



Christopher F. Nevins
Chairman
[Airlines]
July 27, 2018 – April 23, 2022

Lorri E. Badolato
Vice Chairman
[Corporate Aviation]
October 7, 2020- July 25, 2024

Thomas J. Malafronte
Secretary
[Airport Management]
November 22, 2017- July 25, 2021

Garrett Miller
[General Aviation]
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William J. Moran Jr.
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VACANT
[Aviation Association of New
Hampshire]

Rita Castonguay-Hunt
[Unmanned Aircraft Systems
(UAS) Industry]

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.

June 17, 2022

To: Aviation Users Advisory Board (AUAB)

The next meeting of the Aviation Users Advisory Board is scheduled for **Friday, June 17, 2022 at 10:00 AM being held in the Commissioner’s Conference Room at the John O. Morton Building.**

Approval of Minutes- March 18, 2022

- Chairman’s Comments
- Public Comment
- AUAB Meeting Schedule for 2022

September 16, 2022
December 16, 2022

- Election of AUAB Officers for 2022

New Business

AIM Projects (Airway Toll funds) planned for 2022 (Funded)

UAS Implementation Plan for NHDOT

2024/2025 Budget Process/Status

Governor’s Office/Board Terms/Nominations/Resignations

Jaffrey Silver Ranch Airpark- Runway Ribbon Cutting -6/24/2022 -in conjunction with the GSAMA Meeting

Claremont Airport Runway Ribbon Cutting -Tentative- August 2022

Patrick C. Herlihy- Director of Aeronautics, Rail and Transit Retirement 6/30/2022

AUAB

Aviation Users Advisory Board

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Old Business

- Bipartisan Infrastructure Law
- Airport Update- Handout

Executive Session – if necessary.

AUAB Meeting on March 18, 2021

10:05 Meeting called to order by the Chairman Nevins

Board members in attendance: Chris Nevins, Lorri Badolato, Bill Moran, Tom Malafronte (via video), and Rita Castonguay-Hunt.

In attendance from the Bureau of Aeronautics: Patrick Herlihy, Tricia Lambert, Carol Niewola, Andre Briere (Dep. Commissioner), and Jason Leavitt

Members of the public in attendance: Andrew Pomeroy

The Board reviewed the minutes. No questions were raised by the Members. Motion to accept the Minutes was made by Lorri Badolato seconded by Bill Moran, and was unanimously approved.

Chairman's comments: The members of the AUAB introduced themselves to Andre Briere, each giving a brief bio of themselves. Chris Nevins, current Chairperson, will be leaving the Board after two terms, although he will remain a holdover member while additional members will be appointed; Lorri Badolato is retiring and therefore leaving the Board in June prior to the end of her term. Bill Moran leaving the Board at the end of his term as well. Chris Nevins praised the board and the aeronautics division, and he hopes to have some suggestions for replacements. Lorri's last meeting is in June; Lorri, Chris and Bill must submit letters of resignation; Tom has submitted a request for second term. Garrett's current term is ending, but he is eligible for a second term.

The Board welcomed Rita Castonguay-Hunt, the Board's new member who fills the newly added UAS representative position on the Board.

Public Comments: Andrew Pomeroy reported Pease received an award from the FAA for year's best architectural contract for terminal expansion. New cargo proposals at Pease airport has raised some concerns by the public about noise, pollutants and traffic arising from such an operation – no formal proposals have been made yet. The developers: ProCon and Kayne for one, East-west Cargo for the other). GSAMA has scheduled its quarterly meeting for Monday, 3/21/2022 @ Keene; GSAMA is trying to rotate its meetings to different airports as was done pre-covid; they are reaching out to new airport managers to get involved. The June meeting will be at Jaffrey. The golf tournament and Wings & Wheels are both scheduled to occur in person this year (previously, Wings & Wheels had been held virtually).

Bill Moran asked about the Mt. Washington traffic pattern, which is presently set at 2,000 feet AGL, wondering if it can be changed to 1,000 feet AGL like other airports. Rita recalled that the altitude was requested but she did not recall why. Carol Niewola will research the issue and report back.

Election of Officers:

An election of officers was tabled until at least the next meeting, due to losing so many Board members

New Business

Alton Bay – Jason Leavitt, a/k/a the "Ice runway guy," gave a presentation on the ice airport at Alton Bay. It was open this year for use from 2/6 – 2/21, then officially closed on 2/24; the busiest day was 2/20 (Winter Carnival). One visitor came from as far away as Miami. WMUR (television) and Union

Leader and General Aviation Magazine all gave good press. There is a lot of coordination, manpower and purchasing to make the airport happen.

