

# Granite State Airport Management Association

## Meeting Minutes

March 16, 2006

**Location:** Portsmouth International Airport @ Pease

**Members Present:**

Bill Hopper, President, PDA	Ed Mattern, Vice President, Keene
Royce Rankin, Secretary/Treas. Nashua	Carol Niewola, NH Aeronautics
Brian Corliss, TSA	Rick Yarnold, Independent
Harvey Sawyer, Jaffery	Lee Saywer, Jaffery
David Rolla, Concord	Dean Stetson, Parlin Field
Maura Stetson, Parlin Field	Dale Wilde, HTA
Mike Farren, Manchester	Miteh Elliott, Stantec
Woody Wilson, HTA	Tricia Lambert, NH DOT Aeronautics
Jerry Dexter, PDA	Chad Nixon, McFarland Johnson
Steve Berado, Edwards & Kelsey	Armand Dufresne, Gale Associate
Rick Dymont, McFarland Johnson	Mike Hart, Hampton Airfield
Cheryl Hart, Hampton Airfield	Lisa Lesperance, FAA/Airports
Barry Lawrence, McFarland Johnson	Glenn Smart, Smart Associates
Janice Gould, Stantec	Dick Ludders, HTA
Martha Drukker, City of Concord	Jack Ferns, Director, NH DOT Aeronautics

1. **Call to Order:** President Hopper called the meeting to order at 10:10 A.M.
2. **Minutes:** December minutes were accepted. Motion Ed Mattern, Seconded by Roy Rankin. Unanimous.
3. **NHDOT Aeronautics Update Presentation:** The Airport Capital Improvement Program (ACIP) covering future funding years of 2008-2012 has been completed for the NPIAS airports in New Hampshire ahead of schedule. Significant discretionary monies will be needed again during this five-year period in support of necessary airport safety improvements statewide. FAA has released its proposal for its next reauthorization legislation ([http://www.faa.gov/regulations\\_policies/reauthorization/](http://www.faa.gov/regulations_policies/reauthorization/)). Airports are pursuing their FY 2007 projects getting ready for the May 1<sup>st</sup> grant application deadline.

Non-NPIAS airports' five-year CIP were received this month. We held two meetings with these airports to assist them with this effort. We have \$5,000 to be used towards the purchase of runway edge cones this spring for placement alongside grass runways at NH's public-use airports. This year five airports will be taking advantage of the 50-50

Grant Program's \$23,900 for pavement improvements, building improvements, and obstruction removals.

We continue to make strides at closing out projects that are over three years old.

The following airport-improvement projects are at various stages of completion within the State Airport System.

**Berlin** Berlin's runway rehabilitation project is substantially complete with only a small pavement section left to repair in spring 2007. The runway is open to air traffic operations. The Airport Master Plan Update has been submitted in final draft form along with the revised Airport Layout Plan (ALP) set. Comments have been requested on these documents for incorporation into the final documents. There is no FY 2007 project for Berlin at this time.

**Claremont** The airport has scoped a project to replace the VASI with a PAPI, and to replace the REILs with new REILs for FY 2007 if funding becomes available.

**Concord** The design and construction of the perimeter fence has been scoped as a FY 2007 project along with additional property acquisitions and obstruction evaluations, also FY 2007 projects.

**Dean Memorial** No decision has been made regarding the town's interest to enter into the NPIAS program. The airport has already completed its FY 2007 building-improvement project under the 50-50 Grant Program.

**Dillant-Hopkins** Dillant-Hopkins Airport is waiting for results of the re-evaluation of obstruction elevation data from the FAA to determine whether planned acquisitions of avigation easements are still needed. The airport is pursuing another three avigation easements in the approach to Runway 2. The airport is in the process of voluntarily implementing new airport safety and security rules anticipated to go into effect in spring 2007. The airport will move forward with the reconstruction of the northeast aircraft-parking apron in spring 2007. The relocation of Taxiway 'A' is expected to be funded with an FY 2007 grant. The expansion of this apron has been postponed until FY 2008 due to high bid costs.

**Errol Airport** Errol Airport recently identified a need to place a paved and lighted helipad at the airport for use by air ambulance helicopters and others using 50-50 Grant Program funds in FY 2007. This is a project that would provide a great service to those living in the North Country.

