

Burlington International Airport Airport Master Plan Update

Technical Advisory Committee Meeting # 5

October 13, 2020

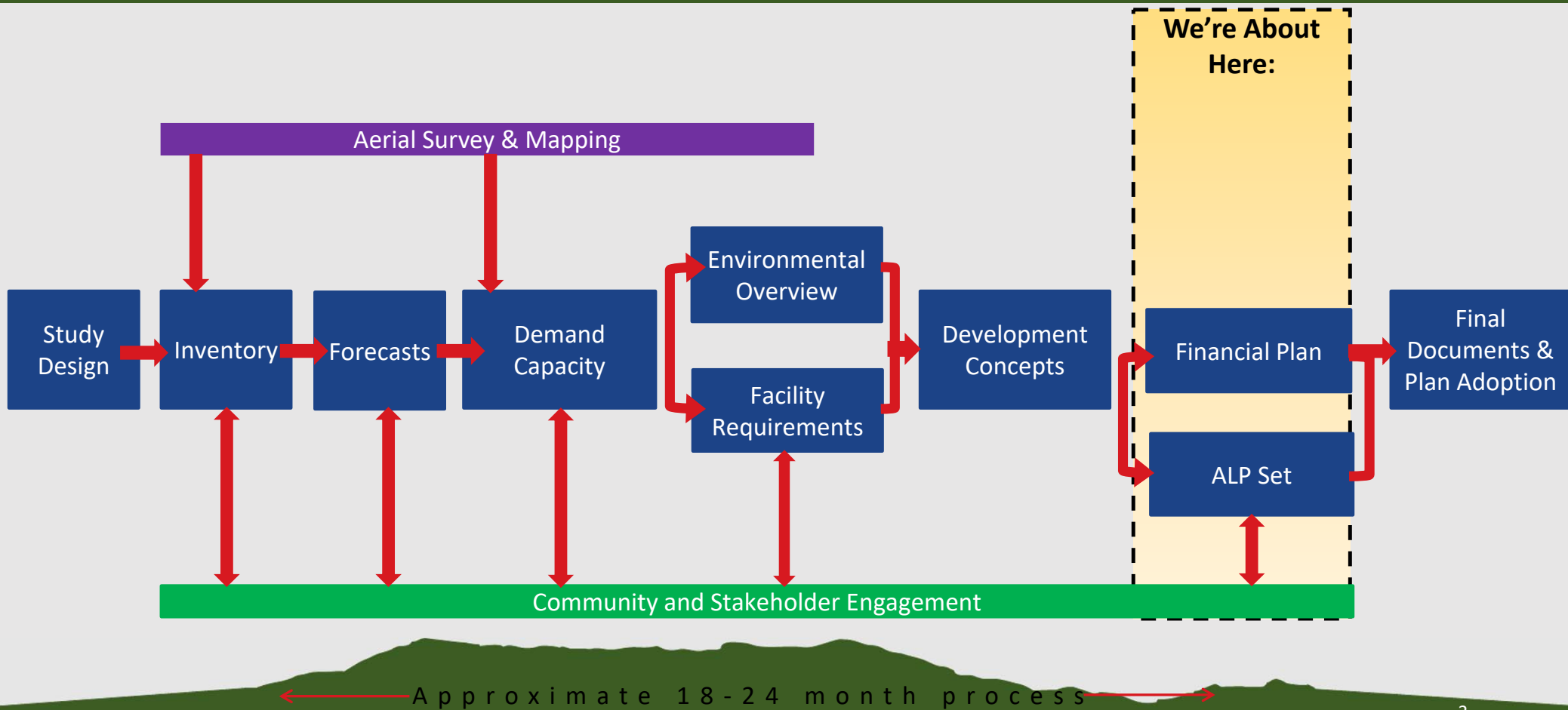


AGENDA

- Introductions
- Status of the Master Plan Update
- Facility Review
- RSAT Meeting Review
- Airport Layout Plan
 - Hot Spot 1
 - Hot Spot 2
 - Hot Spot 3
 - Terminal Development
 - GA and Air Cargo Improvements
- Environmental Impacts



STATUS OF AIRPORT MASTER PLAN



AIRPORT FACILITY SUMMARY

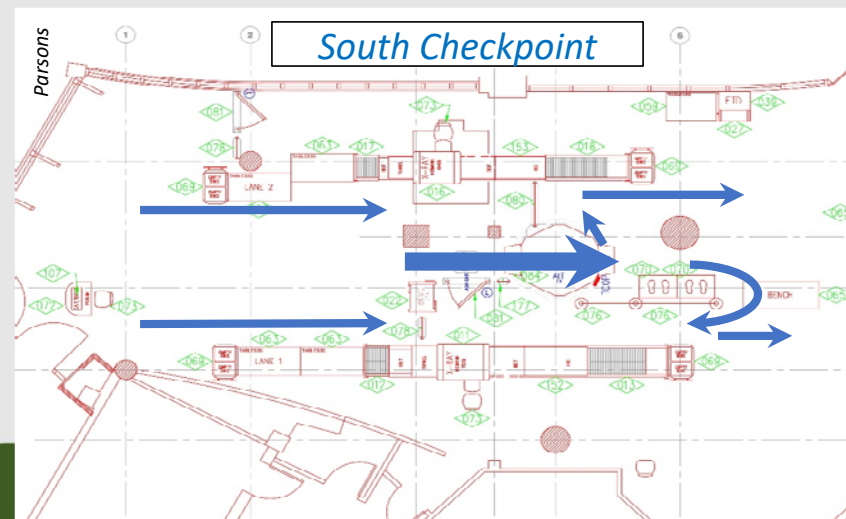
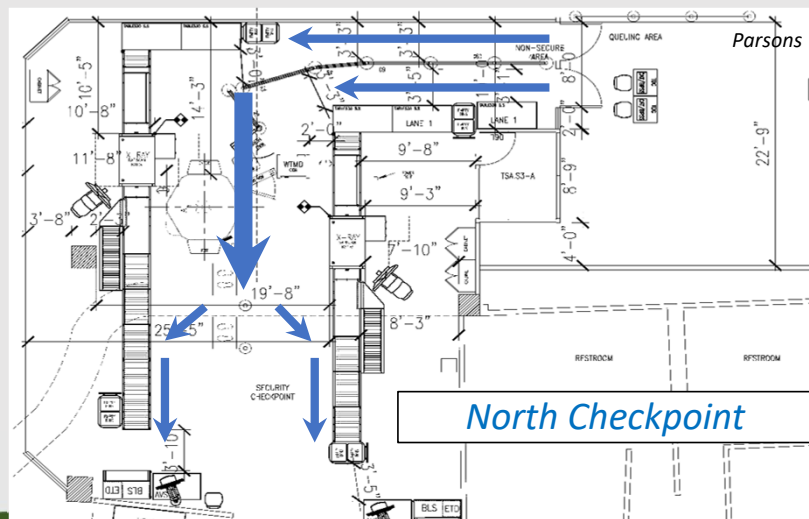


Terminal Summary – Baseline Requirements

Terminal Functional Area	Existing Terminal Area	Ultimate Requirement	Surplus (Deficit)	%
Passenger Boarding Gates	10	11	(1)	-11%
Check-In / Ticketing	7,460	9,544	(2,084)	-28%
Outbound Baggage Screening & Makeup	1,099	8,611	(7,512)	-684%
Passenger Screening Checkpoint	5,714	10,289	(4,575)	-56%
Passenger Lounges / Holdrooms				
Hold Rooms	10,298	10,999	(701)	-7%
Concessions	9,891	14,934	(5,043)	-51%
Core Terminal Areas Subtotal	47,118	64,743	(17,625)	-37%
Other Functions/Tenants	92,482	25,648	66,834	72%
Total Passenger Terminal Area	139,600	90,391	49,209	35.3%

Terminal - Security Checkpoint

Passenger Screening Area	Existing Terminal Area	Ultimate Requirement	Surplus (Deficit)	%
Existing Screening Lanes (both checkpoints)	4 Lanes	6 Lanes (with consolidation)	(2)	-50%
Checkpoint Area (SF) - Combined	5,714 SF	10,289 SF	(4,575) SF	-56%



