



Meeting Minutes
Granite State Airport Management Association, Inc.
Friday, March 31, 2017 10:00AM
NHDOT Officers, 7 Hazen Drive, Concord NH

Members Present:

Martha Drukker (KCON))	John (Jack) Wozmak (KEEN)
Andrew Pomeroy (KPSM/KDAW)	Rick Dymont (KLEB)
Dennis Cunningham (5B9)	Mark Brewer (KMHT)
Stephen Bourque (McFarland-Johnson)	Wendell Berthelsen (Aviation Museum NH)
Carol Niewola (NHDOT/Aero)	Jean Mongillo (Hoyle Tanner)
Rita Castonguay Hunt (NHDOT/Aero)	Glenn Smart (Smart Associates)
Tricia Lambert (NHDOT/Aero)	Steve Riesland (Stantec)
Patrick Herlihy (NHDOT/Aero)	Katie Hogue (Stantec)
Tracey McInnis (FAA)	Bob Mallard (ASG)
Bob Siris (FAA)	Erik Strand (Gales Assoc.)
William Gianetta (FAA/Standards)	Matt Caron (Gale Assoc.)
Harvey Sawyer (KAFN)	Tanya Plante (Jacobs)
Rick Bergeron (KCNH)	David Rolla (KCON)

1. Call to Order:

Call to Order and Welcome was given by Martha Drukker at 10:11 a.m.

2. Approval of Minutes:

A motion was made to approve the September 9, 2016 minutes as presented – as a draft by Dennis Cunningham and seconded by Jack Wozmak. All in favor, passed unanimously.

3. Treasurer's Report:

Andrew Pomeroy reported that GSAMA has \$18,768.65 in its checking account. The membership drive has accepted \$1,825 to date. The 2016 Pilots and Drivers and 5K events combined netted \$5,410.24 after expenses.

It was agreed at the last meeting to separate these two events into a 75%-25% program: 75% to GSAMA's STEM efforts (approximately \$4,000) and 25% to the state's Aeronautical Special Fund (approximately \$1,300).

Andrew proposed that a separate checking account be established with seed money from GSAMA just the events committee's use. This would separate GSAMA's business activities from GSAMA's events and also avoid interchanging the funds. Andrew made the motion for a second account and was seconded by David Rolla. All in favor, passed unanimously.

4. Presentations:

1) UAS Regulation Updates – Bill Gianetta, FAA Aviation Safety Inspector

The rules for operating an unmanned aircraft depend on when you want to fly

- Who operates UAS? PowerPoint presentation
- Potential uses for UAV's
 - Remote Sensing
 - Commercial Aerial Surveillance
 - Commercial & Motion Picture Filmmaking
 - Oil, Gas, and Mineral Exploration
 - Disaster Relief
 - Real Estate and Construction

Pilot Requirements:

- For Enjoyment No pilot requirements
- For Work/Business Must have Remote Airman Certificate
 - Must be 16 years old
 - Must pass TSA vetting

Aircraft Requirements:

- For Enjoyment Must be registered if over 0.55 lbs.
- For Work/Business Must be less than 55lbs
 - Must be registered if over 0.55lbs. (online)
 - Must undergo pre-flight check to ensure UAS is in condition for safe operation

Location Requirements:

- For Enjoyment 5 miles from airports without prior notification to airport and air traffic control
- For Work/Business Class G airspace

Operating Rules:

- For Enjoyment Must ALWAYS yield right of way to manned aircraft
 - Must keep the aircraft in sight (visual line-of-sight)
 - UAS must be less than 55 lbs.

Must follow community-based safety guidelines
Must notify airport and air traffic control tower
before flying within 5 miles of an airport

- For Work/Business
 - Must keep the aircraft in sight (visual line-of-sight)
 - Must fly under 400 feet
 - Must fly during the day
 - Must fly at or below 100 mph
 - Must yield right of way to manned aircraft
 - Must NOT fly over people
 - Must NOT fly from a moving vehicle

Example Applications:

- For Enjoyment
 - Educational or recreational flying only
- For Work/Business
 - Flying for commercial use (e.g. providing aerial surveying or photography services)
 - Flying incidental to a business (e.g. doing roof inspections or real estate photography)

Legal or Regulatory Basis

- For Enjoyment
 - FAA Interpretation of the Special Rule for Model Aircraft. Public Law 112-95, Section 336-*Special Rule for Model Aircraft*
 - For Work/Business
 - Title 14 of the Code of Federal Regulation (14 CFR) Part 107
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- Sky Vector is a source for UAV activity
 - Turnaround time for waivers from Washington is 60 days
 - FAA-developed airspace Grid System is available to the public in 90 days
 - Trish Lambert mentioned to report any unsafe UAS activity in NH to NH State Police
 - Air Map's Digital Notice & Awareness System (D-NAS) works by sending an encrypted digital flight notice from a drone operator to a secure airspace management dashboard accessible by airspace authorities.
 - Over 125 airports have implemented D-NAS to manage real-time digital notice of nearby drone operations
 - Where to report drone issues (<https://www.faa.gov/uas/>)

2) Boston-Logan International Airport Runway 33L Runway Safety Area Improvements – Stephen Riesland, Stantec.

Benefits of the EMAS Technology 33L Boston Logan Int'l Airport

- During design, Stantec established dimensional and loading requirements of the elevated concrete deck, identified airfield civil design criteria, and established airfield and NAVAID electrical lighting design requirements. During construction, Stantec oversaw

construction and coordinated airfield operations and phasing. Their resident engineer also provided close coordination between the contractor, Massport and the Federal Aviation Administration, ensuring that the project focused on airport safety while minimizing operational impacts.

