health risk assessments and related public-inform/warnings have been done or will be done regarding the newly recognized BTV NEM report?"	Health effects were not evaluated as part of this study.
Nari	Penson	12/10/2015	Email	75	NP-1-A	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Ellen	Powell	12/10/2015	Email	77	EP-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Ellen	Powell	12/10/2015	Email	88	EP-12-A	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Ellen	Powell	12/10/2015	Email	89	EP-13-A	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Candace	Pratt	12/10/2015	Email	90	CP-1-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Kristin	Rajweski	11/9/2015	Comment Sheet	93	KR-3	Health Concerns	Worried about health effects to her children.	Health effects were not evaluated as part of this study.
Jeff	Ramsey	12/10/2015	Comment Sheet	94	JeR-1-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Cynthia	Roriosn	12/10/2015	Email	98	CyR-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Jean	Saysani	12/10/2015	Email	102	JeS-2-B	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Jean	Saysani	12/10/2015	Email	103	JeS-3-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Janice	Schwartz	12/3/2015	Email	104	JaS-1-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Barbara	Sirvis	12/9/2015	Email	106	BS-1-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Glenn	Sousa	12/10/2015	Email	107	GS-1-C	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Linda	Tierney	12/4/2015	Email	108	LT-1-D	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Maida	Townsend	12/10/2015	Email	110	MTo-1-B	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
G	Waite	12/3/2015	Email	112	GW-1-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
G	Waite	12/5/2015	Email	113	GW-2-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
G	Waite	12/9/2015	Email	114	GW-3-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
G	Waite	12/9/2015	Email	115	GW-4-E	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Mark	Williams	12/10/2015	Email	117	MW-1-B	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Igor	Zbitnoff	12/10/2015	Email	122	IZ-4-A	Health Concerns	NEM should include latest health studies.	Health effects were not evaluated as part of this study.
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-40	Health Concerns	What will be the health impact on the surrounding people?	Health effects were not evaluated as part of this study.
Susan	Alden	12/10/2015	Email	2	SuA-2-C	F-35 Concerns	Base F-35 elsewhere.	Thank you for your comment.
Steve	Allen	12/10/2015	Email	3	StA-1-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Eileen	Andreoli	12/10/2015	Email	5	EA-2-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Eileen	Andreoli	12/10/2015	Email	6	EA-3-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Eileen	Andreoli	12/10/2015	Email	7	EA-4-B	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Roger	Bonnassa	11/9/2015	Comment Sheet	10	RB-1	F-35 Concerns	Why were NEM's on the F-35 not provided? The recent EIS had profiles of the F-35. This is a concern to all and needs to be part of the discussion.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Roger	Bourassa	11/30/2015	Email	11	RB-2-E	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Caleb	Bronze	12/10/2015	Email	13	CB-1-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Anne	Byrnes	12/10/2015	Comment Sheet	14	AB-1-B	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Deb	Chadwick	12/10/2015	Email	15	DC-1-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
George	Cross	12/3/2015	Comment Sheet	N/A (notes from 11/9/2015 workshop)	GC-4-B	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when substantial Airport operational changes occur.</p>
George	Cross	12/9/2015	Comment Sheet	22	GC-6-B	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
George	Cross	12/9/2015	Comment Sheet	23	GC-7-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Kai	Forlie	12/3/2015	Email	28	KF-2-D	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Jeffrey	Frost	12/10/2015	Email	29	JF-1-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Kelci	Gibbard	12/10/2015	Email	30	KG-1-A	F-35 Concerns	Concerned about F-35 impact.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Ann	Goering	12/9/2015	Email	31	AG-1-B	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Ray	Gonda	12/10/2015	Email	34	RG-3-E	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Beth	Gutwin	12/10/2015	Email	35	BG-1-A	F-35 Concerns	Base F-35 elsewhere.	Thank you for your comment.
Aaron	Hawley	12/10/2015	Email	36	AH-1-C	F-35 Concerns	Comparing F-16/F-35 EIS forecast to BTV NEM forecast.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Marie	Heintz	12/3/2015	Email	38	MH-2-B	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Fred	Hill	11/16/2015	Comment Sheet	39	FH-2	F-35 Concerns	F35 not included in this study. Study will only be updated after full deployment.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Fred	Hill	11/16/2015	Comment Sheet	39	FH-4	F-35 Concerns	F35 will be 3-4 times as loud as F16.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Fred	Hill	11/16/2015	Comment Sheet	39	FH-5	F-35 Concerns	Most "workshop" attendees support the guard, but F35s support is driven by potential money coming in.	Thank you for your comment
Sharon	Hopper	12/10/2015	Comment Sheet	40	SH-1-B	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Greg	Hostetler	12/5/2015	Email	41	GH-1-D	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Richard	Joy	12/10/2015	Email	44	Rij-1-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Jack	Keefe	12/10/2015	Email	45	JK-1-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Kathleen	LaLiberté	12/9/2015	Comment Sheet	46	KaL-1-C	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.

