

Burlington International Airport Sound Program - Frequently Asked Questions

- Q. How are homes in the neighborhood that are owed by the Champlain Housing Trust and are in their rental program or in their shared equity program will be treated under the proposed sound insulation program, or how shared equity homes would be treated should their homes be purchased under the buyout program?**
- A. We will need to examine the ownership documents before rendering a decision on this. We would continue to work with the Champlain Housing Trust and the individual homeowner on these scenarios.
- Q. How will homes on the south side of Kirby Road be affected once the homes on the north side are removed?**
- A. The homes located on the south side of Kirby Road will be eligible for noise mitigation based upon the FAA approved updated Noise Compatibility Program.
- Q. How will the arrival of the F-35 will affect the noise maps?**
- A. New noise maps will need to be generated should the F-35's begin operations
- Q. How will recent improvements made to a home translate into fair market value?**
- A. Homes will be appraised following federal appraisal guidelines. Homes will be valued at the current market value. Improvements to homes may be reflected in the overall value of the home but it is not typically a dollar for dollar valuation.
- Q. What will happen if a homeowner signs up for the home insulation program and then the F-35s arrive and push the buy-out eligibility line out past that home?**
- A. Typically, if the noise contour grows and the property is pushed into a higher noise contour, and the home has not been sound insulated, it should be eligible for acquisition, if both communities concur. If the home has received sound insulation treatments and granted an avigation easement, the FAA may not deem the home eligible for acquisition.
- Q. How long will an owner need to stay in his/her home under the insulation program to avoid having to pay any money back?**
- A. Typically, there is no requirement for owners to pay for acoustical treatments with the exception of the owner withdrawing from the program after the contractor has ordered the acoustical products and before construction has started.
- Q. How does the “home assurance” program work; is it just a check that the selling homeowners receives?**
- A. The purchase assurance program ensures that an owner is able to receive full market value for their home on the open market. If the owner receives an offer for less than the full market value, the Airport can provide a differential payment to the owner to ensure their full market value. The differential payment can be in the form of a number of items which may include cash, home repairs, realtor fees. Each program is crafted based on the local area.

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Q. How long will the money be available for each of these programs?

A. The current grant for acquisition of the 39 properties is expected to be a 2 year program. Funding for future programs will be determined once approved by the FAA.

Q. How will offers to purchase be made, how long will the offers be on the table and how long will the homeowner have to make a decision?

A. The owners will be assigned a homeowner agent who will work with them through the entire acquisition/relocation process. Owners will have 30 days to accept the offer to purchase their home.

Q. Will there be funding for the Chamberlin School noise insulation?

A. This will be considered as part of the Noise Compatibility Program update.

Q. How will contractors be selected for the noise insulation program, will there be a vetted list of contractors and how will it be determined what is needed in a home?

A. Federal procurement rules require the construction contract to be publicly bid and awarded to the lowest most responsive and responsible bidder. Homes will be bid in as a group typically in groups of 40 -80 homes, subject to federal funding.

Q. How will the noise insulation program work?

A. After the completion of the Noise Compatibility Program over the next 12-18 months, we will reach out and hold public meetings and individual discussions to start the implementation of the insulation program.

Q. What happens if not all of the money is spent on the buyouts; can it be held over for the insulation program?

A. If there are funds remaining in the grant, the Airport can apply to amend the grant to utilize the funds for sound insulation.

Q. If you are in the buyout area can you chose insulation instead?

A. This would need to be reviewed by the FAA.

Q. What are the Airport's plans to do with the acquired land?

A. The intention of the land is for sound mitigation and will be used as a noise buffer as identified on the Airport's land use reuse plan located on the Burlington International Airport Website

Q. Why hasn't the Airport applied for sound insulation funds?

A. The FAA is requiring the Airport to purchase the homes in the original project area prior to issuing funds for the sound insulation program.

