

Minutes of the

BHB 2016 AIRPORT ADVISORY COMMITTEE OF MARCH 09, 2016

Committee members in attendance: Nat Fenton, Barbara Butler, Leroy Muise, Mike Allen, and Nate Holyoke.

Meeting opened at 6:05PM

Airport Manager Brad Madeira welcomed all members and introduced Nate Holyoke, the new District 2 appointed committee member.

CAS Subleases no longer a concern. Airport Manager Madeira explained that the current sublease arrangements between Columbia Air Services and Maine Coastal Flight Center have been reviewed with CAS legal counsel and the County is no longer concerned that any of the existing terms present a FAA compliance issue for the airport.

Essential Air Service Proposals

Cape Air submitted a proposal to USDOT utilizing 9 passenger Cessna 402 aircraft offer to fly 3 times daily round trip between BHB and BOS for 37 weeks (Labor Day to Memorial Day). At the end of 37 weeks, Cape Air will then fly 1 round trip daily for the remaining 15 weeks of the year. The proposal includes annual government subsidy request of 1.76 million with a 3% escalator. This proposal is for either a 2 or a 4 year commitment. Cape Air prefers that the community support a 4 year commitment.

PenAir also submitted a proposal to USDOT utilizing 30 passenger Saab 340s offer to fly 2 daily round trips between BHB and BOS for 14 weeks beginning shortly after Memorial Day. One flight is slated to be an overnight flight, which in the past, allowed for better connection options out of Boston. Pen Air's offer is for a 2 year commitment and includes a government subsidy request of \$466,799.00. PenAir must have agreements from Presque Island and Plattsburg NY to accept BHB service.

Brad asked the committee to support the Cape Air four (4) year proposal and the Pen Air two (2) year proposal. Leroy made a motion to accept, Nate seconded the motion. All in favor of signing with Cape Air for 4 years and Pen Air for 2 years. Brad noted that in order to reach 10,000 passenger enplanements, he believes that we are still going to need to secure 3rd air carrier for additional air service.

Airport Minimum Standards Brad explained that with the EAS bidding process underway, that he has not had that much time to focus his attention on the update to the Airport Minimum Standards. He offered to write a proposal of changes which will address airport subleases and temporary one-time waivers to the airport minimum standards before he calls for the next AAC meeting.

One Time Waivers We discussed a provision to the airport minimum standards that would allow for the Airport Manager to provide single use waivers. The subject of waivers relating to work performed by non-airport tenants was brought up by Leroy. There should be standards and waivers for Banner towing operators and things of that nature, but there is a need to address the maintenance people that

come onto the field and do work on private aircraft. The maintenance companies doing this should be charged a fee. There should be an approval process and a set fee for outside maintenance workers at BHB. Leroy also suggested a need for proof of insurance from the workers. Nat suggested that in addition to proof of insurance, the workers should sign a waiver of segregation. Nate suggested a fee be tied to the plane's tail number and that a charge be generated per service call. Discussion ensued on what the amount of the fee should be. Nate said that if it were a per-service-call or a per-day charge, he would expect to pay a fee of at least \$250.00 to the Airport authority having jurisdiction. Barbara suggested we need to set up standards for non-tenants. For maintenance/mechanics, their fees will be passed on to the consumer, but this should be addressed because there is money lost by the BHB airport by not charging a one-time fee. Per Nate, Logan Airport charges a flat fee for non-tenant maintenance work, Massport and the suppliers get a percentage plus suppliers bill their travel time directly to the consumer. In a discussion on how to collect the fee, Leroy said he wouldn't mind handing the paperwork to the non-resident mechanic to sign for the airport, but he does not particularly want to be the one to collect the fees. Brad said he has enough to start working on this.

No date set for the next meeting, but everyone was in agreement that a 5:00PM start time works better than 6:00PM for future meetings.

Meeting adjourned at 6:55PM