

**MINUTES**  
**Maine Aeronautical Advisory Board Meeting**  
**March 23, 2017**

**Board Members Present:**

Marty McMahon, Brunswick Executive Airport, Board Chairman  
Rick Lanman, Auburn – Lewiston Municipal Airport  
Allison Rogers, Sanford Seacoast Regional Airport  
Randy Marshall, Waterville – Robert LaFleur Airport  
Lisa Reece, Maine Aeronautics Association  
Frank Costa, Wiscasset Municipal Airport  
Erv Deck, Stantec Consulting  
Duke Tomlin, Experimental Aircraft Association  
Evan McDougal, Hoyle, Tanner & Associates, Inc.  
Scott Wardwell, Northern Maine Regional Airport

**Other Attendees:**

Michelle Ricci, FAA  
Luke Garrison, FAA  
Stephen Barker, FAA  
Jorge Panteli, FAA  
Sue Moreau, MaineDOT  
Stacie Haskell, MaineDOT  
Cheryl Parlin, MaineDOT  
Ashley Edwards, MaineDOT  
James Candors, Bangor International Airport  
Morgan Drouin, Jacobs Engineering  
Zach Sundquist, Portland International Jetport  
Jim Whalen, Machias  
Jack Hart, Greenville Municipal Airport  
Jeff Northgraves, Knox County Regional Airport

1:06 call to order

Welcome and introductions were done

Minutes accepted

**FAA Updates**

- **Status of the Federal Budget** – FAA Staff
- **Reducing Federal Regulations** – FAA Staff

With the new administration the budget items that have been put out are still unclear about where AIP is going, we still have no money.

No discretionary monies yet

For every Federal register created we have to abolish two (2) others. We are still waiting on mandates.

Federal registered closed in January due to figuring out rule making, now as of last Friday it is open for certain things.

Land releases are now cleared (Jorge Panteli)

**Question:** Any targeted rules being looked at?

Or grouping of rules?

Cut back on rules and regulations?

**Answer:** With new administration – environmental .... No mandates or anything like that. Speculations (NEW AND MODICATIONS) – More of a general statement at this point

**Question:** Administrative leader in Washington coming in?

**Answer:** Everything is still in flux and on hold for now. No appointment of anyone new yet.

There is a Government wide hiring freeze.

### **Allowing Airports to become “Open for Business” – Scott Wardwell**

The Governor had proposed zones where there were incentives for economic development to make us competitive with rest of the country.

Perhaps we propose an incentive package to spur economic development. Bring significant size businesses to airports, like aerospace businesses. Sanford is a good example. The previous airport manager before Rick Cloutier at Auburn – Lewiston tried a lot of different things to attract businesses to that area. LD 1835 in 2014 was least powerful right to work zones. There are significant challenges to bringing businesses to airports in Maine. The cost of heating hangars is one challenge. Perhaps we put something together that would be more powerful. Marty McMahon suggests that the group take this topic to the Maine Aviation Business Association. In addition, there is a Maine Aviation caucus being formed.

**Question:** Are there frustrations’ with local Government?

**Answer:** City of Presque Isle is interested in any economic development they can get.

They would welcome something like this. A little more of something would be better than nothing at all.

**Marty:** Maine Aviation Business association should be involved with this conversation.

### **MaineDOT Funding beyond AIP Match – Scott Wardwell**

Thought a few years ago they were making strides for smaller airports - Wondering what the status on this is and what we have for opportunity.

**Sue Moreau:** Fortunate to pass bond packages in the past few years. Limited funding goes into Multimodal Account. With bond we have been able to guarantee 5% to match to Aviation Federal funds. We plan 3 years in advance. The last work plan was approved through 2019. We will soon be starting the State Aviation Systems Plan – Commissioner David Bernhardt and Deputy Commissioner Jonathon Nass are interested in what are economic opportunities for Maine Airports. Great to encourage business, good for legislature to get involved. We need to look at the state as a whole and look to see where we can put more into it. Every year there are opportunities for community's to put in candidate projects to scope and prioritize.

