



TUESDAY, AUGUST 26, 2025, 11:00 AM

MEETING DETAILS

In-Person: Rutland Southern Vermont Regional Airport, 1002 Airport Rd, North Clarendon, VT and Microsoft TEAMS.

Committee Present: Devon Neary, Lyle Jepson, Charlie Rockwell, Victor Rivas, Mike Klopchin, Bob Knudsen, Stephen Molly, Jim Marsh, Chris Keyser, Brian Collamore, Peter Fuchs (virtual)

Others Present: Nicoletta Salvatore, VTrans

MEETING MINUTES

INTRODUCTIONS AND AGENDA AMMENDMENT

The meeting was called to order at 11:10 AM. Neary led introductions. Neary asked to amend the agenda to include a vote on bylaws and appointing the committee Chair and Vice Chair. Jepson motioned and Rockwell second the agenda change. The meeting minutes from July were not approved due to a technical difficulty distributing them before the meeting. Meeting minute approval has been postponed to the next meeting on September 23, 2025.

BYLAW ACCEPTANCE AND COMMITTEE CHAIR/VICE CHAIR APPOINTMENT

Discussion occurred among the committee members over the bylaws and the clarification of the committee structure. Acceptance of the bylaws was motioned by Jepson and second by Klopchin. Nominations for committee Chair and Vice Chair ended with Rockwell, Klopchin, Jepson respectfully declining the Chair position. Knudsen nominated Marsh as Chair, Klopchin seconded. Klopchin nominated Knudsen as Vice Chair, Collamore second. Marsh requested Neary to finish this meeting.

LEGISLATIVE DEBRIEF

Neary prompted discussion on what topics had the most traction at the legislative meeting. The group agreed that the aircraft fee repeal had traction and discussed creating an outline to give to the legislature to repeal the fees.

Promotion of hangar development was discussed in addition to the requirements needed for interested people to build hangars. Supporting infrastructure, stormwater, and other costs now fall on hangar builders compared to past hangar projects. In the 1990s, the State of Vermont developed land on the westside short of building the hangar.



VTrans is promoting the construction of large hangars on the east side of the field which is a challenge due to the requirement of a fire suppression system. There is not enough water at Rutland Airport to meet the fire suppression system demands of large hangars and it will be costly to bring water onto the field. Receiving an NBRC grant is a possible way to fund infrastructure development for hangar construction. 20% of the total grant would have to be covered and a possible solution is to make legislative allocation.

The airport's federal funding and budget was discussed along with Essential Air Service (EAS) funding. Rutland Airport cannot reach 10,000 passenger enplanements with Cape Air's current flight schedule. The last EAS proposal included an additional flight to New York which was denied by the EAS administration. The terminal building and parking lot are deteriorating. The parking lot is one of the most used Park and Rides in the Rutland Region. Salvatore explained that the airport receives entitlement funds from enplaned passengers and that money goes into the State of Vermont T-Fund which is then allocated to the Aviation Department. Any money generated from airports must stay with the airports and cannot be used by the State Transportation fund for anything else.

The committee is looking for ways to decrease the administrative burden from Act 250 requirements on airports. They propose a blanket exemption from Act 250 requirements for all airports in the State of Vermont. An avenue to complete this is to build a coalition of other airport committees to approach the legislature with removing Act 250 requirements.

SEPTEMBER MEETING AGENDA

September's meeting will be a strategy session to develop questions for the October meeting with VTrans Senior Project Manager, John Nummy. People interested in building hangars at the airport will be invited to the September meeting to brainstorm questions. Marsh will formally invite Nummy to attend the October meeting.

- Why is the State not predeveloping sites like they did in the 90s for hangar development? How did the 90s development on the westside work and what has changed.
- What additional engineering requirements need to be completed for hangar sites?
- Once Coventry's terminal project is complete, is VTrans willing to write for another NBRC grant to use for hangar infrastructure?
- Set a specific goal for VTrans to work towards completing regarding hangar development. Example – build four hangars by September 1, 2028.

ADJOURN

Meeting adjourned at 12:24 PM.