

**Maine Aeronautical Advisory Board  
MaineDOT Headquarters, Conference Room #216  
24 Capitol Street, Augusta, Maine (and via ZOOM)**

*Decisions and commitments in bold italic type.*

**March 11, 2020  
1:00 p.m. to 4:00 p.m.**

**Meeting Minutes**

**Call to Order and Introductions**

Scott Wardwell called the meeting to order at 1:02 p.m. Board members and MaineDOT aviation staff introduced themselves, followed by all others in attendance.

**Board Members Present:**

Scott Wardwell, Presque Isle International Airport  
Allison Navia, Sanford Seacoast Regional Airport  
Kenneth Ortmann, Belfast Municipal Airport  
Rick Lanman, Auburn – Lewiston Municipal Airport  
Evan McDougal, Hoyle, Tanner & Associates, Inc.  
Lisa Reece, Maine Aeronautics Association  
Josh Dickson, LifeFlight of Maine  
Caleb Curtis, Curtis Air  
Guy Rouelle, DuBois & King (by phone)

**Board Members Absent:**

Marty McMahon, Brunswick Executive Airport  
Sean Collins, Aircraft Owners & Pilots Association  
Ervin Deck, Stantec Consulting Services, Inc.

**Other Attendees:**

Jennifer Brickett, MaineDOT  
Mary Ann Hayes, MaineDOT  
Stacie Haskell, MaineDOT, clerk  
Tim LeSiege, MaineDOT  
Ralph Nicosia-Rusin, FAA  
David Swanson, FAA, FSDO  
Fred Cahn, FAA, FSDO  
Andrew Bonney, Cape Air  
Rick Tetrev, Wiscasset Municipal Airport  
Matt O'Brian, McFarland Johnson  
Ron DeFilippo, Eastport Municipal Airport  
Kevin Waters, Penobscot Island Air  
Pete Donaher, Biddeford Municipal Airport  
Rick Laverriere, Biddeford Municipal Airport  
Jacklyn Marks, Gale Associates  
Jeremy Shaw, Knox County Regional Airport  
Parker Montano, Pine Tree Helicopters  
Barry Brown, Portland International Jetport  
Shane McDougall, Aviest Engineering  
Tony Caruso, Bangor International Airport (by phone)  
Scott LeCount, McFarland Johnson (by phone)  
Greg Jolda, University of Maine (by phone)

Kate Trapani, Stantec Consulting Services (by phone)

**Review and Accept October 9, 2019 Meeting Minutes**

*Kenn motion to accept. Allison second. The minutes were accepted 6-0-2 (Lanman and Rouelle abstaining).*

**Maine Flight Standards District Office – David Swanson**

Manager of field office in Portland, began in July. Spent first 6 months understanding where the office was with regards to staffing and certificate management. He has been out meeting operators. Some items that came up, increasing communication, collaboration, what is the perception of FSDO. Based upon that information is how he pulled together his presentation. Where are we coming from, we have a great interest in the business of aviation. If you are successful, we are successful. Everybody is connected.

See Portland Maine FSDO Presentation

**Question:** Can you do operator training via GoToMeeting or do they have to come in the office for web ops?

**Answer:** We like bringing them in because the inspector doing the training is more comfortable bringing them in but definitely can absolutely do via GoToMeeting. The recent Coronavirus could change this.

**Question:** What is your background and are you rated?

**Answer:** I am. Operations inspector in the Boston FSDO, Bachelor's Degree in Chemical Engineering, went in the Air Force flew active duty for 8 years and then in the Air National Guard for another 20 years, joined FAA 2008, came in through Boston FSDO, worked in QMS, NextGen, AEG, and now in Portland.

**Question:** How did you address backlog when you came in?

**Answer:** Had huge backlog of work when first came in, we did not have staff to support the operators. We have done some hiring, we now have 5 operations inspectors. 2 more in the cue. When you are short staffed you need to reach out to other offices for help. We did. Not a good long-term solution, so we offered up to all those in the office to work as much overtime as they want. The backlog has gone way down. The office used to be 100% paper. Converted it all to electronic. Backlog coming down, getting a better handle on priorities, still hiring and still offering overtime. The work never stops coming in.

**Question:** As an airport operator I have issue with people issuing NOTAM's and checking NOTAM's and following the NOTAM's. For example, the Runway is NOTAMed closed and someone lands. Some people don't know what the NOTAM means or they just ignore them. At untowered airports it seems to be a significant issue. Is this a nationwide problem? Is there something being done to encourage the aviation community to check them?

**Answer:** Yes, this has even happened at JFK. John Wood would work on this. If this is something I need to take back to John I can and have him work on this. There was a period when this was occurring frequently and we had a lot of outreach on it.

