

**Maine Aeronautical Advisory Board
MaineDOT Headquarters, Conference Room #216
24 Capitol Street, Augusta, Maine**

**October 24, 2018
1:00 p.m. to 3:10 p.m.
[Decisions made in bold italic.]**

MEETING MINUTES – (DRAFT)

Call to Order and Introductions

Allison Rogers called the meeting to order at 1:03 p.m. Board members and MaineDOT aviation staff introduced themselves, followed by all others in attendance. There was remote participation.

Board Members Present:

Allison Rogers, Sanford Seacoast Regional Airport
Lisa Reece, Maine Aeronautical Association
Guy Rouelle, DuBois & King
Evan McDougal, Hoyle, Tanner & Associates, Inc.
Ervin Deck, Stantec Consulting Services, Inc.
Kristopher Reynolds, Biddeford Municipal Airport
Mary Ann Hayes, MaineDOT
Sean Collins, Aircraft Owners & Pilots Association
Marty McMahan, Brunswick Executive Airport
Rick Lanman, Auburn – Lewiston Municipal Airport
Josh Dickson, LifeFlight of Maine
Brad Madeira, Bar Harbor/Hancock County Airport

Board Members Absent:

Scott Wardwell, Presque Isle Airport, Board Chairman
Randy Marshall, Waterville – Robert LaFleur Airport

Other Attendees:

Stacie Haskell, MaineDOT, clerk
Tim LeSiege, MaineDOT
Amy Rau, MaineDOT
Jennifer Grant, MaineDOT
Jeff Northgraves, Knox County Regional Airport
Patrick Sharrow, Hoyle, Tanner & Associates, Inc.
Kenn Ortmann, Belfast Airport Committee
Brady Brewster, Jacobs Engineering
Jackie Marks, Gale Associates, Inc.
Randall Wall, LifeFlight/BEFC
Rich Tetrev, Wiscasset Airport
Thomas Kittredge, Belfast Municipal Airport
Barry Valentine, Maine Aviation Business Association
Richard Yarnold, Ballantine Aviation Consulting Services, PLLC

On the Phone:

Barry Hammer, Federal Aviation Administration
Luke Garrison, Federal Aviation Administration
Brittany Davies, National Business Aviation Association
Victoria Forkus, Newton Field Airport/Town of Jackman

Review and Accept June 27, 2018 Meeting Minutes

Rick moved accepting the minutes as presented. Kris seconded. ***The minutes were unanimously approved as presented.***

Long Range Plan Update – Jennifer Grant

Currently developing the draft, it is 60-70 % complete. We are still meeting with stakeholders. If you haven't taken survey yet please do so, it will be open through November. The original goal was to get 10,000 respondents to the survey, at last check it was 1,000. Hope to have draft complete by end of this year and out early next year. The primary goal is a well-managed system with safe and secure travel for all modes, connectivity and accessibility. Looking to maximize resources and partnerships

Statewide System Plan RFP and PCI Update – Aviation Staff

Mary Ann reported that the System Plan RFP is behind schedule. Staff pulling samples from other states. Will be sending to all committee members to review for models and sections to include or not in line with goals identified in June. Hope to dedicate time to it in December with an RFP issued by early February.

Tim reported that the PCI project is underway. 10 airports surveyed and completed with 18 to go. Milestone coming up in a month and a half.

What is the process, what can airport manager expect?

Tim - Survey crew goes out and measures cracks broken up in several sections, all airfield pavement. Will be put in system database with a plan developed for each airport on what you should do over the next 5 years, a pavement and maintenance CIP. Will also have a statewide plan with priorities.

Guy (Dubois & King is contractor) – we contact airport manager and give 2 weeks' notice and work with airport manager when we get there. Do 15-minute PPI, without actual shutdown of the airport. Will be having meeting with FAA and MaineDOT soon with sample.

G.A.R.D. – Mary Ann Hayes

What is the Board's thoughts/feeling if the state purchases upgrade to the G.A.R.D. system and have it automated so there isn't so much e-mail and data entry. Should this be a cost share and voluntary or a requirement that the state purchases?

