

APPENDIX A FAA RECORD OF APPROVAL ON 1989 NCP SUBMISSION

**RECORD OF APPROVAL
BURLINGTON INTERNATIONAL AIRPORT
BURLINGTON, VERMONT
NOISE COMPATIBILITY PROGRAM**



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **ACTION:** FAR Part 150 Noise Compatibility Program for Burlington International Airport, Burlington, Vermont Date: SEP 21 1990

From: Director, Office of Airport Planning and Programming, APP-1 Reply to Attn. of:

To: Assistant Administrator for Airports, ARP-1

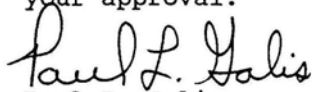
Attached for your action is the Noise Compatibility Program (NCP) for Burlington International (BTV) under FAR Part 150. The New England Region, in conjunction with FAA headquarters, has evaluated the program and recommends action as set forth below.

On March 27, 1990, the FAA determined that the Noise Exposure Maps (NEM's) for BTV are in compliance with the requirements of section 103(a) of the Aviation Safety and Noise Abatement Act of 1979 (ASNA) and Title 14, CFR Part 150. At the same time, the FAA made notification in the Federal Register of the formal 180-day review period for BTV's proposed program under the provisions of section 104(a) of ASNA and FAR Part 150. The 180-day formal review period ends September 23, 1990. If the program is not acted on by the FAA by that date, it will be automatically approved by law, with the exception of flight procedures.

The BTV program describes the current and future noncompatible land uses within the 65 DNL. The NCP proposes measures to remedy existing identified incompatibilities and to prevent future noncompatible land uses. Chapter 2 of the NCP summarizes the airport operator's recommendations and quantifies the expected benefits derived from full implementation of the program. The table on page 2-13 indicates that the number of people impacted would be reduced by over 5,000 with full implementation.

2

The Assistant Administrator for Policy, Planning and International Aviation and the Chief Counsel have concurred with the recommendations of the New England Region. If you agree with the recommended FAA determinations, you should sign the "approve" line on the attached signature page. I recommend your approval.


Paul L. Galis

Attachments



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **ACTION:** Recommendation for Approval of the Date: **JUL 27 1990**
Burlington International Airport, Burlington, Vermont
Noise Compatibility Program

From: Manager, Airports Division, ANE-600

Reply to
Attn. of:

To: Assistant Administrator for Airports, ARP-1

On March 27, 1990, a notice was published in the Federal Register announcing our determination of compliance for the noise exposure maps for Burlington International Airport, Burlington, Vermont, under Section 103(a) of the Aviation Safety and Noise Abatement Act of 1979. Coincident with that determination, we began the formal 180-day review period for Burlington's proposed noise compatibility program, under the provisions of Section 104(a) of the Act. The program must be approved or disapproved by FAA within 180 days or it shall be considered approved as provided for in Section 104(b) of the Act. The last date for such approval or disapproval is September 23, 1990.


We have reviewed and evaluated the proposed noise compatibility program and have concluded that it is consistent with the intent of the Act and that it meets the standards of Federal Aviation Regulations Part 150.

The documentation submitted by the City of Burlington was reviewed by the Airports, Air Traffic, Airway Facilities, and Flight Standards Divisions, and by the Assistant Chief Counsel. The public comment period closed June 25, 1990. No substantive comments have been received.

Each proposed action in Burlington International's noise compatibility program was also reviewed and evaluated on the basis of effectiveness and potential conflict with federal policies and prerogatives. These include safe and efficient use of the nation's airspace and undue burden on interstate commerce.


2

Our approval or disapproval recommendations on each proposed action are described in the attached Record of Approval. Each proposed action is described in detail in Volume 2: Noise Compatibility Program.


Vincent A. Scarano

Attachment

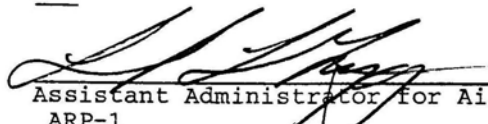
Concur ☒
Nonconcur ☐


Assistant Administrator for Policy
and International Aviation, API-1 9/18/90
(Date)

Concur ☒
Nonconcur ☐


Chief Counsel, AGC-1 Sept. 21, 1990
(Date)

Approved ☒
Disapproved ☐


Assistant Administrator for Airports,
ARP-1 Sept 21 1990
(Date)

RECORD OF APPROVAL

BURLINGTON INTERNATIONAL AIRPORT
BURLINGTON, VERMONT

NOISE COMPATIBILITY PROGRAM

I. INTRODUCTION

The City of Burlington, Vermont sponsored an Airport Noise Compatibility Planning Study under a Federal Aviation Administration (FAA) grant, in compliance with Federal Aviation Regulations (FAR), Part 150. The Noise Compatibility Program (NCP) and its associated Noise Exposure Maps (NEM) were developed concurrently and submitted to FAA for review and approval on January 30, 1990. The NEM was determined to be in compliance on March 27, 1990. The determination was announced in the Federal Register on May 1, 1990.

The Part 150 Study was closely monitored by a Technical Advisory Committee, which represented the City of Burlington (including airport administration), City of Winooski, City of South Burlington, town and regional planning agencies, state transportation and environmental agencies, fixed-base operators, airport users, and community residents. A series of Technical Advisory Committee meetings were held, with the consultant presenting material and findings. Three public information meetings were held. The consultant addressed comments at all of these meetings, and subsequent written comments as well.

The study focused on defining an optimum set of noise and land use mitigation measures to improve compatibility between airport operations and community land use, presently and in the future.

The resultant program is described in detail in Volume 2: Noise Compatibility Program, Sections 2, 3, 4, and 5. Section 2 summarizes the NCP, Section 3 analyzes operational alternatives, Section 4 analyzes land use alternatives, and Section 5 contains information on implementation and monitoring.

The program elements below summarize as close as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals which follow include actions that the City of Burlington recommends be taken by FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

II. PROGRAM ELEMENTS

A. Airport Operations Measures.

1. Extension of Taxiway G. (Sections 2.1.1, 3.1.1, and 5.1; Figure 3-2.)

Taxiway G would be extended from the existing intersection with Taxiway A to Taxiway C, parallel to Runway 15-33 (Figure 3-2.) The Taxiway extension is offered as an alternative to a noise barrier along Airport Drive, from Patrick Street to Airport Road (Figure 3-1). Aircraft presently taxi adjacent to the terminal apron, which is a route significantly closer to residents across Airport Drive. Based on this taxi procedure, calculated maximum A-weighted noise levels from the Shorts SD-360 aircraft range between 66 and 70 dBA (Table 3-2).

Approved: This measure would increase the distance of taxiing aircraft from residents across Airport Drive. Noise reduction would be equal to or greater than that provided by an alternative noise barrier -- 7 to 17 decibels.

2. Terminal Power Installation and APU/GPU Use Restrictions. (Sections 2.1.2, 3.1.2, and 5.1.)

Installation of terminal power hookups (already underway) for aircraft would reduce significantly the need for aircraft to park at terminal gates and use internal auxiliary power units (APUs) or ground power units (GPUS). The installation would be followed by a rule prohibiting the use of APUs or GPUS between 10:00 p.m. and 7:00 a.m., except for emergency or extenuating circumstances.

Approved.

3. Nighttime Bi-directional Runway Use. (Sections 2.1.3, 3.2, and 5.1.)

In order to minimize late-night operations over the City of Winooski (north of the airport) the air traffic control tower would use Runway 15 for departures and Runway 33 for arrivals, traffic conditions permitting.

Approved. The total number of residences in the Winooski area exposed to 65 DNL would decrease from 988 to 285. DNL noise would decrease approximately 3 dBA and increase over less populated areas to the south of the airport.

4. Noise Abatement Flight Paths for Runways 15 and 33 Departures, and Runway 15 Arrivals. (Sections 2.1.4, 3.3, and 5.1.)

New procedures would have civil aircraft fly over less populated areas. Runway 33 departures would turn to a heading of 310 degrees. Runway 15 departures would turn to a heading of 180 degrees. Successive turns of Runway 33 departures and Runway 15 arrivals would avoid downtown Burlington to a greater extent.

Approved. Single-event-level contour analysis indicates a reduction in direct overflight noise of approximately 5 dBA in the most seriously impacted areas of Winooski (north of the airport) and Williston (south of the airport).

5. Voluntary Limits on Military C-5A Training. (Sections 2.1.5, 3.5.1, and 5.1.)

An informal agreement with the military (already implemented) limits C-5A operations to only necessary takeoffs and landings. No training operations will be conducted.

Approved. Elimination of C-5A training activity would not show up in DNL analysis, but the elimination of probably the noisiest and annoying single event at the airport would be noticed.

6. Voluntary Minimization of F-16 Multiple Aircraft Flights. (Sections 2.1.6, 3.5.2, and 5.1.)

Military personnel have been scheduling as many single-aircraft, as opposed to multiple-aircraft, flights as possible.

Approved. A flight of two aircraft is perceived as three dBA louder than a single aircraft.

7. Voluntary Army Guard Helicopter Training Controls. (Sections 2.1.7 and 3.5.3.)

The majority of National Guard helicopter training operations is conducted away from the Burlington area. Landings and takeoffs at the airport are significant on Guard training days. The Guard will continue to conduct training away from the airport when conditions permit. In terms of long-range planning, the Guard should consider consolidating operations at Camp Johnson, a rural location distant from the airport.

Approved. This measure gives support to an already implemented policy and offers a recommendation for longer-term noise abatement.

B. Monitoring and Review Elements.

8. Ongoing Monitoring and Review of Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) Status. (Section 5.3.1 and 5.3.2.)

This measure provides for revision of the NEM and NCP, citing three examples: changes in airport layout, unforecast changes in the level or mix of airport activity, and non-compliance with the NCP. Continuation of the Technical Advisory Committee as a Noise Abatement Committee is also recommended as well as use of a computer program (EXP) to indicate when revision of the NEM/NCP is appropriate. Finally, purchase of a permanent noise monitoring system is recommended.

Approved. These measures would ensure the continuation of noise abatement efforts and provide analytic tools to accomplish it.

9. Flight Track Monitoring. (Section 5.3.3.)

The airport would utilize an outside firm to perform flight track analysis of FAA radar tapes on a temporal sampling basis.

Approved. This measure would provide follow-up data on airport operations measures 3 and 4 above.

C. Land Use Measures.

10. Land Acquisition and Relocation. (Sections 2.2.1, 4.1.1, and 5.2.1.)

Incompatible land use includes six mobile homes within the 65 DNL contour and 54 other residences within the 70 DNL contour. A purchase and relocation program would be voluntary and comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Approved. In combination with airport operational measures this remedial measure would provide for compatible land use.

11. Soundproofing. (Sections 2.2.2, 4.1.3, and 5.2.2.)

Qualified compatible residential and noise sensitive land uses within the 65 and 70 DNL contours, and qualified compatible non-residential land uses in the 75 DNL contour, would be included in a soundproofing program. Three hundred twenty-seven residential and two non-residential land uses would be involved. The program would be conducted in conjunction with the above acquisition and relocation program.

Approved. Where effective, soundproofing would provide for compatible land use.

12. Easement Acquisition Related to Soundproofing. (Sections 2.2.3, 4.1.2, and 5.2.3.)

The airport would attempt to negotiate avigation easements within the 65 DNL contour, in return for sound attenuation assistance. Easements would provide for the right of flight, right to cause noise, control over structures, and other use of the land.

Approved. This measure would ensure compatible land use.

13. Airport Zoning Overlay District. (Sections 2.2.4, 4.2.2, and 5.2.4.)

This land use measure would restrict uses which are highly sensitive to noise and could also feature construction standards for sound insulation.

Approved. The measure would have a significant effect on ensuring future compatible land use.

14. Easement Acquisition for New Development. (Sections 2.2.5, 4.2.1, and 5.2.5.)

Easements as described in measure 12 above would be obtained for new development within the 65, 70 and 75 DNL contours.

Approved. This measure would also help ensure future compatible land use.

15. Real Estate Disclosure. (Sections 2.2.6, 4.2.3, and 5.2.6.)

A real estate disclosure policy would be developed for land uses within the 65 DNL contour, and implemented through revisions to zoning ordinances.

Approved. The identification of airport noise impacts on real estate will foster awareness of the relationship between the airport and the community, and serve as notice to potential buyers or lessors of airport noise considerations.

**APPENDIX B NOTICES, BACKGROUND MATERIAL,
SIGN-IN SHEETS, AND COMMENTS
RELATED TO PART 150 PUBLIC
CONSULTATION**

B.1 Material Related to the Initial Public Consultation and the November 7, 2007 Workshop

B.1.1 Workshop and Initial Public Consultation Announcement

The Burlington Free Press – October 9, 2007

The Burlington Free Press Tuesday, October 9, 2007

PURCHASER ORDER #: 05403

Free auto sleeper good for 2nd & 3rd floor auto sleeper. Call (802) 893-4134, evenings.

WATERBED FRAME King, please mirrored headboard. Many drawers. 876-2841.

WATER BED-QUEEN Mattress, liner, heater, frame in fine condition. (802) 876-8997.

Garage Sales

Great Deals!

Notice

Notice is hereby given to the general public that the Vermont Agency of Natural Resources will hold four public meetings in November to allow the Vermont Way Forward task force to present their findings and recommendations to the Vermont Agency of Natural Resources. The Vermont Way Forward documents and public meeting agendas can be found at the following internet link: <http://www.vermont.gov/wayforward/index.cfm>. The meetings will be held at the Waterbury American Legion (18 Stove St., Waterbury, Vermont). The dates and times are as follows: November 6, 2007 from 12:30pm to 4:15 pm; November 7, 2007 from 12:30pm to 4:15 pm; November 8, 2007 from 11:30am to 4:15 pm; and November 13, 2007 from 12:30pm to 4:15 pm. Written public comment can be submitted from November 8 through November 30, 2007 to Laura Piro, ANR Director of Policy Research and Planning, 103 South Main Street, 2nd Floor Center Building, Waterbury, VT 05671-0301 or ANR-AR06@state.vt.us.

NOTICE OF FORECLOSURE SALE

By virtue and in execution of the Power of Sale contained in a certain mortgage given by American Mortgage Company to Robert J. Roddy...

NOTICE OF PUBLIC WORKSHOP

Burlington International Airport Part 180 Noise Compatibility Program Update Study

November 7, 2007, 7:00pm-8:00pm, Hamilton Room, Second Level, Burlington International Airport Terminal Building, 1200 Airport Drive, South Burlington

Burlington International Airport has initiated a study to update its "Noise Compatibility Program." The primary purpose of the study is to consider expansion of the current eligibility area for voluntary acquisition of property. The study will also consider the current eligibility area, and establish clear, objective criteria for determining the appropriate use of property. All interested parties are invited to attend. There is no set presentation time. Airport representatives will be available to brief attendees and answer questions. If you plan to attend the workshop, please call (802) 863-2874 during normal business hours and we will provide you with a packet of information. You also may submit written comments at any point in the study process. Please address any comments or inquiries regarding any aspect of the study to the attention of Part 180 Update, Burlington International Airport, 1200 Airport Drive, Suite 1, South Burlington, VT 05403. Phone: (802) 863-2874. Email: noiseupdate@burlington-airport.com.

NOTICE

Westford Town Republican Caucus to select town committee for 2007-2009

Date: 10/9/2007

Location: Westford Town Office

Organized by: Frank Hessler

Westford Town Chair

October 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

PUBLIC SERVICE BOARD

VERMONT ELECTRIC COOPERATIVE, INC.'S REQUEST FOR PROPOSALS FOR A 500 KVA TRANSFORMER AT GUDRIAN SUBSTATION

IN RE THE ESTATE OF ALMA JEAN LAVIETTE

LATE OF NEWBURGH, VERMONT

NOTICE TO CREDITORS

To the creditors of the estate of Alma Jean Laviette, late of Newburgh, Vermont, who died on October 1, 2007, at the age of 84, the undersigned, the executor of the last will and testament of the decedent, hereby gives notice that the estate of the decedent is being administered in accordance with the provisions of the Vermont Probate Code. All claims against the estate of the decedent must be presented to the undersigned, the executor of the last will and testament of the decedent, within the time specified in the Vermont Probate Code. The undersigned, the executor of the last will and testament of the decedent, is not responsible for the payment of any claims against the estate of the decedent which are not presented to the undersigned, the executor of the last will and testament of the decedent, within the time specified in the Vermont Probate Code.

Dated: September 26, 2007

Signed: Kyle Burt

1/3 William C. Smith, ESQ.

78 Union Street

P.O. Box 24

Essex Junction, VT 05453-0024

(802) 288-8088

Name of Publication: Burlington Free Press

First Publication Date: October 2, 2007

Second Publication Date: October 9, 2007

Address of Probate Court: Chittenden Probate Court, P.O. Box 511, Main Street, Burlington, VT 05402. (802) 863-1618

Docket: 2007

October 9, 2007

LOST - WALLET

A wallet with 10.00 cash driver's license in name Anastasia Martin, was lost near Grand Union supermarket in South Burlington. If found, please call me 802-343-5960 or bring it to Banknorth. For complete information, call Anastasia Martin at (802) 343-5960. Email: anastasia.martin@banknorth.com

FOUND CAR & HOUSE KEYS

corner of Main and North Brown Avenue in Williston. Colours: 10/1. Call (802) 985-2248

FOUND CAT - in Lunenburg. Neutered male. Tall. White with black tiger stripes. (802) 891-9395

FOUND CAT - Ls black & white found on West St. in Williston. (802) 999-8864 to describe.

FOUND CAT - Short hair, dark grey and white. Hill View Road in Richmond. (802) 494-4542

FOUND CAT, solid black.

LOST CAT

1-1/2 yr old female. Shorthair, greyish mix. Friendly, skinny. Talks herself all the time. Pops herself down whenever she wants. Pithy mewl. Has claws. Please call (802) 863-3543

LOST DOG, Chocolate lab, South Burlington, needs medicine, reward, responds to "Lucy." (802) 324-0782

LOST!

Downtown Burlington Ladies CARRIER WATCH. Was a gift from deceased husband. REWARD! If found call 802-886-1244.

LOST ENGAGEMENT RING, Antique, broken in 2 places. In small zip lock bag around Church St. on 9/19. (802) 880-1883. REWARD!!

LOST, Motorcycle gloves on 9/21 by Redmond road and road 24 in Williston. (802) 482-4018

MONTREAL CANADIENS TICKETS, Season ticket holder, selling some of my games. Call for info (802) 835-2646

#1

Burlington Free Press Classifieds (802) 660-1824

******* AUTOMOTIVE SERVICE ADVISOR *******

Return of South Burlington is looking for a full time individual to fill a key position in our Service Department.

Our Service Advisor needs to have the following: customer service, computer & sales skills. Automotive technical skills are not required but may be helpful. Must be highly organized & able to multi-task.

Position offers full benefits. Come join our busy & talented team!

Apply in person to Theresa Duglio, Service Manager, 1058 Shelburne Road, South Burlington, VT 05403

******* CONSTRUCTION *******

We are looking for experienced managers for our construction division. Position involves management of construction crew, supervision of construction, regular on-site interaction at the construction site to handle many projects at the same time.

We bring huge talent together

(802) 893-3 burlingtonfreepress

LPNs, LNs, & PCAs:

Private Duty 25 min. nor. of Burlington. Sat. & Sun. 8:30a-4:30p. \$24.82/hr. L. \$12.60/hr. L. \$12.60/hr. L. Please, send your resumes to Call 802-638-6386 Nursing360@aol.com

Employment

CARRIER ROUTE AVAILABLE

Burlington, Windor South Burlington Colchester, Essex

\$480 - \$650/ month

MOTOR ROUTE AVAILABLE

Richford, Shelburne, Bennington, Richmond, Jeffersonville, Montpelier, Lunenburg, Milton, St. Albans, Starksboro and Vergennes

\$450 - \$1000/ month

\$250 sign-on bonus and 4-Mile tip available upon

Call 802-851-4852

Need extra cash? Sell your stuff!

(802) 658-3321 burlingtonfreepress

CHILDCARE

Teacher needed for our great kids. Energetic person with ECE/Exp. Join Team Ed-U-Cat (802) 879-4427 or tulkop@vtizon.net

******* CONSTRUCTION *******

Construction Manager

We are looking for experienced managers for our construction division. Position involves management of construction crew, supervision of construction, regular on-site interaction at the construction site to handle many projects at the same time.

The Burlington Free Press – October 10, 2007

burlingtonfreepress.com

•• The Burlington Free Press Wednesday, October 10, 2007

**BURLINGTON INTERNATIONAL
1200 AIRPORT DR. #1
JTH BURLINGTON, VT 05403**
Purchase Order #:

**NOTICE OF PUBLIC
WORKSHOP**

**Burlington
International Airport
Part 150 Noise
Compatibility Program
Update Study**

**November 7, 2007,
7:00pm-9:00pm, Hamil-
ton Room, Second Level,
Burlington International
Airport Terminal Building,
1200 Airport Drive,
South Burlington**

Burlington International Airport has initiated a study to update its "Noise Compatibility Program." The primary purpose of the study is to consider expansion of the current eligibility area for voluntary acquisition of permanent residences to: (1) better reflect neighborhood boundaries, (2) respond to interest expressed by some local residents outside the current eligibility area, and (3) establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions.

All interested parties are invited to attend. There is no set presentation time. Airport representatives will be available to brief attendees and answer questions. If you plan to attend the workshop, please call 802-863-2874 during normal business hours and advise of your attendance so we insure adequate accommodations. There will be a second workshop and public hearing when the study is complete and the draft documentation is available for public review.

Forms will be provided for submitting written input at the workshop. You also may submit written comments at any point in the study process. Please address any comments or inquiries regarding any aspect of this study to the attention of: Part 150 Update, Burlington International Airport, 1200 Airport Drive, Suite 1, South Burlington, VT 05403. Phone: (802) 863-2874. Email: mcewing@btv.aero.

October 9 & 10, 2007.
STATE OF VERMONT

Legal Notices

Chittenden Probate Court
P.O. Box 511
Main Street
Burlington, VT 05402
(802) 651-1518

October 3 & 10, 2007.

Lost & Found

LOST - WALLET
A wallet with ID and driver License on name Anastasia Martun, was lost near Grand Union supermarket in South Burlington. If found, please call me 802-343-5060, or bring it to Banknorth. For compensation. Thanks. Call Anastasia Martun at (802) 343-5060. E-mail: platone.andrei@yahoo.com.

FOUND BABY MOCCASIN
KEYS, corner of Marshall and North Brownell Avenues in Williston. Call (802) 655-0379

FOUND CAT - Lg. black & white found on West St. in Winooski. (802) 999-3664 to describe.

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Personals

MONTREAL CANADIENS
TICKETS, Season ticket holder, selling some of my games. Call for info (802) 635-2948

PATRIOT TICKETS!
I have 2 tickets to see the Redskins Sunday 10/28 & Jets Sunday 12/16. Would like to trade 2 tickets to get 4 to either game. Call Tom at (802) 338-6237.



EMPLOYMENT

- Employment
- Employment Part-Time
- Childcare Wanted
- Training
- Business Opportunities

Employment

ADVERTISING TEAM COORDINATOR

The Burlington Free Press has growth opportunities in our Advertising Department. We are looking for motivated, customer service, team oriented individuals to join us. This position is a high visibility position working closely with our advertising account executives, clients and various departments. The ideal candidates will provide excellent customer service and support our team in clerical, administrative and customer inquiries including orders, contracts and input of ads.

REQUIREMENTS

Requires excellent organizational skills, multi-task oriented, exceptional oral and written communication skills. Must have a positive, can-do, team oriented attitude. Requires a minimum of a High school diploma, strongly prefer some college, business or sales classes. Minimum 2 years experience in a support position preferably supporting sales staff. Type 35wpm. Proficient in Excel and Word. We offer an excellent opportunity to grow and an excellent compensation package including tuition reimbursement, medical, dental, vision, 401K, retirement, stock purchase, etc. If you meet the above requirements, please apply now for immediate

Employment

AUTOMOTIVE
RECONDITIONERS**

Freedom Chrysler and Saturn of South Burlington are HIRING! We need motivated people to work in our reconditioning detail shop. Be part of a team that offers benefits, training and a chance to grow in our company. Must have great attitude, reliable transportation and driver's license. Experienced reconditioners preferred.

**Apply in person to
David McMahon,
Reconditioning Dept.
Manager, 1089
Shelburne Road,
South Burlington**

AUTOMOTIVE
SERVICE
ADVISOR**

Saturn of South Burlington is looking for a full time individual to fill a key position in our Service Department.

Our Service Advisor needs to have the following: customer service, computer & sales skills. Automotive technical skills are not required but may be helpful. Must be highly organized & able to multi-task.

Position offers full benefits. Come join our busy & talented team!

**Apply in person to
Theresa Gurneo,
Service Manager
1089 Shelburne Road
South Burlington**

Building Services Technician

The Burlington Free Press is looking for an individual who can help with building maintenance. The desired candidate will have skills in facilities maintenance that could include carpentry, electrical AC / Heating etc. This position will be responsible for hands on maintenance and will also coordinate with local vendors who support building maintenance.

Send Resume:

The Burlington Free Press
Human Resources Department
191 College Street,
PO Box 10
Burlington, VT 05401

E-mail:
bhart@bfp.burlingtonfreepress.com
Fax: 802-651-4804

EOE Language

**CARRIER ROUTES
AVAILABLE**

Employment

OTTER CREEK
Awnings • Sunrooms
Custom Closets

**Construction
Manager**

We are looking for an experienced manager for our sunroom construction division. Position involves the management and coordination of several installation crews, materials ordering and inventory, regular customer interaction and the organizational ability to handle many projects at the same time. Excellent opportunity for the right person with a fun positive, can-do attitude. Come work for one of Vermont's fastest growing and most well-respected companies. Benefits include 401k, medical and dental insurance.

Please respond in confidence to:
Todd Warren
Otter Creek
19 Echo Place
Williston, VT 05495
Twarren@durasol.com

ADOPTION
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The Burlington Free Press is looking for an all-purpose designer in our news department. Work includes laying out pages, designing charts, graphs and other informational

Employment

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Seasonal Opportunities

Vermont's Premier manufacturer of Smoked meats. We have the following seasonal opportunities available with FT & PT shifts. No experience necessary, we will train you.

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- Retail Associates
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Wackenhut Security is seeking motivated individuals for several F/T and P/T openings. NO Mon-Fri day shifts available, hiring for 7A-3P, 3P-11P and 11P to 7A. If you are interested in working in a multi task environment and are comfortable with computers then come learn how to be a Control Center Operator/Dispatcher, interviews will be conducted on 10/11/2007 from 10am-3pm at Vermont Dept. of Labor, 63 Pearl St., Burlington, VT, 05452.

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Ark Veterinary Hospital
5070 Shelburne Rd #5
Shelburne, VT 05482
or FAX 802-985-5233

Employment PT

Cafeteria Worker

The Other Paper – October 11, 2007

The Other Paper, Thursday, OCTOBER 11, 2007

CENTER

d Update

ations antenna on the roof, Community Drive, were both proved.

onditional use and site plan applications of TelJet Longhaul amend a previously approved plan for a 30,000 sq. ft. ht manufacturing facility re both approved. The endment consists of installing a 30-inch high telecommunications antenna on the roof, Thompson Street.

ite plan application of Logic apply to amend a previously approved plan for a 30,000 sq. light manufacturing facility raising the building elevation by two feet, thereby necessitating a 1'2" height waiver, lining a sidewalk and curb, reing landscaping to screen proposed transformer, and reing light pole locations, 35 ompson Street, was approved.

reliminary plat and final plat olication of Pizzagalli Properties for a planned unit development consisting of a 10,000 ft. medical office building,

See DRBp. 25

Notice of Public Workshop

Burlington International Airport - Part 150 Noise Compatibility Program Update Study

**Submitted by Robert
McEwing, director, Planning
& Development, Burlington
International Airport**

Burlington International Airport has initiated a study to update its "Noise Compatibility Program." The primary purpose of the study is to consider expansion of the current eligibility area for voluntary acquisition of permanent residences to: (1) better reflect neighborhood boundaries, (2) respond to interest expressed by some local residents outside the current eligibility area, and (3) establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions.

