



Airport Commission

Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport

PLEASE NOTE:

This meeting is will be held on zoom and in-person in the Wright Room at the Airport. Zoom Info:

Join from a PC, Mac, iPad, iPhone or Android device:

Please click this URL to join. [https://us02web.zoom.us/j/86253461005?](https://us02web.zoom.us/j/86253461005?pwd=U0lQem55VVRxb2RCUGs4aHVfb3VSdz09)

[pwd=U0lQem55VVRxb2RCUGs4aHVfb3VSdz09](https://us02web.zoom.us/j/86253461005?pwd=U0lQem55VVRxb2RCUGs4aHVfb3VSdz09)

Passcode: 472807

Or One tap mobile:

+ 16468769923,,86253461005# US (New York)

+ 13017158592,,86253461005# US (Washington DC)

Or join by phone:

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US: +1 646 876 9923 or +1 301 715 8592 or +1 312 626 6799 or +1 669 900 6833 or +1 253 215 8782

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Webinar ID: 862 5346 1005

International numbers available: [https://us02web.zoom.us/j/86253461005?](https://us02web.zoom.us/j/86253461005?pwd=U0lQem55VVRxb2RCUGs4aHVfb3VSdz09)

1. Call to Order

Subject	1.1. Call to Order
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	1. Call to Order
Department	
Type	

Subject	1.2. Acknowledgement of Remote Commissioners
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	1. Call to Order
Department	
Type	

2. Agenda

Subject	2.1. Motion to amend/adopt agenda
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	2. Agenda
Department	
Type	
Recommended Action	

3. Public Forum

Subject	3.1. PUBLIC FORUM - Verbal Comments
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	3. Public Forum
Department	
Type	

4. Consent Agenda

Subject	4.1. Enplanements
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	4. Consent Agenda
Department	
Type	Communication

Subject	4.2. Approval of Minutes
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	4. Consent Agenda
Department	
Type	

5. Federal Obligations for Aeronautical Access

Subject	5.1. Federal Obligations for Aeronautical Access (Kaplan, Kirsch and Rockwell)
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	5. Federal Obligations for Aeronautical Access
Department	Burlington International Airport

Type

Recommended Action

6. Next Project Presentation

Subject	6.1. Next Project Presentation (Jacobs Engineering)
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	6. Next Project Presentation
Department	Burlington International Airport
Type	Communication

Recommended Action

7. Construction Update

Subject	7.1. Construction Update (L. Lackey)
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	7. Construction Update
Department	Burlington International Airport
Type	

8. Financial Update

Subject	8.1. Financial Package (M. Friedman)
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	8. Financial Update
Department	Burlington International Airport
Type	

Subject	8.2. Airport FY24 Budget (M. Friedman)
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category	8. Financial Update
Department	Burlington International Airport
Type	

9. Community Connection

Subject	9.1. Noise Comment Data (H. Dusablon)
Meeting	August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport

Category 9. Community Connection
Department Burlington International Airport
Type Communication

Subject 9.2. Residential Sound Insulation Project Updates (L. Lackey)
Meeting August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category 9. Community Connection
Department Burlington International Airport
Type

10. Director's Report

Subject 10.1. Director's Report
Meeting August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category 10. Director's Report
Department
Type Information

11. Commissioner Items

Subject 11.1. Commissioner Items
Meeting August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category 11. Commissioner Items
Department
Type

12. Follow-up Items

Subject 12.1. Queue Permits for Taxi Drivers (N. Longo)
Meeting August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport
Category 12. Follow-up Items
Department Burlington International Airport
Type

13. Adjournment

Subject 13.1. Motion to adjourn
Meeting August 2, 2023 - Airport Commission - Wednesday, August 2, 2023 at 4:00pm - Wednesday, August 2, 2023, 4:00 PM, Zoom/Wright Room at the Airport

Category	13. Adjournment
Department	Council and Board
Type	
Recommended Action	

Burlington International Airport

Passenger and Operational Statistics

June 2023



**Data not Audited	<u>June 2023</u>	<u>June 2022</u>	<u>% Change</u>	<u>FY2023 YTD</u>	<u>FY2022 YTD</u>	<u>% Change</u>
Enplaned Passengers	56,241	58,546	-3.94%	634,892	391,370	62.22%
Deplaned Passengers	58,086	61,482	-5.52%	616,319	387,492	59.05%
Total Passengers	114,327	120,028	-4.75%	1,251,211	778,862	60.65%
Departing Load Factor	#DIV/0!	85%	#DIV/0!	#DIV/0!	92%	-5.31%
Departing Seat Capacity (Actual)	-	67,615	-100.00%	-	-	13.79%
Total Landed Weight		4,906,226	-100.00%	567,858,145	509,239,634	11.51%

One Month Behind on Reporting:

	<u>May 2023</u>	<u>May 2022</u>	<u>% Change</u>	<u>FY2023 YTD</u>	<u>FY2022 YTD</u>	<u>% Change</u>
Air Carriers	1,538	1,365	12.7%	15,851	13,468	17.7%
Air Taxi	567	746	-24.0%	6,210	8,080	-23.1%
General Aviation	3,886	3,478	11.7%	35,877	30,021	19.5%
Military	309	261	18.4%	3,506	3,877	-9.6%
Total BTV Operations	6,300	5,850	7.7%	61,444	55,446	10.8%

<https://aspm.faa.gov/opsnet/sys/Main.asp?force=atads>

*** Data from FAA Air Traffic Activity Data System

Air Carrier: Seating Capacity of more than 60 seats or a max payload capacity of more than 18,000 pounds

Air Taxi: Maximum seating capacity of 60 seats or a max payload capacity of less than 18,000 pounds

General Aviation: Takeoffs and Landings of all civil aircraft, except those classified as air carrier or air taxi

Military: All classes of military takeoffs and landings

Burlington International Airport

Passenger and Operational Statistics

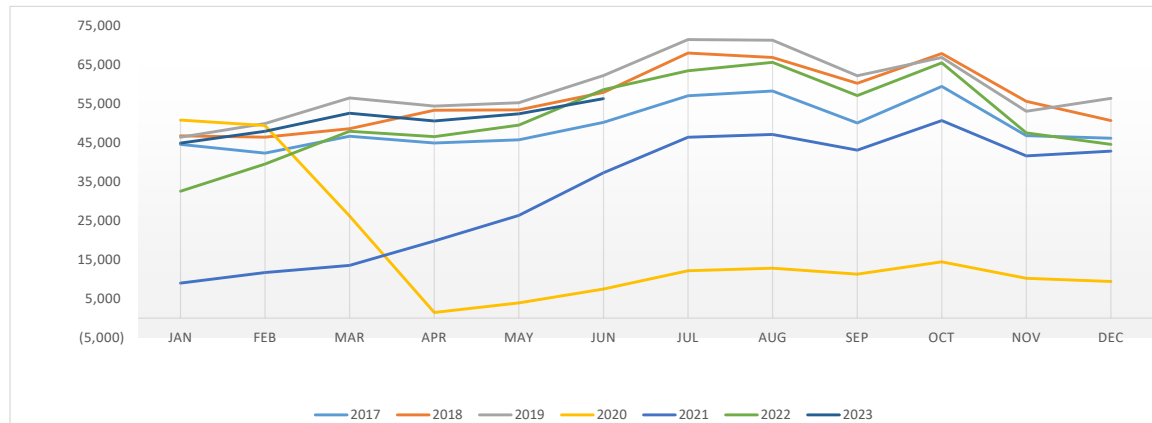
June 2023



BTV Enplaned Passengers

C Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
2014	42,901	44,650	51,210	48,583	50,555	53,224	59,273	58,601	52,737	57,727	45,416	46,928	611,805
2015	43,916	43,589	49,215	47,184	45,872	49,944	55,684	57,629	51,089	58,296	46,470	45,153	594,041
2016	42,913	45,975	46,759	45,467	47,350	52,466	57,997	60,108	52,211	60,851	46,359	46,117	604,573
2017	44,537	42,279	45,683	44,871	45,683	50,187	56,956	58,215	49,995	59,378	46,781	46,076	591,558
2018	46,684	46,371	48,526	53,285	53,367	57,855	67,921	66,807	60,193	67,781	55,549	50,605	674,944
2019	46,356	49,867	56,400	54,340	55,209	62,180	71,381	71,200	62,116	66,795	53,007	56,314	705,165
2020	50,750	49,341	26,158	1,448	3,911	7,458	12,119	12,823	11,292	14,416	10,211	9,393	209,320
2021	8,979	11,696	13,491	19,765	26,325	37,229	46,346	47,059	43,072	50,621	41,572	42,786	388,941
2022	32,520	39,497	47,897	46,485	49,452	58,546	63,402	65,535	57,038	65,411	47,452	44,545	617,780
2023	44,848	47,864	52,484	50,521	52,337	56,241							

2013 YTD	46,256	91,322	140,927	187,731	235,789	289,828	347,855	409,180	463,667	522,026	568,993	616,006	
2014 YTD	42,901	87,551	138,761	187,344	237,899	291,123	350,396	408,997	461,734	519,461	564,877	611,805	
2015 YTD	43,916	87,505	136,720	183,904	229,776	279,720	335,404	393,033	444,122	502,418	548,888	594,041	
2016 YTD	42,913	88,888	135,647	181,114	228,464	280,930	338,927	399,035	451,246	512,097	558,456	604,573	
2017 YTD	44,537	86,816	133,416	178,287	223,970	274,157	331,113	389,328	439,323	498,701	545,482	591,558	
2018 YTD	46,684	93,055	141,581	194,866	248,233	306,088	374,009	440,816	501,009	568,790	624,339	674,926	
2019 YTD	46,356	96,223	152,623	206,963	262,172	324,352	395,733	466,933	529,049	595,844	648,851	705,165	
2020 YTD	50,750	100,091	126,244	127,692	131,603	187,844	155,014	167,837	179,129	193,545	203,754	213,147	
2021 YTD	8,979	20,675	34,383	53,197	79,522	116,751	163,097	210,156	253,228	303,849	345,421	388,207	
2022 YTD	32,520	72,017	119,914	166,399	215,851	274,397	337,799	403,334	460,372	525,783	573,235	617,780	
2023 YTD	44,848	92,712	145,196	195,717	248,054	304,295							



Airline	June 2023	June 2022	% Change	Jun '23 Share	FY2023 YTD	FY2022 YTD	% Change	FY23 YTD Share
United	19,986	18,707	7%	35.5%	113,693	167,902	-32%	21.6%
American	17,461	17,904	-2%	31.0%	171,934	186,429	-8%	32.7%
Delta	13,701	15,710	-13%	24.4%	160,653	132,244	21%	30.5%
Jetblue	4,573	4,236	8%	8.1%	72,262	41,507	74%	13.7%
Sun Country	520	718	-28%	0.9%	3,943	718	449%	0.7%
Frontier		1,271		0.0%	3,821	16,477	-77%	0.7%
Boutique				0.0%		576	0%	0.0%
Subtotal	56,241	58,546	-3.94%	100%	526,306	545,853	-3.58%	100%

Burlington International Airport

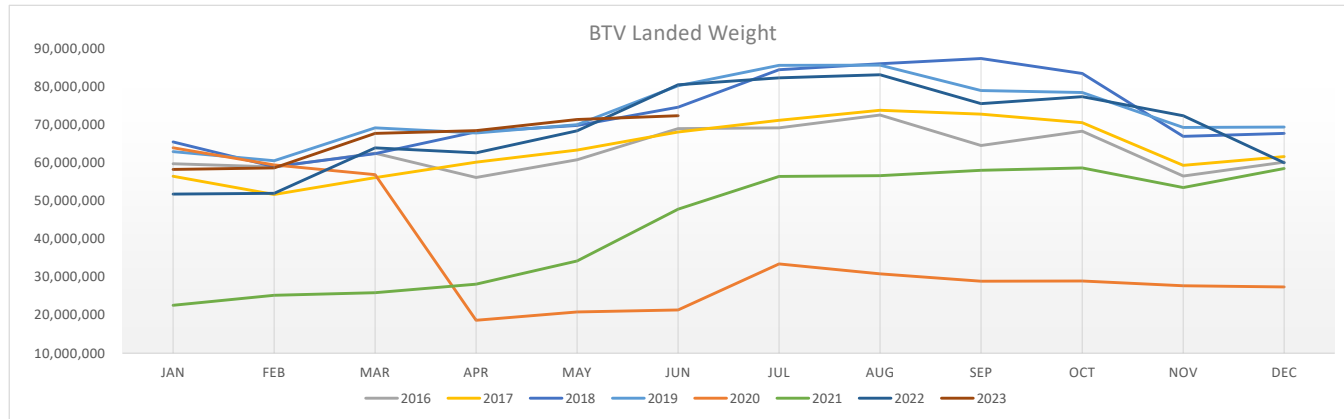
Passenger and Operational Statistics

June 2023



BTV Landed Weight

Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total
2014	54,953,876	54,793,326	61,338,283	59,783,921	64,096,128	64,682,726	70,702,546	70,844,351	66,186,099	64,626,169	56,324,271	57,747,440	746,079,136
2015	55,444,310	53,270,336	60,105,714	59,673,095	56,481,915	62,334,588	65,677,274	67,889,959	66,876,985	69,329,074	59,229,784	61,031,736	737,344,770
2016	59,752,887	58,922,944	62,472,419	56,126,273	60,761,349	68,943,708	69,153,418	72,522,917	64,540,095	68,253,802	56,486,325	60,158,144	758,094,281
2017	56,426,320	51,662,077	56,077,562	60,141,364	63,312,335	68,090,109	71,141,495	73,773,005	72,771,741	70,521,148	59,322,198	61,593,661	764,833,015
2018	65,452,631	58,959,242	62,372,896	68,140,374	69,761,510	74,588,089	84,417,186	85,964,940	87,356,781	83,419,070	66,905,333	67,676,141	875,014,193
2019	62,888,161	60,527,294	69,143,545	67,798,990	70,008,934	80,193,521	85,578,730	85,614,754	78,932,303	78,455,138	69,265,023	69,373,474	877,779,867
2020	63,919,646	59,439,846	56,886,928	18,638,302	20,815,237	21,334,949	33,444,122	30,833,466	28,872,043	28,949,589	27,704,187	27,405,711	418,244,026
2021	22,571,673	25,210,640	25,875,488	28,139,372	34,229,467	47,818,403	56,374,818	56,605,445	58,029,438	58,635,557	53,456,684	58,501,296	525,448,281
2022	51,765,857	51,968,763	63,901,776	62,586,962	68,389,168	80,455,912	82,294,270	83,096,590	75,518,662	77,329,039	72,340,944	60,012,252	829,660,195
2023	58,244,396	58,652,961	67,677,730	68,446,609	71,369,682	72,340,944							396,732,322



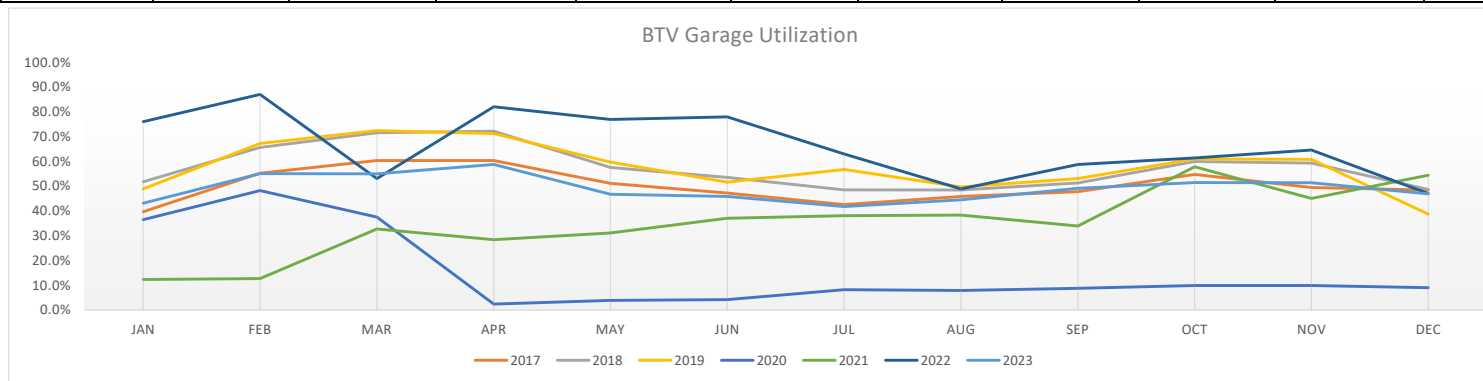
Airline	June 2023	June 2022	% Change	June '23 Share	FY 2023 YTD	FY 2022 YTD	% Change	FY23 YTD Share
American	20,336,284	24,120,300	-16%	28.11%	179,038,426	226,894,570	-21%	27.6%
United	25,699,350	24,536,750	5%	35.53%	214,778,200	196,608,650	9%	33.2%
Delta	15,642,514	19,649,459	-20%	21.62%	152,919,461	165,507,508	-8%	23.6%
JetBlue	5,813,396	5,238,000	0%	8.04%	65,241,376	54,694,792	19%	10.1%
Frontier		1,175,942	0%	0.00%	3,935,241	18,247,149	-78%	0.6%
Boutique Air			0%	0.00%	2,487,100	1,242,000	100%	0.4%
Sun Country	438,900	731,500	0%	0.61%	438,900	731,500	0%	2.2%
Federal Express	4,356,000	4,356,000	0%	6.02%	14,427,600	50,886,000	#REF!	#REF!
Wiggins	54,500	647,961	-92%	0.08%	152,600	4,699,067	-97%	0.0%
Legacy			#DIV/0!	0.00%	-		#DIV/0!	0.0%
Cargo Total	4,410,500	5,003,961	-12%	6%	14,580,200	55,585,067	-74%	2%
Airline Total	67,930,444	75,451,951	-10%	94%	633,266,304	663,194,669	-5%	98%
Cumulative Total	72,340,944	80,455,912	-10.09%	100.0%	647,846,504	718,779,736	-9.87%	100.0%

Burlington International Airport
 Passenger and Operational Statistics
June 2023



BTV Garage Utilization - Monthly Average

Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANNUAL AVG
2009	72.5%	85.4%	88.8%	84.7%	74.5%	68.9%	77.2%	78.6%	70.5%	79.7%	70.9%	66.2%	76.5%
2010	70.5%	80.7%	84.9%	83.8%	68.4%			47.6%	48.4%	54.8%	23.1%	58.7%	62.1%
2011	76.0%	58.7%	52.4%	54.6%	52.6%	47.6%	45.9%	49.3%	48.1%	52.4%			53.8%
2012	49.9%	58.9%	72.4%	64.1%	59.4%	56.8%	59.0%	52.6%	57.6%		54.9%	48.6%	57.7%
2013	49.7%	52.2%	67.0%	58.8%	49.5%	48.8%	47.2%	48.3%	51.0%	55.2%	54.2%	45.3%	52.3%
2014	44.6%	55.2%	64.8%	62.9%	54.7%	47.2%	48.5%	49.2%	50.0%	54.0%	51.5%	45.8%	52.4%
2015	45.3%	58.1%	65.7%	61.2%	49.3%	46.4%	45.2%	42.1%	47.3%	53.2%	48.9%	40.0%	50.2%
2016	43.1%	55.0%	54.9%	58.7%	46.7%	45.8%	41.8%	44.5%	49.1%	51.4%	51.3%	46.9%	49.1%
2017	39.7%	55.2%	60.3%	60.3%	51.1%	47.2%	42.6%	45.8%	47.8%	54.8%	49.5%	48.4%	50.2%
2018	51.8%	65.6%	71.6%	72.2%	57.5%	53.5%	48.5%	48.4%	51.3%	59.9%	59.3%	48.6%	57.3%
2019	48.9%	67.2%	72.4%	71.2%	59.7%	51.6%	56.7%	49.7%	53.0%	61.0%	60.8%	38.7%	57.6%
2020	36.5%	48.2%	37.5%	2.4%	3.9%	4.2%	8.2%	7.9%	8.8%	9.9%	9.9%	9.0%	15.5%
2021	12.3%	12.7%	32.7%	28.4%	31.1%	37.0%	38.1%	38.3%	33.9%	57.8%	45.0%	54.4%	35.1%
2022	76.0%	87.0%	53.0%	82.0%	76.9%	77.9%	63.0%	48.9%	58.7%	61.4%	64.6%	47.0%	66.4%
2023	62.0%	63.0%	83.0%	85.0%	74.0%	65.0%							72.0%



**BURLINGTON INTERNATIONAL AIRPORT
BOARD OF AIRPORT COMMISSIONERS
MINUTES OF MEETING
July 5, 2023**

DRAFT

[Hybrid meeting]

MEMBERS PRESENT: Tim George
Jeff Schulman
Greg Shepler
Bryn Oakleaf
Helen Riehle
Chip Mason

MEMBERS ABSENT: Robin Guillan

BTV STAFF PRESENT: Nic Longo, Director of Aviation
David Carman, Deputy Director of Aviation
Larry Lackey, Director of Engineering & Environmental Compliance
Marie Friedman, Director of Finance
Hannah Dusablon, Office Manager

OTHERS PRESENT: Tim Shea, Heritage
Dan Castrigano, Burlington
Jennifer Decker, Hinesburg
James Leas, So. Burlington
Peter Wyman, Burlington
Kurt McCormack, Burlington Old North End
Ashley Adams, business & property owner by airport
Carl Martin, Montpelier
Duncan Nichols, Thetford
Sabina von Mering, Wayland, MA
Ali Hamadani, Burlington
Colin Larson, Burlington
Catherine Bock, Burlington
Robin Lloyd, Burlington
Bob Atchinson, Plainfield
Channel 17

1.0 CALL TO ORDER

Aviation Director, Nic Longo, opened the meeting at 4:05 PM.

2.0 AGENDA

2.01 Approve/Adopt Agenda

MOTION by Helen Riehle, SECOND by Chip Mason, to accept the agenda as presented. VOTING: unanimous (5-0)[Bryn Oakleaf not present for vote]; motion carried.

2.02 Election of Officers

Nic Longo facilitated election of the Chair.

Chair

MOTION by Helen Riehle, SECOND by Greg Shepler, to nominate Tim George as Chair of the Airport Commission. There were no other nominations. **VOTING: unanimous (5-0)[Bryn Oakleaf not present for vote]; motion carried.**

Tim George is Chair of the Airport Commission and facilitated the meeting.

