

ANNUAL MEETING MINUTES (Draft)

Maine Aeronautical Advisory Board Annual Meeting MaineDOT Headquarters, Conference Room #216 24 Capitol Street, Augusta, Maine

June 27, 2018

1:00 p.m. to 4:15 p.m.

[Decisions made in bold italic.]

1:02 Call to Order and Introductions

Scott Wardwell called the meeting to order. Board members and MaineDOT aviation staff introduced themselves, followed by all others in attendance. As it was the annual meeting, there was no remote participation.

Board Members Present:

Ervin Deck, Stantec Consulting Services, Inc.
Mary Ann Hayes, MaineDOT
Brad Madeira, Bar Harbor/Hancock County Airport
Randy Marshall, Waterville – Robert LaFleur Airport
Marty McMahon, Brunswick Executive Airport
Evan McDougal, Hoyle, Tanner & Associates, Inc.
Lisa Reece, Maine Aeronautical Association
Scott Wardwell, Presque Isle Airport, Board Chairman

Board Members Absent:

Frank Costa, Wiscasset Municipal Airport
Rick Lanman, Auburn – Lewiston Municipal Airport
Allison Rogers, Sanford Seacoast Regional Airport
Duke Tomlin, Experimental Aircraft Association

Other Attendees:

Stacie Haskell, MaineDOT, clerk	Michelle Ricci- FAA
Tim LeSiege, MaineDOT	Luke Garrison- FAA
Scott Rollins, MaineDOT	Guy Rouelle, DuBois & King
Jennifer Grant, MaineDOT	Shane McDougall, DuBois & King
Cheryl Parlin, MaineDOT	Tom Winsor, Oxford County Airport
Sarah Mount, MaineDOT	Sean Collins, AOPA
Denise Garland, DECD	Dennis Marker, Caribou Airport
Jim Horn, Auburn School Dept	Josh Dickson, LifeFlight of Maine
Bettyann Sheats, A-L Airport	Patrick Sharrow, Hoyle, Tanner & Assoc.
Jeff Northgraves, RKD	Jacklyn Marks, Gale Associates
Gail Lattrell - FAA	James Candors, BGR

1:05 Review and Accept March 28, 2018 Meeting Minutes

Marty moved accepting the minutes as presented. Randy seconded. ***The minutes were unanimously approved as presented.***

1:10 Nominations for Board; Elections for Chair and Vice-Chair

The following individuals were nominated to a 2-year term effective August 1; bios were provided in the meeting packet:

Scott Wardwell, Northern Maine Regional Airport (renomination)
M. Allison Rogers, Sanford Seacoast Regional Airport (renomination)
Richard (Rick) Lanman, AAE, ACE, Auburn Lewiston Airport (renomination)
Joshua Dickson, LifeFlight of Maine (new nomination)
Kristopher Reynolds, Biddeford Municipal Airport (new nomination)
Guy Rouelle, CM, DuBois & King, Inc. (new nomination)
Sean M. Collins, Aircraft Owners & Pilots Association (new nomination)

Stacie reminded the Board that the nominations included in the meeting packet were to fill board slots for a 2-year term beginning August 1. Some would be renewals and others would be new members, bringing the size of the board to its maximum size of 13 members according to the bylaws adopted in March. ***Randy moved that the Board recommend the full slate of nominees as presented to Commissioner Bernhardt for appointment. Evan seconded the motion, which then passed unanimously.***

On a motion by Marty, seconded by Randy, the current officers (Scott Wardwell as chair and Allison Rogers as vice-chair) were nominated to continue serving for the term of July 1, 2018 to June 30, 2019. The motion passed unanimously.

Mary Ann advised the Board that the staff would work with legal counsel and the Executive Committee to prepare a draft of revisions for review at the fall meeting to update the MAAB statute in next year's legislative session.

1:15 FAA Update

Gail reported that there were still several administrators in acting capacity and more than 60 retirements so many existing vacancies. Dan Elwell is the Acting Administrator. Kerry Long has already been replaced by David Spencer as Acting 90-day Regional Administrator, and he will not be permanent. Gail assured the group that she, Michelle Ricci and Luke Garrison were not going anywhere and would continue to be assigned to Maine. Gail also complimented MaineDOT, airport managers and consultants that Maine had the best track record of follow-thru on airport projects of any state in the region.

Gail advised that the Federal Register should post the NOFO for the Omnibus funding for the Airport Improvement Program by mid-July. She expects that there will be an application opportunity for priority airports to apply 30 days following the announcement. The application will not be difficult but to be awarded funding a project must be ready to proceed within 180 days of award, which is expected in September. In 2018, these will be funded 100% federal so no local match will be required. Applications will be submitted to the regional office.

Projects already programmed for 2018 will not be considered as demonstrating a need but those slated for later years in the CIP could be considered for earlier funding. If design and/or permitting work is needed to become shovel ready, the airport sponsor could front these costs. As long as the project has merit and FAA rules were followed, these costs could eventually be reimbursed at the time the project is funded through either the Omnibus or regular AIP schedule. There is no risk to applying for the Omnibus funds; no one will be pulled out of the regular CIP schedule unless they are successful.

A second funding round is expected to be announced in the fall with more lead time allowed to prepare but all airports may be eligible to apply and there is no guarantee of 100% federal funding.

The program is expected to run through 2020 but is likely to change based on experience.

1:25 Statewide System Plan Update

Mary Ann thanked the 9 aviation professionals who participated in a brainstorming session the prior week to help frame up the RFP for the Statewide System Plan. The group will work on a document together and plan to have it completed by the next MAAB meeting. Consultants who might wish to bid on any aspect of the work are not invited to participate so there will be no questions about favoritism or insider knowledge.

