

# AUAB

Aviation Users Advisory Board

Christopher F. Nevins

Acting Chairman

[Airlines]

April 24, 2014 – April 23, 2018

Lorri E. Badolato

[Corporate Aviation]

Secretary

August 2, 2017- July 25, 2020

Gale J. Furey

[Aviation Association of New  
Hampshire]

August 2, 2017- April 23, 2020

Garrett Miller

[General Aviation]

April 9, 2015 - April 23, 2018

Thomas J. Malafronte

[Airport Management]

November 22, 2017- July 25, 2021

William J. Moran Jr.

[Airport Authority]

November 22, 2017 – July 25, 2021

Victoria F. Sheehan

[Commissioner, NHDOT]

Ex officio



## RSA 21-L:8

Aviation Users Advisory Board (AUAB) was established in 1986. Members to the AUAB are appointed by the Governor as an advisory board to the director of aeronautics, rail and transit.

December 21, 2018

To: Aviation Users Advisory Board

The next meeting of the Aviation Users Advisory Board is scheduled for **Friday, December 21, 2018 at NHDOT, John O Morton Building, Commissioner's Conference room**

Approval of Minutes

- Chairman's Comments
- Public Comment

**New Business**

**FAA Airport Improvement Program Compliance Issues  
SNHU UAS Course Development**

**Alton Bay Ice Runway- Preparation for 2019**

**GSAMA needs an Executive Officer- Treasurer (Airport Official)**

**Old Business**

Aeronautics Budget Update

Aircraft Registration Fee Change -Update

Airport Update- Handout

Bureau of Aeronautics Personnel Changes

Status of Aviation Fuel Revenue/Projects

Add UAS Language to RSA 422

AUAB RSA Change to add a new Board Member representing UAS

Executive Session – if necessary.

# New Hampshire Department of Transportation Aeronautics' Program Update

December 14, 2018 Quarterly Report  
Concord, New Hampshire

## FUNDING PROGRAMS

### **AIRPORT IMPROVEMENT PROGRAM FUNDING (AIP and ABGP)**

FAA authorization runs out on Sep. 30, 2023; FAA appropriations (except for the Supplemental Appropriations which remains available through September 30, 2020) runs out on December 21, 2018. Draft FY 2019 FAA appropriations legislation (HR 6147) includes \$3.35B in AIP funding plus \$750M in Supplemental Funding appropriations to eligible airports, however, another continuing resolution may again be possible.

### **NEW HAMPSHIRE AIRPORT IMPROVEMENT AND MAINTENANCE PROGRAM (NH AIM Program)**

Starting in spring 2019, grant funds are expected to be issued to eligible projects at NH's public-use airports. While similar to the unfunded 80-20 State-Local Grant Program, all 25 public-use airports will be eligible. More details are expected in Fall 2018. Eligible projects will include many airport maintenance and capital projects.

### **AIRCRAFT OPERATING FEE (AOF) RETURNS**

RSA 422:36II requires the state to return \$250,000 of the AOF to public-use airports for use at those airports for aeronautical purposes. AOF Returns can only be issued to an *aeronautical fund* for the airport. Airport sponsors must report tail numbers of all their based aircraft to NHDOT/Bureau of Aeronautics on a quarterly basis starting in CY 2019.

### **GRANTS TO AIRPORT SPONSORS**

There continues to be no funding available in state FY 2019 for the 100% grants to airport sponsors program. Twenty-five airports qualified for this program when funding was available.

### **AIRPORT PROPERTY TAX REIMBURSEMENT PROGRAM**

Property taxes paid on the public-use portion of privately owned, publicly used airports qualified for an exemption under RSA 72:38 (nine airports are eligible). This program historically covered less than 100% of the eligible costs but continues to be unfunded in state FY 2019.

## PENDING NH LEGISLATION

- No pending state legislation at this time.
- Pending federal legislation includes FY 2019 appropriations bill.

## REMINDERS

- Quarterly based aircraft lists should be submitted to NHDOT by April 30, 2018.
- Single Audit Act reports due for July-June fiscal year airports no later than March 31, 2019.
- AIP Grant Oversight Risk Certifications are due January 31, 2019 for the FY 2019
- [www.SAM.gov](http://www.SAM.gov) registration reminder.