**Question:** We have a unique problem, when turning lights on at Presque Isle, lights come on in Caribou. On three (3) separate occasions we have had air carriers that land at Caribou instead of Presque Isle, Runway numbers are the same and Unicom frequencies

are the same. This has not been recent, before I started. I want Presque Isle Unicom frequency changed. I have been told that it is safer for them to be the same. Is this true? Can this be changed? Is there someone from your office that can come speak?

**Answer:** I thought this had been resolved, I will look into it. I will look up and see where we left this and get back to you. We can continue the conversation if you like.

#### **Intra-State Air Service – Andrew Bonney, Cape Air**

Andrew Bonney, the Senior Vice President of Planning at Cape Air, provided an overview of Cape Air and the commuter airline industry as a whole. He then discussed intra-state air service, noting that the sector has declined over the last 50 years due to increasing costs and competition from surface transportation (principally the automobile). Commuter air service, like that which would be appropriate for intra-Maine flights, generates significant public benefits for economic development and tourism, however on a per-seat-mile basis commuter air service is disproportionately expensive. So, sustainable intra-state air service must “solve an acute transportation problem” for a population or entity that has the financial wherewithal to pay for it, and there must be a lack of transportation substitutability.

Mr. Bonney also provided a speculative primer on the future of regional air transportation, with key points including:

- 50-seat regional jets will continue to be flown
- Cape Air’s new Tecnam Traveller 9-seat twin-engine aircraft will set the bar for commuter aircraft
- Electric aircraft will revolutionize short-haul air transportation with low costs, especially for intra-state service.

#### **Statewide System Plan Update – McFarland Johnson**

86% return on airport manager surveys. Only need 5 more.  
Once surveys are back we will be meeting with the PAC again.  
Bethel, Brunswick, Pittsfield all have bicycles and soon Dover-Foxcroft will.

See MaineSASP – Update for MAAB 3-11-2020 Presentation

#### **G.A.R.D. – Aviation Staff & Ron Cote, Invisible Intelligence**

Good to go for MaineDOT following MAAB recommendation of 2018 to offer reimbursement to all airports receiving federal/state AIP assistance and expect that they participate. Bad news is we lost a year of data collection. Good news is GARD program is much improved over last year. All new equipment will be provided. Existing equipment purchased under the earlier agreement may be repurposed by the sponsor.

Ron Cote gave a presentation of the new features of GARD, which were well received.

#### **FAA Update – Ralph Nicosia-Rusin**

##### **Earlier Grant Awards**

Grant process may be moved to sometime in early April. If 5010 shows you don’t have 20:1 we need to address that

##### **Implications for Project Formulation Schedules**

##### **FAA Initiative to Review Runway Classifications and Criteria for Crosswinds**

See Presentations:

Preparing for FY2021 Grants

Crosswind Runways *Applying AC 150/5000-17*

## **Other Business**

### **Next Meeting – Date, Location, Agenda**

*The next meeting, the annual MANDATORY in-person attendance meeting, will be June 10, 2020 here at MaineDOT Headquarters in the Main Conference Room from 1:00 p.m. to 4:00 p.m.*

### **Nominations/Terms Expiring**

The following board members have terms expiring June 30, 2020:

Kenneth N. Ortmann  
Ervin Deck  
Joshua Dickson  
Allison Navia

Guy Rouelle  
Scott Wardwell  
Rick Lanman

Kristopher Reynolds – term expires June 30, 2020 but has been removed from the board as he has left his position with Biddeford and we have no contact information for him.

Brad Madeira – term does not expire until June 30, 2021 but he has resigned and the seat is now vacant.

Need nominations for Chair and Vice Chair as well (to be elected June 10).

If you are interested in serving on the board please send Stacie Haskell at [stacie.haskell@maine.gov](mailto:stacie.haskell@maine.gov) a brief, ½ page bulleted biography including a brief statement on what you feel you can contribute to the board by **May 15, 2020**.

## **Event updates and announcements**

Josh – LifeFlight been working on Part 135 for last year. Working with friends in D.C. going to add first copter low level IFR route in the United States and it will be in Maine. 1<sup>st</sup> leg between Bangor and Bar Harbor. Eventually what this will grow into is we will have a SID and a STAR in Central Maine Medical Center in Lewiston and Eastern Maine Medical Center in Bangor and then a route out to all hospitals. Eventually will go all the way to Fort Kent with stops in Presque Isle and Caribou and down extensively along the coastal hospitals and communities. It gets trickier when you try to go west. Concern report. Continuous problem in the state keeping runways clear. It is extremely important that LifeFlight have a contact to get in touch with in the middle of the night. Every airport is completely different. Please be thinking of ways that we can accomplish this in the middle of the night. Maintain NOTAM's.

See LifeFlight Incident Letter

Lisa – See National Center for the Advancement of Aviation Description  
See National Center for the Advancement of Aviation Letter

## **Public Comment**

No public comment.

## **Adjourn**

*The meeting adjourned at 4:19.*