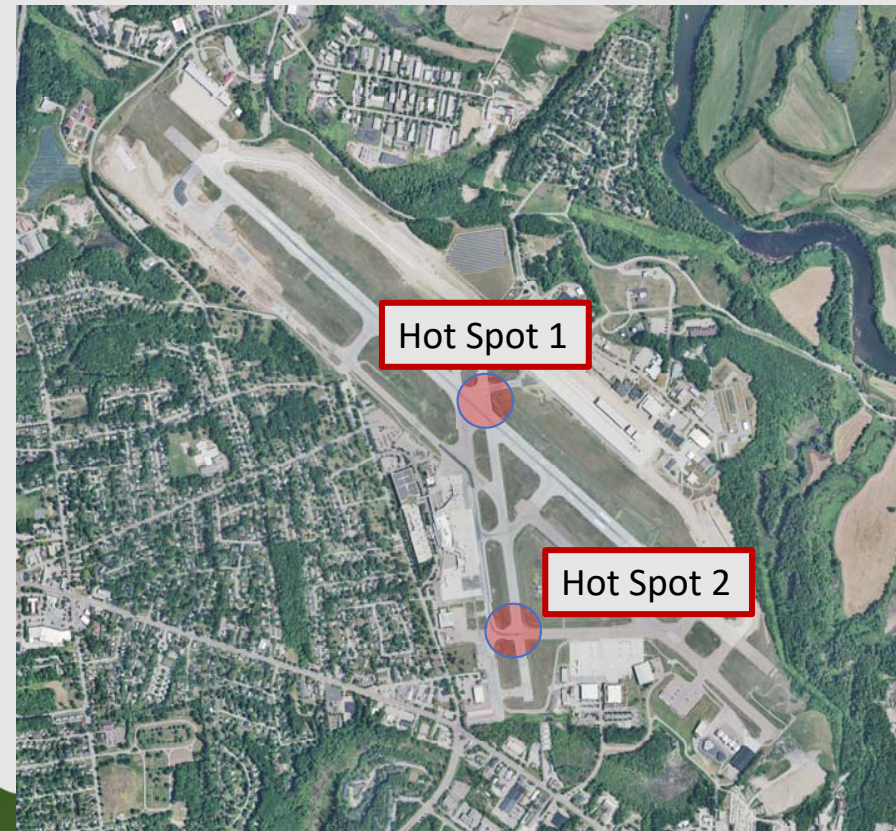
Airside Requirements - Runways

- Runway 15-33 – 8,319 x 150 (C/D IV) – Satisfies Requirements
 - Existing Length Scenario: FedEx Boeing 757 to Memphis
 - Future Length Scenario: Boeing 737/Airbus 320
- Runway 1-19 – 4,112 x 75 (B-I) – Satisfies Requirements
 - Existing and Future: Cessna 172



Taxiway Requirements / Geometry

- Hot Spot 1: Wrong Runway Departure
 - Wide Expanse of Pavement
 - 3 Node Concept
- Hot Spot 2: Taxiway C Crossing Runway 1-19
- Direct Apron to Runway connections
 - Taxiway B, J, L



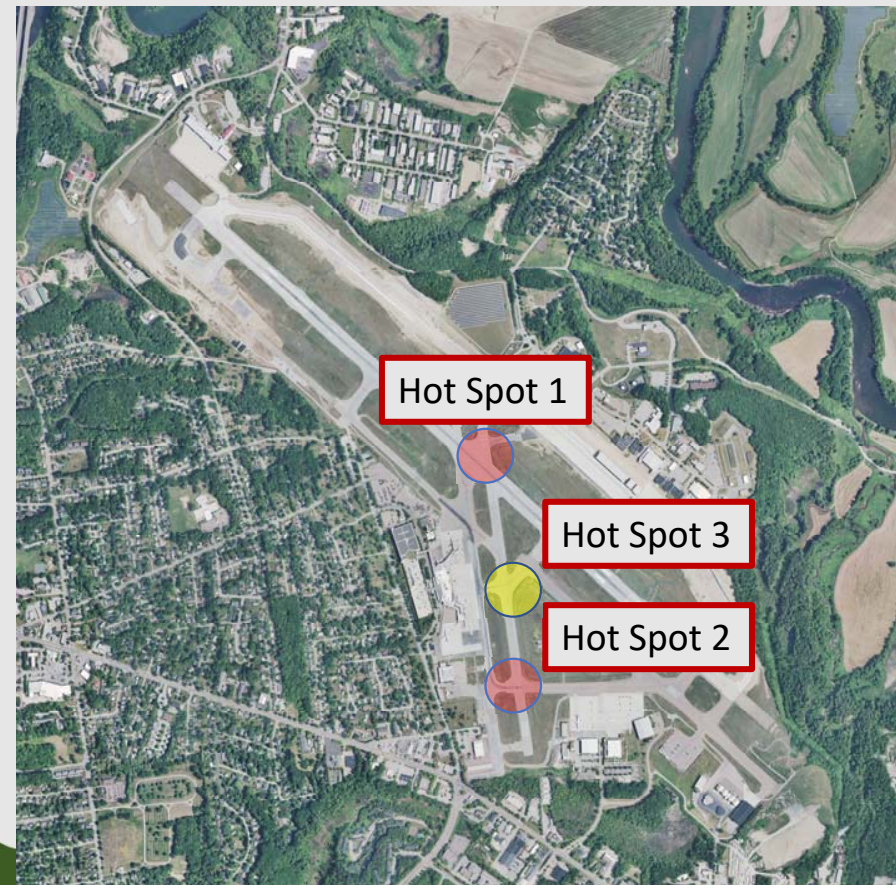
AIRFIELD LAYOUT PLANS



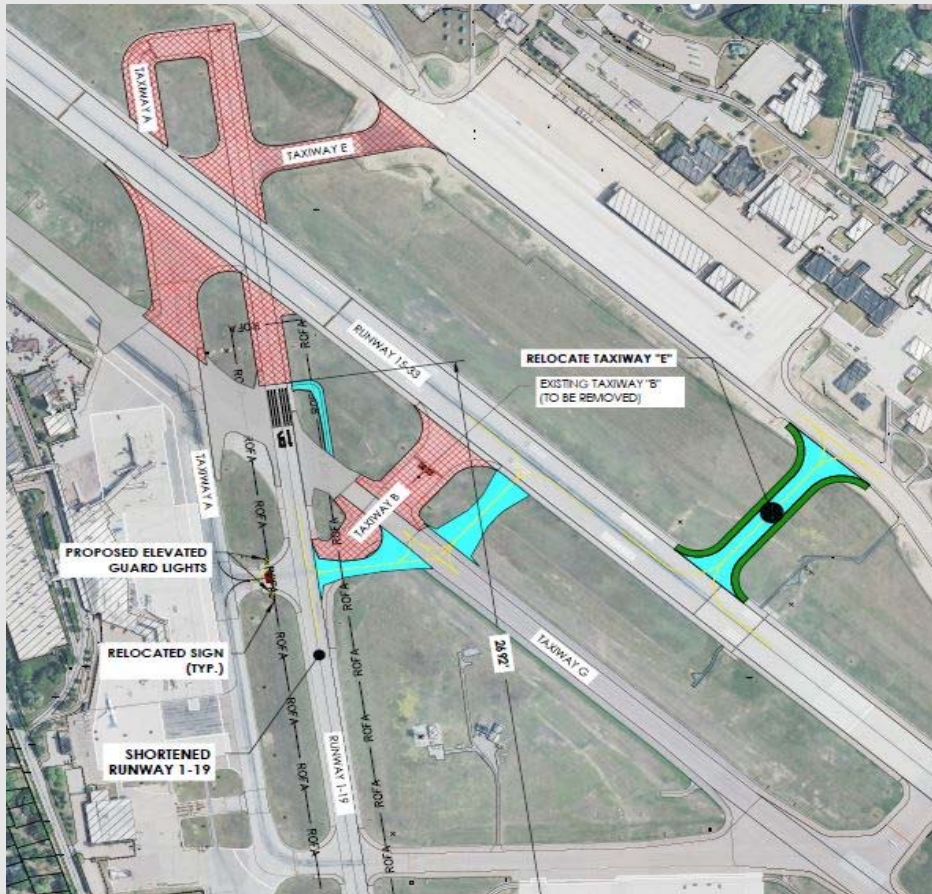
Runway Safety Action Team Meeting Review

Annual review conducted by FAA with stakeholders to discuss airport geometry concerns

- Hot Spot #1 (Runway 15-33/Runway 19/Twy E)
- Hot Spot #2 (Twy C at Runway 1-19)
- Hot Spot #3 (Twy B at Runway 1-19 west)