Carol Niewola reported on the new airport infrastructure bill known as the Bipartisan Infrastructure Law (BIL), reviewing the handout provided at the meeting.

FAA managing the airports side of the bill, and there is 95% federal funds matching (like Airport Improvement Program)

There is very little guidance available yet; FAA issued FAQs but they have not yet addressed substantive questions. Grants are not tied to the AIP grant schedule, so it appears that grants can be applied for at any time; Although the AIP and BIL grants can be used on the same project, the grants cannot be merged. \$46,000,000 available to NH for distribution over five years. Additional information can be found at: https://www.transportation.gov/sites/dot.gov/files/2022-01/BIL_New_Hampshire.pdf

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants – infrastructure grants. 40% target underserved communities – the program will be highly oversubscribed and very competitive. Patrick Herlihy feels that it is a not useful tool for aviation in NH, Andre Breire echoes that assessment with regard to NH highways.

Capital Budget:

Expecting more federal funding through 2025; State share was not spent last two years since under the CARES Act projects were full funded by federal grants (paid 100%).

Internal reviews of the capital budgets will occur with commissioners on Monday.

Tom Malafronte discussed the difficulty of preparing 5-year improvement plans with the current funding structure (5 levels of funding); and no guidance on the new BIL (i.e. how to apply, funding timeframes, etc.) MHT wants to resurface (\$20 Mil) in the next 5 years, so they likely will need to spend the money first and wait for reimbursement afterwards.

Earmarks are another source of funding:

Parlin was selected to receive a earmark – to be completed under AIP program, also allocated under BILs program (same strings as AIP program) so they are trying to understand the strings to determine if they will take the \$

Fryberg, ME airport is getting a \$3.5 million earmark; they are also looking for NH to assist in covering the cost of the airport portion – ¾ of aircraft owned based there are owned by NH residents, and NH residents on also on the airport board. Fryberg replaced the old Conway (CWY) airport back in 1960. NH has participated in cost sharing the past. Since the airport is in ME, it is not part of AIP for NH airports, so any contribution will come from NH state budget. Fryberg Airport will accept whatever contribution that NH is willing to give.

MHT received and earmark as well.

Earmarks must be coordinated with any other grants programs via the DOT Aeronautics Division.

Airports updates: printout provided covering status of various grants, and some individual airport projects was reviewed.

MHT – airlines about 85% of 2019 levels (school vacation period was 97%) May start for H taxiway renovations; bids are problematic due to cost fluctuations; New cargo project underway now that permits are in – October launch.

PSM – working with engineers for 2022 submittal deadline for grant funding. Allegiant continues to grow and add destinations (Nashville & Myrtle beach added back in) – seasonal service with some destinations becoming year-round. Bid pricing is problematic (asphalt prices fluctuating – bids have up to 25% fluctuation); looking for some taxiway repairs funded by airport funds.

Airports in transition:

Erol has been sold as of February 2022. AOF return needs to be funded back to the current airport owners. Need more information.

Moultonborough – no updated information yet

Hawthorne-Feather – buyers want to keep it as an airport

Stewartstown – private person wants to put in an airport in

Airway toll grants: info in packet; NH-AIM Program

Airway tolls (AIM program funded by Airway tolls) – collections trending up. Projects list to be finalized for June meeting

Aeronautical Fund Trust Program - Funds remaining are earmarked for Alton Bay Ice Runway.

Disposition of funds – funds to be included in the AIM Program process for the state's share. The trust is a state fund so it cannot be used for airport share of the cost of a project, only for the state share of the project.

NHDES: Issues with airport fuel farms (airport and private) are being lumped into automobile fueling by DES – there are exceptions for rail, but nothing for aviation – does not take into account mobile fueling – mobile fueling currently exempted. Also, not incorporated into rules for aviation fueling so airports are not aware. Issues, for instance on repair of fuel tanks – must be replaced, cannot be repaired (secondary containment – NHDES required a fuel containment for fueling if fueling at a tank (not trucks); change in the law needed). PSM is slowly replacing concrete with asphalt (FAA will only pay for Asphalt) on ramp space – arising in permitting process, DES saying, oh no, it has to be done this way. Hampton Street project will be impacted?

TSA Throughput – almost to pre-COVID levels. Quarterly Charts to be discontinued in favor of annual charts.

