

Maine Aeronautical Advisory Board Meeting

November 4, 2015

MINUTES

Attendees: Royce Rankin-Gale Associates, M. Allison Rogers-Sanford Airport, Ervin Deck-Stantec, Jean Mongillo-HTA, Aaron Keller-Portland Jetport, Rick Lanman-Lewiston-Auburn Airport, Mike Watson-AOPA, Marty McMahon-Brunswick Executive Airport, Heath Marsden-Jacobs, Josh Dickson-Lifelight, Sue Moreau, Tim LeSiege, Lori Brann, Stacie Haskell-MaineDOT.

Meeting was called to order at 9:02 am by the Chair, Marty McMahon, at the Sanford Seacoast Regional Airport, in Sanford Maine.

Minutes from last meeting accepted.

Stacie discussed that nomination needs to be made for new Chair. Marty was asked to chair for another year. Motion made and seconded to keep Marty chair for the next year.

Discussion of Frank McCutcheon - he quit as airport manager at Biddeford. Should his position be filled? Is he disqualified from the board since he is not an airport manager? It was decided that he will remain on the board until he resigns or if he misses three meetings, then he can be replaced.

Lori will be scheduling board meetings in the future and will take minutes. She will distribute them within 30 days of the meeting, striving for 14 days if possible. The minutes will be posted to the web site by Tim as draft until approved at the next meeting.

Introductions of all attendees were made. Thanks to Allison for hosting this meeting.

Maine DOT update:

Statewide Crack Sealing Update: 2015 projects complete, everyone satisfied. Entitlement funds were used to fund the projects. 2014 projects were completed with apportionment funds, which were not allowed by FAA for 2015, which is why entitlement funds were used in 2015. Crack sealing projects hard to estimate. Lincoln airport similar to Wiscasset last year. Typical cost \$30K-\$50K per airport, \$200K for Millinocket which was unusual. What is the board's thoughts on continuation? MaineDOT propose to use apportionment, which isn't allowed now. MaineDOT gets better price, but do airports want to transfer entitlement for this? It is a cost savings, airports are not required to submit 5% share, State pays the entire 10% match. Admin costs are \$15-20K per airport if they took on themselves. By the State taking the lead, it is saving the airports money, but we do need to wait until transfers occur before projects kick off. Ervin said state is better equipped to do oversight of the project than airports. More work for DOT, but a better price for the state because they contract bids on multiple airports, not one. FAA said last minute it was entitlement money. Stacie needs entitlement transfer earlier so projects get started earlier. Consultant work done by state (Tim) to save money. Sanford has own machine to crack seal and paint, so only needs crack sealing supplies and paint on Statewide grant, they can do the work themselves. All seem to be in favor of the state continuing the crack sealing project.

Pavement management program for each airport – FAA is not excited about ARAN as in the past. Tim explained PCI number and was told by FAA that it doesn't match with the number system that Washington uses, need to use another standard. ARAN is collecting data, but not entering all data into

the pavement management program. Need to create a database with all available data and maintain it. ARAN collects data every 3 years. FAA says it needs to be done annually and only PCI not allowed. PAVE-Air software available, allows life expectancies to be shown. Decisions need to be made in the next year before another crack sealing project. FAA only informed Maine just last week that the PCI we are currently using is not acceptable. It is nice that each airport gets its own pavement analysis report, the state can use it for planning projects. Difference from MA is that the state funds the airports. Database hard to manage with 36 airports involved and only one DOT staff person. Jean Mongillo indicated initial set up lots of work, but management would be easier.

