

AGENDA

**Maine Aeronautical Advisory Board Meeting
Maine Department of Transportation – Region 2 Office
66 Industrial Drive, Augusta, Maine 04330
Conference Room 112 A&B**

**March 23, 2017
1:00 p.m. to 3:00 p.m.**

- ✓ 1:00 Call to Order: Marty McMahon
- ✓ 1:05 Review and Accept November 9, 2016 Meeting Minutes
- ✓ 1:10 Welcome and Introductions
- ✓ 1:20 FAA Updates
 - Status of the Federal Budget – FAA Staff
 - Reducing Federal Regulations – FAA Staff
- ✓ 1:35 Allowing Airports to become “Open for Business” – Scott Wardwell
- ✓ 1:50 MaineDOT Funding beyond AIP Match – Scott Wardwell
- ✓ 2:00 Update for Maine Invites You Advertising Co-Op – Allison Rogers
- 2:15 ASCE Report Card on Airports for 2016 – Erv Deck
- 2:25 Aviation Fuel Tax – Stacie Haskell
- 2:30 Maine Aviation Business Association Update – Marty McMahon
- 2:40 Maine Airport Manager’s Committee Update – Rick Lanman
- 2:50 Other Business
 - ⊙ Federal Register is Closed for Business
 - ⊙ AIP Grant Application Process
 - ⊙ Maine Aviation Systems Plan – Stacie Haskell
 - Airport Wildlife Hazard Management Training – Tim LeSiege
 - Aviation Day – Sean Collins
- 3:00 Adjourn

Bill Blaine is a Army National Guard Helicopter pilot
who has medevac'd Machias many times. He is

Machias Airport Expansion - Things to Consider

Invited to our next Airport Meeting.

This is a short outline of things to consider if the airport expansion is to attract and safely accommodate aircraft such as Corporate Jets.

1. New Runway Heading - If can only have one runway:
 - a. Best Direction to minimize strong crosswind landings. Probably 15-33 same as Bangor, Belfast, Eastport. Obtain wind data from National Weather Service, Caribou to confirm.
2. Runway Length
 - a. Longer the better. Larger, heavier and faster aircraft have longer Accelerate-Stop Distance Required and Balanced Field Length requirements.
 - b. Probable minimum is 5000 feet. Bar Harbor's longest runway is 5200 feet. Augusta's is 5001. Presque Isle's is 7439, probably the minimum for Commercial Jet aircraft such as Regional Jets (RJ)
 - c. Recommend contacting Bar Harbor and Augusta airport managers to see what types of corporate aircraft they accommodate.
3. Runway Width
 - a. Bar Harbor and Augusta primary runway widths are 100 feet.
4. Runway and Taxiway Weight Bearing Capacity
 - a. According to FAA Chart Supplement and DOD IFR Supplement, weight bearing capacity is a realistic estimate of capability at an average level of activity. It is not an exact maximum. It also depends on type of landing gear and other factors such as tire pressure. Augusta's is 50,000 pounds for single type landing gear and 60,000 pounds for Dual type gear. Bar Harbor's is 72,000 for Dual type gear. Needs to be coordinated with engineers and contractor. Taxiways and parking areas must also be built to handle the weight so aircraft can safely move off of and onto the runway.
5. Automated Weather Reporting
 - a. Automated weather reporting capability will be a must for corporate type aircraft for safe and efficient aviation operations. Probably would not use the airport without one as nearest is at Eastport or Princeton. ASOS (Automated Surface Observing System) is most complete system.
6. Fuel
 - a. All jet powered aircraft, both fixed wing and helicopters use jet fuel. Jet fuel is a combination of Kerosene and Aviation Gasoline with other additives. Most common in civil aviation is Jet-A.
 - b. Having jet fuel available in large quantities will be a must for corporate Jet, Turboprop, or Rotary Wing aircraft. Pilots will not want to land and then have to go somewhere else for fuel.
 - c. Recommend contacting Bar Harbor and Augusta airport manager to determine quantity they keep on hand but is probably many thousand gallons.
 - d. Fuel Truck. Will need a fuel dispensing truck for refueling multiple corporate or other aircraft that might be parked on the ramp area. Also need grounding points installed by

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- each parking spot so that the fuel truck can be grounded while dispensing fuel or the aircraft could be grounded if being defueled. Grounding points prevent static electricity from building up while fueling so that electrical discharges do not start a fire.
- e. Jet Fuel Source. Need to determine where jet fuel deliveries will come from and how often to minimize chances of running out when aircraft arrive.
 - f. Trained fuel truck driver.
7. Deicing
- a. When aircraft have visible frozen moisture (snow, ice) on the outside they must be deiced before departure.
 - b. Need deicing truck and lots of fluid.
 - c. Need deicing designated area on the parking apron with drainage containment for used fluid.
8. Tug. Need tug large enough to safely pull the corporate sized aircraft from one place to another on the airport or to and from the hangar. May need variety of tow bars.
9. Hangar large enough to house several aircraft at least overnight or for maintenance. Very important considering weather conditions in Maine.
10. FBO
- a. Fixed Base Operations with telephone and VHF radio.
 - b. Airport manager or flight operations officer.
 - c. Landing Fees
 - d. Pilot Lounge. Pilots may have to wait for hours before corporate personnel return for departure.
11. IFR Operations
- a. At some point will want to have some Instrument Flight Rules capability at the airport for arrivals and departures in bad weather (when ceiling is less than 1000 feet and/or visibility less than 3 miles which is minimum for VFR operations). Will need to coordinate with FAA for type of approach(s) (ILS, GPS, VOR, ADF) wanted, how to get equipment installed, tested, etc. Bar Harbor has ILS and GPS approaches to their 04-22 runway.

Bill Blaine – 27 March 2017