All interested parties are invited to attend. November 7, 2007, 7-9 p.m., Hamilton Room, Second Level, Burlington International Airport Terminal Building, 1200 Airport Drive, South Burlington

There is no set presentation time. Airport representatives will be available to brief attendees and answer questions. If you plan to attend the workshop, please call 802-863-2874 during normal business hours and advise of your attendance so we insure adequate accommodations. There will be a second workshop and public hearing when the study is complete and the draft documentation is available for public review.

Forms will be provided for submitting written input at the workshop. You also may submit written comments at any point in the study process. Please address any comments or inquires regarding any aspect of this study to the attention of: Part 150 Update, Burlington International Airport, 1200 Airport Drive, Suite 1, South Burlington, VT 05403. Phone: (802) 863-2874. Email: rmcewing@btv.aero. ■

L ESTATE

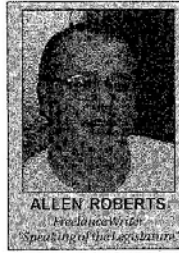
The Other Paper – October 18, 2007

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The Other Paper, Thursday, OCTOBER 18, 2007

LEGISLATIVE Updates

Speaking of the Legislature



ALLEN ROBERTS
President of the Legislature
Speaking of the Legislature
Let's instead talk about the legislators. Specifically, let's talk about their columns in *The Other Paper*, their lack of columns, the content of their columns, and how their columns can better serve our community.

I am concerned that the quantity and quality of our legislators' columns have noticeably decreased over the last several months. The most notable example is that it's been a long time since Representative Ann Pugh has submitted a column. Additionally I have seen an inconsistent publication of Representative Helen Hlead's and Representative Michele Kupersmith's columns. There are three common threads: 1) Even though the Legislature is not in session, there are still numerous legislative happenings and news that can be re-

laid to our South Burlington community. 2) The problems with Act 250, Act 60, Act 88, high tax rates, outrageous property taxes, and out of control education spending have not gone away just because the Legislature is not in session. 3) They are our elected representatives 365 days a year, not just when the Legislature is in session.

I have been consistently underwhelmed and disappointed with the content of their columns. Recently, our representatives' Legislative Update columns have focused primarily on their families, their kids, their vacations, and their hobbies. Basically they have used the forum provided by *The Other Paper* to talk about anything and everything except the purpose of their column: Legislative Updates. For example, I expect to read about how they plan to vote, learn about the specifics of a certain bill, or even become informed about the specific number of calls, emails, voicemails, they have received both for and against a particular bill. After all, why must I wait to find out how our representatives voted on an issue in order to find out where they stand on that issue? Discussions with friends and neighbors make it clear that their—and my—expectations are not being met.

My goal in writing today's column is to express my frustration. See LEGISLATURE p.25

The Legislature Off-Session



MICHELE KUPERSMITH
26 Baker Parkway
863-1814 (Home)
800-322-3615
or mkupersmith@state.vt.us
While the Legislature has not been in session since last May you might not know that from following the news. Hardly a day passes without press coverage of one issue or another involving the Legislature. How can this be? Are legislative committees meeting? Are votes taking place? Are legislators paid for this work off-session? Much of this activity is a significant change from the past, according to the "old-timers" I have asked. That while historically, representatives and senators always performed ceremonial functions off-session—and spent a lot of time in their communities listening to the wishes of those whom they represent—

they did not engage in substantive legislative work nearly to the extent that they do today. As taxpayers, are you paying for this work? You will be glad to know that, for the most part, you are not. There are a few study-committees for which per diems and expenses are paid, but only a hand-full of legislators get this benefit in any given year. But you may not be as glad to learn that this year-round work-load makes it impossible for many citizens to even consider serving the state in this capacity. We will see where this trend takes us.

My focus between last May and this coming January has been primarily on workforce and economic development issues. I work closely with the state Workforce Development Council, the Vermont Department of Labor, our local Chamber of Commerce, Vermont Businesses for Social Responsibility and other groups, to ensure that our state's limited resources are well used to promote growth for our Vermont businesses and work opportunities for our citizens. I am also working closely with a number of schools to develop internships for our high school and college students. It is through this focus that I am working on the serious problem of health care costs. One of the key cost-drivers is the shortage of

trained workers in the health care field.

This coming year will be the second of the two-year biennium. As such, there are many bills pending that have not yet been acted upon. In addition, the governor's vetoes of the energy and campaign finance bills left those issues in need of further action. Many of you have called to ask the status of the seat belt/cell phone bill. The House passed restrictions for junior operators and adults but the Senate failed to concur. A conference committee was appointed but did not meet. As for education funding, a bill was passed that requires very close study and scrutiny of how towns are spending their money for schools—and some incentives and penalties for controlling spending. There will be continued work on this issue as the data is compiled. You likely have read that the House Ways and Means Committee has actually been meeting to begin looking closely at the possibility of replacing the current residential property tax with an income tax. Currently, sixty percent of Vermonters already pay their property taxes based on income (and not on the value of their house). At the moment, there are no specific bills pending and no formal action will take place until at least January.

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NOTICE OF PUBLIC WORKSHOP
BURLINGTON INTERNATIONAL AIRPORT
PART 150 NOISE COMPATIBILITY PROGRAM UPDATE STUDY
NOVEMBER 7, 2007, 7:00PM - 9:00PM, HAMILTON ROOM
SECOND LEVEL, BURLINGTON INTERNATIONAL AIRPORT TERMINAL BUILDING,
1200 AIRPORT DRIVE, SOUTH BURLINGTON
Burlington International Airport has initiated a study to update its "Noise Compatibility Program." The primary purpose of the study is to consider expansion of the current eligibility area for voluntary acquisition of permanent residences to: (1) better reflect neighborhood boundaries, (2) respond to interest expressed by some local residents outside the current eligibility area, and (3) establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions.
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Please address any comments or inquiries regarding any aspect of this study to the attention of:
Part 150 Update, Burlington International Airport,
1200 Airport Drive, Suite 1, South Burlington, VT 05403.
Phone: (802) 863-2874.
Email: mccowin@btvcero.com.

Clute Wealth Management
Registered Investment Advisor
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South Burlington, VT (802) 864-5707
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The Other Paper, Thursday, NOVEMBER 1, 2007

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COMMUNITY CALENDAR

AROUND OUR CITY

MONDAY EVENINGS: Performers needed who love to sing in a women's a cappella chorus. Contact Karen at 879-0040, or cregancharm@yahoo.com.

THURSDAY EVENINGS: BINGO: Knights of Columbus, 2 Berard Drive, South Burlington. Doors open at 5:30 p.m. Bingo starts at 6:30 p.m. Food and refreshments.

NOVEMBER 2-3: PTO TAG SALE: November 2, 4-7 p.m. and November 3, 8 a.m.-2 p.m. Orchard School, 2 Baldwin Avenue, South Burlington. Proceeds benefit SLIMY (Sustainable Living Initiatives Motivating Youths). If you have items you would like to donate, call Mary Gleason at 863-3395.

NOVEMBER 5: FOOD DRIVE: Drs Marko Family Chiropractors. Services for established patients are in exchange for food or cash donations for the Chittenden Emergency Food Shelf, 2041 Williston Road, South Burlington. Call 863-0334 for more information.

NOVEMBER 6: "NAVIGATING THE COLLEGE ADMISSION PROCESS-A PARENT'S GUIDE": 7-8:30 p.m. SBHS Auditorium. Deb Shaver, Director of Admissions at Smith College will speak. The event is free and open to the public.

NOVEMBER 7: E.H. TUTTLE MIDDLE SCHOOL PTO MEETING: 6-7:30 p.m. Our theme will be "The Developmental Designs Approach to Middle School" (i.e., what the Responsive Classroom Approach looks like at the middle school level). All FHTMS parents and guardians are welcome to attend to hear information, meet other families and faculty members, and learn more about our school. Questions? Call Susie Merrick at 660-3189 or merrick@champlain.edu.

NOVEMBER 7: LEARN TO READ HEBREW: 4:30-6 p.m. Temple Sinai, 500 Swift St., South Burlington. 6 FREE sessions beginning November 7th. No prior experience necessary. Call to register 862-5125

NOVEMBER 8: ASCENSION CHILDCARE FALL COMMUNITY WORKSHOP SERIES: CHALLENGING BEHAVIORS, A FOLLOW-UP: 6:15 p.m. Ascension Childcare, 95 Allen Road, South Burlington. Ideas around challenging behaviors and empowering children to make good and healthy choices. Certificate of two hours of professional development training will be available to all participants who attend the full two hour workshop. Free parking and refreshments. R.S.V.P. is appreciated, but not required. For more information, contact Katie Gonyaw at 658-0212 or aschilddcar@verizon.net.

NOVEMBER 10: AARP CHAPTER #4886 MEETING: 9:30 a.m. Social time, 10 a.m. Meeting. South Burlington City Hall, 575 Dorset Street (next to the fire station), South Burlington. Program on travel. The presenter is Jean Forden. "The Joy of Meandering Solo". Guests welcome. For more information, contact Rachel Doran 877-3484.

NOVEMBER 10: COMMUNITY

LUTHERN CHURCH HOLIDAY BAZAAR: 9 a.m.-4 p.m. 1560 Williston Road, South Burlington. Crafts, plants, baked goods, toys, books, and other treasures. A variety of hot soups and refreshments will be available for purchase. For additional information, call the church at 864-5537 or visit www.cclcl1560.org.

NOVEMBER 10: ANNUAL HOLIDAY BAZAAR: 9 a.m.-2:30 p.m. All Saints Episcopal Church, 125 Spear St., South Burlington. Bake sale, crafts, books, plants, antiques, treasures, White Elephants. Soup, sandwiches and dessert luncheon. For information, call 862-9750.

NOVEMBER 10: ANNUAL HOLIDAY BAZAAR: 9 a.m.-2:30 p.m. Faith United Methodist Church, 899 Dorset St., South Burlington (south of I-89 Overpass). Crafts, baked goods, jams and jellies, pickles and relishes, assorted pies, all kinds of fudge, baked beans, the famous "CookieWalk", Christmas items, books, children's books, games and toys, puzzles, attic treasures and small appliances. Handicapped accessible. For more information, call 863-6764 or 863-6553.

NOVEMBER 23: SOUTH BURLINGTON HIGHSCHOOL CLASS OF 1997 10 YEAR RE-UNION Friday November 23rd, 7-10pm, Sunset Ballroom, 1712 Shelburne Road, South Burlington. \$40/person or \$80/couple. Questions, please contact Jon Gibson 617-817-2169 or send and email to shhs1997reunion@yahoo.com.

NOVEMBER 23-DECEMBER 24: GIFT WRAPPING SERVICES BY THE BURLINGTON EMERGENCY SHELTER: University Mall, South Burlington. For more information, and to sign up as a volunteer, please call the shelter at 862-9879. Ask for Jeanne or Melody.

NOVEMBER 26: LEGISLATIVE FORUM: 7 p.m. South Burlington Community Library. South Burlington representatives will listen to your questions and concerns while preparing for the legislative session that begins January 8, 2008.

NOVEMBER 26: MYSTERY AUTHOR ARCHER MAYOR SPEAKS: 7 p.m. Barnes and Noble Book-sellers, 102 Dorset Street, South Burlington. Free and open to the public.

NOVEMBER 29: ASCENSION CHILDCARE FALL COMMUNITY WORKSHOP SERIES: MY CHILD IS GOING TO KINDERGARTEN SOMEDAY: 6:15 p.m. Ascension Childcare, 95 Allen Road, South Burlington. Certificate of two hours of professional development training will be available to all participants who attend the full two hour workshop. Free parking and refreshments. R.S.V.P. is appreciated, but not required. For more information, contact Katie Gonyaw at 658-0212 or aschilddcar@verizon.net.

AROUND THE AREA

CHRONIC FATIGUE SYNDROME AND FIBROMYALGIA SUPPORT GROUP: 1-3 p.m. every 3rd Thursday. Burlington Police Station, One North Avenue, Burlington. For more information, call CHDS

Association 1-800-296-1445 or www.monkeywithwings.com/vtcfdids.html.

ALZHEIMER'S SUPPORT GROUP: 10:30 a.m.-12 p.m. The Arbors at Shelburne, 687 Harbor Rd, Shelburne. Meetings held every 3rd Wednesday of each month. Care for the Caregiver will be the theme November 21st. This is a free support group series for individuals and families in the early stages of Alzheimer's disease and related dementias. For more information, contact Nicole Houston at 985-8600.

WHY NOT NOW! VERMONT ADULT LEARNING GED TESTING: GED testing is open to the community three times a month, including Saturdays. If you are 16 years of age or older, you are eligible for our services. For more information, call 846-7245 x 100 or visit www.adultlearning.org.

LOOK GOOD...FEEL BETTER PROGRAM: 3rd Wednesday of every month at 3 p.m. 2nd Monday of every month at 6 p.m. Call 1-800-ACS-2345 to register. Wednesday class listings: Nov. 21, December 19. Monday class listings: Nov. 12, Dec. 10.

NOVEMBER 1: PEACE CORPS MEETING: 6:30-8 p.m. Williams Family Room, Davis Center, UVM. For more information, contact Amanda Richardson at 656-8269 or peace.corps@uvm.edu or www.uvm.edu/~pcorps.

NOVEMBER 1: CRITICALLY ACCLAIMED HISTORIAN LECTURE: 7 p.m. W.H. Brands will be at the McCarthy Arts Center for a special lecture entitled "Why Foreign Policy is So Messy." The event is free and open to the public.

NOVEMBER 2: FIRST FRIDAY ART WALK: 5-8 p.m. City-wide, Burlington. For more information, call 264-4839 or email info@artmapburlington.com.

NOVEMBER 3: BENEFIT CONCERT FOR ALZHEIMER'S ASSOCIATION OF VERMONT: 7 p.m. Waterfront Theater Film House, Burlington. Tour Down Memory Lane 2. Jenni Johnson & The Junketers. \$20 per person. Visit www.flyntix.org or call 86-FLYNN.

NOVEMBER 3, 18: CATAMOUNT TRAIL ASSOCIATION 2007 FALL TRAIL WORK DAY: Trim brush and remove blow downs along the Catamount Ski Trail from Landgrove to Weston. For meeting time and place, call Lenore Budd at 864-5794 or email lbudd@catamounttrail.org.

NOVEMBER 4: VERMONT WINDS CONCERT: 7:30-9 p.m. Music Building-Recital Hall, UVM. For more information, contact Vikki Day at 656-7776 or vikki.day@uvm.edu.

NOVEMBER 4: CONCERT: 4 p.m. McCarthy Arts Center, Saint Michael's College, Colchester. "In Honor of Gyorgy Ligeti, Students, and the 20th Century." Presented by Saint Michael's College Humanities Program Concert Series.

NOVEMBER 6: CHAMPLAIN VALLEY QUILTER'S GUILD MONTHLY MEETING: 6:30 p.m. social, 7 p.m. meeting. Essex Alliance Church. New members and guests are welcome. Contact 872-9973.

See CALENDAR p.25

SOUTH BURLINGTON SERVICES

Worship Together

Our community welcomes visitors of all faiths.

ALL SAINTS EPISCOPAL CHURCH 1250 Spear Street 862-9750 Services: Sunday 8am and 10am	COMMUNITY LUTHERAN CHURCH 1560 Williston Road 864-5537 Services: Sunday 8:30 and 11 am
ASCENSION LUTHERAN CHURCH 95 Allen Road 862-8866 Services: Sunday 8:00 and 10:30 am Sunday School 9:15 am	FAITH UNITED METHODIST CHURCH 899 Dorset Street 863-6764 Service: Sunday 9:30 am
CHURCH OF CHRIST 330 Dorset Street 864-7939 Service: Sunday 10:45 am Sunday School 9:30am Wednesday Service 7pm	NEW COVENANT BAPTIST CHURCH 1451 Williston Road 863-4305 Services: Sunday 10 am Wednesday 12:30 pm
CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS 400 Swift Street 860-2884 Sacrament Meeting: Sunday 9:30 am	ST. JOHN VIANNEY CHURCH 160 Hinesburg Road 864-4166 Services: Saturday 4:30 pm Sunday 8, 9:30 and 11:30 am
COMMUNITY BIBLE CHURCH 2025 Williston Road 863-1396 Services: Sunday 8 & 10 am and 6 pm, Wednesday 7 pm	TEMPLE SINAI CONGREGATION 500 Swift Street 862-5125 Service: First Fri. of Month 5:30 pm Other Fridays 7:30 pm
THE ROCK OF GREATER BURLINGTON 73 Thompson St. 864-6516 Services: Thursdays-7pm, Sundays -10am	

NOTICE OF PUBLIC WORKSHOP

BURLINGTON INTERNATIONAL AIRPORT
PART 150 NOISE COMPATIBILITY PROGRAM UPDATE STUDY
NOVEMBER 7, 2007, 7:00PM- 9:00PM, HAMILTON ROOM,
SECOND LEVEL, BURLINGTON INTERNATIONAL AIRPORT TERMINAL BUILDING,
1200 AIRPORT DRIVE, SOUTH BURLINGTON

Burlington International Airport has initiated a study to update its "Noise Compatibility Program." The primary purpose of the study is to consider expansion of the current eligibility area for voluntary acquisition of permanent residences to: (1) better reflect neighborhood boundaries, (2) respond to interest expressed by some local residents outside the current eligibility area, and (3) establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions.

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Part 150 Update, Burlington International Airport,
1200 Airport Drive, Suite 1, South Burlington, VT 05403.
Phone: (802) 863-2874.
Email: rmccue@btv.aero.

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B.1.2 Notices and Distribution



NOTICE OF PUBLIC WORKSHOP

**Burlington International Airport
Part 150 Noise Compatibility Program Update Study
November 7, 2007, 7:00pm- 9:00pm, Hamilton Room,
Second Level, Burlington International Airport Terminal
Building, 1200 Airport Drive, South Burlington**

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"Robert McEwing"

<rmcewing@btv.aero>

10/09/2007 02:03 PM

To: <oneflightup@adelphia.net>, <jcondos@aol.com>, "George Bacigalupo" <gbacigalupo@avports.com>, "Curt Hennigar" <CAHServicesInc@bellsouth.net>, "Bob Kiss" <BKiss.GWPost.GWDomain@ci.Burlington.vt.us>, "Christie Velau" <cvelau@comair.com>, <Dodgerchris@comcast.net>, "Andrea Brooks" <Andrea.R.Brooks@erac.com>, "Bob Cone" <bob.cone@expressjet.com>, "Richard Doucette" <Richard.Doucette@FAA.GOV>, "Susan Haigh" <susan.l.haigh@FAA.GOV>, "Larry Abrams" <LarryA@flyheritage.com>, "Steve DeSarno" <Desarno@gmail.com>, "Mike Dunn" <mvdunn@hertz.com>, "Ann Beland" <Ann.Beland@jetblue.com>, "Nick Santos" <Nick@NorthRampAviation.com>, <jctrzepacz@onioncity.com>, <jhandverger@onioncity.com>, "Bill Burdet" <Bill.Burdet@pwc.ca>, "chuck hafter" <chafter@sburl.com>, "Juli Beth Hinds" <jhoover@sburl.com>, <kevin.dorn@state.vt.us>, "Rich Turner" <Rich.turner@state.vt.us>, "Duane Perry" <Duane.perry@ual.com>, "Julie Taylor" <julie_e._taylor@usairways.com>, "Dan Power" <Dpowerbudget@verizon.net>, "Frank Cioffi" <frank@vermont.org>, "Tim Shea" <tim@vermont.org>, <robert.gingras@vt.ngb.army.mil>, <bradley.jensen@vtburl.ane.af.mil>, <phillip.murdock@vtburl.ane.af.mil>, "Adam Rice" <adam.rice@vtburl.ang.af.mil>, <m McGuirer@willistontown.com>
cc: "Michael Flaherty" <iritfuller@aol.com>, "Andrew Jones" <ajones.GWPost.GWDomain@btv.aero>, "Alex Planas" <APlanas.GWPost.GWDomain@btv.aero>, "Brian Searles" <BSearles@btv.aero>, "Doug Wood" <DWood.GWPost.GWDomain@btv.aero>, "Heather Kendrew" <HKendrew@btv.aero>, "Joel Morales" <jmorales.GWPost.GWDomain@btv.aero>, "Kelly Colling" <KColling.GWPost.GWDomain@btv.aero>, "Kerri Fadden" <kfadden.GWPost.GWDomain@btv.aero>, "Patrick Sharrow" <psharrow.GWPost.GWDomain@btv.aero>, "Rick Varney" <RVarney@btv.aero>, "Tamara Gagne" <TGagne@btv.aero>, <GTParis@campbell-paris.com>, "Eugene Richards" <generichards@generichards3.com>, "Miro Weinberger"

<miro@hartlandgroup.biz>, "Mary Sprayregen"
<Mary.Sprayregen@mail.house.gov>, "Robert Miller" <bmillier@rem-development.com>
Subject: Public Workshop-Noise Compatibility Program Update

The Airport is conducting an update of its Noise Compatibility Program (NCP). A letter to Stakeholders along with a project summary is included for your information. Also attached is a notice of the first public workshop on the NCP to discuss the program and to obtain input. This first public workshop is scheduled for Wednesday, November 7 at 7:00pm in the Hamilton Room and Conference Rooms 1 and 2 (if needed) at the Airport. As an important member of the Airport community and team, you are invited to attend and participate in the workshop.

Please let me know if you will be attending.

Thanks

Robert McEwing
Director, Planning & Development
Burlington International Airport
1200 Airport Drive #1
So. Burlington, VT 05403
802-863-2874
802-863-7947 (fax)

Note: The project summary mentioned above can be found starting on page B-16 of this appendix.

B.1.3 November 7, 2007 Workshop

Sign-In Sheets:

Part 150 Noise Compatibility Program
Workshop
November 7, 2007 7:00 to 9:00 pm.

Please sign in below:

Name:	Address:
1. Bob Bouvier	26 AIRPORT PKY
2. Eileen Bouvier	" " "
3. Theresa Ashton	1195 AIRPORT DRIVE
4. Michael Ashton	" " "
5. Gail Kirby	4 PATRICK ST
6. LUCIEN PROVENCER	44 MARYLAND ST
7. James Kirk	12 Picard Circle
8. Lucy Kirk	12 Picard Circle
9. Louie + Bob Downing	1089 Airport Dr
10. Jody Davis	10 Picard Circle
11. Gary Orr	10 Picard Circle
12. Mike/Michael Henry	4 Picard Circle
13. Gene Dufour	12 Dufour St.
14. Norma Corrion	360 White St
15. Wendall Corrion	360 White St
16. Sandra Pierce	72 Dymont Ave
17. Mike N F	Picard Circle
18. JAMES BONNIE	104 Airport Pkwy
19. WAYNE/BEVERLY DORRICK	18 MARYLAND ST

- | Name: | Address: |
|------------------------------|----------------------------|
| 20. Charles Thibault | 6 Picard Cir |
| 21. Claudette Thibault | " " " |
| 22. Bill & Miki Gaddy | 61 Dumont Ave. |
| 23. Kristy & Marc DeRobertis | 1185 Airport Dr. |
| 24. Autumn Venezia | 31 Dumont Ave |
| 25. Donna Bailey | 31 Dumont Ave |
| 26. JAY ZATZ | 30 MT. VIEW BLVD. SO BURL. |
| 27. Chad Phillips | 7 Maryland Street |
| 28. DON DALTON | 1383 AIRPORT DR. |
| 29. Don & Sheila Quenneville | 364 White St |
| 30. Gerard Proulx | 1155 Airport Dr. |
| 31. Susan LAMAY | 8 Picard Circle |
| 32. THOMAS SIKH | 1261 AIRPORT DRIVE |
| 33. | |
| 34. | |
| 35. | |
| 36. | |
| 37. | |
| 38. | |
| 39. | |
| 40. | |

Name:

Address:

41. Robert & Verity Lattrelle - 21 S. Henry St. Burlington, VT 05405
42. David Chaffee 317 Meadowcroft Rd. Williston
43. Marlene Bailey 30 Mt. View Blvd So. Bur.
44. Mark Brigham 413 Duval St. S.B.
45. Rachel Methot 57 DUMONT
46. David Methot 57 DUMONT
47. Kathy 20 Millham Ct.
48. Linda Lee 9 Clinton St.
49. Anne Norton 39 Duval St. S.B.
50. 12-16-1 15 Eagle Dr. Pt W
51. Anne Vavie 15 Eagle Dr Pt W
52. Becky Pothol 25 Dumont Ave S. Burl.
53. Dean Corra 69 Dumont Av. S.B.
54. Jack Darling 397 White St.
55. Donna Binville 11 S. Henry Ct
56. _____
57. _____
58. _____
59. _____
60. _____
61. _____

Handout - Comment Sheet:



**Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
November 7, 2007 Public Workshop**

Name: _____

Address: _____

Phone: _____

Date: _____

I/we wish to comment or inquire about the following aspects of this project:

Comments are welcome throughout the NCP process. Comments received by
December 7, 2007 will be incorporated into the draft document.

Part 150 Noise Compatibility Program Update
November 7, 2007 Public Workshop
To mail your comments, please fold this form in half and close
with tape before mailing



Place
Stamp
Here

Burlington International Airport
Attn: Part 150 Update
1200 Airport Drive Suite 1
South Burlington, VT 05403

Handout – Summary:



**Burlington International Airport (BTV)
Part 150 Noise Compatibility Program (NCP) Update Study
SUMMARY OF STUDY BACKGROUND, SCOPE, AND SCHEDULE
September 2007**

Burlington Vermont actively pursues noise abatement and mitigation objectives at Burlington International Airport (BTV) under a Federal Aviation Regulation called "Part 150, Airport Noise Compatibility Planning." The City recently initiated a study to update the airport's Part 150 "Noise Compatibility Program." One of the first steps in the study is an open public workshop, scheduled for November 7, 2007, at [location?], from # pm to # pm. The purpose of the workshop is to provide all potentially interested parties with an opportunity to understand the study purpose and process, and to provide input for the City to consider as it proceeds.

This document provides background information on Part 150 and prior Part 150 activities at BTV, and summarizes the current study's purpose, scope, schedule, and further opportunity for public input.

Part 150 Overview and Prior Actions at BTV

Part 150¹ sets forth standards for airport operators to use in documenting noise exposure in the airport environs and establishing programs to minimize noise-related land use incompatibilities. A formal submission to the Federal Aviation Administration (FAA) under Part 150 includes documentation for two principal elements: (1) Noise Exposure Maps (NEMs) and (2) a Noise Compatibility Program (NCP).

The City has undertaken three prior Part 150 study processes at BTV:

- The City completed its first Part 150 study for BTV in 1989.² The FAA found the NEM (with noise documentation for 1988 and 1993) in compliance in March 1990, and provided a Record of Approval (ROA) for the NCP in July 1990.
- In May 1997, the City submitted an updated NEM to the FAA, with contours for 1997 and 2002.³ The FAA found the NEM update in compliance with Part 150 in June 1997.
- In August 2006, the City submitted a second NEM update to the FAA, with noise contours for 2006 and 2011.⁴ The FAA found the NEM in compliance with Part 150 on November 6, 2006.

These documents are available for public review at BTV administrative offices in the terminal building.