- Hampton** The NHDOT/Bureau of Aeronautics has been awarded a grant for FHWA research funds to conduct an airport master plan and preservation study of Hampton Airfield. A scoping meeting was held in January 2007. The goal of this project is to be able to provide airport planning and preservation tools and make them available to other airports with similar circumstances.
- Hawthorne-Feather** Hawthorne-Feather Airpark continues the site work for construction of the first of the three T-hangar buildings proposed for this T-hangar complex. The airport is rehabilitating its airport electrical systems and carrying out obstruction removal efforts this year.
- Jaffrey** The airport will be advertising for obstruction-removal efforts this winter using FY 2007 50-50 Grant Funds.
- Laconia** Runway 8-26 is open for its full length during the winter while site work continues for the new partial parallel taxiway. The remaining construction efforts will be phased in during the next construction season to allow for continued aircraft operations, especially during the NASCAR race season. The FY 2007 project will include a replacement of eight hazard beacons and completion of the itinerant apron construction efforts.
- Lebanon** The airport has substantially completed constructing their new south apron with only a portion of the final pavement surface yet to be placed and a few punchlist items to be completed this spring. Terminal building improvements are complete with only final grant documentation yet to be submitted in March. The airport continues to work on the environmental mitigation/replication project for an FY 2007 grant. Scoping for the other FY 2007 project, a supplemental airport master plan study, took place March 6, 2007.
- Manchester** FY 2006 federally funded projects include the ongoing projects of residential soundproofing and insulation, and glycol recovery. The FAA is in the process of scoping the survey work only for a possible Localizer Precision with Vertical Guidance (LPV) approach to the airport in FY 2007 (intended to be 100% FAA funded). The construction of the runway safety area improvements using Engineered Material Arresting System (EMAS) is expected to start spring 2007.
- Boire Field** Boire Field is wrapping up two of its AIP projects: the runway-taxiway study (AIP #25) and the follow-up runway-taxiway study

with obstruction removal (AIP #26). The follow-on project is expected in FY 2007 to address the environmental issues associated with the proposed runway relocation. The airport has accepted delivery of a new front-end loader and airport sweeper using an FY 2006 federal grant. Both of these pieces of equipment have replaced existing aging equipment and have been used this season.

**Newfound Valley** The airport has advertised for its airfield pavement maintenance this winter for spring 2007 construction efforts using state FY 2007 50-50 grant funds.

**Twin Mountain** The airport has received an FY 2007 50-50 grant for obstruction removal that is ongoing.

**Portsmouth** The airport is completing an Air Service Development Study that concentrated on identifying possible “niche markets” for the airport as addressed in the New England Regional Aviation System Plan (NERASP) including the ability to service “very large aircraft.” The sound-insulation program using FY 2006 grant funds is also ongoing. The airport has finished the rehabilitation of Taxiway ‘A’ with only punchlist items remaining to be completed. The airport has made significant progress on the rehabilitation of the general aviation apron. The airport has applied to the FAA to re-enter the Military Airports Program (MAP) for FY 2007 and 2008.

**Skyhaven** The fencing project has been completed with only the replacement of the rotating airport beacon, gate operator training, and final grant documentation yet to be completed. The design of Taxiway ‘A’ extension, shift, and rehabilitation is the airport’s FY 2006 federal grant and has completed its 90% design review. The airport’s FY 2007 project will be the construction of this taxiway project. An update to the SWPPP has been started.

**Mt. Washington** the airport for the design/permitting of a new partial parallel taxiway, rehabilitation of the existing aircraft parking apron, and new paved taxilanes is using An FY 2006 grant. The FAA is scoping a runway/obstacle survey in FY 2007 for a possible Localizer Precision with Vertical Guidance (LPV) approach to the airport (intended to be 100% FAA funded). The construction of the partial parallel taxiway, apron rehabilitation, and construction of paved taxilanes are expected under an FY 2007 grant from the FAA. Another FY 2007 grant is a supplemental airport master plan study to determine facility needs, costs, and impacts associated with an approach with vertical guidance to Runway 10.

## **Parlin Field**

Private developers have leased land at the airport for hangar development. One 10-unit T-hangar and one 80'x 100' rectangular hangar are completed. The airport has used state FY 2007 50-50 grant funds to complete a runway pavement crack repairs project. The airport is working on plans for a 12-unit T-hangar building and acquisition of 8± acres of land adjacent to the airport to protect its runway approaches.

