

Maine Aeronautical Advisory Board

March 17, 2021

1:00 p.m. to 4:00 p.m.

Meeting Minutes - **DRAFT**

Decisions and commitments in bold italic type.

Call to Order and Roll Call

Scott Wardwell called the meeting to order at 1:00 p.m. Stacie Haskell called the roll.

Attendance

Board Members Present (93%):

Seat 3: Kenneth Ortmann, Belfast Municipal Airport
Seat 4: Sean Collins, Aircraft Owners and Pilots Association
Seat 5: Evan McDougal, MCD Consulting, LLC
Seat 7: Josh Dickson, LifeFlight of Maine
Seat 8: Marty McMahan, U.S. Navy
Seat 9: Allison Navia, Sanford Seacoast Regional Airport (co-chair)
Seat 10: Guy Rouelle, DuBois & King
Seat 11: Parker Montano, Pine Tree Helicopters
Seat 12: Scott Wardwell, Presque Isle International Airport (chair)
Seat 13: Randy Marshall, Waterville Robert LaFleur Airport
Seat 14: Lisa Reece, Maine Aeronautics Association
Seat 15: Rick Lanman, Auburn-Lewiston Municipal Airport
Seat 16: Caleb Curtis, Curtis Air
Seat 17: Jacklyn Marks, Gale Associates

Board Members Absent:

Seat 6: Ron DeFilippo, Eastport Municipal Airport

Other Attendees with Role in Meeting:

Stacie Haskell, MaineDOT, clerk
Mary Ann Hayes, MaineDOT
Nate Moulton, MaineDOT
Tim LeSiege, MaineDOT
Ralph Nicosia-Rusin, FAA
Sean Tiney, FAA
Priscilla Scott, FAA
Gail Lattrell, FAA
Matt O'Brien, McFarland Johnson
Scott LeCount, McFarland Johnson
Richard Agnotti, Interim Town Manager Millinocket
Frank Roy, Deep Cove Associates
Erv Deck, Stantec Associates

Review and Accept Meeting Minutes of October 07, 2020– Stacie Haskell

Stacie noted that the draft minutes had been provided in the board packet. Kenn moved to accept the minutes as presented. Allison seconded. ***The motion to accept the minutes as presented passed unanimously.***

Statewide System Plan Update – Matt O’Brien

Matt provided a summary of work completed to date on Phase I and the approach to Phase II. The presentation provided information on the final PAC meeting findings and the action items. Each finding was given a level of statewide significance (Low, Medium, High); role of MaineDOT (Lead, Partner, Support); and timing (Now, Mid, Long). Phase II considers State strategic solutions and costs (top projects, costs, possible state priority ranking); an Economic Impact Analysis with Case studies; Performance Metrics; a Dynamic System Planning tool for MaineDOT; and the final report and documentation. Asked how the MAAB would be using this information. Kenn – summarized - Under Economic Development, as part of medical way of looking at things, broaden this to include Angel Flight data. Lisa – summarized -with regards to Covid, will you be looking at how people moving to Maine and working remotely will affect the airports? Mary Ann –summarized - if folks know of individuals like this that may be willing to talk with MJ, please forward their names. Lisa – summarized – aware of EPM trying to bring in Cape Air, can provide names regarding this. Matt O – asked for photos that represent activity at airports, fly-ins etc. Scott- Should one of the case studies be done at one of the commercial service airports? Matt O – Commercial service airports are no brainers as they are doing well, and are well known – can also track passenger numbers etc. Need to know value of GA, and why we fund GA. Scott- looking for what is the big economic impact, believes airports within MaineDOT are underrepresented, wants to ensure the Portland’s/Bangor’s are included in the economic impact in case we want to talk about adding an additional person at MaineDOT that concentrates on aviation, or back to the Ron Roy days where we have a fairly high level manager at MaineDOT. Wants to ensure we bring all the tools (commercial service impact) to the table. Ralph – SASP meant to guide how to spend money on the GA system, will include commercial for economic, but need to understand how GA traffic contributes.

ASCE Infrastructure Report Card for Airports – Erv Deck

Each State creates a Report Card put together by American Society of Civil Engineers nationwide. Each report card has 18 Infrastructure Categories of which aviation is just one. The Aviation in Maine report shows that the State Aviation System Plan has direct ties to the 2016 report. Maine aviation infrastructure is one of the better systems in the country compared to the other states. No shortfalls in air or land side; capacity with few exceptions is not an issue. Maine has made significant inroads in pavement repair and maintenance. Grades based on 4 key elements, 1- Capacity & Condition, 2- Funding & Future Need, 3- Operations, Maintenance & Innovation, and 4- Public Safety and Resilience. Maine has been pretty consistent since 2008 (B-), 2012 (C), 2016 (C+) and now 2020 (B). Statewide PCI remains about the same; more airports are offering fuel and more have weather reporting. Still have some issue with obstructions. Looking ahead between 2020 and 2021, there are 10 airports with major reconstruction, construction and rehabilitation projects. Sanford has led the state in the innovation with the 50-megawatt solar farm project at SFM. Eight other airports are looking into solar farms. ADS-B and GARD were noted as innovations in Maine. Funding discussed that PFC’s remain fixed at \$4.50; supplemental funding from the FAA has been helping. It was noted that MaineDOT has met all funding obligations.