Lisa – Requirement doesn't sound good. Is it based on flight operations? Maybe not required for Machias but is for Augusta.

Tim – It is not just for operations but the safety aspect as well. NTSB has already been using recordings for investigations. New system is ADSB equipped. With ADSB you can retrieve a lot more information including the registered owner and can use as marketing.

Sean – Safety side makes sense, operations side maybe not so much as small planes will typically not have ADSB and are the majority of planes using GA airports.

Allison – Works great for training, resolving disputes --- from the construction contractor to an assortment of pilots. The ADSB takes this to a whole new level. Feel it is extremely valuable. Maybe incentive instead of requirement. Airport should have a stake in it, not the state paying 100%. If put it out there, then there should be training.

Guy – Works great to show the public the actual data, not just modeled estimates.

Tim – In Florida it is 90% accurate data.

Kris – When will it be available?

Tim/Mary Ann – depends on timing of funding and how will it be funded? Will there be a local match?

Evan – Maybe if you don't want it at your airport you don't get the State 5%. Airport will need wireless connection.

Tim – System does not need to be at the airport.

Erv – The data is invaluable. Right now, using fictitious data and very hard to look at the public straight faced. It needs to be installed at every airport.

Marty – Even if not every plane is counted due to lacking ADSB, trend data is very important and the G.A.R.D. trend data matches the fuel sales.

There is a concern that operations will affect funding. It will not. Funding is based on based aircraft and the NPIAS.

Erv – What is estimated cost? Mary Ann -- less than \$250,000.

Approximately 17 airports currently have the original G.A.R.D. system.

Sean motioned for the board to recommend that MaineDOT: (1) make the purchase of the full G.A.R.D. system at state expense for the FAA/DOT obligated airports, (2) reimburse airports that make the purchase ahead of the state schedule, and (3) offer a preferred FAA AIP match % rate for those airports that opt to participate. The motion was seconded by Marty and voted 10-0-1 (Lisa abstained).

Transportation Conference – Aviation Staff

Chris Mann – The Transportation Committee cannot accommodate the request this year to have a panel on aviation, reason being that the theme is ITS and more specifically autonomous vehicles. That was unanimous that was the direction they wanted to go. That being said, Chris will be an advocate for pushing for next year if the Board would like.

Rick – Are drones on the agenda? Chris – Not sure, I would have to check.

Allison – Who makes decision on who is on committee?

Chris – Maine Better Transportation, MaineDOT, American Society of Civil Engineers (ASCE)

Tim suggested an alternative to the Transportation Conference. That conference has been highway and bridges for years. Why don't we hold our own aviation-based conference? You can have seminars for different things.

FAA used to have a bi-annual regional conference that was well attended. They are hoping to bring that program back; it has been discontinued. Barry Hammer suggested reaching out to Massachusetts to see what they are doing.

Tim suggested tying with the Aviation Forum in February. The group feels February is a bad time. Spring or fall were preferred times of the year.

Allison asked for a sub-committee to gather to brainstorm. Tim offered to be the point person.

Omnibus Grants – Aviation Staff

4 grants applied for under phase 1, Rangeley was the only one in Maine that was awarded a grant in the amount of approximately \$11.5 million to extend and reconstruct the runway.

Rangeley update – starting on relocation of Loon Lake Road. That end will be extended approximately 400 feet. First layer of pavement to be applied before snow fall. Earthwork moving on other end as well.

Evan – feedback from FAA (Priscilla) was that when you submit an application for this supplemental funding, in order to compete well delete some of the add in's (like including a taxiway with runway). Leave just for high priority work like the runways.

