

**BURLINGTON INTERNATIONAL AIRPORT
NOISE COMPATIBILITY PROGRAM
TECHNICAL ADVISORY COMMITTEE
MINUTES OF MEETING
January 23, 2018**

DRAFT

BTV TAC MEMBER ATTENDEES:

Nic Longo, BTV (Chair)
Gene Richards, BTV (Vice Chair)
Larry Lackey, BTV
Shelby Losier, BTV
Sarah Degutis, Jones Payne Group
Diane Carter, Jones Payne Group
Brad Nicholas, HMMH
Seth Banden, GBIC
George Maille, So. Burlington Resident TAC Representative
Charlie Baker, CCRPC
Steve Wisloski, So. Burlington School District
Trevor Callens, VTANG
Jessie Baker, Winooski City Manager
Col. John Johnston, Air Guard
Carmine Sargent, So. Burlington Resident TAC Representative
Frank Cioffi, GBIC
Ron Bazman, FAA
David Young, So. Burlington School District
Bob McEwing, Essex
Paul Connor, South Burlington City Planner
Tim McCole, Heritage Aviation (via Telephone)

PUBLIC ATTENDEES:

Steve Marriott, South Burlington
Jeremy King, So. Burlington Energy Committee
Jen Norz, Efficiency VT

1.0 WELCOME and OVERVIEW

Nic Longo, Aviation Deputy Director, opened the meeting at 5:05 PM. Introductions were done. Mr. Longo announced new air service at Burlington Airport with a Delta direct flight to JFK beginning in March and American direct to Chicago O'Hare beginning in June.

Overview

Nic Longo said the FAA is being pushed to fund the Noise Exposure Map (NEM) Update as soon as possible. The F-35 operations will be included in the updated NEM. The airport is seeking funding through an already funded grant or will submit a new grant

application by May 2018 for funding in September 2018. The timeline for the update is 12 to 18 months.

George Maille, South Burlington, asked if the new NEM could be done by February 2019 or prior to the beginning of the arrival of the F-35s in September 2019. Gene Richards assured the committee the airport is doing all that can be done. The concerns have been heard and are trying to be addressed to get the best results.

2.0 PUBLIC FORUM AND COMMENTS

The following was discussed:

- Discussion of aviation easement resolutions to date – Sarah Degutis said where aviation easements are required or optional in each program will be mentioned through discussions of the programs. Once all the mitigation programs have been reviewed, the committee will consider and recommend which land use measures should be included in the updated NCP and whether an aviation easement should be required.

3.0 CHAPTER 4 – RECOMMENDED NCP REVISIONS (Part 1)

Brad Nicholas reviewed:

- Airport Operation Measures and Review and Monitoring Measures will not be added to or edited as part of the NCP, but there are some updates on status to be made from the 2008 NCP.
- Extension of Taxiway G measure is complete. Aircraft taxi on Taxiway K now. The taxiway is located farther from residences.
- Terminal power installations are on the jet bridges and in use. There is auxiliary power such as a small generator to power the electrical units on aircraft.
- Bi-directional runway use is in the NCP. Presently bi-directional runway use is not available through the night because the tower at Burlington is not open. If the tower opens at night then the sound committee can work on implementation of this measure. Nic Longo said the airport is working to have the tower operating 24/7 and then the noise mitigation efforts can be implemented.
- Ongoing monitoring/review of the NEM and NCP status is implemented with the quarterly meetings of the sound mitigation committee.
- Flight track monitoring is being pursued by the airport. The flight track data will be online. The database can be used for analyses. The numbers are for reporting and tracking purposes and can assist with complaint follow up/management.

COMMENTS

- Paul Connor asked about the holding bays at the north end of the taxiway. Nic Longo said staff will work with the South Burlington DRB if the holding bays will be used, and if used will be included in the NEM.
- Paul Connor mentioned potential use of funds from the VW settlement on any airport noise measures.
- George Maille mentioned the use of the jet bridge on the southern concourse. Nic Longo said use of the southern jet bridge will be minimized. Brad Nichols added

- the airport is minimizing use of jet bridges to minimize noise. Also, the bridges are pushed farther onto the taxiway before start up to decrease noise.
- George Maille asked if the FAA will fund equipment for noise measures. Brad Nicholas said the FAA will fund the initial installation of equipment, but not ongoing maintenance and support.
 - Paul Connor noted at other airports the noise committee reviews the flight data, comments, and evaluates the cause of anomalies. Nic Longo said the flight tracking system will allow for collection of data and reporting to the sound mitigation committee or the Airport Commission. The data is available online. The data allow staff to follow up on any complaints. The intent is to capture all flight data, commercial and military.
 - George Maille mentioned recording plane noise from planes on the ground and asked if there is some control on the FBO regarding the direction the plane engines are pointed. Nic Longo said there could be policies and procedures that define where there can be engine run-ups, for example.

Diane Carter reviewed the sound insulation program focusing on three areas: who is eligible for sound insulation, policies and procedures, and implementation of the program.

