

**BURLINGTON INTERNATIONAL AIRPORT
SOUND MITIGATION COMMITTEE
MINUTES OF MEETING
December 5, 2016**

DRAFT

ATTENDEES: Nic Longo, BTV (Chair)
Gene Richards, BTV (Vice Chair)
Amanda Clayton, BTV
Kelly Colling, BTV
Shelby Losier, BTV
Erin Desautels, Vermont Small Business Acceleration
Diane Bryant Carter, Jones Payne Group
Sara Degutis, Jones Payne Group
David Crandell, HMMH
Lee Krohn, CCRPC
Helen Riehle, South Burlington City Council
Thomas Chittenden, South Burlington City Council
Col. John Johnston, Vermont Army Guard
Richard Lizzari, Vermont National Guard
David Smith, Vermont Air Guard
Pat Nowak, South Burlington City Council
Robert Nowak, Logwood Street
Richard Carlson, Kirby Road, South Burlington
Kevin Dorn, South Burlington City Manager
Paul Connor, City Planner, South Burlington
George Maille, South Burlington
Barbara Sirvis, Summer Woods
Rick McGuire, Town of Williston
J. Jeff Munger, Airport Commission
Linda Braker, resident
Vaughn Altemus, Stirrup Circle, Williston
Deborah Altemus, Stirrup Circle, Williston
Nick Delaney, Burlington Free Press
Lucy Boyajian, Mills Avenue
Steve Marriott, Mills Avenue
John Battaline, White Street, South Burlington
Leslye Dentch, Winooski
James Leae, South Burlington
Carl Carlson, Logwood, South Burlington
Liz Champayne, Larch Road, South Burlington
Carmine Sargent, Elizabeth Street, South Burlington
Bill Keogh, Airport Commission
Jim Pettine, Clinton Street
Ray Coffey, City of Winooski
Gordon & Paulette Lawrence, South Burlington
Solko Corke, Kirby Road, South Burlington

Greg Eplerwood, South Union St., Burlington
Kathleen LaLiberte, Hinesburg Road, Richmond

1.0 CALL TO ORDER

Chairman Nic Longo opened the meeting at 5:04 PM on December 5, 2016 and welcomed all in attendance. Introductions were done. Mr. Longo stated the website has been updated with current information. The purpose of the meeting is to proactively discuss sound mitigation around the airport, studies that have been done, and next steps. The mission is to advocate for a solution with community members and stakeholders at the airport.

Gene Richards thanked the committee and others for attending. It is hoped to provide information on sound and how this affects the airport and the community. There will be more meetings and opportunity to communicate. Frequently asked questions and answer are online.

2.0 PRESENTATIONS

Noise Compatibility Program

Sara Degutis, Jones Payne Group, explained the land acquisition program under the Noise Compatibility Program. The following was noted:

- There are five properties being acquired currently under the April 2016 grant.
- A new grant for \$16 million has been issued for 39 homes required by the FAA to be acquired. Outreach has begun. Appraisals on the first group of 10 houses have started. Acquisition, relocation, and demolition will be complete by the end of 2018.
- The Noise Exposure Map was completed in 2015. The map looks at the contours and projected aircraft noise. The noise program looks at how to mitigate sound.
- The noise mitigation program will look at land use measures. Mitigation is based on the 2020 contour. An advisory committee will be formed to give updates. The study will begin December 2016. Participation in the program is voluntary.

Options within the noise mitigation program include:

- Home/land acquisition and relocation
- Sound insulation
- Assistance with the voluntary sale of the house and providing an aviation easement to the new owner
- Purchase of the property at fair market value by the airport for resale on the open market

The airport will work to secure aviation easements for new development and work with the local municipality. It will be an eight to nine month process to examine different measures and determine what works best.

Sound Insulation Program

Sara Degutis reviewed the Sound Insulation Program within the 65 dB DNL (day/night level) for residential properties. The average interior noise level must be 45 dB or greater. Houses built after 1998 outside the contour which are now within the contour are eligible. The sound insulation acoustical treatments to reduce noise include crack & seal caulking,

installing insulated doors and windows, central air, ceiling/wall modifications. Not covered are structural repairs and maintenance not related to noise. A representative sample of the type/style and age of houses will be taken. Treatments will be tested on 10 to 15 houses then 50-100 will be done in each phase. The airport has 900 homes within the contour that are potentially eligible for the program. Property owners will be sent information. Outreach meetings will be held to provide information as well. Pre-acoustical testing will be done to determine if a house is eligible for the program. Houses that qualify go to the design phase where measurements are taken and paperwork is done. The work is put out to bid through the public bid process. The lowest qualified contractor will be awarded the work. Post-construction testing is done to determine if lowered noise levels are met.

Nic Longo noted the noise compatibility program update still must be done. The advisory committee will be crucial for this. After the noise compatibility plan is done then federal funding can be sought. There will be roundtable discussion on strategies. Feedback will be given. The FAA wants to see public comment. Gene Richards added options based on what is available will move forward. All parties will have equal knowledge of what is available and the funding.