## **Statewide**

In FY 2007, planned projects include continued efforts in the Pavement Maintenance Program, a Statewide Airport Preservation Study, and a Hampton Airfield Master Plan and Preservation Study.

4. **Presentation:** Anna Mracek Dietrich of Terrafugia was the guest presenter. Anna gave a similar presentation at the NECAAEE conference and had been seen by several members of the audience. Log on to [www.terrafugia.com](http://www.terrafugia.com), for a complete briefing with animation of the vehicle.

Terrafugia, which is derived from the Latin for “escape from the earth,” was founded by graduates of the Department of Aeronautics and Astronautics at the Massachusetts Institute of Technology and incorporated in 2006. Currently based in Cambridge, Massachusetts, Terrafugia combines solid aircraft design fundamentals with a focus on creativity and customer service.

Terrafugia’s mission is the expansion of personal mobility through the practical integration of land and air travel.

People have dreamed of roadable aircraft since 1918 when Felix Longobardi was issued the first patent for a vehicle capable of both driving on surface roads and flying through the air. The most well known, and arguably most successful roadable aircraft was developed in the 1950s and 60s by Molt Taylor. Although his design was never mass-produced and does suffer from a number of practical drawbacks, there are a handful of prototypes that were built and are capable of both flying and driving. There are also many visionaries developing their own concepts for a roadable aircraft. A fairly comprehensive listing of vehicles of this type along with their espousers is available at the [Roadable Times](#) website.

This plurality of concepts shows that there is a perceived need for a vehicle of this type. Unfortunately, the cost/benefit of these vehicles (both in terms of development and design compromises that must be made to build a vehicle like this) never justified serious financial backing – the *real* need was not sufficiently acute to justify the performance sacrifices of a dual use vehicle. Consequently, the ‘flying car’ was relegated to the realm of lone inventors or visionaries that had the desire but not the resources/capability to build a practical, commercially viable entity around its sale to the global general aviation community.

Terrafugia is the company that will change this paradigm and be the first to successfully bring a roadable personal air vehicle to the general aviation marketplace.

2. Armand Dufresne and Dale Wilde gave a briefing on the status of the GSAMA at the Capital scheduled for April 5, 2007. First Armand thanked those individuals that have been instrumental in working on the project. Registration packets have been sent to all GSAMA members, which include an introduction, a registration form and a sample letter to send to individual representatives and senators in your district. The estimated costs are between \$1500 and \$2000 and have been generously offset by our consulting groups. The time of the event will be from 10:00 am to 1:00 pm and will be held in the state capital café. The uniform message to all the congressional attendees will be the: Preservation of Airports in New Hampshire.

5. **OLD BUSINESS:** Bill said there would be an airshow at Pease, sorry after being stationed for 13 of my 22 years at Pease it will always be Pease to me, August 18<sup>th</sup> and 19<sup>th</sup>. This is the 60<sup>th</sup> Anniversary of the Air Force and they expect a huge turnout and many aircraft on display and performing aerial maneuvers. Proceeds will benefit the Krempel Foundation for Brain Injury.

6. **Treasurers Report:** There is currently \$7,046.96 in the account, and 6-56 cent stamps.

7. **Airport Status Report:** See Carols report

8. **New Business:**

Jay Fitzgerald e-mailed that they were about to name a new airport manager. He also advised of a program for airports to work with public works on training that is similar to both city's and airports.

Dick Ludders advised that the NH Aviation Historical Society building is open to the public. It will be open Fridays and Saturdays from 10:00 AM to 4:00 pm and on Sundays 1:00 pm to 4:00 pm. They will change the presentations on regular schedules so you will need to visit occasionally to experience the changes.

Glenn Smart briefed that the Multisector Permit is still on hold but is suppose to hit the streets in March. All airports will be required to start sampling stormwater runoff. The latest and greatest regulations should be out this year, hopefully by the end of March. For more information log on to the EPA website, or give Glenn a call at The Smart Associates.

9. **Next Meeting Date /Location:**

June 15, 2007 at Concord NH DOT building.

**13. Adjournment:** Being no further business, the meeting was adjourned at 12:50 a.m. for a complimentary lunch by Bill Hopper and his staff.

Respectfully submitted,

Royce Rankin\_\_\_\_\_

Sec/Treas.