

# **BURLINGTON INTERNATIONAL AIRPORT**

## **VISION 2030 AIRPORT MASTER PLAN UPDATE**

**Summary Presentation  
January 2011**



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Vision 2030 Master Plan Update  
January 2011*



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# AIRPORT STAFF AND STUDY TEAM

## Burlington International Airport

**Robert McEwing**, Director of Planning & Development

**Brad Worthen**, Community Facilitator

## MPU Study Team

**George Paris PE**, Campbell & Paris Engineers – Project Manager

*With Valuable Assistance From:*

*Price Studios –Terminal Architect Planner*

*Freeman French Freeman – Terminal Architect*

*Gorove/Slade Associates – Landside Transportation Planner*

*Harris Miller Miller & Hanson – Aviation Noise Consultant*

*The 360 Group – Hotel Consultant*



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# Burlington International Airport (BTV)

Runway 15-33 – 8300 FT

Runway 01-19 – 3600 FT

2009

708,341 Enplanements

95,000 Landings/Take-Offs



Providing  
38 daily departures  
to  
10 major airport  
destinations



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# Study Background & Purpose

## Background

Last Comprehensive MPU - 1990

Study Efforts Began – May 2008

Technical Advisory & User Meetings thru Jan 2010

CCMPO Briefings - Summer 2010

## Purpose

Identify facility needs - Optimize Facility Layouts

Maintain Eligibility - FAA Funding



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# **Airport Demands & Major Facility Requirements**

## **Service Area Overlaps with Montreal/Distribution of Users**

Canadian Passengers Provide Economic Benefits to the Region  
Creates Demand for More Airline Destinations

## **Annual Passenger Enplanements Expected to Double to 1.6 Million by 2030**

Total Annual Users Expected To Reach 4 Million by 2030  
More than 12,000 Daily Vehicle Trips Expected by 2030

## **Factors Affecting Demands**

National Recession – 2009 Passengers Down 6% From 2008  
Long Term Demands Expected to Increase 3 to 4% Annually (Average)  
2009 Passengers Up 11% From 2005 – 56% From 2000  
2010 Activity Statistics Affected by Runway Rehabilitation Project