Questions & Answers

George Maille, South Burlington, asked about the following:

- Voluntary sales assistance and the language on the avigation easement – Gene Richards assured there will be meetings and consensus on the language. The airport is committed to work with the community so there is a statement that works for all.
- The airport being compelled to sell a property acquired through the voluntary purchase program - Gene Richards said the airport must sell the properties, but does not have this tool yet.
- The airport renting the properties that are purchased with the intent to keep housing stock available – Gene Richards said the does not want to be a landlord and will not keep a property as a rental. Nic Longo added the airport wants to wrap up the acquisition and move on to help the properties within the contour.
- De facto devaluation of property due to the avigation easement being in the deed (people have been accepting less than assessment for the sale of their house) – Gene Richards said the price for the housing is favorable. Complaint has not been heard from anyone on the price they received for their home.
- Central air being offered for noise mitigation, but the FAA is hesitant (an elderly person chose the sound insulation program and wants to stay in their house) – Nic Longo stated the airport must follow the federal regulations.

Sound Mapping Process

David Crandell, HMMH, reviewed the Part 150 process (federal standards for documenting noise around airports; noise is treated the same across all airports) and the 2015-2020 Noise Exposure Map. The following was noted:

- Part 150 includes the Noise Exposure Map which tells where the noise is and the Noise Compatibility Program which looks at measures to mitigate sound. Public involvement in both elements is critical.
- Burlington wanted to continue to receive mitigation funding and the airport wanted to update the noise mitigation map so the Noise Exposure Map was updated.
- Sound terminology and measure of noise by different methods include “dB” which is how the human ear responds and perceives sound and “DNL” (day/night average level) which is the maximum level and duration of the sound over a time period. Sound levels at night are increased because the sound is more intrusive.
- The Part 150 process at Burlington Airport from 1989 to the present shows noise levels have changed over time.
- The 2015-2020 Noise Exposure Map looked at F-16 noise and operation of the airport. The Air Force measured noise over 228 days of operation, but the FAA requires 365 days. Civilian airports measure noise levels over 365 days. Both the Air Force and the Burlington Airport maps assumed the same annual operation of the F-16 as the typical year of operation.
- The FAA approved the Air Force model adjusted for 365 Part 150 to represent the F-16 and FAA noise model for civilian aircraft and ground noise.
- The 2020 Noise Exposure Map also includes updates to the airfield and operation of Taxiway G (now named “Taxiway Kilo”).
- Land use, dwelling, and population information is from CCRPC and the U.S. census.
- Per the 2015 Noise Exposure Map there were 622 single family houses, 354 units of multi-family properties (condos, apartments), dorms at St. Michael’s College, and a population of 2267. The number of units by city/town within the 65 dB contour was 948 South Burlington, 0 Town of Williston, 9 Burlington, 11 Winooski, 8 plus 3 dorms Colchester.
- Per the 2020 Noise Exposure Map there are 618 single family houses, 354 multi-family units, two dorms at St. Michael’s College, and a population of 2258.
- The 2015 Noise Exposure Map is wider, but the contour does not go as far to Winooski or Williston.
- The Air Force uses 228 days and the FAA uses 365 days.

Nic Longo stated all presentations that have been given are online (Air National Guard, Army National Guard, FAA presentation, Noise Compatibility Program, Residential Sound Insulation Program, Noise Exposure Map). Any operational change at the airport that changes the Noise Compatibility Program will be discussed. There will be multiple meetings for the public to make comment.

Questions & Answers

Kevin Dorn, South Burlington City Manager, commented positively on the information on planning around the programs, noting people have anxiety with the F-35 arrival. Mr. Dorn asked about the following:

- Information on where the contour line will be in 2019 – Nic Longo said funding will be pursued in 2019 to start the mapping process. George Maille interjected

that the integrated noise model can be used by plugging in the performance sound matrix for the aircraft. Nic Longo stressed FAA regulations must be followed no matter what the map comes back showing.

Paul O'Connor, South Burlington Planner, mentioned a land owner in the area seeking a zoning change to residential for development presently outside the 65 dB line. South Burlington told them until it is known where the new line will be located a response cannot be given to the request. Kevin Dorn added having a close approximation of where the new line will be three or four years in the future will allow people to anticipate their next move. Amanda Clayton, BTV, cautioned against providing false indicators by speculating on the location of the line. David Crandell stated most of the work done has been with Part 150 with civilian airports where there is one set that affects noise contours and there may be changes over time.

Kevin Dorn asked the cost to update the noise map. Nic Longo said the cost for the last update of the Noise Exposure Map was \$400,000. The map must be updated in order to secure funding. Paul O'Connor asked if the change from the F-16 to the F-35 could be run as a model. George Maille reiterated this could be done with the noise performance matrix for the F-35. The integrated noise model would predict what could be, but significant assumptions would have to be made. Kevin Dorn urged discussing this further and figuring out how to fund an update. Gene Richards agreed with continuing discussion and informing the FAA of the request and potential impact on the community.

George Maille spoke of changes by the Guard and the map not being updated, and urged having the noise information before the F-35 aircraft arrive and are in operation and then updating the noise map. Gene Richards pointed out Burlington Airport and the Guard operate differently. Both entities communicate and share information.

There was agreement discussion on update of the Noise Exposure Map and the contour line will continue.

3.0 ADJOURNMENT

Next meeting: March 2017 (date to be announced).

With no further business and without objection the meeting was adjourned at 6:33 PM.

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