

Minutes of the Airport Advisory Board Meeting Held 21 January 2020 - Amended

Board Members in attendance: R. Kloeppel (Chair / Airport Co-Manager)
H. Marsden (Airport Co-Manager)
W. Wilmot (BoS representative)
S. Mc Coy
J. Merriman
R. Kelsea
J. Cote (Alternate)

Board Members Absent: H. Yanofsky

Also in attendance: J. Anderson (Associate)
T. Callum (Associate)
C. Henderson (Associate)
T. Renner (Associate)
M. McCalmont
A. Walsh

Chairman R. Kloeppel called the meeting to order at 1828 local.

Old Business

Chairman Kloeppel called for members to review the minutes for the meeting held 15 October 2019.

R. Kelsea moved to accept as submitted, second by H. Marsden. ***The motion passed unanimously.***

1. Airport FICONS:

a. Airport Master Plan Runway Draft Document - Kelsea

Carol Niewola, PE and Will Stanfield of the NH Bureau of Aeronautics reviewed the document with H. Marsden and R. Kelsea. The Financial chapter was presented to Paul Brown who is free to edit, correct or otherwise input to it. At the town budget review the document was mentioned to the Town Manager.

The involvement at this stage by the NH Bureau of Aeronautics is indicative of the effort so far.

b. Runway Crack sealing

Most was done months ago. Consensus that it was a successful season.

c. New Equipment

A 10' snow push was acquired through AIM grant. 80% of the \$3,200.00 cost was paid for by this. The push has a rubber edge that squeegees slush. It has reduced plowing time. The new rear mount snow blower is "phenomenal". The mounting arrangement eliminates the need to swap gear and that has saved time. Not only has total time has been reduced by hours but more clearing can now be done.

Six hours total clearing time for 4 in. of snow. Getting over 8 in. requires plowing twice. Must plow a storm of over 1 in. of snow in a 24 hour period. \$1,060.00 is made per storm.

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2. Newport Town Times Liaison Report - Jackie Cote

a. Corbin Covered Bridge Festival Debrief

A Bridge Committee check for \$500.00 has been presented to the airport along with thanks for use. Estimate between 2500 and 3000 attendees.

3. Drone (UAS) Update

From an email from F. Malczynski:

Good morning. For obvious reasons I will not be at tonight's meeting, however here is a UAS update.

A drone seminar is nearly ready to go, however a couple of problems exist.

- Lack of participants. The response to the Facebook posting and to me has been minimal to non-existent
- My availability. I will not be available till late May.

Perhaps we could re-post in April and see if the response is better and decide where to go from there. Any feedback would be appreciated.

In other UAS news, a notice of proposed rulemaking, FAR Part 89 is getting a lot of reaction from the UAS and modeler community.

The short version from AOPA follows.

- The FAA seeks to require all drones larger than 0.55 pounds (250 grams) to be individually registered and to broadcast identifying information in order to fly in most locations;
- The FAA has made clear that Remote Identification (RID) is a prerequisite for a long list of advanced operations being allowed without waivers, including routine drone flights at night, over people, and beyond the remote pilot's line of sight;
- A system to track and remotely identify drones is the key to creating a new unmanned aircraft traffic management (UTM) system, and the details of exactly how this new system is implemented remain to be decided. The FAA is leaving much of this to private industry, creating performance standards without dictating how they are achieved;
- Nothing is going to change soon: The proposed rulemaking calls for various requirements to be phased in over three years, and the details, including that timing, can still be changed prior to publishing of the final rule;
- With very few exceptions, the FAA proposes that virtually every unmanned aircraft in the airspace (at any altitude) must be quickly identifiable by other users, and law enforcement, which will have access to the pilot's location information as well as the aircraft's location. Those unable or unwilling to participate, no matter what credentials the operator may hold, will be relegated to flying only in federally approved, designated areas called FAA-recognized identification areas (FRIA). (The FAA expects existing locations designated for flying traditional radio-controlled model aircraft will be among the first FRIAs approved.)

Sincerely.....Fran

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4. Simulators at Parlin

B. Davis will have his IT person look at his flight simulator. The simulator room in his hangar is to be completed soon. He is onboard to have the airport make use of his room.

There was discussion on Oculus Rift VR goggles. J. Merriman has used the VR system for rotary and fixed wing using X-Plane, “putting it through the paces” (B. Davis’ flight simulator uses Microsoft Flight Simulator). He has done low visibility maneuvers and reports MVFR is realistic. R. Kelsea has also used the VR system, he described being able to adjust CG and that the system was useful for situational awareness.

Both pilots report that the VR system can do things for helicopter flight simulation that are difficult to do with a flat screen. Both agreed on a need to figure out how to use the system; a non-trivial learning curve. J. Wood, FAA Safety Team Program Manager will examine the system in February.

The VR system has a lower cost than commercial flight simulators such as Red Bird. The next generation of VR goggles are \$5,000.00. They have a real world feel.

M. McCalmont asked about how flight simulators help to transition pilots to advanced technology cockpits. There was agreement that they do.

R. Kloeppel asked about a commitment to VR systems. J. Merriman stated that more input was needed.

New Business

1. Manager's Notes

H. Marsden reports:

December operations were 76 by logger and 80 by sign in.

Fuel sales were 560 gallons. 995 gallons were sold last year. Overall sales are up from last year.

\$4,000.00 was spent on the fuel system for compliance reasons. The system is now in full compliance.

a) Grant

Estimate \$5,500.00 for operations building roof, \$20,000.00 to \$40,000.00 for the community hangar roof.

Received a \$2,000.00 donation from the Ackerman family for ACE camp. JJ attended. The board sends a thank you to the family.

Intention to reimburse J. Anderson in part for his expenses on the helicopter flight simulator.

b) Fireworks

Two (2) planned events. One at end of the Winter Carnival 7:00 PM 16 February. Airport to be closed from 6:30 PM until Monday morning. Town will provide sweeper and backpack blowers. Volunteers needed.

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Next event 5 hours Friday 16 and 6 hours Saturday 17 May. Class B & C fireworks both days and Class B on Saturday. Donations and car charges to be determined. Police may charge for services.

c) Highway Dept Truck

R. Kloeppel looked at. T. Callum needs to look at. Truck has been sitting with issues. A known vehicle but a maintenance item. Airport needs to buy truck from highway department.

Need a 1 ton truck for use with tilt body. Need for help with snow clean up. Will save tractor time. Use around hangars and runway. On field use only, getting fuel would be difficult. Farm tag suggested.

2. Open Items

None.

With no further business to conduct, Chairman Kloeppel called for a motion to adjourn.

So moved by R. Kelsea, seconded by J. Merriman. ***The motion passed unanimously.***

Meeting adjourned at 1929 local.

Minutes respectfully submitted by S. Mc Coy