Vice Chair

MOTION by Greg Shepler, SECOND by Helen Riehle, to nominate Jeff Schulman as Vice Chair of the Airport Commission. There were no other nominations. **VOTING: unanimous (5-0)[Bryn Oakleaf not present for vote]; motion carried.**

3.0 PUBLIC FORUM

- Jennifer Decker, Hinesburg, spoke against air travel, air traffic and pollution, F-35s, expansion at the airport, and spoke in support of addressing climate change, the VTANG resolution, and banning private jets.
- Ashley Adams, business and property owner near the airport, spoke against growth and expansion at the airport, F-35s, and in support of addressing climate change and the VTANG resolution.
- Kurt McCormack, Burlington Old North End, spoke against expansion at the airport and in support of addressing climate change, the VTANG resolution, and banning private jets.
- Carl Martin, Montpelier, spoke against expansion at the airport and in support of banning private jets and the VTANG resolution.
- Duncan Nichols, Thetford, spoke against growth of the airport and urged the Airport Commission to “think forward”.
- Dan Castrigano, Burlington, spoke of climate change, fossil fuel, pollution, F-35s, airport expansion, biofuels, and degrowth of the airport.
- Sabine von Mering, Wayland, MA, spoke of private jet expansion and airport expansion, climate, and pollution from air traffic.
- Ali Hamadani, Burlington, spoke of flying and the climate crisis.
- Colin Larson, Burlington, spoke of pollution, decreasing flights at the airport, taxing and eliminating private jets, grounding the F-35s, and no expansion at the airport.
- Catherine Bock, Burlington, spoke of the toxic environment affecting health, expansion of the airport and flights, eliminating private jets.
- Peter Wyman, Burlington, spoke of disincentivizing private jets and pollution from emissions.
- Robin Lloyd, Burlington, spoke of de-growth and lower emissions, limiting private jets, and making runways smaller.
- Bob Atchinson, Plainfield, spoke of fossil fuel, shutting down private jets, and the health of the planet.
- James Leas, South Burlington, spoke of climate public safety, reducing aviation fuel use, private jets, the F-35s, and having a fuel efficiency standard.

4.0 CONSENT AGENDA

4.01 Enplanements

4.02 Minutes: June 7, 2023

MOTION by Jeff Schulman, SECOND by Helen Riehle, to approve the consent agenda as presented.

DISCUSSION:

- Staff reported flight loads are full. There are more main line air carriers serving the airport. Landed weights are up. The airport is busy.
- The aircraft in the “General Aviation” category in the enplanements report was clarified. It was noted the numbers for General Aviation are two times that of commercial airlines (air carriers). Burlington has a larger number of ‘general aviation’ compared to other airports. Burlington Airport is one of the busiest airports operationally outside of Boston Logan. Burlington also has industries (Beta Technologies) and schools (Flight Academy) associated with operations. There are various rates and fees charged per contracts and leases. There is no breakdown of the number of passengers coming/going on private planes unless arriving from overseas and going through Customs.

VOTING: unanimous (6-0); motion carried.

5.0 ACTION ITEMS

5.01 Runway 15-33 Rehabilitation Design

MOTION by Helen Riehle, SECOND by Jeff Schulman, to approve and recommend to City Council and the Board of Finance to approve the contract with Stantec Consulting Services, Inc. for the design, permitting, and bidding of the Runway 15-33 rehabilitation project.

DISCUSSION:

- Staff explained the pavement overlay to be done on the runway. The project is complicated and will require shutting down the runway. Staff is working with the airlines. Funding is 90% FAA grant, 6% local (paid with PFCs) and 4% state.

VOTING: unanimous (6-0); motion carried.

6.0 CONSTRUCTION UPDATE

In addition to the written report, Larry Lackey noted staff continues to work on grants and maintenance and paving projects. Nic Longo mentioned the new jet bridge that will soon be operational and the automatic exit system on each exit door (eliminates staffing the doors) as part of the north renovation project.

Greg Shepler asked if there are any areas in the airport master plan that could be put on hold for a while to try to address the comments from the public. Larry Lackey pointed out he has been working to improve the environment with his work for the past 40 years and everything being done at the airport is for improvement and betterment.

Tim George asked about the sound insulation project. Larry Lackey said staff is waiting for specs on the windows. The target is August.

7.0 FINANCIAL UPDATE

Staff reported:

- The was a drawdown on the grant anticipation note in June.
- A new FAA grant was received and used for the automated checkout points.
- Year-to-date revenues through April were just under \$25 million including \$1.75 million in stimulus funds.
- Expenses through April were \$14.7 million and include operation of the quick turnaround facility and fuel expenses (car rental companies reimburse the fuel expense). Also, the lighting in the parking garage is being replaced.
- Cash on hand as of June 30, 2023 was \$7.7 million.
- The airport does not owe any money to the City of Burlington.
- Money from the FAA was received for AIP Receivables, and a grant was received in June for the north terminal renovation project.

Tim George asked about the change in the CFC amount. Staff explained the \$2 increase in the CFC was done during covid for one year and now is removed. There was mention of expenditure of covid funding (the airport will expend all their covid funding).

8.0 NOISE DATA

Staff reported 13 additional comments have been received since last month.

Bryn Oakleaf asked about the update of the Noise Exposure Map. Nic Longo explained a consultant has been secured for the project. The public will be notified of meetings for public input. Bryn Oakleaf said the public should be informed that the noise monitoring data is not included in the Noise Exposure Map.

9.0 AVIATION DIRECTOR'S REPORT

Aviation Director, Nic Longo, reported:

- The trip to Milwaukee to meet with airlines was very successful and encouraging.
- Team BTV (50+ employees) is working incredibly hard preparing for the annual FAA inspections and starting major construction projects. The employees and their families were celebrated with a night recently at a Lake Monsters baseball game.
- A resolution on VTANG is being circulated to City Council. Staff does support sharing flight and fuel information, but not other items in the resolution. Also, there will be a presentation from the FAA attorney on a resolution to ban private jets. Staff will keep the Airport Commission informed.

There was further discussion of the VTANG resolution to be presented to City Council. Nic Longo explained there is a joint agreement between the airport and VTANG regarding joint use facilities. The financial piece is critical to the airport in that VTANG supplies firefighting services to the airport. The airport supports VTANG and its mission.

Relative to the resolution, Chip Mason noted the Airport Commission is not a policy making body. If City Council asks, the Airport Commission can weigh in, but beyond that cannot take action.

10.0 COMMISSIONER ITEMS

- Helen Riehle asked that the Airport Commission be informed of anything to be done with the park across from the airport terminal. Nic Longo said the airport wants to invest in the area with a multi-use path that connects to the existing South Burlington bike path. Airport staff is working with the South Burlington Planning Director. A presentation on the plan for the park will be given to the Airport Commission.

11.0 FOLLOW UP ITEMS

11.01 Queue Permits for Taxi Drivers (Nic Longo) –Staff continues to work on the matter. Retain on agenda.

11.02 Briefing North Terminal Building (Jeff Schulman) – A presentation on August 2, 2023 with the engineers and architects is planned. Retain on agenda.

11.03 Discussion of “expansion” at the airport (Helen Riehle) – Staff explained efficiencies and safety items are being implemented. The airport master plan lays out what is needed on the airfield, in the terminal, and beyond. The airport is growing and there is major demand for aviation service. The airport cannot disallow any aircraft the use of the airport per FAA rules.

12.0 ADJOURNMENT

MOTION by Chip Mason, SECOND by Helen Riehle, to adjourn the meeting.

VOTING: unanimous (6-0); motion carried.

The meeting was adjourned at 6:10 PM.

Next meeting: August 2, 2023 at 4 PM.

RScty by tape: MERiordan

CITY OF BURLINGTON'S AUTHORITY TO RESTRICT AERONAUTICAL ACTIVITIES

Nicholas Clabbers
Kaplan Kirsch & Rockwell LLP

Presentation to the Burlington Airport Commission
August 2, 2023



About Kaplan Kirsch & Rockwell

- National law firm with a focus on representation of airports
- Do not represent aircraft owners, airlines, pilots, or aeronautical service providers
- Counseled many clients on potential aeronautical access restrictions

Questions Raised at BTV

- What is the City's legal authority to...
 - Prohibit or restrict aircraft operations at the Airport?
 - Require that only aircraft meeting a certain fuel efficiency standard may operate at the Airport?
 - Limit military operations?
 - Prohibit the sale and/or use of leaded aviation fuel at the Airport?



Top Line Answer

- City has essentially **no authority** to adopt or enforce such restrictions
- Attempts to adopt and/or enforce restrictions likely would result in:
 - FAA enforcement actions
 - Informal or formal complaints from Airport users or industry groups
 - Loss of eligibility for federal grant funds if the noncompliance is not corrected

Sources of City's Legal Restrictions

- Grant Assurances
- Federal Preemption
- Airline Deregulation Act
- Airport Noise and Capacity Act



Grant Assurances

- Obligations established by federal statute as a condition of receiving FAA grant funds
- The City must:
 - make the Airport “available as an airport for public use on **reasonable terms and without unjust discrimination** to all types, kinds and classes of aeronautical activities.”
 - avoid granting an “exclusive right” to use the Airport.
 - permit “government aircraft” to utilize all facilities at the Airport.

Grant Assurances, cont.

- Restrictions on aeronautical activities *may* be “reasonable and not unjustly discriminatory” **if:**
 - they are justified for aeronautical safety reasons *and*
 - approved by the FAA
- Prohibitions on certain type of aircraft are **rarely acceptable;** only if the aircraft cannot be safely accommodated
- Restrictions on aeronautical activities for reasons other than aeronautical safety would violate the Grant Assurances

Federal Preemption Generally

- FAA has exclusive jurisdiction over many aspects of aviation, aircraft in flight, airspace, and aircraft fuel efficiency
- Local attempts to directly or indirectly regulate these areas may infringe on FAA's jurisdiction and therefore would be invalid
- FAA defends its authority in these cases – Santa Clara County (CA)



Other Federal Statutory Impediments

- Airline Deregulation Act
 - **Expressly preempts** any local law or regulation that relates to the prices, routes, or services of an air carrier, with limited exceptions
 - Airlines generally very litigious regarding any local regulation that is arguably preempted by the ADA
- Airport Noise and Capacity Act (ANCA)
 - Procedural requirements for adoption of any airport access restriction (e.g., FAA review/approval), with rigorous showing required for approval
 - Since enactment of ANCA in 1990, no airport has successfully adopted restrictions on any modern aircraft



Likely Consequences

- FAA enforcement actions or investigations
- Formal or informal complaints from:
 - Airport users
 - Airlines
 - Industry groups
- Adverse findings could result in:
 - FAA or court injunction against enforcement of any restriction
 - Withholding of federal grant funds
 - Loss of eligibility for federal grant funds
 - Civil penalties



Questions?

ATTORNEY ADVERTISEMENT. The contents of this document, current at the date of publication, are for reference purposes only and do not constitute legal advice.

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BURLINGTON INTERNATIONAL AIRPORT

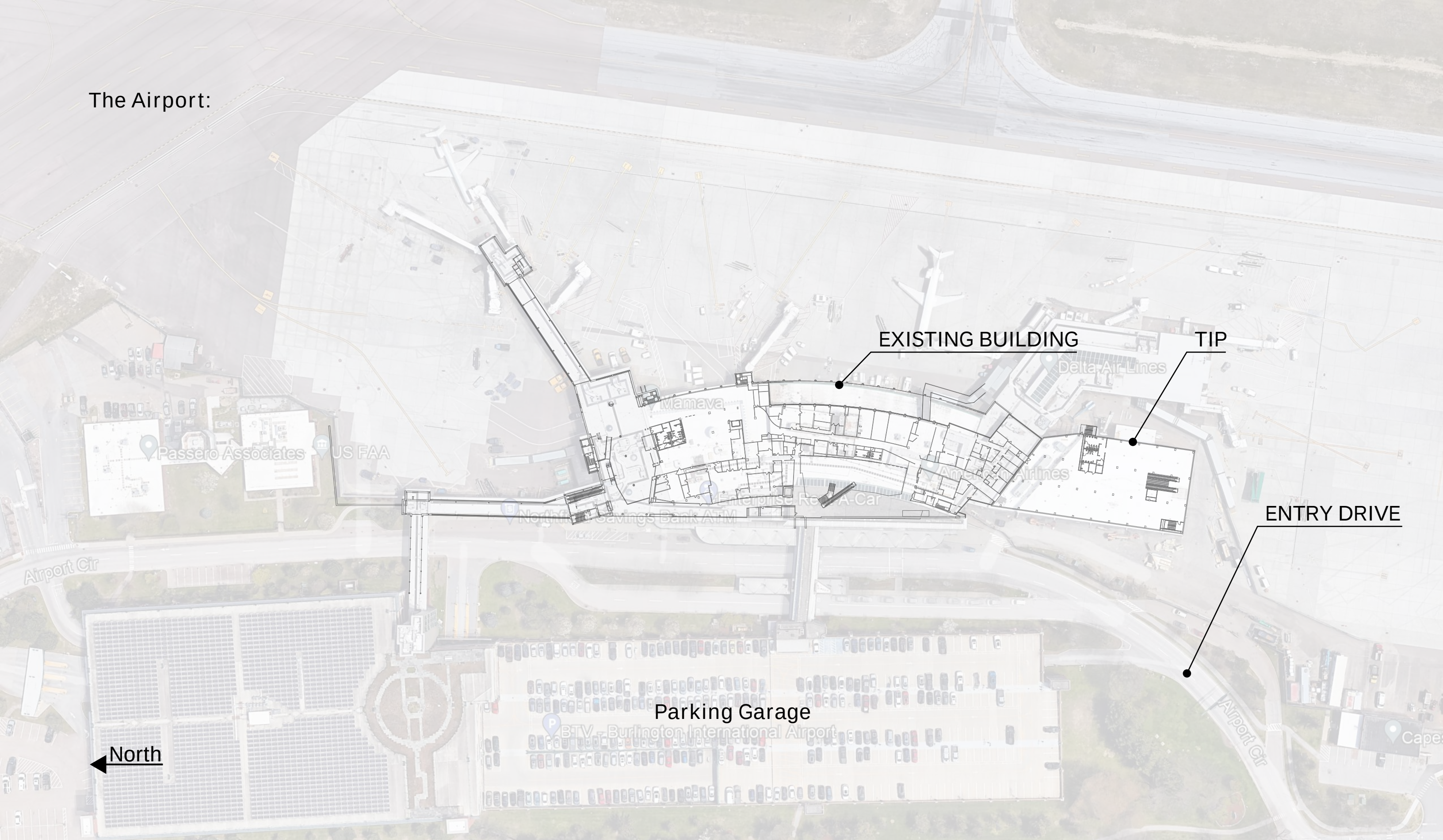
BTV

PROJECT NEXT

AUGUST SECOND - TWO THOUSAND TWENTY THREE



The Airport:



EXISTING BUILDING

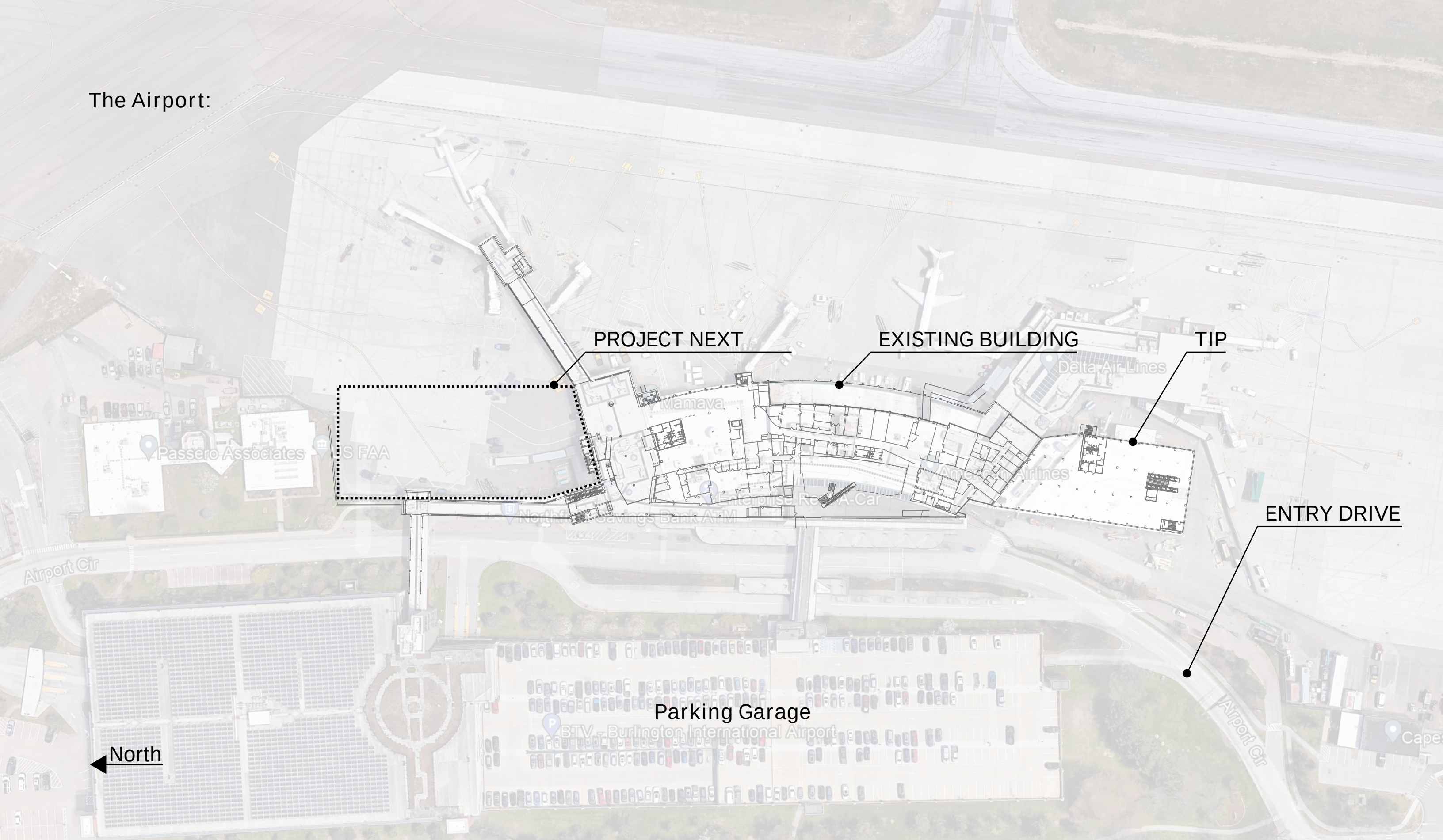
TIP

ENTRY DRIVE

Parking Garage

North

The Airport:



PROJECT NEXT

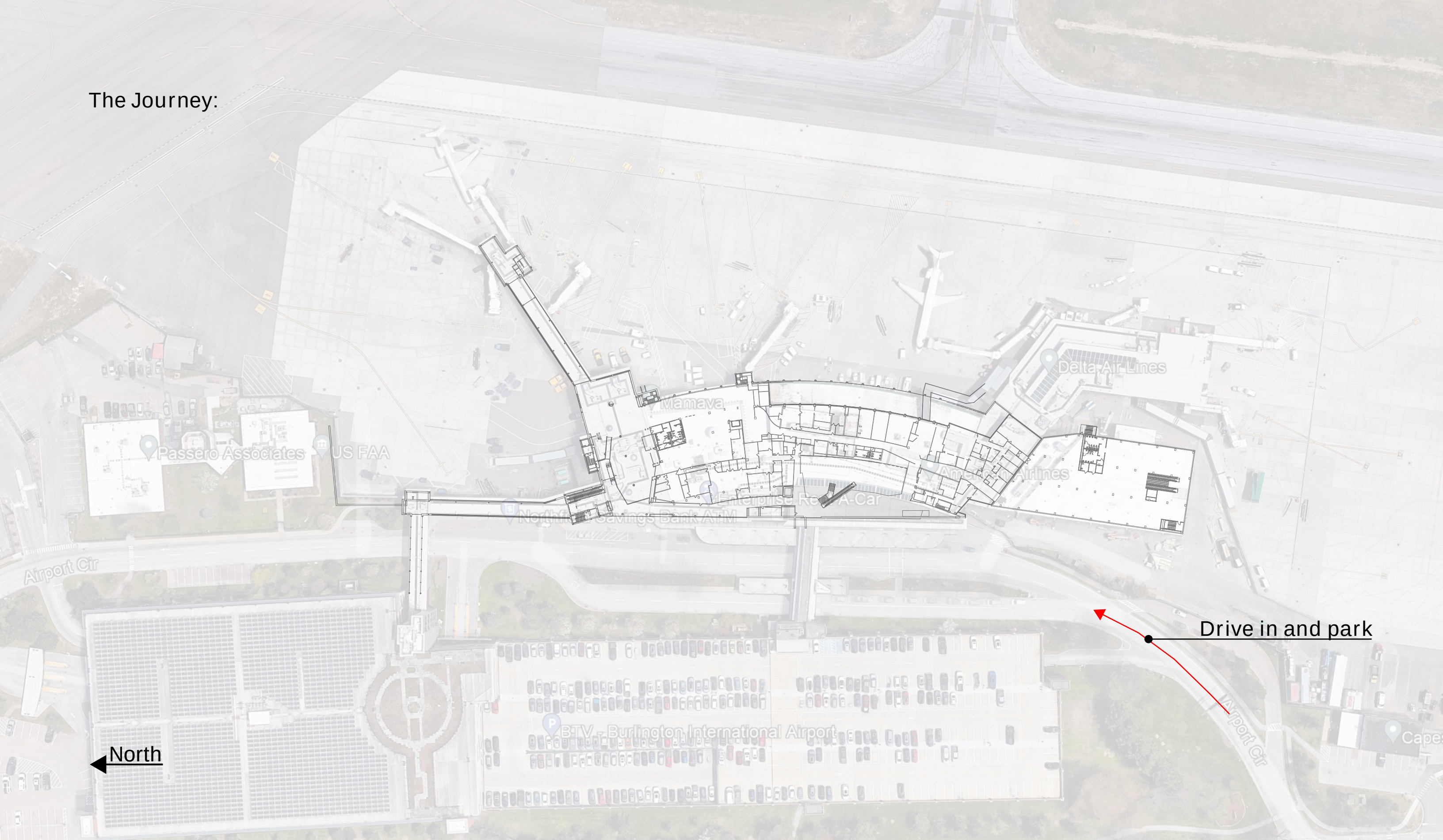
EXISTING BUILDING

TIP

ENTRY DRIVE

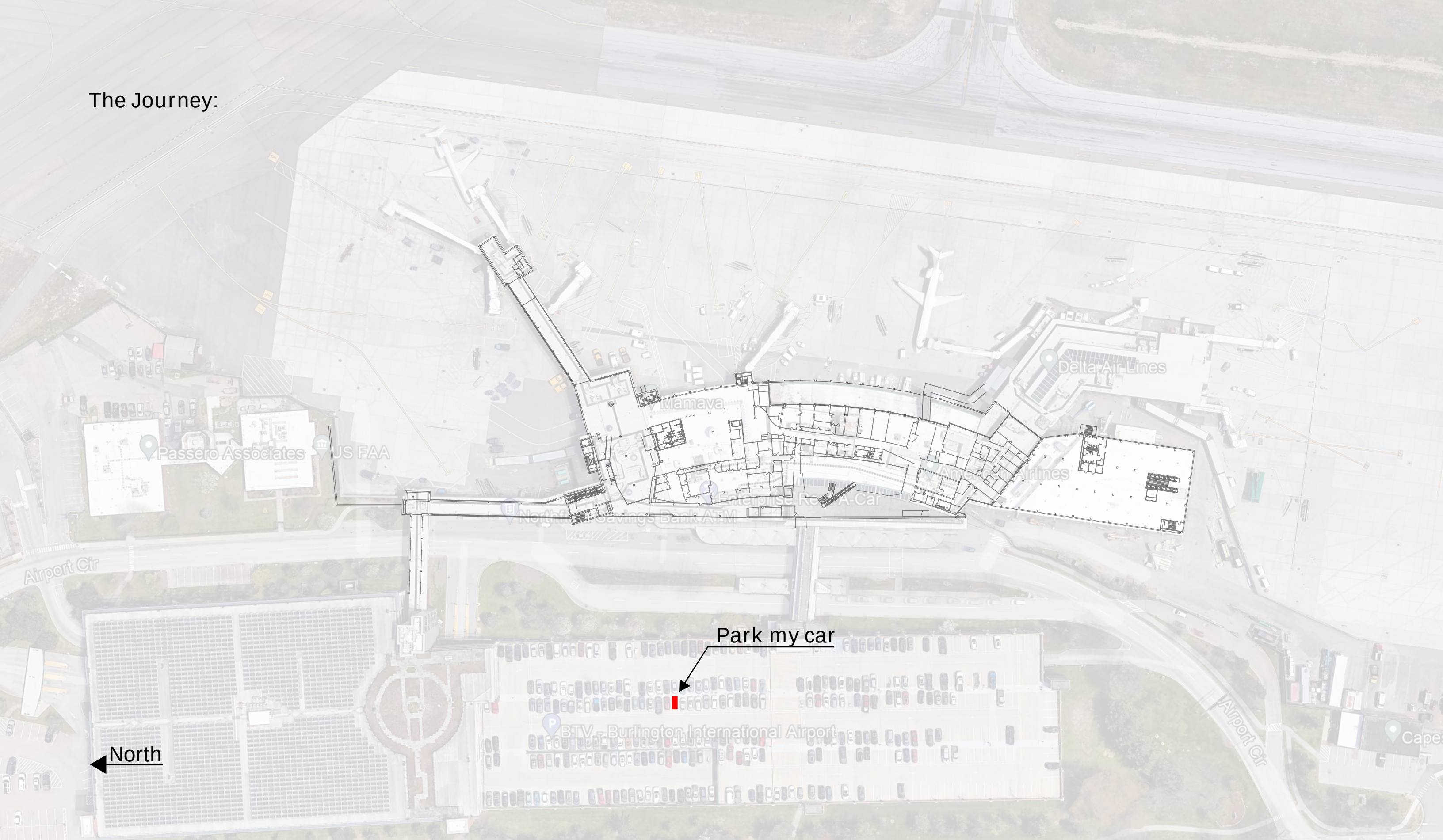
North

The Journey:



Drive in and park

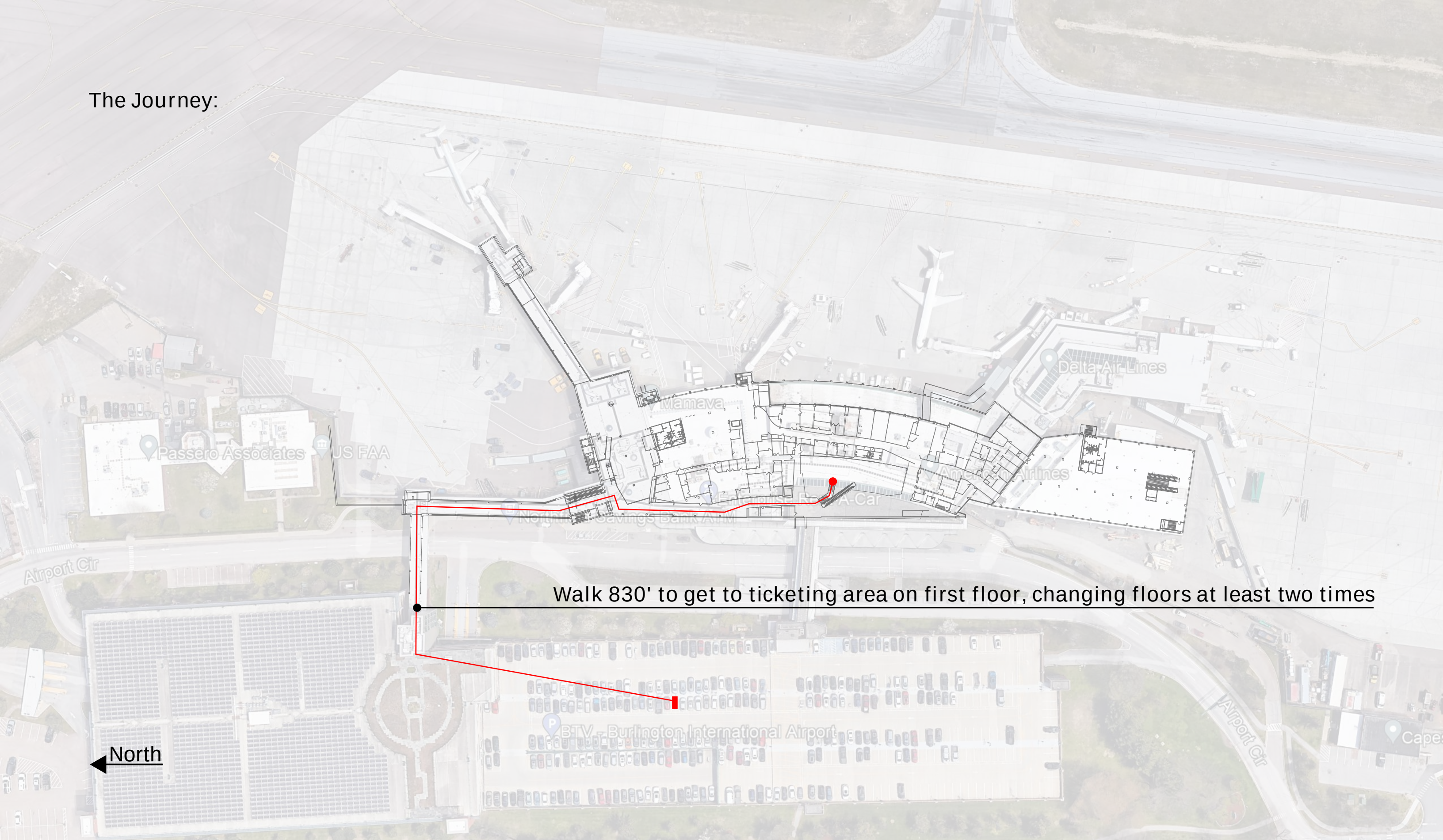
The Journey:



Park my car

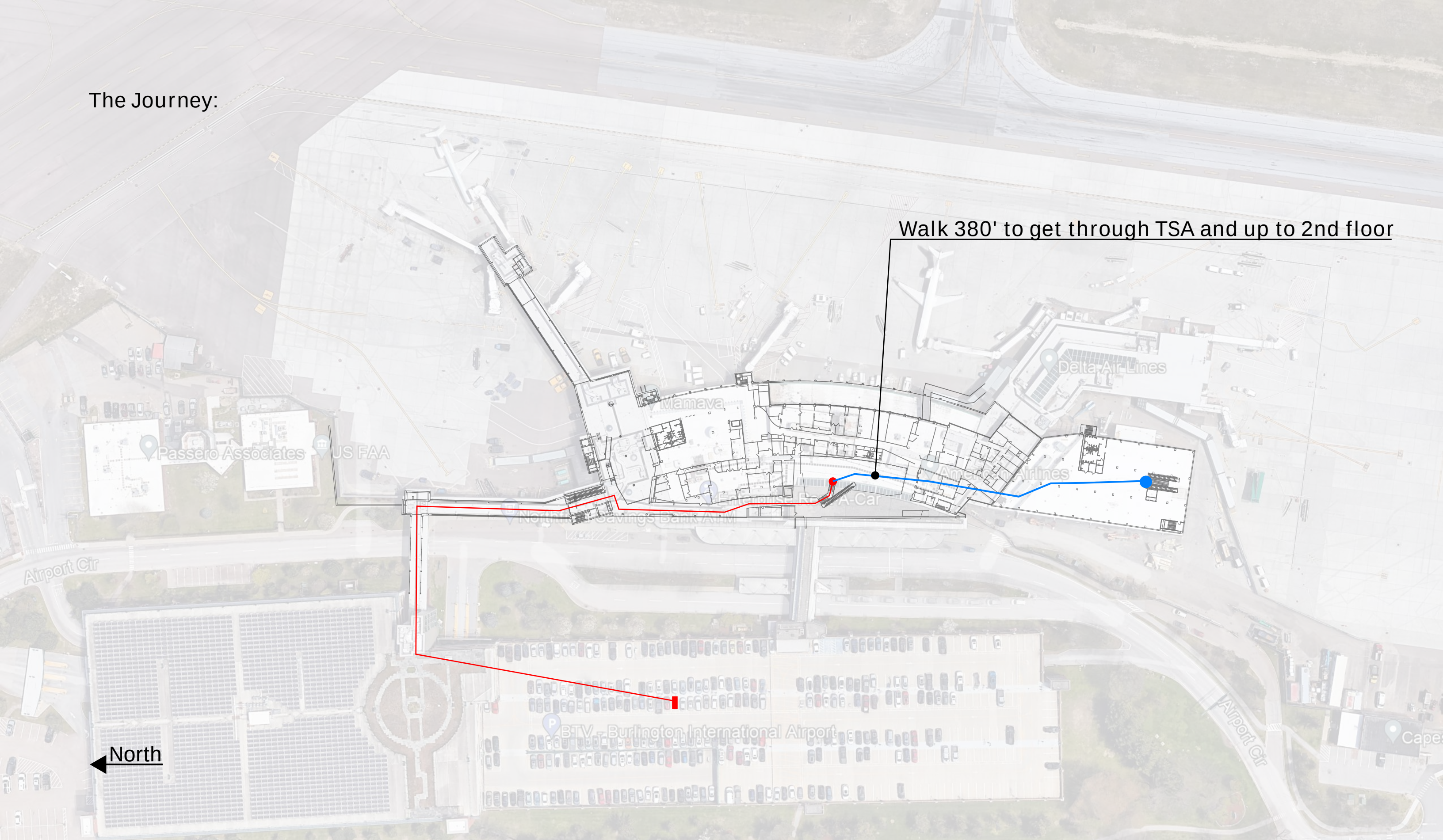
North

The Journey:



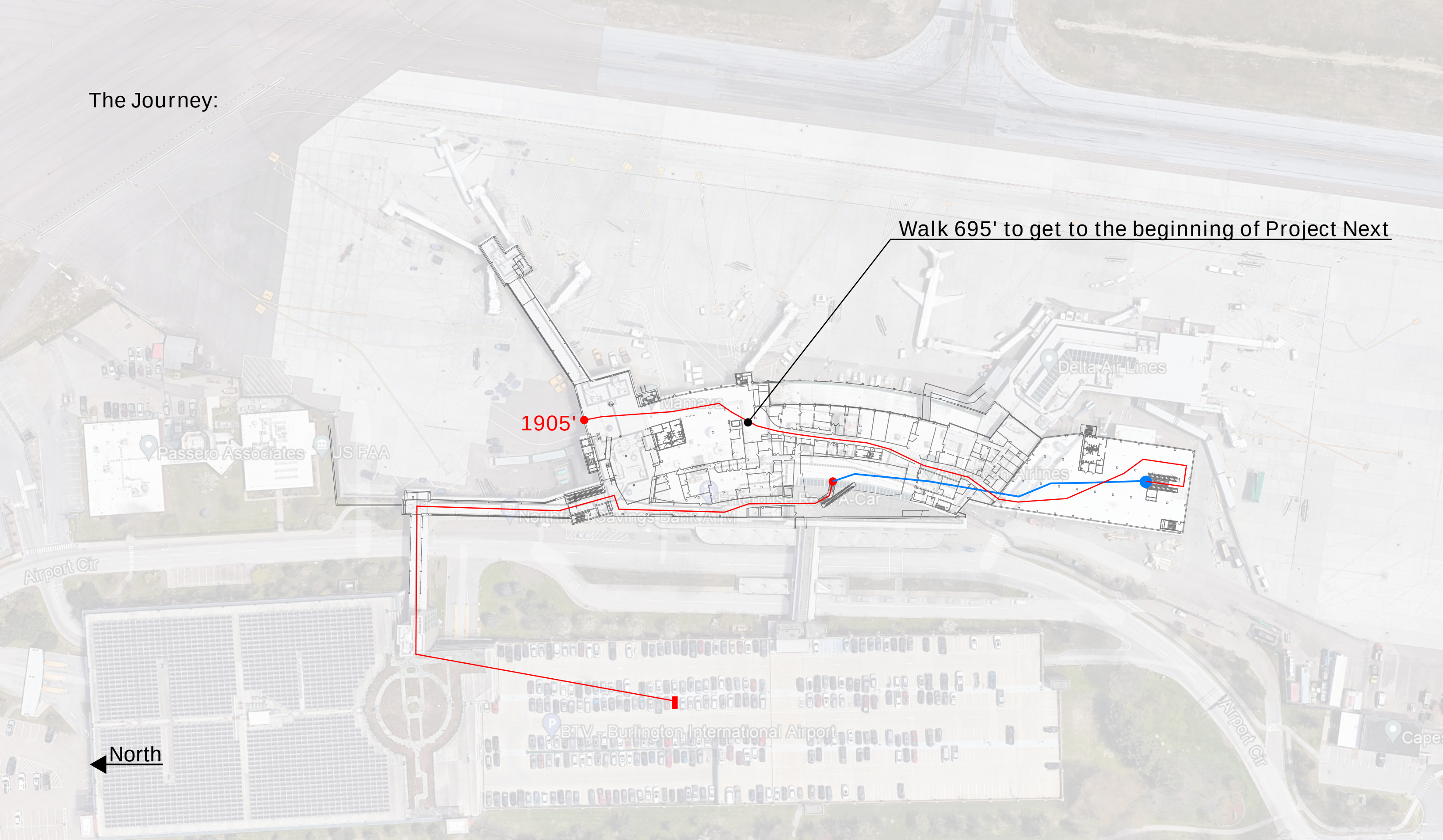
Walk 830' to get to ticketing area on first floor, changing floors at least two times

The Journey:

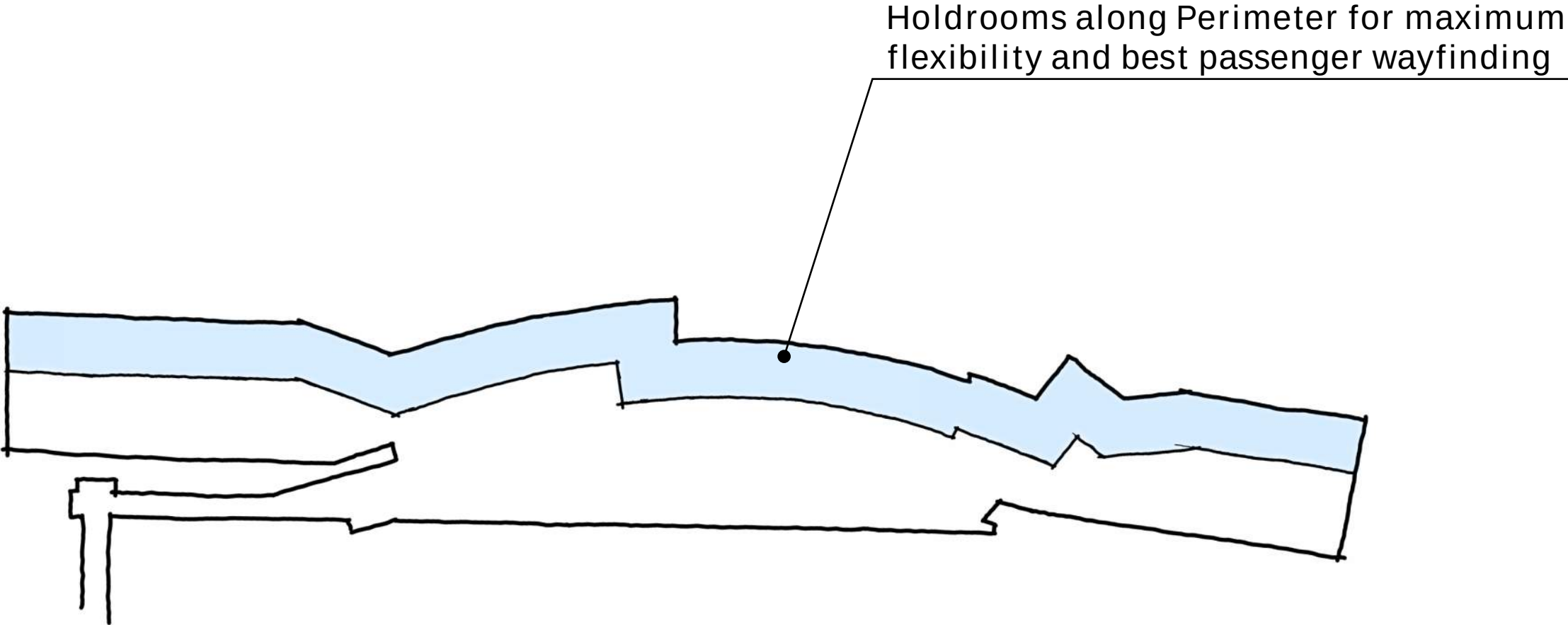


Walk 380' to get through TSA and up to 2nd floor

The Journey:



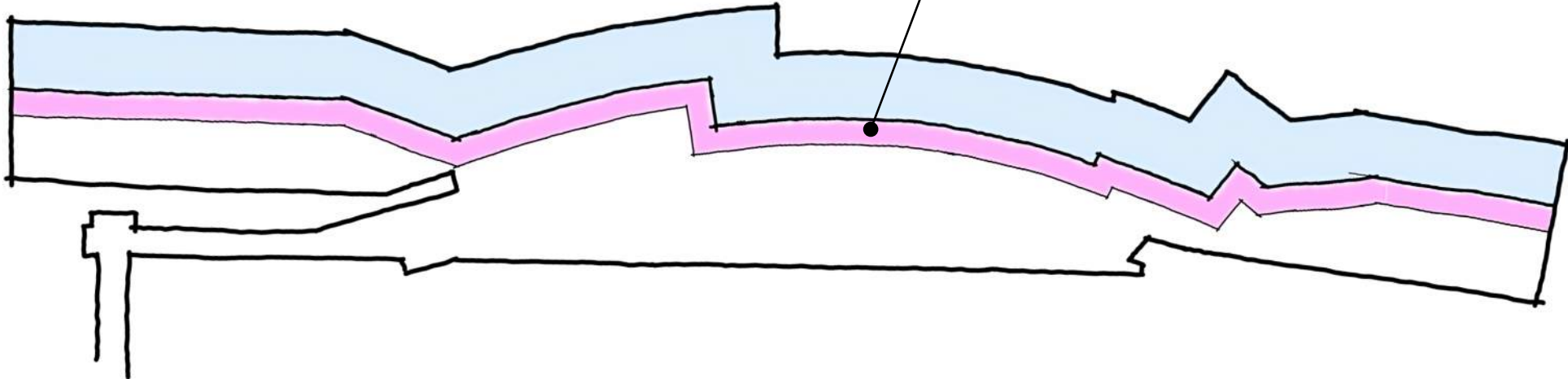
The Plan:



← North

The Plan:

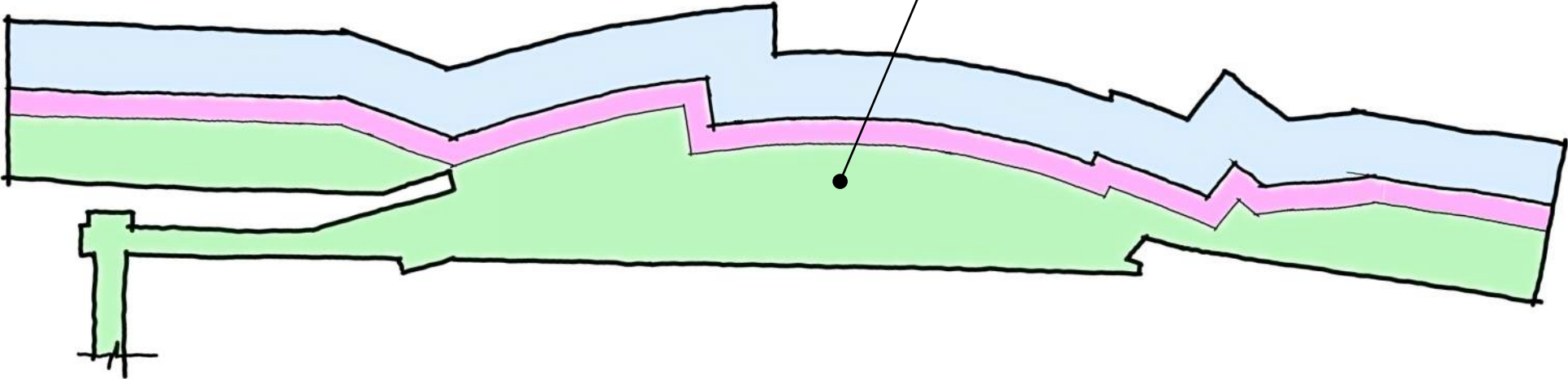
Circulation adjacent to holdrooms
for best wayfinding, site lines, views and daylight