Q. Are the homes/land being purchased to enable a direct road connection to be made with the interstate?

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- A. Please refer to the Airport's 2030 Master Plan to visualize the concept of the road connection located at <http://www.btv.aero/airport-guide/community-connection>
- Q. What role can the City of South Burlington and the City Council play in the buyout and subsequent programs.**
- A. There is no anticipated future buyout program at this point unless agreed upon amongst the two communities.
- Q. Are home buyout programs expected to carry on into the future?**
- A. No. Based on the current noise map, this will be the last acquisition program.
- Q. Are home buyouts offered automatically based on the NEM and BTV's request for noise mitigation funding? That is, is the home insulation program contingent on the buyout of homes within the 75 DNL line? And when the F35s arrive, if the DNL line expands further into the neighborhood, are future home buyout programs to begin expected?**
- A. The sound insulation program is contingent upon the Airport offering the acquisition program to those homes located in the current grant. The acquisition program is voluntary. The sound insulation program is not contingent upon the owners selling their homes.
- Q. That is, is the home insulation program contingent on the buyout of homes within the 75 DNL line? And when the F35s arrive, if the DNL line expands further into the neighborhood, are future home buyout programs to begin expected?**
- The FAA requires us to offer the acquisition program and complete the Noise Compatibility Update prior to initiating the sound insulation program. Typically, if the noise contour grows and the property is pushed into a higher noise contour, and the home has not been sound insulated, it should be eligible for acquisition, if both communities concur. If the home has received sound insulation treatments and granted an aviation easement, the FAA may not deem the home eligible for acquisition.
- Q. Who establishes the Fair Market Value (FMV)?**
- A. Per Federal requirements, the review appraiser establishes the Fair market Value. The Airport will retain a qualified appraiser who will prepare appraisal which meets federal guidelines. The appraisal will be reviewed by the review appraiser who will set the FMV for the property.
- Q. Can an owner appeal if the offer is not acceptable?**
- A. Yes, an owner may obtain an appraisal at their own expense. The appraisal must follow the federal guidelines. The Airport will pay for the appraisal to be reviewed by the review appraiser.

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Q. Will the Airport “Humanize” the area after the houses are removed?

A. As part of the NCP study, a “humanized contour” will be included for the purpose of homes to receive noise mitigation. This will need to be approved by the FAA in order for those areas to be eligible for mitigation.

Q. Who determined the sound boundary lines?

A. The noise contour was created using the FAA’s approved Integrated Noise Model.

Q. What happens if refuse to participate in the program?

A. This is a voluntary program. Eligible property owners do not have to participate.

Q. Does the FAA need to be paid back?

A. There is no provision for owners to repay the FAA.

Q. How much time is there to accept the offer and relocate?

A. An owner will have 30 days to accept the offer to purchase. They will have 90 days to relocate after the closing.

Q. Does funding include closing costs?

A. Yes, the program will cover the closing costs.

Q. Will FAA fund walls/berms versus home buyout?

A. No. The current grant funds are for the purchase of residential homes.

Q. Is a School District owned property treated differently in any way than a residential property? If so, how so?

A. The School District will be treated the same as a residential property owner.

Q. Is there funding available for a noise study (internal and external) at Chamberlin? From what source(s)? How soon could it be done? How would the process work (timing, activities, and reports)? Would the results of any noise study have any impact on the availability of funds for sound mitigation or moving the school? Could this study include health and education effects of the noise as opposed to just determining the levels of noise?

A. There is not funding available for sound insulation of the Chamberlin school at this time. The updated Noise Compatibility Program (NCP) can recommend the sound insulation of the school due to its location within 65 DNL noise contour. Upon FAA approval of the NCP, the Airport can apply for a grant to sound insulate eligible rooms within the school. Per FAA requirements, a sound test will need to be conducted to document the existing interior noise level is 45 dB or higher based on a number of hours in a school day.

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- Q. Is there a scenario where the Chamberlin School will be included in the buyout program? If not, what happens if the buyout line is pushed past Chamberlin in the future?**
- A. The Chamberlin School is not included in the current buyout program. The Airport does not intend to expand the buyout program.
- Q. Is the District required to go through the airport for a FAA funded noise study and/or noise mitigation monies? Can the District work with the FAA directly?**
- A. The School District should coordinate with the Airport to obtain funding once the sound insulation of the school is approved by the FAA in the NCP.