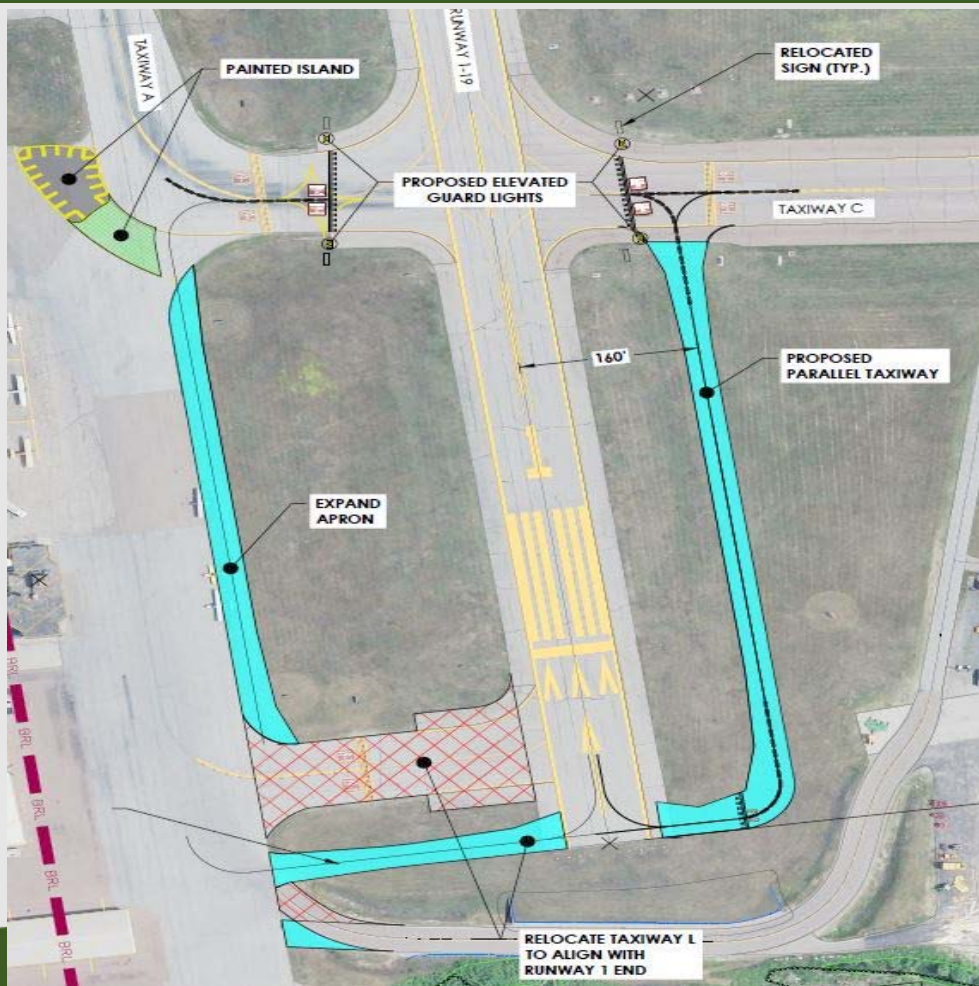


HOTSPOT 1 MITIGATION



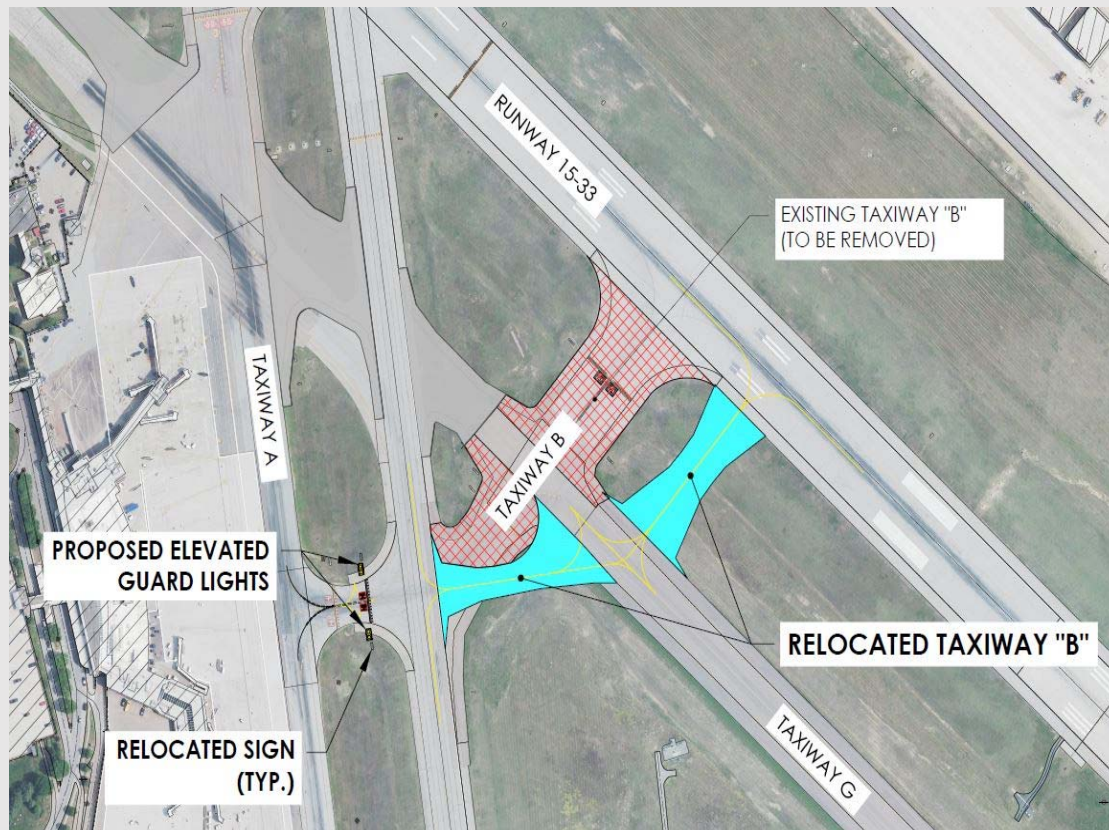
- Relocation of Taxiway E
- Eliminate unneeded pavement
- Shorten Runway 19 (2,692'), provide partial parallel to Runway 19

HOTSPOT 2 MITIGATION



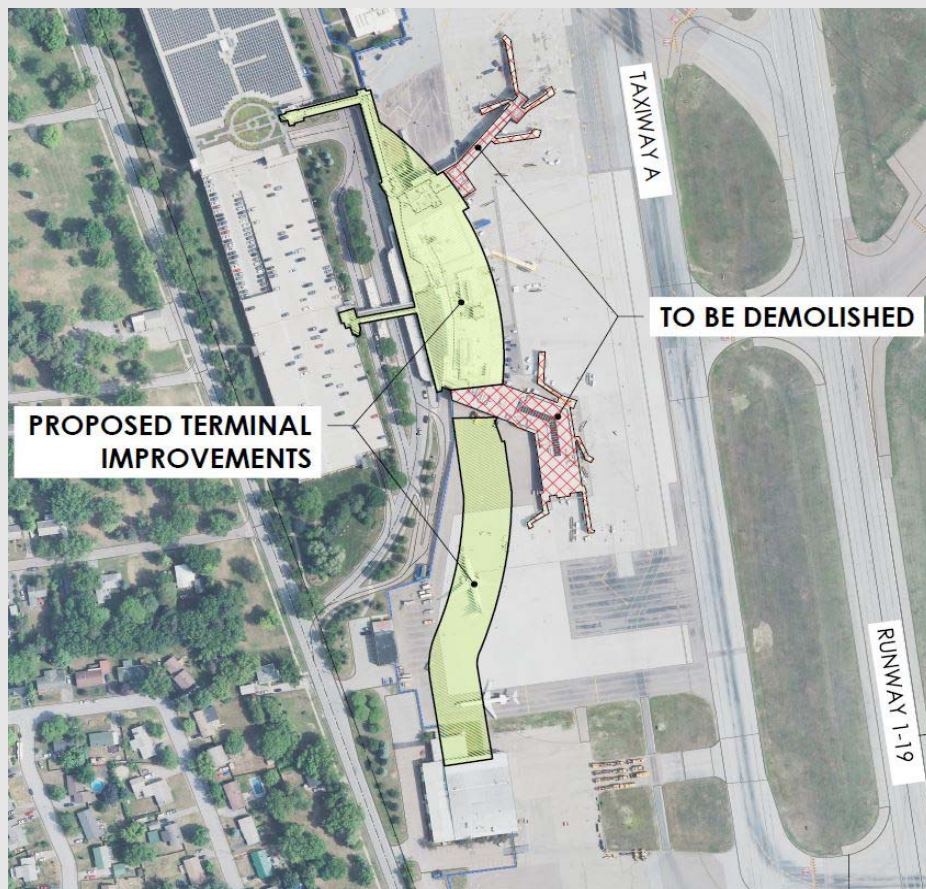
- Add Guard Lights on Taxiway C
- Painted Island
- Relocate Hold lines to smaller standard
- Provide partial parallel to Runway 1
- Relocate Taxiway L to Runway 1
- Expand South Apron

HOTSPOT 3 MITIGATION



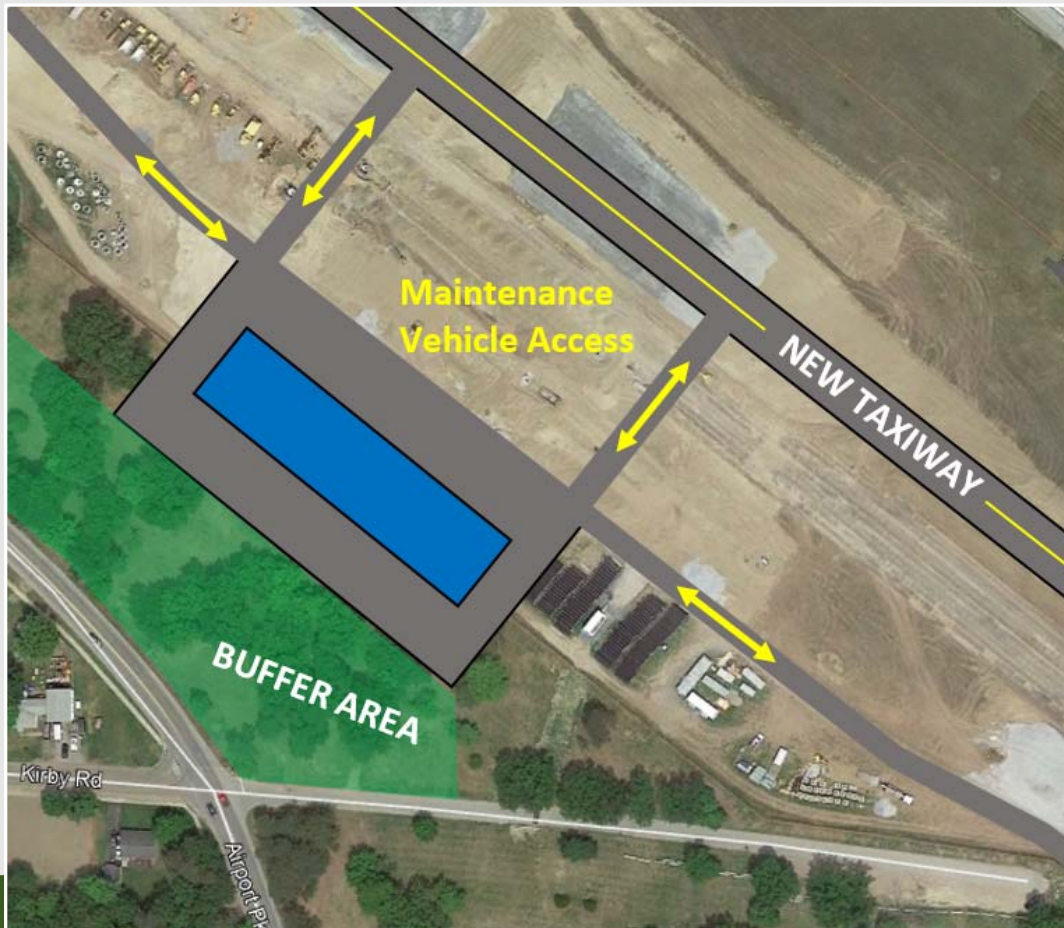
- Relocate Taxiway B east
- Install Guard Lights/Signs Taxiway B west