NCP Update Purpose

It should be noted that Part 150 is a purely voluntary program – *no airport is obligated to conduct a Part 150 study or to pursue noise compatibility through it.* However, as the preceding summary indicates, Burlington has actively participated in the program over the prior two decades, and has found its participation to be highly beneficial for the City, the airport, airport users, and surrounding residents.

¹ Part 150 is published under Title 14 of the Code of Federal Regulations as "14 CFR Part 150."

² "FAR Part 150 Noise Compatibility Planning Study, Volume 1: Noise Exposure Map," June 1988, and "Volume 2: Noise Compatibility Program," November 1989, prepared by Reynolds, Smith and Hills, and Harris Miller Miller & Hanson Inc.

³ "FAR Part 150 Noise Exposure Map Update," prepared by Hoyle, Tanner & Associates, Inc., May 1997.

⁴ "14 CFR Part 150 Update, 2006 and 2011 Noise Exposure Maps, prepared by Harris Miller Miller & Hanson Inc., in association with Campbell & Paris Engineers P.C., August 2007.

**Burlington International Airport Part 150 Noise Compatibility Program Update Study
SUMMARY OF STUDY BACKGROUND, SCOPE, AND SCHEDULE
September 2007**

A primary purpose of the August 2006 NEM update was to provide updated noise contours to use in continued implementation of the FAA-approved NCP element to acquire mobile homes within the 65 decibel (dB) Day-Night Average Sound Level (DNL) contour and “permanent” residences within the 70 dB contour. 9BTV staff and consultants will provide descriptions of these noise terms and figures showing the areas encompassed by the most recently prepared noise contours at the public workshop.)

An additional outcome of the NEM update was a recommendation that the City initiate an NCP update to consider expansion of the eligibility boundary for voluntary acquisition of permanent residences out to 65 dB DNL, to: (1) assist in “humanizing” the program to better reflect neighborhood boundaries, (2) respond to interest to participate expressed by some local residents outside the current eligibility area, and (3) establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions. The FAA concurred with the recommendation and provided the City with a grant to conduct the NCP update. *Pursuit of this recommendation is the primary purpose of this current study effort.*

NCP Update Scope and Schedule

The following table identifies major study milestones. BTV staff and consultants will be available at the workshop to describe these steps in detail.

Task	Anticipated Schedule
1. Confirm adequacy of 2006 / 2011 contours	September, 2007
2. Conduct initial analysis of revised land acquisition measure	October, 2007
3. Conduct initial public consultation	November, 2007
4. Complete analyses and prepare draft NCP documentation	December, 2007
5. Conduct 2 nd round consultation and hearing	February, 2008
6. Prepare final NCP submission	April, 2008
7. Initiate formal 180-Day FAA Review	May, 2008


Note that there will be a second round of public consultation when the technical analysis and draft study documentation are complete. The draft documentation will be made available for review at multiple publicly accessible locations in communities around BTV prior to the second public workshop.

A portion of the second public workshop will be a formal public hearing, to provide interested parties the opportunity to officially comment on the study process and recommendations. Opportunity also will be provided for interested parties to submit written comments prior to finalization of the NCP documentation. This opportunity will be advertised in local newspapers. All written comments received at the public hearing and during the comment period will be included and addressed in the NCP submission to the FAA.

Additional Information

To obtain additional information about the NCP update, the upcoming public workshop, or related matters, please contact Robert McEwing, Director of Planning & Development, Burlington International Airport, at 802-863-2874. Email: rmcewing@btv.aero.

Handout – Aircraft Noise Description



How do we Describe Aircraft Noise?

We use a number of terms to describe aircraft noise. These metrics form the basis for the majority of noise analyses conducted at most airports in the U.S.

The Decibel, dB

All sounds come from a source – a musical instrument, a voice speaking, an airplane. The energy that produces these sounds is transmitted through the air in waves, or sound pressures, which impinge on the ear, creating the sound we hear.

The decibel is a ratio that compares the sound pressure of the sound source of interest (e.g., the aircraft over flight) to a reference pressure (the quietest sound we can hear). Because the range of sound pressures is very large, we use logarithms to simplify the expression to a smaller range, and express the resulting value in decibels (dB). Two useful rules of thumb to remember when comparing individual noise sources are: (1) most of us perceive a six to ten dB increase to be about a doubling of loudness, and (2) changes of less than about three dB are not easily detected outside of a laboratory.

The A-Weighted Decibel, dB(A)

Frequency, or “pitch”, is an important characteristic of sound. When analyzing noise, we are interested in how much is low-, middle-, and high-frequency noise. This breakdown is important for two reasons. First, our ears are better equipped to hear mid- and high-frequencies; thus, we find mid- and high-frequency noise more annoying. Second, engineering solutions to noise problems are different for different frequency ranges. The “A” filter approximates the sensitivity of our ear and helps us to assess the relative loudness of various sounds.

Maximum A-weighted Sound Level, L_{max}

A-weighted sound levels vary with time. For example, the sound increases as an aircraft approaches, then falls and blends into the background as the aircraft recedes into the distance. Figure 1 illustrates this phenomenon. We often describe a particular noise “event” by its maximum sound level (L_{max}). Figure 2 shows typical L_{max} values for some common noise sources. In fact, two events with identical L_{max} may produce very different total exposures. One may be of very short duration, while the other may be much longer.

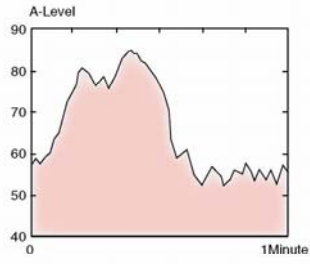


Figure 1. A-weighted Sound Levels Over Time

Sound Exposure Level, SEL

The most common measure of cumulative noise exposure for a single aircraft flyover is the Sound Exposure Level (SEL). Mathematically, it is the sum of the sound energy over the duration of a noise event – one can think of it as an equivalent noise event with a one-second duration. Figure 3 shows that portion of the sound energy included in this event. Because the SEL is normalized to one second, it will almost always be larger in magnitude than the L_{max} for the event. In fact, for most aircraft events, the SEL is about 7 to 12 dB higher than the L_{max}. Also, the fact that it is cumulative measure means that a higher SEL can result from either a louder or longer event, or some combination.

Common Outdoor Sound Levels	Sound Levels dBA	Common Indoor Sound Levels
Concorde, Landing 1000 m. from Runway End	110	Rock Band
727-100 6500 m. from Start of Takeoff Roll	100	Inside Subway Train (new line)
747-200 6500 m. from Start of Takeoff	90	Food Blender at 3 ft.
Diesel Truck at 50 ft., Lear 25D 2000 m. from Landing	80	Garbage Disposal at 3 ft.
Lear 35 2000 m. from Landing	80	Shouting at 3 ft.
Lear 25D 6500 m. from Start of Takeoff	70	Vacuum Cleaner at 10 ft.
Lear 35 6500 m. from Start of Takeoff	70	Normal Speech at 3 ft.
Commercial Area	60	Large Business Office
Cessna 172 1000 m. from Landing	60	Dishwasher Next Room
Quiet Urban Daytime	50	Small Theater, Large Conference (Background)
Quiet Urban Nighttime	40	Library
Quiet Suburban Nighttime	30	Bedroom at night
Quiet Rural Nighttime	20	Concert Hall (background)
	10	Broadcast and Recording Studio
	0	Threshold of Hearing

Figure 2. Common Environmental Sound Levels

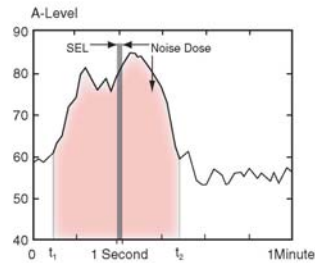


Figure 3. Sound Exposure Level

SEL provides a comprehensive way to describe noise events for use in modeling and comparing noise environments. Computer noise models base their computations on SEL values.

Day-Night Average Sound Level, DNL

The Day-Night Average Sound Level (DNL) represents noise as it occurs over a 24-hour period, with the assumption noise events occurring at night (10 p.m. to 7 a.m.) are 10 dB louder than they really are. This 10 dB penalty is applied to account for greater sensitivity to nighttime noise, and the fact that events at night are often perceived to be more intrusive because nighttime ambient noise is less than daytime ambient noise.

Figure 4 depicts a hypothetical daily noise dose. The top frame repeats the one-minute noise exposure that was shown in Figure 1. The center frame includes this one-minute interval within a full hour; now the shaded area represents the noise during that hour with 16 noise events, each producing an SEL. Finally, the bottom frame includes the one-hour interval within a full 24 hours. Here the shaded area represents the listener's noise dose over a full day.

DNL normally can be measured with standard monitoring equipment or predicted with computer models.

Most aircraft noise studies utilize computer-generated estimates of DNL, determined by accounting for all of the SELs from individual events which comprise the total noise dose at a given location on the ground.

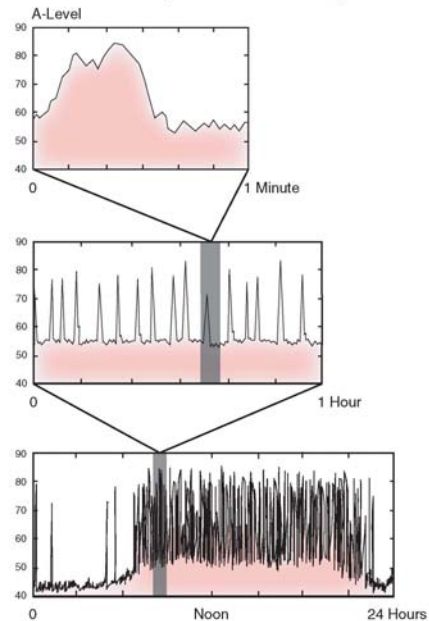


Figure 4. Daily Noise Dose

Computed values of DNL are often depicted as noise contours reflecting lines of equal exposure around an airport (much as topographic maps indicate contours of equal elevation). DNL contours usually reflect annual average operating conditions, taking into account the average number of flights each day, how often each runway is used throughout the year, and where over the surrounding communities the aircraft normally fly.



HARRIS MILLER MILLER & HANSON INC.

Consultants in Noise and Vibration Control

www.hmmh.com

Boards:

www.hmmh.com

**Welcome to the
Burlington International Airport
Part 150
Noise Compatibility Program Update Study
Public Workshop**



November 7, 2007

**What is Part 150?
How has it been pursued locally?**



www.hmmh.com

- **Voluntary federal “Airport Noise Compatibility Planning” program**
 - Provides airports with technical and procedural guidance
 - Determines eligibility for federal noise abatement funds
- **Submission to FAA includes two technical elements:**
 - Noise Exposure Map (NEM) – identifies incompatible land uses for base and forecast years
 - Noise Compatibility Program (NCP) – identifies actions airport proposes to address and prevent incompatible land uses
- **Prior Part 150 activity at Burlington International Airport included:**
 - FAA accepted NEM for 1998 and 1993 conditions in March 1990
 - FAA approved NCP in July 1990
 - FAA accepted NEM update (for 1997 and 2002) in June 1997
 - FAA accepted NEM update (for 2006 and 2011) in October 2006

Proposed Revision to Current Noise Compatibility Program

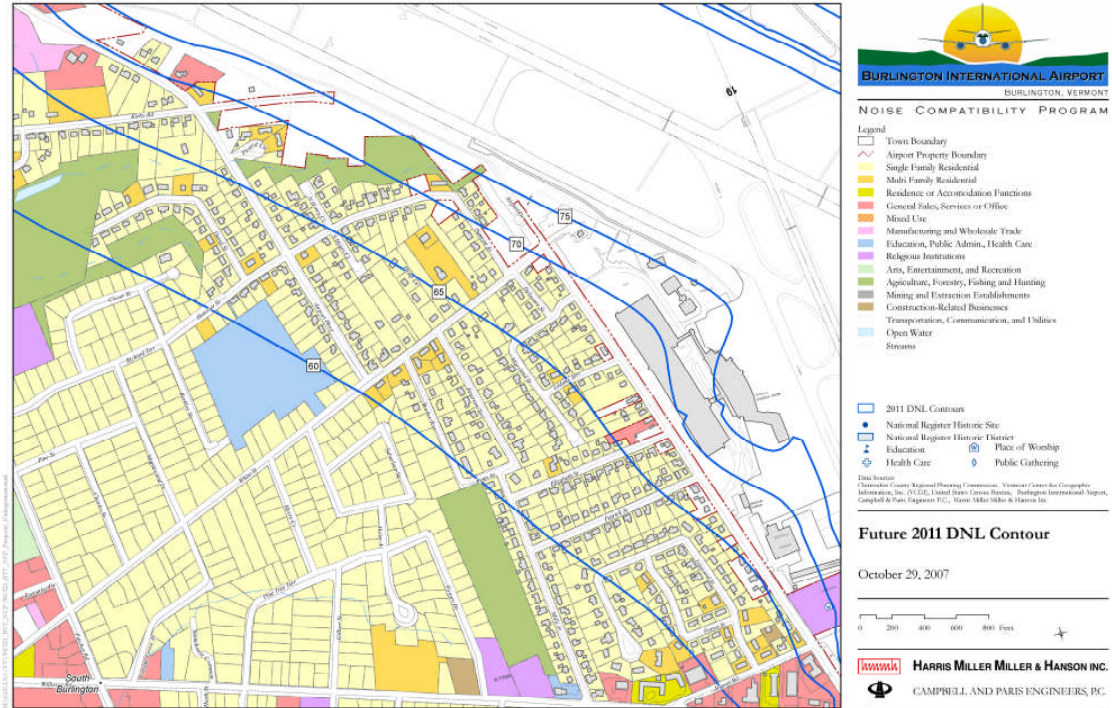
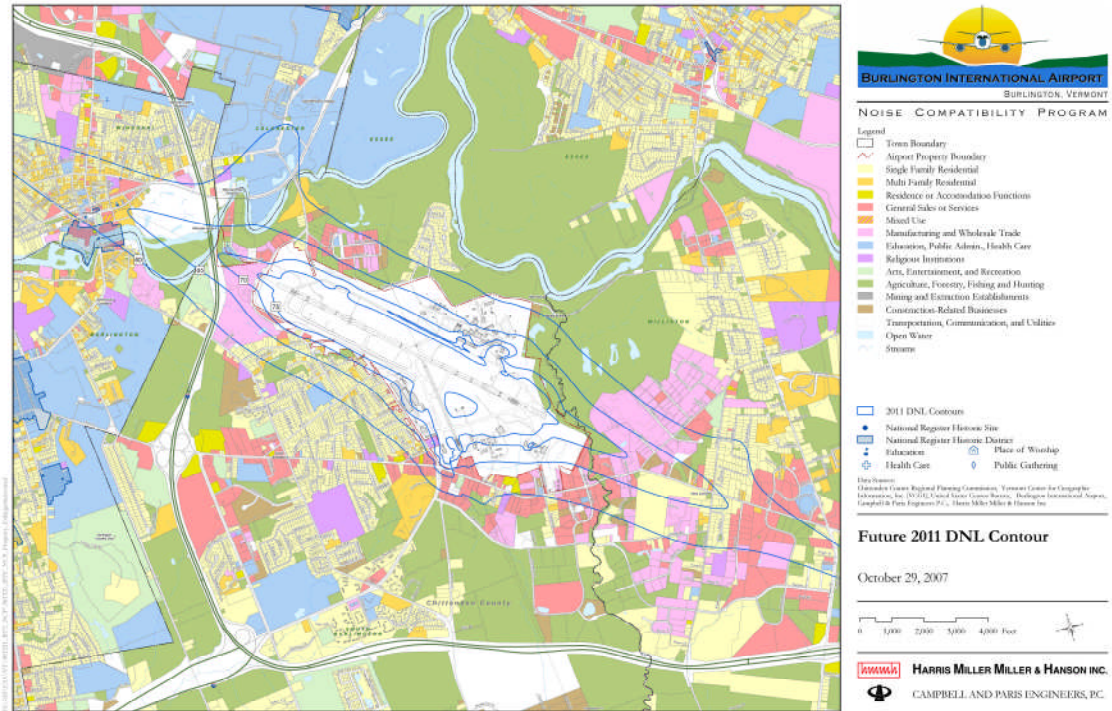


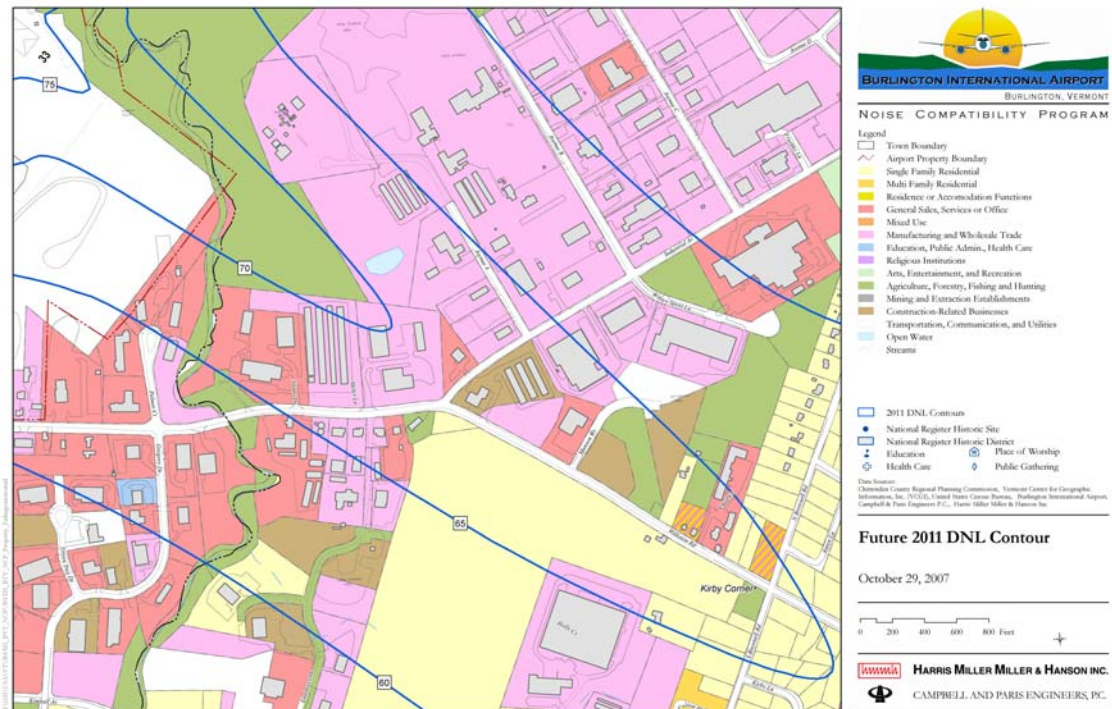
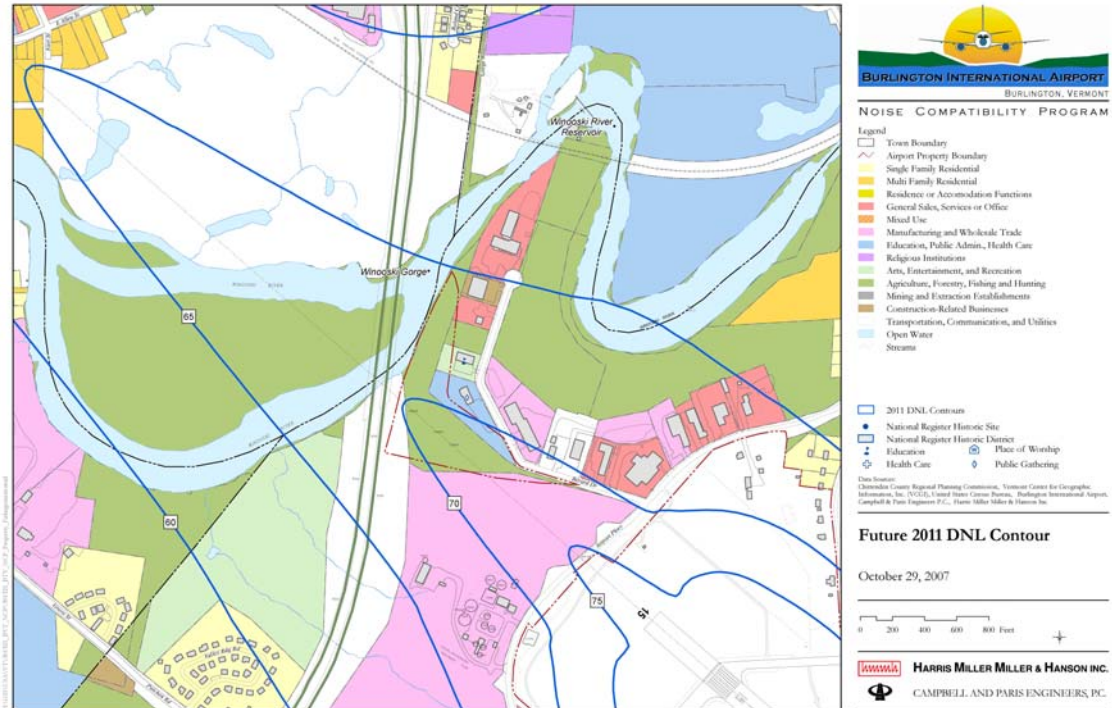
- Approved NCP includes voluntary land acquisition program that uses federal grants to acquire:
 - Mobile homes within the 65 dB DNL contour
 - Permanent residences within the 70 dB DNL contour
- The primary purpose of this NCP update is to consider expanding eligibility for voluntary acquisition of permanent residences out to 65 dB DNL, to:
 - Assist in “humanizing” the program to better reflect neighborhood boundaries
 - Respond to interest to participate expressed by some local residents outside the current eligibility area, and
 - Establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions
- Program participation will continue to be entirely voluntary

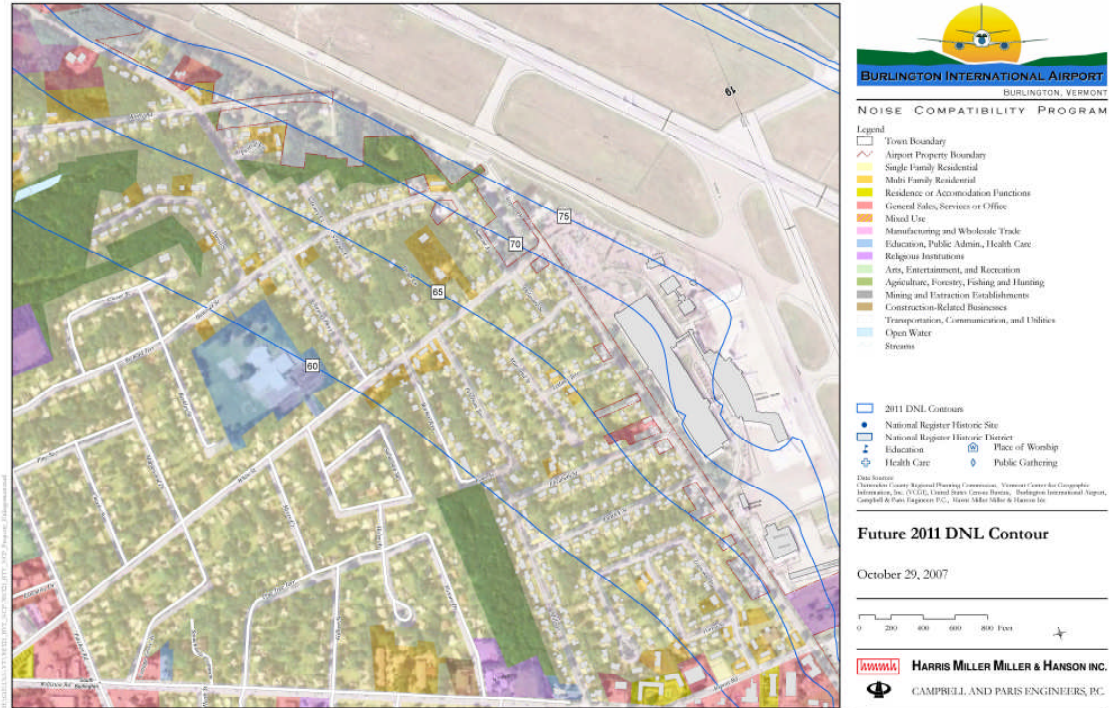
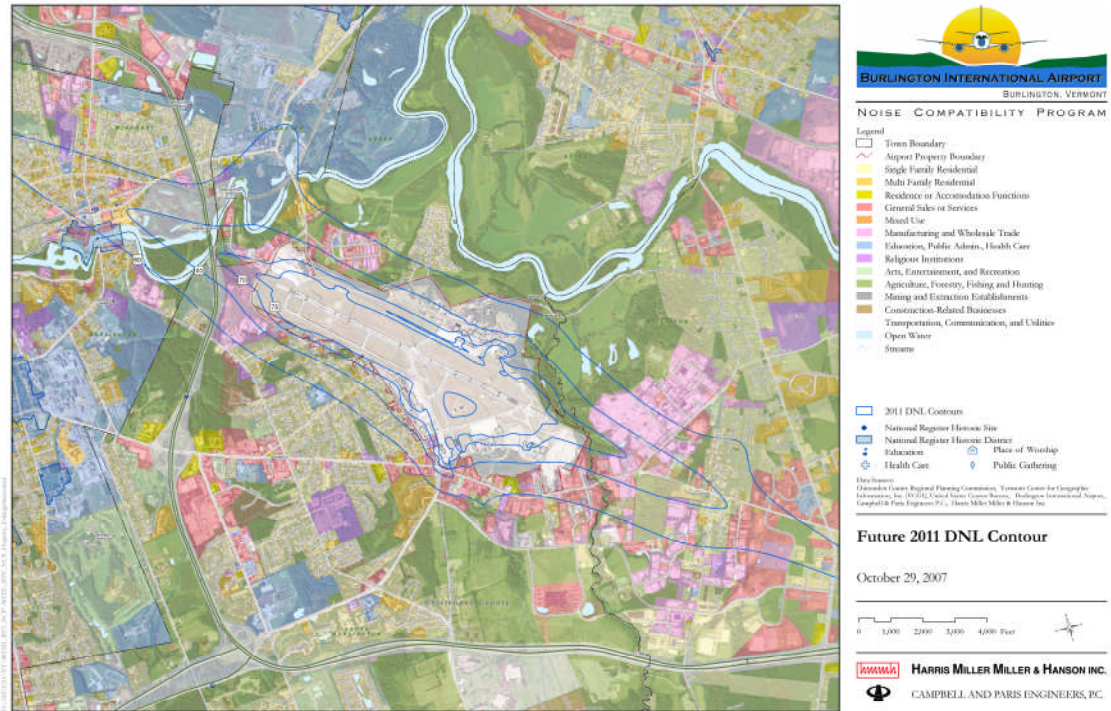
Anticipated Project Schedule