Recommendations of the report as submitted to ASCE – 1) Congress must eliminate the PFC funding gap of \$4.50 per passenger. This would permit airports to generate more revenue at the local level to help fund projects; 2) Continue to strive for improved compliance with each of the elements addressed in this report card (Pavement Condition, Medical Access, Weather Reporting, Obstructions and Instrument Procedures); 3) Increase in State (MaineDOT) share funding and reinstatement of the State only 50/50 project funding on FAA ineligible projects; 4) Increase AIP entitlement funding, indexed to inflation, for both primary and non-primary airports consistent with inflation over the past 10 years, and return to 95% federal funding aid; and 5) Expand the NextGen system encompassing the planning and implementation of new airspace technologies, particularly the expanded use of ADS-B to control traffic, in northern and far eastern Maine, where radar surveillance is limited.

Small Community Air Service Development Grant – Ron DeFilippo

No Report was available as Ron was unable to attend the meeting. Postponed until next meeting

Snow Removal Training – Guy Rouelle

Guy reported the first Annual Maine Snow Removal Virtual Summit ultimately had three sessions to cover all the training topics. Targeted all airports but predominately the smaller airports. Meant for town managers, public works directors, plow operators and sponsors. Carl Braley of AAAE hosted and moderated the event. Twenty-seven airports attended, with over 139 attendees over the course of the summit. The agenda included 1) Purpose and need of Timely Snow Removal; 2) Snow removal for GA, Commercial and LifeFlight of Maine; 3) Snow Removal Perception of Pilots; 4) FAA snow removal standards and Airport Manager/Owner Liability; 5) Snow Removal Equipment Acquisition; 6) Aviation Weather/Forecasting for Snow Removal; 7) Snow Removal Process for GA Airports; 8) Snow Removal Equipment Storage and Maintenance; 9) COVID-19 Winter Operations; 10) Maine Airport Snow Fighter Training/Certification; and 11) Spill over topics. Feedback requested. Consider having an annual summit. Guy thanked Josh for LifeFlight's contributions.

Statewide Initiative for Replacements of Aging Weather Systems – Tim LeSiege

Held the first meeting Maine Collaborative Weather Instrumentation Program (CWIP) with 27 people in the meeting. This started due to findings of the State Aviation System Plan (SASP) and discussions with LifeFlight. About 10 years ago LifeFlight installed AWOS-AV or AWOS-II systems. These systems don't report into the NADINS and don't get into flight planning software. Need AWOS-III or ASOS to get into the NADINS. All the systems installed then are all reaching end of life. We have over 75% of the airports covered. It was noted that the 2018 FAA reauthorization allows rural states and rural airports to install AWOS-III systems using AIP funds without the need for a Cost-Benefit Analysis, Senators King and Collins worked to ensure this happened. Most of Maine's airports now qualify for this ability. During the SASP and ensuing AWOS discussions, it was also brought up that Maine's pilots could make use of weather cameras too. The FAA weather camera program will only host aviation camera data, it does not purchase or install cameras. LifeFlight already has a grant to install runway and airport security cameras for runway security and condition recording in Maine.

G.A.R.D. Update – Tim LeSiege

G.A.R.D. systems have been deployed to all of the federally funded airports in the NPIAS. MaineDOT has an overview software which receives daily updates on the health of the system and the daily operations counts.

→ G.A.R.D. Lessons Learned – Allison Navia

Allison gave a presentation on how she utilized her G.A.R.D. system to respond to a noise complaint. She was able to geofence the parcel in question, narrow down a timeframe of the alleged low flying fixed wing aircraft, and in doing so found the exact tail number of the aircraft. It turns out the "low flying fixed wing aircraft" was a LifeFlight helicopter flying above the minimum flight altitude for that portion of the approach to the airport.

MaineDOT Update – Nate Moulton, Mary Ann Hayes

MaineDOT has had an internal re-organization. Nate Moulton was introduced as new State Aviation Director, Mary Ann Hayes is moving over to the research office. She will finish up Phase I of the system plan. Her support of the system plan will be assigned to Jenn Grant who is the new systems planning director. She will help scope out phase II of the system plan. Mary Ann thanked the board and members of the aviation community for all they have done.

Nate discussed all the changes in MaineDOT overtime culminating in what is now the Office of Freight and Passenger Services, of which he is the Director (Aviation Director is only one of the hats he wears). Nate noted he co-chairs the Multi-modal committee at MaineDOT which gives him a direct line to funding opportunities. Every mode has needs and challenges. He will be working to integrate all the modes and work with the Department on these topics. Nates contact information is Nathan.Moulton@maine.gov and he can be reached at 207-624-3563.