## AVIATION NEWS

### **SFY 2020-21 Capital and Operational Budgets**

#### **• NHDOT budget development (current)**

#### **• Governor budget review**

- House of Representatives budget review
- Senate budget review
- Conference committee budget review
- Governor signature

- Upcoming ACRP webinars:  
<https://webinar.mytrb.org/Webinars>
- Managing UAS in the Vicinity of Airports:  
<http://www.trb.org/main/blurbs/177130.aspx>
- FAA grant assurance obligations guidance documents  
<http://www.trb.org/Main/Blurbs/177623.aspx>
- Frontier Airlines began their new passenger service between PSM and MCO on Dec. 6, 2018
- NHDOT/Bureau of Aeronautics a vacancy for an Aviation Planner.  
<https://jobsp.nhfirst.nh.gov/lawtaprd/CandidateSelfService/controller.servlet?service=page&webappname=CandidateSelfService&name=CSSHomePage&panel=Search&dataarea=lawtaprd>

**Aeronautical  
Special Fund  
Current  
Balance =  
\$8,168.99**

**Airways Toll  
Current  
Balance =  
\$343,030.59**

603-271-2552

For more information:  
aeronautics@dot.nh.gov

<https://www.nh.gov/dot/org/aerorailtransit/aeronautics/index.htm>

Several of New Hampshire's public-use airports continue to make needed improvements with local funds only. No federal- or state-funded projects have been issued at this time for:

**Alton Bay Seaplane Base**  
**Franconia Airport**  
**Colebrook Airport**  
**Errol Airport**  
**Gorham Airport**  
**Twin Mountain Airport**  
**Newfound Valley Airport**  
**Hampton Airfield**  
**Parlin Field**  
**Plymouth Municipal Airport**  
**Jaffrey Airport**  
**Moultonboro Airport**  
**Hawthorne-Feather Airport**

**Portsmouth International Airport at Pease:** Their terminal area study is wrapping up. The airport has made significant progress on their runway rehabilitation design, FAA reimbursable agreement, and phased terminal building improvements.

**Lebanon Municipal Airport:** The airport is wrapping up its project that makes ADA improvements to their terminal building. The Environmental Assessment Update of the runway safety areas and runway improvements, and conceptual planning of Runway 18-36's future improvements continue to progress. The airport is working to replace one piece of snow-removal equipment with its FY 2018 grant.

**Dillant-Hopkins Airport:** The airport held the final inspection of its construction-only project for Runway 14-32's rehabilitation. The airport is preparing to closeout a planning grant that evaluated the feasibility of relocating the glideslope, AWOS, and identified the ultimate location of Taxiway A extension. The airport is moving forward on the design of Taxiway A.

**Laconia Municipal Airport:** The airport's environmental assessment is ongoing. A design-only grant for improvements to Taxiway E is wrapping up. The airport is rebidding the construction phase of Taxiway E's improvements.

**Mt. Washington Regional Airport:** The airport has completed construction of their runway pavement maintenance project and anticipates closing the project shortly. An obstruction lighting project is pending.

**Dean Memorial Airport:** The airport has received a grant offer for snow-removal equipment grant.

**Skyhaven Airport:** The airport is in the process of acquiring new snow-removal equipment.

**Concord Municipal Airport:** The airport is moving forward with the construction improvements to Taxiway A.

**Nashua Airport:** The airport is wrapping up a rehabilitation of a portion of their taxiways, taxilanes and aprons with just the closeout documents left to complete. Their airport master plan update is nearing completion as is their grooving, sealing and marking Runway 14-32 project.

**Berlin Regional Airport:** The airport is currently working on a runway pavement maintenance grant request for FY 2019.

**Claremont Municipal Airport:** The airport has been issued a design-only grant to demolish the old existing hangar/terminal building and construct a small terminal building in its place along with any required historic mitigation efforts.

**Manchester-Boston Regional Airport:** The airport has on-going projects that reconstruct a portion of Runway 24 and several taxiways, remove obstructions, address geometric/hot spot issues, and a planning study evaluating alternatives that would address RIM issues.





