

# Burlington International Airport Airport Master Plan Update

Technical Advisory Committee Meeting # 1

August 28, 2018



# AGENDA

- Project Background
  - Introductions
  - Overview of Airport Master Plan Process
  - Define Role of Technical Advisory Committee (TAC)
- Get Your Input and Ideas
- Next Steps



# INTRODUCTIONS/BTV MASTER PLAN TEAM

- BTV / Airport Staff
- Consultant Teams
- Technical Advisory Committee Members

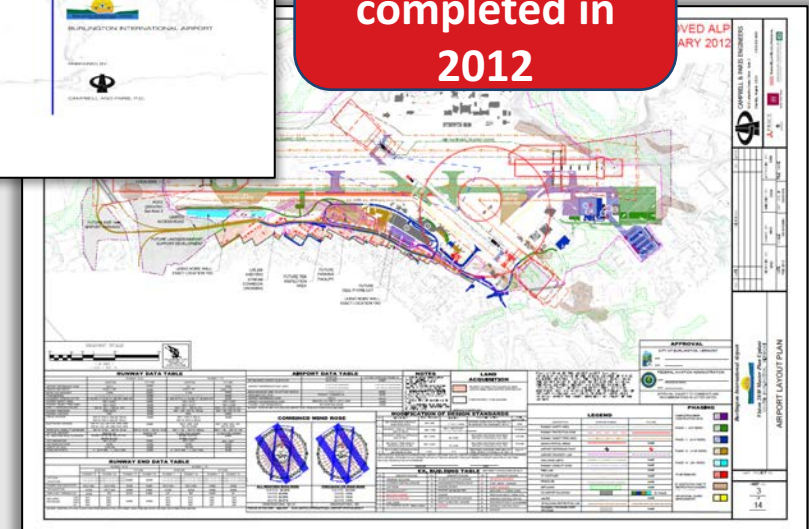


# WHAT IS AN AIRPORT MASTER PLAN

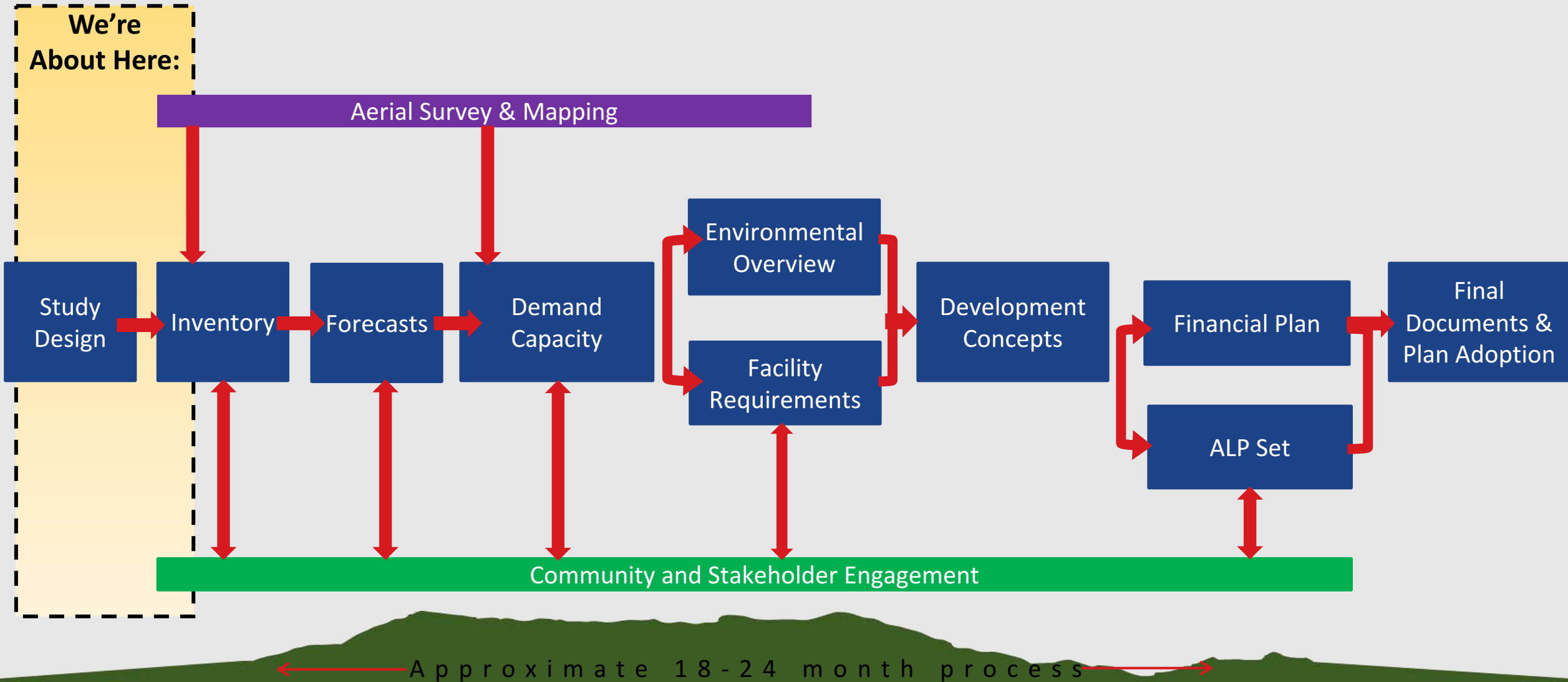
- Guides the airport's development and operational sustainability
- Two Parts
  - *Master Plan Report*
  - *Airport Layout Plan (ALP) (drawing set)*
- Covers 5, 10, and 20-year horizons
- Usually updated every 10 years
- Follows FAA guidance and standards