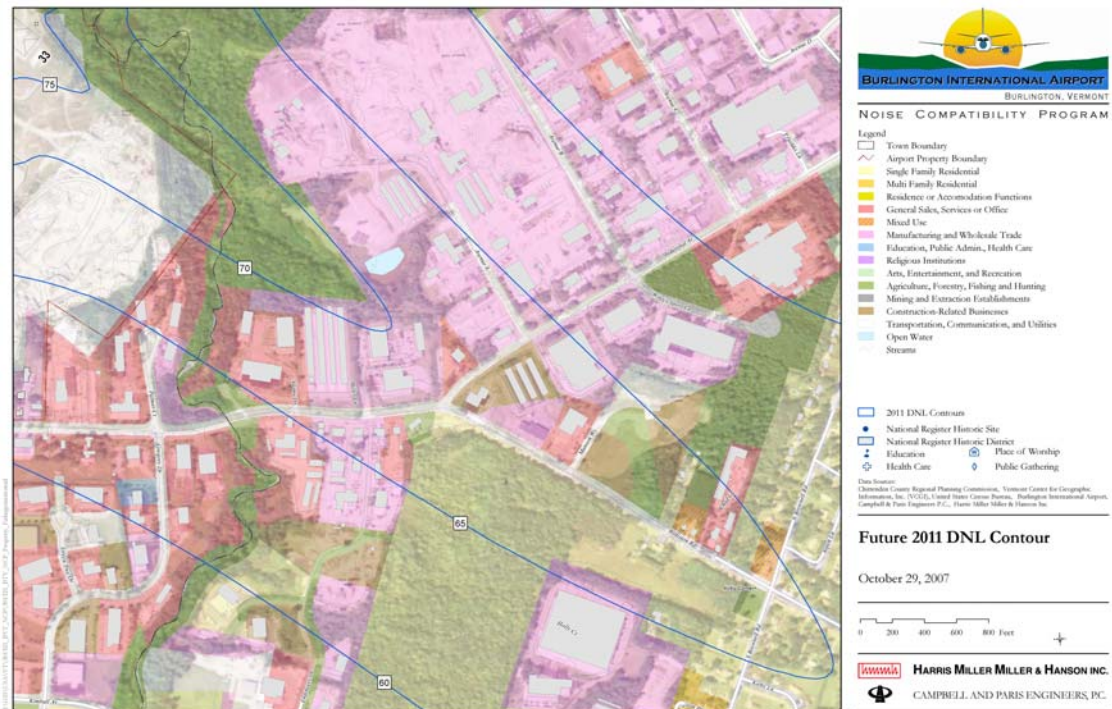
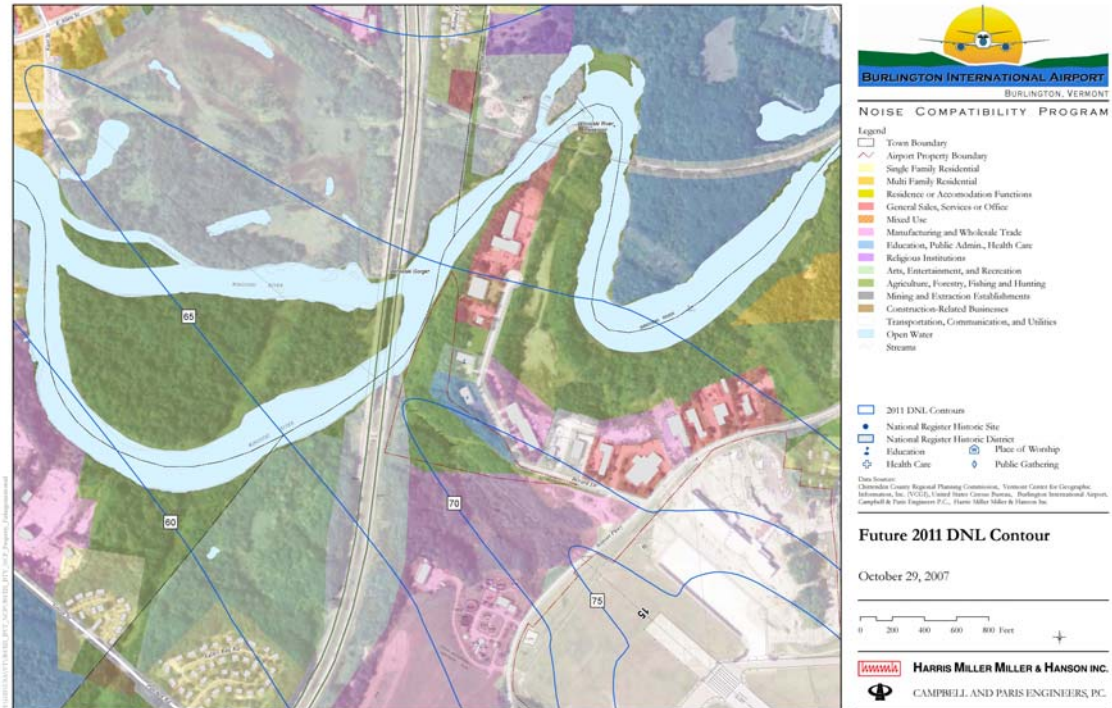


Milestone	Anticipated Schedule
1. Confirm adequacy of 2006 / 2011 contours	September 2007
2. Conduct initial analysis of revised land acquisition measure	October 2007
3. Conduct initial public consultation (<i>tonight's meeting</i>)	November 2007
4. Complete analyses and prepare draft NCP documentation	December 2007
5. Conduct second round consultation and public hearing	February 2008
6. Prepare final NCP submission	April 2008
7. Initiate formal 180-day FAA review	May 2008









B.1.4 Written Comments Received During Initial Public Consultation

Comment 1 – 11/7/07



**Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
November 7, 2007 Public Workshop**

Name: DAVID DELANEY
Address: 1 DELAWARE ST
S. Burlington, VT
Phone: 858-5652
Date: 11/7/07

I/we wish to comment or inquire about the following aspects of this project:

notify in writing all residents
within 1-2 mile bounding the airport
proximity

Comment 2 – 11/7/07



**Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
November 7, 2007 Public Workshop**

Name: GAIL KIRBY
Address: 4 PATRICK ST
Phone: 658-0398
Date: 11/7/07

I/we wish to comment or inquire about the following aspects of this project:

It would help greatly if night-time
noise can be addressed. Reving
engines at 1am for an hour is
more than annoying. Those of us
who work need to sleep at night!

Can the maintenance
area be moved away from
Airport Drive area?

I'm interested!

Comment 3 – 11/7/07



**Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
November 7, 2007 Public Workshop**

Name: LORRIE SPOERING
Address: 1089 Airport Dr
So Burlington VT 05403
Phone: 858-4436
Date: 11/7/07

I/we wish to comment or inquire about the following aspects of this project:

Cedar "sticks" intended to block
parking near cemetery, & run
around cemetery need to
be addressed.

Be nice if even "some"
issues were enforced/addressed
to give the illusion that at
least airport is trying to
fix problems

Comment 4 – 11/7/07



**Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
November 7, 2007 Public Workshop**

Name: Donna Bailey
Address: 31 Dumont Ave
S. Burl
Phone: 802 349 9721
Date: 11-7-07

I/we wish to comment or inquire about the following aspects of this project:

As houses are razed, please deal
with sound barrier issues. Trees, etc.
are important, but do not block noise.
On Dumont, several houses are down
and so the noise levels are higher.

I'm interested in learning more about
aquisition.

Also- if you raze the houses across
the street, are we in the 70 zone??

Comment 5 – 11/9/07

----- Message from Thomas_Paul_Stich@KeyBank.com on Fri, 9 Nov 2007 15:28:59 +0000 -----

To: rmcewing@btv.aero

Subject: 11/7 Workshop - Comments/Request

Dear Mr. McEwing,

I would like to thank you (and appropriate parties) for the invitation to the workshop. After the initial 'gripe-session', I found the information provided useful, and I appreciated your candor.

COMMENTS

The session clearly had intent, based upon the mailings sent to local residents, to focus strictly on aircraft noise. The fact that you addressed concerns not directly related to aircraft noise, seemed to defuse from tension amongst the folks attending, and I thought it prudent to suggest to you to take these out-of-scope concerns into consideration while planning future buy-outs.

Specifically regarding item number 3 under the heading "NCP Update Purpose", the thought process of using the dBA contour lines as a guide for acquisitions certainly is not a bad starting point, but one should add such items as geographic distance from airport boundaries, secondary noise issues, and overflow parking concerns when evaluating the acquisition process. You may recall my concern related to the use of 'panic-buttons' on rental car key sets to find vehicles at the 2nd floor NW corner of the parking structure. Seeking to be objective, I understand the point of view of the Kirby and Picard residents in reference to their over flow parking dilemma as well.

Lastly, the overview you personally provided of the buy-out process seemed objective, comprehensive, and fair. It may be prudent to provide such details available in writing at future workshops.

REQUEST

I would ask that you please place our property on the list of volunteers for the acquisition process. We were satisfied with our site and situation prior to the expansion of the parking structure, and although less so thereafter, content with the structure itself. The pitfalls that came with the structure, however, have placed us in the position now of 'wanting out'. Should you require our request to be in a more formal correspondence, be advise and we will address as you see fit to advise.

Very truly yours,
Tom Stich
1261 Airport Drive
South Burlington, VT 05403
phone (daytime): 660-4270

Comment 5 continued

This communication may contain privileged and/or confidential information. It is intended solely for the use of the addressee. If you are not the intended recipient, you are strictly prohibited from disclosing, copying, distributing or using any of this information. If you received this communication in error, please contact the sender immediately and destroy the material in its entirety, whether electronic or hard copy. This communication may contain nonpublic personal information about consumers subject to the restrictions of the Gramm-Leach-Bliley Act. You may not directly or indirectly reuse or redisclose such information for any purpose other than to provide the services for which you are receiving the information.

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Comment 6 – 11/19/07

Nov. 20, 2007 2:19PM Burlington Airport 802-868-7947

No. 3824 P. 1

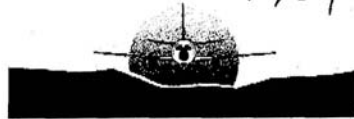
INFO: Joe Cardello

FR: Bob McEwing

NOV 19 2007

781-225-7939

Fax 11/21/07
2:15P



Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
November 7, 2007 Public Workshop

Name: _____
Address: Duval St.
S. Burlington
Phone: _____
Date: 11-16-07

I/we wish to comment or inquire about the following aspects of this project:

*- Would like to see adequate
noise barriers put up as
properties are sold and houses
Removed - ie. natural areas (trees)
or manmade walls (berms) -
and consider highly the
aesthetic factor.

*- Would like to see military involvement
along w/ BTV, to reduce noise as
much as possible - with high regard
to the community and people that
actually do live nearby.

*- Any businesses put into empty lots
would hopefully not impact negatively
towards the neighborhood Character.

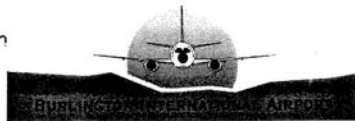
Comment 7 - 11/20/07

INFO: Joe Cardello
Fr: Bob McEwing

NOV 20 2007

FAX
11/21/07
2:25 PM

781-229-7939



Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
November 7, 2007 Public Workshop

Name: Chantelle + Jody Davis
Address: 10 PICARD Circle
So. Burlington Vermont 05403
Phone: 802 86 27544
Date: 11/15/07

I/we wish to comment or inquire about the following aspects of this project:

we have lived at 10 Picard Circle for 4 years now +
tried to endure the deafening airplane noise. we have 3 small
girls, ages 4-9, and bedtime is a nightmare! Our youngest
daughter wants to stay at her grandparents house all the time
because she is "afraid" of noises. Our oldest daughter is 9 + cries
over firework noise, so you can just imagine how she is reacting
to jets + loud engines when she tries to fall asleep. You never know
when it is going to happen, with the exception of every night between
midnight + 1:00 am when they check the plane engines + idle them. That's
a real treat! Did I mention three children? Yes, our 8 year old
now suffers from chronic asthma + needs inhalers + medication daily.
Air quality is the culprit we fear because she has never
been around cigarettes... none of our family smokes and after testing,
we found that she has no allergies to foods/pets, ect. Jet fuel
is ever present around our home being so close to the runway.
There are no homes left on our side. They have been torn down,
like the homes in back also! We are close enough to wake
to the pilots!
we put our home on the market 6 months ago + we

Have yet to see 1 person interested!

Comment 8 – 11/13/07

Info: Joe Cardello

Fr: Bob McEwing

781-229-7939

NOV 13 2007

AX: 11/15/07



Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
November 7, 2007 Public Workshop

Name: George Chaffee
Address: 312 Meadowrun Rd
Williston VT
Phone: 878-1241
Date: 11-9-07

I/we wish to comment or inquire about the following aspects of this project:

Your studies appear to apply formulas that
average sound over time in order to create
65 dB- isodecibel rings around BTU.
Where I live under base to final for 33,
the F-16s surely exceed 65dB for brief
periods and that is the problem: Humans
don't average pain - it is those shocking
penetrations that cause the discomfort.
Windows and dishes rattle and I cannot
refocus my attention until the practice with
approaches and throttle settings is over
- and then the next group returns an
hour or two later. This airport sits in the
middle of Vermont's largest residential
area. Quality of Life, a vaunted VT attribute
is seriously degraded by this military activity.

B.2 Material Related to the Public Hearing and the March 25, 2008 Workshop

B.2.1 Public Workshop, Hearing and Comment Period Announcement

The Burlington Free Press – March 3, 2008

4C www.burlingtonfreepress.com

... The Burlington Free Press ■ Monday, March 3, 2008



BULLETIN BOARD

- Absolutely Free
- Adoption
- Garage Sales
- Entertainment/Adult
- Legal Notices
- Lost & Found
- Personals

Absolutely Free

FREE
JUNK CAR REMOVAL
20 mile radius of
Winoski.
Tues - Fri 8a - 5p
Saturday 8a - 12p
Rathe's Salvage
(802) 655-0651

BALDWIN ORGAN
Take away FREE!
Call (802) 999-1606,
leave message.

BONDED PAIR COOL
CATS
looking for good home
in the country. Great
mousers. Sisters, one
black, one grey. (802)
878-5169. E-mail tie-
thelariady@yahoo.com.

BRITISH SHORTHAIR
n male 1.5 yrs, blue.
Call (802) 326-4896.

CAT
Calico/female 8yo/no
ads home w/o pets.
Call (802) 899-1254.

CATS-2, Friendly 8
year olds, vaccinated.
To good home only.
Must go soon. Jeff
(802) 373-8826

FREE
WOODEN
SKIDS

Burlington Free Press
A LOCAL CUSTOM

802-660-1880

ADVERTISING GUIDELINES

Please check your advertisement the first day it runs. We wish to correct any error before the second insertion as we will not be responsible for any adjustments in charges beyond the first appearance of the ad. Any credits for errors will be determined according to the impact the error had on the

ad content. In the interest of maintaining our standards of accuracy and good taste, we reserve the right to refuse, cancel or edit advertising at any time.

Burlington Free Press
A LOCAL CUSTOM

Absolutely Free

COMP. MONITORS (2)
Near new/new in box.
15". (802) 864-8241.

HIMALAYAN MALE
Flame pt, extreme
faced. 3 yrs old. Large
cat, 16 lbs. Neutered
and UTD on shots.
Needs a new home with
no other cats. Adoption
fee: \$75. Pixs: www.lovmeyca-
ts.net (802) 891-1218.
sg0668@yahoo.com.

HUMIDIFIER FILTERS
Sq. wick filters, Ken-
more, No. 506480.
Call (802) 658-3337.

HUMIDIFIER WICKS
Kenmore square
wicks. 2 in box. Call
(802) 864-8241.

KITTEN. To a good
home, pure white fe-
male, 3 months, spayed
& shots. (802) 453-7263

LAW BOOKS. Numer-
ous vols. All picked up
by 2/28 a.m. latest.
(802) 658-3337

PIANO
McPhail Upright. Call
for details. Call (802)
453-4421

43" TOSHIBA T.V
Needs work. You take
away Heavy. Georgine
at (802) 860-2576.

Legal Notices

Invitation to Qualify

Legal Notices

and Bid
By Chittenden County
Transportation Authority
(CCTA)

For construction of a
paint spray booth in their
bus storage facility. In
order for bids to be con-
sidered for this project,
firms must meet the
qualification criteria. Qualification information
is included in the Project
Manual. Firms must sub-
mit all qualification docu-
ments in a sealed enve-
lope separate from sealed
bids. The only bids that
will be opened are those
of contractors who meet
the qualification criteria.
If you have any ques-
tions regarding these
forms or the qualifi-
cation process, please
call Aaron Frank at 864-
0629, ext. 24. Project
documents may be pick-
ed up and signed out at
15 Industrial Parkway,
Burlington, VT 05401,
available on 3/5/08.
Project documents may
be viewed at the Works
in Progress plan room at
20 Farrell St., S. Burling-
ton, VT 05403. A man-
datory pre-bid walk-thru
is scheduled at the site
on Tuesday, March 11th
at 10:00 AM. Bids are
due Thursday, April 3,
2008 at 2:00 p.m. See
Project Manual for addi-
tional requirements. No
proposer will be discrimi-
nated against because
of age, sex, race, color,
religion, national origin,
or disability.

March 3, 2008
NOTICE OF PUBLIC
WORKSHOP AND PUBLIC
HEARING
Burlington International
Airport
Part 150 Noise Compati-
bility Program Update
Study March 25, 2008,
7:00 pm - 9:00 pm,
Hamilton Room, Second
Level, Burlington Interna-
tional Airport Terminal
Building, 1200 Airport
Drive, South Burlington,
VT. The City of Burling-
ton has completed the
draft update to its "Noise

Legal Notices

e Compatibility Program"
for Burlington Interna-
tional Airport. The draft
document is available for
public review at the fol-
lowing three locations:

Burlington International
Airport
1200 Airport Drive,
Suite 1
South Burlington,
Vermont

Monday - Friday, from
8:00 am to 4:30 pm.

South Burlington
Planning Office
575 Dorset Street
South Burlington,
Vermont

Monday - Friday, from
8:00 am to 4:30 pm.

Chittenden County
Metropolitan Planning
Organization
30 Kimball Avenue
South Burlington,
Vermont

Call (802) 863-2874
with any questions about
access to the material
for review purposes.
The primary purpose of
the Noise Compatibility
Program update is to
consider expansion of
the current eligibility area
for voluntary acquisition
of permanent residences
to: (1) better reflect
neighborhood bounda-
ries, (2) respond to in-
terest expressed by some
local residents outside
the current eligibility
area, and (3) establish
clear, objective bases for
determining the appropri-
ate order in which to un-
dertake future acquisi-
tions. All interested parties
are invited to attend.
The purpose of the
Workshop and Public
Hearing is to provide in-
terested parties with an
opportunity to obtain in-
formation on the study
and its recommenda-
tions through one-on-
one conversations with
airport representatives.
If possible, please call
802-863-2874 during
normal business hours if
you expect to attend the
meeting, so the airport
can ensure adequate
space is provided for all
attendees. All interested parties are

Legal Notices

invited to provide com-
ments. Forms will be
provided at the work-
shop for submitting writ-
ten input, although writ-
ten comments will be ac-
cepted in any form. A
court reporter will be at
the workshop to trans-
cribe verbal comments
from any attendees who
prefer that method of
providing input. The City
will accept written com-
ments until 4:00 pm Fri-
day, April 4, 2008.
Please address com-
ments or inquiries regard-
ing any aspect of this
study to: Part 150 Up-
date, Burlington Interna-
tional Airport, 1200 Air-
port Drive, Suite 1,
South Burlington, VT
05403. Comments re-
ceived at the Public
Hearing and during the
comment period will be
included in the final sub-
mission to the Federal
Aviation Administration.
Please phone (802) 863-
2874 or email rmce-
wing@btv.aero with any
questions about this pro-
cess.

February 25 & March 3,
2008

Request for Proposals
State of Vermont
Agency of Human
Services
Office of Vermont Health
Access

The State of Vermont
("State"), Agency of Hu-
man Services (AHS), Of-
fice of Vermont Health
Access (OVHA), is issu-
ing this Request for Pro-
posals (RFP) to procure a
Contractor to implement
and operate a Medicaid
Reach Up Transportation
System. The Contractor
is expected to provide
for, arrange, and facili-
tate reimbursement of
transportation for Ver-
mont Medicaid eligi-
ble persons; training/employ-
ment-related transpor-
tation for Vermont Reach
Up participants; and
emergency transports for
patients who have been
involuntarily committed
to a hospital for mental
health crisis. A required
letter of intent must be
submitted by March 14th,
2008, 4:00 pm EST and the
proposal submission deadline
is April 9, 2008, 4:00 pm
EST. Obtain a complete
copy of the RFP on OV-
HA's website address
http://ovha.vermont.gov/
administration/request-
s-for-proposals-issued-

Legal Notices

2008-1 or fax a request
to Peter McNichol at
802-879-5919.

March 2, 2008

State of Vermont District
of Chittenden, SS
Probate Court Docket
No. 32312

IN RE THE ESTATE OF
GEORGIANA G. MOSE-
BACH Late of Burlington,
Vermont.

ORDER AND NOTICE OF
HEARING BY PUBLICA-
TION

To All Interested Per-
sons:

WHEREAS, the following
petition has been made
to the Probate court for
the District of Chitten-
den: Petition to Open a Testa-
ment Estate and admit
the Last Will and Testa-
ment of Georgiana G.
Mosebach to probate
and issue Letters Testa-
mentary to Betty Les-
tage.

WHEREAS, the Court has
assigned the 26th DAY
OF MARCH 2008, at the
Probate Office in Burling-
ton, Vermont, at 10:30
a.m. to hear and decide
upon said petition, and
ordered that notice
thereof be given by pub-
lishing this notice for two
weeks successively in
the Burlington Free
Press, a newspaper cir-
culating in Vermont.
Service by publication to
be complete at least 14
days prior to the day as-
signed for hearing;

THEREFORE, you are
hereby notified to appear
before said Court, at the
time and place assigned,
to make objections, if
you have cause. This is
the first action in this
proceeding. If you wish
to receive notice of fu-
ture events in this mat-
ter you must formally en-
ter your appearance with
the Court.

Dated this 26th day of
February 2008.

/s/ Susan L. Fowler,
Judge.

Name of Publication:
Burlington Free Press
First Publication Date:
March 3, 2008
Second Publication Date:
March 10, 2008

March 3&10, 2008

WARNING

Legal Notices

HINESBURG TOWN
SCHOOL DISTRICT
ANNUAL MEETING
March 10, 2008

The legal voters of the
Hinesburg Town School
District are hereby noti-
fied and warned to meet
at the Hinesburg Com-
munity School gymna-
sium on Monday, March
10, 2008, at 7:00 p.m.
to act upon the following
articles:

ARTICLE I: To hear and
act upon the reports of
the Town School District
Officers.

ARTICLE II: Shall the
voters of the Hinesburg
Town School District ap-
prove the Board of
School Directors to bor-
row money by issuance
of bonds or notes not in
excess of anticipated
revenues for the next fiscal
year.

ARTICLE III: Shall the
voters of the Hinesburg
Town School District ap-
prove the school budget
of Seven Million, Seven
Hundred Two Thousand,
Six Hundred Forty Dollars
(\$7,702,640) for the fiscal
year beginning July 1,
2008 through June 30,
2009, as recommended
by the Board of School
Directors?

ARTICLE IV: Shall the
voters of the Hinesburg
Town School District ap-
prove the Board of
School Directors to apply
One Hundred Forty Thou-
sand Dollars (\$140,000)
of the school district's
current fund balance to
its capital projects fund
to be applied towards
renovations to the '69
Wing? State funds may
not be available at the
time these projects are
otherwise eligible to re-
ceive state school con-
struction aid. The Dis-
trict is responsible for all
costs incurred in connec-
tion with any borrowing
done in anticipation of
state school construction
aid.

ARTICLE V: Shall the
voters of the Hinesburg
Town School District au-
thorize the Board of
School Directors to ap-
ply One Hundred Thousand
Dollars (\$100,000) of
the school district's cur-
rent fund balance as re-
venue for the 2008-2009
operating budget and ap-
ply the remaining bal-
ance as revenue for fu-
ture budgets?

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The Other Paper – February 25, 2008

The Other Paper, Thursday, FEBRUARY 28, 2008

Page 3

LETTERS

"The Function of Free Speech.....is to invite dispute."

Preserve Our Conservation Fund: Vote No on Article II on March 4th

Dear Editor:

On March 4th, Vermont will hold its Presidential Primaries. In addition to voting for who should be on the Republican or the Democratic tickets for President in November, there will be two local Ballot Items on the South Burlington ballot. Article II will ask if the Conservation Fund should be broadened, such that money collected under the Conservation Fund could be used to purchase properties for recreation fields.

In 2000, South Burlington covered an area of 16.6 square miles. Voters in South Burlington passed a Ballot Item that dedicated one cent of every \$100 of valuation to their tax bill to a Conservation Fund. The thought was to use these funds to purchase land in South Burlington to be perpetually conserved. In the Southeastern part of the City, the 44-acre Scott Property was protected through the purchase of its development rights with money from the Conservation Fund. It is hoped that this property will become the cornerstone of conservation land in that part of the City.

South Burlington increased from 14,879 in 2000 to 17,838 in 2007 (20% in 7 years). This population growth has led to increased demand for housing and services, resulting in less opportunity to conserve land in South Burlington as the City builds out. The amount of land available for conservation represents a smaller and smaller proportion of our community every day; we are running out of options.

What does the future hold? In 2025, South Burlington will continue to measure 16.6 square miles; this will not change. But our population will, and so will the total amount of land that is developed. Forecasters predict that South Burlington will have a population of 23,707 by 2025 (an increase of 59% from 2000). With this population growth, undeveloped land in South Burlington will continue to be under great pressure to be developed. There are several scenarios that are possible for South Burlington, in terms of conservation land; the worst and best are presented here:

Scenario 1: Red Rocks, East Woods, the Scott Property and a few pockets of conserved lands along Muddy Brook and elsewhere will be the only publicly accessible conservation lands in the City. The use by visitors will begin to have a dramatic effect on these properties as they suffer from overuse. These conservation lands will be totally surrounded by development and have little to offer visitors; any wildlife corridors that once might have existed will be lost. It's likely that residents will have to travel outside South Burlington to walk through a mature forest, amble across an old farm field, or take in a great view.

Scenario 2: Red Rocks, East Woods, the Scott Property and the Muddy Brook corridor are the core of a functioning network of public conservation lands in South Burlington. Thanks to the wisdom of the voters and the City administration in 2000 and 2008, South Burlington has a vibrant and functioning set of conservation lands for the public to enjoy. South Burlington took the cue from other great cities and set aside properties for the benefit of its residents and visitors (e.g.: Boston's Emerald Necklace, New York City's Central Park, and Montreal's Parc Mont Royal are cornerstones of each of these great cities).

Conservation lands (also called natural areas) are vital to any community. They: 1) Offer refuge from hectic city streets and serve as outdoor classrooms for children and adults to learn about nature; 2) Provide opportunities for low impact recreation (hiking, cross-country skiing, and snowshoeing); 3) Harbor native plants and animals and perform a wealth of ecological services, such as storing floodwater, producing oxygen, and filtering stormwater run-off; and 4) Grant postcard views that we cherish so deeply.

In 2000, voters recognized that without a dedicated fund, undeveloped lands could be permanently lost. Once land is developed, it is hard to restore the natural system that was once there.

However, on March 4th voters will be asked to rethink the Conservation Fund's original intent – to maintain areas of open, natural space that will remain forever natural. Voters in 2008 will be asked to reject the intent and wisdom of the voters in 2000 by allowing the South Burlington Conservation Fund to be altered to finance the purchase of recreation fields. While recreation fields are important to a community like South Burlington, they do not provide any of the functions that natural lands do.

The choice is ours to make in 2008. We will decide how our City will look in 2025 by how we vote on March 4th. The use of the Conservation Fund was established clearly by the voters of this City in 2000. Let's not alter the wise and forward-looking Ballot Item passed in 2000 and keep the Conservation Fund for the purchase of natural lands. We can surely find other resources in our City for the funding of recreation fields. Preserve our Conservation Fund: vote NO on Article II on March 4th. After the votes have been counted, all sides should come together to work on a master plan to strategize how to fund and site our natural lands and recreation fields.

Peter W. Jones
South Burlington Land Trust

Volunteers Needed for Reparative Justice Board of South Burlington

Submitted by Susan Deacon for the Reparative Justice Board

The Reparative Justice Board of South Burlington—composed of community volunteers—meets weekly with low-level offenders and with victims who choose to be involved. Offenders are sent to the Board by the court, or referred by the police.

