

Skyhaven Airport Advisory Council (SAAC)

ANNUAL REPORT

Calendar Year 2015

SAAC Members:

Peter Bruckner - Chair
Kenneth Ortmann - Vice Chair
Bill Richard - Sec/Treasurer
Sen. Sam Cataldo
Daniel Barufaldi
Rep. Brandon Guida
Richard C. Jackson
Todd Patten
Jim Rogers
Christine Soutter - Chair Marketing Committee
Rep. Ken Weyler
Frank Torr (Non-Voting member of the Pease Development Authority (PDA))

The SAAC held four regular meetings during 2015

March 9 - quorum attained
June 8 - quorum attained
September 15 - quorum attained
December 15 - no quorum

TOPICS & ISSUES

Runway 15 - 33 Reconstruction

Although opened to the flying public in October 2014, the ODALS (OmnDirectional Approach Lights) lighting and punch list items were completed in 2015.

On May 16 the runway Grand Opening and Ribbon Cutting ceremony was held and included a large number of local and state officials to celebrate the grand reopening. With the increased runway length and improved approach lighting the safety and functionality of the airport has been improved and provides incentives for aviation enthusiasts and businesses to locate near Skyhaven.

GP Aviation - Airframe and Powerplant Mechanic Services

Glen Horne reports successfully maintaining his operation and has renewed his lease for Hangar 5. GP Aviation services a number of aircraft based at Skyhaven and elsewhere.

Flight Training

Because of the synergy with fuel sales and maintenance operations, locating a flight training provider on site remains a priority for the SAAC. When flight training was offered at Skyhaven, it attracted new members to the airport community, who often rented aircraft or purchased and based aircraft at the airport. While Hampton Airfield's runway was under reconstruction some flight training activities were relocated from Hampton to Skyhaven.

Represented at Wings and Wheels, Southern Maine Aviation and Hampton Airfield have both been contacted about opening satellite operations at Skyhaven.

Sumner Properties

In 2014, Sumner Properties, a printing operation near Skyhaven, contacted PDA and presented the concept of building a hangar at Skyhaven and reopening the jet fuel tank at the fuel farm for their use. Following an agreement with the PDA, work started on preparing the jet fuel tank (not completed until 2016). No plans for the proposed hangar were presented.

Wings & Wheels

The 2015 Wings & Wheels event was the most successful to date with over 5,000 attendees. Much credit goes to Christine Soutter (chair of SAAC Marketing Committee), Torey Kortz (Director of the Share Fund), and Officer Tracy Hayes of the Rochester Police Department. Food vendors ran out of food and a record number and variety of vendors participated.

Young Eagle flights continued into the early evening and were still unable to accommodate all who registered. Helicopter and Biplane rides allowed many to experience flight. This event, sponsored by the Rochester Police Department and benefitting Gerry's Food Pantry, does a lot to integrate Skyhaven Airport and the surrounding communities.

Young Eagles - EAA Chapter 225

EAA (Experimental Aircraft Association) Chapter 225, based at Skyhaven, continues to have an active presence at Skyhaven Airport and provides Young Eagles Rallies at Skyhaven as well as Sanford, ME and Concord, NH. They contribute in large measure to the success of Wings and Wheels as well as making Skyhaven part of the lives of many families in the area.

Taxilane & Drainage Rehab Project

This project, first presented by Jacobs Engineering to the SAAC in December 2014, took an unexpected direction in September, when the week prior to the September 15 meeting SAAC was informed that Hangar 1 would be a casualty of the project, as funds could be used for its demolition. PDA proposed demolition in lieu of maintenance. Despite findings that the structure was essentially sound and a vote by the SAAC to maintain the structure, the PDA staff and subsequently the PDA Board of Directors voted to include demolition of Hangar 1.

It was later clarified by the DOT Aeronautics Division that the Hangar 1 location provided insufficient taxiway distance to Hangar 2 based on FAA standards for the design aircraft type. Design continued on this project throughout 2015.

Approved by SAAC July 12, 2016