## **Airside Infrastructure Needs**

## **Terminal & Parking Needs**

## **Landside Access & Regional Transportation Initiatives**



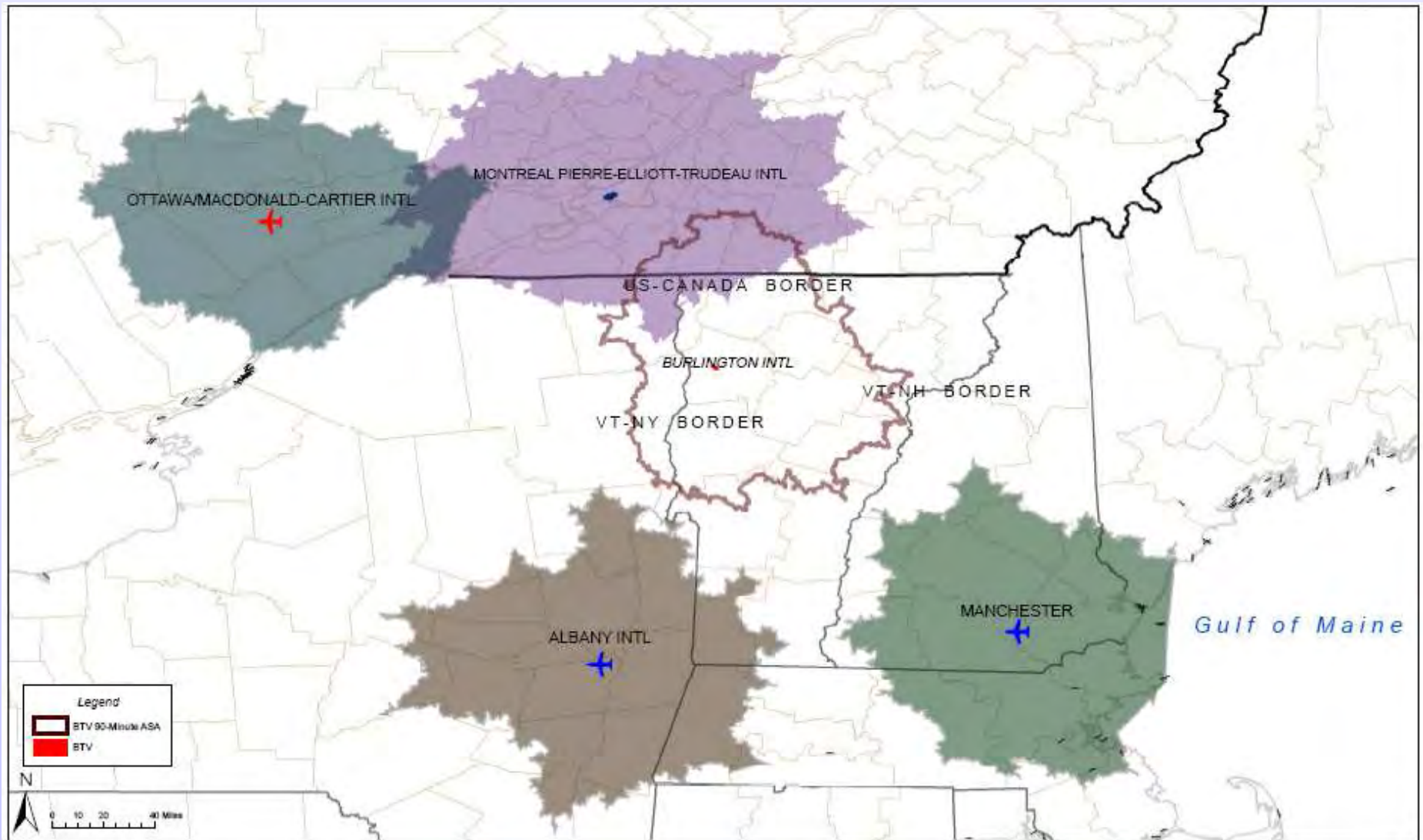
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# 90-Minute Service Areas- Major Commercial Airports