The purpose of the Board is to repair damage to the community, and help an offender understand how their offense has impacted the victim, in damage, fear, injury, stress, etc.; the community, through use of community services; and, the offender and their family.

During the meeting with an offender, a plan of action is developed, including letters of apology, community service work, and a life plan for the future. Board members feel a sense of purpose in helping offenders learn to become better citizens; and in helping victims to reduce fears, anger and hurt through the process.

A community survey will be available at polling places on voting day, March 4. You may fill out a survey with your contact information, if you would like to be contacted, or participate. We look forward to your ideas and comments.

Contact Herb Sinkinson at 802-651-1793 or herbs@doc.state.vt.us ■

Vote NO on Article II

Dear Editor,

I have been living in South Burlington for 7 years now and have observed the fast pace of development on large swaths of our open land. While I have become more concerned about the city's loss of open space I have had some comfort in knowing that we are collecting funds each year in the South Burlington Conservation Fund for the purchase of land to be conserved. We have also seen the city use these funds for purchases such as the Scott property (in 2006) in the Southeast quadrant of South Burlington.

However, now the City Council is proposing that the purpose of the Conservation Fund be amended to allow for the purchase of land devoted to recreational use (ARTICLE II on the March 4th ballot). It is very clear to me that "recreational use" and land conservation are two very different things and that the original intent of the Voters was to support the preservation of open space. It seems obvious that one fund cannot be all things for all purposes and that the pressures to buy land for recreation fields could easily consume the Conservation Fund. I do not believe that we should subvert the good intent behind the original approval of the electorate for the express purpose of "conserving" and "preserving" open land in the city.

If South Burlington really needs more playing fields then a funding mechanism for that specific purpose should be proposed by the City Council and put to the voters of South Burlington, and not this cloaked attempt to use Conservation Funds for a clearly alternate purpose. What the City Council means by "recreational use" is the purchase of land for the construction of playing fields (soccer, baseball, etc.) with all the attendant structures, parking areas, drainage, and fencing associated with such facilities which would, per force, alter the natural flora, fauna and topography of the land.

The open land inventory available for "conservation" in South Burlington is very limited. If the Conservation Fund is used for purposes other than conservation I fear there will be no Conservation Fund money available for actual conservation purchase.

I will vote NO on Article II and I urge all other South Burlington voters to do the same.

Respectfully submitted,
Penne Tompkins
South Burlington

NOTICE OF PUBLIC WORKSHOP AND PUBLIC HEARING

BURLINGTON INTERNATIONAL AIRPORT
PART 150 NOISE COMPATIBILITY PROGRAM UPDATE STUDY
MARCH 25, 2008, 7:00PM- 9:00PM, HAMILTON ROOM, SECOND LEVEL,
BURLINGTON INTERNATIONAL AIRPORT TERMINAL BUILDING,
1200 AIRPORT DRIVE, SOUTH BURLINGTON

The City of Burlington has completed the draft update to its "Noise Compatibility Program" for Burlington International Airport. The draft document is available for public review at the following three locations:

Burlington International Airport 1200 Airport Drive, Suite 1 South Burlington, Vermont Monday-Friday, from 8:00am to 4:30pm	South Burlington Planning Office 575 Dorset Street South Burlington, Vermont Monday-Friday, from 8:00am to 4:30pm
Chittenden County Metropolitan Planning Organization 30 Kimball Avenue South Burlington, Vermont	

Call (802)863-2874 with any questions about access to the material for review purposes.

The primary purpose of the Noise Compatibility Program update is to consider expansion of the current eligibility area for voluntary acquisition of permanent residences to: (1) better reflect neighborhood boundaries, (2) respond to interest expressed by some local residents outside the current eligibility area, and (3) establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions. All interested parties are invited to attend.

The purpose of the Workshop and Public Hearing is to provide interested parties with an opportunity to obtain information on the study and its recommendations through one-on-one conversations with airport representatives. If possible, please call 802-863-2874 during normal business hours if you expect to attend the meeting, so the airport can ensure adequate space is provided for all attendees.

All interested parties are invited to provide comments. Forms will be provided at the workshop for submitting written input, although written comments will be accepted in any form. A court reporter will be at the workshop to transcribe verbal comments for any attendees who prefer that method of providing input. The City will accept written comments until 4:00pm Friday April 4, 2008.

Please address any comments or inquiries regarding any aspect of this study to the attention of:

Part 150 Update, Burlington International Airport,
1200 Airport Drive, Suite 1, South Burlington, VT 05403.

Comments received at the Public Hearing and during the comment period will be included in the final submission to the Federal Aviation Administration. Please phone (802)863-2874 or e-mail: rucewing@bvcacero.com with any questions about this process.

The Other Paper – March 6, 2008

The Other Paper, Thursday, MARCH 6, 2008

Page 3

CITY CENTER

City Councilman Stepping Down

By Colin Ryan, staff writer

When Dan O'Rourke comes to the end of his fourth term of service on the South Burlington City Council in May, 2008, he will not be running for re-election. O'Rourke was first elected to the council in May, 2000.

"I have thoroughly enjoyed my eight years on the council and the interactions I have had with residents and city staff," reflects O'Rourke. "With a young family and work commitments, however, I feel it is time to step away from the council."

Before O'Rourke worked with the council, he served for more than four years on the Planning Commission (now the Development Review Board.) Because of his long history with the city, he expects to be involved beyond this May.

"I do see myself remaining active in city affairs but I am unsure at this time in what capacity," he shares. "We have some very important issues facing the city, such as the new police station, the development of the city center, and the continued stress on our tax dollars."

It is in light of these and other issues that O'Rourke encourages any and all interested persons to run, this May, for his open two-

year position.

"I would encourage people who are passionate about the city to run for the council. We have very talented people working for our



Councilman Dan O'Rourke city, and it has been a tremendously rewarding experience."

If you are interested in running for the open position on the South Burlington City Council, you will need to hand in a petition with 30 signatures from valid voters by April 14 at 5 p.m. You can contact City Clerk Donna Kinville for more information at 846-4119, or dkinville@sburl.com, as well as pickup the petition and consent forms from the City Clerk's office at 575 Dorset Street.

City Appraisal Process and the Value of Your Property

Submitted by Chuck Hafter, city manager, City of South Burlington

With spring just around the corner it is the time of year when the South Burlington Assessor must ramp up efforts to complete, in a timely manner, the Grand List—assessed values of all property in the city—for the City of South Burlington. Each year, residents have the right to appeal their assessed value, but they must do so within the legal timeline set out in Vermont State Statutes. Most property owners do not receive a formal notice of this appeal opportunity. The assessment and appeal process is explained below. Also summarized below is what the city of South Burlington wants to share with its residents.

1) If you want to know your property's assessed value and the assessed value of other properties in the City of South Burlington you can view paper copies of this information at City Hall in the Assessors' Office or the City Clerk's Office or in the SB Community Library. Or you may view it on line at www.sburl.com. (Use the 2007 Grand List "as-billed" value.)

2) If you have a question about

your assessed value you are encouraged to discuss it informally with someone in the assessor's office before the end of March if at all possible

3) If you disagree with the assessment of your property you have a right to file a formal notice of appeal with the Assessors' office; however this must be done before June 30, 2008. Taxpayers may informally discuss their values at any time and file an appeal if still not satisfied.

The Grand List process is technical and legal and can be difficult to understand. To provide residents with a better understanding of the process and their responsibilities—should an individual wish to appeal a home value—below is a quick breakdown of the dates and times that relate to the lodging the Grand List for 2008. These dates are not the exact dates as stated in State Law but reflect the dates that the city is aiming for this year. All dates meet the legal requirements.

April 1: Date of assessment. Property that has changed in value is inspected and valued as of April 1 each year.

June 16: Latest date at which

Abstract of the Grand List may be lodged with City Clerk. Abstract of the Grand List is a preliminary listing of the Grand List.

June 16: Latest date which Change of Appraisal notices may be sent to property owners. Change of Appraisal notices only get sent to owners of property that have a change in assessed value, for example, due to construction, remodeling or other improvements. If your value hasn't changed you will not receive a Change of Appraisal notice, but you may still appeal your current value if you feel that the city's assessment is incorrect.

June 30: Latest date that any property owners can appeal their Grand List value for this year. Property owners who feel that the value set in the Grand List does not reflect the true equalized market value of their property on April 1 of this year, must file their request for an appeal in writing to the Assessors' office. While the official start of hearings is set in statute we encourage you to come to the Assessors' office prior to the start of hearings to review your property record information with the Assessor.

See GRAND LIST p.20

NOTICE OF PUBLIC WORKSHOP AND PUBLIC HEARING

BURLINGTON INTERNATIONAL AIRPORT
PART 150 NOISE COMPATIBILITY PROGRAM UPDATE STUDY
MARCH 25, 2008, 7:00PM-9:00PM, HAMILTON ROOM, SECOND LEVEL,
BURLINGTON INTERNATIONAL AIRPORT TERMINAL BUILDING,
1200 AIRPORT DRIVE, SOUTH BURLINGTON.

The City of Burlington has completed the draft update to its "Noise Compatibility Program" for Burlington International Airport. The draft document is available for public review at the following three locations:

Burlington International Airport 1200 Airport Drive, Suite 1 South Burlington, Vermont Monday-Friday, from 8:00am to 4:30pm	South Burlington Planning Office 575 Dorset Street South Burlington, Vermont Monday-Friday, from 8:00am to 4:30pm
--	--

Chittenden County
Metropolitan Planning Organization
30 Kimball Avenue
South Burlington, Vermont

Call (802)863-2874 with any questions about access to the material for review purposes.

The primary purpose of the Noise Compatibility Program update is to consider expansion of the current eligibility area for voluntary acquisition of permanent residences to: (1) better reflect neighborhood boundaries, (2) respond to interest expressed by some local residents outside the current eligibility area, and (3) establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions. All interested parties are invited to attend.

The purpose of the Workshop and Public Hearing is to provide interested parties with an opportunity to obtain information on the study and its recommendations through one-on-one conversations with airport representatives. If possible, please call 802-863-2874 during normal business hours if you expect to attend the meeting, so the airport can ensure adequate space is provided for all attendees.

All interested parties are invited to provide comments. Forms will be provided at the workshop for submitting written input, although written comments will be accepted in any form. A court reporter will be at the workshop to transcribe verbal comments for any attendees who prefer that method of providing input. The City will accept written comments until 4:00pm Friday April 4, 2008.

Please address any comments or inquiries regarding any aspect of this study to the attention of:

Part 150 Update, Burlington International Airport,
1200 Airport Drive, Suite 1, South Burlington, VT 05403.

Comments received at the Public Hearing and during the comment period will be included in the final submission to the Federal Aviation Administration. Please phone (802)863-2874 or e-mail: rmccawing@btvncpo.com with any questions about this process.

South Burlington Steering Committee Meeting

Thursday March 20, 2008
7:00 P.M.

Agenda

1. Approval of minutes of January 17, 2008 Steering Committee Meeting
2. Presentation of the Proposed School Budget for FY2009
3. Presentation of the Proposed City Budget for FY2009
4. Other Ballot Items
5. Other Items to come before the Committee
6. Adjournment

South Burlington City Hall
575 Dorset Street
South Burlington, VT

The Other Paper – March 13, 2008

The Other Paper, Thursday, MARCH 13, 2008

Page 3

CITY CENTER

City Charter Review Committee Schedules Public Forums

Submitted by Denis Gravelin, City of South Burlington

On April 2 and April 16, the City Charter Review Committee plans to hold public forums to encourage discussion and input on possible changes to the City Charter. The City Charter is the legal document that guides decisions on city business, such as budgeting, City Council representation, and other matters.

Appointed by the City Council in the spring of 2007, the Charter Review Committee is a group of citizens, together with representatives of the School Board and the City Council. The Committee's 11 regular meetings have been and are open to the public. The Committee is chaired by John Simson (simsonsvt@comcast.net).

The Committee has been charged with reviewing the existing City Charter. The Committee plans to develop recommendations for changes to the Charter that might better address South Burlington's needs now and in the future. Any changes to the Charter are subject to approval by a majority of the voters, which may be requested on the November ballot.

A more detailed discussion of

some of the specific items being considered, including pros and cons of alternative proposals, will be presented in the March 20th issue of *The Other Paper*.

At the public forum on April 2 (7 p.m., City Hall), the Committee will ask the public for input on general matters, including the structure of City government and general budget matters.

Questions being considered by the Committee include:

- Should the City Manager/Council form of government be changed?
- Should the number of City Councilors be changed, from the current 5?
- Should each City Councilor be representative of a specific district within the city, rather than being elected at-large?
- Should the City Charter make specific reference to enabling Neighborhood Forums as a way for councilors and others to discuss city issues?

At the April 16 meeting, the Committee will ask the public for input on more specific matters. Further information will be available in upcoming issues of *The Other Paper*.

South Village Receives DRB Approval

By Colin Ryan, staff writer

South Village Communities LLC's application to amend their planned unit development at 1840 Spear Street by reducing the front yard setbacks on 20 houses and install a series of utility cabinets was approved after more than three months of hearings with the Development Review Board.

The application requested that the developers be allowed to modify a previously approved plan for Phase I, consisting of 156 residential units and a 100-student educational facility, of the 334 residential unit South Village project.

The board was able to grant a waiver from the South Burlington Land Development Regulations to allow the developer to install the three utility cabinets at a 10 foot setback, in the front yard of three units.

However, the largest point of conflict throughout the application period has been the reduced front yard setbacks (the distance between the inside edge of the sidewalk and the nearest wall of the home). It has drawn controversy for being a late-in-the-game change and for the tightness of the distance to the sidewalk.

Driving this controversy has been the question of snowplowing. For the second time, board member Gayle

Quimby demonstrated her disapproval for the short setbacks by showing five feet on a tape measure.

Administrative Officer Ray Belair agreed in an interview that it is not common for the DRB to grant a 5-foot front setback waiver. While front setback requirement for the South Village project is 20 feet, the DRB has granted them two waivers, first reducing the setback to 10-feet, and now to 5-feet for these 20 units with open porches. The only other development in the city with a 5-foot setback requirement is Queen City Park.

Quimby added that in her research she discovered a plow can throw snow from the road a distance of anywhere from 5 to 30 feet. Resident Kevin Donahue added that dirt and gravel may also be thrown against the windows and siding of the new homes.

But the determining factor turned out to be a letter from Public Works Director Bruce Hoar, in which he said he would only allow the setbacks if there was a guarantee that the DRB permanently prohibit curbs in 16 lots in the development. Also, he stipulated that 5-feet from the porch to the sidewalk be free of shrubs, trees and other plantings.

The board reflected on whether there was a way to make these conditions permanent, and

found a solution in having city staff add a condition to the application that there be no curbs to the street in any of the 16 lots. To change this, a future DRB would actually have to repeal the 'no curbs' condition.

Now that the application has been approved, the developers were able to lay out a timeframe for the rest of Phase I.

"The infrastructure component of the project has been under construction since October and SD Ireland, the site contractor, has made great headway in completing the supporting sewer mains, stormwater management facilities, and road construction," Dave Marshall of Civil Engineering Associates, who presented the application on behalf of South Village, LLC, said.

"Most of the remaining water main, gas main and electrical distribution installation will be completed this spring. Two buildings are currently under construction with additional building permits to be requested now that this permit amendment has been approved. Later this summer we will be submitting an application for the site plan approval of two multi-family buildings located on the west side of the Phase I site."

Marshall went on to say that the developers plan to finishing the utilities and roads for Phase 1A (the northern two-thirds of Phase I) sometime this Fall.

NOTICE OF PUBLIC WORKSHOP AND PUBLIC HEARING

BURLINGTON INTERNATIONAL AIRPORT
PART 150 NOISE COMPATIBILITY PROGRAM UPDATE STUDY
MARCH 25, 2008, 7:00PM-9:00PM, HAMILTON ROOM, SECOND LEVEL,
BURLINGTON INTERNATIONAL AIRPORT TERMINAL BUILDING,
1200 AIRPORT DRIVE, SOUTH BURLINGTON

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South Burlington, Vermont
Monday-Friday, from 8:00am to 4:30pm

South Burlington Planning Office
575 Dorset Street
South Burlington, Vermont
Monday-Friday, from 8:00am to 4:30pm

Chittenden County
Metropolitan Planning Organization
30 Kimball Avenue
South Burlington, Vermont

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The primary purpose of the Noise Compatibility Program update is to consider expansion of the current eligibility area for voluntary acquisition of permanent residences to: (1) better reflect neighborhood boundaries, (2) respond to interest expressed by some local residents outside the current eligibility area, and (3) establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions. All interested parties are invited to attend.

The purpose of the Workshop and Public Hearing is to provide interested parties with an opportunity to obtain information on the study and its recommendations through one-on-one conversations with airport representatives. If possible, please call 802-863-2874 during normal business hours if you expect to attend the meeting, so the airport can ensure adequate space is provided for all attendees.

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Please address any comments or inquiries regarding any aspect of this study to the attention of:

Part 150 Update, Burlington International Airport,
1200 Airport Drive, Suite 1, South Burlington, VT 05403.
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South Burlington Steering Committee Meeting

Thursday March 20, 2008
7:00 P.M.

Agenda

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2. Presentation of the Proposed School Budget for FY2009
3. Presentation of the Proposed City Budget for FY2009
4. Other Ballot Items
5. Other Items to come before the Committee
6. Adjournment

If you are interested in having an item placed on a future agenda, please contact the superintendent.

Any person requiring special accommodations to attend this meeting should contact the superintendent's office at 652-7252 at least 72 hours before the meeting.

South Burlington City Hall
575 Dorset Street
South Burlington, VT

B.2.2 Notices and Distribution



NOTICE OF PUBLIC WORKSHOP and PUBLIC HEARING

Burlington International Airport Part 150 Noise Compatibility Program Update Study

March 25, 2008, 7:00 pm - 9:00 pm, Hamilton Room, Second Level, Burlington International Airport Terminal Building, 1200 Airport Drive, South Burlington, VT

The City of Burlington has completed the draft update to its "Noise Compatibility Program" for Burlington International Airport. The draft document is available for public review at the following three locations

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South Burlington, Vermont
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Please phone (802) 863-2874 or email rmcewing@btv.aero with any questions about this process.

From: Robert McEwing
To: ADAM T RICE; Alex Planas; Andrew Jones; Ann Beland; Bill Burdet; Bob Kiss; bob.cone@expressje.com; bradley.jensen@vtburl.ae.af.mil; Brian Searles; chuck hafter; Curt Hennigar; desarno@gmail.com; Doug Wood; dpowerbudget@verizon.net; Duane [BTVOZ] Perry; FRANK@vermont.org; generichards@generichards3.com; George Bacigalupo; George Paris; Heather Kendrew; lritfuller@aol.com; jcondos@aol.com; jctrzepacz@onioncity.com; jhandverger@onioncity.com; Juli Beth Hinds; julie_e_taylor@usairways.com; Kelly Colling; Kerri Fadden; kevin.dorn@state.vt.us; Larry Abrams; Lloyd Belnhaur; Mary Sprayregen; mcguirer@willistontown.com; miro@hartlandgroup.biz; mvdunn@hertz.com; Nick Warner; Nick@NorthRampAviation.com; One Flight Up; Patrick Sharrow; phillip.murdock@vtburl.ae.af.mil; rich.turner@state.vt.us; richard.doucette@faa.gov; Rick Varney; Robert Miller; robert.gingras@vt.ngb.army.mil; sjohnstone@ccmpo.org; susan.l.haigh@faa.gov; Tamara Gagne; tim@vermont.org
Date: 3/4/2008 4:05:23 PM
Subject: Second public workshop/hearing-Airport Noise compatability Program Update

Attached is a notice of the second public workshop/public hearing which is scheduled for **Tuesday, March 25, 2008 at 7:00pm** in the Hamilton Room and conference Rooms 1 and 2 (if needed) at the Airport. Please note that the draft document is available for review at the Airport Administrative Offices, the Chittenden County Metropolitan Planning Organization and the South Burlington Planning Office.

As an important member of the Airport community and civic leader, you are invited to attend and participate in this meeting. Your input is valued. We would appreciate it if you would let us know if you will be attending by calling 863-2874 and advising the receptionist. If you park in the parking garage, please bring your ticket in for validation.

Robert McEwing
Director, Planning & Development
Burlington International Airport
1200 Airport Drive #1
So. Burlington, VT 05403
802-863-2874
802-863-7947 (fax)

802-863-7947 P. 3

Burlington Airport 802-863-7947

Mar. 5, 2008 9:42AM

Handout – Comment Sheet:

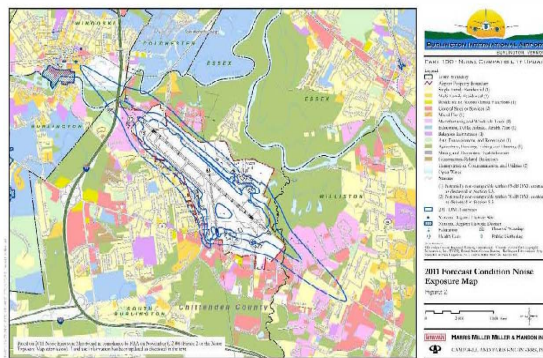


I/we wish to comment or inquire about the following aspects of this project:

[illegible]

Burlington International Airport
Attn: Part 150 Update
1200 Airport Drive Suite 1
South Burlington, VT 05403

Place
Stamp
Here



Part 150 Noise Compatibility Program Update
March 25, 2008 Public Workshop and Public Hearing
To mail your comments, please fold this form in half and close
with tape before mailing

Comments received by 4 pm Friday April 4, 2008 at the airport offices will be
incorporated into the final submission to the FAA.

Handout – Executive Summary:



**Burlington International Airport (BTV)
Part 150 Noise Compatibility Program (NCP) Update Study**

EXECUTIVE SUMMARY

As of March 25, 2008 Public Workshop and Public Hearing

The City of Burlington, Vermont (the City) pursues noise abatement and mitigation at Burlington International Airport (the Airport or “BTV”) under a Federal Aviation Regulation called “Part 150, Airport Noise Compatibility Planning.” The City is conducting this study to update the Airport’s Part 150 “Noise Compatibility Program” and anticipates submitting the update to the FAA in mid-April 2008.

This Executive Summary discusses the study background, results, status, remaining steps, and further opportunity for public input. Airport representatives will be available to discuss this information in greater detail at the March 25, 2008 public workshop. The workshop will include a public hearing opportunity for submission of verbal comments. Comments received at the workshop or in writing by 4:00 pm on April 4, 2008 (to the address at the bottom of the next page) will be included and discussed in the final submission to the FAA.

Part 150 Overview and Prior Actions at BTV

Part 150 sets forth standards for airports to document noise exposure and establish programs to minimize noise-related land use incompatibilities. A formal submission to the Federal Aviation Administration (FAA) under Part 150 includes documentation for two principal elements: (1) Noise Exposure Maps (NEMs) and (2) a Noise Compatibility Program (NCP). The City has undertaken three prior Part 150 study processes at BTV:

- The City completed the first BTV Part 150 study in 1989, with NEMs for 1989 and 1993, and an initial NCP.
- In May 1997, the City submitted an updated NEM to the FAA, with contours for 1997 and 2002.
- In August 2006, the City submitted a second NEM update to the FAA, with noise contours for 2006 and 2011.

These documents and a draft of the NCP Update being prepared in this study process are available for public review at BTV administrative offices in the terminal building (address at the bottom of the next page). The draft NCP Update document is also available at other locations as indicated at the bottom of the next page.

Noise Compatibility Program Update Purpose

Part 150 is a purely voluntary program – *no airport is obligated to conduct a Part 150 study or to pursue noise compatibility through it*. However, as the preceding summary indicates, Burlington has actively participated in the program over the prior two decades, and has found its participation to be highly beneficial for the City, the Airport, airport users, and surrounding residents.