North

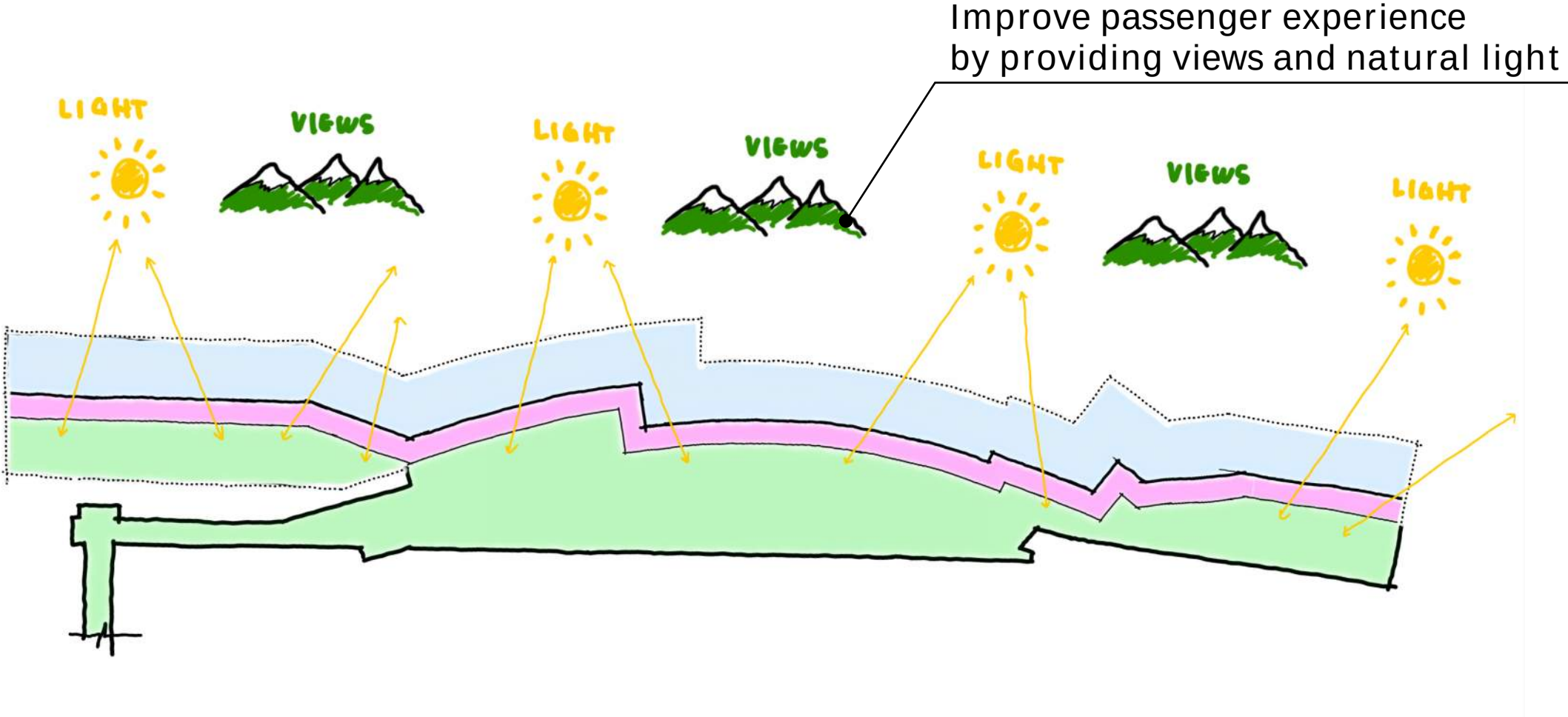
The Plan:

Back of House, Concessions, Restrooms,
airport operations adjacent to circulations
for ease of use for all daily users, both
employees and passengers



← North

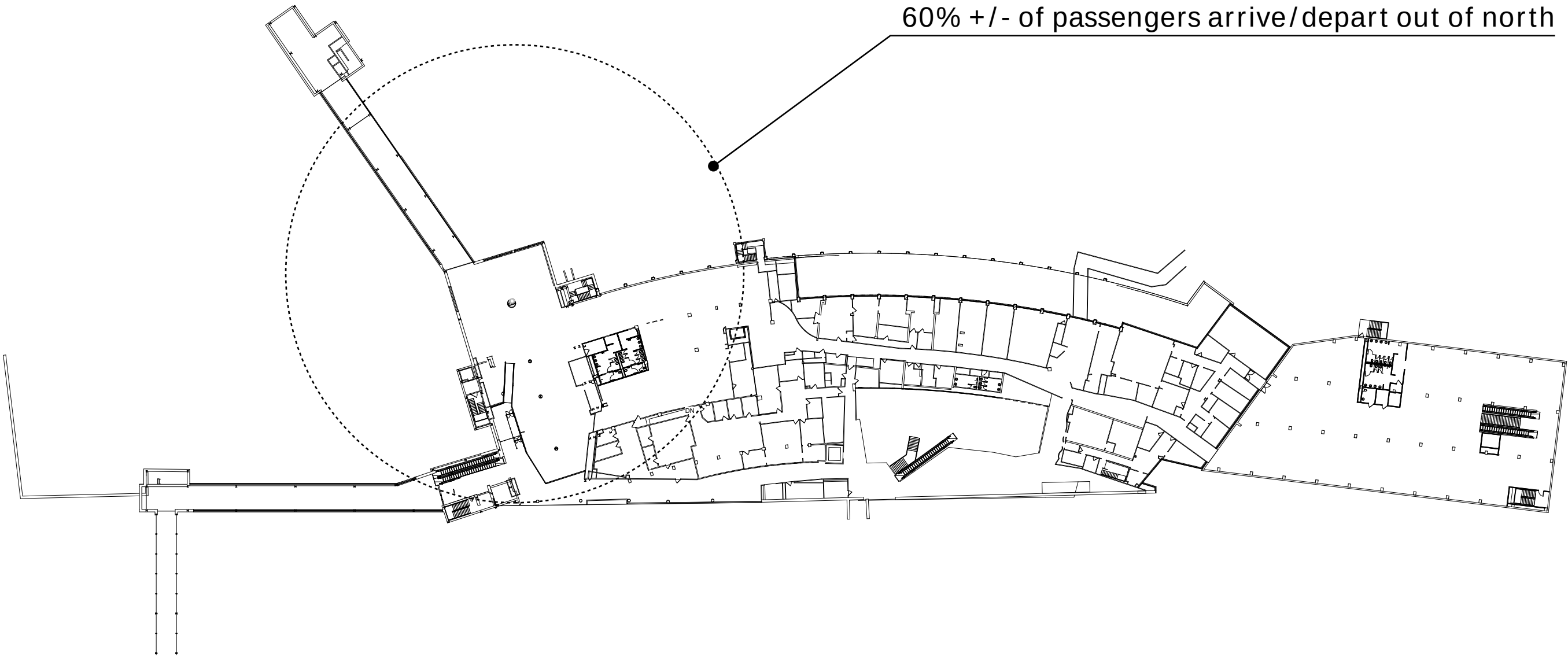
The Plan:



← North

The Plan:

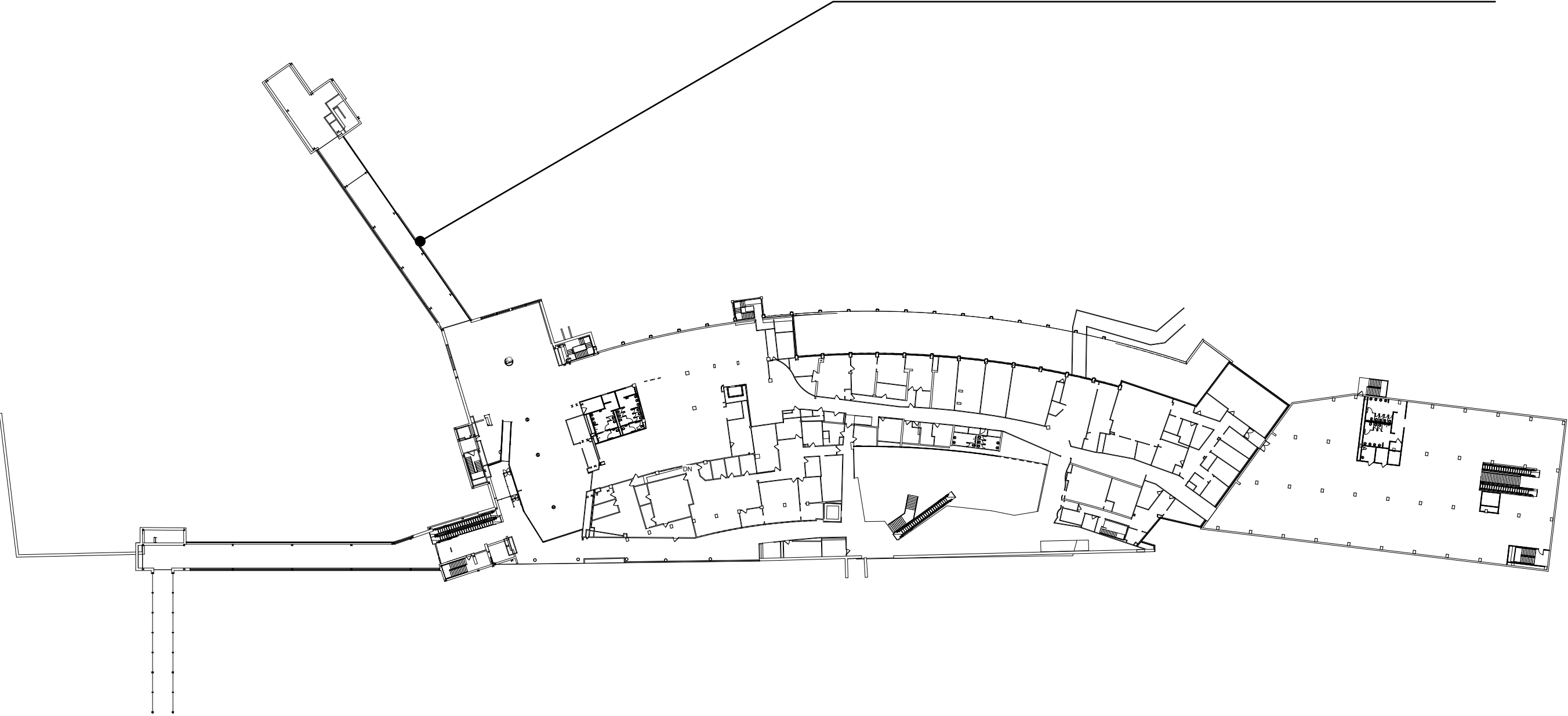
60% +/- of passengers arrive/depart out of north



← North

The Plan:

Improve existing condition concerns:
Safety in hallway a concern, proximity
of aircraft to taxiway, right sizing holdrooms

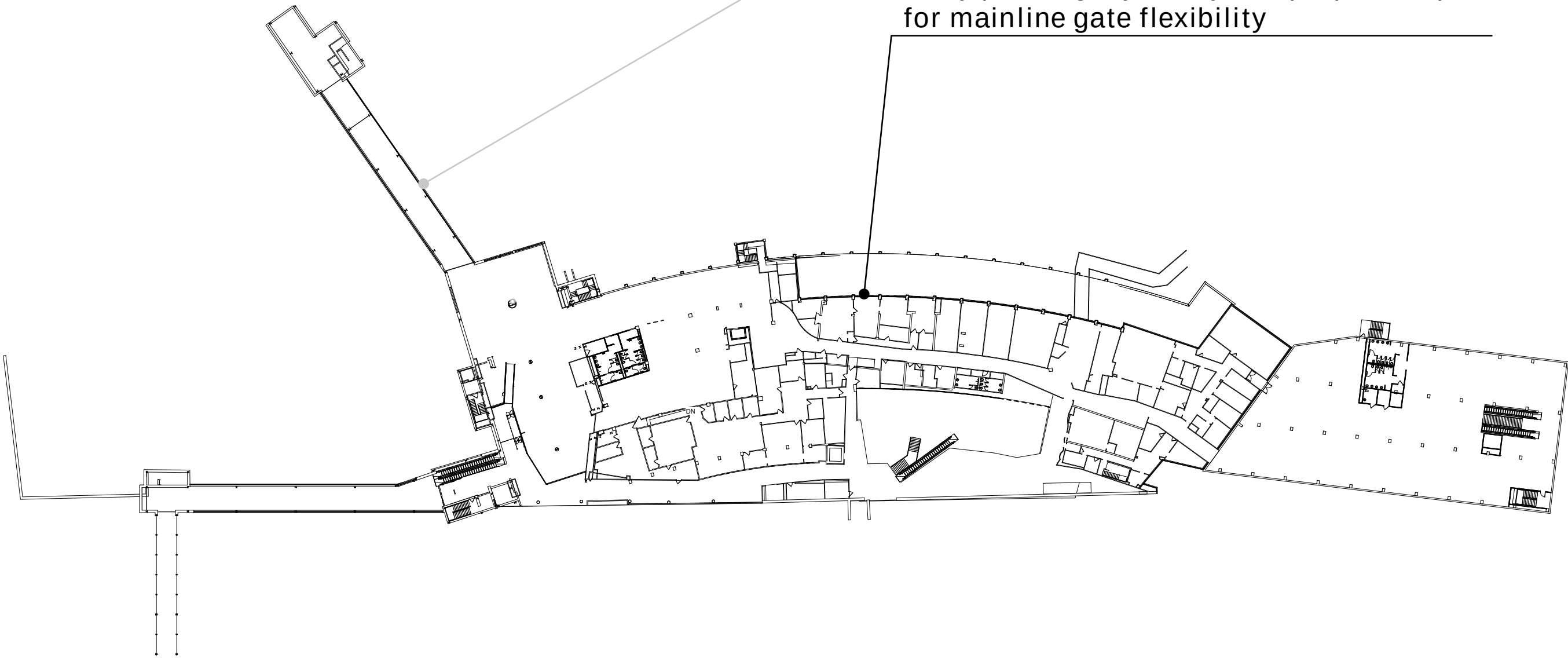


← North

The Plan:

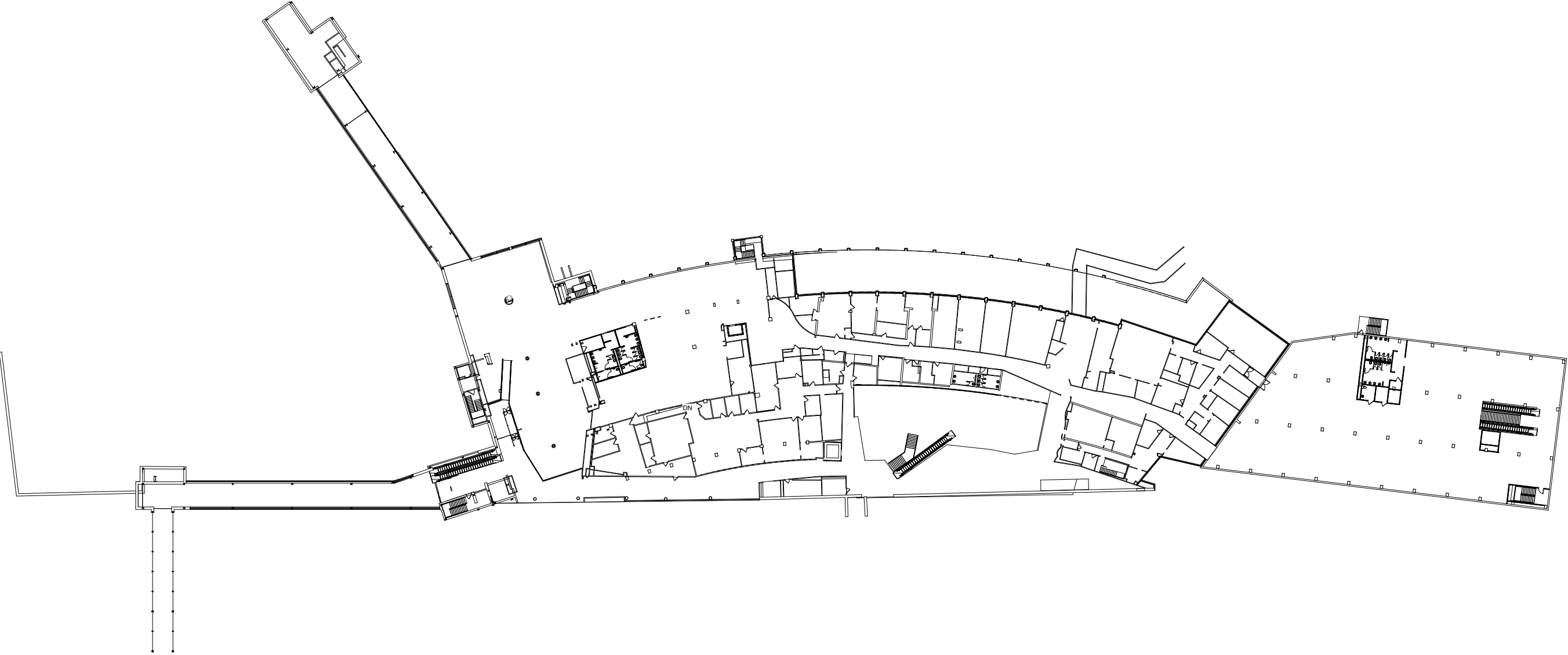
Improve existing condition concerns:
Safety in hallway a concern, proximity
of aircraft to taxiway, right sizing holdrooms

Unify passenger journey and prepare airport
for mainline gate flexibility



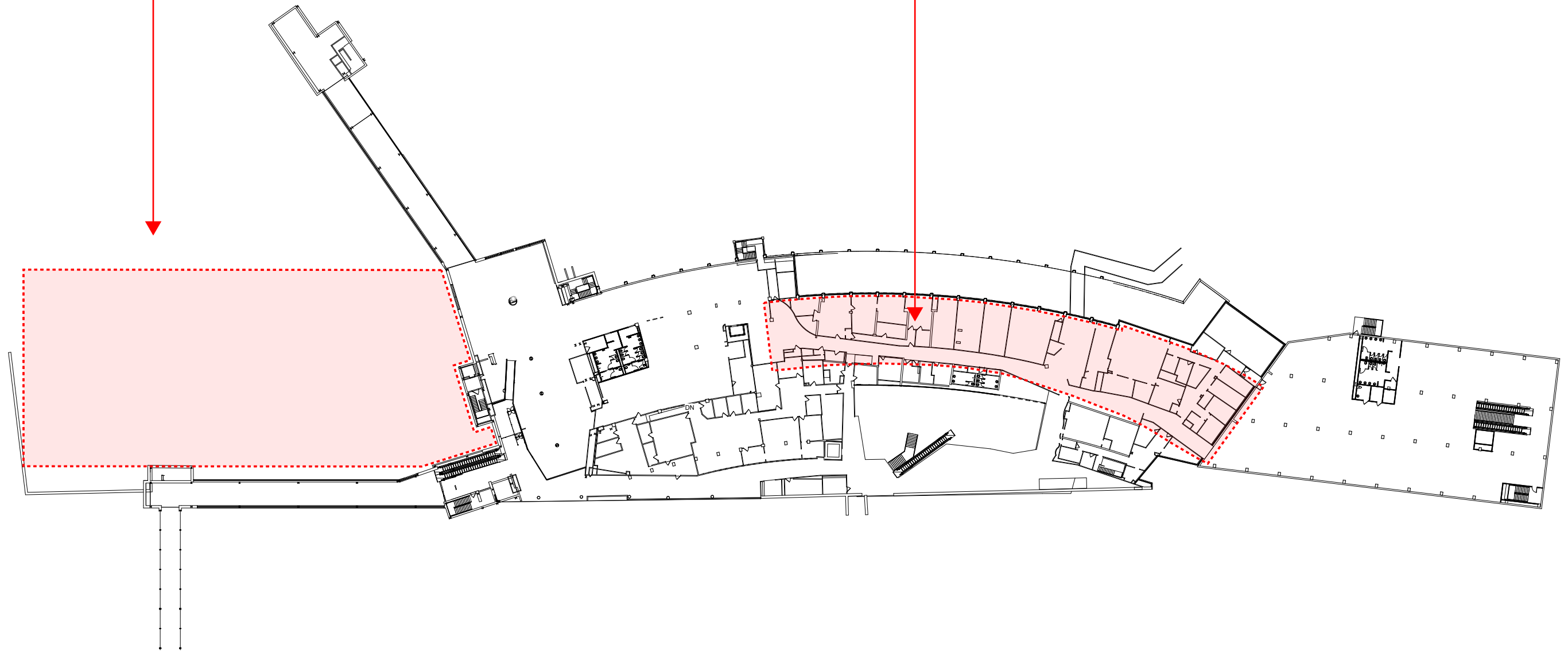
North

Existing Plan:



