

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

*Decisions and commitments in bold italic type.*

June 12, 2019  
1:00 p.m. to 4:00 p.m.

**Annual Meeting Minutes**

**Call to Order and Introductions**

Scott Wardwell called the meeting to order at 1:00 p.m. Board members and MaineDOT aviation staff introduced themselves, followed by all others in attendance.

**Board Members Present:**

Scott Wardwell, Presque Isle International Airport  
Allison Rogers, Sanford Seacoast Regional Airport  
Kenneth Ortmann, Belfast Municipal Airport  
Marty McMahon, Brunswick Executive Airport  
Evan McDougal, Hoyle, Tanner & Associates, Inc.  
Ervin Deck, Stantec Consulting Services, Inc.  
Brad Madeira, Hancock County – Bar Harbor Airport  
Sean Collins, Aircraft Owners & Pilots Association  
Lisa Reece, Maine Aeronautics Association  
Josh Dickson, LifeFlight of Maine  
Rick Lanman, Auburn – Lewiston Municipal Airport  
Kristopher Reynolds, Biddeford Municipal Airport

**Board Members Absent:**

Guy Rouelle, DuBois & King

**Other Attendees:**

Mary Ann Hayes, MaineDOT  
Stacie Haskell, MaineDOT, clerk  
Ralph Nicosia-Rusin, FAA  
Rick Tetrev, Wiscasset Municipal Airport  
Curt Davis, Bangor International Airport  
Amy Quam, Bangor International Airport  
Jacklyn Marks, Gale Associates, Inc.  
Ian Sample, Steer Group  
Heath Marsden, Jacobs Engineering  
Richard Yarnold, Ballantine Aviation Consulting Services, PLLC

**Review and Accept October 24, 2018 Meeting Minutes**

*Marty moved to accept. Sean seconded. Lisa mentioned that Maine Aeronautical needs to change to Maine Aeronautics. Minutes approved as amended.*

Introduction and welcome from Commissioner Van Note. The Commissioner shared his background and experience and noted his focus on providing financial resources for all transportation modes. With a serious backlog and high construction prices this year, 1/3 of highway and bridge projects had to be postponed. It is clear that the Department needs to strategically prioritize where and how to invest and aviation is part of that analysis. He thanked members for their service and noted that the Legislature was

expected to establish a Blue-Ribbon Commission to address transportation funding. While highway and bridge funding will be high on members' minds, all modes should be addressed.

#### **Review and Vote on Proposed By-Law Amendments – Mary Ann Hayes**

Thank you to Rep. and A-L Airport Committee Chair Bettyann Sheats for getting the housekeeping bill through the Legislature and approved with an emergency clause to take effect immediately. With the requested statutory changes in place, the by-laws now need to be amended to agree.

The officers and staff considered the board's constitution at its maximum of 13 members and that the board was just getting some momentum going with new members so bad time for turnover, which leaves no room for additional perspectives as we are about to launch our system plan and likely to make new aviation friends. To address this concern, the proposed amendments increase the maximum board size to 15. *Kenneth moved to accept the by-laws amendments as presented; Allison seconded.*

Rick wants to know if we can suggest more changes. Mary Ann replied that if they were germane to the noticed amendments they would be appropriate to consider. Rick suggested that Article 5 section 7, minimum 4 affirmative votes must be cast on any motion to carry be increased to 5 if the board size increased. Others argued that 4 affirmative votes were sufficient as it covered all possible board membership sizes. Rick withdrew his suggestion. *The by-laws amendments were unanimously approved to accept as presented.*

#### **Recommendations to the Commissioner for Board Memberships – Mary Ann Hayes**

All board members will have to be reappointed effective July 1. Commissioner Van Note reviewed the list and indicated his willingness to reappoint the existing members. Approximately half will be assigned one-year terms and half two-year terms to initiate the staggering. As there are no term limits, this decision will not impact ultimate service length. It is appropriate for the board to make recommendations to the Commissioner for appointment, understanding he may not agree. It was noticed that one missing perspective on the board is an FBO. Caleb Curtis from Pittsfield was a name that came up.

*Marty moved to approve the re-appointments as proposed and invite Caleb Curtis to join the board representing FBO's. The 15<sup>th</sup> slot would remain open for now. Evan seconded the motion. Unanimously approved.*

#### **Election of Officers – Stacie Haskell**

*Evan moves to keep existing slate of officers (Scott Wardwell as chair and Allison Rogers as vice chair). Kenneth seconded the motion. Unanimously approved.*

#### **Statewide System Plan and PCI Update – Aviation Staff**

In process of scope of work and negotiations. Looking at ways to efficiently analyze existing data; airport managers will be tapped to verify and augment what exists today. During the winter the consultant team will be putting together a lot of background material and formalizing what questions we want to ask. Visits to airports will not occur until next summer. Looking for one substantive field meeting at each airport with pre-scheduled interviews of key informants. Really trying to focus time, money, manpower to the tough questions to answer. How do we sharpen our understanding and strategic decision-making.

