



Meeting Minutes

Granite State Airport Management Association, Inc.
Friday, September 15, 2017 10:00 AM
Hampton Airfield, New Hampshire

Members Present:

Martha Drukker (KCON)	Stephen Barker (FAA)
Andrew Pomeroy (KPSM/KDAW)	Tracey McInnis (FAA/Airport Div.)
Dennis Cunningham (K5B9)	Jean LoGiudice (FAA/Airport Div.)
Tricia S.Lambert (NHDOT/Aero)	Chris Nevins (AUAB)
Carol Niewola (NHDOT/Aero)	Lorri Badolato (PlaneSense/AUAB)
Rita C. Hunt (NHDOT/Aero)	Gale Furey (AUAB)
Patrick Herlihy (NHDOT/Aero)	Harvey Sawyer (KAFN)
Garrett Miller (K7B3)	Jack Wozmak (KEEN)
Stephen Bourque (McFarland-Johnson)	Michael Legere (KMHT)
Chris Lynch (KASH)	John Gorham (Jacobs)
Paul Brean (KPSM)	Tim Buzinski (Jacobs)
Mary Beth Merritt (Daniel Webster College)	Tanya Plante (ONESKY)
Richard Yarnold (BACS)	David DeVries (NHPA)
Patricia Morris (Fine Point Business Svcs.)	Arnold Stymest
Nikolas Ippolito (Gale Associates)	Roy Rankin (KASH/Retired)
Rebecca McDonald (Hoyle, Tanner)	Wendell Berthelsen (Aviation Museum NH)
Erica Kidd (Stantec Consulting)	Katie Hogue (Stantec Consulting)
Rick Bergeron (KCNH)	

1. Call to Order:

Call to Order and welcome was given by Martha Drukker at 10:15 AM. A thank you was also expressed to Garrett Miller for arranging the meeting at Hampton Field.

2. Approval of Minutes:

A motion was made to approve the March 31, 2017 and June 9, 2017 minutes as presented by Garrett Miller and seconded by Andrew Pomeroy. All voted in favor, passed unanimously.

3. Treasurer's Report:

Andrew Pomeroy reported that GSAMA has \$33,614.95 in its checking account. Outstanding obligations are \$6,910.24. **Available balance is \$27,714.71.** The cleared amounts from the 2016 Events were \$5,400±. Of that, \$4,000 was for STEM/Aviation and \$1,400 for the NH Aeronautical Fund. Contributions were made to the NH Aviation Museum Gala for \$1,000 and \$500 to the St. Catherine's Aviation Program. Martha Drukker asked Andrew for any update on membership and if anyone new is interested in the organization they should

contact Andrew or her. A vote was made to accept the June 9, 2017 and September 15, 2017 Treasurer's report. Motion made by Rick Bergeron and seconded by Dennis Cunningham. All voted in favor, passed unanimously.

4. Presentations:

- **Garrett Miller, Airport Manager Hampton Airfield.** Garrett started flying at Hampton when he was 11 years old. The airport is a privately owned public general aviation use airport and is classified as a Local airport within the New Hampshire State Airport System Plan (NHSASP). The airport has an FBO, flight-training facilities, provides air frame/powerplant services, hangars and tiedowns, and there is a restaurant on the field. Mr. Todd Baker is the present owner. The runway project was completed with a paved runway and also a turf runway that is irrigated. There has been a 20% increase in sales with these improvements. Upcoming efforts for the airport are new permit for a new building to house the restaurant. The old building was built in 1954 and lost half of the building in a hurricane. Plans will be to put up a 50' x 70' restaurant building with two stories. There will be 8 offices on the second floor. They also plan on replacing the old open T-hangars at the airport. The airport, at the present time, has a waitlist of 15 aircraft owners to support building new T-hangars with doors on them. Community and partnerships are a big aspect in the progress of the airport. Mike Hart and Todd Baker have played a crucial role in the progress of the airport. Since the airport is a non-NIPIAS airport, money comes from the local patrons who volunteer and help to sponsor events. The airport has always reached out to the local community in a number of ways. When the town wants to sponsor an event, the airport will step up to the plate and offer to host it. An agricultural event is coming up and the airport will host this event. The airport hopes to start an internship program with the local school. The airport also hosts the Boy Scouts every year and a local tenant has taken on this project. The airport has recently has partnered with a veterans' parachute program which they hope to have every year. Needless to say, Garrett has shown that a small airport like Hampton has a lot to offer for the general aviation public.

