

MINUTES
Maine Aeronautical Advisory Board Meeting
Maine Department of Transportation – Headquarters Office
24 Child Street, Augusta, Maine 04330
Conference Room 216

September 25, 2017
1:00 p.m. to 3:00 p.m.

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
Erv Deck, Stantec Consulting

Other Attendees:

Michelle Ricci, FAA
Luke Garrison, FAA
Scott Rollins, MaineDOT
Stacie Haskell, MaineDOT
Cheryl Parlin, MaineDOT
Ashley Edwards, MaineDOT
Tim LeSiege, MaineDOT
Zach Sundquist, Portland International Jetport
Rick Tetrev, Wiscasset
Brad Madeira, Bar Harbor Airport
Dennis Marker, Caribou
Kristopher Reynolds, Biddeford Airport
Matthew O'Brien, McFarland Johnson
Andrew Sturgeon, Hoyle Tanner

1:00 Call to Order

Review and Accepted March 23, 2017 Meeting Minutes

Welcome and Introductions

MaineDOT Updates

- **CIP and Work Plan** – Stacie Haskell
- **Inspection Update** – Tim LeSiege

Tim: Inspections still Needed
4 Island Airports
Augusta

Belfast

Rockland

Brunswick

Close-in obstruction- brush knee high shorter count against you and go on 5010

FAA is looking closely for ALL obstructions- Priority

Will be sending results with in next month- If anything has been removed please contact Tim to come back out and re-evaluate.

MACHIAS most improved airport we have here in Maine.

All obstruction taken out mostly on their dime and all lights working.

Solar Photovoltaic Installation at the Portland Jetport – Paul Bradbury

Hand out was provided.

Project is expected to be completed by the end of January 2018.

Project is funded under AIP Section 512 Program with a total cost of \$1.366 million.

Solar Array covering 29,300 square feet on upper level garage canopy.

Airport Wildlife Hazard Management Training – Tim LeSieg

- Asked all attendees, when you start working on plan get all possible options listed first. Things like harassment, trapping, depredation, etc.
- Fencing should be a last resort for wildlife. Would rather catch animals and return to the wild.
- Typical fence will not stop every animal.
- Site visits need to be done by certified wildlife biologist

Please come up with a plan and really research the surrounding areas.

We can draft a template but should be based on each individual Airport.

Sanford: Maintaining habitat even passed the runways and beyond on the property. Having a hard time with habitat management. Struggling with IF&W not understanding the airports not for animals but for people to use. Growing grass that cannot be mowed down, which attract more wildlife to it which means crossing airport runways. There have been deer strikes on the actual runways. 14 deer in total. Then in return they mowed the grass after placing calls to IF&W and FAA. Now worried they will not get permitted later.

Scott Rollins noted that if there is anything we need to do to help, maybe talk to with IF&W and DEP to get any of these changes complete we will. Whoever we need to pull together to get any answers.

General Airports: Better off chasing wildlife than maintaining a fence. Get depredation permits and other environmental permits. Speak with who you need to keep on top of this situations and if there is anything that can be done to comply with both FAA needs and environmental.

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

Maine Magazine of Office of tourism has an Aviation Spread of 6 Pages
They have had great luck with sponsorships which made pricing for Airports a lot more affordable.

Digital on Maine.com 100% click through.

2 pages with commercial services

Information on vacationing and flying in Maine

Spread on existing restaurants in Airports.

We will now have our own section which is bigger than some of the Regions here in Maine.

Will be printed in December.

Whoever has subscribed will be able to go and retrieve data for their account.

Looking for suggestions from any airports on information or interesting facts.

Demand for MoGas (Motor Vehicle Gasoline) – Erv Deck

There are 5 airports who provide MoGas

It is unleaded but does not have any ethanol.

More of a hassle and no less expensive, shelf life is ½ - not very economical.

Thinking the actual demand will disappear.