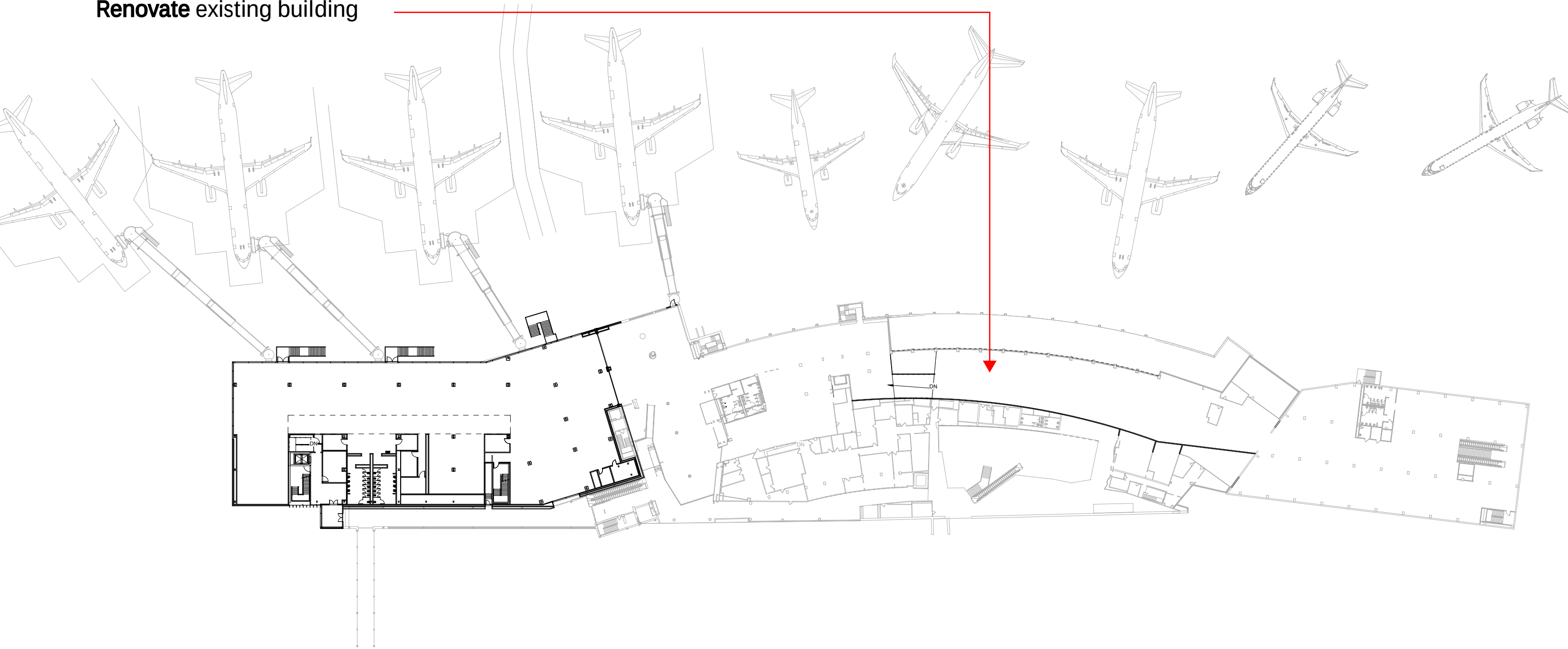
North

Project Next:
Renovate existing building
Improvement



← North

Plan:
Renovate existing building



← North



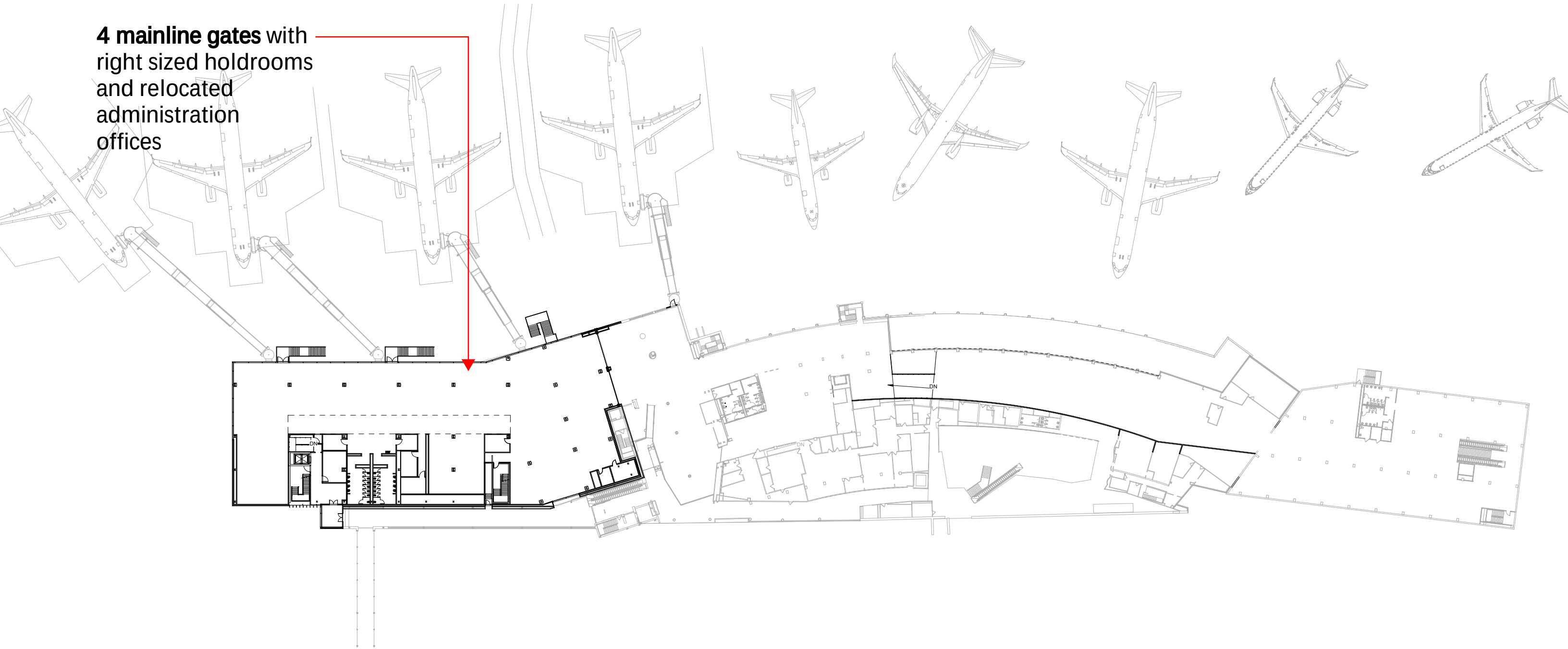
Concept View: Existing Space looking North



Concept View: Existing Space looking North East

Plan:

**4 mainline gates with
right sized holdrooms
and relocated
administration
offices**



← North

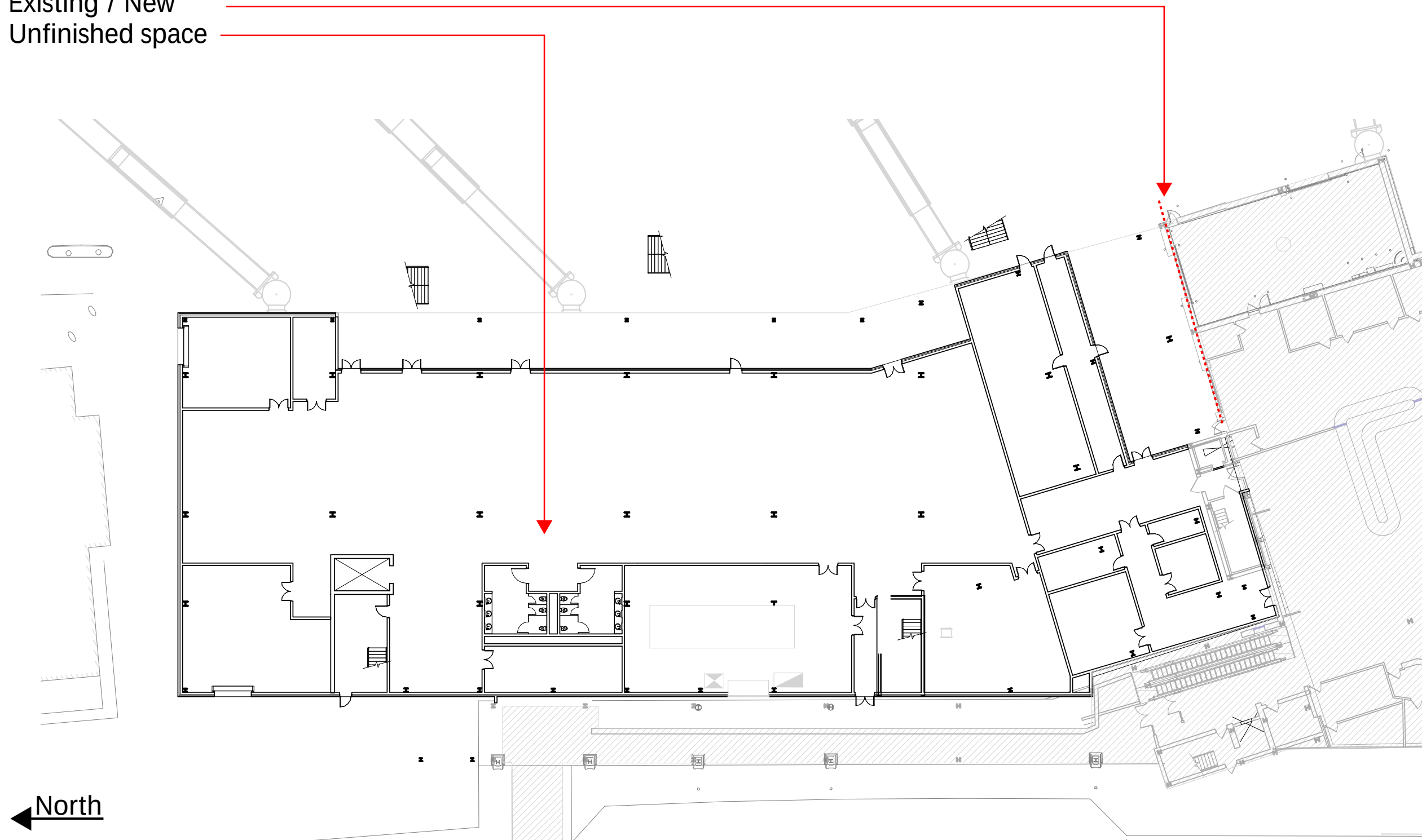


Concept View: North Improvment looking North



Concept View: North Improvement looking North East

Apron Plan:
Existing / New
Unfinished space

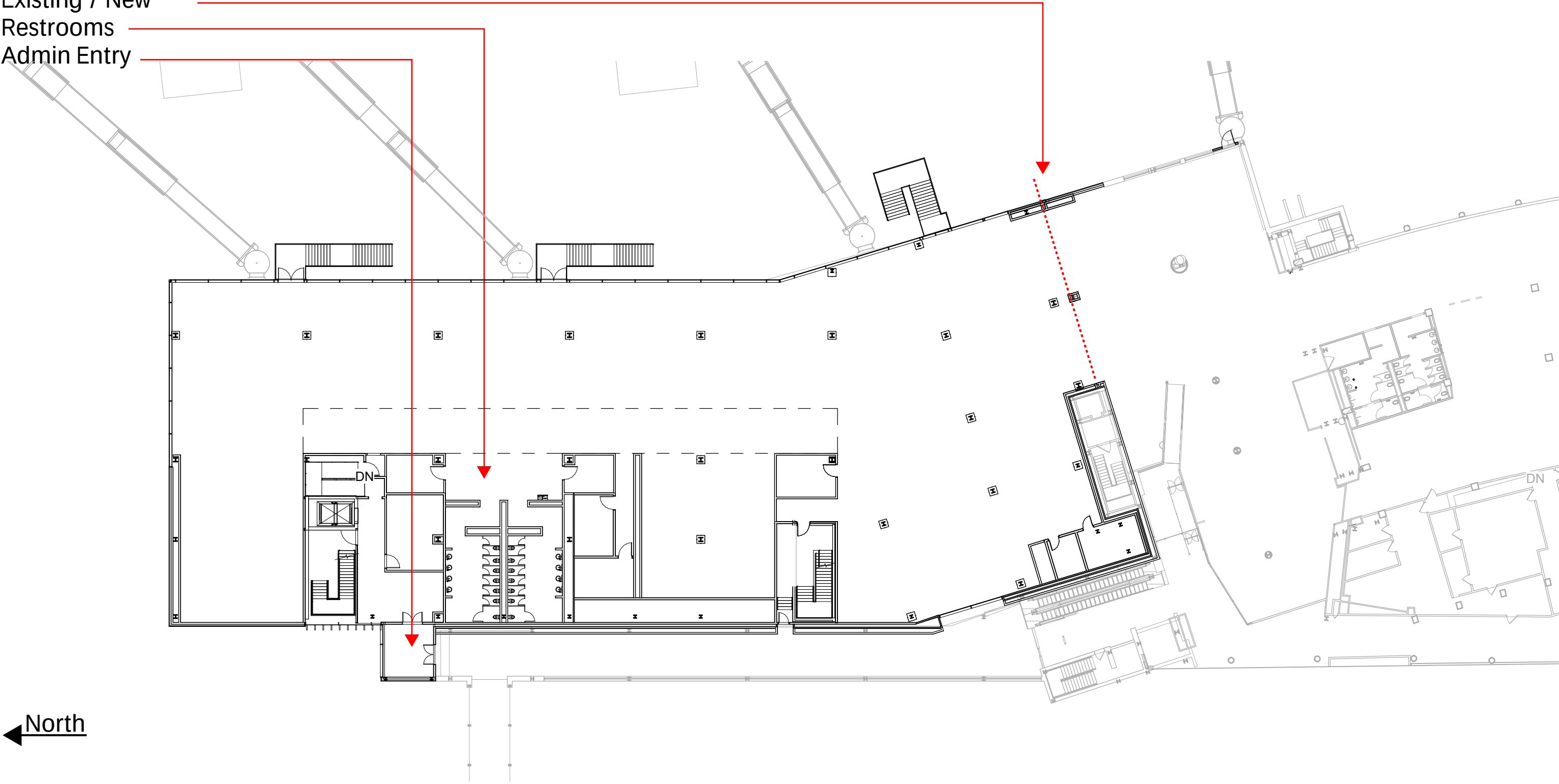


Concourse Plan:

Existing / New

Restrooms

Admin Entry



North

Administration Plan:

Existing / New

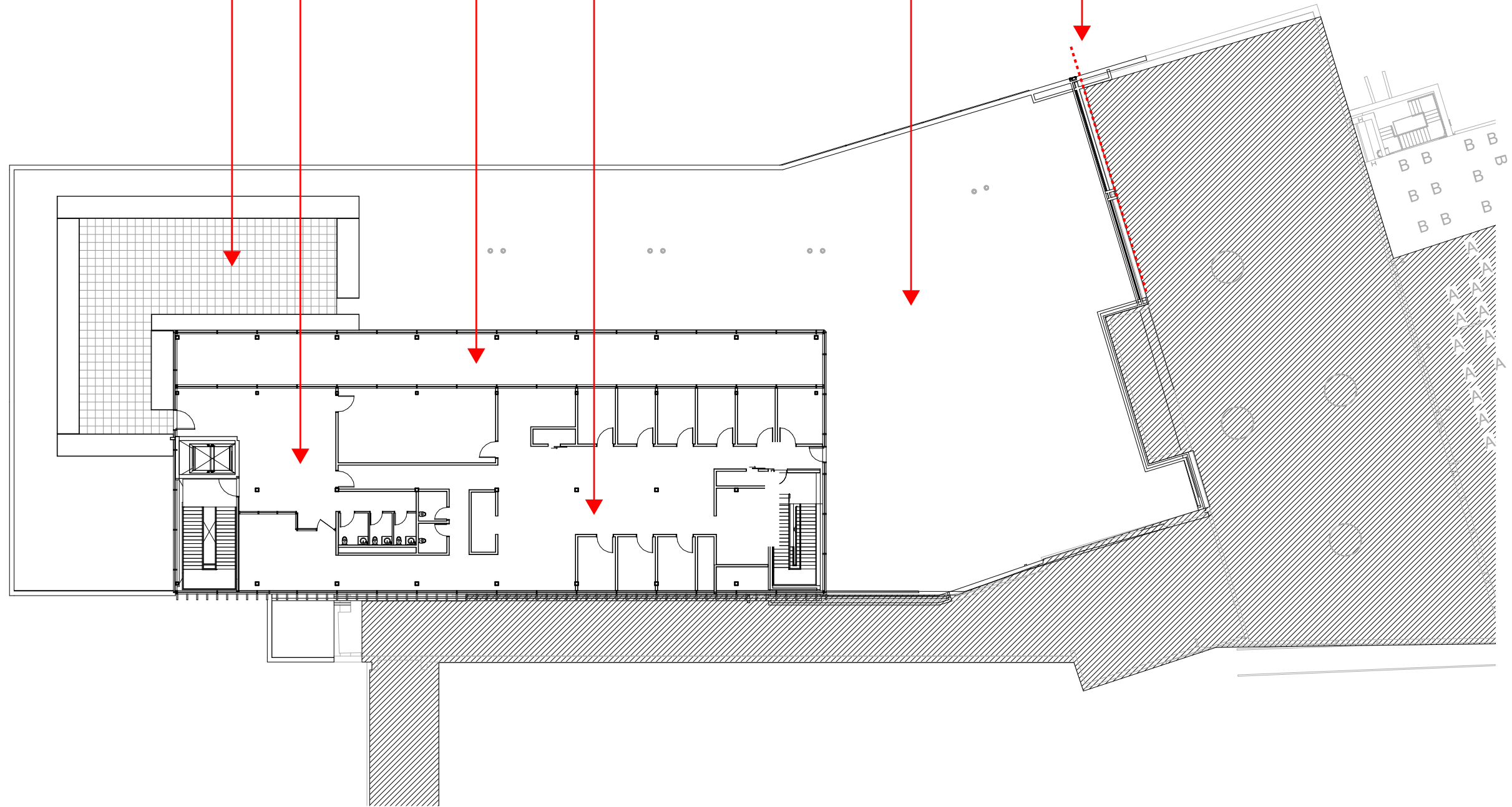
PV on roof

Administrative Offices

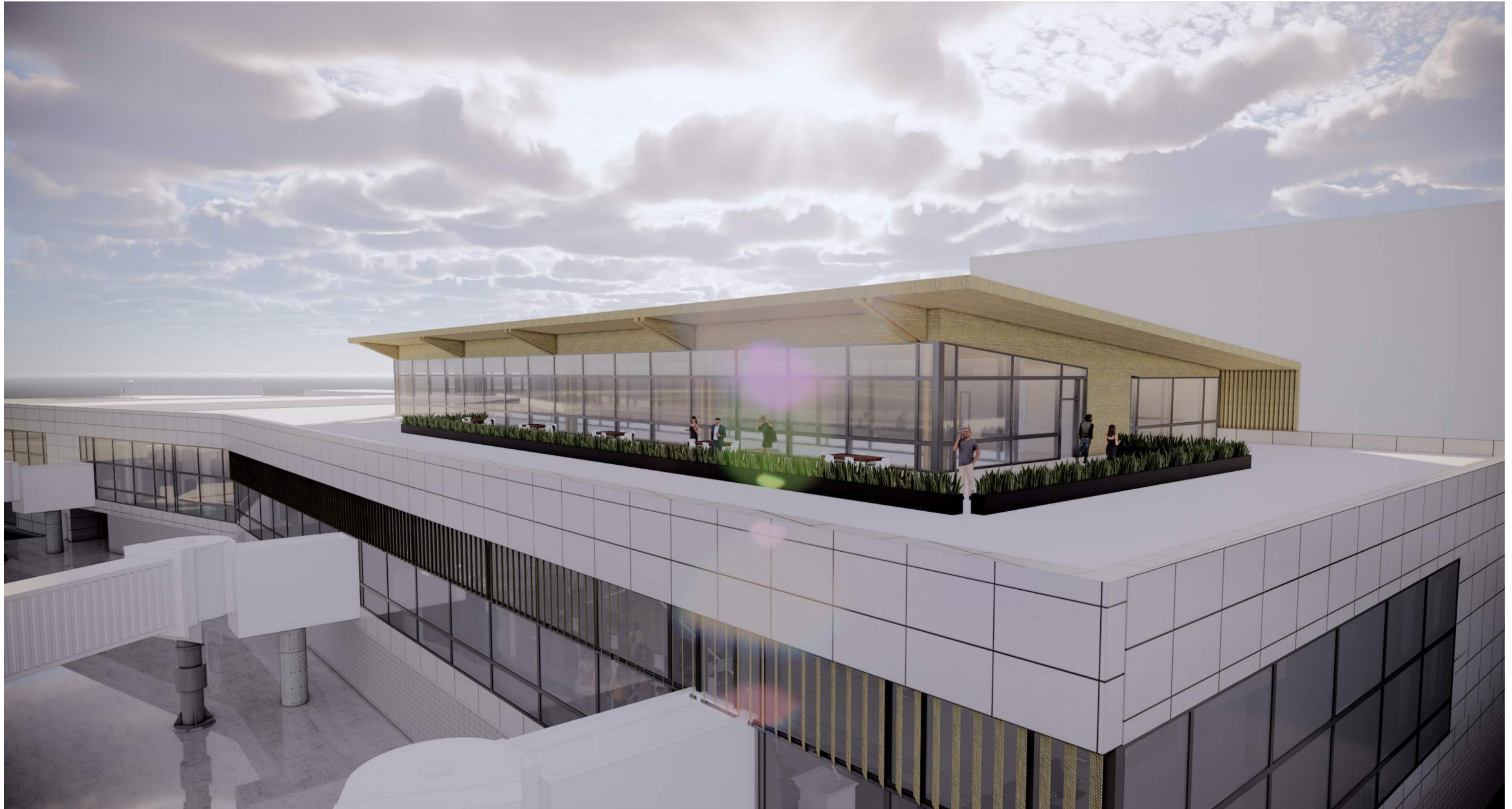
Light well open to concourse

Airfield viewing room

Roof deck



North



Concept View: Administration Level and Rooftop deck - looking South West

Virtual Walkthrough

Airport Commission

Construction/Open Project Update Report

20230802 Open Projects

1. **Air Carrier Apron Rehabilitation, Phases 6A & 7 (\$10.5M)**. The purpose of this project is to improve the (RON) remain overnight positions for the commercial aircraft carriers. Construction is complete working on project closeout.
2. **Taxiway G Realignment – Phase 2 (\$19M)**. The purpose of this project was to complete a full parallel taxiway to the airport's main runway for safety reasons. Completed. Received closeout from the FAA with payment. **Received amendment reimbursement. Project is complete.**
3. **Airport Master Plan Update (\$1.5M)**. The purpose of the Mater Plan is to look at the needed improvements to the airport over the next 10 years. Completed. Final Payments and Closeout are taking place.
4. **Annual Parking Garage Maintenance (\$2.2M)**. The purpose of this maintenance is to ensure the longevity of the parking garage. We anticipated and were ready to start the replacement of the expansion joints and joint seal repair in the vicinity on the floors above the Tesla charging area. Due to the pandemic and travel restrictions, the maintenance project was postponed. This project is in the process of rebidding. We are also considering the rehabilitation of the stair wells, at this time, and the scope has been developed with signed agreement with consultant. We have met with our Engineer on the garage to reevaluate the current situation with needed garage repairs. We received bids for replacement of all lighting and the fire alarm systems in the parking garage totaling up to \$2.2M. MEI is the selected contractor. Construction has started on the lighting and fire alarm replacement in the southeast portion of the south end parking garage. **Anticipated completion is October 2024. Stair tower 1 was just totally refurbished, new roof, pressure was of walls, new paint and conduit leak repair.**
5. **Terminal Integration Projects (TIP) (\$16M)**. The purpose of this project is to consolidate the TSA security checkpoint into one location for overall terminal efficiencies and a better passenger experience. The project is substantially complete. FAA closeout package moving forward.
6. **New Access Security System Upgrade (\$1.5)**. The purpose of this project was to update outdated access security equipment. Project is complete close out in progress.
7. **In-line Baggage Screening System Design (\$.75M)**. The purpose of this project is to update the baggage screening system from independent system to a more efficient streamlined in line baggage system. This project is substantially complete and moving to closure.
8. **Hot Spot Remediation/RW 1 PAPI Relocation (\$3.5)**. The purpose of this project was for aircraft airfield safety as identified needs by the Airport and FAA. This project addresses the development of the construction contract documents (plans and specifications) for the BTV hot spot mitigation. Final billing and close out is moving forward.