#### **Update for Maine Invites You Advertising Co-Op – Allison Rogers**

Passed out magazine from Maine office of tourism. Looking to do a spread on aviation. Allison Rogers has been reaching out to airports to get them involved. So far there are 12 airports committed to it for 2018. The more airports we can get to participate, the lower the cost for each. This is the first time aviation has been advertised. There is a Maine Aviation Business Association meeting in May and at that meeting the costs will be finalized.

#### **ASCE Report Card on Airports for 2016 – Erv Deck**

Erv Deck presented a slide show on the result of the ASCE (American Society of Civil Engineers) report card for 2016. This report card is done every 4 years and there are 14 different categories including airports. State did about the same overall as we did 4 years ago. Overall we received a C-. Of the 14 categories, only 2 infrastructure categories are in good condition (B-), 8 categories ranged in the fair to mediocre range (C+, C, or C-), and 4 categories were considered to be in poor condition (D+ or D). The ASCE Chapter presents the report card to the State Legislature to heighten their awareness of current infrastructure deficiencies, and in hopes of securing increased public funding to address current infrastructure needs.

The committee gave Airports a C+, just slightly better than the C- that the overall condition in the state received. The lack of progress since the 2013 report card is linked in part to the diminished federal funding for Maine airports over the last 4 years. The cost of planning, designing and constructing our nation's infrastructure naturally escalates, but relative funding has remained stagnant, and has decreased when inflation is considered. Budget shortfalls in many communities, coupled with a doubling of local match for federal programs (from 2.5% to 5% since 2012) have left many airport sponsors short of project funding. An additional concern since 2012 is the sharp increase in airspace obstructions precluding safe access to some airports by planes during times of inclement weather and nighttime operations. This is most likely due to reduced funding for maintenance.

This grading system focused on airport infrastructure needs at the 35 airports in Maine that are part of the National Plan of Integrated Airport Systems (NPIAS). The group looked at 7 measurable conditions using quantifiable data that can be reexamined in the future as a means of measuring change:

- Obstructions
- Runway Safety Areas
- Medical Access

- Fuel Availability (Avgas or Jet “A”)
- Weather Facilities (less than half tied into NADIN)
- Instrument Approach Procedures
- Pavement Conditions

Of the 35 NPIAS airports, 16 (46%) have close in obstructions in either the Part 77 or TERPS surface, meaning the 20:1 visual approach surface is compromised. 21 airports have had night procedures, night landings, or night circling procedures deemed “Not Applicable” by the FAA.

All of Maine’s Commercial Service airports and 25 of the remaining 30 airports have fully compliant runway safety areas.

Medical access for an airport is highly critical of several airport infrastructure elements: runway length, runway lighting, weather reporting, fuel availability, and instrument approach procedures. Primary medical access in Maine is via LifeFlight. Increased access to the air transportation system will require improvements in instrument approach procedures, clear airspace surfaces, and lower minimums which in turn allow increased access to the public in reduced weather conditions. Of the 35 NPIAS airports, 22 (63%) have at least one runway measuring 4,000 feet or longer.

80% of our NPIAS airports offer fuel services. Fuel, whether aviation gas (Avgas) or Jet fuel, increases the number of airports attractive as both a destination and home base. Fuel sales also provide a greatly needed source of revenue for many GA airports.

24 (69%) of Maine’s NPIAS airports have an automated weather system installed. However, of these 24 only 15 (43%) are tied into NADIN. Historically, about two-thirds of all aviation accidents are weather related, proving local and accurate weather reporting to be critical. An important element of the weather network is the interface that transmits weather data to the National Weather Service, FAA, the Internet, media and other resources using the National Airspace Data Interchange Network (NADIN). Because of installation and ongoing operational costs, many of Maine’s airport weather systems are not integrated with the national system, but instead only provide data to local users.