Rita raised the UAS ARC – the committee is recommending designating airspace for UAS where they would have the right of way. Remote ID for UAS factors into these recommendations (note that there are multiple lawsuits contesting the legitimacy of the proposed regulations).

The consensus is that advanced air mobility is coming, and that the Board and the DOT need to stay ahead of this topic; perhaps another board member for this area is appropriate. Given the time it has taken to get the change to the statute to include a UAS representative, starting now for a further change may be appropriate. The FAA and industry groups are looking at another airspace layer and airways for autonomous vehicles (Uber/Google).

UAS Briefing will be added to the meeting agenda going forward. (Jason and Rita to provide)

Old Business

2020 Aviation LSRs – legislation proposed

HB-1292 Permitting the use of Drones on the statewide trail system. Was ITL-ed. DOT not supportive of the bill, Bill not well written, and there were jurisdiction issues (where you can launch the craft).

The meeting was adjourned at 11:58 upon a motion by Lorri Badolato, Seconded by Bill Moran.

New Hampshire Department of Transportation Aeronautics' Program Update

June 24, 2022 Quarterly Report
Concord, New Hampshire

FUNDING PROGRAMS

AIRPORT IMPROVEMENT PROGRAM FUNDING (AIP and SBGP)

FAA authorization runs out on Sep. 30, 2023. On March 11, a continuing resolution that provides fiscal year 2022 appropriations to Federal agencies through March 15 was signed for continuing projects and activities of the Federal Government.

CARES, CRRSA & ARPA

FAA provided URLs to the CARES, CRRSA, and ARPA websites for further information:

- CARES FAQs web address is https://www.faa.gov/airports/cares_act/
 - 100% of the \$15,224,474 for NH airports has been granted and 12 out of 14 have funds fully expended.
- CRRSA FAQs web address is <https://www.faa.gov/airports/crrsa/>
 - CRRSA funding for NH airports is divided O & M (\$6,907,589), Federal Control Tower (\$34,162), Concessions (\$184,765), and Total (\$7,126,516). 3 out of 14 airports have funds fully expended, and funds are approximately 90% spent.
- ARPA FAQs web address is https://www.faa.gov/airports/airport_rescue_grants/
 - ARPA funding for NH airports is divided O & M (\$12,154,015), Concessions (\$730,180), and Total (\$12,884,195). 1 out of 14 airports have funds fully expended, and funds are approximately 15% spent.

BIPARTISAN INFRASTRUCTURE LAW (BIL)

Under the BIL, now law; NH airports would receive approximately \$46,000,000 over five years to address airport airside and landside needs such as improving runways, taxiways, and airport-owned control towers, terminal development and noise reduction projects. Annual grant appropriations for General Aviation airports will be based on type: Basic (\$110,000), Local (\$159,000), and Regional (\$295,000), and for Lebanon, Pease, and Manchester range from \$1.0M to \$4.7M. First-Year Airport Infrastructure Grant Funding Amounts for 14 NH airports will total \$9,194,982. For additional background on the BIL, see <https://www.transportation.gov/briefing-room/bipartisan-infrastructure-law-will-deliver-new-hampshire>

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

Up to \$225K/year has been appropriated for this program as the NHDOT's 80% project share; actual amount will depend on aviation fuel taxes collected (aka Airway Toll). We expect to grant a total of \$150,800 to four airports. NHDOT received 14 applications for eight airports with project costs totaling \$916,675.

AIRCRAFT OPERATING FEE (AOF) RETURNS

RSA 422:36II requires the state to return \$250,000 of the AOF to public-use airports for aeronautical purposes at those airports. Airport sponsors must report tail numbers of all their based aircraft to NHDOT/Bureau of Aeronautics on a quarterly basis to maximize these AOF Returns. There continues to be no funding available in SFY 2022/2023 for the 100% grants to airport sponsors program.

REMINDERS

- Quarterly based aircraft lists are due to NHDOT by July 29, 2022 to danielle.r.hutchinson@dot.nh.gov
- For AIP construction projects, (1st qtr.) submit Form 5370-1 (Construction Inspection Progress Report) by July. 29, 2022.
- Airports will be sent an e-mail notice that SFY 2023 AIM grant pre-applications will be due between July 1 and September 1 of 2022. Submitted pre-applications will be reviewed and prioritized; and then selected airports will submit a grant application in the winter.
- Draft AC 150/5020-1A, Noise Control and Compatibility Planning for Airports.
- Draft AC 150/5220-10F, Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles.