9. **NOAA/NWS Terminal Renovations (\$1.5M).** The purpose of this project was for improvements needed to meet the requirements of the recently signed long term lease of this leased terminal area. Project is substantially complete and moving to close out.
10. **Taxiway A Mill & Overlay (est. \$3.7M).** The purpose of this project is maintenance and the addition of safety measures to include new edge lighting and paved shoulders. The scope and proposal to have been received from the consultant (McFarland and Johnson Consulting, Inc.) A scoping session with the FAA was completed. The FAA Independent Fee Estimate (IFE) process has started. The permitting preparation process has started. The project consists of the rehabilitation of approximately 21,000 SY of existing Taxiway A pavement between Taxiway C and Taxiway G. Additionally, the project will include the construction of one 20-foot asphalt shoulder. The major project components include the mill and overlay of approximately 21,000 SY of existing taxiway pavement, the construction of approximately 4,000 SY of taxiway shoulder pavement, the installation of new taxiway edge lighting, airfield signage, and other ancillary items. Bids were received on April 20, 2022 and a grant application was prepared and submitted on April 29, 2022. Received grant moving to scheduling and contracts. **We submitted an additional grant application for this project which includes the remainder of TW A and corresponding connection to TW C. This was initially removed from the previous year application do to limits on funding. Construction started on July 24, 2023. Slightly delayed due to coordination with the Gate 9 PBB installation.**

Site and Pavement Work





- 11. TW K Construction (\$1.5M).** The purpose of this project was for aircraft airfield safety as identified needs by the airport and FAA. Project closeout in progress.
- 12. RW 1 PAPI Relocation Reimbursable Agreement (RA) (Part of the TW K project).** The purpose of this project was for aircraft airfield safety as identified needs by the airport and FAA. PAPI Relocation has been completed. Project closeout in progress.
- 13. Gate 9 Passenger Boarding Bridge (PBB) (\$2.0M).** The purpose of this project is to provide a fully enclosed access for passengers to the commercial aircraft using the Terminal Gate 12 location on the Apron from the new TIP. Received scope and proposal from the consultant (Jacobs Engineering Group). The FAA scoping session was completed with the FAA. The Independent Fee Estimate (IFE) process is underway. This project is for the installation of a new PBB. The new PBB will be located at the south end of the Terminal Integration Project (TIP), which is currently under construction. The second floor of the TIP will serve as the Gate 9 hold room. The new PBB will eliminate the need for passengers to descend a stairwell, walk across the apron, and board aircraft via a stair truck. Accessibility for disabled passengers will be drastically improved as well. This project is being initiated now to identify the preferred rotunda location and PBB configuration while the TIP project can still accommodate changes. Bids were received on April 27, 2022 and a grant application was prepared and submitted on April 29, 2022. Grant received. Construction contract issued moving forward with construction. Construction and installation is nearing completion. Due to a request of one air carrier for a certain angle an addition wedge piece was fabricated for connection to the building. This has been installed. We anticipate the the new PBB to be operational by early August





14. South Apron and TW G Ext. Development (\$6.0). The purpose of this project is to provide much needed additional general aviation apron area on the airfield. Received scope and proposal from the consultant (Hoyle, Tanner and Associates) and have completed the FAA scoping session. The FAA IFE process is complete. The proposed project would extend Taxiway G approximately 100', construct a 19,000 SY general aviation apron in the area of the "quarry". Excess material from the site would be used to fill in the "gully" creating a level area along the Medium Intensity Approach Light System (MALSF) approach lighting plane replacing two light stations currently on towers with ground mounts and connecting the vehicle service road from the civilian to the military side of the airport. Scope for design and bidding has been completed with an IFE. Design is underway. There has been a delay in design do to the availability of the geotech contractor. Request for bids have been issued. The geotech report confirmed that a total fill of the gully is not economically feasible at this time. **We are awaiting Grant Issuance.** Received Bids with the selected bidder being Engineers Construction, Inc. Grant Application has been submitted to the FAA. Completed questions from the FAA on the Application. We have completed permit process. **Contractor started mobilization/construction on July 17, 2023.**



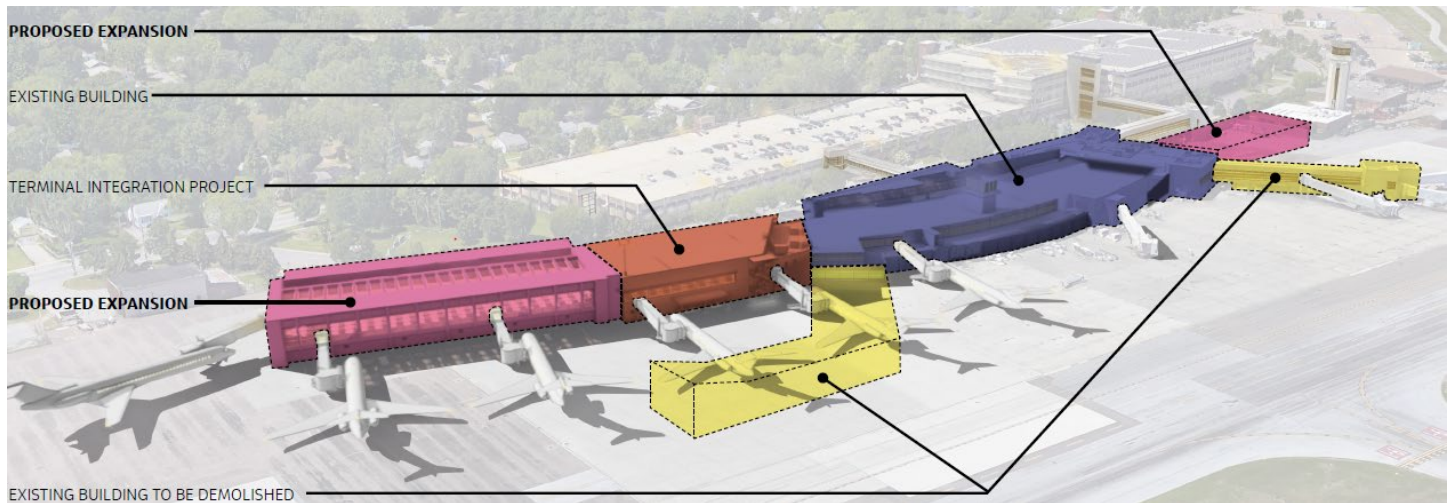


15. Environmental Assessment (est. \$.25M). The purpose of this project is to evaluate environmental impacts related to the mitigation of obstructions within the aircraft approach surfaces to the runways. This is in follow up to the recently completed Master Plan, which includes obstruction identification and environmental review. The scope and IFE process is complete and a grant application was prepared and submitted on April 29, 2022. Grant received. Contract issued with work progressing. Letters currently going out to property owners about the investigations required. **Investigations are complete with the report in progress.**

16. Glycol System Upgrade (est. \$3.5M). The purpose of this project is to improve the glycol system (De-icing). The FAA has determined they will not fund at this time. We are regrouping on how to move this forward.

- 17. Noise Exposure Map (NEM) (est. \$.85M).** The purpose is to update the map is due to the full one year of F-35 operations at the airport. Prepare a 14 C.F.R Part 150 Noise Exposure Map (NEM) update for Burlington International Airport (BTV). The NEM Update will replace the NEM maps which were approved in 2019. This update is needed due to the change in Vermont Air National Guard based aircraft to the F-35A. The previous NEM Update indicated an update would be completed once the F-35A aircraft have been operational for one year. The scope and IFE process is complete and a grant application was prepared and submitted on April 29, 2022. Grant received. Working on scheduling and contracts. Contract issued to Consultant. Had kick off meeting. Coordination is on going.
- 18. South Terminal Replacement Project (\$35M).** The purpose of this project is for overall terminal efficiencies and a better passenger experience. Due to increased aircraft seating existing passenger hold areas are overcrowded during peak times as identified in the recent Master Plan Update. Recently the opportunity had risen through the Airport Terminal Improvement Program from the Bipartisan Infrastructure Law. We have submitted our request for full build out of this project, including: Demolition of the existing South Concourse; new Terminal improvements (approximately 45,000 SF of new gross floor area on 2 levels); five (5) new aircraft gates; four (4) new passenger boarding bridges(PBB), new passenger circulation and hold rooms; future concessions space; and apron construction within demolished South Concourse footprint. The South Terminal Replacement Project will be approximately 160' farther from Taxiway A as the existing South Concourse. We were not selected this past year and have reapplied for FFY23 design only. We did receive notice from the program that we will be awarded the a design only grant for this project. We have finalized discussions with the FAA to how best move this project forward in the future, as the timing to design this needs to be pushed back due to FAA scheduling requirement and having the funding to complete the construction of this project.
- 19. North Terminal Improvement Project (\$2.0M).** The purpose of this project is for overall terminal efficiencies and a better passenger experience due to the completion of the TIP the north terminal will be upgraded to provide more capacity for passengers and concessions. This includes the removal of the existing north TSA station along with the removal of the existing escalators. This project is under design and funding is anticipated from the recent approval of the Infrastructure Law. Received Bids with the selected bidder being Engelberth Construction, Inc. Preparing and submitting Grant Application. This will become a FFY23 Project. **We have received the Grant from the FAA. Construction is nearing completion, and should be complete by August 30. There was a delay related to the glass for the new restaurant area.**
- 20. North Terminal Replacement Project and New PBB's (\$38M).** The purpose of this project is for overall terminal efficiencies and a better passenger experience. Due to increased aircraft seating existing passenger hold areas are overcrowded during peak times as identified in the recent Master Plan Update. Recently the opportunity had risen from Senator Leahy's office through Congressional Directed Spending. We have submitted our request for full build out of this project Phase III Terminal Improvement Project, including: Demolition of the existing North Concourse; new Terminal Improvement (approximately 25,000 SF of new gross floor area on 2 levels); five (5) new aircraft gates; six (6) new passenger boarding bridges (PBB), new passenger circulation and hold rooms; future concessions space; and apron construction within demolished North Concourse footprint. Contract for 30% design has been issues to Jacobs Engineering Group. Geo-technical site work has been completed. Data collection and design currently on going. **We submitted to the FAA for a Construction Manager at Risk (CMAR) RFQ/P construction development process. We received approval from the FAA on this procurement process. The RFQ/P for CMAR has been advertised with a pre-bid meeting and site visit by prospective contractors completed.**

Conceptual Renderings – North and South Terminal (concourse) Improvements



- 21. Cargo Apron Design Project (\$1.3M).** The purpose of this project is to provide additional space for other potential cargo carry operations. Have submitted 7460-1 (Air Space Review) to FAA for this project. The scoping of the he project, design only has been completed with the FAA. The IFE process for completion before a FAA Grant Application in April has been completed. Grant Application was submitted on April 3, 2023. **Awaiting Grant issuance.**
- 22. SRE Building Design (\$1.2M).** The purpose of this project is to replace the existing out dated facilities, which does not meet the storage needs of the required equipment to maintain the airfield. A contract for study is being completed with programing and scoping moving forward. The scoping session with the FAA has been completed. **The final scope is complete with the IFE process was completed. The Grant Application was submitted to the FAA. Awaiting Grant issuance to start design.**
- 23. Burlington Tech Center (BTC) (\$10M).** The purpose of this project is to support the design efforts for an improved facility at the airport for the regional educational needs. The Burlington School district has been given an award for \$10M in which they are in the process of applying for. We continue to work with the school on this project.

24. RW 15 – 33 Improvements – Mill and Overlay (15M). The purpose of this project is to improve the pavement condition of the airport's main runway. Scoping meeting with FAA completed. **Contract for design is moving to BOF/CC next week for review.**

25. Airfield Pavement Plan Update (\$.25M). The purpose of this project is to update the outdated pavement condition report done in 2017. All surfaces will be evaluated so we can plan on future improvement for the safety of the aircraft users. Scoping has been completed with the FAA. We have completed the IFE. A Grant Application was submitted on April 3, 2023. **Investigations have started, however we are awaiting grant issuance.**

26. Noise Use Re-Use Plan update (\$.25M). The purpose of this project is to update the latest Plan. All properties acquired since the last plan update will be evaluated. Scoping is anticipated over the next week with the FAA. This project has been minimized in coordination with the FAA and a grant will not be required to meet their update request.

27. BETA – Development

Communication and coordination with Beta on the first phase of the Electric Aircraft Assemble Facility and Valley West Hangar for all aspects of permitting, environmental, engineering, utilities and attendance at public hearing and construction meetings.



PATRICK LEAHY BURLINGTON INTERNATIONAL AIRPORT

To: Airport Commissioners
From: Marie Friedman, CPA, Director of Finance
Date: July 27, 2023
Re: Financial Highlights Report for August 2nd, meeting

- This month's financial package includes the June Preliminary P&L, June Revenue Recovery Metrics, July 27, 2023 Banking Balance report and July 27, 2023 AIP Receivable report.
- STIMULUS GRANTS Summary
 - CARES ACT Grant received May 11, 2020 for \$8.7M. BTV has drawn down \$7,830,557 on this grant. \$6,165,155 of this used to cover operating expenses in both FY 2020 and 2021. \$1,665,403 reimbursed the airport for local share contribution on FAA grants. The Airport is reserving the remaining available grant monies of \$870,557 to cover additional local share expenditures. This grant is effective until May 11, 2024.
 - CRSSA Grant was received April 5, 2021 for a combined total of \$4.04M. There is still \$446,442 available under the CRRSA grant. This grant is effective until April 5, 2025.
 - The Airport received a \$7.6M Grant November 30, 2021 under the American Rescue Act. There is still \$3.9 million available under ARPA grant. We have four years to utilize this grant.
 - BTV owes \$1,401,866 on the Grant Anticipation Note (GAN) for AIP-143. The Airport just received this grant and will be seeking reimbursement from the FAA shortly. Interest rates are adjusted monthly. Interest paid on the GAN is eligible for reimbursement under a future PFC application. The airport paid \$33,721.95 during fiscal year 2023.
- Year-to-date (YTD) Revenues through April were \$27 million. This includes \$1.75 million in Federal Stimulus grant funds. Operating revenues (excluding the Grant funds) increased \$3.5 million (16%) increase YTD compared to prior year. Operating revenues continue a strong upward improvement. Please refer to the P&L for more detail. The Airport Revenue recovery schedule is included as well. All metrics are recovering as expected. This shows five revenue sources and how they performed over time. The data points represent a trailing twelve month for each month. Parking garage revenues, Car rental concession revenues, landing fees and CFC have all recovered. PFC revenues are at 92% which is similar to enplanement recovery.
- Expenses thru April were \$16.4 million. This is higher than last year primarily due to fuel, utilities and operating costs for the Car Rental Quick Turnaround (QTA) facility. The car rental companies reimburse the Airport for fuel and utilities monthly. Likewise Customer Facility Charges (CFC) revenues cover the QTA operating expenses. The Airport is also seeing expenditure increases to salaries, overtime, repair and maintenance costs, property repairs and computer licensing and maintenance. Please refer to the P&L for more detail.
- Cash update: As of July 27th, BTV had \$6,342,740 in the Airport International account and did not owe the City any money. This is a very healthy bank balance as we start the new fiscal year.



Budget Performance Report

Fiscal Year to Date 6/30/2023 Preliminary results

Account	Account Description	Amended Budget	YTD Encumbrances	FY 2023 YTD Transactions	Remaining Balance	% Used/ Rec'd	FY 2022 YTD Transactions
Fund 400 - Airport							
REVENUE							
4247	Fees and Permits	95,000.00	.00	123,701.00	(28,701.00)	130%	98,340.00
4267	Utility Reimbursement	51,000.00	.00	106,546.89	(55,546.89)	209%	75,801.29
4268	Sale of Gasoline	850,000.00	.00	624,461.67	225,538.33	73%	377,803.52
4295	Parking Fees	5,700,000.00	.00	6,934,968.20	(1,234,968.20)	122%	5,523,181.24
4297	CFC's	1,490,000.00	.00	2,440,730.00	(950,730.00)	164%	1,722,852.00
4345	Advertising Revenues	114,000.00	.00	114,000.00	.00	100%	76,128.96
4390	Concessions	270,000.00	.00	331,397.05	(61,397.05)	123%	305,236.37
4440	Taxi Fees	133,000.00	.00	166,075.00	(33,075.00)	125%	134,371.00
4445	Terminal Rent - Exclusive	1,296,000.00	.00	1,305,154.58	(9,154.58)	101%	1,309,189.21
4450	Terminal Rent - Commonuse	1,515,650.00	.00	1,525,426.86	(9,776.86)	101%	1,534,395.11
4455	Terminal Concessions Airport	660,000.00	.00	670,215.51	(10,215.51)	102%	429,646.85
4460	Rental Car Concessions	2,600,000.00	.00	3,326,407.00	(726,407.00)	128%	2,835,682.88
4465	Rent Grounds	390,860.00	.00	464,559.65	(73,699.65)	119%	446,022.93
4470	Rent Buildings	1,244,157.00	.00	1,313,995.18	(69,838.18)	106%	1,976,468.27
4475	Landing Fees	1,700,000.00	.00	2,000,502.00	(300,502.00)	118%	1,702,429.11
4480	PFC Revenue	2,500,000.00	.00	2,576,299.00	(76,299.00)	103%	2,283,319.30
4505	Terminal Non Airline	631,000.00	.00	626,818.08	4,181.92	99%	628,218.08
4535	Misc Rev	131,000.00	.00	10,251.01	120,748.99	8%	30,712.14
4600	Fees For Services	6,000.00	.00	8,140.00	(2,140.00)	136%	5,756.00
4700	Interest / Investment Income	.00	.00	169,585.85	(169,585.85)	+++	17,023.18
4702	Interest Income PFC	10,000.00	.00	8,520.76	1,479.24	85%	11,750.97
4703	Restricted Interest Income	.00	.00	55,997.02	(55,997.02)	+++	6,508.84
4705	Unrealized Gain/Loss-Invest	.00	.00	8,675.16	(8,675.16)	+++	(63,417.94)
4750	Gain/Loss On Asset	.00	.00	21,666.00	(21,666.00)	+++	.00
4875	Grants TSA Leo Grant	150,000.00	.00	160,600.00	(10,600.00)	+++	160,600.00
4890	CARES ACT/ARPA/CRRSA Federal Grant	4,242,403.00	.00	1,745,648.04	2,496,754.96	+++	2,702,886.49
4925	Proceeds	.00	.00	250.00	(250.00)	+++	869.83
4961	Property Tax Reimbursement - Airport	246,215.00	.00	206,712.29	39,502.71	84%	195,397.68
REVENUE TOTALS		\$26,026,285.00	\$0.00	\$27,047,394.20	(\$1,021,109.20)	104%	\$24,527,220.02
EXPENSE							
5000	Salaries and Wages	3,409,128.00	.00	2,729,877.93	679,250.07	80%	2,544,987.66
5100	Overtime	333,100.00	.00	299,222.32	33,877.68	90%	235,697.60
5200	Other Personal Service	403,247.00	.00	370,114.18	33,132.82	92%	285,746.45
5400	Employee Benefits	1,166,050.00	.00	1,150,088.16	15,961.84	99%	1,274,642.49
6000	Office Supplies	11,000.00	.00	4,609.28	6,390.72	42%	4,434.91
6005	Postage	500.00	.00	161.96	338.04	32%	199.61
6007	Shipping and Moving	31,450.00	540.00	28,574.19	2,335.81	93%	8,715.08
6010	Computer Equipment	42,875.00	228.50	31,610.22	11,036.28	74%	9,704.81
6015	Computer Software	10,180.00	.00	.00	10,180.00	0%	7,958.35
6017	Computer Licensing and Maint.	231,900.00	313.29	179,091.69	52,495.02	77%	122,593.71
6020	Office Equipment	41,500.00	.00	16,940.00	24,560.00	41%	40,336.28
6025	Furnishings	213,000.00	.00	48,993.82	164,006.18	23%	10,083.75