TERMINAL BUILDING



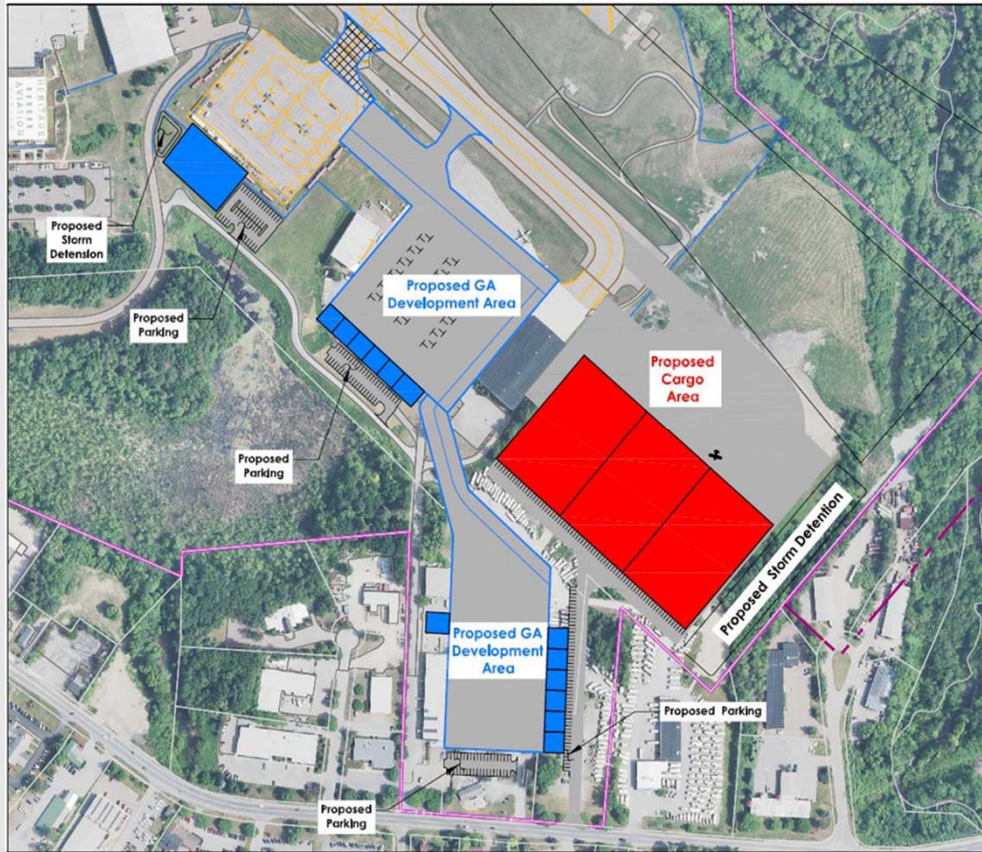
- Expand terminal building
 - Multiphase, linear approach
 - Includes new integrated TSA
 - New outgoing and inbound baggage system
 - New holdrooms/gates
 - Demolish old concourses
 - Opens up terminal apron

AIRPORT MAINTENANCE FACILITY RELOCATION



- Proposed Facility with direct access to new Taxiway G
- Unconstrained Site for All Maintenance Equipment
- **Buffer Area** Retained between Airport Parkway & Chamberlin Neighborhood
- Note: Airport vehicles Do **Not** Use public roads

GA AND AIR CARGO IMPROVEMENTS



- General Aviation Hangar Development
- General Aviation Apron Expansion
- Air Cargo Expansion
- Provide Buffer Along Airport Dr

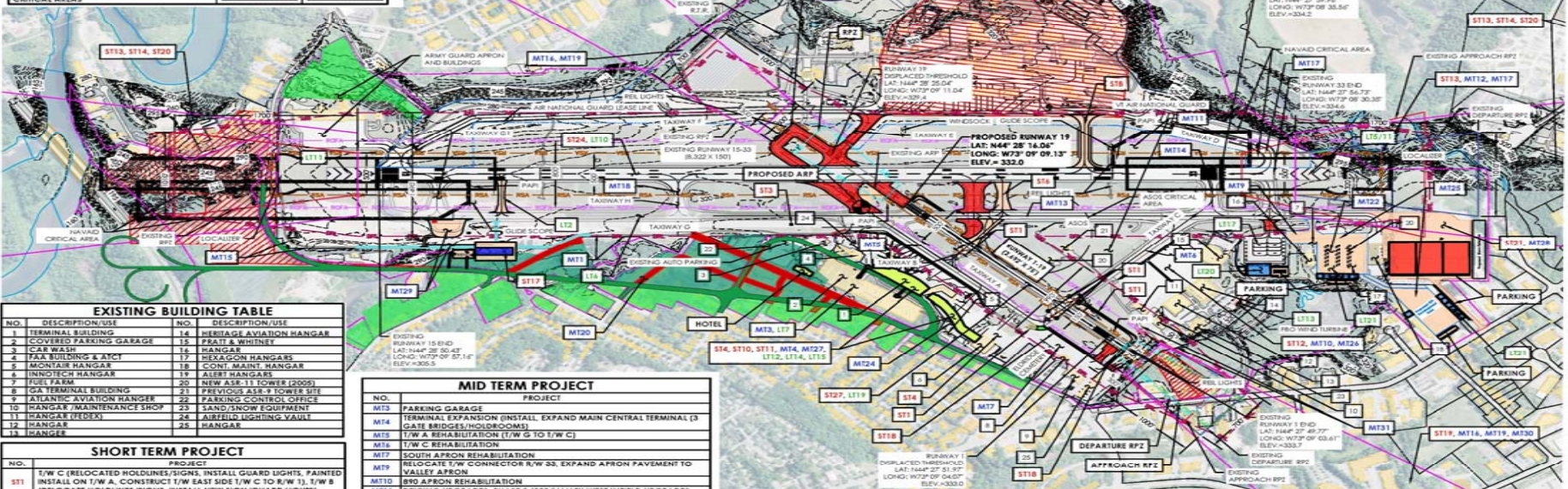


AIRPORT LAYOUT PLAN

- Graphic depiction of overall development
- Requires approval from the FAA
- **Mechanism to provide future funding**
- Divided into three planning periods – Short-term, Mid-term, Long-Term
- 2021 Projects
 - Install guard lights/signs Taxiway C and B
 - Expand the south terminal apron
 - Deicing system upgrades
 - Rehabilitate 890 apron
 - Relocate Taxiway E, close excess pavement at Runway 19
 - Terminal Expansion

AIRPORT LAYOUT PLAN

LEGEND			LEGEND		
DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED
RUNWAY SAFETY AREA (RSA)			EXISTING EASEMENT		
RUNWAY OBJECT FREE AREA (ROFA)			FAIR		
RUNWAY PROTECTION ZONE (RPZ) - APPROACH			AIRPORT BEACON		
RUNWAY PROTECTION ZONE (RPZ) - DEPARTURE			AUTOMATED SURFACE OBSERVING SYSTEM		
BUILDING RESTRICTION LINE (BRL)			THRESHOLD LIGHTS		
AIR NATIONAL GUARD FENCE LINE			WINDLOCK		
AIRPORT REFERENCE POINT			PROPOSED ROADWAYS		
EXISTING BUILDINGS			ACQUIRE AND CONVERT TO AIRPORT DEVELOPMENT LAND		
AIRPORT PROPERTY LINE / EASEMENTS			RETAIN AND CONVERT TO AIRPORT DEVELOPMENT LAND		
EXISTING FENCE			RETAIN AND CONVERT TO AIRPORT NOISE BUFFER		
EXISTING PAVEMENT			PAVEMENT		
GROUND ELEVATION CONTOURS					
CRITICAL AREAS					



EXISTING BUILDING TABLE	
NO.	DESCRIPTION/USE
1	TERMINAL BUILDING
2	COVERED PARKING GARAGE
3	CAR WASH
4	FAA BUILDING & ATCT
5	MONTAIR HANGAR
6	MINUTECH HANGAR
7	FUEL TANK
8	GA TERMINAL BUILDING
9	ATLANTIC AVIATION HANGAR
10	HANGAR / MAINTENANCE SHOP
11	HANGAR (FEDX)
12	HANGAR
13	HANGAR
14	HERITAGE AVIATION HANGAR
15	FRUIT & VEGETABLE
16	HANGAR
17	HEXAGON HANGARS
18	CONT. MAINT. HANGAR
19	ASSET HANGARS
20	NEW ASR-11 TOWER (2009)
21	PREVIOUS ASR-9 TOWER SITE
22	PARKING CONTROL OFFICE
23	SAND/SNOW EQUIPMENT
24	AIRFIELD LIGHTING VAULT
25	HANGAR