NASAO Conference Update – Tim LeSiege

- FAA is expanding the Block Grant program to 20 states and is looking for participants. While there are some positive aspects of moving to this program, MaineDOT does not have the staff to do so.
- NASAO has created the NASAO Center for Aviation Research and Education. It is an online workforce education program meant for State Aviation Officials, but may be expanded to include others.
- An Airport Cooperative Research Program regarding Performance Measures for Airports and States is now underway. MaineDOT has submitted PMs that were initially developed a few years back. As you all may recall, Department management was not satisfied with them and wanted us to develop different Performance Measurement Indicators. We hope this ACRP project can help identify acceptable and measurable PMI's for Maine.
- FAA Reauthorization was discussed (passed a few days after the conference), see the handout. The AIP was passed and \$1 billion per year in supplemental funding was added. FAA noted that \$762 million of entitlement was carried over. The unused entitlement gets put into the discretionary account. It was made very apparent that the unused entitlement monies that get carried over (not used at all in a fiscal year) wrecks havoc with the FAA budgeting fiscal year to fiscal year. No clear answer how to fix the problem. The good news is that Maine doesn't contribute to this issue because we do our best to transfer funds each year from airport to airport as needed.
- ATC will not be privatized.
- Some discussion of the Helicopter industry, they are short about 7000 pilots and 40k A&P mechanics. They are looking to invest in workforce development and are looking for opportunities.
- There was a discussion about State Aviation taxes and the various ones in place in the nation.
- The Omnibus package has already announced the 2018 grant awards. There were over 487 requests submitted, of that, only 37 airports received grants. Of the 37, 26 grants were awarded to small-hub and non-hub airports that were listed in the priority list. The remaining 11 grants went to GA airports. The total value of the 11 grants going to GA airports was \$55 million, of that over \$11 million was awarded to the Stephen A Bean Municipal airport for a runway extension and reconstruction. The applications were reviewed by a nationwide team comprised of FAA staff from various regions and facilitated by FAA HQ.
- Neat fact: In Oklahoma, the state provides a \$5000 per year tax credit to engineers in the aerospace industry. This credit is good for 5 years. It is meant for new engineers and the hiring companies. It is a very successful program.
- There was a lot of discussion on drones and the states that use them, even for aviation purposes.
- A few states run an AIRTAP (Airport Technical Assistance) program. See Tim for more information.

Omnibus Grant applications-

Mary Ann asked that sponsors and consultants please send Stacie copies of grants submitted so that MaineDOT knows what is being requested. We otherwise are in the dark until awards are announced.

Known:

Steven A Bean Municipal – Runway extension. reconstruction awarded, \$11.5 million
Auburn – Lewiston Municipal – East Ramp Reconstruction application, \$1.4 million
Eastport Municipal Airport – Design, Permit, Reconstruct Runway 15-33, \$5.25 million
Lincoln Regional Airport - Design, Permit, Reconstruct & Shift Runway 17-35, \$4.51 million
Machias Valley Airport – ALP Update with Narrative Report – PH 1 of a Construct Runway (5000'), \$200k
Millinocket Municipal Airport - Design, Permit, Reconstruct Runways 11-29 & 16-34, \$9.3 million
Newton Field – Design, Permit, and Reconstruct/Widen - Extend Runway 13-31, \$4.8 million

Rumored:

Sanford Seacoast Regional Airport – **Allison will forward copy of grant application to Stacie.**
Portland Jetport – MaineDOT has no information.

Aerospace Manufacturing Attractiveness – Sean Collins

Sean reviewed the recently published 2018 Aerospace Manufacturing Attractiveness Rankings. comparing states. Very disappointing to see Maine ranks 51 in aerospace manufacturing. Ranking broken out by 6 different categories. We do best in is labor and infrastructure, where we are in the middle of the pack (26th for labor, 24th for infrastructure). Based on sessions Sean has sat in on at Legislature, some of the areas we are already working on as a state. We are 43rd on cost and may not be much we can do about that. We are 42nd in economy and 39th in tax policy. Good information to be aware of. Marty – if we looked at aviation tax structure alone we probably would rank fairly high. Allison thanked Sean for sharing this good information and analysis.

Runway Cameras – Josh Dickson

Josh – LifeFlight Maine was successful with a very short 7-day window for a grant application. Submitted proposal based on airport security for runway cameras. Trying to find a runway condition at 2 in the morning at an airport has proved very challenging. Applied for grant and were very lucky to get almost all the money just shy of \$100,000. Will cover 22 airports and some helipads. Helipads will not be visible on internet as the airports will for privacy issues. Grant through Maine Emergency Management System. Josh has partnered with Randall Walls, an IT specialist, to select and install the equipment.