Budget Performance Report

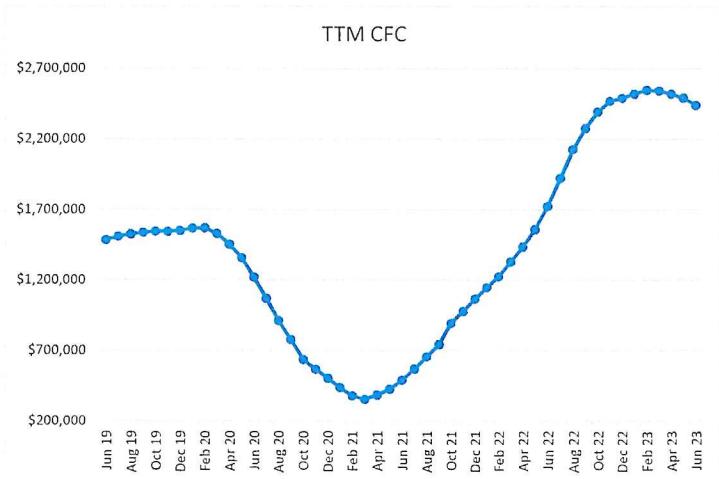
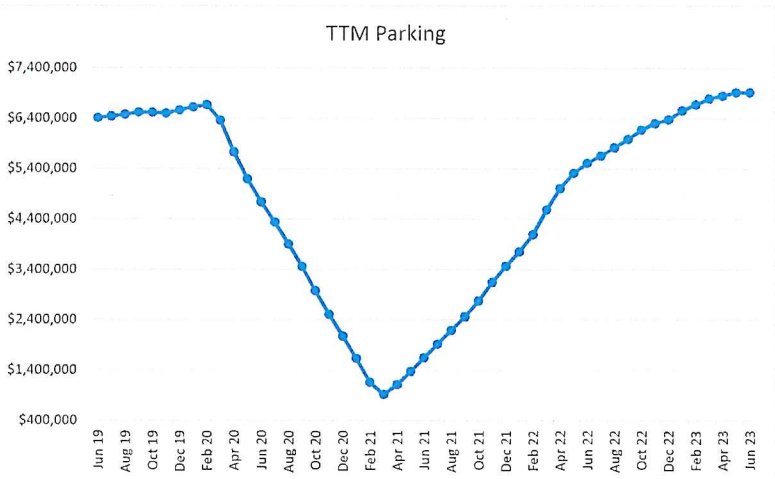
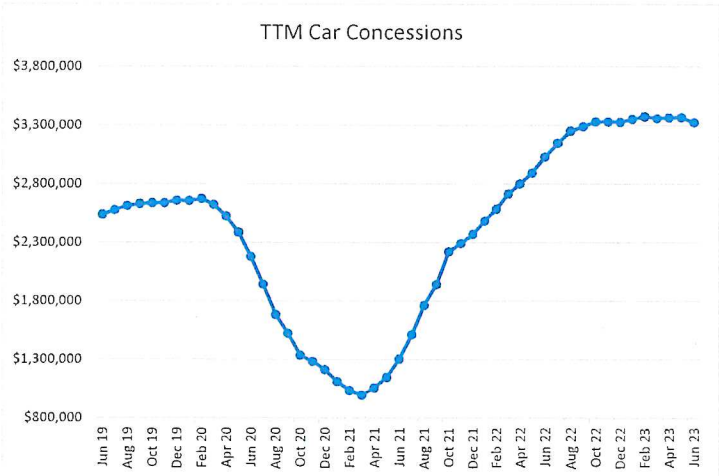
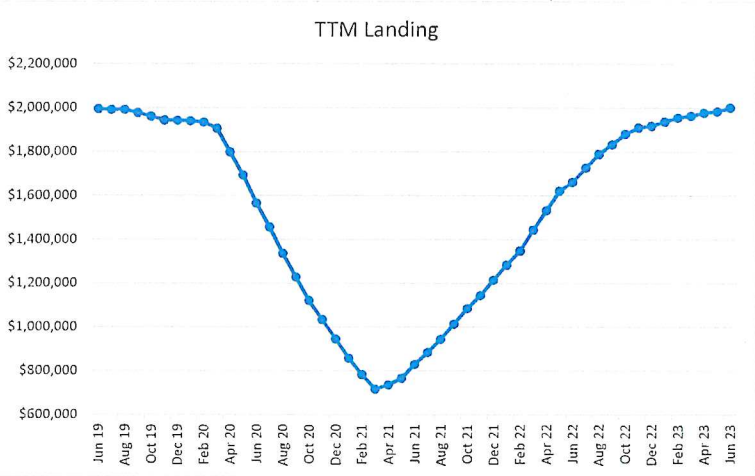
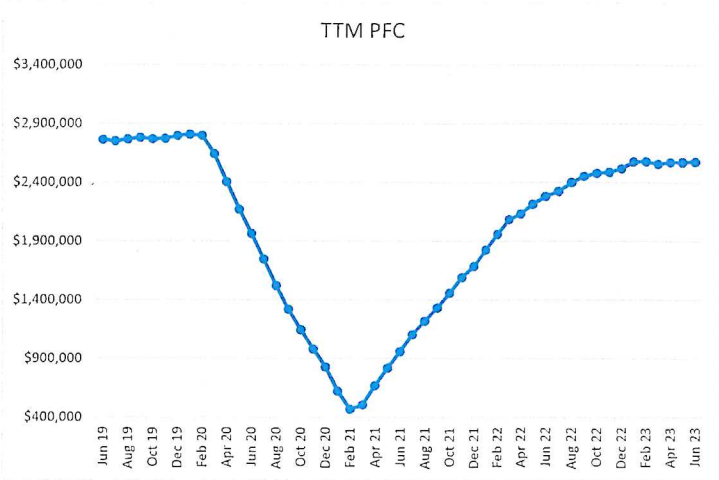
Fiscal Year to Date 6/30/2023 Preliminary results

Account	Account Description	Amended Budget	YTD Encumbrances	FY 2023 YTD Transactions	Remaining Balance	% Used/ Rec'd	FY 2022 YTD Transactions
6200	Medical Fees And Supplies	21,000.00	.00	4,632.03	16,367.97	22%	15,735.93
6202	Printing/Copying/Paper Mgt	9,700.00	8,250.00	572.49	877.51	91%	5,849.09
6203	Dues/Subscriptions	141,350.00	.00	82,544.05	58,805.95	58%	76,575.65
6206	Custodian Supplies	65,500.00	3,934.79	61,565.21	.00	100%	62,874.84
6208	Special Supplies	59,200.00	.00	54,369.31	4,830.69	92%	26,340.78
6210	Small Tools and Equipment	145,100.00	6,317.39	104,711.79	34,070.82	77%	51,012.54
6212	Fuel	1,010,000.00	80,527.03	726,110.18	203,362.79	80%	539,509.21
6214	Clothing And Uniforms	6,000.00	.00	4,941.22	1,058.78	82%	3,945.86
6215	Uniform Laundering	23,000.00	457.11	16,778.50	5,764.39	75%	19,228.22
6216	Oil & Grease & Antifreeze	22,000.00	.00	14,102.98	7,897.02	64%	15,914.56
6222	Runway De-Ice	352,995.00	.00	302,371.65	50,623.35	86%	482,494.10
6247	Energy Efficient	241,666.00	.00	47,956.03	193,709.97	20%	19,171.66
6300	Repair & Maintenance	4,784,687.00	122,229.71	2,190,550.89	2,471,906.40	48%	1,549,353.52
6350	Legal Notice & Advertising	2,200.00	.00	1,470.00	730.00	67%	1,411.44
6400	Utilities	1,682,836.00	.00	1,402,906.74	279,929.26	83%	1,348,973.07
6500	Professional and Consultant Services	1,878,705.00	31,848.23	1,457,330.60	389,526.17	79%	1,289,668.67
6530	Rentals	67,000.00	.00	60,966.99	6,033.01	91%	51,671.95
6600	Maintenance Contracts	362,260.00	5,325.49	287,835.06	69,099.45	81%	202,961.21
6605	Radio Maintenance	11,500.00	.00	5,506.50	5,993.50	48%	6,250.69
6610	Custodial Contracts	806,213.00	.00	776,905.71	29,307.29	96%	673,020.00
6615	Property Repairs	386,900.00	150,800.00	235,664.12	435.88	100%	224,939.12
6625	Equipment Maintenance Repairs	249,800.00	9,652.50	115,227.60	124,919.90	50%	96,087.29
6700	Travel & Training	119,870.00	.00	79,987.34	39,882.66	67%	30,430.48
6800	Fees for Services	29,145.00	.00	18,501.56	10,643.44	63%	11,025.87
7002	Interest Expense	.00	.00	.00	.00	+++	.00
7004	Interest Expense - Restricted	200.00	.00	.00	200.00	0	.00
7200	Capital Leases	572,488.00	.00	570,950.80	1,537.20	100%	361,862.80
7230	Insurance	309,734.00	.00	312,069.75	(2,335.75)	101%	272,138.42
7303	Regulatory and Bank Fees	244,100.00	.00	130,984.63	113,115.37	54%	167,687.27
7312	Real Estate Taxes	772,657.00	.00	767,020.29	5,636.71	99%	744,337.41
7652	Discretionary Spending	45,000.00	.00	39,197.59	5,802.41	87%	22,023.80
8015	Indirect Fees	492,806.00	.00	492,806.00	.00	100%	388,767.00
8017	Indirect Fees - City Attorney	90,586.00	.00	90,586.00	.00	100%	68,830.00
8095	Interest On Pooled Cash	250.00	.00	.00	250.00	0%	.00
8135	Airport Security To Police	1,310,000.00	7,087.00	1,103,874.20	199,038.80	85%	1,246,124.60
Operating EXPENSE TOTALS		\$22,210,378.00	\$427,511.04	\$16,420,281.56	\$5,362,585.40	76%	\$14,621,317.75
Net Operating Revenues (which are used to pay for Bond payments, Leases, Capital and FAA projects)				\$10,627,112.64			\$9,905,902.27

Recovery Metrics

	At Feb 2020	Minimum	Drop	Current	Recovery
Parking	\$6,670,572	\$911,595	-86%	\$6,919,492	104%
PFCs	\$2,797,591	\$467,680	-83%	\$2,576,299	92%
Car Concessions	\$2,673,896	\$994,488	-63%	\$3,326,407	124%
Landing Fees	\$1,933,993	\$716,928	-63%	\$2,000,502	103%
CFCs	\$1,568,752	\$352,036	-78%	\$2,440,730	156%

All figures are trailing twelve months



Burlington International Airport

Cash and Investments
July 27, 2023

Account	Account Description	Balance @ 7/27/2023
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Unrestricted Bank Accounts

1000_400	Bank Account Airport	6,342,740
1050_496	Cash Restricted AIP Deposit Keybank	11,988

Restricted Bank Accounts

1050_420	Cash Restricted Escrows - Airport PFC TD Bank	7,474,052
1000_415	Bank Account - PFC Prepaid Cash Account	491,892
1000_420	Bank Account CFC	2,503,060
1050_416	Cash Restricted Revenue Bond DSR-Zion Trustee	3,365,341
1050_400	Cash Restricted Air Debt Service Fund - Interest	221,600
1050_401	Cash Restricted Air Debt Service Fund-Principal	176,884
1050_402	Cash Restricted Air Debt Service Fund-Sinking	106,944
1050_425	Cash Restricted Escrows - Airport - Op Maint Res	5,467,331
1050_430	Cash Restricted Esc - Airport Res Acct - TD Bank	225,016
1050_495	Projects Operating Acct/Escrow GAN Keybank	279

Total Cash and Investments	26,387,127
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1100_999	(Due To) / Due From Pooled Cash (timing)	-
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Comparative Information on Primary Airport bank account

	July 31st
1000_400 Bank Account Airport - Current Fiscal year -7/27/2023	6,342,740
1000_400 Bank Account Airport - Prior Fiscal year - July 2022	4,770,220
1000_400 Bank Account Airport - Three year ago - July 2019	2,766,118



PROJECT DESCRIPTION

FEDERAL
GRANT A/R
BALANCE
06/30/22

TOTAL
PROJECT
EXPENSES
FY 2023

GRANT
Reimburse
Percent

% OF
PROJECT
EXPENSES
FY 2023

REIMBURSE-
MENTS
FY 2023

FEDERAL
GRANT A/R
BALANCE
06/30/23

10%
LOCAL
SHARE
FY 2023

ACTIVE AIP PROJECTS

408	113	MASTER PLAN UPDATE	113,792	1,310	90%	1,179	(114,971)	(0.00)	131
412	117	AIR CARRIER APRON PHASE 6A	53,682	-	90%	-	(53,682)	0	-
411	118	TAXIWAY GULF PHASE 2	2,640,628	592	90%	532	(2,641,151)	10	59
410	119	TAXIWAY GULF PH 2 RW 1-19 PAP1	18,435	1,099	90%	989	-	19,423	110
423	120	ACCESS CONTROL SECURITY REHAB	121,920	214	100%	214	-	122,134	-
400	121	CARES ACT GRANT	492,059	-	100%	-	-	492,059	-
420-700	122	S. TERMINAL APRON REHAB PH 7	245,804	-	100%	-	-	245,804	-
419	123	CHAMBERLAIN HVAC UPGRADE	38,345	2,070	100%	2,070	(40,415)	0	-
415	124	NOISE MONITORING EQUIPMENT	21,148	1,380	100%	1,380	(21,148)	1,380	-
425	125	TERMINAL INTEGRATION PROJECT	410,674	3,964,666	88%	3,488,771	(1,461,349)	2,438,096	475,895
400	127	CRRSA STIMULUS GRANT	0	666,245	100%	666,245	(666,245)	(0)	-
400	128	CRRSA CONCESSION GRANT	130,459	-	100%	-	-	130,459	-
428-901	129	SOUND INSULATION PILOT PROGRAM	67,341	162,585	100%	162,585	(180,780)	49,147	-
427-900	130	HOT SPOT MITIGATION GRANT	114,434	-	100%	-	-	114,434	-
427-904	131	HSR TWC & K	53,613	-	100%	-	-	53,613	-
427-902	132	HSR RW 1 PAPI	37,458	-	100%	-	-	37,458	-
420-903	133	TERMINAL APRON PH 7, Parts 2&3	2,013,724	622,125	100%	622,125	(2,575,572)	60,277	-
400	134	ARPA	1,992,916	1,079,403	100%	1,079,403	(3,072,319)	(0)	-
400	135	ARPA CONCESSION GRANT	209,766	-	100%	-	-	209,766	-
427-911	136	HSR TW K PAPI	34,907	-	90%	-	(34,907)	0	-
427-905	137	TW K CONSTRUCTION GRANT	851,997	622,328	90%	560,095	(1,140,537)	271,555	62,233
416-907	138	ENVIRONMENTAL ASSESSMENT	-	39,381	90%	35,443	-	35,443	3,938
426-910	139	BOARDING BRIDGE GATE 12	105,477	1,374,451	90%	1,237,006	(287,229)	1,055,254	137,445
416-913	140	NOISE EXPOSURE MAP	-	7,985	90%	7,186	-	7,186	798
428-908	141	SOUND INSULATION PROGRAM FFY22	75,740	636,972	90%	573,275	(497,621)	151,393	63,697
427-906	142	REHAB TAXIWAY A	324,790	107,173	90%	96,456	(324,790)	96,456	10,717
421-918	future	SOUTH TERMINAL REPLACEMENT	-	4,900	90%	4,410	-	4,410	490
426-923	future	SNOW REMOVAL EQUIPMENT BLDG	-	61,136	90%	55,023	-	55,023	6,114
424-909	future	SOUTH APRON CONSTRUCTION	191,866	156,684	90%	141,016	-	332,881	15,668
421-921	future	NEXT PROJECT	-	592,832	90%	533,549	-	533,549	59,283
426-916	143	NORTH TERMINAL RENOVATION	14,946	1,438,804	90%	1,294,924	-	1,309,870	143,880
TOTAL CURRENT PROJECTS			10,375,919	11,544,333		10,563,874	(13,112,715)	7,827,078	980,459

GAN BALANCE @ 6/30/2023 \$ 1,401,866



Patrick Leahy
Burlington
International Airport

Overview of FY 2024
Proposed Budget

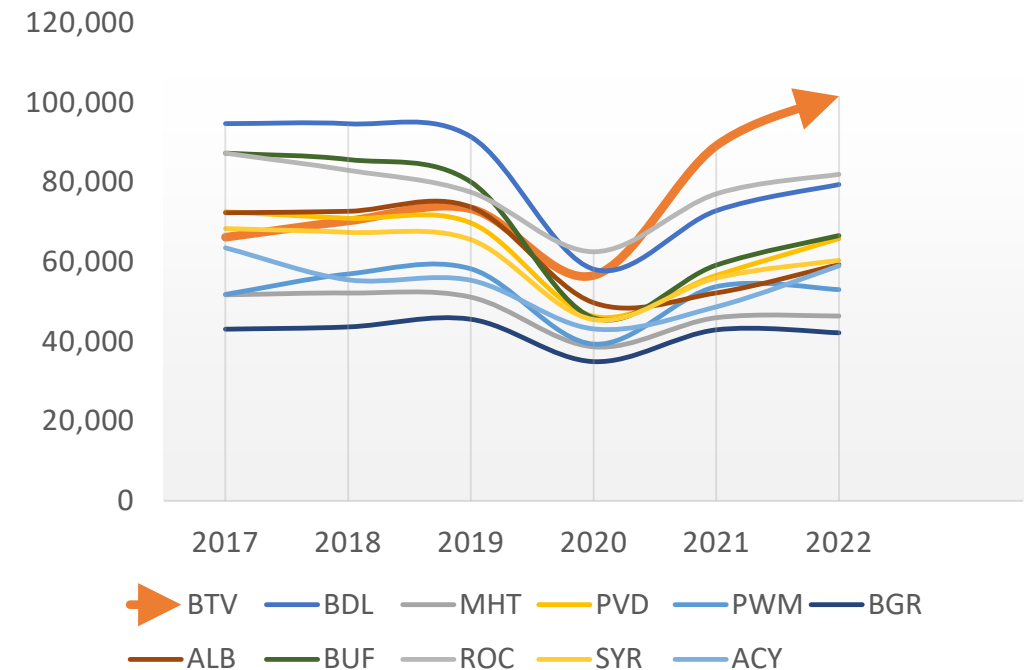
May 10, 2023

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Fiscal Highlights For FY2024 Budget

- FY 2024 budget reflects positive industry outlooks:
 - Passenger recovery for the region is exponentially growing, as of Quarter 1 2023 this equates to 96% of FY2020 (July - March)
 - Airline growth and scheduled flights continue to be forecasted greater than 2019
 - Non-Aeronautical revenues continue to grow with new tenants and major development opportunities
- Operations (landings and takeoffs) continue to be at a regional record
 - Currently, BTV is now the 2nd busiest airport in New England, second to only Boston Logan
- Significant number of capital projects funded by the FAA
 - FAA continues to award BTV with airport improvements grants to keep our Airport safe and offer improvements to the terminal building.
 - North Terminal Development; Project Next \$34 Million
 - Runway/Taxiway Rehabilitation \$30 Million+
 - Maintenance Facility Upgrades \$20 Million
 - Sound Insulation Program \$5.5 Million Annually

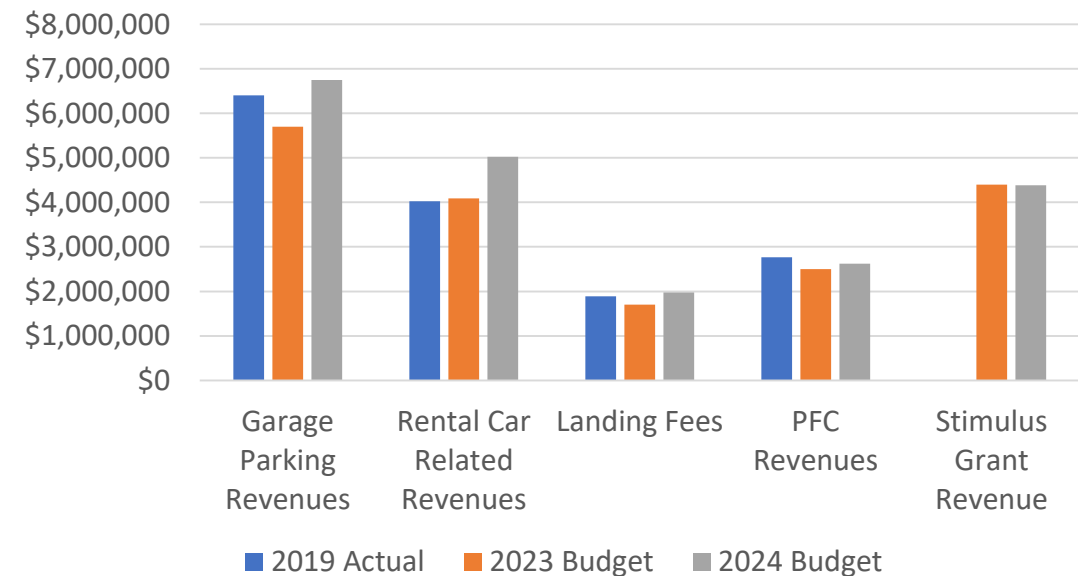
Total Airport Operations Calendar Year
2017 - 2022



Revenues

- **Airport Revenues:**
 - Variable revenues driven by passengers
 - Fixed revenues that do not change with passenger fluctuations.
 - Additional tenant revenues
- **Assumptions:**
 - Passengers likely to rebound to over 95% of 2019
- **Highlights:**
 - **Parking garage revenues:**
 - Budgeted at \$6.75M versus actual FY19 revenues of \$6.4M.
 - **Car rental concession revenues:**
 - Budgeted at \$5.02M versus actual FY19 revenues of \$4.02M. Car rental concession revenues and CFC's revenues both expected to exceed FY 2019 revenues.

Highlights for Revenues
FY19 actual, 22 & 23 Budgeted



Revenues

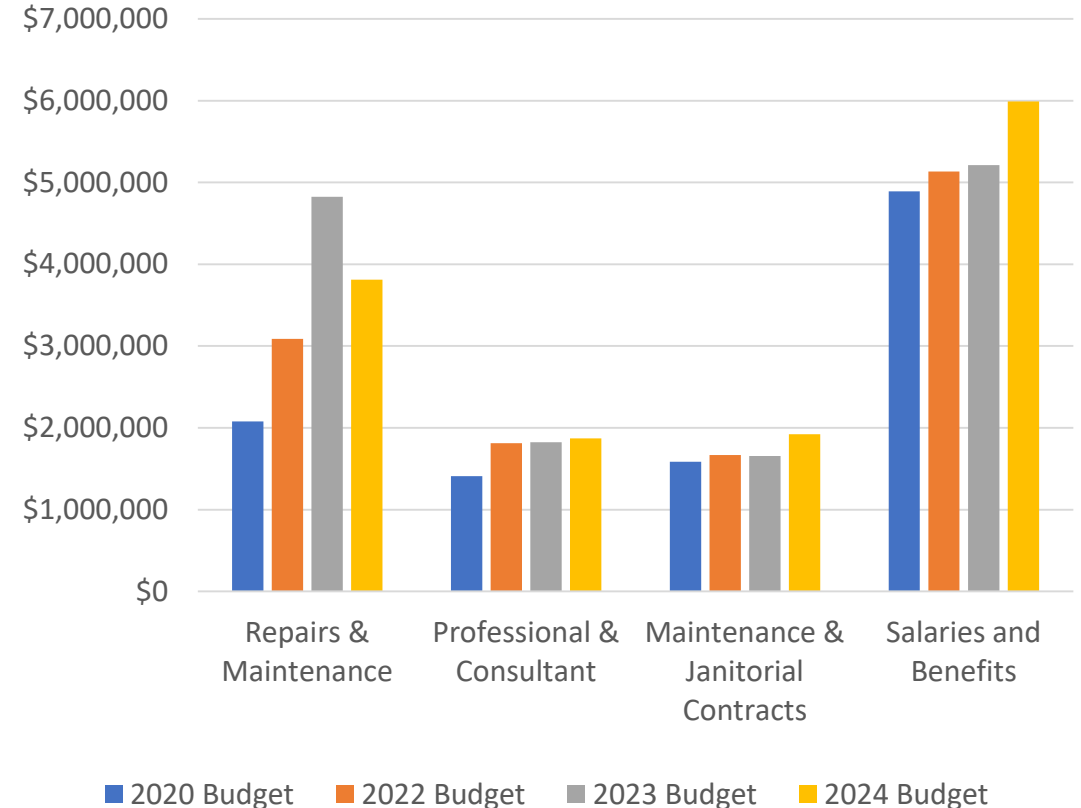
REVENUES	FY 2024 Proposed	FY 2023 Amended	Dollar Change	Percent change
Airline Generated Revenues	4,927,232	4,511,650	415,582	9.2%
General Airport Revenues	1,652,222	1,526,785	125,437	8.2%
Garage Parking Revenues	6,750,000	5,700,000	1,050,000	18.4%
Rental Car Related Revenues	5,025,000	4,090,000	935,000	22.9%
QTA Revenues	750,000	850,000	(100,000)	-11.8%
Concession Related Revenues	1,080,000	930,000	150,000	16.1%
Ground and Building Rent	1,681,250	1,635,017	46,233	2.8%
Investment Income	36,000	23,000	13,000	56.5%
Grants Federal Operating Direct	150,000	130,000	20,000	15.4%
Total Operating Revenues	22,051,704	19,396,452	2,655,252	13.7%
CARES ACT/CRRSA/American Rescue Grant	4,385,934	4,395,220	(9,286)	-0.2%
PFC Revenue and PFC Interest	2,635,000	2,510,000	125,000	5.0%
Prior Year Airline Surplus Usage	-	231,270	(231,270)	-100.0%
Total Non-Operating Revenues	7,020,934	7,136,490	(115,556)	-1.6%
Total Budgeted Revenues	29,072,638	26,532,942	2,539,696	9.6%