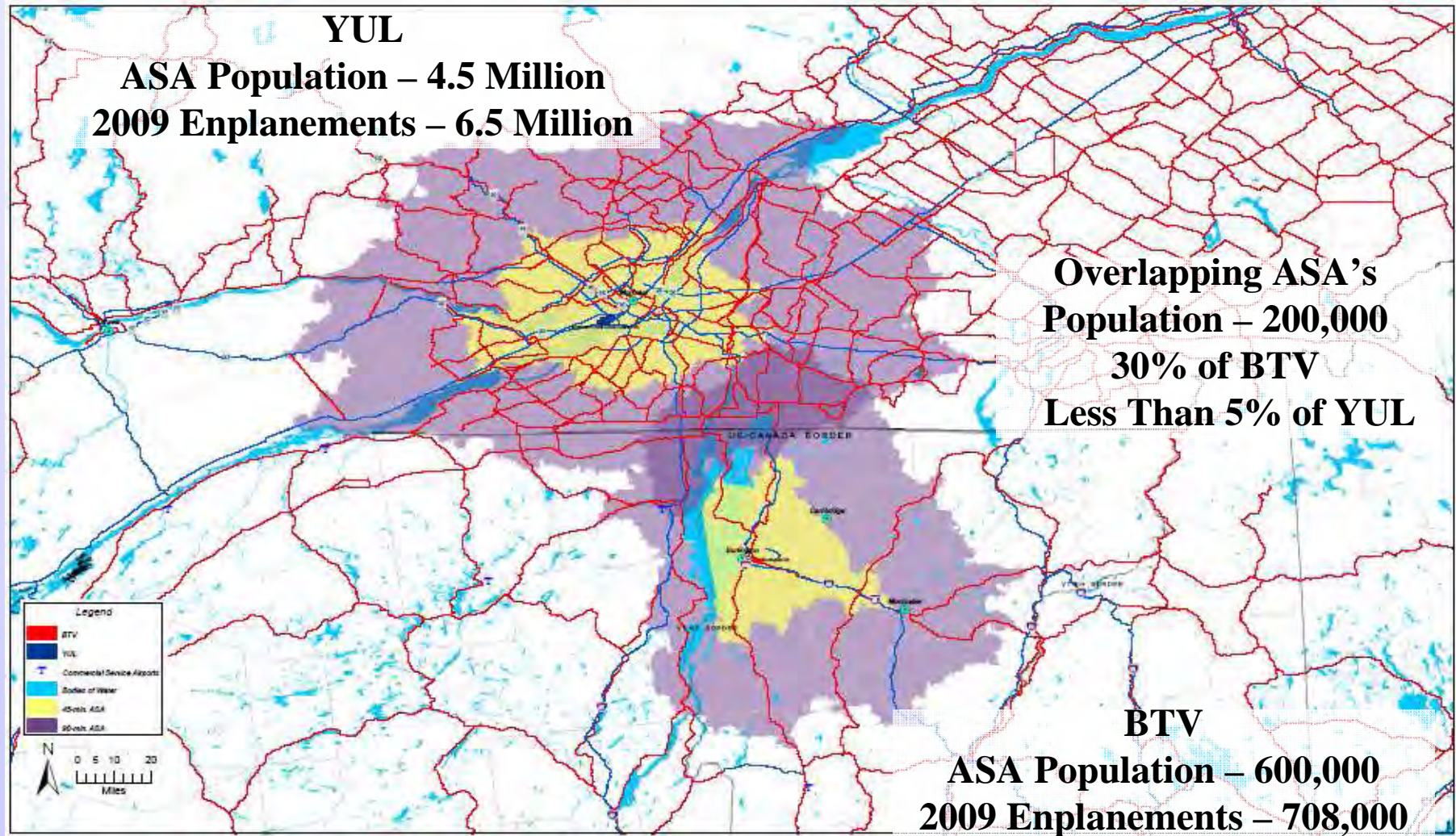


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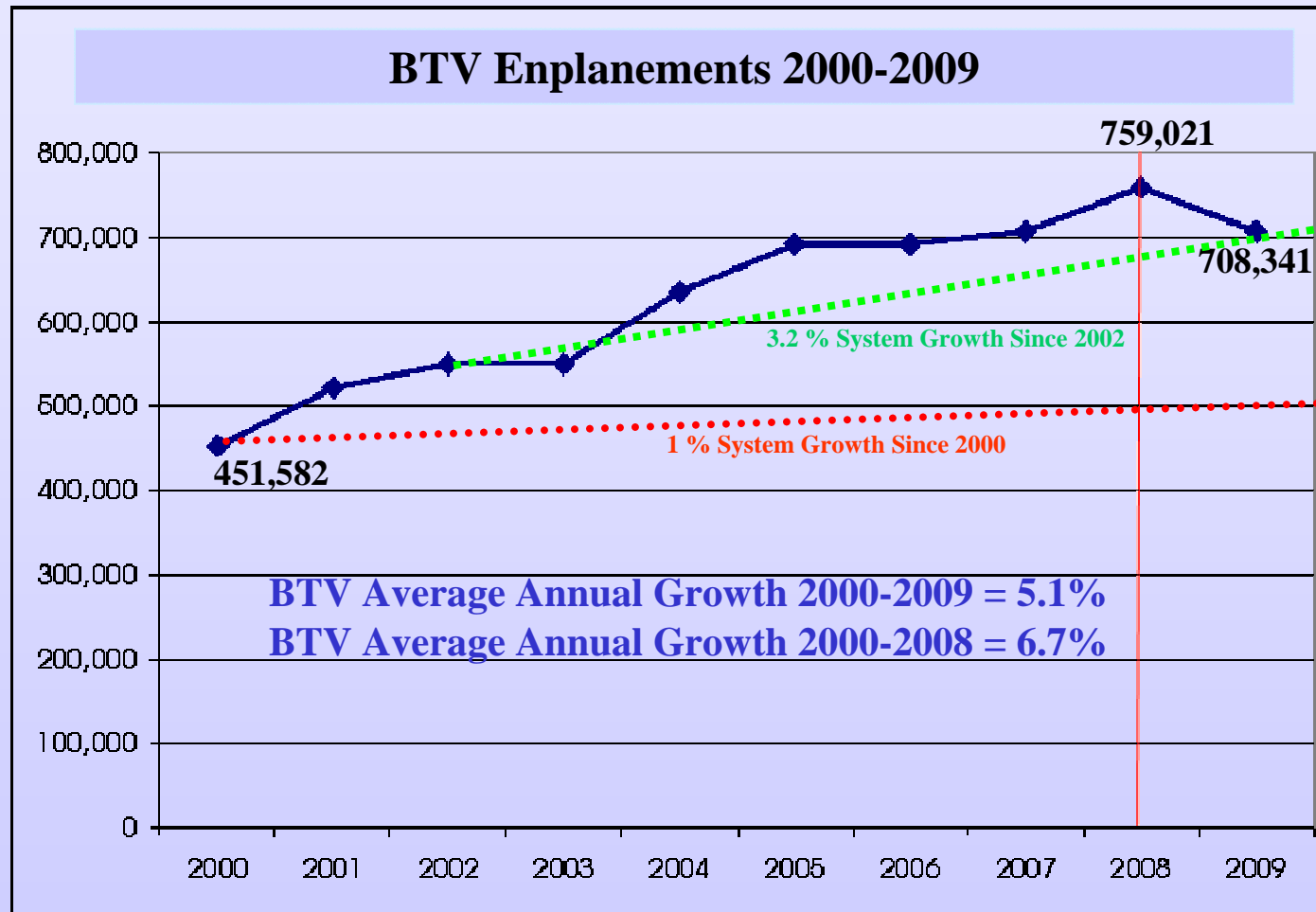
  
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# Overlap of BTV and Montreal (YUL) Service Areas