Randall displayed the camera and WiFi connectors to be installed – Don't need internet at airport for it to work. Camera is motion sensed. Camera works all the time but does not record until motion sensed. IR portion of camera maxes out at 100 in the dark , needs to be close to runway.

Josh – If attaching to an already mapped obstruction, then there is no issue. Each airport will be a different scenario how we install, some may be impossible. It will be airport by airport. This system will benefit all pilots/aviators, not just LifeFlight. There is a plan in place on installation and who and when they will be installed. If an airport installs one on their own, Josh is more than happy to host.

Evan – Carrabassett Valley has a camera installed and FAA allowed another installed with the fuel farm grant.

Randall – Do airports here have a desire for recording capabilities? Unanimous response – yes.

Nominations for Board Members – Stacie Haskell

The following individuals were nominated to a 2-year term effective January 1, 2019; bios were provided:

Kenneth N. Ortmann, Belfast Airport Committee (new nomination)
Marty McMahon, Brunswick Executive Airport (renomination)
Sean Collins, Aircraft Owners & Pilots Association (renomination)
Bradley C. Madeira, Hancock County – Bar Harbor Airport (renomination)
Evan R. McDougal, Hoyle, Tanner & Associates (renomination)
Lisa R. Reece, Maine Aeronautics Association (renomination)
Ervin Deck, Stantec Consulting (renomination)

Stacie reminded the Board that the nominations handed out were to fill board slots for a 2-year term beginning January 1, 2019. Some would be renewals and one would be a new member, bringing the size of the board to its maximum size of 13 members according to the bylaws adopted in March. **Rick moved that the Board recommend the full slate of nominees as presented to Commissioner Bernhardt for appointment. Kris seconded the motion, which then passed unanimously.**

Draft Revisions to State Statute – Mary Ann Hayes

Mary Ann reviewed proposed changes to the statute as discussed in March to delete outdated references and get terms synchronized on fiscal year calendar to match new bylaws structure. We are proposing to have

Commissioner do all appointments. **Allison moved that the Board recommend the changes as proposed. Kris seconded the motion, which passed unanimously.**

Other Business

- **Maine Airport Manager's Committee Update**
Hasn't met. No update.

- **Maine Aviation Business Association Update**
Barry Valentine reported that MABA had just met this morning and is working to regenerate the organization. Membership has been an issue. Looking to take a different approach with organization. Still very interested in being a voice for the aviation business. How can our voice be heard? Becoming associated with various trade groups and organizations. Guy Rouelle was elected as a new member to the board. We are looking for additional board members; help get the word out. Contact Barry Valentine valaero@aol.com or Allison Rogers at marogers@sanfordmaine.org if you are interested. Next meeting will be in December.

- **Maine Aeronautics Association Update**
Pilot organization here to promote and serve pilot association. Put on a lot of safety seminars, fly-ins. Have bike programs at Brunswick and Bethel. Pittsfield now as well. Couple of events coming up January soup Sunday in Wiscasset, March Chili cook off. If you are not a member, you should be! Just had a tour of Boeing, it was an amazing operation; Kenmore Air was great. Lisa flies out of Wiscasset and you can find her on their website. If you are a member, you get reminders of events.

- **Next Meeting – Date, a Location, Agenda**
The time, business and location of the next meeting were discussed. At this point, member and staff effort are directed to subcommittees on the System Plan RFP and Aviation Conference. While it is interesting to visit airports, the MaineDOT office is the preferred central location and offers the Adobe Connect system.

Next meeting will be the Annual Meeting on June 12, 2019, 1:00 p.m. to 4:00 p.m. at the MaineDOT headquarters in Augusta unless a meeting is needed prior (which could be by teleconference). Recall that physical Board attendance is REQUIRED at the annual meeting.

Public Comment

There was no public comment.

Adjourn

The meeting adjourned at 3:10 p.m.