SHORT TERM PROJECT	
NO.	PROJECT
ST1	T/W C (RELOCATED HOLDLINES/SIGNS, INSTALL GUARD LIGHTS, PAINTED INSTALL ON T/W A, CONSTRUCT T/W EAST SIDE T/W C TO R/W 1), T/W B (RELOCATE HOLDLINES/SIGNS, INSTALL NEW SIGN/GUARD LIGHTS)
ST2	SOUTH APRON EXPANSION (TO CEMETERY), PHASE 2)
ST3/9	NEW GUY/COL TREATMENT SYSTEM
ST4	TERMINAL EXPANSION TO SOUTH (TIF)
ST5/12	REHABILITATE CUSTOMS/ CARGO APRON
ST7	AVIATION EASEMENT/ACQUISITION (OBSTRUCTION AREAS)
ST8	RELOCATE T/W E, REMEDIATE HOT SPOT
ST10	TERMINAL EXPANSION SOUTH
ST11	IN LINE BAGGAGE MAKEUP
ST12	AVIATION EASEMENT/ACQUISITION (OBSTRUCTION AREAS) R/W 15.33
ST14	OBSTRUCTION REMOVAL (R/W 15.33)
ST16	RELOCATE T/W B
ST17	NEW/EXPAND SRE FACILITY
ST18	EXPAND APRON FROM T/W C TO T/W I, RELOCATE T/W I
ST19	AVIATION EASEMENT/ACQUISITION R/W 1
ST20	OBSTRUCTION REMOVAL (R/W 15.33)
ST21	DEVELOP NEW CARGO AREA IN SED
ST24	R/W 15-33 MILL AND OVERLAY
ST27	R/W 1-19 MILL AND OVERLAY

MID TERM PROJECT	
NO.	PROJECT
MT3	PARKING GARAGE
MT4	TERMINAL EXPANSION (INSTALL, EXPAND MAIN CENTRAL TERMINAL (3 GATE BRIDGES/HOLDROOMS)
MT5	T/W C REHABILITATION (T/W G TO T/W C)
MT6	T/W G REHABILITATION
MT7	SOUTH APRON REHABILITATION
MT9	RELOCATE T/W CONNECTOR R/W 33, EXPAND APRON PAVEMENT TO VALLEY APRON
MT10	BFO APRON REHABILITATION
MT11	DECING UPGRADES, PHASE 2 (BFO/VALLEY WEST INFIELD UPGRADES)
MT12	LAND ACQUISITION (R/W 33)
MT13	T/W X ("G" EAST) REHABILITATION
MT14	T/W J REHABILITATION
MT15	PERIMETER ROAD REHABILITATION & FENCE REPLACEMENT (SECT 05)
MT16	EASEMENT ACQUISITION (R/W 1, 19)
MT17	R/W 33 SAFETY AREA IMPROVEMENT
MT18	T/W H REHABILITATION
MT19/30	OBSTRUCTION REMOVAL (R/W 1, 19)
MT20	ROADWAY CLOSURES INTO AIRPORT PROPERTY
MT21	PERIMETER ROAD REHABILITATION & FENCE REPLACEMENT (SECT 10.20)
MT22	REMOVE READY HANGAR, OCTAGON HANGARS
MT24	CURBSIDE IMPROVEMENTS
MT25	REHABILITATE GA APRON
MT26	BFO APRON REHABILITATION
MT27	TERMINAL EXPANSION (SOUTH GATE AREA)
MT28	CONSTRUCT CARGO APRON, PHASE 2
MT29	DECING UPGRADE, PHASE 3 (PAD - R/W 15) WITH BLAST FENCE
MT31	PERIMETER ROAD REHABILITATION & FENCE REPLACEMENTS (SECT 30.4D)

LONG TERM PROJECT	
NO.	PROJECT
L2	RELOCATE T/W M
L4	TERMINAL EXPANSION (SOUTH, WITH 2 JET BRIDGES)
L5/11	REHABILITATE OVERRUN
L6	T/W G (WEST) MILL & OVERLAY
L7/20	PARKING GARAGE IMPROVEMENTS
L9	REMOVE EXISTING SOUTH CONCOURSE (INSTALL 3 NEW JET BRIDGES)
L10	TERMINAL EXPANSION TO THE NORTH
L13	FUEL FARM UPGRADES
L14	REMOVE EXISTING NORTH TERMINAL, CONSTRUCT 3 JET BRIDGES
L15	EXPAND BAGGAGE CLAIM
L17	REHABILITATE VALLEY WEST APRON
L18	R/W 15-33 MILL AND OVERLAY
L19	R/W 1-19 MILL AND OVERLAY
L23	CONSTRUCT HANGARS (VALLEY APRON)
L25	CONSTRUCT HANGARS (EAST VALLEY)

ENVIRONMENTAL OVERVIEW



Environmental Overview – Biological Resources

- Ecological Communities
 - State-Significant White Pine-Red Oak-Black Oak Forest is located on the northeastern portion of the U.S. National Guard property
- Flora and Fauna
 - BTV carefully regulates the height of grass species and adheres to a list of approved plants for horticultural and ornamental use
 - Airport grounds are managed through the *2015 Wildlife Hazard Management Plan* (2017 revision) to decrease their appeal to wildlife

Environmental Overview – Biological Resources

- Threatened and Endangered Species

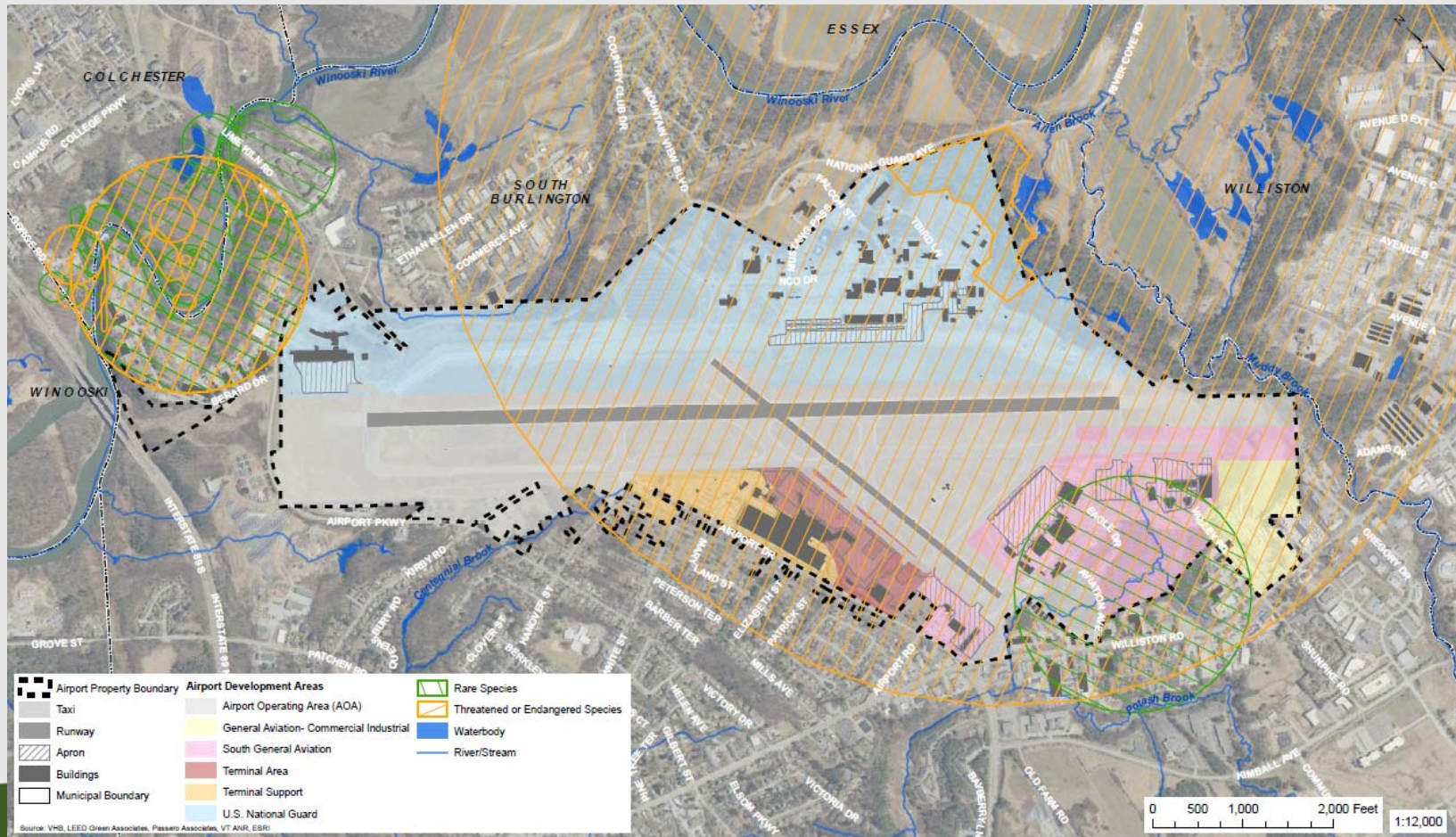
- Regulated by the Endangered Species Act, Bald and Golden Eagle Protection Act, Migratory Bird Treaty Act, and Vermont's Endangered Species Law
- Vermont Natural Heritage Inventory:
 - Three bat species - northern long-eared bat, eastern small-footed bat, little brown bat
- USFWS IPaC portal:
 - Migratory birds (e.g., bald eagle, black-billed cuckoo, Canada warbler, cerulean warbler)
- No federal or state protected rare plants

