

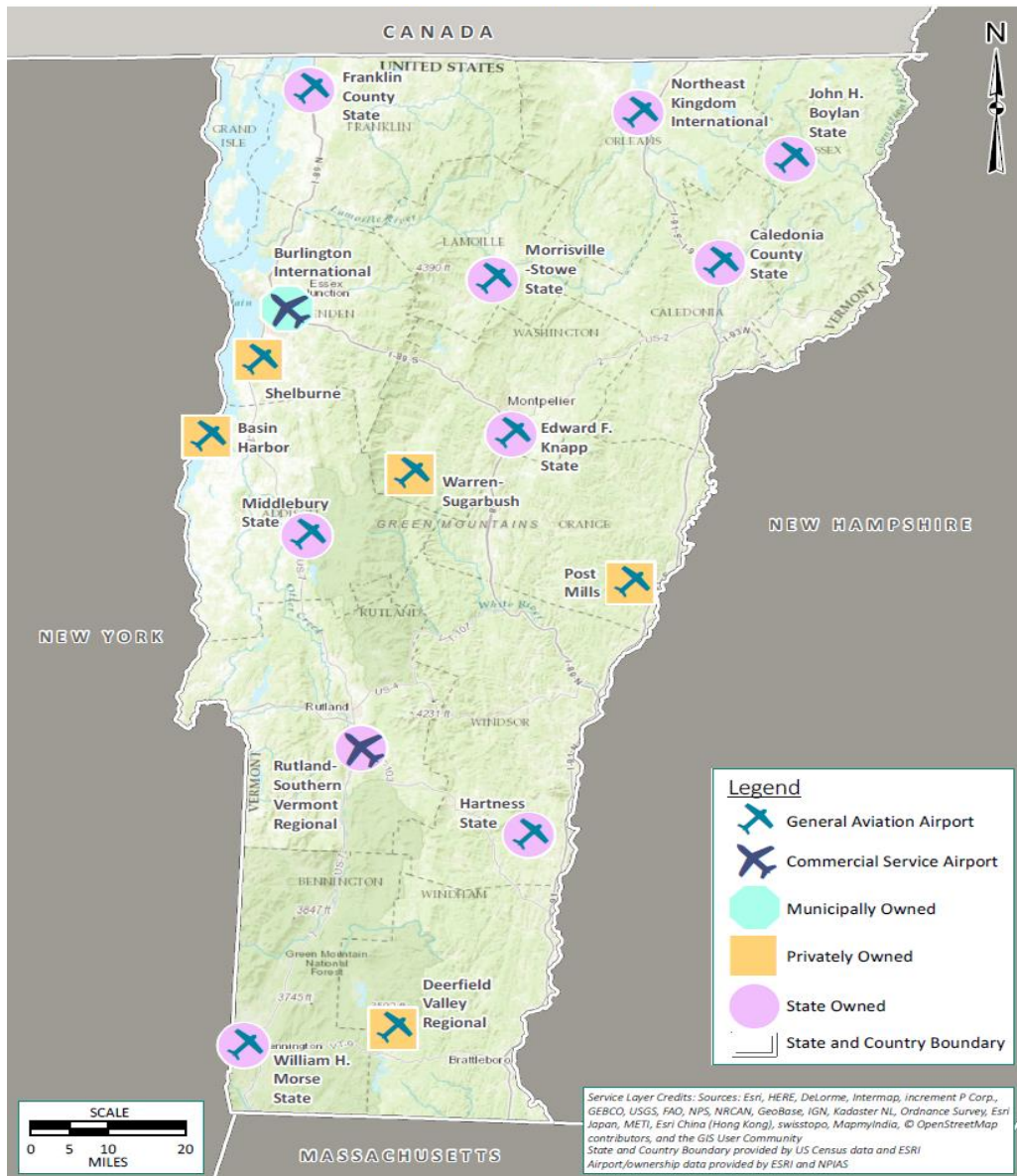
Airport System Plan Update

Senate Transportation Committee

February 20, 2019

What is the Airport System Plan?

- Vermont's long-range 20-year plan for the state's network of 16 public-use airports.
- Public-use airports include all public airports, and private airports open to the public.
- Plan focus is at the system level – How the airports work collectively to meet state and federal aviation needs.



Why are we Updating the Airport System Plan?

- Mandatory Federal Aviation Administration (FAA) requirement, used by the FAA for funding purposes.
- The last Airport System Plan was completed in 2007 and is outdated.
- Guides the development of individual airport master plans and layout plans.

How are Updating Airport System Plan?