Tim shared that the PCI analysis contract had been awarded to DuBois & King. The contract will be executed as soon as MaineDOT receives formal notice of grant award approval from FAA. Michelle promised this would be coming soon. Airport managers will hear from Tim and/or the consultant team this summer about the schedule.

Mary Ann asked the MAAB to weigh in on whether or not the State should include Loring AFB in the statewide plan and PCI analysis. There would be no federal participation, adding a state/local expense of approximately \$25,000 for the latter; former as yet unknown. The request was formally made by Loring Development Authority (LDA) and strongly supported by DECD. Denise shared that the Legislature has increased funding for the Authority in each of the last two sessions to help it gain more traction. The LDA may determine it wishes to apply to join the NPIAS. One requirement is that they are included in the Statewide System Plan so if we were not to include them, this future would be off the table. Including them in the study by no means guarantees that NPIAS certification is granted. The Plan would examine their potential role and could include a recommendation one way or the other. On a motion by Marty, seconded by Brad, the Board voted 5-0-2 (Evan and Erv abstaining) to recommend to MaineDOT that Loring be included.

1:35 **MaineDOT Long Range Plan**

Jennifer Grant and Scott Rollins of MaineDOT introduced the 2050 Long Range Planning Project. Jennifer shared a PowerPoint outlining identified trends that have been recognized and the process being considered <http://www.maine.gov/mdot/aviation/maab/>. The Plan will be a policy document suggesting directions rather than a capital improvement plan with specific projects and dollar estimates.

Comments by those present included:

- ➔ What funding is being considered? Are we willing to consider tax or fee increases?
- ➔ There is a serious shortage of CDL drivers. One exacerbating factor is the insurance rate for those 18-21 years of age.
- ➔ It is always the last mile that is the hardest to solve.
- ➔ We should be able to use IT to combine passenger and freight trips to rural areas especially or to do more drop-off/pick-ups so there are no deadhead trips. Why do we separate them?
- ➔ Labrador is using innovative combinations of flight agendas. **Josh agreed to identify a source to learn more about what they do and how.**
- ➔ Might we increase the use of drones to inspect infrastructure? Safer, faster and possibly more accurate.
- ➔ With the aging population and more concentration of settlement to provide services, some airports may need to close.
- ➔ The last system plan called for a 5000' runway in each region to serve jets including but not limited to medical transport. This length will now need to be longer.

Jennifer and Mary Ann thanked everyone for the thoughtful insights. ***The aviation staff will keep the MAAB interested parties list apprised of future developments including survey opportunities for the general public that it was hoped members would help publicize.***

2:00 **Educational Opportunities/Needs**

Tim, Lisa, Sean, Marty and Josh led a PowerPoint presentation <http://www.maine.gov/mdot/aviation/maab/> identifying existing programs and provoking a robust discussion on meeting unmet needs. A major resource is the Aviation Program at UMA, but it does not involve mechanics and it was noted over 700 hands touch a plane before a pilot operates it. Jim Horn of the Auburn School Department has been trying to get an A&P training program set up in the high school technical school /community college system, using the Auburn-Lewiston Airport and businesses located there as an intern/apprenticeship resource. A feeder program to the UMA certificate was considered by Central Maine Community College but insurance was cost-prohibitive. Might the Legislature consider addressing this issue? Much of the discussion centered on the need for a champion for the educational needs of aviation, ideally a compensated position to facilitate public/private partnerships and work with the regulatory agencies and legislature.

Next Steps:

Denise Garland of DECD offered to contact the Department of Labor to become engaged. The Board agreed by consensus that the Educational Committee should continue its work.

3:30 Other Business

- Transportation Conference: Mary Ann reported that the theme of the conference had just been selected to be “Smart Movement”. The aviation community is invited to submit candidates for sessions related to that theme for consideration. Tim noted that the conference attendees were largely engineers and contractors, rather than the general public. ***Josh offered to contact the head of LifeFlight (Tom Judge), who is a sought-after public speaker as well as provide contacts to the Royal Flying Doctors and Nova Scotia Air Med. Both of these groups provide exceptional speakers and presentations on the effect of aviation on transportation. All were encouraged to think about programs that might fit the “Smart Movement” theme.***
- Maine Airport Managers Committee: No update.
- Maine Aviation Business Association: No update.
- Maine Aeronautics Association: Lisa provided a terrific update on the 2600-mile, 8-stop Women’s Air Race Classic held the prior week which began in Sweetwater, TX and ended in Fryeburg. Over 100 youth participated in the open house held at the race completion, exposing many young people to aviation. The terminus was hosted by the Katahdin Wings, the ME-NH chapter of the 99’s. The race is 90 years old, running since Amelia Earhart’s Powder Puff Derby in 1929. 62 teams (including 26 collegiate teams) started and 53 finished. There was severe weather in the mid-west that prevented some teams from finishing. Lisa also highlighted other upcoming events, including the 5th annual Lincoln Seaplane Fly-In & Camp-Out being held that weekend. See the full calendar at www.maineaeronautics.org.
- Experimental Aircraft Association Update: No update.
- Next Meeting: ***It was agreed that the next MAAB meeting would be held on October 24 from 1-4 PM. RFP and or Educational Committee meetings may be held that morning. A fourth meeting in December will be held only if needed; it is hoped that there will be a program at the Transportation Conference.***

4:10 Public Comment

There was no public comment.

4:15 Adjourn

The meeting adjourned.