Bald Eagle (Haliaeetus leucocephalus)
Credit: USFWS



Northern Long-Eared Bat (Myotis septentrionalis)
Credit: USFWS

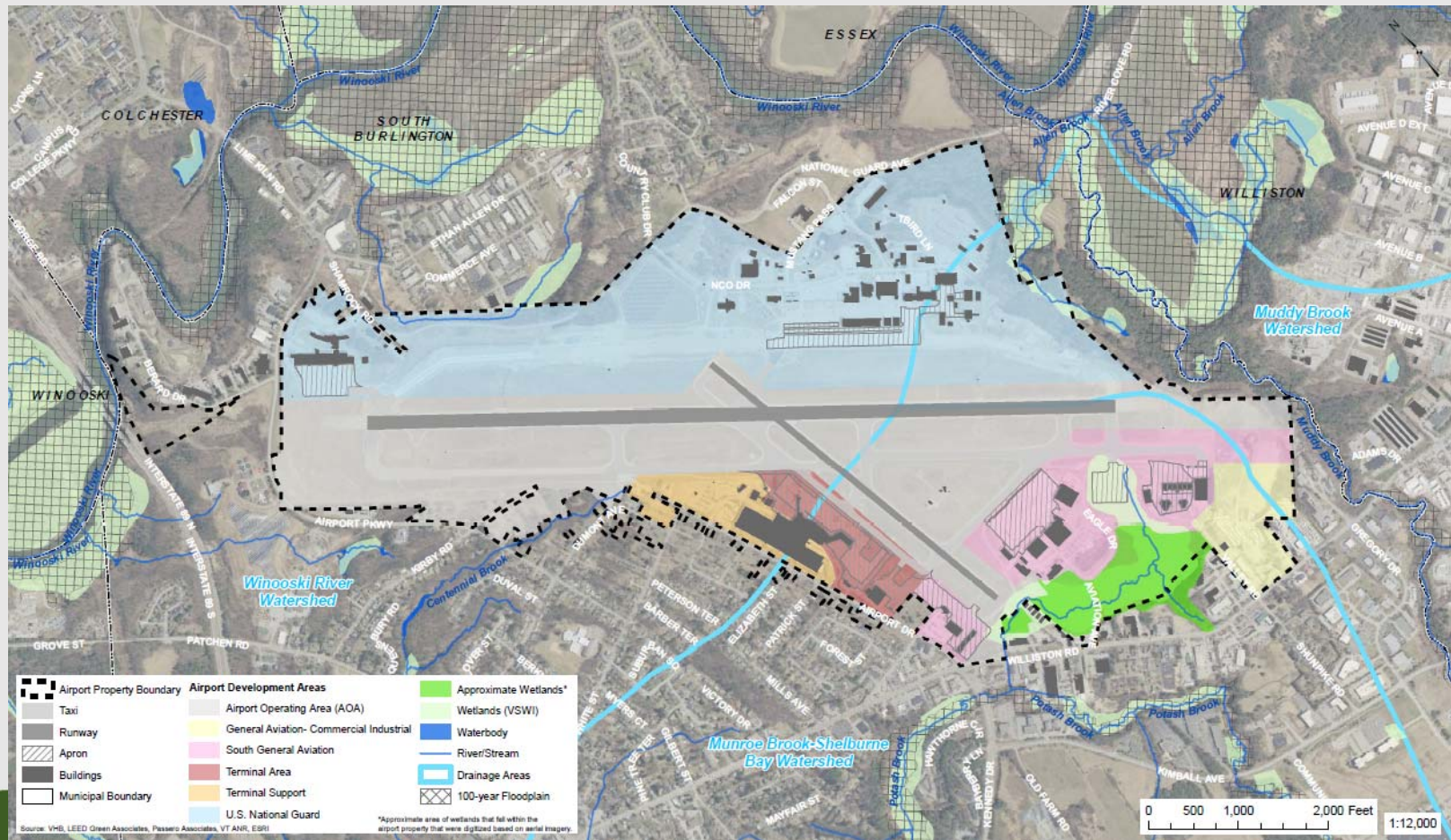
Environmental Overview – Biological Resources



Environmental Overview – Water Resources

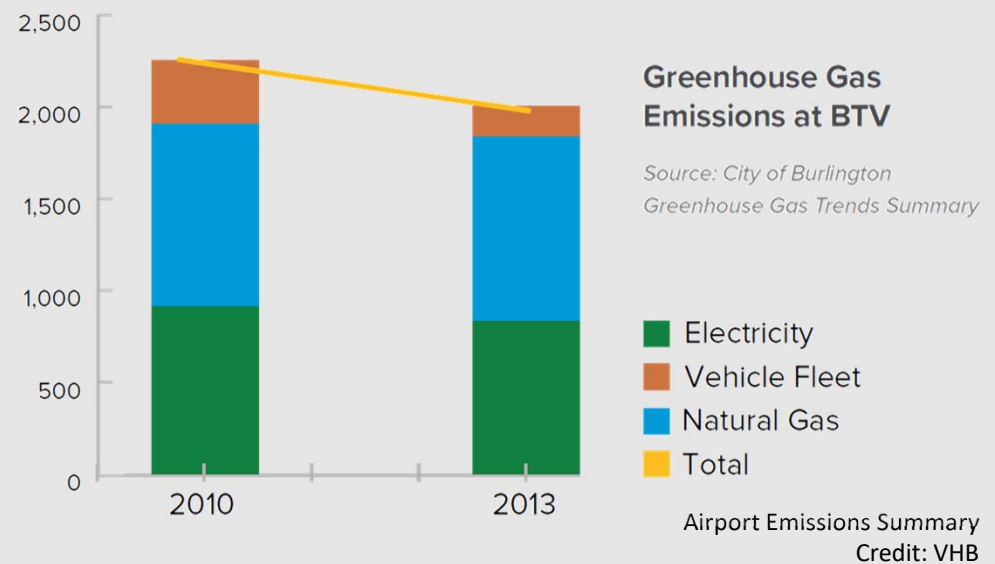
- Wetlands (e.g., swamps, marshes, bogs, fens)
 - Regulated by Section 404 of the Clean Water Act and Section 10 of the River and Harbors Act, as well as the Vermont Wetland Rules
 - Vermont Significant Wetlands Inventory and National Wetlands Inventory:
 - Three Class II wetlands, totaling 34.7 acres
- Surface Water (e.g., streams, rivers, creeks, brooks, etc.)
 - Regulated by the Clean Water Act vis-à-vis the Vermont Water Quality Standards
 - Winooski River; Muddy, Centennial (impaired), and Potash (impaired) Brooks
- None of the Airport Development Areas overlap a sole source aquifer, a Groundwater Source Protection Area, underground sources of drinking water, or a 100-year floodplain

Environmental Overview – Water Resources



Environmental Overview – Climate/Resilience

- Between 2010 and 2013, greenhouse gas emissions decreased by approximately 23 percent
- City of Burlington's *Climate Action Plan* specifies a reduction target for BTV of 10 percent by 2025 from 2010 levels



Environmental Overview – Air Quality

- Regulated by the Clean Air Act and its amendments
- Chittenden County has been designated as in “Attainment” for all pollutants regulated by the National Ambient Air Quality Standards of the CAA
- Stationary source permits from the Vermont Air Pollution Control Division (Agency of Natural Resources) may be required for certain activities (e.g., aircraft painting, fueling, storage) or the installation of combustion equipment

Environmental Overview – Natural Resources and Energy Supply

- Energy
 - Net energy use of 4.7 megawatts (2017), down 12.4 percent from 2013
 - Roof-mounted solar at the parking garage has a capacity of 500 kilowatts; provided 11 percent of BTV's total electricity in 2017
 - South Burlington's *Comprehensive Plan* (2016) indicates that energy suppliers have capacity to meet demand due to growth

- Use of other natural resources (is not anticipated to be significant enough to alter regional availabilities)