First Name	Last Name	Date Received	Source	Appendix E Document Number	Comment ID	Comment Category	Paraphrased Comment	Response
Kim	Lane	12/9/2015	Email	47	KiL-1-F	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Gordon&Paulette	Lawrence	12/10/2015	Comment Sheet	48	GL-1-E	F-35 Concerns	"if the Burlington Airport is in fact not familiar with or cognizant of the characteristics of the types of aircraft proposed by the military for use here, they should be."	Thank you for your comment
James	Leas	12/10/2015	Email	50	JL-2-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Alison	Lockwood	12/10/2015	Email	59	AL-1-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Anne	MacLeod	12/10/2015	Email	60	AM-1-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Michael	Mittag	12/10/2015	Email	69	MMi-1-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Sue	Morris	12/4/2015	Email	70	SM-1-D	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Anne	N/A	12/3/2015	Comment Sheet	125	A-1-B	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.

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Nari	Penson	12/10/2015	Email	75	NP-1-C	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Ellen	Powell	12/10/2015	Email	77	EP-1-B	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Ellen	Powell	12/10/2015	Email	87	EP-11-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Ellen	Powell	12/10/2015	Email	88	EP-12-B	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Ellen	Powell	12/10/2015	Email	89	EP-13-B	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Candace	Pratt	12/10/2015	Email	90	CP-1-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Mary	Provencher	12/10/2015	Email	91	MP-1-A	F-35 Concerns	Base F-35 elsewhere.	Thank you for your comment.
Jeff	Ramsey	12/10/2015	Comment Sheet	94	JeR-1-D	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>

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Cynthia	Roriosn	12/10/2015	Email	98	CyR-1-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Jan	Salzman	12/3/2015	Email	43	RS-1-A	F-35 Concerns	No F-35	Thank you for your comment
Jan	Salzman	12/4/2015	Email	99	RS-2-A	F-35 Concerns	No F-35	Thank you for your comment
Jan	Salzman	12/10/2015	Email	100	RaJ-1-A	F-35 Concerns	No F-35	Thank you for your comment
Jean	Saysani	12/10/2015	Email	101	JeS-1-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Janice	Schwartz	12/3/2015	Email	104	JaS-1-D	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Horrace	Shaw	12/11/2015	Comment Sheet	105	HS-1-A	F-35 Concerns	Should include F-35 in NEM. EIS shows F-35 at BTV in 2020.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Barbara	Sirvis	12/9/2015	Email	106	BS-1-D	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Glenn	Sousa	12/10/2015	Email	107	GS-1-A	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.
Linda	Tierney	12/4/2015	Email	108	LT-1-C	F-35 Concerns	Should include F-35 in NEM.	In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use. As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.

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Paul	Ugalde	12/10/2015	Email	111	PU-1-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
G	Waite	12/3/2015	Email	112	GW-1-D	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
G	Waite	12/5/2015	Email	113	GW-2-D	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
G	Waite	12/9/2015	Email	114	GW-3-D	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
G	Waite	12/9/2015	Email	115	GW-4-D	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Barbara	Wanner	12/10/2015	Email	116	BW-1-B	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Mark	Williams	12/10/2015	Email	117	MW-1-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>

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Irene	Wrenner	12/10/2015	Email	118	IW-1-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Igor	Zbitnoff	12/10/2015	Email	119	IZ-1-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Igor	Zbitnoff	12/10/2015	Email	120	IZ-2-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Terry	Zigmund	12/10/2015	Email	124	TZ-1-A	F-35 Concerns	Should include F-35 in NEM.	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Erin	Knapp	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	EK-15	F-35 Concerns	Is there F-35 data included in new maps?	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-28B	F-35 Concerns	Why is the F-35 not included in 2020 map?	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-29	F-35 Concerns	Will F-35 be a substantial change, and will that require or trigger Act 250?	<p>The Vermont Supreme Court affirmed the Environmental Division's decision that the City of Burlington (BTV) does not need to amend its Act 250 permit.</p>
Nic	Longo	11/9/2015	From meeting	N/A (notes from 11/9/2015 workshop)	NL-30	F-35 Concerns	What will be the negative impact of this sound, i.e. F-35?	<p>In accordance with Part 150, the City shall update the NEMs if a change in the operation of the airport would establish a substantial new noncompatible use.</p> <p>As part of this Part 150 requirement, the City will evaluate the NEM in the future when the local Air National Guard's operations change. At such time, it is anticipated that the City, with assistance from the Air National Guard, will be able to develop an NEM update with operational data relevant to local operations.</p>