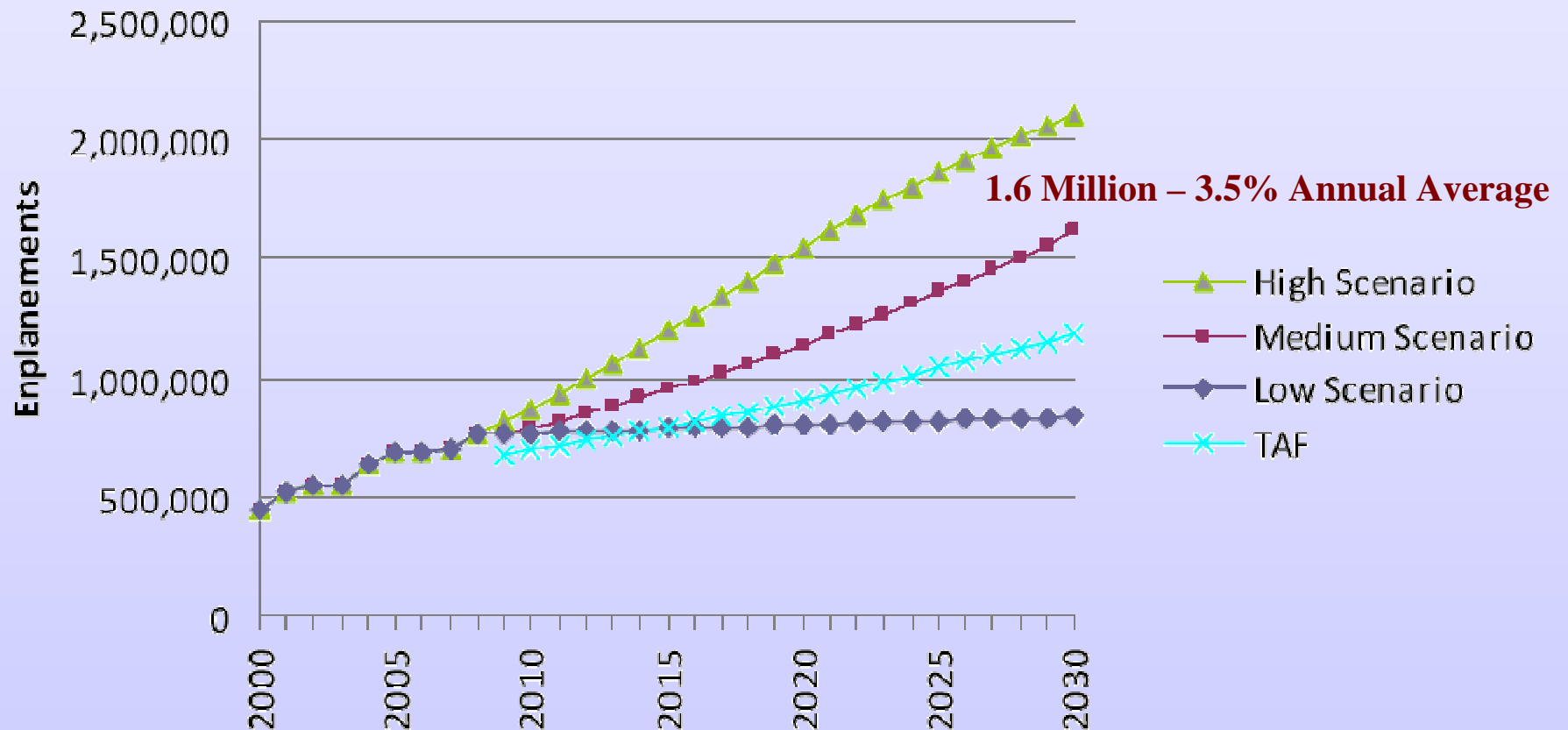
# Historical Enplanements



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## High, Medium, and Low Forecast Scenarios for Commercial Enplanements at BTV: 2008-2030



**Note: System Enplanements Forecasted By FAA to increase about 2.2% Annually  
Regional Carriers Expected to grow faster at 3.2 % Annually**



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# **MPU Recommendations For Airside and Terminal Elements**