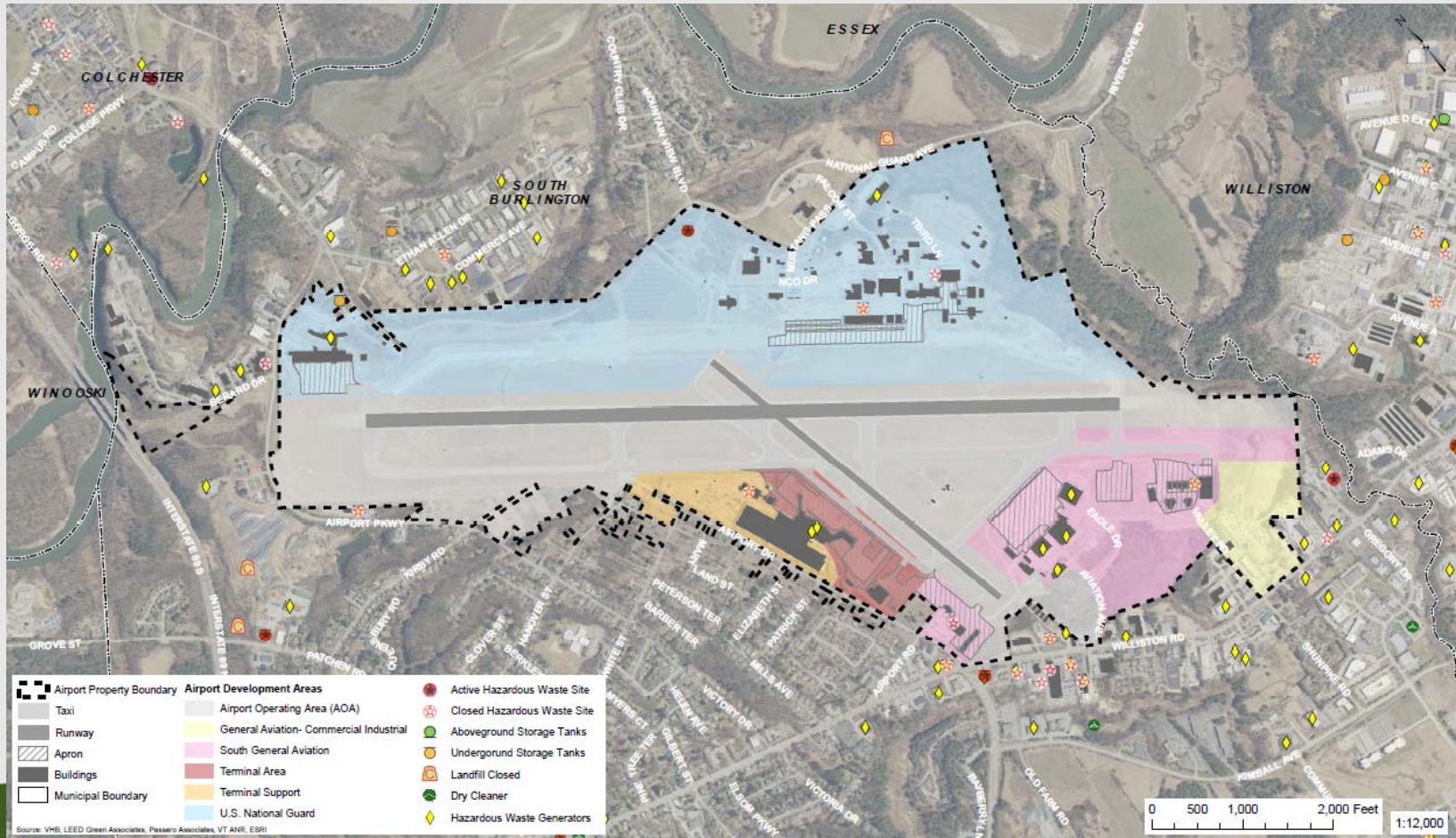


Solar Photovoltaic System at BTV
Credit: Vermont ANG

Environmental Overview – Hazardous Materials/ Pollution Prevention

- Existing Oil and Hazardous Materials (OHM) Facilities:
 - Site # 972200 (North/South Hanger BIA)
 - Site # 923113 (Hertz Rent A Car/National Car)
 - Site # 770043 (Vermont Air National Guard)
- BTV maintains a Spill Prevention, Containment, and Countermeasures Plan (SPCC) to limit the chance of releases of OHM and identify response procedures for an accidental release of OHM
- BTV operates three separate de-icing fluid interception and subsurface injection systems that are permitted under Vermont DEC Underground Injection Control (UIC) permits

Environmental Overview – Hazardous Materials/ Pollution Prevention



Environmental Overview – Land Use

- South Burlington’s “Airport District” facilitates the development and operation of BTV and associated facilities
- Surrounding land uses are generally compatible with BTV and its operations, though incompatibilities are present in residential uses (primarily in the Chamberlin neighborhood) and the Chamberlin School
- BTV’s *Noise Land Inventory and Reuse Plan Update (2017)* evaluates properties that have been acquired or are planned to be acquired with AIP funds.
- The *South Burlington Comprehensive Plan (2016)* calls for:
 - The need to create a new transition between BTV and parcels that are vacant in the Chamberlin neighborhood
 - Transportation and roadway projects to address mobility issues due to existing and projected increased roadway traffic associated with growth in Airport operations

Environmental Overview – Noise and Compatible Land Use

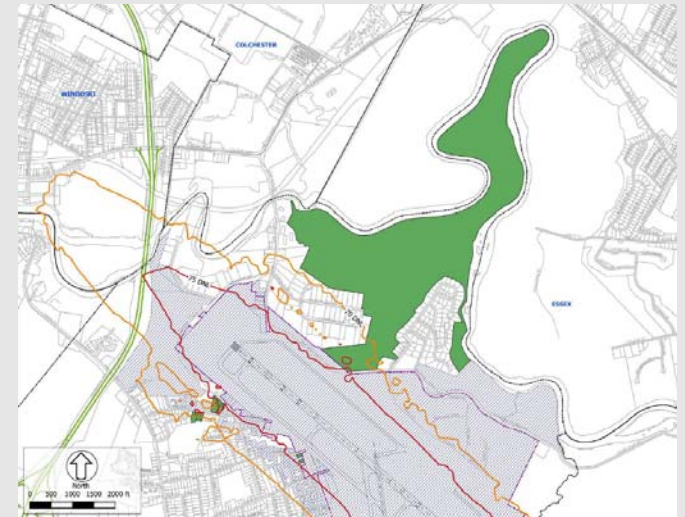
- Airport noise is regulated by the FAA through 14 CFR Part 150 or “Part 150”
- BTV prepared an updated 2018 Noise Exposure Map (NEM) and a forecast 2023 NEM (approved by the FAA on September 26, 2020)
- The area within the DNL 65 dB contours is expected to increase in all directions for the 2023 forecast year, resulting in increases in noise impacts to non-compatible land uses



F-16 in Take-Off
Credit: David Carman

Environmental Overview – Noise and Compatible Land Use

- In April 2020, BTV submitted a revision to the 2008 Noise Compatibility Program (NCP) reflecting existing conditions (2018) and updated forecast NEM (2023)
- The NCP is essentially a list of the actions BTV proposes to undertake to minimize existing and future noise/land use incompatibilities
- The NCP Update proposes the development of a more robust community-based, voluntary noise mitigation program than the previously approved NCP



2023 Forecast Condition, 75 DNL Properties
Credit: HMMH

Environmental Overview – Visual Effects (Including Light Emissions)

- Light Emissions
 - Examples of lighting at BTV include runway and taxiway lighting, an airport beacon, approach lighting, and obstruction lighting, as well as street and facility lighting
 - No new airfield lighting are proposed
- Visual Character
 - The Chamberlin neighborhood, is “one of the City’s historic neighborhoods”
 - BTV sits against the backdrop of, but does not block views of, the Green Mountains
- Visual effects would be determined in consultation with jurisdictional agencies and the public



South Burlington’s Chamberlin Neighborhood
Credit: RSG

Environmental Overview – Socioeconomics

	Vermont	Chittenden County	South Burlington	Airport Vicinity ¹
Population	626,249	160,510	18,704	3,540
Population Under Age 5	5%	5%	5%	6%
Population Over 64	17%	13%	18%	19%
Civilian Unemployed in Labor Force	3%	3%	3%	3%
Housing Units	326,812	67,523	8,859	1,729
Owner-Occupied Housing Rate	71%	64%	63%	61%

Sources: U.S. Census Bureau, 2012-2016 ACS 5-Year Estimates; EPA, Environmental Justice Screening and Mapping Tool (Version 2018)

Notes:

1 'Airport Vicinity' is defined as 0.5-mile around the Airport. This includes an aggregate of portions of intersecting block groups (500070040022, 500070036002, 500070036001, 500070006001, 500070025003, 500070022003, 500070040021, 500070026013, and 500070031001).

Environmental Overview – Socioeconomics

- Principal impacts to consider:
 - Residential or commercial displacements
 - Changes to neighborhood characteristic
 - Disruption to local traffic patterns
 - Changes to local employment and the community tax base
- Proposed Airport developments are likely to have the benefit of increasing employment opportunities in the region and supporting state-wide economic development initiatives by attracting new businesses as well as allowing existing businesses to expand operations

Environmental Overview – Environmental Justice

- Environmental justice identifies disproportionate and adverse effects from potential federal actions on minority or low-income populations
- No census block group within 0.5-mile of BTV has a minority population greater than 50 percent, though one (block group 500070026013) has a significantly larger minority population (26 percent) than South Burlington (14 percent) as a whole
- No census block group is at or below the HHS poverty guidelines based on the average household size within 0.5-mile of BTV
- No census block group has linguistically isolated households that comprise more than 3 percent of all households

Environmental Overview – Children’s Health and Safety Risks

- Executive Order 13045 requires federal agencies to identify and assess the environmental health and safety risks that may disproportionately affect children
- Within 0.5-mile of BTV, there are 1,050 children under the age of 5 and 2,066 children between the ages of 5 and 17

Schools and Daycare Centers

- The Chamberlin School
- Loveworks Child Care Center
- Children’s School
- International Children’s School
- Rick Marcotte Central School
- Frederick H. Tuttle Middle School
- South Burlington High School
- Trinity Children’s Center
- EJ’s Kids Klub
- Children’s Unlimited
- The Williston Enrichment Center
- Hiawatha School