Although the MAAB will be utilized during and perhaps between meetings for plan input, we are seeking volunteers for a more intensive Plan Advisory Committee (PAC) that will be expected to read interim products critically and provide strategic guidance.

Volunteers – Kris, Marty, Evan, Rick (possibly), Josh would like to learn more first.

The PCI data has been gathered at all the airports. Reports are due to MaineDOT in August.

#### **Snow Control Expectations and Realities Post RCAM**

Maintenance costs to runways and the funding pools for airports. A lot don't have a big budgets and are very limited. Could not even land a helicopter at Caribou this year due to ice. RCAM rules are a real challenge. RCAM works great for any place with scheduled commercial service, but when you have charter operations going in to GA airports it is a real issue. Need to find a way to help towns get

equipment to help keep these runways clean. There needs to be a different system; this does not work for Maine.

### **Discussion on the New Pavement Marking Advisory Circular**

FAA has put a standard in place for the retro reflectivity on where the minimum can be before you need to go out again. There is an instrument for measuring that and it is very expensive.

### **FAA Grants in the New England Region**

Maine did very well in supplemental funding, Maine is one of the few states that met the priority factor. RSAs were a priority and those are being finished up in Maine. Are we getting the discretionary funding we need? Stacie feels for the most part we are; the hard part is that projects we have problems getting funding for are not eligible for discretionary. This is something that the system plan needs to look at, how do we help our airports become more self-sustaining?

### **FAA Update – Ralph Nicosia-Rusin**

#### → **Determinations of Critical Aircraft**

- AC 150/5000-17 issued 9/20/2017.
- Replaces reference to “substantial use” with “**regular use**”.
- Supersedes all other guidance on justification, including Runway Length AC’s exception for **seasonal use** and **remote airports**.
- **Retroactive**- no grand-fathered decisions regarding **future investments**.
- Why was this needed?
  - Alleviates need for more onerous benefit-cost assessments utilized in most other federal funding.
  - It typically fosters better decisions that improve the airport’s return on life-cycle expenditures.
  - New data sources support a more rigorous approach.
  - Eventually greater rigor in project justification should translate to more equitable investment decisions across the national system.

#### Methodology

- Itinerant ops, not based aircraft.
- Most recent 12 months defines existing regular use.
- Validated counts, not estimates.
- FAA’s determination, not sponsor’s objective.
- Five year forecast for funding justification, longer term for layout planning.

The AC for Runway Lengths is very old. Should be using the composite tables. Example is Jackman – LifeFlight needs 4,200’ runway for contaminated runway; can’t use contaminated runway calculations when calculating the necessary length. But if you look at the composite table it shows 4,200’. TALPA rules are making things very difficult.

#### → **Crosswind Runway Requirements**

- Wind Analysis Tools
- <https://airports-gis.faa.gov/agis/public/#/publicOr>
- No more 80% of primary runway length
- Two factor test for design aircraft
- What cross wind vector lacks 95% reliability?
- Are there 500 operations of aircraft with approach speeds requiring cross wind during the gap that the primary runway is unusable?

Example: Airport A

- 3,500 AAC B operations per year/ 7,500 AAC A operations
- 94% coverage at 13 kts. / 92% coverage at 10.5 kts.
- 3500 ops x 6% gap = 210 operations requiring crosswind coverage
- 7,500 ops x 8% gap = 600 operations requiring crosswind coverage

Design crosswind for approach category A aircraft.

*Note: if there were less than 4,000 AAC A operations a crosswind would not be justified.*

## **New Rules on Recreational Drone Use – Evan McDougal**

If anyone has issues with drone use at their airport, copy Ralph. Advisory Circular 91-57B Recreational Purposes – recreational flyers may only operate under the statutory exception if they adhere to all the conditions listed in the statute.

The FAA intends to provide a process for recognizing community-based organizations (CBO) and their safety guidelines for recreational flyers in consultation with manufacturers of UAS, CBOs, and other industry stakeholders upon full implementation of 49 U.S.C. § 44809. In the meantime, this interim guidance provides information on the statutory conditions and basic safety guidelines for recreational flyers. Nevertheless, recreational flyers must always remain aware that any operations endangering the safety of the NAS (particularly careless or reckless operations, those endangering persons or property, and/or those that interfere with or fail to give way to any manned aircraft) will be subject to FAA compliance action.