A primary purpose of the August 2006 NEM update was to provide updated noise contours to use in continued implementation of the FAA-approved NCP element to acquire mobile homes within the 65 decibel (dB) Day-Night Average Sound Level (DNL) contour and “permanent” residences within the 70 dB contour. Figure 2 from the study, which depicts the 2011 contours, is attached to this summary for reference. *At the March 25th workshop, BTV staff and consultants will present and explain maps that will permit residents to see where their homes fall in relation to these contours.*

An additional outcome of the NEM update was a recommendation that the City initiate an NCP update to consider expansion of the eligibility boundary for voluntary acquisition of permanent residences out to 65 dB DNL, to: (1) assist in “humanizing” the program to better reflect neighborhood boundaries, (2) respond to interest to participate expressed by some local residents outside the current eligibility area, and (3) establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions. The FAA concurred with the recommendation and provided the City with a grant to conduct the NCP update. *Pursuit of this recommendation is the primary purpose of this current study effort.*

Burlington International Airport Part 150 Noise Compatibility Program Update Study
EXECUTIVE SUMMARY
March 2008

Recommended Noise Compatibility Program Revision

The City of Burlington proposes to modify the existing Land Acquisition and Relocation Program to expand eligibility to the 65 dB DNL contour, as defined by FAA-compliant Noise Exposure Maps. The program will continue to be entirely voluntary; no property owner will be required to participate. The following is a general set of guidelines for scheduling acquisition:

- *The eligibility boundary will be adjusted (“humanized”) to follow streets or blocks to ensure consistent treatment and to maintain neighborhood stability. The program boundary may be adjusted over time as a result of comments received during this NCP update, Noise Exposure Map updates and future Airport staff discussions with local municipalities and property owners. Figure 3 of the study presents the proposed humanized program boundary within South Burlington that Airport staff have developed with that city’s Planning Department; that figure is attached to this summary for reference.*
- *Priority will generally increase with noise exposure level. Properties within the 70 dB DNL contour will have the highest priority – as they would be eligible for acquisition independent of this update, followed by properties within the humanized boundary, and then within the 65 dB DNL contour.*
- *Properties abutting parcels owned by the Airport and contiguous properties offered for acquisition at the same time will be given preference in order to maintain neighborhood boundaries.*

Other major elements of the proposed program include (full details are presented in the draft document):

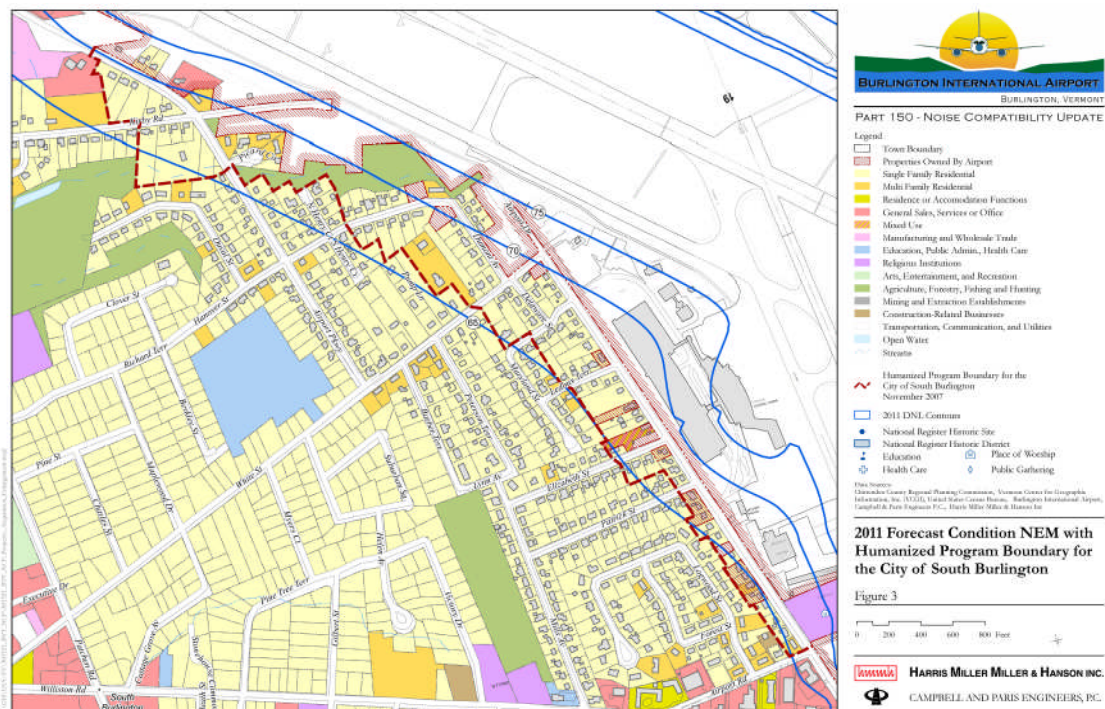
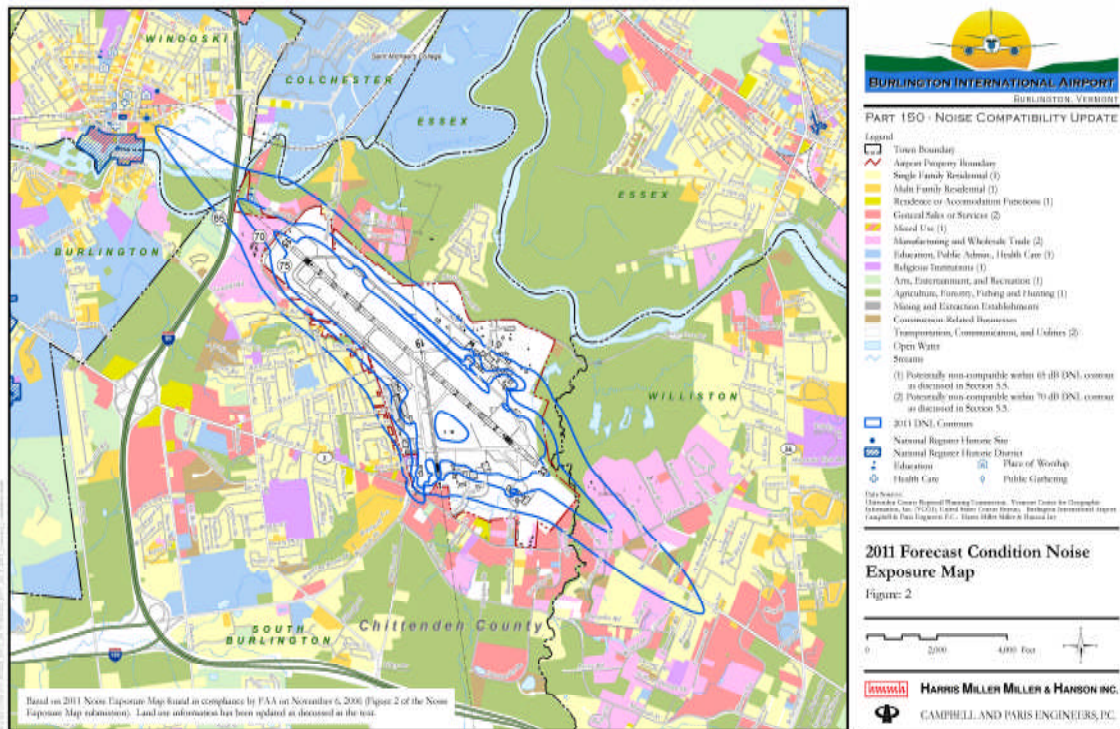
- *Eligible property owners will be paid fair market value for their property at its highest and best rate, and provided relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and implementing Department of Transportation regulations.*
- *Properties must meet any other eligibility requirements that the FAA may adopt. For example, under current FAA policy, residences built after October 1, 1998 are not eligible for acquisition*
- *The program will continue until all eligible properties volunteered for purchase are acquired.*
- *The pace of property acquisition will depend on the rate at which owners offer homes for purchase and the availability of federal and local matching funds. Based on prior experience, expected demand, and anticipated funding, it is projected that up to eight or nine residences will be acquired each year.*
- *The City will develop a reuse plan as required by FAA policy; the reused land must be noise compatible.*

Remaining Steps and Anticipated Schedule

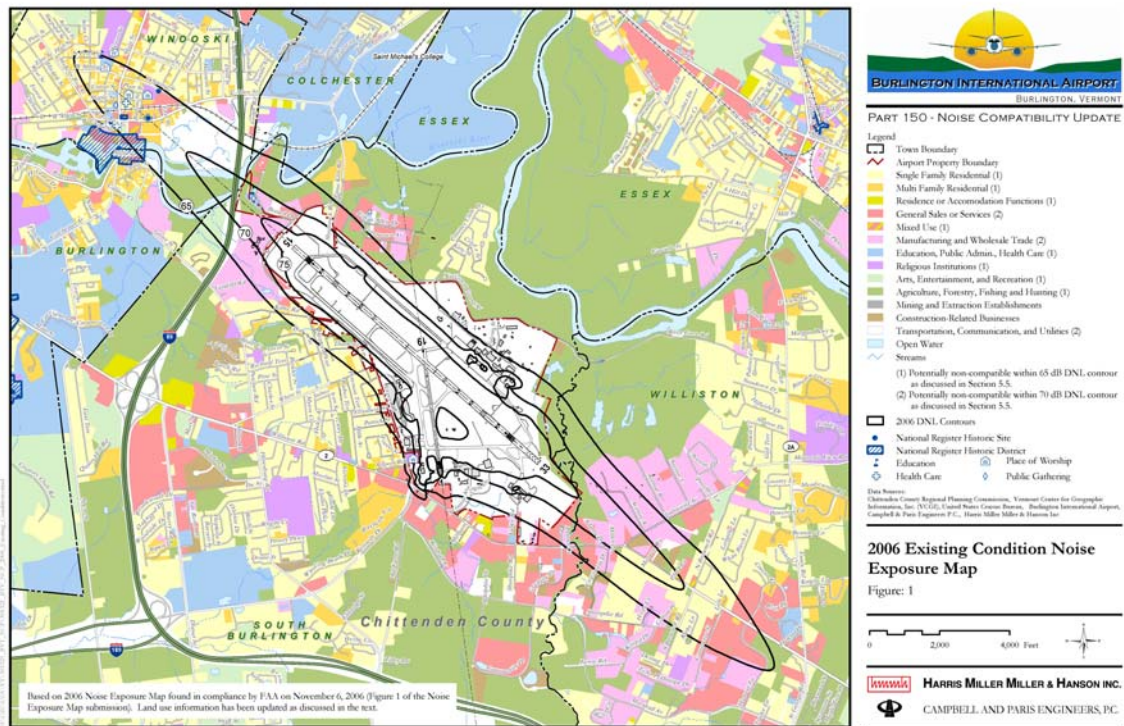
Task	Date
1. Deadline for comments on draft study documentation	4:00 pm, April 4, 2008 at the Airport
2. City submits final study documentation to FAA	Anticipated mid-April, 2008
3. FAA initiates formal review and the federal comment period with publication in the Federal Register (180-day maximum review period)	Anticipated late April / early May, 2008

Submission of Comments, Review of Draft Document and Additional Information

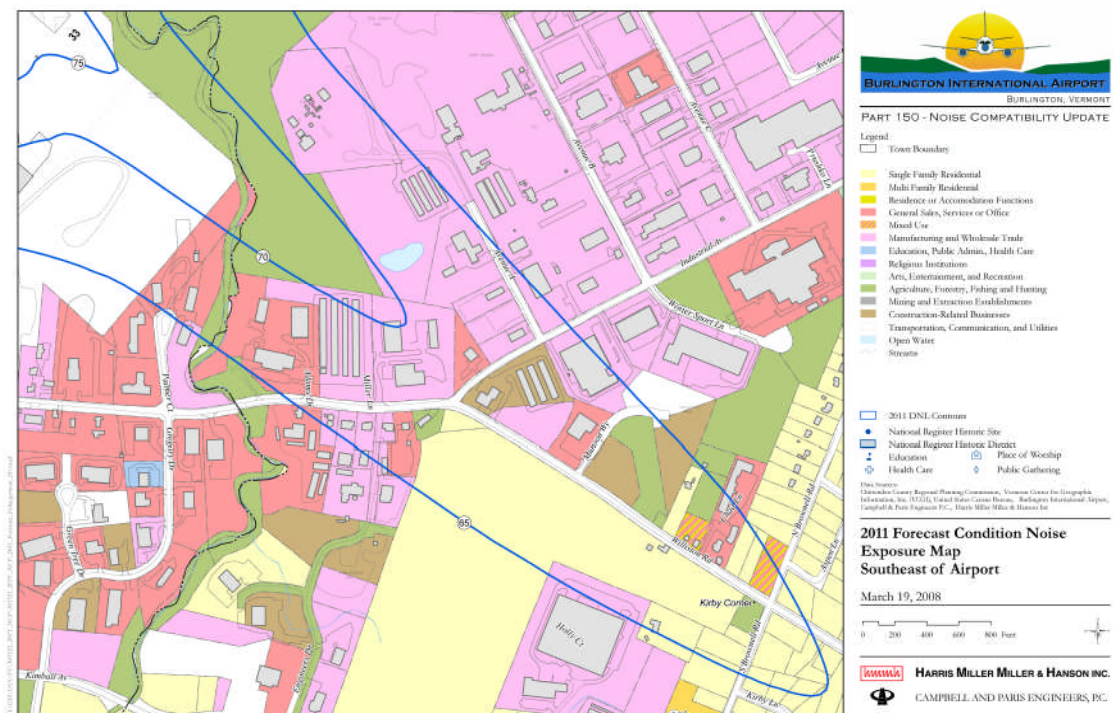
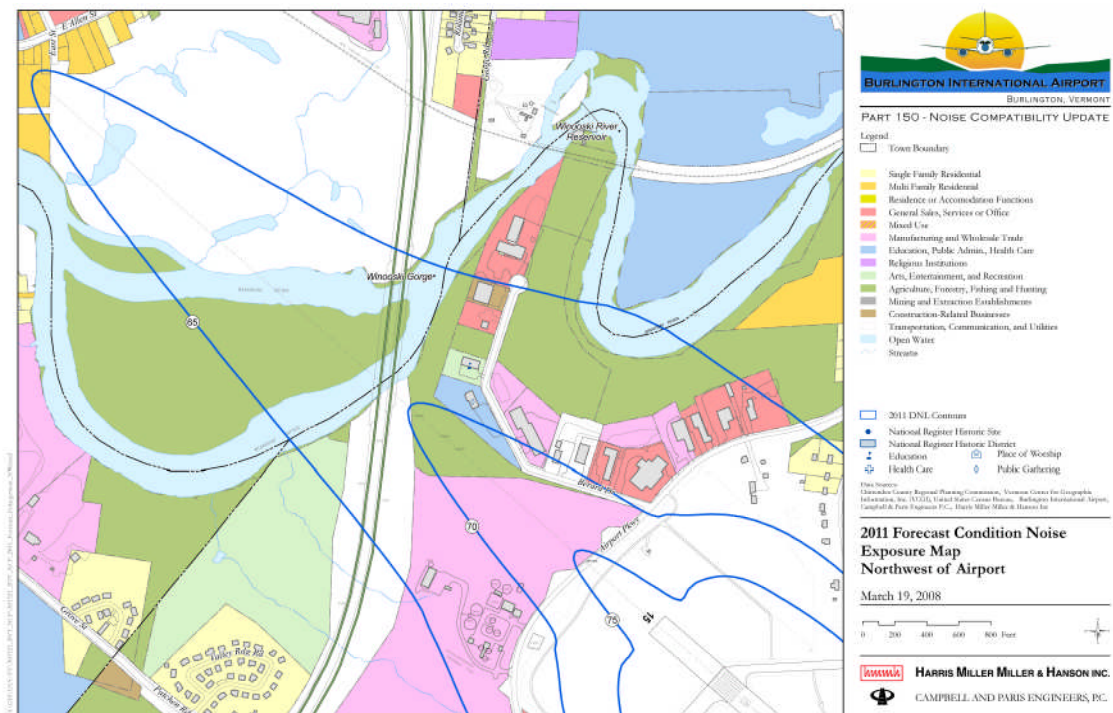
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Handout – 2006 Existing NEM



Handout – Winooski and Williston:



Handout – Aircraft Noise Description:



How do we Describe Aircraft Noise?

We use a number of terms to describe aircraft noise. These metrics form the basis for the majority of noise analyses conducted at most airports in the U.S.

The Decibel, dB

All sounds come from a source – a musical instrument, a voice speaking, an airplane. The energy that produces these sounds is transmitted through the air in waves, or sound pressures, which impinge on the ear, creating the sound we hear.

The decibel is a ratio that compares the sound pressure of the sound source of interest (e.g., the aircraft over flight) to a reference pressure (the quietest sound we can hear). Because the range of sound pressures is very large, we use logarithms to simplify the expression to a smaller range, and express the resulting value in decibels (dB). Two useful rules of thumb to remember when comparing individual noise sources are: (1) most of us perceive a six to ten dB increase to be about a doubling of loudness, and (2) changes of less than about three dB are not easily detected outside of a laboratory.

The A-Weighted Decibel, dB(A)

Frequency, or “pitch”, is an important characteristic of sound. When analyzing noise, we are interested in how much is low-, middle-, and high-frequency noise. This breakdown is important for two reasons. First, our ears are better equipped to hear mid- and high-frequencies; thus, we find mid- and high-frequency noise more annoying. Second, engineering solutions to noise problems are different for different frequency ranges. The “A” filter approximates the sensitivity of our ear and helps us to assess the relative loudness of various sounds.

Maximum A-weighted Sound Level, L_{max}

A-weighted sound levels vary with time. For example, the sound increases as an aircraft approaches, then falls and blends into the background as the aircraft recedes into the distance. Figure 1 illustrates this phenomenon. We often describe a particular noise “event” by its maximum sound level (L_{max}). Figure 2 shows typical L_{max} values for some common noise sources. In fact, two events with identical L_{max} may produce very different total exposures. One may be of very short duration, while the other may be much longer.

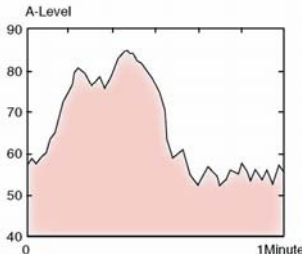


Figure 1. A-weighted Sound Levels Over Time

Sound Exposure Level, SEL

The most common measure of cumulative noise exposure for a single aircraft flyover is the Sound Exposure Level (SEL). Mathematically, it is the sum of the sound energy over the duration of a noise event – one can think of it as an equivalent noise event with a one-second duration. Figure 3 shows that portion of the sound energy included in this event. Because the SEL is normalized to one second, it will almost always be larger in magnitude than the L_{max} for the event. In fact, for most aircraft events, the SEL is about 7 to 12 dB higher than the L_{max}. Also, the fact that it is cumulative measure means that a higher SEL can result from either a louder or longer event, or some combination.

Common Outdoor Sound Levels	Sound Levels dBA	Common Indoor Sound Levels
Concorde Landing 1000 m. from Runway End	110	Rock Band
727-100 6500 m. from Start of Takeoff Roll	100	Inside Subway Train (near track)
747-200 6500 m. from Start of Takeoff	90	Food Blender at 3 ft.
Diesel Truck at 50 ft. Lear 25D 2000 m. from Landing	80	Garbage Disposal at 3 ft.
Lear 35 2000 m. from Landing	80	Shouting at 3 ft.
Lear 25D 6500 m. from Start of Takeoff	80	Vacuum Cleaner at 10 ft.
Lear 35 6500 m. from Start of Takeoff	70	Normal Speech at 3 ft.
Commercial Area	60	Large Business Office
Cessna 172 1000 m. from Landing	60	Dishwasher Next Room
Quiet Urban Daytime	50	Small Theater, Large Conference Room, Library
Quiet Urban Nighttime	40	Bedroom at night
Quiet Suburban Nighttime	30	Concert Hall (background)
Quiet Rural Nighttime	20	Broadcast and Recording Studio
	10	Threshold of Hearing
	0	

Figure 2. Common Environmental Sound Levels

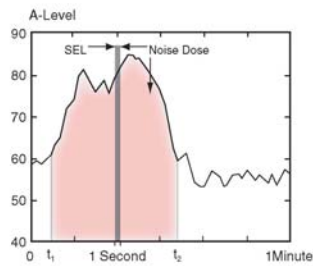


Figure 3. Sound Exposure Level

SEL provides a comprehensive way to describe noise events for use in modeling and comparing noise environments. Computer noise models base their computations on SEL values.

Day-Night Average Sound Level, DNL

The Day-Night Average Sound Level (DNL) represents noise as it occurs over a 24-hour period, with the assumption noise events occurring at night (10 p.m. to 7 a.m.) are 10 dB louder than they really are. This 10 dB penalty is applied to account for greater sensitivity to nighttime noise, and the fact that events at night are often perceived to be more intrusive because nighttime ambient noise is less than daytime ambient noise.

Figure 4 depicts a hypothetical daily noise dose. The top frame repeats the one-minute noise exposure that was shown in Figure 1. The center frame includes this one-minute interval within a full hour; now the shaded area represents the noise during that hour with 16 noise events, each producing an SEL. Finally, the bottom frame includes the one-hour interval within a full 24 hours. Here the shaded area represents the listener's noise dose over a full day.

DNL normally can be measured with standard monitoring equipment or predicted with computer models.

Most aircraft noise studies utilize computer-generated estimates of DNL, determined by accounting for all of the SELs from individual events which comprise the total noise dose at a given location on the ground.

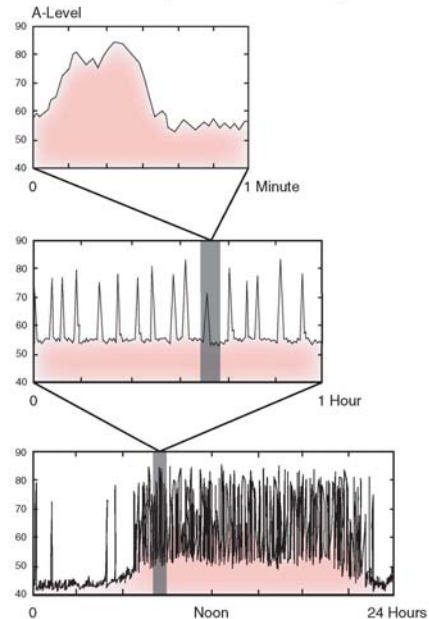


Figure 4. Daily Noise Dose

Computed values of DNL are often depicted as noise contours reflecting lines of equal exposure around an airport (much as topographic maps indicate contours of equal elevation). DNL contours usually reflect annual average operating conditions, taking into account the average number of flights each day, how often each runway is used throughout the year, and where over the surrounding communities the aircraft normally fly.



HARRIS MILLER MILLER & HANSON INC.

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**Welcome to the
Burlington International Airport
Part 150
Noise Compatibility Program Update Study
Public Hearing/Workshop**



March 25, 2008

**Proposed Revision to Current
Noise Compatibility Program**



www.hmmh.com

- **Approved NCP includes voluntary land acquisition program that uses federal grants to acquire:**
 - Mobile homes within the 65 dB DNL contour
 - Permanent residences within the 70 dB DNL contour
- **The primary purpose of this NCP update is to expand eligibility for voluntary acquisition of permanent residences out to 65 dB DNL, to:**
 - Assist in “humanizing” the program to better reflect neighborhood boundaries
 - Respond to interest to participate expressed by some local residents outside the current eligibility area, and
 - Establish clear, objective bases for determining the appropriate order in which to undertake future acquisitions
- **Program participation will continue to be entirely voluntary**

Proposed Revision to Current Noise Compatibility Program

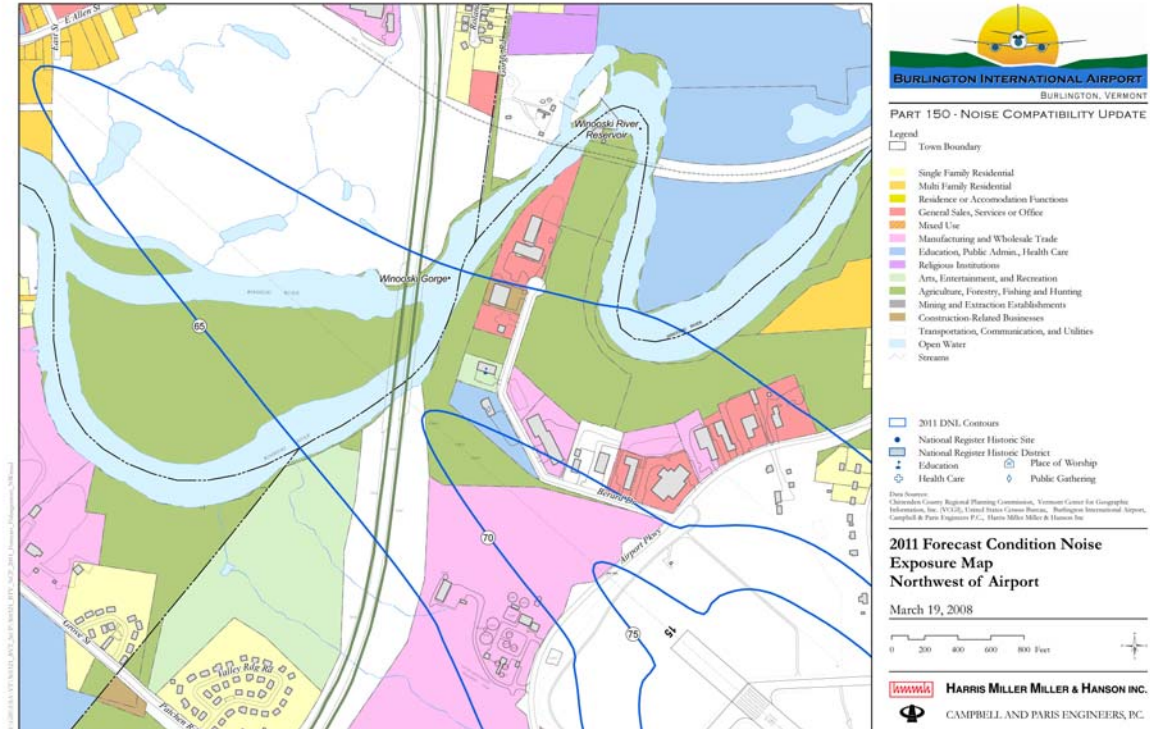
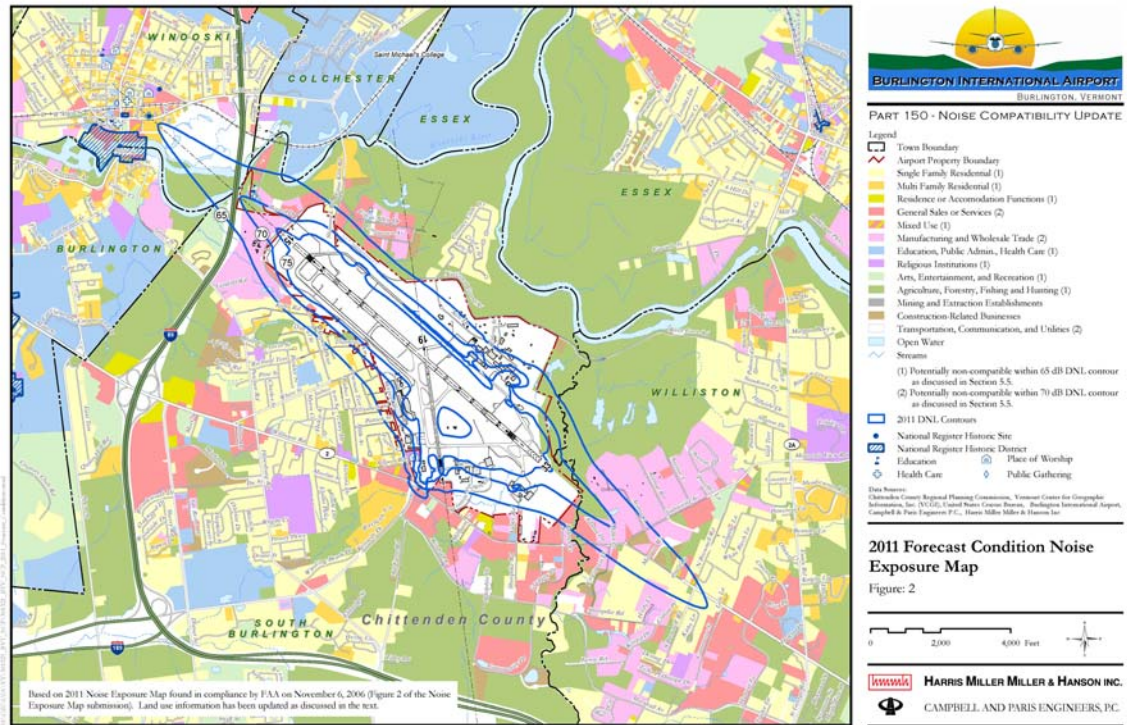


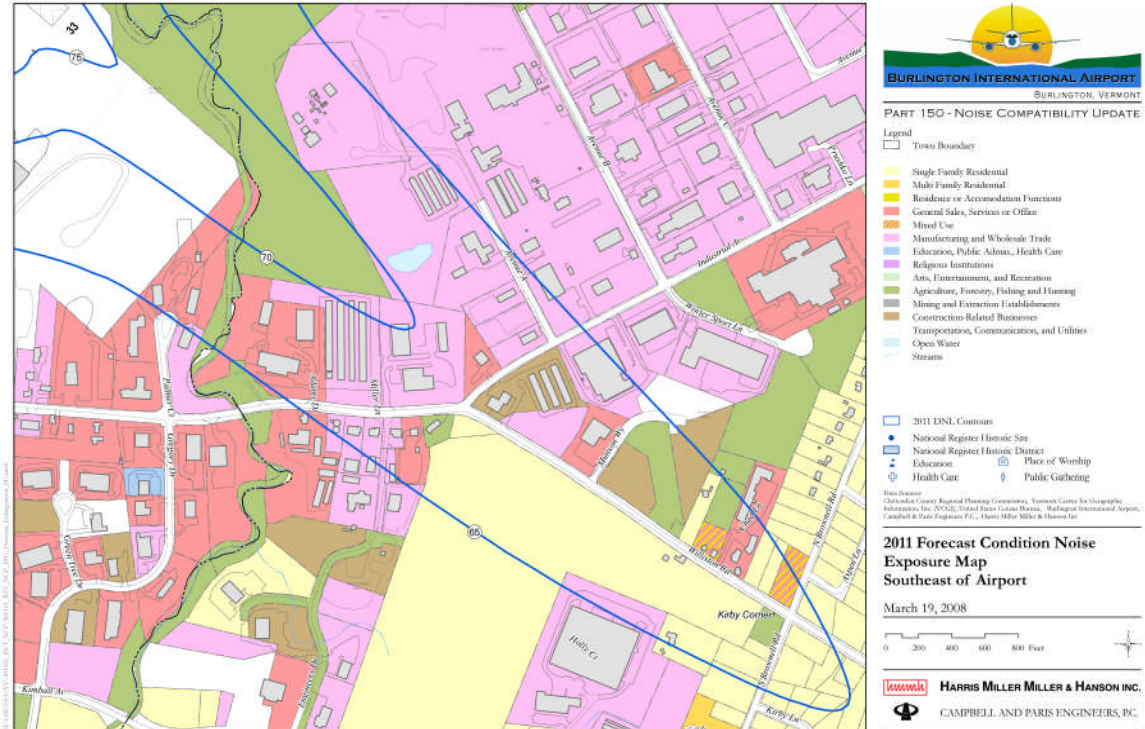
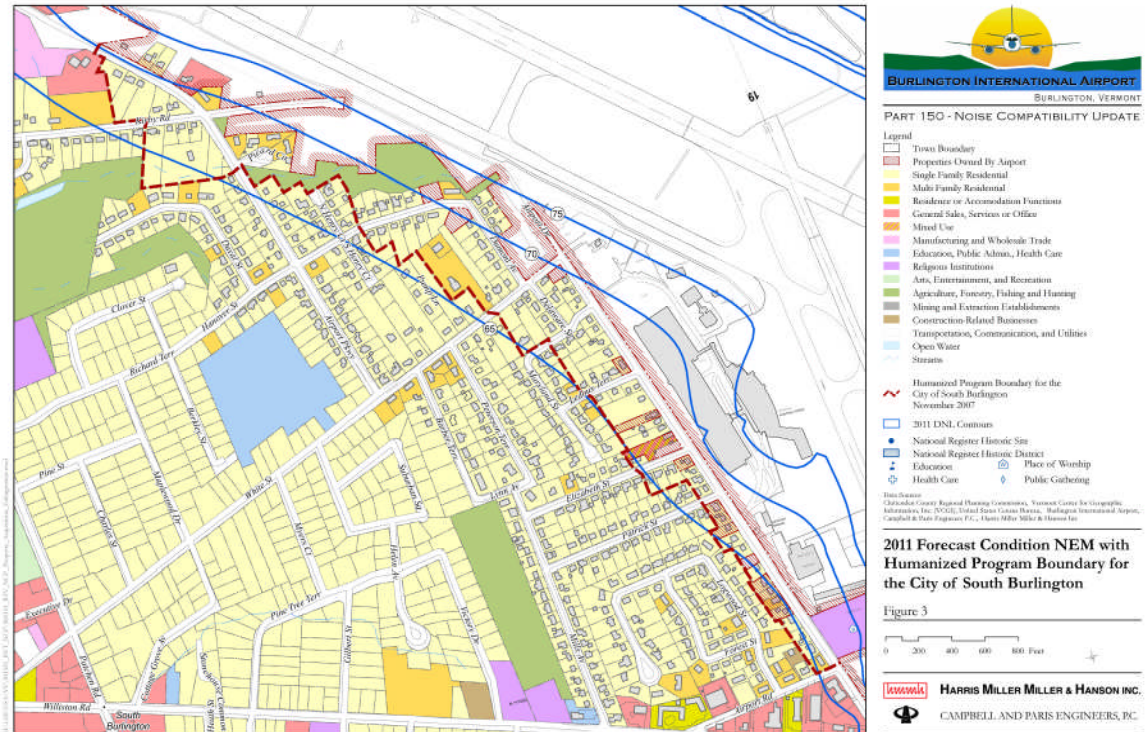
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B.2.4 Written Comments Received

Comment 1 – 3/25/08



**Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
March 25, 2008
Public Workshop and Public Hearing**

Comments received by 4 pm Friday April 4, 2008 at the airport offices will be incorporated into the final submission to the FAA.