Maine Aviation Business Association Update – TBD

No Attendees Present

Maine Airport Manager's Committee Update – Rick Lanman

They had a good meeting before this meeting. No further information

Other Business

- **Solar Project at Sanford – Allison Rogers**
Utility Scale Project Biggest in existence is in Indianapolis
The airport is not Financially Self-sustaining & there is so much land at the Sanford airport.
Only thing possible to comply with all FAA rules and regulations.
Solar panels seemed like one of the only options to consider. Public Private Partnership.
1 year to pay off
-Fence airport in for them
- All new mowing and other equipment
15,700 linear feet of fence near on the South side of the runway will happen this spring.
FEDERALLY everything has gone through and has been simple
DEP part not so much. Ran into problems being on a certain weather line between Mass and here in Maine.
4-year development terms which leads to production term
Enough to power 8-9 thousand houses
All panels will be taxed and go to general fund of City of Sanford.

Land lease will be dedicated to the airport.
Local support is awesome could potentially drop the tax rates.
Airport will not buy any power from this- Ranger Solar required by Next Air
Energy used to be Florida Power and Light largest in North America.
Only able to clear land when ground is frozen.
Total of 40 Year Lease No option to buy out at the end just get the land back.
Create 10 Permanent jobs 1 or 2 more hires just to maintain.

- **Aviation Day Update**

Lisa Reece submitted the following letter:

Maine Aviation Day Recap
by Lisa Reece

September 22, 2017

Maine Aviation Day was held on April 25, 2017 at the Maine State Capital in Augusta. The event sponsored by AOPA and its northeast representative Sean Collins was one of many AOPA sponsored throughout the country. Capital Aviation Day was created as a way to educate and enlighten our local elected officials about the importance of general aviation here in Maine. And, to connect them with the many aviation businesses and organizations that contribute to the social economic well-being of our state and its (small) communities. There were 10 (?) Maine aviation businesses and organizations represented with information booths set-up in the hall of flags of the capital building. The event which ran from 10am to 1pm was planned around the legislators coming and going from the house and senate chambers and their prospective committee meetings.

This was a great concept to promote the importance of GA in Maine and to advocate for the many facets of Maine aviation. Organizations like ACE Camp were there. Maine ACE Camp introduces middle and high school students to aviation and aerospace through a series of day and overnight camps in Brunswick and Bangor. These camps are critically important in getting the next generation interested in flying (or the aerospace industry) since the pilot population is aging out. The volunteer effort and work that goes into running and supporting these camps is nothing short of amazing. Other attendees included Penobscot Island Air Service which provides essential services to our island communities. These services are vital in keeping these outlying communities connected and their social structure intact. PK Floats of Lincoln was also represented. This company is a great example of a business restarting and thriving in rural Maine.

Additional businesses and organizations represented included (forgive me if I missed anyone, relying on my memory and looking at pictures of the day): Lewiston/Auburn Airport, Maine Aeronautics Association, LifeFlight of Maine, Northeast Air, Atol Aviation, Maine Aviation Business Association, and the MaineDOT.

It was definitively a worthwhile venture—and I had a great time. It was at times hectic and hard to connect with the legislative representatives as they were coming and going. But just having the representation of aviation in the capital building was of great importance. Our presence there mattered. Sean did a great job in putting this together and I want to thank him for his support and efforts.

One of the things I did before the event was reach out to my representatives and of those who represent Wiscasset where I am based. And, it worked as we were able to search each other out, and I had great conversations with two of my hometown reps.

Some other observations: the food was a big hit, but unlike most “buffets” there was no lingering, as the legislatures and their aids grabbed a sandwich or snack and ran to their next session. It seemed the security guards got the best of it, as every time I looked up a white shirted uniform was cruising through the buffet table. We did run out of food when the legislative sessions were winding down. But, not of particular consequence. Work on that for next time.

The highlight of the day was speeches by Sean, and Barry Valentine, and (?). Sean even got me up on the podium. It was not a hard sell, as I am passionate about aviation and the MAA and everything we all have to offer....

One of the things that struck me was how much we are all connected and how we all work together to make aviation in Maine strong and viable. I would like to think our Legislative Representatives recognized this during this important and informative day at the capital.

**2:12 Adjourn (Motion to- Marty)
 Allison, Randy, Erv**