

**BURLINGTON INTERNATIONAL AIRPORT
AIRPORT MASTER PLAN
REGIONAL ADVISORY COMMITTEE
MINUTES OF MEETING
September 25, 2018**

DRAFT

BTV STAFF/CONSULTANTS:

Nic Longo, BTV
Gene Richards, BTV
Kelly Colling, BTV
Larry Lackey, BTV
David Carman, BTV
Erin Desautels, VT Accelerators/BTV
Lisa Cheung, Passero
Paul McDonnell, CHA

STAKEHOLDERS:

Jessie Baker, Winooski
Paul Connor, South Burlington
Joe Flynn, VTrans
Tim George, Airport Board
Max Levy, Essex
Bob McEwing, NEAC
Karen Paul, City of Burlington
Barbara Rachelson, Legislature
Helen Riehle, Airport Board
Richard Lizzari, Vermont National Guard
Mathew Lehman, VTANG
Marla Townsend, Legislature

1.0 WELCOME and INTRODUCTIONS

The meeting was opened at 5:04 PM. Introductions were done.

2.0 OVERVIEW OF MASTER PLAN PROCESS and ROLE OF RAC

Lisa Cheung with Passero gave an overview of the Airport Master Plan and the role of the RAC to provide input to the plan. The RAC includes representative groups from across the region. The horizons of the plan are five years (detailed), 6-10 years (more broad), 10+ years (very broad). The study design is to hear airport strengths, weaknesses, opportunities, and threats from the RAC. There will be two public meetings for input to the master plan update which will take 18-24 months. The Airport Layout Plan (ALP) is needed to secure federal funding for airport projects. The goal is for a safe, efficient, and sustainable airport.

Paul McDonald, CHA, gave a brief history of the airport from 1920 to present day including the Guard facilities and growth in service. The FAA approves the forecast portion of the master plan and the ALP which reflects runway layout, terminal buildings, and such. The Noise Compatibility Program (NCP) is voluntary and runs parallel to the

master plan update. Recommendations from the NCP will be incorporated into the master plan. Lisa Cheung added the master plan is the umbrella plan that identifies how changes and needs at the airport get addressed and implemented. These may have noise impacts that lead to other studies. The master plan informs the FAA on other studies. The updated master plan supersedes the 2008 master plan.

3.0 S.W.O.T. ANALYSIS (Strengths, Weaknesses, Opportunities, Threats)

The group participated in a S.W.O.T exercise and listed the following:

Strengths

- Draws people to the region who may stay in the area before and/or after their trip
- Proximity to large population north of the airport
- Great resource for Vermonters to be able to travel
- Amount of air service is significant with diverse destinations for an airport of this size
- Resource for individuals who want to live in Vermont and work elsewhere (out-of-state)
- Great resource for local Vermont businesses that need to ship products (air cargo)
- Excellent venue for displaying local art
- Amazing employer for workers at the airport
- Partnership with VTANG and fire/rescue response (\$4.9 - \$5.5 million in services provided to Burlington, South Burlington, Winooski, and the airport)
- Allows employers and businesses to be successful and have travel for business purposes
- Business and economic driver
- Generous with use of space by extended community
- Leader in communication of social issues

Weaknesses

- Governance structure of airport
- Controlled by Burlington residents, but impacts the region
- Location
- Proximity to dense population
- Creates challenge of community relations
- Single TSA needed – disjointed configuration
- Commercial and military airport
- Limited facility comparison around the country to draw from for experience
- Misunderstood by government sources and public in general (city airport, not state or private airport)
- Skewed ownership/management structure in relation to the affected communities
- Lack of cultural competency in Vermont
- Convoluted access to airport, parking garage, and highway

Opportunities

- Continue to improve relationship with communities impacted by airport

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- Continue to and enhance being a leader as employer and environmental steward
 - Continue to improve communications and community relations
 - Determine economic impact and have surrounding communities, not just Burlington, put resources into airport
 - Communicate mission and vision of airport with public living around the airport
 - Increase safety and decrease risk
 - Market control as largest airport in the state
 - Driver of growth

Threats

- International changes (exchange rate, rules for domestic and international flights, customs)
- Terminal and TSA congestion (threat to expansion and additional airline service)
- Increased airline fees (could drive potential passengers elsewhere)
- Anything threatening the presence of VTANG (gold star in the state providing significant cost savings)
- Terrorism threat
- Major shift in employment
- Federal funding and fees

Attendees prioritized the items listed in the S.W.O.T. The consultants will compile the information for the next RAC meeting.

4.0 NEXT STEPS and ADJOURNMENT

With no further business and without objection the meeting was adjourned at 6:30 PM.

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