Name: Jennifer Bouffard Phone: 862-2105
Address: 35 So. Henry Ct. Date: 3/25/2008
So. Burlington

I/we wish to comment or inquire about the following aspects of this project:

I would like a commitment on a
time frame to have a house that is
vacant removed from the lot. Although
it may be in between occupied
homes, a vacant building will
attract teenagers, homeless people and
such.

jbouffard5@aol.com

Comment 2 – 3/27/08

Mar. 27, 2008 2:25PM Burlington Airport 802-863-7947

No. 4797 P. 1

MAR 27 2008



**Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
March 25, 2008
Public Workshop and Public Hearing**

Comments received by 4 pm Friday April 4, 2008 at the airport offices will be incorporated into the final submission to the FAA.

Name: Judith Nolin Phone: 864-6393
Address: 51 S Henry Ct Date: 3/25/08
S. Burlington

I/we wish to comment or inquire about the following aspects of this project:

(At this time, it is not the noise levels that
concern us. With our house situated on the
opposite side of the acquisition line (literally), we
are more concerned with what will be built in
our front yard, (i.e. commercial property, parking
lots). We are happy to see the three houses on
Dumont were bulldozed & a pleasant green space
created. Even if the remaining houses purchased
are situated between occupied homes; we would
rather see them taken down, than have them
be run down vacant homes that will become
targets. Is it possible to notify us of future
meetings by mail or email (judith.nolin@eds.com)

Comment 3 – 3/25/08



**Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
March 25, 2008
Public Workshop and Public Hearing**

Comments received by 4 pm Friday April 4, 2008 at the airport offices will be incorporated into the final submission to the FAA.

Name: Chad Phillips Phone: 865 9561
Address: 7 Maryland Street Date: 3/28/8

I/we wish to comment or inquire about the following aspects of this project:

The issue of the "humanized boundary" is quite confusing
confusing. Is a home outside the "h.b." eligible or not?

Also, for us to comment on the boundaries or the
program as a whole, it would be much more meaningful
if real, tangible uses for specific properties were
identified upfront. For example is an adjacent landowner
potentially looking at about dotting a park, airport office
building, or surface parking lot?

Also, I urge the airport + S.B. planning commission to
look at redeveloping the properties purchased under this program
for a use that really benefits the entire community. This could
be a unique opportunity to really improve the community.

Comment 4 – 3/25/08



**Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
March 25, 2008
Public Workshop and Public Hearing**

*Comments received by 4 pm Friday April 4, 2008 at the airport offices will be
incorporated into the final submission to the FAA.*

Name: Sandra Pierce **Phone:** 658-4794
Address: 72 Dumont Ave **Date:** 3/25/08
So. Burlington, VT

☒ I/we wish to comment or inquire about the following aspects of this project:

Am very interested in selling my home
but really need to speak to someone
about all of the information needed.
Would appreciate an appointment to
discuss this further as soon as possible.

Comment 5 – 3/20/08

From: richard.doucette@faa.gov
Sent: Thursday, March 20, 2008 17:10
To: RMcEwing@btv.aero
Cc: GTParis@campbell-paris.com; David A. Crandall
Subject: BTV NCP Update

I have completed my review of the draft Noise Compatibility Plan (NCP) Update. The document appears to adequately address all the necessary issues. To facilitate review by other FAA Lines of Business, I have forwarded my copy to our Legal Dept and discussed the project with Attorney John Donnelly. His concurrence is required, along with our Division Manager's signature, for final FAA approval of the NCP.

I will have the Federal Register Notice ready next week, so that it can be posted in the Register as soon as the final document is submitted, after the public hearing next week. I anticipate a 45 day public comment period from the date of submission of the Federal Register Notice. This is shorter than the standard 60 day comment period. I have confirmed with Washington that there is no regulatory requirement for a specific length of the comment period. We expect no public comment through the Federal Register, as this is a very minor change to the NCP and the deadline for an FY08 noise abatement grant is very tight, a shorter timeframe is appropriate.

Assuming little or no public comment, this would put us on track for an FAA approval by the first week of June. This should make BTV eligible for an

FY08 grant for noise-related land acquisition. As always, all other grant requirements are met, including submission of completed grant applications by May 1.

Richard Doucette
FAA New England Region

Comment 6 and Associated Response – 3/21/08

From: Robert McEwing [rmcewing@btv.aero]

Sent: Friday, March 21, 2008 11:50

To: Colin Ryan

Cc: Brian Searles; GTParis@campbell-paris.com; David A. Crandall

Subject: Re: Fwd: quick question for The Other Paper

Colin: 14 CFR Part 150 "Airport Noise Compatibility Planning" sets forth standards for airport operators to use in documenting noise exposure around the airport. It also defines the process an airport must follow in developing and obtaining FAA approval of programs to reduce or eliminate incompatibilities between aircraft noise and surrounding land uses. Part 150 further provides specific standards and systems for measuring noise, estimating cumulative noise exposure, developing Noise Exposure Maps, coordinating the development of a Noise Compatibility Program, and the review and approval process.

The first Noise Compatibility Program (NCP) was developed by the Airport and approved in 1990. It recommended the voluntary purchase of property adjacent to the airport that was in the 70 DNL noise level and above (DNL is an average day-night measure of noise). In 2007, the Airport completed an update of the Noise Exposure Maps and we are currently in the process of updating the Noise Compatibility Program.

One purpose is to allow people who are in the 65 DNL noise level and above to be included in a land acquisition program if they desire.

Remember, this is a voluntary program. We're just providing the opportunity to sell. So, the update of the NCP is what the workshop and

hearing is about on Tuesday, March 25. A copy of the draft NCP update

is available at the Airport and I could loan you a copy if you desire.

Go to the Administration Office on the second floor and ask for me or for a copy of the draft document. A copy is also available for review at the So. Burlington Planning Office.

I hope this isn't too much of an answer to your one, or was it four, questions. If you have other questions, let me know.

By the way. Colin and Ryan. Are you Scottish or Irish?

Robert McEwing
Director, Planing & Development
Burlington International Airport
1200 Airport Drive #1
So. Burlington, VT 05403
802-863-2874
802-863-7947 (fax)

>>> "Colin Ryan" <crossingstreets@gmail.com> 3/21/2008 9:28:43 AM >>>

Bob,

In light of Brian's out-of-office message, I'm forwarding this question to you - perhaps you can shed some light on it?

Thanks.

-Colin

----- Forwarded message -----

Hi Brian,

My name is Colin, and I write for South Burlington's The Other Paper.

I have a question about the airport purchases of neighboring homes that Chuck Hafter suggested I put to you:

What determines that 65 decibels is the noise maximum for a neighboring residence? It's a federal FAA rule, right? If so, what is the name of it?

And is 65 decibels the correct maximum?

Hey, that's actually four questions.

Thanks for your time.

-Colin

Comment 7 and Associated Response – 3/24/08

From: Robert McEwing [rmcewing@btv.aero]

Sent: Monday, March 24, 2008 13:31

To: Eugene Palombo

Cc: Brian Searles; GTParis@campbell-paris.com; David A. Crandall

Subject: Re: Part 150 Update, Burlington International Airport -
March25, 2008

Thank you for your email. We will use this as input into the comments.

While we are purchasing homes in the 65dnl noise level and above in areas adjacent to the airport we hope to create green areas and shrub plantings adjacent to the housing areas to act as a noise buffer. I hear what you are saying about noise barriers and we are talking about that possibility; but I must express my feelings that I personally think they are offensive and create an unsightly division between areas that might work good for adjacent road noise but won't help much with the noise of departing aircraft. Anyhow, thats my 2 cents worth.

Again, thanks for the comments.

Bob McEwing

>>> "Eugene Palombo" <genepalombo@gmail.com> 3/24/2008 9:42:30 AM >>>

To Whom it may concern,

I was very interested in, and planning on, attending tomorrow night's meeting, but have been called away on business.

I appreciate the availability and openness of the Airport and the City of South Burlington to discuss this important neighborhood issue.

I also appreciate very much the the service that BTV provides to me and this community. I travel on business about every 6 to 8 weeks, and the presence and proximity of the airport makes living in this community, with it's good schools and natural beauty, not only possible but very convenient.

So I'm curious...

Have Airport Noise Barriers such as

(<http://www.acoustax.com/airport.html>),

been considered as an alternative to tearing down homes?

At the 2/19 City Council meeting, held in Chamberlin School, and from the all material I've read, I've not heard this even suggested.

Would they not serve to shrink, or redirect, the 65 DB zone? I think they could be especially useful at the North and South end gates to mitigate taxi/idle noise.

Tearing down homes, as the only option, seems to me like a "scorched earth policy"

Can the 3 Million dollars per year, slated for home destruction, be used for this type purpose?

One last question. Is this email an acceptable method of entering comments that will be submitted to the FAA?

Sincerely,

Gene Palombo

34 Myers Court

South Burlington, VT 05403

Comment 8 – 3/28/08 (sent as two separate emails)

From: rchasse [rchasse@surfglobal.net]

Sent: Friday, March 28, 2008 09:15

To: rmcewing@btv.aero

Subject: 15 n. henry court

Read the media coverage on the informational meeting. Raised some questions in my mind. Own property at 15 n. henry court that is going on the market this July after 35 years...not exactly flipping the house. So here are my points:

The term 'fair market value' is relative to the time of purchase. The very existence of the acquisition program has already affected the market

even more so when an adjoining property is sold.

From: rchasse [rchasse@surfglobal.net]

Sent: Friday, March 28, 2008 09:42

To: rmcewing@btv.aero

Subject: part2 15 n. henry ct.

oops. hit 'send' on part one accidentally.

Market value cont'd: The ideal would be to purchase all the properties at once, which is not possible, or to establish some reference point so that the last acquisitions aren't penalized for being last.

'Noise compatible use of the acquisitions' around every other airport I've seen is commercial space, in particular, warehousing. Although the city planners are voicing concerns about neighborhood stability I'm sure the loss of property income base is going to be the ultimate concern and they will embrace the switch to commercial zoning as a solution. (follow the money). That will also affect market values...another reason to establish some reference point on market value so the last are protected.

The planners getting involved is foreboding.. the word 'circ' comes to mind.

Those were my thoughts on reading of your meeting. I guess this is also a notice of the upcoming marketing of our property so we can be added to the list of people crying "buy mine". Thanks for the time

Richard Chasse.

Comment 9 – 4/4/08

From: Margaret Palombo [margaretpalombo@gmail.com]

Sent: Friday, April 04, 2008 09:13

To: rmcewing@btv.aero

Subject: comment to airport and FAA

Hello, My name is Margaret Palombo and I wish to give my comments and suggestions to the Burlington International Airport and the FAA.

I'm glad that the airport is expanding and realize its benefit to South Burlington. I am one of the residents in the neighborhood near the airport, and my home is out of the decibal range for selling. I STRONGLY request that the airport and FAA do everything within their power to reduce noise (sound barriers, whatever technology is

available) which will continue to affect the neighboring community. I love where I live and I hope the airport plans to enhance the surrounding area rather than affect it negatively. Please consider uses for the land you will be purchasing which will add to the positive qualities of this unique, established South Burlington area.

I and many of my neighbors are hoping to see a revival in the area with incoming young families, the proposed city center within walking distance, along with the route 2 corridor improvements that are being discussed. We see this area of S.B. as a "diamond in the rough" and hope to see it blossom as a unique "in town", community. Please be sure the airport is a part of this plan for improvement. Thank you for your consideration.

Sincerely,

Margaret Palombo

Comment 10 – 3/14/08

-----Original Message-----

From: FICK, DOUGLAS E [<mailto:douglas.fick@vtburl.ang.af.mil>]

Sent: Friday, March 14, 2008 9:56 AM

To: 'bsearles@btv.aero'

Subject: Burlington Free Press Article

Hi Brian,

The Free Press article mentioned 'less noise' from our new F-16's. I wasn't sure if that comment was made from your level or if it was a derivative from what I'd said last Wednesday during an interview (I mentioned that it was quieter on the ramp due to the inlet configuration, but airborne would be the same).

I just wanted to make sure that everyone understood; realistically there is no difference between block 25's and block 30's with regard to noise impact.

Thanks,

Col Doug "Merlin" Fick
158th Fighter Wing Commander
Vermont Air National Guard
douglas.fick@vtburl.ang.af.mil
DSN 220-5215/5212
COMM (802) 660-5215/5212

Classification: UNCLASSIFIED

Caveats: NONE

Comment 11 and associated response – 3/13/08

Page 1 of 3

Robert McEwing - Re: purchase of homes around airport

From: Lori Bachand <lobachand@verizon.net>
To: Robert McEwing <rmcewing@btv.aero>
Date: 3/13/2008 10:22:41 AM
Subject: Re: purchase of homes around airport

Hi Robert,

Thanks so much for getting back to me so promptly. Wed. works for me next week at 3:15 or later.

Lori

----- Original Message -----

From: Robert McEwing <rmcewing@btv.aero>
To: Lori Bachand <lobachand@verizon.net>
Sent: Thursday, March 13, 2008 10:01:18 AM
Subject: Re: purchase of homes around airport

I can meet here at the Airport next week on Monday, Weds or Thursday afternoon around 3pm (or a little later if that works). Check you schedule and let me know.

>>> Lori Bachand <lobachand@verizon.net> 3/13/2008 8:34:35 AM >>>
Hello Robert,

First please accept my apology for not responding to you way back. I have read the article in the newspaper regarding the hold on buying homes. Is there really a hold and no more room to purchase any homes? I still am interested in speaking with you about our home. I also disagree with the city counsels point of view on the whole thing. I, as a homeowner can understand the concern about decreasing property values and the appearance of the neighborhood, but also think that almost becomes a case of if one home after another are being purchased, shouldn't they all? I personally would be very bothered and upset if all or almost all of the homes on my street were purchased and mine was still standing there amidst because that would be an eyesore and it would be louder than it already is. In addition, it should be between the homeowners and the airport to decide. (This is info. you can take to counsel)

Thanks and I look forward to talking with you.

C:\Users\HMMH\Documents\Burlington Airport NCP\Attachments\Local Settings\Temp\GW300001.HTM

3/13/2008

Lori Bachand

----- Original Message -----

From: Robert McEwing <rmcewing@btv.aero>
To: Lori Bachand <lobachand@verizon.net>
Sent: Wednesday, November 21, 2007 10:52:55 AM
Subject: Re: purchase of homes around airport

Lori: I would be happy to meet with you and go over the recent update of the noise profiles and the airport's land acquisition program. I'm not aware of any conversations with the Ploofs on Dumont Ave though we are working with Ploofs on Airport Drive across the street from the Airport. Different Ploofs. All discussions are based on homeowners coming forth to the Airport with a desire to sell and we try and put them in a program if they fit within the criteria. I can possibly meet with you at the Airport sometime next week. Monday AM works and much of Wednesday. Give me a couple of times/dates.

Robert McEwing
Director, Planing & Development
Burlington International Airport
1200 Airport Drive #1
So. Burlington, VT 05403
802-863-2874
802-863-7947 (fax)

>>> Lori Bachand <lobachand@verizon.net> 11/21/2007 9:57:24 AM >>>
Hello Bob,

My name is Lori Bachand. I am the property owner and resident of 68 Dumont Avenue (on the runway side) and have lot's of questions. I am hoping you can help me or direct me to someone that can. 1. How can we find out our decibel range? 2. How can we find out what future plans/buys are in the works? 3. Can we approach the airport and present our home for sale in the event our home may not be in the works for purchase in the near future? 4. There is rumor that the airport has approached the "Ploofs" that reside across and diagonally from us (blue house) and are buying their house. Why would their house be purchased before the rest of my side of the street? It doesn't quite make sense to me? Any help you can provide would be very much appreciated. Thank you

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3/13/2008

Page 3 of 3

and Happy Thanksgiving!

Sincerely,

Lori Bachand

file:///C:/Documents and Settings/rmcewing/Local Settings/Temp/GW/00001.HTM

3/13/2008

Comment 12 and associated response – 3/4/08

Robert McEwing - RE: Re:

Page 1

From: Brian Searles
To: Sara Buscher
Date: 3/4/2008 12:01:55 PM
Subject: RE: Re:

Sara - Please let me know if you have further questions or need clarification on any of this. Thanks.

Brian R. Searles
Director of Aviation
Burlington International Airport
1200 Airport Drive #1
South Burlington, VT 05403
802-863-2874
bsearles@btv.aero

>>> "Buscher, Sara" <sbuscher@burlingt.gannett.com> 3/3/2008 5:20 PM >>>

Thanks for getting back to me so quickly.

Here's what I'm looking for:

1. Was the November Noise Compatibility Update Study initiated by the City of South Burlington, or the airport?

Answer: The Noise Compatibility Update is a follow-up to the 2006 Noise Study which developed the latest noise contours around the airport. Both studies are required by federal law. So the direct answer is that the U.S. Government through Federal Aviation Administration requires the airport to do the studies periodically. The last Noise Study was done in 1990 so this is an update of that information. Both studies, the Noise Study of 2006 and the Noise Compatibility Study of 2007 were paid for by the F.A.A.

2. Is it accurate to say that city council has put the program to purchase houses (based on the noise regulations) on hold? And if so, for how long?

Not exactly. The City expressed concerns recently about the Noise Compatibility Program in terms of its effect on neighborhoods and affordable housing stock. We agreed to take a pause from the program while discussions take place about the order of home purchases and ways that the effects on neighborhoods can be mitigated. Home purchases that are in process, in other words where offers have been made under the FY-2008 program, are moving forward. Other homes in the program for subsequent years are on hold.

3. How long has the airport been purchasing city homes? How many to date? How much money has been allotted for the purpose?

The records I have go back to 1982 and indicate that 86 homes have been purchased for a total of approximately \$17 million dollars. These purchases include such things as relocation expenses. These purchases have been made with a combination of funds, either for noise mitigation, airport development or both. All purchases since 2005 have been under the Noise program. The money allocated for this program depends on an annual appropriation from Congress but has been running between \$2-3 million per year which has facilitated the purchase of about 8 properties per year. There are 8 in the 2008 program. It should be noted, that we have just this week turned down an offer from the FAA for \$1.5 million in additional noise money for the current year because of our desire to work out the City of South Burlington concerns in a positive way.

4. When you say a home is "in the program" does that mean it's been purchased?

No. Homes are "in the program" for prospective purchase and only if the owner voluntarily comes forward

Robert McEwing - RE: Re:

Page 2

and expresses a desire for the airport to make an offer. There are more and more people coming forward due to the current housing market. For people who have been in their homes a long time and are looking to retire, the airport can represent their best opportunity in today's market.

5. How many homes does the airport plan to buy? Or how many fall within the noise contours?

Once again, the program is totally voluntary. Our program currently goes through 2011 and 16 homeowners have asked to be included. We have made no offers on any of these homes due to the current discussions with the City. There are a total of 74 homes that fall within the 65 dbL contour and are "eligible" for the program.

6. Are the following figures I jotted down from the council meeting accurate?

The airport anticipates its commercial air service will continue to grow at a rate of 3.8 percent per year, from its current 1.4 million passengers to 2.8 million over ten years, based on the addition of a new airline and a thirty-five percent increase in passengers traveling from Canada to use the airport.

The airport also plans to redesign its south end maintenance, cargo and general aviation facilities, an expansion expected to create up to 865 new jobs over the next ten years. The airport currently provides 1048 jobs and expects to add another 500 indirect (what does "indirect" mean?) jobs by 2018, at an estimated \$52 million in additional income for Vermonters per year.

The FAA study of New England airports projects a growth rate for Burlington of 3.8%. This would result in annual total passengers rising from the current 1.4 million to 2.0 million in 2018. Canadians represent an estimated 35% of our current business and there is really no way to predict how that will go in the future, however we assume that it will be part of our annual increase as projected. In terms of the new carrier, that is a significant event but as we look out over ten years we have to assume that there will be continued growth in air service to match the demand increased demand and that may mean more service from existing carriers and/or more new carriers.

Economic and Policy Resources has projected that our \$235 million dollar investment in the airport through 2018, including the South End Development, which is maintenance, cargo and general aviation will result in 365 direct jobs (on the airport) and 500 indirect jobs that support the new economic activity. This is a number, projected by a computer model, that assumes additional business opportunity off the airport (banking, retail, services etc.). The result of all this is about \$52 million in income for Vermonters per year. The number of current employees at the airport is 1,048 and the total economic activity is estimated at \$350 million per year.

Thank you again for your time.

Sara Buscher
South Burlington community news reporter
The Burlington Free Press
651-4811

-----Original Message-----
From: Brian Searles [mailto:bsearles@btv.aero]
Sent: 3/3/2008 4:54 PM

Robert McEwing - RE: Re:

Page 3

To: Buscher, Sara
Subject: Re:

Sara - I am away from the office today but will be in tomorrow morning. It would be helpful if you could e-mail your questions and I can respond that way or talk to you tomorrow. Thanks.

Brian R. Searles
Director of Aviation
Burlington International Airport
1200 Airport Drive #1
South Burlington, VT 05403
802-863-2874
bsearles@btv.aero

>>> "Buscher, Sara" <sbuscher@burlingt.gannett.com> 03/03/08 3:41 PM >>>

Hi Brian,

I'm writing a follow-up to the discussion of the airport's growing impact on local neighborhoods (at the last city council meeting), and wonder if you have time to clarify a few details for me. I can be reached at 651-4811 until about 4:30 p.m. today.

I could also send my questions via email, if you prefer.

Thank you!

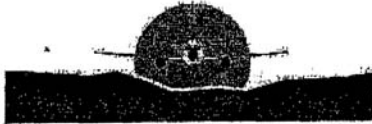
Sincerely,

Sara Buscher
South Burlington community news reporter
The Burlington Free Press
651-4811 sbuscher@bfp.burlingtonfreepress.com <<mailto:sbuscher@bfp.burlingtonfreepress.com>>

CC: Robert McEwing

Comment 13 - 4/01/08

APR 08 2008



Burlington International Airport
Part 150 Noise Compatibility
Program Update Study
March 25, 2008
Public Workshop and Public Hearing

Comments received by 4 pm Friday April 4, 2008 at the airport offices will be
incorporated into the final submission to the FAA.

Name: Verny Lattelle Phone: 802/862-3291
Address: 21 S. Henry Ct Date: 4-1-08
S. Burlington, VT 05403

I/we wish to comment or inquire about the following aspects of this project:

① would like to see hemlock/conifers replace
the homes that are being torn down. The homes
that have been and will be torn down acted as
buffers to the surrounding homes. (All noise can't
be in the air as planes run their engines, land,
and take off ~ all things that take place on
the ground..)

② would like to see the empty lots stay "green".
i.e. plantings, trees, be turned into a nice park
maybe.

No. 4881 P. 2

Burlington Airport 802-863-7947 Apr. 4, 2008 2:24PM

Comment 14 – 4/14/08

From: Charles Hafter [chafter@sburl.com]

Sent: Monday, April 14, 2008 13:35

To: Brian Searles

Subject: City of SB comments on NCP Update

Attachments: Airport comments NCP.doc; Header

Dear Brian: Attached are the comments from the City of South Burlington regarding the draft Noise Compatibility Program Update.

A hard copy will follow. We need to get together asap to discuss the study proposed and the role of the City in such a study.

Chuck Hafter

[contents of the attachment “Airport Comments NCP.doc” are reproduced on the following pages;
The contents of “Header” contained email transmittal information and that file is not reproduced]

April 8, 2008

Mr. Brian Searles
General Manager
Burlington International Airport
South Burlington, VT 05043

Re: City of South Burlington comments on Noise Compatibility Program Update

Dear Brian:

The City of South Burlington appreciates the opportunity to comment on the Noise Compatibility Program Update dated February 2008. The City Council recognizes the importance of the Burlington International Airport to the economy of South Burlington, the region and the state. We also appreciate the positive relationship that has existed between the Airport and the City over many years and through various growth spurts. The current Airport expansion and acquisition programs present opportunities if handled in a manner that recognizes the needs of all stake-holders including the Airport, the City of South Burlington and private property owners.

Since the Airport is located wholly within the City of South Burlington corporate limits, the actions of the Airport impact disproportionately on our community. It is in that spirit that we present these comments.

1.1 Purpose and Request for FAA Determination

Is it the belief of the Airport that the three reasons behind the Update have been achieved in this report? In particular has the Update “established clear, objective bases for determining the appropriate order in which to undertake future acquisitions?” While the Plan prioritizes among the different dB contours (page 33), it makes no proposal for properties within the same noise contour and needs greater specificity to meet the stated goal.

2.3 Project Roles and Responsibilities

In the listing of the three groups involved in the Part 150 NCP Update (The City of Burlington, Consulting Team and the Federal Aviation Administration) a glaring omission seems to be the City of South Burlington. Given the location of the Airport, and the impact of noise on the adjacent neighborhoods in South Burlington, the inclusion

of the City of South Burlington in the study team might have eliminated or reduced the communications problems associated with the development and review of the Update. Not only would have communications between the Airport and the City improved, but the city staff would have had the appropriate and accurate knowledge to answer questions from residents and to deflate rumors regarding acquisitions.

