

# Granite State Airport Management Association

## Meeting Minutes

June 15, 2007

**Location:** NH DOT Building, Concord NH

### **Members Present:**

Ed Mattern, Vice President, Keene	Andrew Pomeroy, PDA
Royce Rankin, Secretary/Treas. Nashua	Carol Niewola, NH Aeronautics
Leigh Bartlett, Stantec	Rick Yarnold, Independent
Harvey Sawyer, Jaffrey	Robert Rolla, Concord Aviation Services
Dean Stetson, Parlin Field	Arnold Stymest, Gale Associates
Maura Stetson, Parlin Field	Dale Wilde, HTA
Mike Farren, Manchester	Tim Audet, HTA
Michael Pouliot, NH Aeronautics	Jay Fitzgerald, Lebanon
Rick Dymont, McFarland Johnson	Glenn Smart, Smart Associates
Janice Gould, Stantec	Dick Ludders, HTA
Martha Drukker, City of Concord	Jean Mongillo, HTA
Jim Falvey, PB Americas	Barry Hammer, JEK
Gerry DiAmico, URS Corp	John Jeffrey, Smart Associates
Mark Goodrich, Dubois & King	

1. **Call to Order:** Vice President Mattern called the meeting to order at 10:08 A.M.
2. **Minutes:** March minutes were accepted. Motion Mike Farren, Seconded by Jay Fitzgerald. Passed.
3. **Presentations:**

**The Smart Associates** Glenn Smart of the Smart Associates was the first speaker and his presentation was on the Proposed 2006 Multi-Sector General Permits For Stormwater Discharges Associated With Industrial Facilities. Glenn said that the 2000 permit had expired in Oct 05, and the new permit was still in the Washington offices and there was no exact date when it would be finalized so permittees are still to operate under the 2000 permit language. Good news is that the secondary containment on mobile refuelers is no longer proposed. Glenn had a prepared a handout to accompany his briefing and for those airports that could not attend he will send one to them (now available at <http://www.gsama.org/resources.html>).

**GSAMA Web-site** Dale Wilde provided a briefing on the GSAMA website she has built. A main reason for the website is to provide Legislators with information on New Hampshire airports. Dale said she used much of the information that was provided at

GSAMA at the Capital to build this website. Bob Rolla asked if sample SWPPPs, Operating Rights Agreements, Leases, etc could be added. Dale said that the website was under construction and information could be added at any time. There was discussion about adding links to the consultant's websites. People can submit information to Dale at: info@gsama.org.

4. **Old Business:** Dean and Maura thanked GSAMA for the award they received. Dean said it is proudly displayed at the airport. Dean said he felt GSAMA at the Capital went well and the message reached many legislators and was well attended. He commented on the opening remarks, keynote speakers and the lunch served. Certain legislators have notified them they were very interested in the event. Hard letters and e-mails were sent to all the legislators and thank you letters were sent to all who attended.

5. **Treasurers Report:** There is currently \$7,048.31 in the account, and 6-56 cent stamps.

6. **Airport Status Report:** Carol's report as follows.

Airports pursuing their FY 2007 projects have submitted their grant applications meeting FAA's May 1<sup>st</sup> deadline. We have received 22 grants for our 11 NPIAS airports for total projects amount of roughly \$43 million.

We have received \$4,500 worth of runway edge cones for placement alongside grass runways at NH's public-use airports this year with the first cones being delivered today to Errol, Gorham, and Colebrook Airports. G&C approval is being sought for the last remaining project in the FY 2007 50-50 Grant Program (Jaffrey obstruction removal). This will utilize all of the \$23,900 available in the program for FY 2007. We are awaiting the decision for the FY 2008 funding level for this program before providing airports with the priorities for project funding in FY 2008.

We continue to have some success with closing out airport-improvement projects that are over three years old. In late summer, the scoping meetings for the FY 2008 AIP projects will start. This is about 3 months earlier than what's been done in the past, but it should provide the airport sponsors and their consultants the time they need to scope, design, review, bid, and apply for grant funds before the May 1<sup>st</sup> deadline.

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 at the end of June 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.

<b>Claremont</b>	The airport has delayed a project to replace the VASI with a PAPI, and to replace the REILs with new REILs until FY 2008.
<b>Concord</b>	The city plans to construct a 6,000± linear foot perimeter fence with a FY 2007 grant along with property acquisitions in the RPZ and on-airport obstruction evaluations.
<b>Dean Memorial</b>	The airport recently received a non-precision instrument approach to Runway 19. 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.
<b>Dillant-Hopkins</b>	Dillant-Hopkins Airport is waiting for results of the re-evaluation of obstruction elevation data from the FAA to determine whether planned acquisitions of aviation easements are still needed. The airport is pursuing another three aviation easements in the approach to Runway 2. The airport's plans to make improvements to the eastside apron and taxiway had to be phased to accommodate available funding. The airport will be reconstructing the northeast aircraft-parking apron this spring. The relocation of Taxiways 'A' and 'L' are 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. The New Hampshire Technical College plans are moving forward that might include the replacement of the airport's existing terminal building.
<b>Errol Airport</b>	Errol Airport recently identified a need to place a paved and lighted helipad at the airport for use by air ambulance helicopters and others in two phases using 50-50 Grant Program funds in FY 2007 and 2008. This is a project that would provide a great service to those living in the North Country.
<b>Hampton</b>	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. The goal of this project is to be able to provide airport planning and preservation tools and make these tools available to other airports with similar circumstances. The airport is installing during this construction season a new fuel registers and a 30'x70' pad, partially for helicopter parking. The land swap with the town to place the town garage on former airport land in exchange for land in the approach to Runway 20 has been successfully completed. Tree clearing in the approach to Runway 20 is being undertaken now. A new nine-unit T-hangar with two heated offices in the end units were recently completed.