- The core application of EMAS has been seen at Logan Airport, 33L where the ground profile at the end of a runway is such that the consequences of a landing overrun, or one following a rejected take off initiated from high speed, are serious damage to, or the complete destruction, of an aircraft. It has been promoted as an option to avoid an overrun trajectory conflicting with the extended centerline of another runway.
- It has also been argued that it is not only an alternative to a longer RESA, where the criteria for the profile of the latter cannot be met, but is also an alternative which will ensure that high speed overruns will be stopped even where the full recommended RESA length may not be sufficient for an aircraft to stop within it.
- The EMAS technology improves safety benefits in cases where land is not available, or not possible to have the standard 1,000-foot overrun.
- A standard EMAS installation can stop a B747-400 from overrunning the runway at approximately 70 miles per hour. An EMAS arrestor bed can be installed to help slow or stop an aircraft that overruns the runway, even if less than a standard RSA length is available.
- Arrestor beds are composed of blocks of lightweight, crushable cellular cement material designed to safely stop airplanes that overshoot runway.

5. Old Business:

Events Committee Update: Erik Strand

- The third annual Pilots and Drivers Tournament will be held at Pease Golf Course, Portsmouth New Hampshire on September 22, 2017 to benefit aviation education and infrastructure in NH. The event brought in approximately \$4,000 in revenue last year. The organization hopes to exceed this with the coming event due to more sponsorship.
- The 5K race at Concord will be on October 21, 2017, from 9:00 a.m. to 1:00 p.m. We need a call to duty for volunteers for these events. ATS will again be our sponsor for this event.
- Erik Strand made a motion on how 75% of proceeds from the 2016 outreach events could be distributed. The motion was to give \$1,500 each to the two NH Aviation Career Education (ACE) Camps in 2017. Approximately \$1,000 will remain to be distributed to STEM organization(s) with suggestions requested for the June GSAMA meeting. Martha Drukker seconded the motion. All in favor, passed unanimously.

- This will be the last event committee meeting for Erik, time for a break and hope someone will pick up the position. Dennis Cunningham volunteered to join the Pilots and Drivers Golf Committee.
- Stephen Bourque brought up the possibility of having an online registration vendor that can provide registration of the Pilots and Drivers Golf Tournament. The vendor is BirdEase with a fee of \$299.00.
- Martha Drukker motioned to spend up to \$2,500 for the Pilots and Drivers Golf Tournament and the 5K event in 2017. The motion was seconded by Jack Wozmak. All in favor, passed unanimously.

Legislative Committee Update: Rick Dymont

- GSAMA 2017 Legislative Focus Meeting (HB 124)
- Question from NH House Ways and Means sub-committee is “How much does it cost to run an airport?”
- Will come up with a form to give the NH House sub-committee what they ask for.
- Tricia Lambert noted that the NH House sub-committee will likely meet again in the August 2017 time frame.

6. Airport Grant Program Update

NHDOT and FAA: Carol Niewola

- April 1, 2017 deadline for block grant applications unless extension was approved
- May 1, 2017 deadline for non-block grant applications to the FAA
- Current federal appropriation for AIP grant funds is for a little over 50% appropriation through April 28, 2017
- CIP meetings will be earlier this year: Aug –Sept
- The state’s Capital Budget is in the NH House now. More public hearings, will be posted as the budget moves to the NH Senate
- Lock-in projects by April 14, 2017 for the FY 2018 AIP-funded projects
- DBE goals will need to be renewed for the next 3-year term; due Sept 2018
- On July 1, 2017, FAA’s revised Hangar Use Policy takes effect

7. Airport Updates

In addition to projects noted on the NHDOT Aeronautics’ Program Update, airport managers offered the following:

- Jack Wozmak (EEN) – September 25-27, 2017 the Collings Foundation will be at EEN; EEN is working on developing an intermodal facility at the airport; negotiating for construction of two new corporate hangars at EEN; and tree clearing
- Harvey Sawyer (AFN) – Considering a trail around AFN that’s handicapped accessible; fireworks will be held at the airport in August 2017; Kimball Farm will open April 13, 2017 for the season; doing obstruction removal and parking improvements at AFN; considering self-serve aviation fuel. Questions and comments: 1) GSAMA should do more with neighboring state aviation groups.

2) How can more money be put into the state's Aeronautical Special Fund? 3) How can airports better deal with obstructions (zoning)?

- Andrew Pomeroy (PSM) – Obstruction removal is pending as is a terminal building planning study.
- Andrew Pomeroy (DAW) – Purchasing snow-removal equipment, improving taxiway pavement and drainage systems, and a 2017 Wings and Wheels event will be in the fall.
- Rick Dymont (LEB) – Initiating Runway 18-36 reconstruction design work.
- Rick Bergeron (CNH) – Broke ground on a new conventional hangar on March 27, 2017.
- David Rolla (CON) – Noted that the discussions on the aircraft registration issue should be a proactive, joint effort that avoids divisiveness and works for all of us.

8. New Business

- No GSAMA President Nominations and Election for CY 2017 were taken. This will be discussed further at GSAMA's June 2017 meeting.
- Wendell Berthelsen – April 13, 2017 open house, flight night.

9. Next Meeting

- Friday, June 9, 2017 10:00 a.m. at Jaffrey Airfield – Silver Ranch (AFN).

10. Adjournment

- Motion to adjourn by Martha Drukker and was seconded by David Rolla at 12:20 p.m. All in favor, passed unanimously.

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

Respectfully submitted,

ORIGINALLY SIGNED BY

Dennis Cunningham
GSAMA Secretary