We request that consideration be given to including South Burlington representatives on future working groups for reports that involve the City or its residents.

3.0 Existing Noise Compatibility Program

The existing plan presents a strong emphasis on property acquisition as the preferential option for implementation of the NCP. This may be the correct approach, but **the City of South Burlington requests that the following items related to Airport Operating Measures (3.1) and Monitoring and Review Elements (3.2) be reviewed and, if appropriate, included in the Recommended Noise Compatibility Program Revision (4.0).** The city believes that broadening the range of acceptable alternatives to reduce noise will not only expand the Airports toolbox but also provide reasonable options for residents who do not wish to sell their homes but still want a better quality of life. In any event, some residents will still reside within in the 65+ dB limit zone for at least a decade based on the property acquisition schedule. These options would provide them better living conditions while waiting to transfer property to the Airport.

- 3.1.5/3.1.6/3.1.7 Military Minimization: The City realizes the necessity for unrestricted operations of the National Guard and Air Guard so they can fulfill their mission. However, dialogue should be opened with military officials to determine if more effective noise measures can be implemented. The military needs to be made aware of noise concerns of residents. The Airport should facilitate a meeting between the interested parties; perhaps this group can meet on a quarterly basis to discuss noise and operational issues.
- 3.3.2 Soundproofing: The current NCP indicates that the City of Burlington has chosen not to consider soundproofing as an option. Soundproofing may provide an alternative for residents, particularly in the 65-70 dB contour, who wish to retain their homes, or who may live within the "humanized boundary", ie. within the 65dB contour but not scheduled for acquisition. Individuals have commented that they have been unable to find properties in South Burlington to relocate to at similar price levels; soundproofing might be agreeable to these individuals who wish to remain in South Burlington. The City recommends the Airport reconsider its decision not to include soundproofing in the mitigation program.
- 3.3.3 Aviation Easement: The City does not believe that the provision of any soundproofing or other noise mitigation options should be based on the Airport requiring aviation easements.
- 3.3.6 Real Estate Disclosures: Based on the potential impacts on property in the 65+ dB zone, the City of South Burlington would agree to work with the Airport on a Real Estate Disclosure policy for such properties. This seems a reasonable approach to forestall potential litigation issues.

4. Recommended Noise Compatibility Program Revision

The City has no objection, in principle, to the extension of the land acquisition contours to the 65 dB level. We would like to see the addition of the points addressed above to this section; ie. soundproofing, military minimization.

It is our understanding that the projected 2011 Forecast Condition 65dB model contour is based on the removal of all effected homes so that the line would not “creep” further from the Airport after the acquired homes were removed. Can you confirm this? If this is not correct, will the removal of acquired properties have any impact on the location of the contour?

After discussion with Brian Searles and Mike Flaherty, the City is expecting that the requirement for the completion of a land-use study as scoped by the City (attached) and in conformance with the requirements of the Management of Acquired Noise Land: Inventory-Reuse will be included in this section. Such a study must be completed and approved by the South Burlington Planning Commission and the City Council, with full public process, prior to the Airport making any additional binding offers for property in the City. The report is expected to take six to nine months to complete.

The City will accept a short-term study specific to Picard Circle if the Airport desires to acquire those homes in the 2009 Federal Fiscal Year. Such a study could be completed within a shorter period of time. It is expected that the FAA will fund 95% of the costs of all studies.

The voluntary nature of the Program should be highlighted and clearly stated as to intent. The statements from Mr. Searles and Mr. Flaherty made to the City Council on April 7, 2008 that the Airport would defer to the wishes of the City of South Burlington in any future land acquisitions should be made part of the Revision.

5.5 Land Uses with the Noise Exposure Map

Throughout this document, it needs to be very clear that when discussing land-use that the land in question is within the City of South Burlington and under South Burlington regulation. In the report “City” always refers to the City of Burlington.

6.0 Analysis

This section should be expanded to provide additional detail to the additional mitigation measures requested by the City, not just land acquisition and relocation. In particular, the statement in 6.1 that “Land acquisition and relocation is the only alternative that would eliminate the residential incompatibility” needs to be revisited in light of these comments. We are also uncertain why participants in the Program would be required to accept an avigation easement in order to participate in the program if property is being acquired fee simple?

What does the reimbursement to participants for “mortgage differential” mean? What do “replacement housing payments” consist of? The report states that financial assistance is available to the eligible relocatee to “Make up the difference, if any, between the amount paid for the acquired dwelling and the cost of an available comparable dwelling on the private market.” What is the geographical area in which the “available comparable dwelling” can be located? If this language is read literally, no wonder residents wish to sell to the Airport.

Is the time estimated for acquisition procedures, including appraisals, closing, relocation and resale, at 40 person hours for each parcel near enough?

The “humanized boundary” is an excellent concept, with the actual boundary line to be recommended by the proposed study and approved by the South Burlington Planning Commission and the City Council. However, the language of the FAA Order 5100.38C states “...projects within the DNL 65 dB contour may be EXTENDED beyond the DNL 65 dB contour to include a reasonable additional number of otherwise ineligible parcels contiguous to the project area, if necessary to achieve equity in the neighborhood.” This is the opposite of what our “humanized boundary” is intended to accomplish and its acceptance by the FAA should be clarified under federal rules.

The policy to schedule the acquisition of properties in generally contiguous areas at the same time is an appropriate and beneficial policy.

The study to be undertaken needs to make specific the general set of guidelines for acquisition contained on page 33. The first bullet point conflicts with the Airports stated intent to not acquire homes that are within the 65 dB contour but not included in the “humanized boundary”. The final criterion is “within the 65dB contour in general.” This needs to be amended.

The study should include a proposed “humanized boundary” with selection/exclusion criteria clearly defined for residents and a proposed schedule for acquisition for specific, identifiable properties based on Airport priority and funding availability. This will help property owners plan for the future. Please let us know which specific properties have been identified in 2010 and 2011 as shown in Table 4 and if any binding arrangements have been made with these property owners. The NCP should include a statement that a study is in progress and the results will be incorporated into the NCP at a later date.

An appeals process should be defined for property owners within the 65dB contour but outside the humanized boundary, whose property will not be purchased but who may wish to sell.

Specific impacts on public property, other educational property and religious institutions even if located outside the 65dB boundary should be reviewed if in the vicinity of the Airport.

6.1.4 Reuse of Acquired Land

The City agrees that the reuse of acquired land is a critical part of any plan and is an essential component of any land-use study.

6.1.5 Noise Barrier Analysis

The discussion is persuasive the noise barriers are not effective and could create a small isolated pocket of residential development that is detrimental to land-use planning. However, the use of berms and landscaping has other benefits that may not reduce the actual dB level, but can be effective psychologically or perception-wise in reducing the “industrial” aspect of the Airport to adjoining neighborhoods. The current state of Kirby Road properties, for example, does little to enhance the environment of the City.

Property Tax Implications of acquired property

As the BIA acquires and removes property in South Burlington, the value of the property is deleted from the grand list increasing property taxes on residents and businesses in the city. To prevent this decrease in the grand list, the Airport could agree to increase the appraised value of the Airport under any tax stabilization contract by the appraised value of property taken off the grand list in the previous year

Finally, in general, many of the decisions made in the past regarding the NCP program have been approved solely by the Burlington City Council. While the governance of the Airport is a responsibility of Burlington City government, the impacts of decisions are felt more strongly in South Burlington (and Williston and Winooski.) The City of South Burlington needs to be more active in participation to represent the needs and goals of the City and its residents. Communications need to be formalized so that the City of South Burlington is aware of issues and decisions that affect the community. To this end, we recommend that included in the NCP is an obligation for the General Manager or the City’s representative to the Airport Board to meet with the City Council on a quarterly basis, as part of the public session of a regular Council meeting, to update the Council on the implementation of the NCP. The Airport should have a sign-off sheet, if not formal approval, from the South Burlington City Council before filing any final NCP.

Thank you for the opportunity to comment on the Noise Compatibility Program Update.

Sincerely,

Chris Smith
Chair
South Burlington City Council

This draft scope of for an "Airport Neighborhood Land Use Plan", dated March 31, 2008, was provided by the City of South Burlington to the Airport.

DRAFT Scope of Work
Airport Neighborhood Land Use Plan
March 31, 2008

Project Objective: To prepare a strategic plan addressing the short-, medium- and long-term land use and neighborhood character impacts of Burlington International Airport's acquisition program, with proactive strategies for planning, landscaping and phasing.

Background: Burlington International Airport, owned by the City of Burlington, lies wholly within the City of South Burlington and is South Burlington's single largest landowner. The Airport occupies roughly 1,500 acres or 14% of the City's land area. To the immediate west of the Airport's parking garage and passenger terminal is one of the city's oldest and most established single-family residential areas, known as "Airport Parkway." These smaller single-family homes, built principally in the years following World War II, represent some of the City's most affordable single-family housing stock and a very important, thriving neighborhood. Chamberlin Elementary School on White Street is located within a mile of the Airport and serves the neighborhood's children.

For several years, the Airport and City have been working together on scoping studies to extend and reconstruct Airport Drive from Williston Road to the Lime Kiln Bridge at Route 15. This plan, which includes a recreation path along with the reconstructed roadway, would affect several properties in the vicinity of the Airport. The reconstruction and extension scope has been approved by a VTrans, which has put the project schedule out roughly 7 to 10 years in the future. However, portions of the project could be completed incrementally through Airport and/or City initiative.

For roughly the past ten years, Burlington International Airport has been acquiring properties in the immediate neighborhood, principally along Airport Drive and Airport Drive Extension. These acquisitions have been done on a purely voluntary basis using FAA funds. Eligibility for the voluntary acquisition program is determined by a "Noise Exposure Study" that identifies residential properties likely to experience a certain average level of noise due to Airport activities. Noise exposure is determined by engineering studies and shown on "noise exposure maps" with contours representing the area within which residences would experience certain levels of noise. Presently, properties within the 70 dB "noise contour" can be acquired; the Airport is proposing to expand eligibility to those residences within the 65 dB noise contour, which includes a much larger area and roughly 79 additional houses.

As the acquisition program proceeds and expands, significant issues are arising relative to the loss of housing stock and physical/visual impacts on the neighborhood. Roughly two years ago, homes on Airport Drive extension were removed to provide space for Airport parking. More recently, the Airport

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DRAFT Scope of Work
Airport Neighborhood Land Use Plan
March 31, 2008

purchased and then removed homes on Kirby Road. The Kirby Road removal, more than prior purchases, made a visual impact on the neighborhood and led to concerns over the potential scope and impact of the long-term acquisition plans. And, while the City does not have final authority to limit the acquisition program, the City does determine the zoning of the land; before residential properties can be converted to non-residential use, both the Planning Commission and the City Council must approve a zoning map amendment allowing such a transition.

With an updated Noise Exposure Study under final review, developing and agreeing to a long-term plan and strategy to mitigate effects of the acquisition program has become urgent. Airport objectives, City policy concerns, and neighborhood concerns need to be addressed through a planning process. The proposed scope of work below is intended as a framework for addressing these needs.

Study Area and Acquisition Plan: The study area, shown on the attached map, encompasses the sections of the Airport Parkway neighborhood that are within or near the "noise contour" boundaries. The Airport is seeking authority to acquire properties, on a voluntary basis, that lie within or are bisected by the 65 dB contour. The Airport's stated intent is to acquire roughly 10 homes per year within this contour. While some priority will be

Proposed Scope of Work and Work Tasks:

1. Prepare a base map at a large scale (roughly 1":40' or similar), along with reduced size versions, clearly indicating the current status of each parcel in the study area with respect to: ownership; occupancy; location relative to the proposed 65 dB and 70 dB noise contours; stated priority of the Airport for acquisition. Include clear identification of existing conditions in the study area, such as Airport parking areas, Chamberlin school,
2. Review the Airport Drive Extension Scoping Study (Dufresne-Henry, 2002); proposed Noise Study (HMMH, February, 2008) and the City's comprehensive plan and zoning for the Airport area. Research FAA regulations regarding options for the re-use of acquired property with different uses (e.g. parks and recreation, community facilities, multi-family housing, non-residential uses, etc.). Provide a brief summary of potential other land uses that could occupy the properties that have been vacated through the voluntary acquisition program.
3. Prepare a base map and reduced copies (as in Task 1 above) of a map indicating areas of potential concern or opportunity in light of physical conditions (e.g. street network, connections to other

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DRAFT Scope of Work
Airport Neighborhood Land Use Plan
March 31, 2008

properties, lot depth or configurations, etc.), ownership status, proximity to Airport properties, and priority for acquisition. Opportunity areas might, for example, be areas suited for park or recreation use; areas of concern would include those where the integrity of a neighborhood block or pedestrian connection could be compromised by acquisitions or alternative use. These maps will be used in a facilitated working session with the Planning Commission and public, to be held at the Chamberlin School or Airport. Any area of concern or opportunity noted should indicate how many existing housing units are involved. The preferred alignment for the Airport Drive Extension should be shown on all plans and maps.

4. Prepare notes and summaries from the working session.
5. Based on the first working session, develop a second map and accompanying details illustrating potential strategies and future concepts for the areas of opportunity and concern. The details should include recommended landscaping, fencing or tree planting strategies and details for vacant lots. Other details may include, for example, concept sketches for neighborhood parks and open space; areas for potential re-development with allowable uses identified in task 2 above; or landscaping and planting concepts to mitigate noise and visual impacts. This plan also should make recommendations for any areas where acquisition and removal of housing would result in substantial impacts that would be especially hard to mitigate. Again, the map should identify the numbers of housing units that are affected in various sub-areas.
6. The map and details from Task 5 will be used in a second working session with the Planning Commission and public, again to be held at the Chamberlin School or Airport.
7. Along with notes and summaries from the working session, prepare a recommended strategy map (same scales as above), clearly indicating any areas where acquisition is not recommended, and any areas with especially high potential for beneficial redevelopment/reuse, creation of neighborhood open space, re-vegetation, or other improvements and mitigation measures. Again, the recommended strategy map and summary must identify potential impacts on the number of housing units in the study area. The strategy plan should include appropriate details as outlined in Task 5 and a brief written summary.
8. Conduct a final presentation with the Planning Commission and City Council, and make any final edits to the report and plan. The report

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No. 4968 P. 4

Burlington Airport 802-868-7947

Apr. 17, 2008 3:07PM

DRAFT Scope of Work

Airport Neighborhood Land Use Plan

March 31, 2008

and plan should be provided to the City in pdf format, along with any GIS layers (ArcView 9.3 format) created for the project.

Meetings

This scope anticipates three public work sessions, along with meetings with City and Airport staff.

Schedule

This project is on an urgent schedule due to the Airport's need to file a final Noise Study by June 30th.

Submittal

Please submit a letter format proposal including a schedule of personnel to be assigned to the project and the level of effort/hours for each, along with a total fee for the scope of work and a fee per extra meeting requested. PDF format e-mail submittals are welcome; however, proposers must call the Department of Planning & Zoning to ensure that proposals have been received successfully.

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No. 4988 P. 6

Apr. 17, 2008 3:07PM Burlington Airport 802-868-7947

APPENDIX C MINUTES OF THE MARCH 25, 2008 PUBLIC WORKSHOP AND HEARING

The minutes of the March 25, 2008 Public Workshop and Hearing were prepared by Marianne Riordan, Professional Writing Services, Williston, VT 05495. Sign-in sheets, additional formatting, and name corrections were done by Harris Miller Miller & Hanson Inc.

**Burlington International Airport (BTV)
Part 150 Noise Compatibility Program (NCP) Update Study
Minutes from Public Hearing and Workshop
March 25, 2008**

BTV ADMINISTRATION: Brian Searles, Director of Aviation
Robert McEwing, Director of Planning & Development
CONSULTANTS: George T. Paris, President, Campbell and Paris Engineers
Ted Baldwin, Senior Vice President, HMMH
David Crandall, Project Manager, HMMH
James Ferguson III, Consultant, HMMH

PUBLIC IN ATTENDANCE:
Sign in sheet is attached

OPENING REMARKS

The public hearing was opened at 7 p.m. Brian Searles, Robert McEwing, and David Crandall gave a brief update on the results of the 1989 Noise Compatibility Program (NCP) which included a change in landing/take off patterns, the addition of a parallel taxiway for aircraft, and acquiring properties impacted by noise (within the 70 decibel contour and above) on a voluntary basis. The update of the NCP study will allow acquisition of properties impacted by noise to the 65 DNL (day/night average sound level) contour using funding from the FAA Noise Discretionary Fund. There are no arbitrary noise lines to break up neighborhoods. The boundary line has been adjusted ("humanized") to better follow streets/neighborhoods. Properties within the 70 decibel DNL will have the highest priority for acquisition followed by properties in the 'humanized' boundary to the 65 decibel DNL. Properties abutting airport owned land will be given preference for acquisition. Noise barriers were not carried forward in the current NCP update. It was found the barriers are effective within the first 100', but not out to the second, third, and fourth lot deep. Also, houses that benefited from the barriers would be considered noise mitigated and would not be eligible for the acquisition program. There will be discussion and decisions on barriers, shielding, and vegetation to maintain neighborhood boundaries as part of the land re-use program.

QUESTIONS & COMMENTS FROM ATTENDEES AT THE PUBLIC HEARING

Is there a link to the study on the web?

Copies of the study are available at the City of South Burlington Planning Office, Chittenden County Regional Planning, and the CCMPO. BTV staff will establish a link to the study from the airport's webpage.

Comments from Julie Beth Hinds, South Burlington Planner, regarding the dashed boundary line shown on the map.

Julie Beth Hinds stressed the dashed red boundary line is a suggested noise boundary line by the City of South Burlington. The purpose of the line is as a starting point for discussion. South Burlington Planning Commission is very concerned about the impact on the character and quality of the neighborhood if the noise contour is expanded (i.e. how far back with the acquisition of houses before there is an impact on the neighborhood).

What is the number of residences not acquired within the dotted red line?

Approximately 79 properties.

What is the time frame for acquiring properties?

That depends. If eight properties per year are acquired, then it will take 10 years to complete the acquisition of the properties within the DNL contour.

How is the noise level to be known in 2011?

The airport plan and Air Guard plan are used as guides. There is not a significant difference in the noise level as noted in the study done in 1997 and the study done in 2006. Noise level depends on the number of aircraft and the type of aircraft.

Is a house within the 65 contour but outside the 'humanized' boundary eligible for the program?

Effort was made not to divide neighborhoods, but to keep them intact. All properties at the 65 line and above are eligible. BTV will make a determination on acquiring a property and what is not going to be included. Residents have a say and can express their opinion. BTV will listen and then make a decision. BTV will make every effort to accommodate the property owner.

Is aircraft expected to be quieter than the planes today?

The original plan was adopted at 70 decibel contour and above, but there were no funds to acquire properties within the 65 contour line. BTV is trying to meet the federal standard of 65 contour and above. This has been in effect since 1990. There will be quieter aircraft and engines, but more activity at the airport. It is a growing airport.

Will the value of my house go up or down? Will the value of my house be enhanced if it is located outside of the red dashed line?

The value of your house is market driven.

When I go to sell my house and the airport is there making noise will it impact the sale? Is the airport driving the market down?

People are buying houses in the neighborhood area all the time. BTV is paying a good price for acquired properties. The airport is not driving the value down.

Do I have to sell my house? If I do want to sell, but the program is booked until Year 2011 then what?

You do not have to sell your house (participation in the program is voluntary). BTV will look at priorities each year and try to accommodate participants. If the program is booked until 2011, then the next property would be included in the 2012 program. BTV is trying to present an opportunity to residents. The road project (road to be installed) does not impact the program.

Comment about the Air Guard planes making lots of noise compared to commercial aircraft.

Col. Doug Fisk explained the Air Guard is in the process of changing over planes. The new planes will still be F-16s. Ground noise is expected to be unchanged. The Guard flies 4,000 flight hours per year. This may increase up to 15% if pilots are added. The current situation is not expected to change for the next 10 years.

Comment about the use of after burners.

Col. Fisk explained the use of after burners is part of the pilot's training. From May to October pilots can make one low approach per flight to the airport. In the winter months more low approaches are allowed.

Comment about circling to burn off fuel.

Col. Fisk explained pilots would only be circling over the airfield to burn fuel if there is a safety issue involved, otherwise the planes fly over the lake. It is rare to have after burners on over the field. The Air Guard is very aware of the noise. Members live in the community.

Comment about windows rattling from the noise, grandson covering his ears inside the house due to the loud noise.

Col. Fisk stated the Air Guard recognizes there is an impact and tries to mitigate the noise the best it can.

Regarding re-use of property, will the properties be changed to commercial use?

No. There will be a re-use plan which will include berms, barriers, plantings, possibly making a park. BTV will work with South Burlington Planning Office on a re-use plan.

Will the properties that are acquired be available for rental?

No. The properties cannot be used as residences if purchased with FAA funding because the acquisition was to mitigate noise exposure to the houses.

QUESTIONS/COMMENTS AT THE WORKSHOP

Darling, 10 Marilyn Street and 385 & 405 White Street, South Burlington

Mr. and Mrs. Darling asked about the contour line noting if they sell their properties the entire block is acquired. The consultants advised the airport may not have been fully aware of the ownership issues when the line was set, but it is probable the line could be moved to make sense. The line is just an opinion of BTV and South Burlington planners. Mr. Darling said he will contact Bob McEwing to discuss the matter. Mr. Darling also said he is tired of hearing the F-16s. The Darlings have lived in their current house since 1976 and have lived in the area nearly all their lives, witnessing the airport at start up,

being built. Commercial jets are not a bother. Mrs. Darling said the airport took her father's land by eminent domain for the runways.

A woman asked about the possibility of BTV purchasing her house in five years.

The consultants advised the question should be asked of BTV directly, but there is a good chance BTV could work the property into the program.

A gentleman interjected it will take 10 years to acquire the properties.

The consultants clarified the study is showing where the noise exposure from the airport is expected to be located. The airport is not looking to aggressively reach that line. For those residents within the contour line who want to sell their property, the airport is willing to talk to you.

A woman asked what happens if all the houses on Dumont Street are sold and purchased by the airport, but one person does not want to sell for 20 years.

The consultants advised that would be the property owner's prerogative. If the rest of the houses are sold and there is only one lot left, the owner may want to sell. Eminent domain will not be used in this program. If there is another program and the land is in a different class, then that could change the acquisition.

James and Lucy Kirk, 12 Picard Circle, South Burlington

James Kirk stated for the record that they are looking for an offer from the airport. Speaking for the rest of the residents on Picard Circle, Mr. Kirk said the feeling is the same. Mr. Kirk said they addressed the South Burlington City Council and told them they do not want them to block or delay this. We want to move on with our lives and are in limbo. We could not put our house on the market and expect to sell, said Mr. Kirk.

There were no further comments. The public hearing/workshop concluded at 8:40 p.m.

RScty:MERiordan

BURLINGTON INTERNATIONAL AIRPORT PUBLIC WORKSHOP and PUBLIC HEARING DATE: March 25, 2008 - 7:00pm LOCATION: HAMILTON ROOM, SECOND LEVEL, 1200 AIRPORT DRIVE, SOUTH BURLINGTON SIGN-IN SHEET			
#	NAME	COMPANY NAME/ADDRESS	PHONE NUMBER/EMAIL ADDRESS
1	Doug & Linda Burbo		
2	Glen Burbo		
3	Lamie Desso		
4	Karla M. Desso		
5	Charles & Claudette Thibault	6 Picard Circle S. Burlington Vt	802-863-9726
6	Gordon & Susan Lamy	8 Picard Circle So Burlington	802-862-5941
7	Michael + Michelle Henry	4 Picard Circle	864-0407.
8	WARNE + BEV DARLING	10 MARYLAND ST	862 5002
9	James & Lucy Kirk	12 Picard Circle	650-2228
10	Michael & Lori Willette	76 DUMONT AVE.	862-9953

BURLINGTON INTERNATIONAL AIRPORT PUBLIC WORKSHOP and PUBLIC HEARING DATE: March 25, 2008 - 7:00pm LOCATION: HAMILTON ROOM, SECOND LEVEL, 1200 AIRPORT DRIVE, SOUTH BURLINGTON SIGN-IN SHEET			
#	NAME	COMPANY NAME/ADDRESS	PHONE NUMBER/EMAIL ADDRESS
11	Donna Kinville	11 S. Henry Ct	862-5238
12	Douglas + Robert DuPont		658-8200
13	Reginald H. Legrand	53 North Henry Ct	864-7780
14	Doug Fick	158 Fighter Wing	660-5215
15	Shea A. Linn	City of So Burl.	
16	Juli Beth Childs	City of South Burlington	846-4106
17	Michael Fey	S.B. Planning Comm	658-1866
18	Tom Stach	1261 AIRPORT DR.	860-7189
19	Burt Proff	3 MARYLAND ST	862-2215
20	Adam Wright	158 FW/Env. Mgr.	660-5966

BURLINGTON INTERNATIONAL AIRPORT PUBLIC WORKSHOP and PUBLIC HEARING DATE: March 25, 2008 - 7:00pm LOCATION: HAMILTON ROOM, SECOND LEVEL, 1200 AIRPORT DRIVE, SOUTH BURLINGTON SIGN-IN SHEET			
#	NAME	COMPANY NAME/ADDRESS	PHONE NUMBER/EMAIL ADDRESS
21	Margaret Palombo	34 Myers Ct S. B., VT	802-864-9662
22	Jody Davis	10 Picard Circle So Burl Vt.	802-862-7544
23	Ing D. van	52 Bulford Ave S. Burl	86 35311
24	Sandra Jolley	44 East Terrace S. Burl 05403	doylept1@comcast.net
25	MARCE BEAUVIN	PLANNING COMMISSION	
26	Col. Rob Gingras	VTARNG 791 NATIONAL GP. RD. Colebrook, Vt.	802-338-3041 robert.gingras@ grad.state.vt.us
27	Chris Shur	S.B. PLANNING COMMISS	864-1515
28	Tim Miff	11	802 872-8501
29	Steve Bonerent Judith Nolan	51 S. Henry Ct	802-864-6393
30	John Haselton	50 S. Henry Ct	862-3310

BURLINGTON INTERNATIONAL AIRPORT PUBLIC WORKSHOP and PUBLIC HEARING DATE: March 25, 2008 - 7:00pm LOCATION: HAMILTON ROOM, SECOND LEVEL, 1200 AIRPORT DRIVE, SOUTH BURLINGTON SIGN-IN SHEET			
#	NAME	COMPANY NAME/ADDRESS	PHONE NUMBER/EMAIL ADDRESS
31	Nick Santo	North Ramp Aviation	802-865-4366
32	Heather Kadraw	BTV	
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BURLINGTON INTERNATIONAL AIRPORT PUBLIC WORKSHOP and PUBLIC HEARING DATE: March 25, 2008 - 7:00pm LOCATION: HAMILTON ROOM, SECOND LEVEL, 1200 AIRPORT DRIVE, SOUTH BURLINGTON SIGN-IN SHEET			
#	NAME	COMPANY NAME/ADDRESS	PHONE NUMBER/EMAIL ADDRESS
41	Chad Phillips	7 Maryland Str.	865 9561 candtp@verizon.net
42	Sandi Pierce	712 Dumont Ave	658-4794 sandra.pierce205@hotmail.com
43	Joseph + Jennifer Bouffard	35 S. Henry Ct.	862-2105 JBouffard50@aol.com
44	Syrm Fife	333 Van Sicklen Rd. So. Burlington	658-0743
45	Jean Chaulot	27 Myers Ct	chaulot@yahoo.com
46	Bull + Miki Grady	61 Dumont Ave.	864-7215
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