Of the 35 NPIAS airports, 26 (74%) have at least one Instrument Approach Procedure (IAP) into the airport, and 22 (63%) have at least one Visual Glide Slope Indicator (VGSI) system.

47 General Aviation Runways at 31 of the State’s NPIAS airports had the pavement conditions evaluated in 2008, 2010, 2012, 2014 and 2016. The evaluation show that our runway pavement conditions are improving overall with fewer failing and more in excellent condition.

Maine’s Airport Infrastructure Summary for 2016:

→ Runway PCI (Fair or Better)	=	89%
→ Fuel Service (Avgas or Jet “A”)	=	80%
→ Instrument Approach Procedure (1 or more Runway ends)	=	74%
→ Weather Reporting (AWOS or ASOS)	=	69%
→ Runway equal to or greater than 4,000 feet	=	63%
→ Visual Glide Slope Indicator (1 or more Runway ends)	=	63%
→ Obstruction Free (No Operational Impact)	=	54%

Funding vs. Infrastructure – Higher Costs + Higher Sponsor Share + No Change in Entitlement or PFC. The investment gap for infrastructure improvements is too large to be ignored. America’s infrastructure is in critical need of repair. Ironically, the Federal spending on the issue has decreased by 9% in the past decade. Of the 6 New England States, Maine receives the least in AIP dollars.

The report card process is an objective and visible representation of the current state of our infrastructure. In addition, it gives us the opportunity to provide policy makers with the necessary information to make good, educated decisions.

What are the challenges that we face?

- Maintain the relative health of the Maine Airport System
- Viability of the AIP
- Ensuring that both State and Federal funding programs keep pace with inflation
- Funding constraints
- In recent years, the FAA and the MaineDOT have stepped up their already sound efforts in working with local sponsors in prioritizing various projects based on safety need first, followed by capacity enhancements.

To continue to maintain the existing infrastructure, achieve overall compliance with the FAA, and provide improvements to address safety, economic and capacity enhancement needs, Maine ASCE recommends the following:

- Increase AIP entitlement funding for both primary and non-primary airports and return to 95% Federal funding. The current funding levels have not kept pace with inflation and the growing costs of infrastructure work.
- Increase or eliminate PFC funding cap of the \$4.50 per passenger. This increase would permit airports to generate more revenue at the local level to help fund projects.
- Work with FAA to eliminate the design/build grant issue or establish a state reserve to help offset the funding gap that the FAA rule has created, which forces small communities to pay design costs well in advance of being awarded a grant.
- Although inspection programs have improved at the State level, there needs to be a long-term program or budget funding to continue to assess and correct non-runway pavement deficiencies and obstruction hazards to critical airspace segments.
- Upgrade weather systems statewide to include interface with the National Weather Service and FAA via NADIN.
- Prepare a new Maine State Aviation Systems Plan and Economic Impact Study.
- Increase in State (MaineDOT) Share Funding and reinstatement of the State Only 50/50 project funding on FAA ineligible projects.

Michelle Ricci said in order to get more money into Maine, if we are serious about economic development, we need to get creative and think out of the box. This won’t work if you can’t get into an airport (NA at night), therefore you need to get the obstructions cleared and make the airports as usable as possible.

**Aviation Fuel Tax – Stacie Haskell**

A handout was given showing the Aviation Fuel Tax taken in and the amount refunded to those who complete the aviation gasoline refund application from 2013 to the present.