**Complete RW 15-33 Parallel TW System** – Construction Underway

**Extend RW 19 Threshold** – Initial Construction Completed 2010

## **South End Development (SED) Complex – Major Growth Area**

General Aviation Facilities

Corporate Aviation Facilities – Construction Underway

Air Cargo Facilities

Fuel Storage

Airline Maintenance

## **Terminal Building Expansions**

3rd Floor Management Suite

2nd Floor Ticketing/Single Point Security

1st Floor Baggage Claim

South Concourse and Gate Expansion Concepts

## **Terminal Area Parking/Loop Access/Hotel**

New Loop Access Circulation and Expanded Terminal Curb Line

Additional Grade/Structured Parking – 600 Space Addition to Garage Underway

Reserve Site For Hotel/Public Transit Connector



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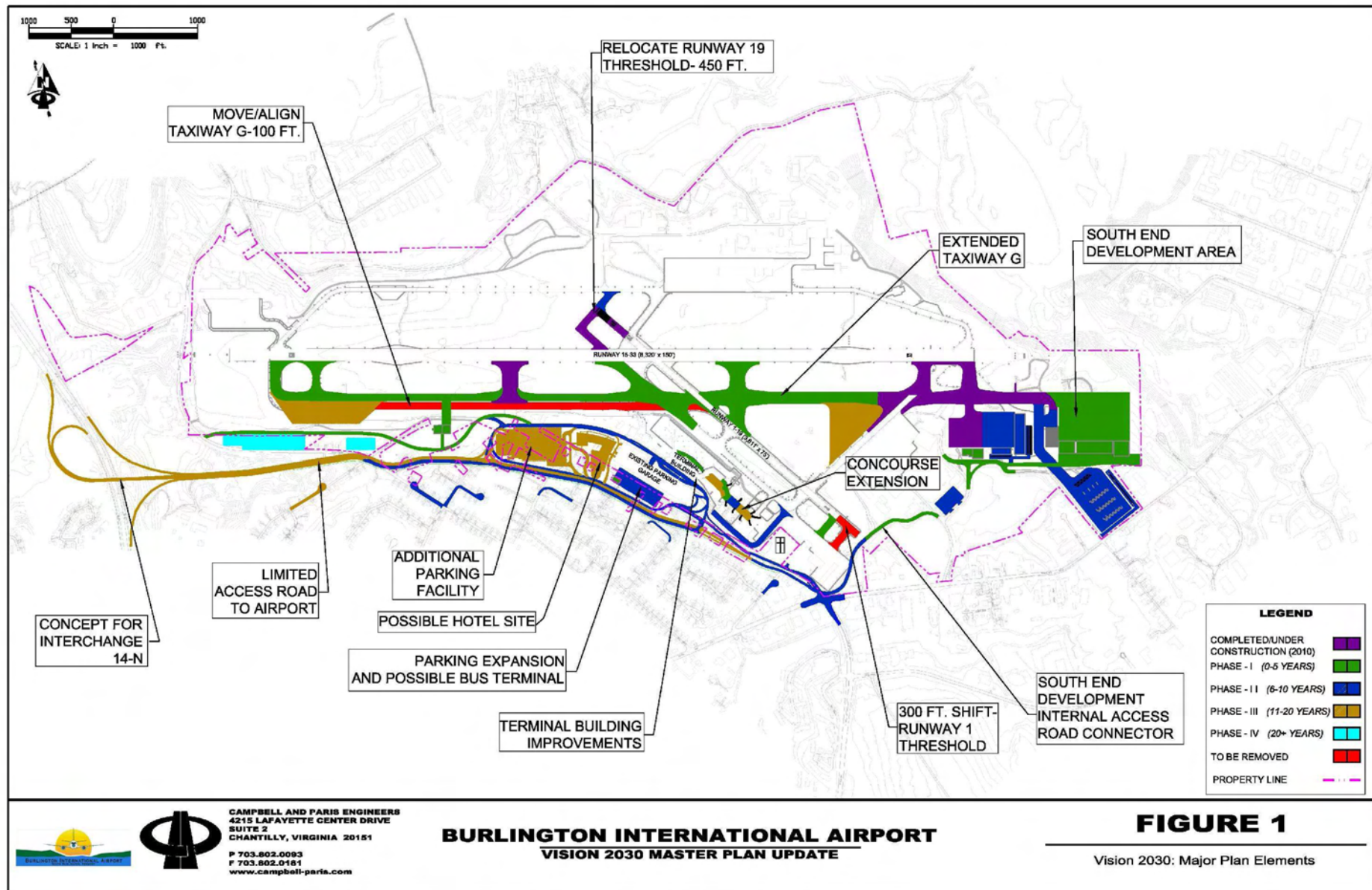
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# **Airport Access & Regional Transportation Recommendations**

