



Granite State Airport Management Association

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DRAFT Minutes of the Granite State Airport Management Association, Inc.

Friday, September 19, 2008

11:00 AM

Berlin Regional Airport

800 East Side River Road
Milan, NH

Attendees:

Eric Kaminsky	Berlin Regional Airport
Andrew Pomeroy	Portsmouth International Airport at Pease
Dean Stetson	Parlin Field
Maura Stetson	Parlin Field
Roy Rankin	Boire Field
Cheryl Hart	Hampton Airfield
Michael Hart	Hampton Airfield
Bruce Hutchings	Mt. Washington Regional Airport
David Rolla	Concord Municipal Airport
Heath Marsden	Jacobs/Parlin Field
Rick Dymant	McFarland Johnson
Mike Pouliot	NHDOT/Aeronautics
Barbara Travers-Wright	FAA
Jim Brough	FAA/AVSED
Stewart Sevey	Howard P. Fairfield, LLC
Leigh Durrsill	Howard R. Fairfield, LLC
Richard Yarnold	OEST Associates
Michael Deletesky	OEST Associates
Janice Gould	Stantec
Gerry D'Amico	URS Corp
Barry Hammer	Gale Associates
Dale Wilde	Hoyle, Tanner & Associates
Dick Ludders	Hoyle, Tanner & Associates

Bob Mallard
Carol Niewola

Airport Solutions Group
NHDOT/Aeronautics – Skyhaven Airport

President Bruce Hutchings called the meeting to order at 11:05 a.m.. He thanked Eric Kaminsky for his hospitality and having the group meet at the Berlin facility for our September GSAMA meeting. All in attendance then introduced themselves.

Secretary's Report

A motion was made by Roy Rankin, seconded by Dave Rolla to accept the minutes of the June meeting as written. The motion was unanimously accepted.

Special Presentation

Dick Ludders of Hoyle, Tanner & Associates gave a presentation to the group of the Statewide Aviation System Plan they have completed on the preservation of public-use airports. For a detailed synopsis refer to the handbook that was distributed at the meeting. The electronic version of this handbook will be placed on the NHDOT/Bureau of Aeronautics website in the near future (www.nh.gov/dot/bureaus/aeronautics).

Panel Discussion:

Snow-Removal - Making Due with What You've Got moderated by David Rolla
Featured were representatives from three NH airports of different sizes (Berlin, Newport, and Whitefield).

Basic info and snow removal in general:

Dean Stetson has been at Parlin Field for eight (8) years. He stated that the budget he works with does not have a separate line item for plowing. The Town Highway Department plows the runway and taxi lanes at the airport. In extreme conditions, the Newport Highway Department brings up a loader mounted snow blower. The airport is responsible for plowing the apron area of the airport and around the fuel farm. Since the airport does not have any snow removal equipment, Parlin Field contracts the snow removal for the apron area out to an independent contractor. Usually, this contractor is one of the people that plows for the tenants on the property. Money for this comes out of the Airport Budget under a contracted services line item. The tenants on the field are responsible for the snow removal around their T-hangars/private hangar and their aprons. Since the Town plows the runway, they do the airport last- the streets are their priority. Depending on the snowstorm, the airport will usually be plowed within 24-48 hours after a snowstorm.

Bruce Hutchings has been manager of Mt Washington Regional Airport for four (4) years. He spoke on what he was able to do. There is no line item in the town/airport budget for snow removal. The maintenance and snow removal is a one-man operation at the airport.

Eric Kaminsky has been manager of Berlin Regional Airport for almost a decade. Snow removal is a line item in his budget. He goes way over on the price for fuel. He therefore has to 'rob Peter to give to Paul' to keep the airport open. He said that you have to be creative to keep the airport open.

What about the equipment that you use?

Dean-no other equipment is used with the exception of a walk behind snow blower on occasions.

Bruce-MWRA uses a wheeled farm tractor set up with a plow on one end and snow blower on the other. I perform the basic maintenance on the equipment and the Town of Whitefield will do some maintenance especially in the winter. It is adequate but not really intended for airport snow removal operations. Last winter, some hydraulic fittings broken requiring a trained tech to repair and caused significant "down time".