Amount	Revenue Source Code	Revenue Source Description	Appropriation	State Fiscal Year
-943,061.36	0331	TAX AERONAUTICAL GAS	1417	2013
30,784.95	0332	GAS TAX REFUNDS AERONAUTIC	1417	
<b>-912,276.41</b>				<b>2013 Total</b>
-943,335.51	0331	TAX AERONAUTICAL GAS	1417	2014
30,411.42	0332	GAS TAX REFUNDS AERONAUTIC	1417	
<b>-912,924.09</b>				<b>2014 Total</b>
-901,501.75	0331	TAX AERONAUTICAL GAS	1417	2015
11,535.67	0332	GAS TAX REFUNDS AERONAUTIC	1417	
<b>-889,966.08</b>				<b>2015 Total</b>
-968,343.92	0331	TAX AERONAUTICAL GAS	1417	2016
17,124.28	0332	GAS TAX REFUNDS AERONAUTIC	1417	
<b>-951,219.64</b>				<b>2016 Total</b>
-681,214.64	0331	TAX AERONAUTICAL GAS	1417	2017
29,001.54	0332	GAS TAX REFUNDS AERONAUTIC	1417	
<b>-652,213.10</b>				<b>2017 Total</b>

From this we can see that it is fairly consistent each year. This money is dedicated to Aviation and in addition, the Aviation Program receives approximately \$1.5 million each year to match FAA projects.  
**Action Item: Stacie Haskell to see if she can get breakout of Jet Fuel and Avgas.**

**Maine Aviation Business Association Update – Marty McMahon**

We now have Aviation caucus in the State of Maine and we encourage airport participation. April 25<sup>th</sup> is Aviation day – **WE HOPE TO SEE YOU ALL THERE!!** We will be limited to 15 tables in the Hall of Flags. Contact your State Representatives and let them know you are going to be there and encourage them to stop by.

The Maine Aviation Business Association has a new website, <http://www.maineaviationbusiness.org/>. We recently received a \$10,000 grant from the Office of Tourism for the Maine Flying Trail.

Sun and Fun is in a couple of weeks, hope to see you there!!

**Maine Airport Manager’s Committee Update – Rick Lanman**

The next meeting will be in conjunction with the Maine Aviation Business Association meeting. Feel free to e-mail Rick Lanman with any questions or topics you would like to discuss. PLEASE NOTE: Rick’s e-mail address has change to [manager@flytomaine.com](mailto:manager@flytomaine.com). Anybody with the title of Airport Manager is encouraged to attend.

## Other Business

### → **AIP Grant Application Process**

Please be aware there are many forms being changed. If you don't have the right form you are not going to get the grant. Make sure you have most up to date forms. In addition, please be aware that the FAA grants now have an expiration date. The end date of the project period of performance is now 4 years (1,460 calendar days) from the date of formal grant acceptance by the Sponsor. Closeout documentation must be submitted no later than 90 calendar days after the end date of the period of performance.

**PLEASE NOTE:** The FAA sent out information for FY2016 Application submissions that stated:

“Please do not bind each of the application sets – we pull the applications apart during our internal review process.”

They also asked that closeout packages also NOT be bound.

In a recent meeting with FAA they brought up the fact that these documents are still being bound. **DO NOT BIND APPLICATIONS OR CLOSEOUT DOCUMENTS** for the FAA or MaineDOT. They look nice, but they get ripped apart as soon as they are received and the covers and binders get thrown out.

### → **Maine Aviation Systems Plan** – Stacie Haskell

We are currently in the process of Consultant selections for the Department Wide GCA's. These are 5 year agreements that we have with Consulting firms that is the same as those the airports have with their Consultants. We currently have interviews set up in April. Once this process is complete we hope to move on shortly after with moving forward with the Maine Aviation Systems Plan Update.

### → **Airport Wildlife Hazard Management Training** – Tim LeSiegé **ABSENT**

*Action Item: Tim LeSiegé to present at next meeting.*

### → **Aviation Day** – Lisa Reece

Capitol Advocacy Day is moving ahead on April 25th and we would like any airport that wishes to exhibit to do so. We will have 15 tables available but can share tables if need be. The event will be from 10:00 a.m. to 1:00 p.m. in the Hall of Flags. Anyone can call or email Sean Collins or Marty Marty McMahan (MABA).

**\*\*\*\*Contact your State Representatives and let them know you are going to be there and encourage them to stop by.\*\*\*\***

2:31

Adjourn