## NEW HAMPSHIRE AIRPORT IMPROVEMENT AND MAINTENANCE PROGRAM

### FREQUENTLY ASKED QUESTIONS

#### WHAT:

The New Hampshire Airport Improvement and Maintenance Program (NH AIM Program) is a grant program offered by the NHDOT/Bureau of Aeronautics to NH's public-use airport sponsors/owners to provide funding assistance for eligible airport improvements and maintenance efforts.

The NHDOT/Bureau of Aeronautics will use funds collected from the Airway Tolls (i.e., aviation fuel taxes) to reimburse up to 80% of eligible project costs and the airport sponsor/owner will cover the remaining 20%.

A sliding scale general liability insurance will be required from all grant recipients.

Airports will need to be maintained as a public-use airports for the duration of the usable life of the project being granted. Those terms are as follows:

- 2 years: all turf repairs
- 3 years: all pavement maintenance projects
- 10 years: all snow-removal and mowing equipment
- 20 years: all new pavement and pavement rehabilitation projects and all lighting projects
- 40 years: all building projects
- For the life of the airport: all property acquisitions and obstruction removals

#### WHO:

All NH public-use airports are eligible to receive grants from the NH AIM Program.

#### WHEN:

The NH AIM Program is a grant program that issues grants annually. FY 2019 will be the program's inaugural year. In this first year, the deadlines for program submissions are:

- *January 31, 2019*: pre-application submission to the Bureau
- *June 1, 2019* grant application submission based on negotiated fees, quotes, or bids to the Bureau
- *June 30, 2019*: initiate distribution of grant offers to airport sponsors
- *September 15, 2019*: Bureau to issue notice to proceed following Governor & Council review and approval of grant offers

The future years of this project should have an earlier set of deadlines so that projects can better match NH's construction season. More information on future deadlines for the FY 2020 NH AIM Program will be forthcoming.

The NHDOT/Bureau of Aeronautics has set up webpage for additional NH AIM Program information: (<https://www.nh.gov/dot/org/aerorailtransit/aeronautics/programs/index.htm> then scroll down to Grants – State).

For more information and for all NH AIM Program submissions:

NHDOT/Bureau of Aeronautics  
Attn: Carol Niewola  
7 Hazen Drive  
P.O. Box 483  
Concord, NH 03302-0483

## **AUAB Meeting Minutes – September 21, 2018**

Meeting opened @ 10:10 by Chairman Chris Nevins

### **Board Members in attendance:**

Chris Nevins– Chairman, Gale Furey – Vice Chairman, Lorri Badolato – Secretary, Tom Malafronte, William Moran (briefly via telephone)

Garrett Miller did not attend.

### **DOT Members in attendance:**

Patrick Herlihy, Director of Aeronautics, Rail and Transit, Tricia Lambert, Danielle Plant

### **Members of the Public in attendance:**

No members of the public were in attendance

### **ACCEPTANCE OF MINUTES FROM THE PRIOR MEETING**

Gale Furey moved to accept the minutes of the prior meeting held on June 15, 2018, and Lorri Badolato seconded the motion which then passed by unanimous voice vote.

### **NEW BUSINESS:**

A new Planner has been hired, James “Jim” Seeman, Esq., retired coast guard pilot with 4000 hours of helicopter time, and currently an attorney. He is happy to be able to work in the aviation field.

The Bureau had submitted its budget to the Governor. The Bureau is looking to fund for additional needs for the Division, including for a new position to address UAS matters rather adding more duties the Planner position. State Representative Neal Kurk, who has long been a proponent of the Bureau is not running for re-election.

Right now the Airway Toll is earmarked for airport projects separate from, and not as part of, the Bureau’s budget.

### **LEGISLATIVE UPDATE**

#### **SB-565-FN to Repeal Certain Aircraft Registration Fees**

The legislation passed and the resulting repeal and replacing of RSA 422:31 changes the registration fees for aircraft for which a state registration certificate is required. The new law went into effect on July 1, 2018 for aircraft that *have not previously been registered in the State of New Hampshire*, and for all other aircraft presently registered in New Hampshire the law goes into effect on January 1, 2019.

The Bureau of Aeronautics is undertaking outreach to pilots via postcards and posters for posting at airports. There have been 17 telephone calls from aircraft owners, with most calls just inquiries, 2 complaints regarding increased fees, and one call expressing approval of the change.