→ Airport Manager Training Materials – Tim LeSiege

As requested by MAAB and folks on the SASP project advisory committee, Tim reported that both the Airport Managers Training Manual and the certification test have been updated. The documents are being reviewed before final publication to the web. MaineDOT will continue to offer certificates of completion.

→ **Airport Construction Projects for 2021 – 2022** – Stacie Haskell

As requested by Lisa, Stacie created a list and sent it out to everyone. She included the 2020 projects as well, since a lot of grants were awarded late and some have not started construction yet.

Scott thanked Mary Ann for her time and the energy she has given aviation and looks forward to working with Nate.

FAA Update/Questions and Answers – Priscilla Scott, Ralph Nicosia-Rusin and Sean Tiney

Ralph introduced Priscilla Scott and Gail Lattrell (Division Manager). Priscilla described her role at FAA as the financial manager. The relief programs have made things challenging and the FAA appreciates all the questions, assistance and patience the airports have shown. New program coming, they expect about \$8 billion will be coming to the Airports division that will be similar to the CRRSA program. They understand there will be a match requirement for the to the AIP FY2021 projects. If anyone has questions, feel free to contact the FAA staff members. She also noted that the new e-signatures will need to be individualized and can no longer be position based (townmanager@townofrandom.gov doesn't work) ManagerFredSmith@townofrandom.gov would.

Josh asked for FAA help with the Rangeley approach procedures. Apparently when the approach folks at FAA reviewed them after the runway construction project completed, they didn't change anything. ***Gail has taken the helm with her staff to follow up on this.***

FAA was asked about the turnaround time frame for this year's FAA grant applications. Ralph indicated that headquarters was hoping to advance processing by a month or so. Priscilla added that deadlines for applications due to headquarters was changed from June to May this year. Luckily this year, FAA has authorization and appropriation already. Trying to get grants out before the 4th quarter of the Federal FY. Ralph and Stacie have asked for any changes to airports CIP requests as soon as possible. Tim noted the FAA May 1 deadline is a hard and fast date. Ralph suggested holding a webinar prior to individual CIP meetings to go over the CIP process and items that may cause delays in projects in general terms. It was noted that Sean Tiney of the FAA is the New England resource for UAS issues. Ralph brought up some possible space launches from Loring.

CRRSA grant applications are due by March 18. Scott asked about concession grants. There are none in Maine. Scott asked about being able to print SF-424 and sign it, scan it and then email or does it have to have electronic signature. Stacie and Priscilla believe this time it can be done that way. Can do the electronic signature if you want too.

Other Business

→ **Next Meeting – Date, Location, Agenda (Annual Meeting in June)**

→ ***Stacie noted the next meeting will be the annual meeting in June. Attendance by board members is mandatory. Not sure if it can be in person or needs to be remote, suggests we plan for both just in case. It will be a Wednesday in June, except for June 16th as the main conference room is not available that day. The meeting will be 1-4PM, most likely via Zoom but the MaineDOT Conference Room will be reserved in case in-person meetings are allowed by then. Stacie noted almost 50 people on the Zoom today, which doesn't happen often in person. A doodle poll will be sent out to find out the greatest participation date available.***

→ **Board Nominations**

Stacie noted that some terms are expiring this year. We will need some new nominations prior to the next meeting. Sean Collins, Evan McDougal, Marty McMahon, Parker Montano, Scott Wardwell, Lisa Reece and Caleb Curtis are the sitting members whose terms are expiring. If you are interested in being renominated or any new folks interested should send their nominations to fill those seats to Stacie. New

nominees will need to send a brief half page bulleted bio and a short paragraph of what the candidate might bring to the board. Also the Chair and Vice Chair terms expire, so new nominations and an election on these positions will need to take place at the annual meeting.

→ **Event updates and announcements**

Lisa – trying to keep aviation community connected. MAA is not doing any of their annual events at this time. Events going on are currently scheduled for August and September. MAA is going to try to do some pop-up, fly-in-for-coffee events; all will be open hangar type events. If any FBO or anyone wants to sponsor or host one of these events let Lisa know and MAA will help coordinate. Will try to do one every month. Not going to try to pre-schedule months in advance but will give about a weeks' notice (hence pop up style notification). Annual events that are out there; Greenville Seaplane Fly-In status is in the works – big question is the banquets they hold (how they make their money); Egg Festival in Pittsfield is also up in the air. Updates given via email if you're on the list, otherwise check the webpage. Bicycles will be in Bethel and Brunswick and maybe a few other locations again this year. Any other ideas, help or sponsorships let her know. Millinocket asked to be put on list for coffee fly-in.

Public Comment

There was no public comment.

Adjournment

Motion to Adjourn – Rick Lanman – Seconded by Lisa Reece Passed Unanimously.

The meeting adjourned at 3:56 PM.