Environmental Overview – Historic and Cultural Resources

- Section 106 of the National Historic Preservation Act (NHPA) requires all federal agencies to consider the effects on historic properties
- There are no above-ground properties surveyed by Vermont Historic Sites and Structures Survey or listed in the State or National Registers within any of the Airport Development Areas
- Certain structures of 50 years of age may be potentially historic
- There are no recorded archaeological resources within the Airport property, though there are Precontact sensitivities

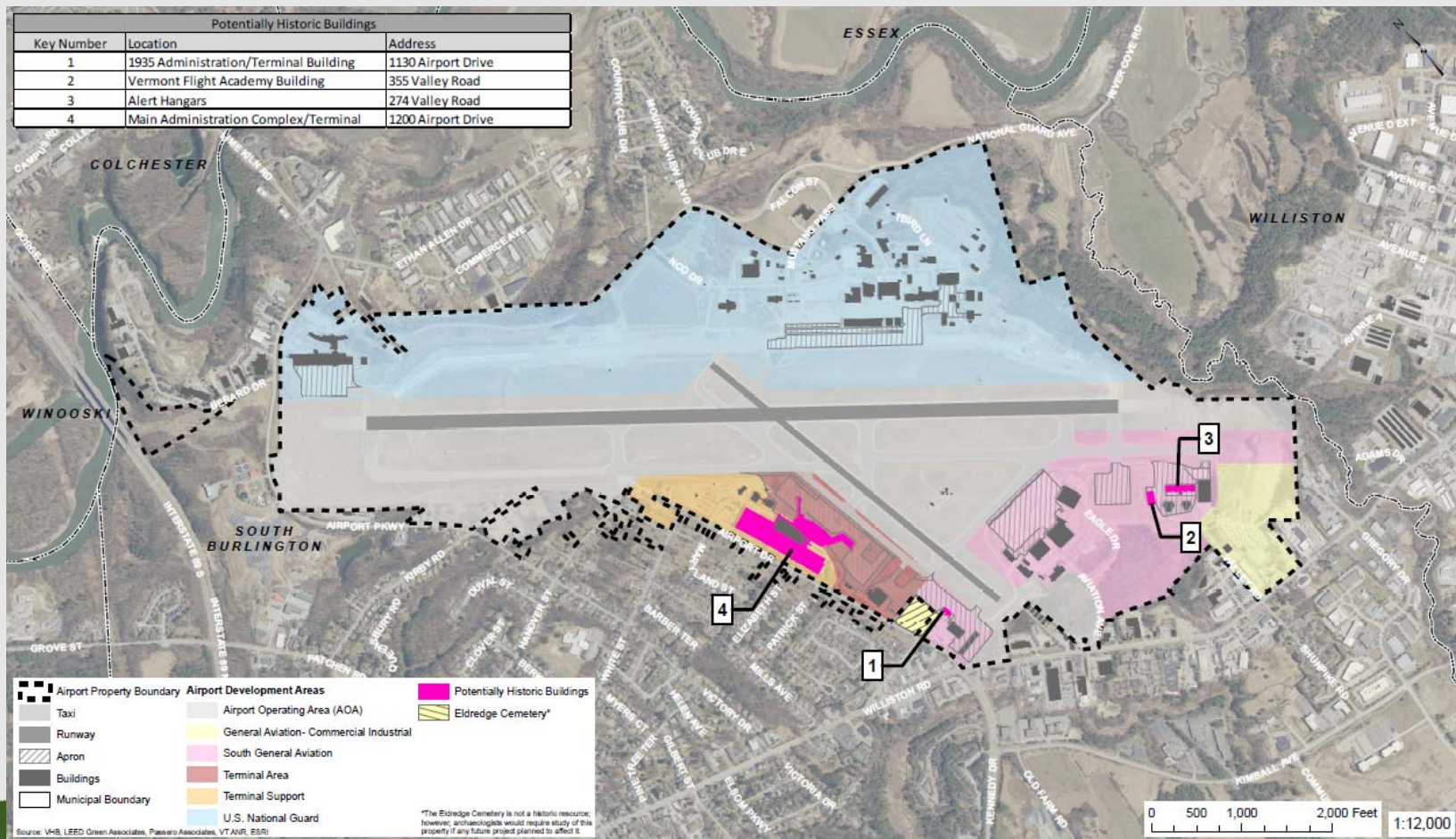


Alert Hangar at BTV
Credit: VHB

Environmental Overview – Historic and Cultural Resources

- South General Aviation Area
 - 1935 Administration / Terminal Building (constructed 1935, relocated in 1944, renovated in 1945)
 - Vermont Flight Academy Building, constructed between 1962 and 1973)
 - Alert Hangars, constructed prior to 1962
- Terminal Area/Terminal Support Area
 - Administration complex/terminal building, constructed in 1950, renovations in 1972, 1984, 1989, and 1998
- General Aviation – Commercial Industrial
 - Various metal-clad commercial buildings dating to the late 20th century
- Chamberlin Neighborhood
 - Potential historic districts in the Dumont, Elizabeth-Mills-Patrick, Sunrise Park, North/South Henry Court and Ledoux Terrace developments

Environmental Overview – Historic and Cultural Resources



Environmental Overview – Other Categories

- Department of Transportation Act, Section 4(f)
 - Protects significant publicly owned public parks, recreation areas, and wildlife and waterfowl refuges as well as significant historic sites
 - There are no Section 4(f) public parks, recreation areas, or wildlife or waterfowl refuges in any of the Airport Development Areas
 - Section 4(f) resources in the Airport Development Areas would include the to-be-determined resources (i.e., structures over or are approaching 50 years of age)
- Farmlands
 - The Farmland Protection Policy Act (FPPA) regulates federal activities that would convert farmland to other uses; Vermont also regulates conversion of prime agricultural soils on projects subject to Act 250 jurisdiction
 - There are no “Important Farmlands” within the Airport Development Areas subject to the FPPA
 - It is unlikely that the Airport Development Areas would be considered primary agricultural soils under Act 250 given the degree of development that has occurred

Alternatives Analysis – Federal Environmental Review and Permitting

- National Environmental Policy Act (NEPA)
 - Categorical Exclusion (CATEX), Environmental Assessment, or Environmental Impact Statement
 - Projects should be considered in relation to one another to avoid either segmentation of similar projects or to take possible cumulative impacts into account
 - Depending on scale and phasing, all on-Airport projects - when taken individually - are anticipated to require a CATEX; project groupings may elevate reviews to an Environmental Assessment
 - I-89 projects are likely to involve an Environmental Assessment depending on USACE permitting
- Other Permits or Approvals
 - Section 106 of the NHPA (potential for all projects)
 - Section 4(f) of the Department of Transportation Act (potential for all projects)
 - Section 404 review for unavoidable impacts to waters of the U.S. (potential for I-89 projects)
 - FHWA approval required for break in control of access (potential for I-89 projects)

Alternatives Analysis – State Environmental Review and Permitting

- All Projects
 - Operational Stormwater Discharge Permit for expansion or redevelopment of new impervious surfaces beyond jurisdictional thresholds
 - Issued permits for on-Airport projects would be incorporated into the existing MS4 Permit (7021-9014.A2R)
 - Construction Stormwater Discharge Permit for land disturbance over 1 acre
 - Act 250: Land Use Permits/Permit amendment(s)
 - May require site characterization and DEC-approved Soil Management Plan or other plan depending on proposed soil disturbance and findings
- Projects Impacting State Roadways (i.e., GA/Cargo Expansion, Access Road to I-89)
 - Vermont Agency of Transportation Section 1111 Permit
- Projects Involving Tree Clearing (i.e., GA/Cargo Expansion, Access Road to I-89)
 - Coordination with the Vermont Fish and Wildlife Department regarding protected bat species

Alternatives Analysis – State Environmental Review and Permitting

- Projects Involving the Deicing System (i.e., Terminal Expansion, Remote Deicing Pad)
 - Underground Injection Control (UIC) Permits may require amendment if there are physical changes proposed for the injection system, if new impervious surfaces are routed to the existing injection system, or if there are operational changes such as using a different type of deicing fluid or an increase to the amount of runoff or deicing fluid used that exceeds the permitted volume
 - In July 2020, DEC issued a new "combined" UIC Permit (No. UIC-6-0137) that regulates all the existing UIC systems used for the disposal of Aircraft Deicing Fluid at BTV
- Projects with Potential New Stationary Sources (i.e., Terminal Expansion)
 - Stationary Source Permit from ANR if it would introduce new combustion equipment that would put facility-wide emissions above permitting thresholds
- Projects Impacting Existing OHM facilities (i.e., Terminal Expansion, Relocation of Maintenance Building)
 - Updated Spill Pollution Prevention Plan if such facilities were substantially changed or expanded

Alternatives Analysis – State Environmental Review and Permitting

- Projects with Potential Parking Increases (i.e., Relocation of Maintenance Building)
 - Modification to the existing "Indirect Source Air Pollution Control Permit to Construct" (AP-08-036)
- Additional Permits/Approvals: I-89 Projects
 - Flood Hazard Area and River Corridor Permit for encroachment on Potash Brook floodplain and riparian corridor (Access Road Connection to Kennedy Drive only)
 - Potential Stream Alteration Permit (or Title 19 consultation), depending on degree of stream channel encroachment (Access Road Connection to Kennedy Drive only)
 - Vermont State Wetland Permit for impacts to Class II wetland(s) and buffers (both)

QUESTIONS/COMMENTS

Any questions or comments regarding the Airport Master Plan or any of the information discussed today?

Submit comments by Oct 23, 2020

Available for contact anytime:

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