- **Michael Legere-Manchester-Boston Regional Airport (TALPA).** Michael started his presentation describing what improvements they have made this past year. Improvements to Runway 24 with mill-and-overlay of 1,500 ft. x 130 ft. wide, Taxiway B was rehabbed and "Hotspots" were alleviated and remedied by removing a couple of taxiway exits from the primary runway last year. One of the airport's taxiways was also relocated this past summer. Pavement rehabilitation projects included flush-mounted LED fixtures installed on Taxiway J. The LEDs made it much easier for their snow removal operation. Michael said this past winter produced 90.5" of snow at the airport. The average snowfall is 66". The primary equipment for removing snow is brooms. The brooms minimize the compaction that snowplows create. They also use MTEs (Multi-Task Equipment). The airport utilizes two stationary snow-melters that melt snow at a rate of 3,000 tons per hour and with all the equipment they have, they leave no piles of snow banks to contend with. The melters are fired by natural gas and are very efficient. The water that is generated by the melters passes through a solids filter and ends up in the Merrimack River. The melters can be remotely operated by the operators from the loaders. All the plows have soft poly cutting edges and have casters and just hover over the surface. The casters carry the weight of the blade. They do not use steel blades. The airport deals with ice on the paved airfield surfaces with FAA-approved sand. All the runways have surface sensors, which allow the airport to monitor pavement conditions (temperature) prior to an event that would require putting chemical down. Beginning on October 1, 2016, federally obligated airports started to use TALPA procedures to conduct runway pavement condition assessments and to report those conditions in newly formatted Field Condition (FICON) Notices to Airmen (NOTAMs). This will allow pilots and flight planners to use the information, along with manufacturer's aircraft-specific data, to determine the runway length needed to safely stop an aircraft after a rejected takeoff or a landing. Manchester is one of New Hampshire's airports that uses the TALPA procedures. Old technology used a Tapley meter to pick friction coefficient readings, which was slow. The airport now uses a truck with a fifth wheel that takes these readings and is displayed in real time data what the friction is between the wheel and the runway. The data gives you three numbers that represent each third of the runway. This truck operation gives the airport a trend of

runway conditions. The airport no longer uses the three numbers that were passed on to the tower. TALPA basically looked at contamination of different types whether (water, slush, dry snow, compacted snow) and how it effects the aircraft performance on landing. Manchester uses NOTAM Manager that is web-based which is used by 1,076 airports. The accident at Midway airport in 2005 was the catalyst to cause changes in runway condition reporting. An advisory has come out to replace “Fair Braking” to “Medium” braking which corresponds to ICAO standards. Runway condition codes are now being used. The “333” data is now used for condition codes and is entered in the Runway Condition Assessment Matrix (RCAM) data for dispersement. There is no doubt that present day condition reporting is a plus to the airport and air crew operations. A question from Wendell Berthelsen (Aviation Museum of NH) was asked why Runway 6-24 (built in 1999) was grooved. Michael mentioned that the airport has a pavement inspection program that assesses the runways every other year. This inspection renders a pavement condition index (PCI) and the software that they have will project when the asphalt is due for replacement. Pavement management system is worked in house. A question was asked by Martha Drukker (KCON) regarding any savings observed by using the LED lighting. Although the LED has a thermostat, Michael said that the required artic heaters basically consume the same as an incandescent bulb.

- Stephen Barker-FAA (Value of OE/AA to All Airports). Stephen went over the requirements of FAR Part 77 and what is required to inform the FAA of any development activity around the airport. The FAA needs an update of any development activity or obstruction that would affect airport operations. There is a process with the FAA that has to comply with regarding obstructions; this process generally takes approximately 45 days to reply to submission.