Eligibility

Houses must be built before 1998, located within the 65 dB DNL or higher noise contour, have an internal noise level of 45dB DNL to be eligible. There is an FAA provision that allows for local jurisdictions to adopt a standard either lower or higher than the 65 DNL for noise compatibility, however, the jurisdiction must codify it in their building code and ensure that it is implemented. The FAA allows for “block rounding” of the eligible project area bounded by the 65dB DNL. The purpose is to provide a continuity of eligibility to entire streets.

An acoustical test plan (ATP) must be in place with the sound insulation program so houses can be qualified for sound insulation. The FAA must approve all the information from the ATP and then policies and procedures are developed. The FAA will only cover the cost of modifications that help sound insulation of the house. Building code issues are not eligible for grant funding and these costs must be paid for by either the property owner or the airport.

Diane Carter reviewed the steps in the ATP. Houses are categorized and acoustical testing performed on a minimum of 10% of the homes in each category. Measurements are taken inside and outside the habitable rooms in the house. If the tested homes in a group have an average sound level above 45dB than the entire group will be eligible for sound insulation.

Policy and Procedures

Following the FAA approval of the ATP, a policy and procedure manual (PPM) is developed. This will include purpose of the program, goals and typical modifications,

project planning and management, construction bid cycle, eligible spaces, acoustical treatments, and building code requirements.

If the sound level is below 45 dB DNL then the house is eligible for other programs, but not sound insulation. Subsequent homes in that group will be tested to qualify for sound insulation. The program starts with houses in the highest contour and move outward to the lower contours. Other criteria could be considered to prioritize homes such as the length of time the homeowner has lived in the house, if the house is rented or owned, or completion of all homes on a street in one phase.

The pace of the program will be established by the FAA and the airport based upon the anticipated funding. It is typical for this region to have 50 homes in each phase. There is a grant for design of a phase and a second for construction, and once the process gets going there is design starting as construction starts with grants back to back.

Nic Longo noted the program is tied to FAA funding cycles and funding availability. The airport has the first funding on the Capital Improvement Plan with the FAA to commence in 2019 for the sound insulation program.

Diane Carter said types of treatment for sound insulation include acoustic windows, acoustically rated doors, caulking and weather stripping if needed, central air conditioning, closure of mail slots and pet doors. There could be other treatments if approved by the FAA such as attic and wall insulation, extra wall or ceiling boards. Commercial grade materials and double walls would be required in houses in the 75 dB or greater contour, and generally sound insulation is not recommended for single family houses.

The airport and consultant team will meet with the municipalities to look at building code compliance. If items are not eligible under the program there will be discussion of the homeowner doing the improvements or the airport paying for the improvements.

Program Implementation

Sarah Degutis stated 50 up to possibly 100 houses will be selected for the each phase of the program. The process for each phase will include:

- An invitation letter, application and general survey inquiring about the number of rooms, windows, doors, children, special needs, etc. will be sent to the homeowner.
- A homeowners outreach meeting will be held to explain the program, process and what to expect.
- Pre-acoustical testing will be done unless the house is pre-qualified.
- The consultant team will do an assessment of the house to measure windows, doors, identify noise paths to pinpoint specific treatments.
- There will be a homeowners review meeting to review the planned treatments and the homeowner will be asked to sign a participation agreement and an easement if one is required.
- The team will finalize the design package for the house.

- The packages for all the houses will be bundled and put out to public bid. Contractors must be insured, bonded, licensed, and have a background check done. The bid responses are reviewed and the bid is awarded to the lowest responsible bidder. The airport will simultaneously be proceeding with the grant as the contractor will get notice to proceed with construction.
- The contractor will visit the house and verify the products and measurements before ordering the materials. The homeowner will receive a construction schedule. Each house typically takes 30 days to complete (two weeks for construction and two weeks to wrap up remaining tasks). The homeowner will be able to remain in the house during construction. There will be multiple homes under construction at any one time so the process moves quickly.
- Houses that were pre-acoustically tested will be post-acoustically tested.

COMMENTS

- George Maille asked if the community will have input on the rounding of the contour lines. Nic Longo said there will be public process through the committees, but the FAA approves the block rounding of contour lines.
- Charlie Baker asked about the grant match. Nic Longo said the grant is 90% federal, 6% state, and 4% local.
- George Maille asked if there is preference given to local contractors for the house bids to help the local economy. Diane Carter said there is no local business set aside per federal procurement regulations. Typically local contractors team with a national contractor familiar with these types of projects. Gene Richards said the airport will do all that is possible to have local involvement and still comply with federal regulations. Sarah Degutis noted after the pre-bid meetings there are often meetings for local contractors to meet with national contractors.
- George Maille asked about houses that are not pre-tested. Sarah Degutis said typically if 10% of a group of houses are tested and all pass then the entire group qualifies. The ATP will set the criteria to determine the testing.

4.0 TAC QUESTIONS & COMMENTS

Any questions and comments should be forwarded to the consultants (btvsound@jonespayne.com) and the airport administration.

Request was made for a list of decision points for the NCP.

5.0 WRAP UP & ADJOURNMENT

Future Meetings & Agenda Items:

- March 13, 2018 NCP Chapter 4 Land Use Measures (continued)
- May 2018 – Feedback on previous meeting
- August/September 2018 – Public Hearings

With no further business and without objection the meeting was adjourned at 6:32 PM.