AVIATION NEWS

- NHDOT/Bureau of Aeronautics' staff is still working from the office M-F from 8:00AM-4:00PM.
- We continue to accept most documents electronically. When in doubt, please call.
- FAA – New England filled the Environmental Specialist position with Cheryl Quaine at cheryl.j.quaine@faa.gov
- There are now new Sponsor Grant Assurances, dated 5/2022. A key item is Assurance #34, where a url will lead to a current list of advisory circulars. The project application date also needs to be added to the end of Assurance #34. needs to be added.

Aeronautical Special Fund Current Balance = \$1,057.02

For more information:
603-271-2552 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/are envisioned at this time for:

Alton Bay Seaplane Base
Colebrook Airport
Errol Airport
Gorham Airport
Newfound Valley Airport
Hawthorne-Feather Airport
Plymouth Municipal Airport
Hampton Airfield
Moultonborough Airport

2022 NH Airport Improvement and Maintenance Funds for these four airports:

- **Franconia Airport**– Airfield Turf Improvements
- **Jaffrey Airfield** – Apron and Taxiway Repaving
- **Twin Mountain Airport** – Repave center section of runway
- **Parlin Field** – Visual aid equipment purchase.

AIP and CARES, CRRSA, and ARP Act Funding In-Place or Envisioned At The Following Airports:

Portsmouth International Airport at Pease: Expand Terminal Passenger Areas and Expand Terminal Building, Reconstruct Runway 16-34, Rehabilitate Apron, Taxiways, and Ramp. CARES, CRRSA and ARPA (O & M and Concessions) Assistance.

Lebanon Municipal Airport: Construct Snow Removal Building Improvements, Improve Sand Storage Bay, Rehabilitate Non-Revenue Access Road and Parking Lot, Study and Environmental Assessment To Improve Runway 18-36 RSA, Including Relocating Localizer, Easement Acquisition, and Obstruction Removal. CARES, and CRRSA and ARPA (O & M and Concessions)

Dillant-Hopkins Airport: Extend Taxiway A, and Rehabilitate Taxiways A, A3, & T, Extend Fence, CARES, and CRRSA and ARPA (O & M) assistance.

Laconia Municipal Airport: Obstruction Removal, Airfield Maintenance & Marking, Perimeter Fence, CARES Act Group 4, CARES, and CRRSA and ARPA (O & M) assistance.

Mt. Washington Regional Airport: Rehabilitate and Remark Airfield Pavement, Purchase SRE, CARES Group 4, and CRRSA and ARPA (O & M) assistance.

Dean Memorial Airport: Conduct Runway Safety Area Improvement Feasibility Study and Update Airport Layout Plan. Runway Pavement Maintenance, CARES, and CRRSA and ARPA (O & M) assistance.

Skyhaven Airport: Rehabilitate and Mark Terminal Area Tiedown Apron; CARES, and CRRSA and ARPA (O & M) assistance

Concord Municipal Airport: Rehabilitate and Light Taxiway A and Construct Runway 35 Holding Bay, Runway Pavement Maintenance and Marking, Conduct Terminal Area Study, SWPPP, Acquire SRE, CARES, CRRSA and ARPA (O & M) assistance.

Nashua Airport: Rehabilitate/Relocate Public-Use Taxiways, Design Taxiway A Improvements, CARES, CRRSA and ARPA (O & M) assistance.

Berlin Regional Airport: Install Perimeter Fence, Pavement Overlay and Marking, CARES, CRRSA and ARPA (O & M) assistance.

Claremont Municipal Airport: Runway Rehabilitation Survey, Easement Acquisition and Obstruction Removal, Taxiway A Relocation, Acquire Avigation Easements, Rehab., Mark, and Sign Runway 11-29, CARES, and CRRSA and ARPA (O & M) assistance.

Manchester-Boston Regional Airport: Acquire Property, Remove Obstructions, Reconfigure and Rehabilitate Taxiways, Reconfigure Taxiway H, Replace Terminal Building & Parking Garage Fire Alarms, Replace Public-Use Terminal Building Escalators, Parking Lot Improvements, Cargo Facility Apron, CARES, and CRRSA and ARPA (O & M and Concessions) assistance.