CIP meetings with FAA last week. Waiting for FAA decisions on a few things. Airport planner new for Maine, Michelle Ricci (formerly from wildlife). Her strength is wildlife. Some Airports will need to do a wildlife assessment. Based on ops counts and based aircraft. We were told in the past that this requirement for a Wildlife Hazard Assessment was no longer required but now are being told it is. This will affect a few airports CIP's. GARD data different than ops counts. Maine is not diverse with mammals. FAA pushing fencing. Need wildlife management plan before fencing, but Michelle recommends wildlife assessment done then fencing before a wildlife hazard management plan has been accepted. Previous FAA staff had other opinions. Waiting for final decision from FAA on this. All airports have the same birds and mammals, so why do a report for every airport. FAA will fund 8' fence with barbed wire. Even with fencing, mammals get in. Letter written in support of Sanford, to try other mitigation before fencing, with depredation and harassment. Fence will not stop birds. In order to install necessary fencing, entitlement funds will not be enough and fencing is not eligible for discretionary funding. Allison – Bar Harbor wasn't originally fenced, after fencing just as many problems, even more because animals are trapped and dangerous. MaineDOT sent letter to discuss other options.

Airports concerns about design/construct grants – MaineDOT letter to fight this, and do design before construction, but answer was no. Minimal exclusions to design/build include wetland mitigation, EA for permits, this is allowed by FAA on a case-by-case basis. Funds to support a consultant during a design/construct – consultant can't afford to carry airports in this situation. This is a tough situation for all airports. Can this board come up with a solution?

Statewide aviation systems plan is scheduled for 2017. Project readiness form for a comprehensive statewide wildlife hazard assessment / management plan \$250K submitted to FAA waiting for approval. All project readiness forms are due to FAA by November 2. Does the board advise pursuing this project? This will use Maine apportionment funds. Members of the board seemed favorable if FAA accepts the concept. Consultation with FAA would occur before RFP process would occur. If airports are polled on the crack sealing, please poll on the wildlife hazard assessment/management plan also. How much work to tailor the template to each airport? Will be included in scope of work for the RFP. Will need to be simple for airports to want to use it. There may be more than one user interface depending upon type of airport. History – group master plans from years ago didn't work due to each airport's individuality. Feedback from airports will be critical to the project.

The wildlife plan will be a part of the state systems plan. Also looking to have a database built to contain all airport data – currently in several spreadsheets maintained by Stacie. Old database won't work due to incompatible software. Data is old, out-dated and cumbersome. Never been used to develop CIP, that data is kept in spreadsheets. Old database interface can't be queried or modified and bugs can't be fixed. Need is on the list of in-house projects to be developed in the future. When developed, hope is that the database will also be web-based. We believe this will be an AIP eligible project. The current database is from 2000-2001.

Retrorefectometer: Scott Wardwell unable to make meeting. Follow-up from last meeting, Tim to look into it. ARAN not going to have one, one can be borrowed from MaineDOT's Highway Program. Let Tim know if you are interested and he can come test your paint.

Future Funding – Marty McMahon/Sue Moreau:

At a previous meeting, Scott mentioned matching funds for AIP through 2017. What is the future for 2018 and beyond. Sue – we have moved from 2 year work plan to 3 year plan that is updated every year. The Department is in constant work plan mode, and is thinking of multi-modal programs (rail, transit, aviation, etc.). Funds are needed for match. Bond is valuable to the multimodal program. Work plan being finalized right now through CY 2018. Currently Stacie is matching projects with bond through 2018. State Systems Plan will be important to see value of 5% to the airports. FAA doesn't understand rural aspect of Maine and funding issues. Systems Plan will spell this out and show that there are several in Maine. The System Plan will show staffing issues, time management, working database, cash flow. DOT is getting tighter with funds and accounts for every dollar. Projects need to be prioritized and value shown to compete with highway and bridge. Are there ways to save money, such as the state wildlife template to save more money for the airports? MaineDOT will support airports, funding is solid through 2018, the Systems Plan will help with prioritization. Need to justify airport projects to the commissioner. Marty – agree that FAA doesn't understand needs of rural Maine. 5% is huge for some small airports. Tim – airports have to carry \$150K of projects before reimbursement, which is very hard. How can we help those small airports? Tax base in some towns gone due to mill closings, etc. As larger employers disappear, local funding for match disappears. Sue – the commissioner needs to see the importance of the airports on economic development. Need to get involved early, not when there is a problem. Get him involved when there is not a problem, to hear what the board has to say. Tim – role of the board to advise the Department and come up with a plan to submit to MaineDOT.