Equipment Maintenance: We have no building to store our plow tractor; it sits outside all year which puts "strain" on the equipment. Consequently, if we have a break-down during the winter, it is very hard to do maintenance. It becomes very costly if we have to call in a "factory tech."

Eric-I have a plow, grader, and a snowblower.

What is your philosophy on plowing snow? All at once or as it falls?

Dean-Let it fall and plow when storm is completed. We are somewhat forced to wait until the regular rounds are complete by the Highway Department

Bruce-Let it fall, then plow the snow ASAP. I also only plow the taxiway and not up to the hangar doors. Our equipment is very difficult to use in tight quarters.

Eric-Never let more than 4" of snow cover the runway taxiway and ramp areas. First and foremost plow the runway and taxiway the best that you can as the snow falls. The airport has to prioritize their plowing-first the runway, second the taxiways.

How do you prepare for a storm?

Dean-remove all items from the plow areas-cones, fueling ladders. Plant stakes to mark items that might be accidentally plowed over. Pilots give town drivers a winter airplane ride to educate them about the runway in the winter, and to show their appreciation.

Bruce- I make sure that the engine and hydraulic heaters for the equipment are plugged in. Otherwise-just be ready.

Eric-Check out weather on internet. Double check that all parts of equipment are ok.

What are the expectations of your clients for snow removal?

Dean-Due to budgetary constraints we are limited to what can be done. We tell our clients approximately 24 hours after a storm the runway will be plowed. Of course, if the airport management is made aware of special considerations, we will get the trucks in to accommodate.

Bruce-I post a NOTAM for visitors to call in advance for up-to-date runway conditions. I also asked the local airport users to call me in advance if they have special airport needs such as an early morning departure after a snow storm.

Eric-Both customers and my expectations are the same.

Mike Hart-At Hampton Airfield, the airport opens the areas where there are businesses on the field. The equipment used is some that a man leaves on the airport property and he charges by the hour for its use. We also depend on a lot of volunteer effort. As a small airport, we do what we can.

Dean-As a municipal airport Parlin Field is closed for some community events during the year. One is ski joring that is held during Newport's Winter Carnival.

Information on acquiring equipment:

www.groundsupportequipment.com

Lee Burrell-Osh Kosh Dealer Used equipment.

White Farm/Federal building in Concord for used equipment

Suplus Personal Property via federal GSA office (handout was distributed)

GATC

Rick Dymant went over some talking points and flyers concerning the GSAMA event in Concord. Airports please contact Rick at McFarland Johnson by email:

rdymant@mjinc.com . We need the information for each airport for the event with the legislators! (see attached)

Barry Hammer gave a synopsis of where we are in the planning stages of GATC. Speakers, time of day and basics have been discussed. We are awaiting confirmation of a room and for airports to complete giving information to Rick. Consultants will be approached in the next few months to donate to the costs of GATC.

Treasurer's Report:

GSAMA currently has \$9,507.16, six 56-cent stamps, and a package of 42-cent stamps for correspondence.

Airport Status (see attached)

NHDOT/Aeronautics news

Based Aircraft Counts

Mike Pouliot of NHDOT/Aeronautics spoke on based aircraft at airports. He went into the length of time a plane had to stay at an airport to consider it being based there. 25% of all registrations from aircraft are returned to the based airport.

Block grants

All those applied for were approved 100%.

CIP

The 13 airports with 50/50 funding should send in CIPs this winter. Safety inspection findings can be used as a guide to assist managers in possible items to list. Paperwork will be sent to each manager to be filled out.

Proposed Legislation

Bruce is working with a State Representative in his area to write a bill that would help all airports and intermodal transportation with the required mitigation processes. He is hoping to have it finished in time for the next budget season as a GSAMA/GATC action item. It is not a totally new bill, but will be a rewording of an existing one. More to come.

Meeting was adjourned at 1:40 pm.

Respectfully Submitted,

Maura Stetson
GSAMA/Secretary-Treasurer

Encl: as stated