

MINUTES
Maine Aeronautical Advisory Board Meeting
December 12, 2013

Wiscasset Municipal Airport

- **The meeting was called to order by Chair, Marty McMahon.**
- **The minutes of the last meeting were approved.**
- **Marty stated that he was still unclear about what the Commissioner wants on airport prioritization. Scott Rollins explained the priority system that MaineDOT developed for roadways is a priority rating of 1-6 based on Customer Service levels that are condition, service, and safety. The Department has been tasked by the legislature to adopt a priority and customer service level rating system for all modes of transportation by 2015. The Department has been working internally on this goal.**
- **The one-year term for Chairperson of the Board had expired, so a nomination was made that Marty McMahon continue as Chair. The motion was seconded and all were in agreement that he should continue for another one-year term as Chair.**

MaineDOT Updates:

- **MaineDOT's 2014, '15, and '16 Work Plan for all projects, maintenance and operating expenses will be printed by January 8. If you want to see projects that are planned in certain areas, go to the work plan section of the website, go by town, it shows the town, the work being done, the planned work, scope, estimated funding, etc. You can go through every town in the state and see the projects and their overall cost.**
- **Stacie added 3% to project estimates in the work plan for airport projects. We will be applying for a crack sealing grant and doing some crack sealing projects for some of the airports. The Department will cover 100% of the non-Federal share for this project. We will work with those airports who respond.**
- **Kevin Waters asked if Stonington and Machias have told MaineDOT what their needs are. Funds seem limited, no airport manager. According to Scott, the email regarding crack sealing was sent to every airport manager and town manager, at least the information we have available to us. Stonington would not be eligible under this grant as these projects are for airports in the NPIAS. We cannot expend FAA funds at non-NPIAS airports, nor on airports that do not receive FAA entitlement funds. *ACTION ITEM: Stacie will follow up on Stonington because they accepted Federal money in the past.* (MaineDOT has checked with FAA and in order for**

Stonington to receive FAA funding they would need to sign grant assurances for the project and FAA stated that Stonington is unwilling to sign those assurances.)

- **It was mentioned that there are used lights available that are being stored at the Waterville airport. Jean Hardy of Littlebrook Airport in Eliot, ME, which is a private, but for public use airport, wanted to know if she would be able to get some of those lights for their use.**
- ***ACTION ITEM: Jean will talk to Scott or Tim about the lights at another time.***
- **CIP (Capital Improvement Plan)-the meetings with the FAA were completed this week. Stacie will be finalizing the changes and sending them back to FAA to confirm. Once this is completed, letters will be sent to all the airports, notifying them of their 5-year CIP.**

New England Regional Airport System Plan-Phase I of the New England Region Airport Systems Plan – General Aviation is wrapping up. On November 20, 2013 the team met for meeting #6 and a hard copy of the working draft “Summary of Findings, Phase I” was provided. Areas included in this were IFR/GA data, user surveys and interviews, cost to maintain pavement infrastructure, Federal and State grant histories, airport classifications/FAA ASSET study, and common airport characteristics. There will be an executive summary (or similar type document) prepared for the public. The draft outline for this executive summary at this point is:

- **Introduction**
 - **Tell a story of New England General Aviation, the overall value**
 - **National trends in General Aviation**
 - **New England trends**
 - **Description and interaction of the General Aviation system to reflect the value of the system**
 - **Connectivity to the Primary system/NAS**
 - **Survey highlights**
 - **General Aviation at Primary Airports**
- **Sustainability**
 - **Pavement and grant data**
 - **Other financial challenges (Airports)**
 - **Airports; Wildlife; Obstructions**
 - **Cost of doing nothing**
 - **Airport categories/classifications (facilities/services needed)**
 - **Needs/resources to sustain**
 - **Strategies for sustainability/investment priorities/alternatives**
- **Challenges/Closing Message**
 - **Control Tower Closures**
 - **Environmental process/project development time**
 - **Costs have increased/funding has not/non-primary entitlement**

There was discussion on Phase II of this study. Various items to be considered in Phase II will evolve from the final results of Phase I. It is not likely that there will be funding for Phase II available before FY15, but it was suggested that the proposal and application be prepared now in case funds become available in FY14.

The next steps of the team are:

- 1. Establish a PMT Subcommittee**
- 2. Revise the working draft, Summary of Findings, Phase I (December)**
- 3. Develop Outline of Executive Summary with PMT Subcommittee (early January)**
- 4. Develop Draft of Executive Summary for PMT Review (January/February)**
- 5. Develop Phase II Scope Outline**
- 6. Develop Phase II Scope and Estimate**

A link to the NERASP – GA website is <http://www.nerasp-ga.com/>.

- The Massachusetts Aviation Director is the ambassador to the Airport Cooperative Research Program (ACRP). They are looking for people to get involved in research, and to get on different committees. They are also looking for projects that need research. Scott handed out material with contact information.**
- The Department was approached by a student of the ACE Camp who is an aviation enthusiast. His name is Parker Montano and he is working on a merit badge to become an Eagle Scout. Tim handed out materials regarding the project. If he calls you, please help him out. He wants to publish a paper and host a website. *ACTION ITEM: Lisa Reece volunteered to contact Parker to help him out.***
- Marty mentioned the Maine Aviation Business Association (MABA) group that is meeting around the state. This group is for businesses that benefit from aviation, not just aviation businesses. Refer to the newsletter for upcoming meeting dates. Tim suggested adding links to the ACE Camp, and Marty agreed to do so.**
- Transportation Conference-Marty felt there was a lack of aviation-related material at the conference and he wants to get people to put something together for next year's conference. Paul and Tony are on the Maine Better Transportation Association Board with Maria Fuentes-they can talk with her about it. Scott mentioned putting something together with Multimodal folks. *ACTION ITEM: Tony will start the conversation with MBTA after the MAAB meeting today (Dec. 12, 2013).***
- Runway Safety-GARD device was invented because of this ongoing issue. Jean from Littlebrook Airport in Eliot, ME which is a small "Mom and Pop" operation spoke about all of the issues they have been having with people driving across the runway to access properties. Jean feels there needs to be better legislation regarding**

trespassing on an active runway. People refuse to follow the rules that are established by the Condo Association, in this case. Virginia has more comprehensive statutes, perhaps because they have a lot of air parks. Suggestions were made to block the road, talk to insurance companies, etc., to get some advice to try to remedy this issue. Someone also mentioned that these issues should be documented. A suggestion was made to report this type of incident to FAA. The statute needs to be “beefed up”. Jean had also asked MAAB to look at toughening state law, possibly defining “active runway” in legislation. Scott indicated that if the MAAB does want to propose legislation, it would need to be submitted to MaineDOT for review and submittal to the legislature. It was suggested that AOPA may also be able to offer suggestions to Littlebrook Airport in how to deal with the issue.

- **Paul Bradbury – He discussed Portland’s Master Plan effort that is underway; it is one of very few Sustainable Master Plans (SMP) in the country. The SMP will include initiatives for reducing environmental impacts, achieving economic benefits, and increasing integration with local communities. PWM is one of 45 airports across the United States that has received an FAA grant to do an SMP. Portland has identified \$163 million in improvements that will have an economic impact to the state.**

Next meeting is scheduled tentatively for March 19 from 9:00-11:00. Location TBD

Potential Agenda items for next meeting:

- **Unmanned aircraft-Jean would like to make a presentation**

Meeting adjourned at 10:57 AM