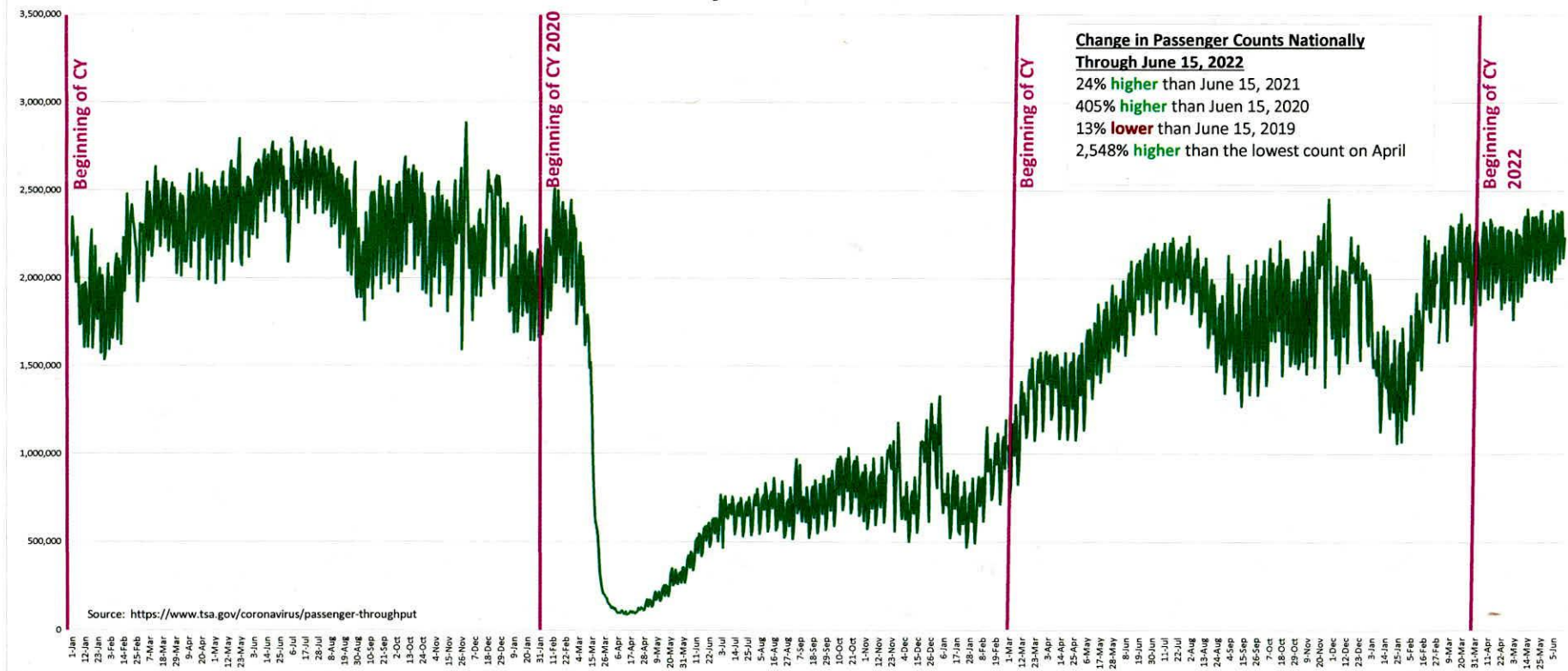


Potential NH AIM Program Prioritized Projects

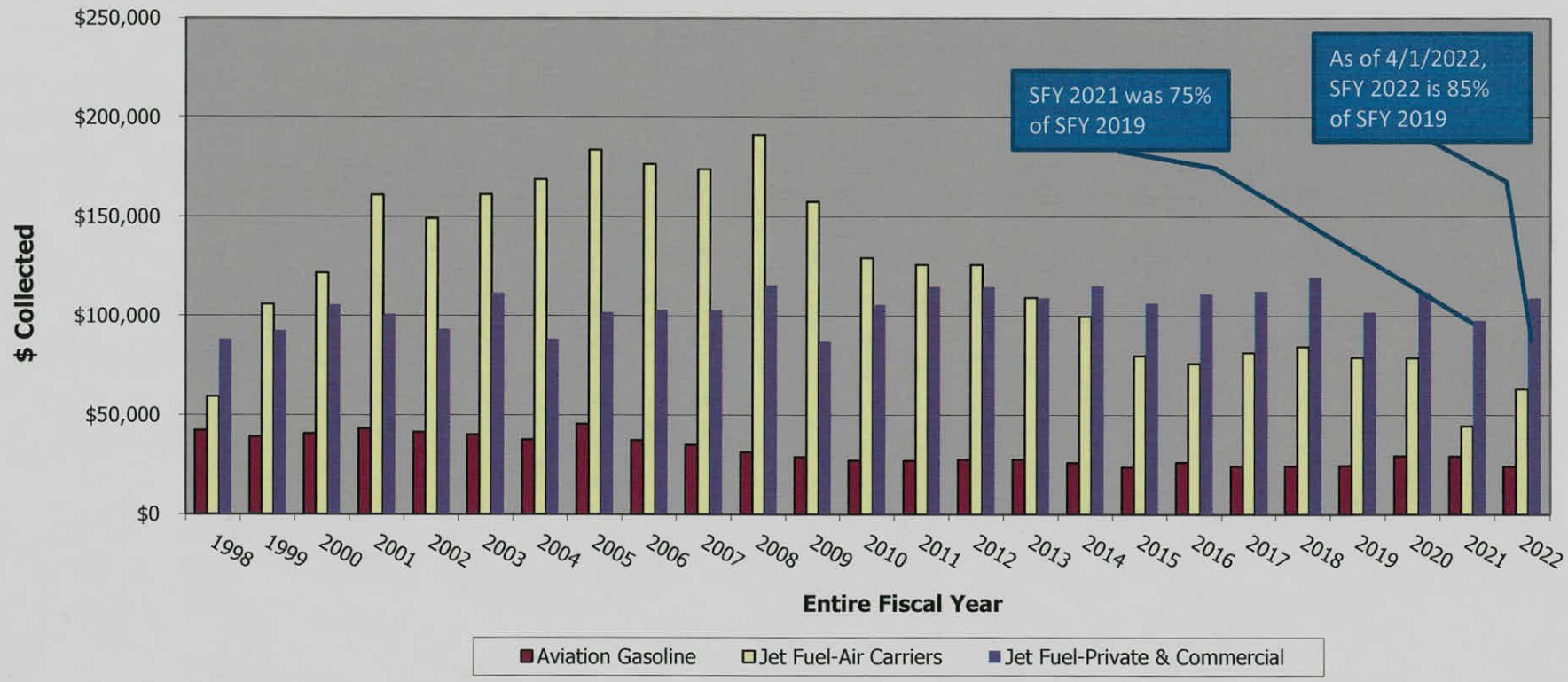
2022 Projects (From Applications Received In 2021)

Date Received	Airport ID	Airport Name	Project/s Description	Project Detail	AIM Purpose	AIM Ranking Number	Total Cost	NHDOT-AIM (80%)	Sponsor (20%)	Status As Of 6/9/2022
	NHDOT		Airport-IQ Revision/Update				\$30,000	\$30,000	\$0	On-going
10/14/21	1B5	Franconia Airport	Restore North End Of Turf Runway	Restore approximately 5 acres of turf runway. Area is approximately 300 feet wide and 700 feet long. Will probably be done over two years. Runway cannot be closed May - October.	Safety	100	\$15,000	\$12,000	\$3,000	Voice mail. Awaiting response
9/3/21	8B2	Twin Mountain Airport	Rehabilitate Runway	Add 1.5" of asphalt to 1,100 feet of runway. Add asphalt to center of runway.	Safety	90	\$37,000	\$29,600	\$7,400	I expect to receive the application by 6/10.
10/15/21	AFN	Jaffrey Airport Silver Ranch Airpark	Patch and Overlay Aprons and Taxiways	Patch and overlay Aprons and Taxiways (approx. 1,168 Tons)	Safety	90	\$119,500	\$95,600	\$23,900	NHDOT will be sending AFN some performance specifications that the airport can use in their solicitation.
10/15/21	2B3	Parlin Field	Install PAPI (2-LHA) RF Interface and Solar Marker Cones	Install FAA-approved 2-lamp housing assembly with RF controller on left side of approach end of Runway 36. Also include solar marker lanterns for dusk to dawn marking of the runway end.	Airspace	70	\$17,000	\$13,600	\$3,400	Airport received three quotes. NHDOT is awaiting receipt of a grant application based on apparent low bidder (Expected to be received in June).
Total (Project Funds to be Issued in 2022)							\$218,500	\$180,800	\$37,700	

TSA Passenger Throughput January 2019 - June 2022



Aeronautics Fuel Dollars Collected



Monthly Aeronautics Fuel Dollars Collected By State Fiscal Year Compared to Peaks