## **Local Neighborhood & Internal Airport Access**

Avoid Reliance on Route 2

Relieve Airport Traffic From Local Neighborhood

Internal SED Connector Access/Circulation Concepts

## **Regional Airport Access & I-89 Connection Concepts**

I-89 Interchange (14N) and Airport Connector Link

Coordination with CCMPO & CSB Initiatives

Opportunities for Public Transit/Bus Initiatives

Coordination w/Noise Land ReUse Recommendations



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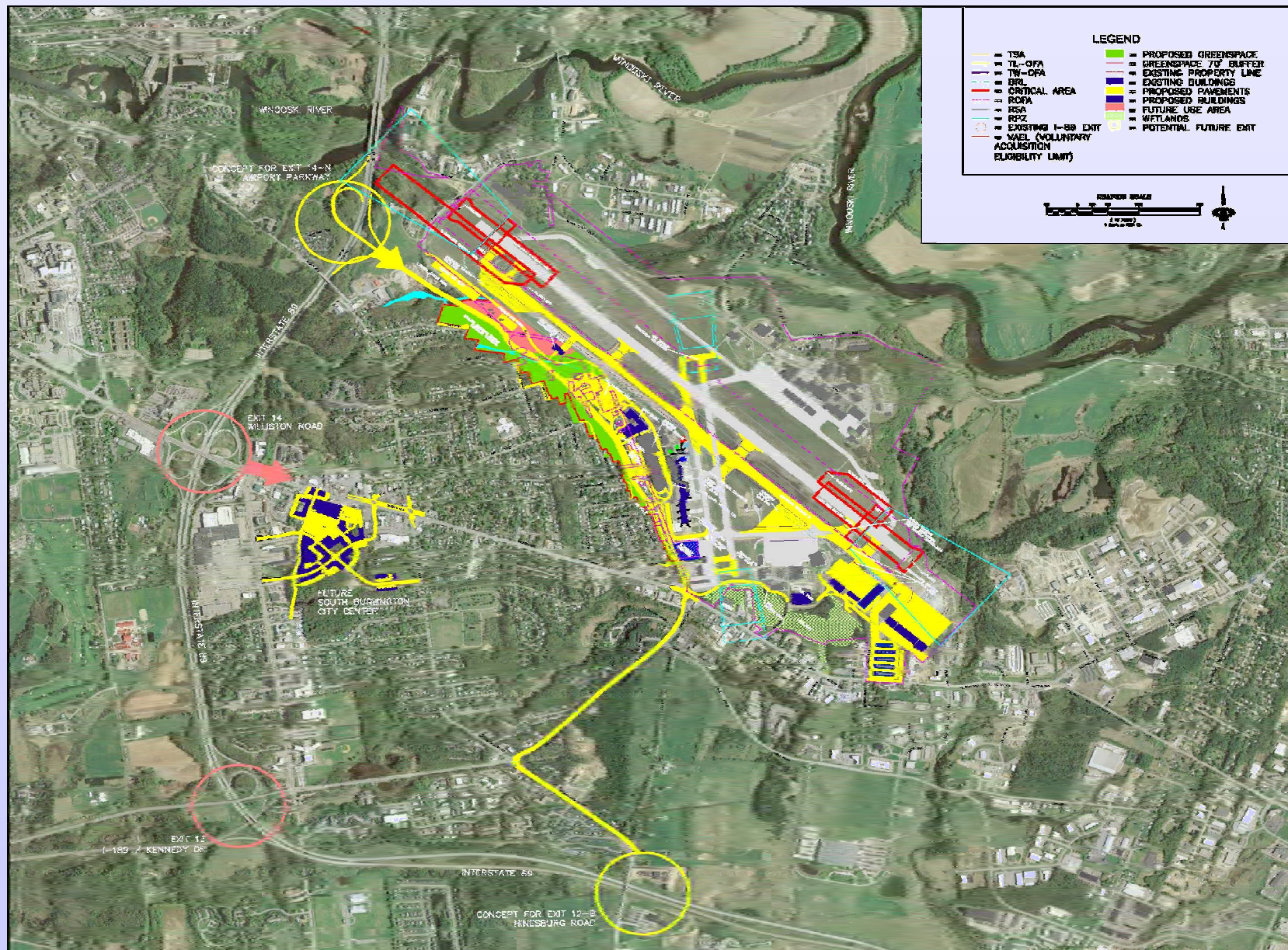
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**LEGEND**