Airports need to file quarterly to the Bureau to provide based aircraft numbers. Options for filing include electronic and paper filing. The Bureau is trying to make to process as easy as possible for the airports. The reporting helps the Bureau ensure proper collections of fees and allocation of funds back to airports, as well as to ensure the full amount of FAA funds are allocated to New Hampshire, which allocation is also based on aircraft counts.

The Bureau may include some information regarding FAA funding based on aircraft counts with information about quarterly filings as part of its education and outreach on the filing requirements.

There are additional resources regarding the new operating fee, including the fee amounts and quarterly reporting requirements available on the Bureau's website pages. FAQs will be live in the near future. All new forms will be made public once they are reviewed and approved by the Attorney General's office.

There are 10 new aircraft that have moved into the state since the change in the registration fee structure this year, and they have gone to various airports, not just the "border" airports of Nashua and Pease.

The Governor has reported to Chris Nevins that he is pleased with the passage of the bill.

**Airway Toll** – The Bureau is continuing to work on the criteria for airports when submitting applications for airway toll money. The \$2M general liability insurance required by the state may be a problem for some non-NIPIAS airports; Municipal airports are exempt from any insurance requirements, but this is counter to the grant program requirements – no exemptions from insurance requirement are presently available. The state's insurance requirement is presently under review, with a possible compromise in the amount required correlating to the size of the project.

\$10,000 of airways toll is being segregated by the Bureau to provide funds for the Bureau to purchase miscellaneous equipment and supplies for distribution to airports (cones, windsocks, etc.).

**AIP Program updates:** Carol Niewola spoke at GSAMA to encourage participation in the AIP program. The federal fiscal year closes on September 30, but supplemental appropriations remain available. Grant applications for second round funding are needed. The FAA is working on criteria for an additional \$1 billion in additional funds available for non-primary and small airports (100% FAA funded – no matching required).

Separately, the FAA has completed its decisions on the 90/10 program, although they have not made those decisions public yet.

Vice Chair Gale Furey relayed that there are some people at the Nashua airport who believe that NH's participation in the FAA Block Grant program is not in the best interest of NH airports, and that it unnecessarily puts the Bureau in the middle of the transactions. Carol Niewola has undertaken outreach on the Block Grant program in the past. It was proposed that the AUAB members help to educate the public by holding a board meeting at Nashua Airport, but this proposal has been tabled out of concerns that although the meetings are open to the public, they are not meant to be an open forum for debate.

#### **OLD BUSINESS/CONTINUING BUSINESS**

Tricia Lambert provided proposed revisions to RSA 422 c. 21-L:8 (AUAB enabling statute), Section I, to add a representative on the AUAB from the UAS community (proposed subsection (g)). There was debate regarding how to word the added language, who is the constituency to be added, whether there should be one or two new board members – one from private UAS operators and one from commercial UAS operators. Attention was paid to the number of members, with a proposal to add only one to provide the board with an odd number of members that might safeguard against a tie vote in the case of an appeals adjudication. It was agreed that the recommendation would be to add just one new member from a commercial operator.

Additional proposed changes were made to revamp subsection I.(a) to change “airline” to “an airline or airline industry” in order to broaden the population of possible members.

Additional proposed changes were also made to Section V to delete “licensing of pilots and other aviation personnel” with “operation of aircraft and aviation businesses.” This change is intended to remove language regarding activities that the Bureau of Aeronautics does not do (licensing of pilots and aviation personnel) with the oversight of things that it does do -overseeing the operations of aircraft and aviation businesses.

Tricia Lambert will provide a further revised statute for the board's review and further comment.

**General comment** – Gale Furey reported that the NH Aviation Museum Gala fundraiser is this coming weekend – 9/29. Rob Holland will be there and be interviewed by WMUR.

STEM programs – Gale reports that K-8 stem program is going well, however, there is some difficulty in finding high school participants, and the program may not go forward this year.

SNHU is also having trouble getting aviation students. Gale is looking at partnering with SNHU on an ACE camp.

Gale Furey moved to adjourn the meeting, Tom seconded the motion which passed by unanimous voice vote.