**Last Master Plan and ALP completed in 2012**



# AIRPORT MASTER PLANNING PROCESS



# WHY DO AN AIRPORT MASTER PLAN

- Facilitate modernization and expansion
- Meet foreseeable aviation demand and customer needs
- Ensure that future development is:
  - Planned and logical
  - Feasible and flexible
  - Fiscally responsible
  - Environmentally compatible
  - Regionally supported
- Promote customer convenience and competitive advantage
- Allow for federal funding on eligible projects



# WHY ARE YOU HERE?

- Valued stakeholders and integral to the process
- Technical Advisory Committee (TAC) meets up to four (4) times during the study
- Provide insight on airport, community and regional issues
- Provide technical input on operational and facility matters
- Review and comment on the Master Plan Update findings and recommendations
- All working towards the same goal - a safe, efficient and sustainable airport for future growth.



# TAC MEMBERS

- Aerodyme
- American Airlines
- Army National Guard
- Avis/Budget
- Burlington International Airport
- CCRPC
- Enterprise
- FAA ATC
- FAA New England
- FAA Tech Ops
- FedEx
- Heritage
- Hertz
- Hudson Group
- JetBlue
- Skinny Pancake
- TSA
- United Airlines
- Vermont Air National Guard
- Vermont Flight Academy
- Vermont Honor Guard
- Vermont Agency of Transportation
- Wiggins-Air



# Technical Advisory Meetings

TAC Meeting #1

## 1 – Project Initiation

- Kickoff Meeting
- Obtain input

TAC Meeting #2

## 2 – Investigation Part 1

- Introduction
- Inventory
- Forecast of Aviation Demand
- **Working Paper #1**
- **FAA Forecast Approval**

TAC Meeting #3

## 3 – Investigation Part 2/ Recommendation

- Design Criteria
- Demand Capacity Analysis and Facility Requirements
- Airport Development Plan
- **Working Paper #2**

TAC Meeting #4

## 4 –Implementation

- Airport Layout Plan (ALP) Review
- Phasing and Capital Improvement Plan
- **Working Paper #3**



# Brief History of Airport

- **1920** – Airport developers took a lease on a 72-acre cornfield to establish Burlington Municipal Airport
- **1946** – Vermont Air National Guard established
- **1969** – Name changed to Burlington International Airport
- **1970** – First jet service introduced
- **1973** – 40,000 sqf terminal building constructed
- **2000s** – Increase in growth and service led to \$24 million in renovations and expansions



# KEY AIRPORT FEATURES

- Largest airport in Vermont
- Currently served by five airlines
- Covers 942 acres
- Two Active Runways
  - Runway 15-33
  - Runway 1-19
- Air National Guard
- Cargo Operations
  - FedEx
  - Wiggins Airways





# AIRPORT MASTER PLAN – SWOT Analysis

- Seek input to:
  - (S) Strengths – things BTV does well
  - (W) Weaknesses – resource limitations
  - (O) Opportunities – emerging need
  - (T) Threats – external forces/limitations
- Preliminary Findings
- Your preferences



# PRELIMINARY FINDINGS - STRENGTHS

- Convenience
  - Minimal Ground Transportation, close to Businesses and Individuals in VT
- Partnership with VTANG
  - For ARFF, cost Savings
- Well Maintained Facility
- Economic Development/Driver
- Air Service
  - Partnership, mainline carriers, additional routes added
- Infrastructure
  - Room to Grow, improvements underway



# PRELIMINARY FINDINGS - WEAKNESSES

- Flight Schedules/Destination
  - Limited, fares too high
- TSA
  - Congested
- Community Relations
- General Aviation
  - Fuel costs, aging infrastructure, collaboration with stakeholders
- Airfield
  - Terminal/Twy A too close, Noise, Traffic, Concourse too small, undeveloped real estate
- Ancillary
  - Hotel, customs, conference center, marketing, food vendors, baggage service





# PRELIMINARY FINDINGS - OPPORTUNITIES

- Infrastructure
  - Physical, operational, quarry land for development, new maintenance facility
- Expanded Service
  - BOS, mainline carriers, International, Curbside check-in
- General Aviation
  - Fuel costs, fresh facilities, growth, flight training
- Community Relations
  - Marketing, Sell VT, more public transportation
- TSA Improvements
  - Consolidated
- Access Road Improvements





# PRELIMINARY FINDINGS - THREATS

- Plattsburgh
- Loss of tenants
- Terminal Congestion
  - Parking too close to building, no room in from of ticket counters, not enough waiting room
- TSA Congestion
  - Inefficient space, not processing enough passengers
- Community Relations/Regionalization
  - Lack of local support



# SWOT EXERCISE



# NEXT STEPS

- Working Paper #1 – Inventory
- Continue forecasting effort
- Public Informational Workshop #1
- Complete aerial survey and mapping efforts