- Using the FAA Airport Planning Guidance, which prescribes the content and format.
- The Consultant for this project is McFarland-Johnson.

Plan Development Process & Update Timeline						
Tasks	Winter 2018	Spring 2018	Summer 2018	Fall 2018	Winter 2019	Spring / Summer 2019
Airport Categories / Service Objectives						
Asset Inventories						
Forecasts						
Current & Future System Performance						
Recommendations & Strategies						
Economic Impact						
Aviation Council Presentation						
Public Meetings						

What we Learned from Meetings with Fixed-Based Operators, Pilots and the Public

- Obstructions (primarily trees and other vegetation) are a major impediment to the full utilization of runways.
- Pilot education and training are key to successfully preparing the next-generation of pilots (currently a shortage of qualified pilots and certified flight instructors).
- Marketing of airports is critical if they are to grow and prosper.
- Partnerships with stakeholders are key - Experimental Aircraft Association, Civil Air Patrol, Development Corporations, etc.
- Airports should be positioned to accommodate next-day and same-day parcel shipping.
- Capital investments should focus on both runway/taxiway extensions and maintenance activities (beacons, lighting, obstruction removal).
- For some airports, customs facilities are important in order to attract Canadian traffic.

Policy Issues to be Addressed

- **Aviation's Integration with Other Transportation Modes**
 - Passenger connections
 - Freight needs

- Public Transit connections between BIA and Rutland Regional with other modes
- Availability of taxis, ridesharing (Uber & Lyft), etc. in proximity to airports.
- Which airports are used for freight, and what is their freight distribution/supply systems?

- **Land Use-Built Environment Linkages**
 - **Growth of airports and impacts to surrounding communities and environments**
 - **Protecting airports from encroachment**

- Land use regulations around airports and encroachment mitigation measures.
- Effects of longer runways and new aircraft mix

- **Economic Development**
 - **Economic impacts of airports on local and regional economies, and the state's economy.**
 - **Airport development opportunities**

- Economic impact assessment undertaken by consultant
- Marketing study undertaken by ACCD
- Private sector development opportunities
- Grant opportunities (i.e. Northern Borders, EDA Public Works program)

- **Financial Sustainability**
 - **Budget allocation for aviation**
 - **Private sector involvement in financing airport improvements**
 - **Incorporating financial sustainability into project prioritization**

- Core components of the aviation budget (allocation between capital, operations, and maintenance).
- Impact of FAA priority project areas.
- Airport lease revenues (how to generate more, including the potential need to diversify); competitiveness of lease rates.
- Private sector development opportunities

- Grant opportunities (i.e. Northern Borders, EDA Public Works program)

- **Project Prioritization**
 - Targeted investments
 - Addressing FAA priorities and requirements with other priorities, such as economic development.

- Budget constraints, state funds currently used to match FAA priority projects.
- How to incorporate private investment in airport projects? How will the state participate?

- **Technological Developments**
 - Preparing for evolving technologies such as Next Generation Aircraft System (NextGen); Support for emerging technologies

Use Statistics for Public-Use Airports

Annual Operations by Public-use Airport

Airport Name	Air Carrier	Air Taxi	GA Local	GA Itinerant	Military	Total
Basin Harbor	-	-	-	2,120	62	2,182
Burlington International	12,972	12,131	19,720	19,736	6,241	70,800
Caledonia County State	-	-	5,800	1,280	300	7,380
Deerfield Valley Regional	-	-	1,800	1,300	-	3,100
Edward F. Knapp State	-	625	14,500	8,000	1,000	24,125
Franklin County State	-	-	5,780	2,815	1,500	10,095
Hartness State	-	222	3,752	2,487	150	6,611
John H Boylan State	-	-	127	264	12	403
Middlebury State	-	-	7,200	2,900	800	10,900
Morrisville- Stowe State	-	127	5,023	954	254	6,358
Northeast Kingdom International	-	-	7,234	1,980	238	9,452
Post Mills	-	10	2,920	1,400	-	4,330
Rutland - Southern Vermont Regional	-	1,104	6,187	5,061	30	12,382
Shelburne	-	-	3,820	416	-	4,236
Warren-Sugarbush	-	-	16,520	1,100	-	17,620
William H. Morse State	-	-	5,625	8,627	125	14,377
Total	12,972	14,219	106,008	60,440	10,712	204,351

Source: Airport Surveys, 2017. Airport Master Record, 2017

Airport System Plan Documents - <https://vtrans.vermont.gov/aviation/vermont-airport-system-plan>