- TSA
- TL-OFA
- TN-OFA
- BRL
- CRITICAL AREA
- RODA
- RSA
- RPZ
- EXISTING I-89 EXIT
- MALE VOLUNTARY ACQUISITION ELIGIBILITY LIMIT
- PROPOSED GREENSPACE
- GREENSPACE TO BUFFER
- EXISTING PROPERTY LINE
- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- PROPOSED PAVEMENTS
- FUTURE USE AREA
- WETLANDS
- POTENTIAL FUTURE EXIT

GRAPHIC SCALE  
1" = 1000'

<b>CAMPBELL &amp; PARIS ENGINEERS</b> 633 Union Center Ave. South Burlington, VT 05493 (802) 244-0000 www.campbell-paris.com				<b>PRICE</b> 1000 Main Street South Burlington, VT 05493 (802) 244-0000 www.price-engineers.com			
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# Phasing, Costs and Implementation Issues

Overall Development Costs – *At Least \$250 Million*

Sources of Funding\* (i.e., AIP, PFC, Bonds, etc.)

20 Year Planning Horizon/Time Table For Implementation

Near Term - 5 Yrs

Mid Term -10 Yrs

Long Term - 20 Yrs and Beyond

5YR ACIP - Highest Priorities First – *\$100 Million Program Underway*

*\*Coordinate Funding Requests With CCMPO For Regional Transportation Initiatives*



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# ESTIMATED BUDGETS - MAJOR PLAN ELEMENTS

	<b>Phase I*</b> (0-5 Yrs)	<b>Phase II*</b> (6- 10 Yrs)	<b>Phase III*</b> (11- 20+ Yrs)	<b>TOTALS</b>
<b>Terminal Bldg Impr</b>	<b>\$ 58 M</b>	<b>\$16 M</b>	<b>\$20 M</b>	<b>\$94 M (37%)</b>
<b>Terminal Area Loop</b>	(Property)	<b>\$9 M</b>	<b>\$29 M (Hotel?)</b>	<b>\$38 M (15%)</b>
<b>Airport Access/SED Connector</b>	<b>\$3 M</b>	<b>\$9 M</b>	<b>\$33 M (Exit 14N?)</b>	<b>\$45 M (17%)</b>
<b>TW "G" Infra-structure</b>	<b>\$15 M</b>	(Complete Phase I)	<b>\$4 M</b>	<b>\$19 M (7%)</b>
<b>South End Development (SED)</b>	<b>\$17 M</b>	<b>\$9 M</b>	<b>TBD</b>	<b>\$26 M (10%)</b>
<b>Part 150 Property Acquisitions</b>	<b>\$16 M</b>	<b>\$14 M</b>	<b>\$2 M</b>	<b>\$32 M (12%)</b>
<b>Prel Engr &amp; Envir Studies</b>	<b>\$1 M</b>	<b>\$ 1 M</b>	<b>\$1 M</b>	<b>\$3 M (1%)</b>
<b>Total Per Phase</b>	<b>\$110 Million (43%)</b>	<b>\$58 Million (23%)</b>	<b>\$89 Million (34%)</b>	

**Total Program \$257 Million**

**\*Note: Implementation will occur as demands warrant not by calendar phase!**



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# Next Steps In The Implementation Process

Environmental Assessments

Feasibility Studies

Pursue Funding

Design and Permitting



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# Outlook For Study Completion

Final FAA Comments Received With Their Support  
City/Commission Approval Processes Underway  
Public Information Meeting – January 2011  
Formal & Final FAA Approvals - Spring 2011



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An aerial photograph of an airport, likely Heathrow, showing a long runway, taxiways, and surrounding greenery and urban areas. The image is darkened to serve as a background for the text.

**HAPPY TO ANSWER YOUR QUESTIONS**

**THANK YOU VERY MUCH**