**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 has applied for obstruction-removal grant using the FY 2007 50-50 Grant Program funds. Runway and taxiway pavement improvements continue to be needed (runway pavement is close to 50 years old). Harvey passed out a brochure he prepared and hands out to show the importance of the Jaffrey Airport. He encouraged other to do the same.

**Laconia** Runway 8-26 is open at a reduced length (2,700 feet) and allow only VFR operations only until June 24<sup>th</sup> while construction activities take place on the east end of the runway. The runway will be back to full length (5,286 feet) with all navigational aids back in service from June 25<sup>th</sup> until September 25<sup>th</sup>. The runway will again be reduced during the September 26<sup>th</sup> –October 12<sup>th</sup> period (2,000 feet) with VFR operations only for additional construction work on the runway and safety areas. The remaining construction efforts will be completed in during the CY 2008 construction season. The airport has applied for a FY 2007 grant to replace of eight hazard beacons and complete 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. The airport's projects in FY 2007 will include an environmental mitigation/replication project and a supplemental airport master plan study. Dave Goben has been hired as an acting manager. They had an airport awareness day with the Young Eagles Program. Over 3500 people attended and they flew 300 kids. They are in the process of building 22 new hangers. They have been contacted about parking blimps for NASCAR weekend.

**Manchester** FY 2006 federally funded projects include the ongoing project of residential soundproofing and insulation (approximately 1,000 homes will be soundproofed by 2009). Three private buildings located in the infield of the airport are being torn down to make way to an expanded Parking Lot C (approximately 2,000 spaces are being added), which will postpone the development of the planned parking garage project. The airport reported approximately 3.9 million passengers for CY 2006. The construction of the new access road from the F.W. Everett

Turnpike is expected to begin this year and be completed around 2009-2010. 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 funded 95% by FAA and 5% by NHDOT). The construction of the runway safety area improvements using Engineered Material Arresting System (EMAS) and requiring the relocation of South Willow Street at the Runway 6-end is expected to start summer 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. There are two new corporate hangars under construction. Both will house corporate jets, and will provide hanger space for up to seven additional jets.

**Newfound Valley**

The airport has received a grant for its airfield pavement maintenance during the summer 2007 construction season using state FY 2007 50-50 Grant Program funds.

**Twin Mountain**

The airport is using an FY 2007 50-50 grant obtained last fall for obstruction-removal efforts.

**Portsmouth**

The airport has completed an Air Service Development Study that found that intermittent operations by the Airbus A380 can be accommodated under existing airfield conditions. The residential 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 with completion expected later this summer. The airport has applied to the FAA to re-enter the Military Airports Program (MAP) for FY 2007 and 2008 for projects like SRE purchases, customs facilities improvements, and relocation of the run-up aprons at either end of Taxiway 'A.' The Marine Corps League's Greeter Group (see <http://www.peasegreeters.org/>) continue their highly successful events for soldiers departing from and returning to the U.S.

**Skyhaven**

The rotating airport beacon has been replaced and final grant documentation is being submitted on the fence/obstruction light project. A draft update to the SWPPP is being reviewed and is

expected to be completed later this year. The airport's FY 2007 project will be the phased construction of this taxiway project.

**Mt. Washington**

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 funded 95% by FAA and 5% by NHDOT). The phased construction of the partial parallel taxiway, apron rehabilitation, and construction of paved taxilanes are expected under an FY 2007 and 2008 grants 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. The airport has used state FY 2007 50-50 Grant Program funds to complete a runway pavement crack repairs project. The airport has been working with the town of Newport on its annual budget process. The airport's parking lot will be repaved and its size increased by three or four spaces this summer. The airport will be lighting the windsock. The paved runway will receive crack sealant and paint markings this summer. Obstruction removal is on-going.

**Statewide**

In FY 2007, planned projects include continued efforts in the Pavement Maintenance Program (Claremont and Skyhaven Airports) and a Statewide Airport Preservation Study focusing on preservation of public-use airports in New Hampshire.

**7. New Business:**

Dick Ludders advised he had just returned for the AAAE Conference. The Senate's version of the FAA reauthorization funding bill keeps 95% funding for AIP projects and \$150K to non-primary entitlement airports. They are currently waiting on the House's version of this bill. He encouraged members to write letters to our representatives to encourage them support the same language as in the Senate bill. AAAE is not optimistic that the legislation will be ready by the end of the fiscal year. Hopefully, it will be signed by mid-November. If not signed by the end of the fiscal year, 2008 may not be a great year to get anything accomplished because of the Presidential race. The \$25 assessment surcharge looks like it will be added to the legislation. For more information go to, [www.airportnet.org](http://www.airportnet.org).

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

September 14, 2007, FAA Regional Office, 12 New England Executive Park, Burlington MA. Bring photo ID. There is a web link to driving directions to FAA's office at <http://www.gsama.org/events.html>. Some attendees made offers to carpool or pick up those who are flying into Hanscom Field (the closest airport to the FAA office) for those

who are interested. If help is needed getting a ride, please contact Carol at 271-1675 or [cniewola@dot.state.nh.us](mailto:cniewola@dot.state.nh.us).

9. **Adjournment:** Being no further business, the meeting was adjourned at 12:10 a.m.

Respectfully submitted,

Royce Rankin \_\_\_\_\_  
Sec/Treas.