Statutory Conditions. Until further notice, paragraphs 7.1.1 through 7.1.8 provide guidance on how a person may meet the eight statutory conditions of the statutory exception of 49 U.S.C. §44809 to operate a UAS for recreational purposes. A person who fails to meet any of the statutory requirements of 49 U.S.C. § 44809 may not operate UAS under the statutory exception and would need to operate them under part 107 or any other applicable FAA authority. Statutory requirements include:

- The Aircraft is Flown Strictly for Recreational Purposes.
- The Aircraft is Operated in Accordance With or Within the Programming of a CBO's Set of Safety Guidelines That are Developed in Coordination With the FAA.
- The Aircraft is Flown Within the Visual Line of Sight (VLOS) of the Person Operating the Aircraft or a Visual Observer Co-Located and in Direct Communication With the Operator.
- The Aircraft is Operated in a Manner That Does Not Interfere With, and Gives Way to, Any Manned Aircraft.
- In Class B, C, or D Airspace or Within the Lateral Boundaries of the Surface Area of Class E Airspace Designated for an Airport, the Operator Obtains Prior Authorization From the Administrator or Designee Before Operating and Complies With all Airspace Restrictions and Prohibitions.

For now, recreational flyers may fly in controlled airspace only at fixed sites specifically authorized by the FAA, which are posted at the FAA's interactive map on the UAS Data Delivery System. On the map, small blue circles depict the location of these sites in controlled airspace, and the altitude limits imposed on those sites. The altitude restrictions are derived from the UAS Facility Maps (UASFM) which form the basic structure of the Low Altitude Authorization and Notification Capability (LAANC) and its operating procedures. Recreational flyers can access site-specific information by clicking on the blue circle. Recreational flyers may also refer to the actual airspace authorization and a list of sites on the FAA's UAS website at [www.faa.gov/uas](http://www.faa.gov/uas).

Do not contact local FAA Air Traffic facilities for airspace authorizations.

UAS Data Delivery System. On the map, semi-transparent polygons depict airspace information. UAS flight restrictions are shown as red polygons. UAS flight restrictions apply to all UAS flight operations, and remain in effect 24 hours a day, 7 days a week. Recreational flyers may also refer to:

1. The FAA's TFR listing; or
2. The FAA's Airspace Restrictions website.

In Class G (Uncontrolled) Airspace, the Aircraft is Flown From the Surface to Not More Than 400 Feet Above Ground Level and Complies With all Airspace Restrictions and Prohibitions.

The Operator has Passed an Aeronautical Knowledge and Safety Test and Maintains Proof of Test Passage to be Made Available to the Administrator or a Designee of the Administrator or Law

Enforcement Upon Request. The FAA is developing the test in consultation with stakeholders. Recreational flyers would have to pass the test, which could be administered electronically, and would be responsible for providing proof of passage upon request from FAA personnel or law enforcement. The FAA will provide additional guidance and notice when the test is available and the date on which adherence to this condition would be required.

The Aircraft is Registered and Externally Marked, and Proof of Registration is Made Available to the Administrator or a Designee of the Administrator or Law Enforcement Upon Request.

<https://faa.maps.arcgis.com/apps/webappviewer/index.html?id=9c2e4406710048e19806ebf6a06754ad>

## Other Business

Where are we with the new G.A.R.D.? Aviation staff needs to provide update and evaluation on where we are what the old data has shown, what is working and what isn't working before the Department will consider further investment.

- **Next Meeting – Date, Location, Agenda**  
*October 9, 2019 1:00 to 4:00, MaineDOT, Augusta (and by Adobe Connect)*  
*Agenda will include preparation for getting Aviation Funding information to the Blue Ribbon Commission on Transportation Funding.*

- **Event updates and announcements**

Maine Aeronautics Association:

- Maine Aeronautics Association calendar of events. As new updates come up Lisa updates and puts on the website.
- Gadabout Gaddis Cup Award 2019. Nominations are due on or before August 20, 2019. The annual Gadabout Gaddis Award is presented by the Maine Aeronautics Association to an individual or organization who has fostered and supported aviation in Maine and made significant contributions to the flying community. A number of factors are important to consider in the nomination process. The nominee does not need to be a pilot but must have made (past or present) undeniable contributions to the advancement of aviation in Maine. All nominations will be considered by the Maine Aeronautics Association board of directors.
- Last fly-in was Pittsfield.
- Next event in Lincoln is the fly-in camp out.
- ACE Camp – this is our future of aviation, get your kids there!!
- Invited to Olympia Snowe Women's leadership event. About 150 girls there; Lisa was there to answer any questions girls had on aviation.

*Maine Invites You* – Allison distributed magazines to those who advertised.

**3:45 Public Comment**

There was no public comment.

**4:00 Adjourn**

*The meeting adjourned at 3:57.*