Lifeflight – Josh – recently purchased a king air b200 to serve people of Maine. Ground teams provide backup when flights don't work. The new plane is nice, does need LPV approaches. Need to access far reaches of Maine. Attends town meetings to hear issues. Airports are medical technology. Maine is more like Alaska – aviation is healthcare. Jackman may as well be in Alaska. Smaller more rural airports are more important. Lifeflight saves money, can carry equipment and drugs and get them to airports to save the lives of babies. It is crucial to be able to get to the airport to get these services to those in need.

Minimum requirements for Lifeflight. 3500 feet runway, LPV approach, AWOS 3 – unable to reach patients when the weather is bad or at night. Conversation with Lifeflight usually ends with admission that health care access is dependent on the airport and important. AIP has requirements to follow FAA rules, which constricts getting Lifeflight needs done in a timely manner. Public/Private partnerships can help get the projects done sooner.

Question: How many flights that originate in Maine end up in Boston? Answer: 174 – Bangor north (one year).

Hospitals in Maine offer a lot of services, but some treatments can only be found in Boston. Now fly into Logan Airport. Almost every Maine hospital now has helipad. Lifeflight has more AWOS in Maine than FAA. Trying to bolster aviation in Maine benefits everyone's health.

UAV's – Rick Lanman:

Follow-up from last meeting. FAA has set the rules for UAV's and won't deviate from them. Call law enforcement if violations occur. Public rulemaking will be published in June of 2016. Check Knowbeforeyoufly.org for rules. FAA is working towards publishing registration rules. Mike Watson – what about signage to inform the public that there is an airport nearby? Tim- people ignore signs. Paper map idea not popular, website has information. Rick - Public service announcement much more practical. Possible MaineDOT can produce a PSA. Someone else may have developed a PSA already that can be used. Local stations may air PSAs. Public awareness is the best option. Lively discussion on this topic.

Maine Aviation Business Association Update – Marty McMahon

November meeting to be rescheduled. No quorum. Active, had booth at two recent conventions. Flying trail has significantly more people than last year. Next meeting at the first of the year.

Maine Airport Manager's Committee Update – Rick Lanman:

First meeting in over a year to be held today after this board meeting.

Other Business

Wiscasset Airport Discussion: Airport is next to campground, both opened around 1960. About 4 years ago the master plan showed the trees were taller than obstruction lights. Campground and airport both have expanded. Obstructions were identified. Runway needs to be reconstructed. FAA said no runway reconstruction until trees cut. EA done last year. Town elected to sign contract to acquire easements. Campground has agreed to negotiate, but in denial that some of their sites are in the runway protection zone. Moving forward with two phases of tree clearing project – will be a two year process. Hope eminent domain won't be needed. It's cheaper to move campsites than airport. The campground doesn't want to cut the trees.

Other discussion:

Discussion of how important it is to invite MaineDOT commissioner and deputy commissioner to a board meeting to hear aviation concerns.

How is MaineDOT doing? Aviation staff very supportive, but Department as a whole not, airports not even mentioned in some reports. MaineDOT does what it can, but is constrained by FAA rules.

Is an Airport survey needed?

Agenda Items for next meeting:

Meteorological Evaluation Tower (MET) (Duke unavailable this meeting)

UAVs

Funding updates

Commissioner of MaineDOT

Other airport users: Lifeflight, IFW, State Police

Economic Development discussion (began during this meeting)

How is MaineDOT doing?

Next meeting sometime in February, in Augusta.

Meeting adjourned at 11:15.

Minutes prepared by Lori Brann, MaineDOT