5. Old Business:

- Events Committee Update. Erik Strand was not in attendance so Rita Hunt gave a update of the “Pilots and Drivers” Golf Tournament. At this time we have 54 golfers and we need 60 golfers to cover our expenses. If you cannot make it for the golf tournament it is a great opportunity to have lunch and network people in our industry. Concord Airport Aviation Day and Runway 5K is coming up October 21, 2017. Always looking for sponsorships and vintage airplanes for static display. A midair collision seminar will be taking place on the September 29th at 11:30 am for anyone interested. This is a great course with topics on the Military Operations Area (MOA) in NH and flight restrictions that could effect you.
- Legislative Committee Update. Rick Dymont was not able to make the meeting and Tricia Lambert gave the legislative update speaking about the status of HB 124.

6. Airport Grant Program Update by NHDOT and FAA: *(Excerpts from NHDOT handout below)*

- Airport Improvement Program Funding. Carol Niewola provided an update of the aeronautics program. FAA is wrapping up issuing new grants for FY 2017. NH was issued over \$14M in FAA funds in FY 2017. A continuing appropriation bill (HR601) was signed into law on 9-8-2017 that funds the federal government through 12/8/2017. H.R. 3353 and S. 1655 are the full-year appropriations bills for USDOT in FY 2018 (AIP funding proposed at \$3.35B and 3.6B, respectively).
- NEWS from FAA
 - FAA DRAFT Engineering Brief 98 provides guidance for allowing LED obstruction lights/beacons using AIP funds if IR emitters are added to fixtures. No effective date yet.
 - FAA AC 150/5100-17, *Land Acquisition and Relocation for Assistance for AIP-Assisted Projects*, change 7 has been issued that updates eligibility and payment requirements.
 - FY 2018-2020 DBE Plan/Goals are due with FAA Office of Civil Rights starting August 1, 2017.

- FAA's annual financial reports (SF 425, SF 270/271) are due December 15, 2017.
- FAA's Delphi system will be shut down for a few days starting September 26, 2017 for year-end reconciliation.
- Airport Sponsors Reminders.
 - If you haven't already schedule your airports FY 2018 scoping meeting, please contact NHDOT to set one up.
 - Keep an eye on upcoming Volkswagen Settlement deadlines. No movement yet.
 - Airport safety inspections are ongoing.
 - FAA's annual CIP meeting with NH will be schedule for late September or early October 2017.

A thank you to the donors who have supported the aeronautical fund, also known as NH's Aviation Trust Fund; the current balance is \$3,200.

7. New Business:

- Wendell Berthelsen (Aviation Museum NH). Wendell wants to thanks GSAMA for their contribution to their upcoming Gala. The Gala event on September 29, 2017 will be held at the Southeastern Regional Center in Bedford. Their outreach program that they have is going out to local schools. They pretty much go anywhere if they can drive it in a day. The program is called "Forces in Motion" how airplanes fly and the physics of it all. They have had 6,500 kids in the two years that they have particiated in the program. Call Wendell if you are interested in having him come to your local school. Future events are Smithsonian Day at the museum on September 23rd, October 12th, favorite movie clips that evening at the museum, October 24, FAA Fast seminars, awards ceremonies, and Oct 28th will be a Halloween event. Other additonal items added are vintage posters, a runway exhibit and the old Manchester beacon was added to their collection. Martha Drukker has two tickets for the Gala to give out to a GSAMA member.
- Nominations/vote for CY 2018 GSAMA President. The four officers, President, Vice-President, Secretary, and Treasurer, are up for election. If you have a nomination, please contact Martha Drukker.

8. Next Meeting: Friday, December 8, 2017 at NHDOT 10:00 am.

9. Adjournment:

Motion to adjourn by Martha Drukker and was seconded by Dennis Cunningham at 12:30 p.m. Motion passed unanimously.

These minutes reflect the discussion that took place during this meeting to the best of my knowledge. All corrections or clarification are welcomed.

Respectfully submitted,

ORIGINALLY SIGNED BY

Dennis Cunningham
GSAMA Secretary