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Expenses

- **Airport Expenses:**
 - Salary Changes inclusive of Airport Reorganization
- **Highlights:**
 - **Repairs and maintenance:**
 - Contracted Safety related repairs/runway repairs & markings/painting
 - garage parking energy efficient lighting and fire alarm replacement
 - Energy efficiency improvements budgeted at \$250,000 continuing for year 3
 - **Interfund Transfers reflects the Airport's local share cost on anticipated grants and apron construction.**
 - The FY22/23 was low as the FAA grants received were generally 100% Federally funded (with no local share). CARES Act Funds were utilized to cover local share match as allowed.
 - The Airport anticipates Federal funding to be 90% going forward, hence the increase in interfund transfers.
 - In addition, the State of Vermont only provides \$500,000 contribution toward our grants local share. This amount is insufficient to cover the full 6% State portion of the grants
 - **Fixed expenditures with increases:**
 - Insurances, utilities and city cost allocations costs.
 - **Debt Service:**
 - Revenue Bond principal payment was paused until July 1, 2023 due to refinancing, this budget includes P&I on debt

Budgeted Expenses for FY 20-24



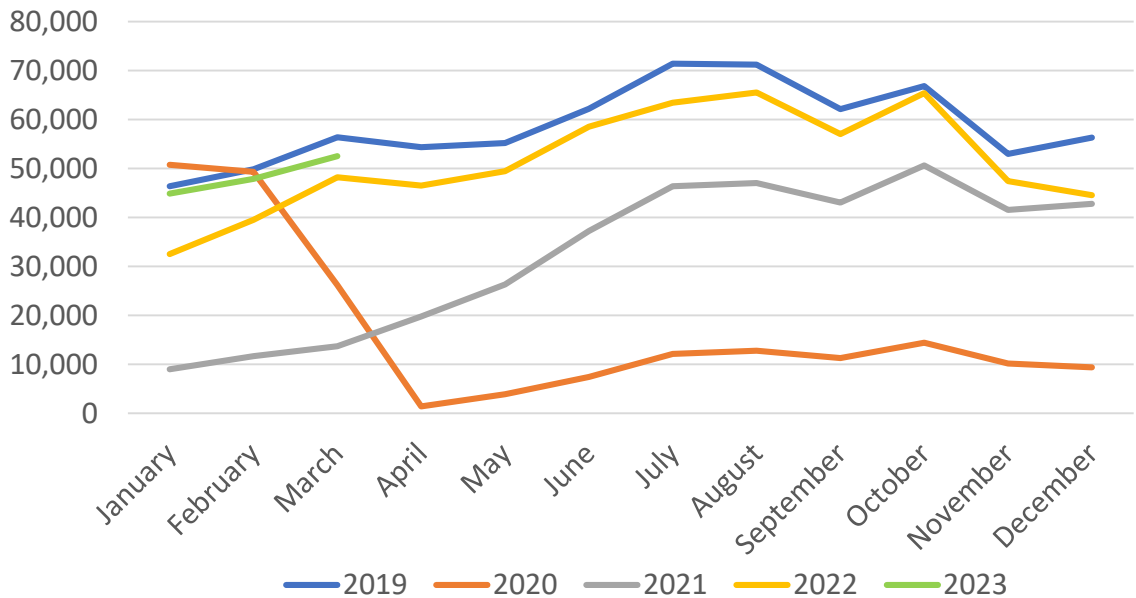
Expenses

EXPENDITURES	FY 2024 Proposed	FY 2023 Amended	Dollar Change	Percent change
Salaries & Benefits	5,990,550	5,213,234	777,316	14.9%
Office Expenses	473,400	585,875	(112,475)	-19.2%
6200 Accounts	475,400	506,350	(30,950)	-6.1%
Fuel	160,000	160,000	-	0.0%
Fuel - for Car Rental QTA operations	750,000	850,000	(100,000)	-11.8%
Energy Efficiency	250,000	250,000	-	-
Runway De-Ice	422,000	522,000	(100,000)	-19.2%
Repairs & Maintenance Accounts	3,811,000	4,825,787	(1,014,787)	-21.0%
Utilities	1,654,600	1,685,500	(30,900)	-1.8%
Professional and Consultant	1,871,000	1,825,650	45,350	2.5%
Maintenance Contracts	1,920,020	1,654,813	265,207	16.0%
Travel & Training	113,800	119,870	(6,070)	-5.1%
Accounts Fees for Service	26,350	31,200	(4,850)	-15.5%
Other Expenses	15,000	15,000	-	0.0%
Operating Lease Accounts	572,488	571,088	1,400	0.2%
Insurance	376,382	308,770	67,612	21.9%
Regulatory and Bank Fees	231,000	244,350	(13,350)	-5.5%
Interest on GAN	75,000	60,000	15,000	25.0%
Real Estate Taxes	828,381	772,657	55,724	7.2%
Indirect Fees	670,003	561,636	108,367	19.3%
Airport Security	1,100,000	1,310,000	(210,000)	-16.0%
Total Operating Expenditures	21,786,374	22,073,780	(287,406)	-1.3%
Debt Service	3,663,824	1,083,843	2,579,981	238.0%
Capital Leases	626,930	701,764	(74,834)	-10.7%
Interfund Transfers	2,750,000	250,000	2,500,000	1000.0%
Capital Accounts	245,510	1,050,000	(804,490)	-76.6%
Total Budgeted Expenditures	29,072,638	25,159,387	3,913,251	15.6%

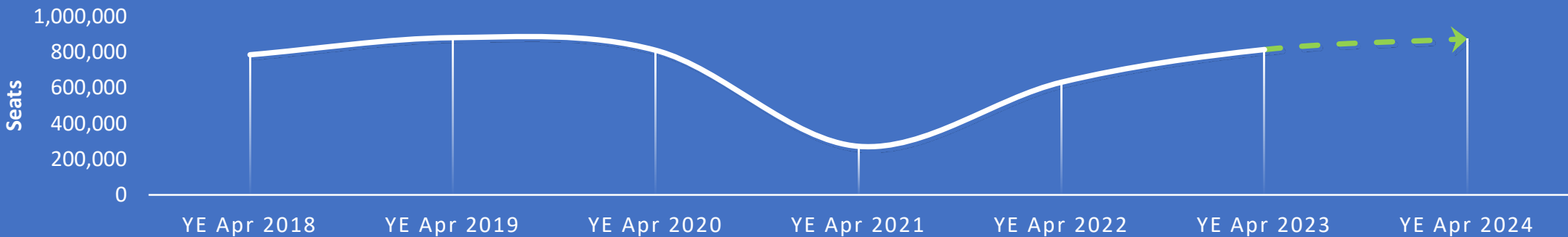
Monthly Enplanements – Jan 2019 to March

Month	2019	2020	2021	2022	2023
January	46,356	50,750	8,979	32,520	44,848
February	49,867	49,341	11,696	39,497	47,864
March	56,400	26,157	13,491	48,211	52,484
April	54,340	1,425	19,765	46,485	
May	55,209	3,910	26,325	49,452	
June	62,180	7,458	37,229	58,546	
July	71,381	12,119	46,346	63,402	
August	71,200	12,823	47,059	65,535	
September	62,116	11,292	43,072	57,038	
October	66,795	14,416	50,621	65,411	
November	53,004	10,209	41,572	47,452	
December	56,314	9,393	42,786	44,545	
Totals	705,165	209,318	388,941	617,780	

2 Monthly Enplanements – Calendar Year 2019 Compared to 2023



THE FUTURE



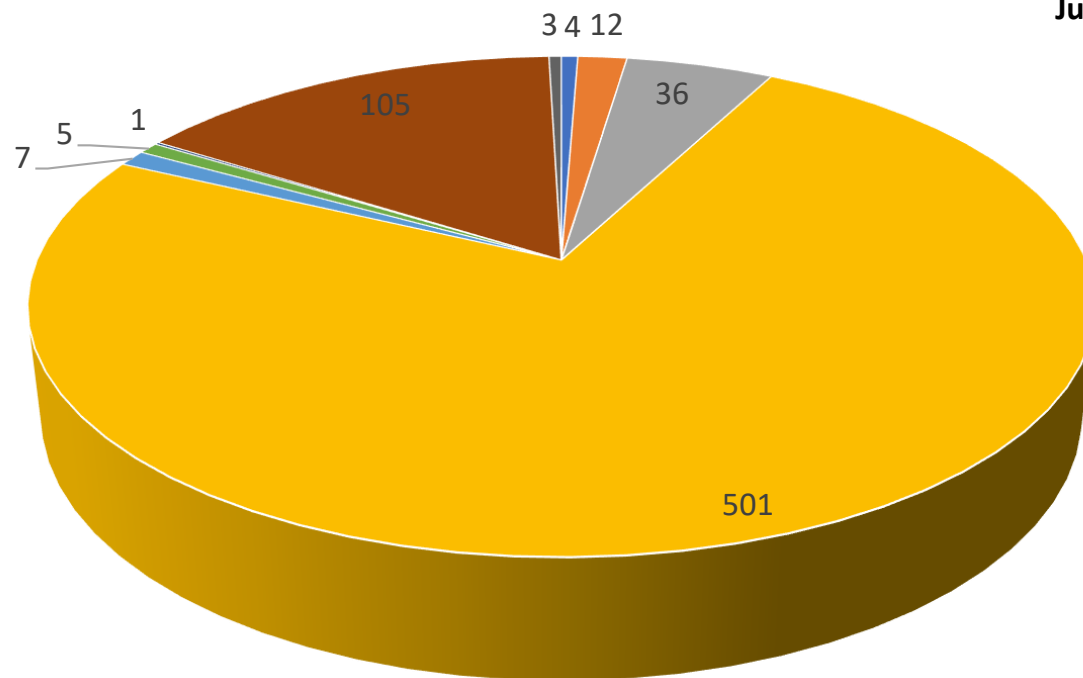
1

The Year Ahead!



Comments By Aircraft

674 Comments
June 2021 - 7/28/23



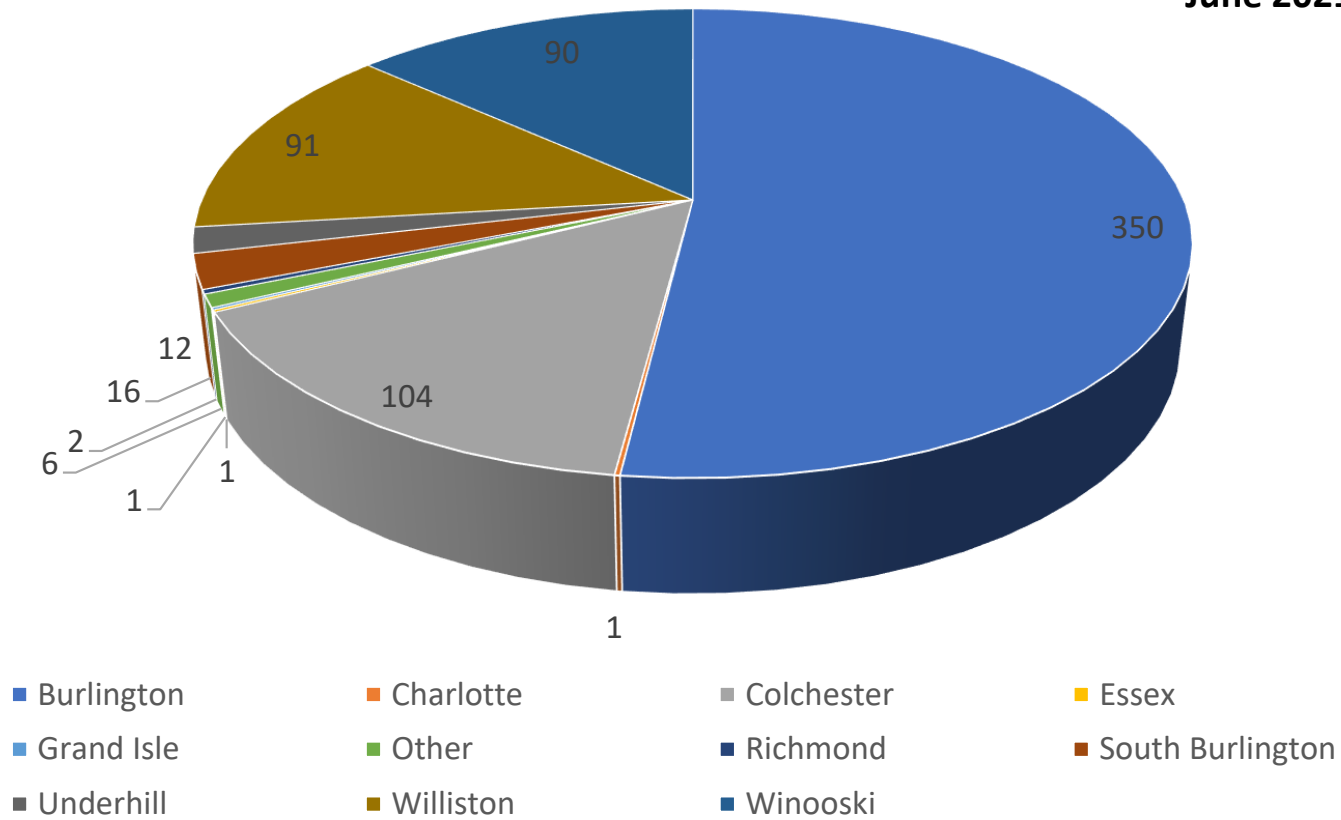
■ Gen. Aviation (light)
■ Military
■ Turboprop

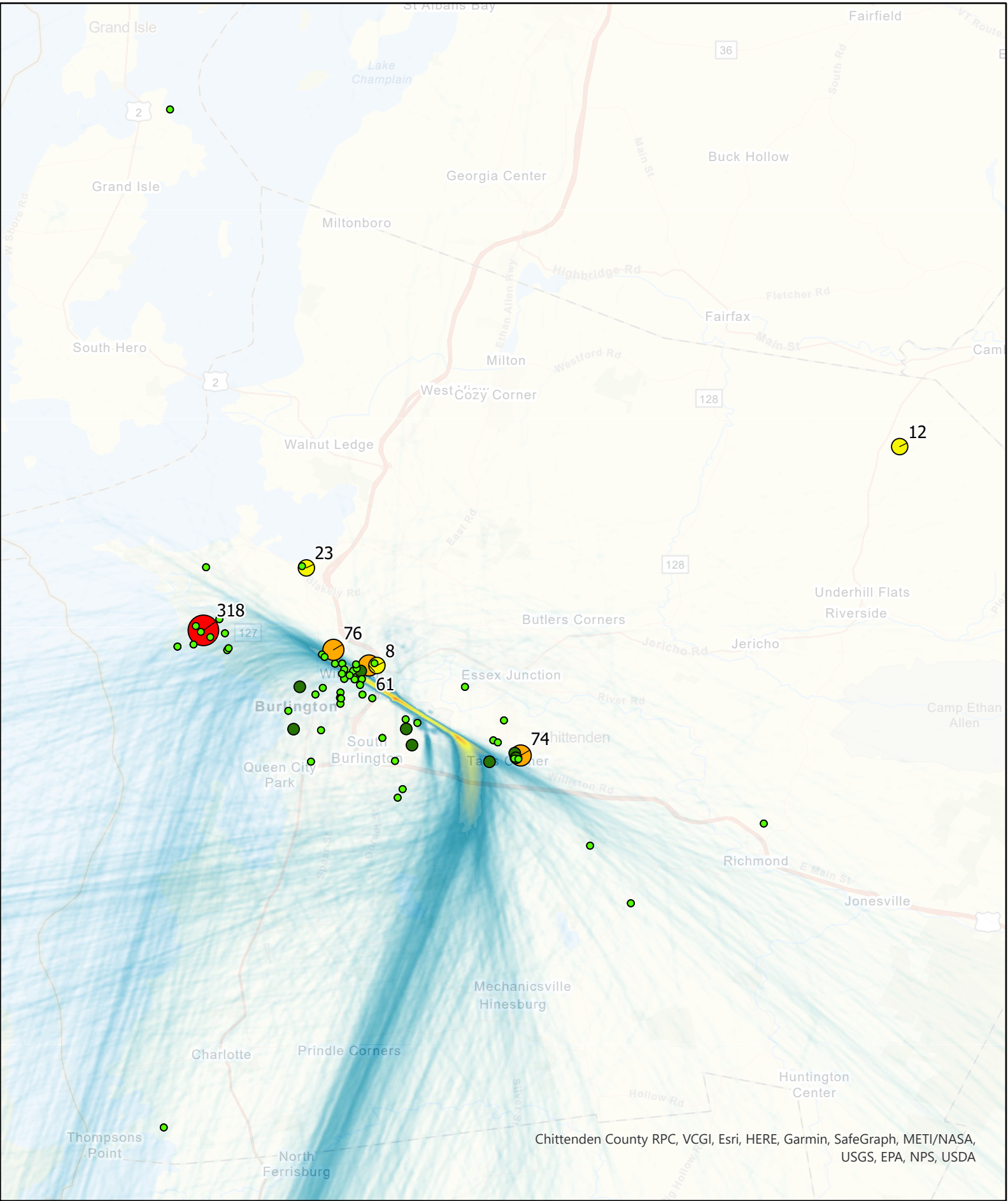
■ Helicopter
■ Multiple
■ Unknown

■ Jet
■ Propeller
■ Zeppelin/Blimp

Comments By Town

**674 Total Comments
June 2021 - 07/28/23**



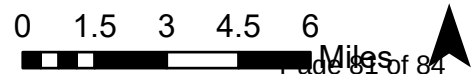
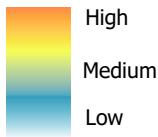


Airport Noise Complaints
- KBTV
7/28/2023

of Complaints from
a Single Address

- 1 - 2
- 3 - 7
- 8 - 23
- 61 - 76
- 318

Radar Track Density



LEGEND

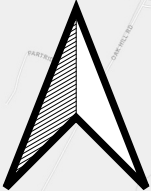
● Noise Data — 07_28_23

BTV_NEM_2023_Contours

- 65
- 70
- 75



Burlington International Airport
Noise Complaints
July 2023



Airport Commission

Sound/Noise Update Report

20230802 Open Projects

1. **Chamberlin School HVAC Improvements (\$2.0M)**. The purpose of this project was to provide air conditioning and mechanical ventilation in order to avoid the need to open windows for natural cooling. A fully ducted ventilation system to help mitigate sound transmission. Project closeout sent to the FAA.
2. **Residential Sound Insulation Pilot Project (Phase 1) (\$1.5M)**. The purpose of the project is convert a sample of incompatible residential units to a compatible land use by installing an acoustical treatment package which will provide relief from aircraft noise by upgrading interior living areas. Upgrades may include replacement of windows and doors with acoustically rated products and installation or upgrade of ventilation systems. The sound insulation treatments are designed to reduce the interior noise levels to below 45 DNL and provide a minimum noise level reduction of 5dB. This project will also determine the eligibility of an additional 50 residential units, located in and around the 70 DNL which will be included in future phases of the program. This Program including: Program formulation, Home eligibility determination, Project Management, Community Outreach, Evaluations of Structures, Design Services, Bid activities, Construction Support, Construction and Pre-qualification of 50 home package The Airport and Consultant team has established program standards, implemented a pilot phase for sound insulation, and developed and created a public outreach program that defines the process. FAA. The Acoustical Testing of 19 homes has taken place. They were all deemed eligible. Based on the completed acoustical testing we requested approval from the FAA for blanket approval of homes in the 70 dB contour to move to outreach and design without additional testing from the FAA. This has been approved by the FAA. Design is complete for improvements to 9 homes. Construction to start in August. There has been a delay due to the bankruptcy of the window supplier.
3. **Noise Monitoring Equipment (\$.5M)**. The purpose of implementing this system allows the public and local jurisdictions accurate information about aircraft operations and their associated noise levels at the airport in South Burlington, Winooski and Williston. The entire system is live and accessible via link to the public. We are currently in the process of completing the FAA Grant Closeout Process.
4. **Residential Sound Insulation Project - Phase 2 (\$2.20M)** The purpose of the project is convert incompatible residential units to a compatible land use by installing an acoustical treatment package which will provide relief from aircraft noise by upgrading interior living areas. Upgrades may include replacement of windows and doors with acoustically rated products and installation or upgrade of ventilation systems. The sound insulation treatments are designed to reduce the interior noise levels to below 45 DNL and provide a minimum noise level reduction of 5dB. This project will provide construction improvements to homes located in and around the 70 DNL. The Airport is proposing to continue implementation of its Residential Sound Insulation Program (RSIP). This grant will include: community outreach, historic review, design and bidding of 52 homes, 6 homes which construction improvements will be completed with the Pilot Program this year. Properties are located within the 70+ DNL FAA approved 2023 noise contour. Bids were received on April 22, 2022 and a grant application was prepared and submitted on April 29, 2022. Grant received. The additional 52 homes have been designed. The FAA grant application (Phase 3) was completed and submitted for the construction improvements for 52 homes. Awaiting Grant Issuance.

5. **Noise Use Re-Use Plan update (\$.25M).** The purpose of this project is to update the latest Plan. All properties acquired since the last plan update will be evaluated. Scoping is anticipated over the next week with the FAA. This project has been minimized in coordination with the FAA and a grant will not be required to meet their update request.
6. **Residential Sound Insulation Program Phase 3 (\$8.0M)** The purpose of the project is convert incompatible residential units to a compatible land use by installing an acoustical treatment package which will provide relief from aircraft noise by upgrading interior living areas. Upgrades may include replacement of windows and doors with acoustically rated products and installation or upgrade of ventilation systems. The sound insulation treatments are designed to reduce the interior noise levels to below 45 DNL and provide a minimum noise level reduction of 5dB. **This project will provide construction improvements to 52 homes from RSIP Phase 2.** The Airport is proposing to continue implementation of its Residential Sound Insulation Program (RSIP). This Grant Application also includes community outreach, historic review, design and bidding of 50 more home improvement projects. **The Grant Application has been submitted and we are awaiting issuance.**