



SanfordTM Seacoast Regional Airport

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As the Beacon Turns Manager's Report January 2014

1. Discuss: Airport Manual drafting and review process

I am in the process of developing an Airport Manual for SFM. This will be a one stop shop for all of the information anyone may need about SFM in a format that is easy to access and straightforward for updating as needed in the future. Currently there is no one document that holds this information and it is not only difficult to find, but sometimes hard to ascertain if the document that is found is the most current or has been approved and disseminated.

The AM will include the following:

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These are items that would be included in a Part 139 Certificated Airport's Airport Certification Manual. I would also like to consider inserting the Minimum Standards, Hangar Construction Standards, and possibly other documents.

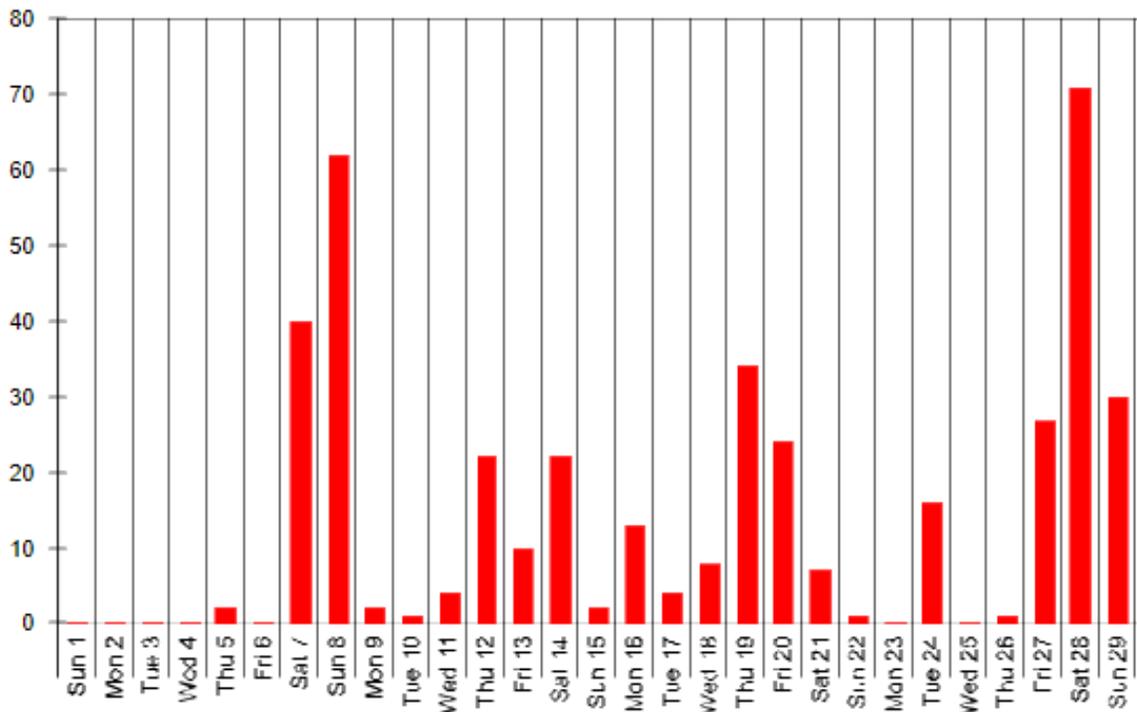
As you can see from the contents list, there is a LOT of work to be done to get this manual completed. I have completed a rough draft of the first 5 items as well as Section 12: Pedestrian and Ground Vehicle Rules and Regulations. I have included them with this report for your review prior to the meeting. I would like to proceed with this project by drafting each section and then submitting it to the AAC for review and comment.

2. Review and Discuss: GARD report on estimated operations numbers for the month of December 2013

Quick Facts:

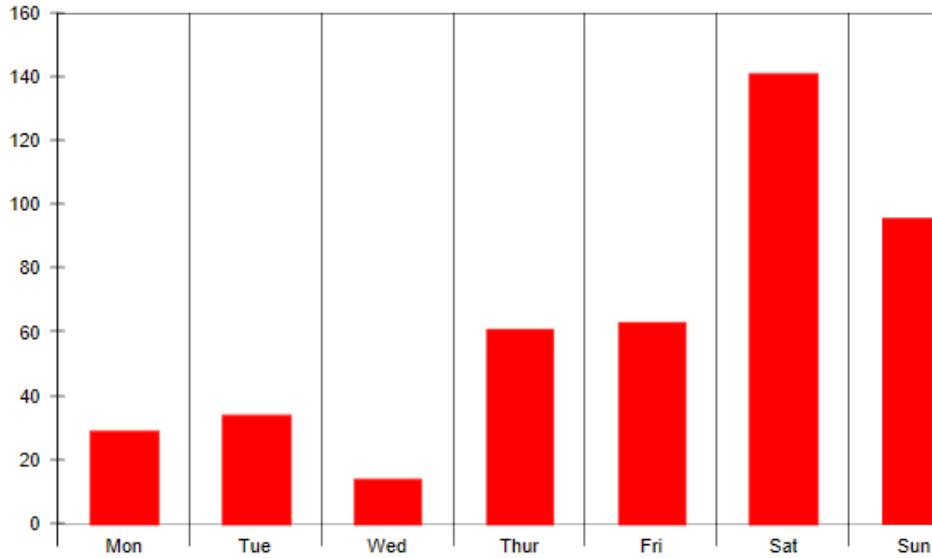
- 441 minutes of transmissions
- Estimate of 768 operations for month of December (Based on 4 transmission per arrival and 3 per departure)

MONTHLY TX GRAPH
Minutes of Radio Traffic Per Day For the 12 Month 2013



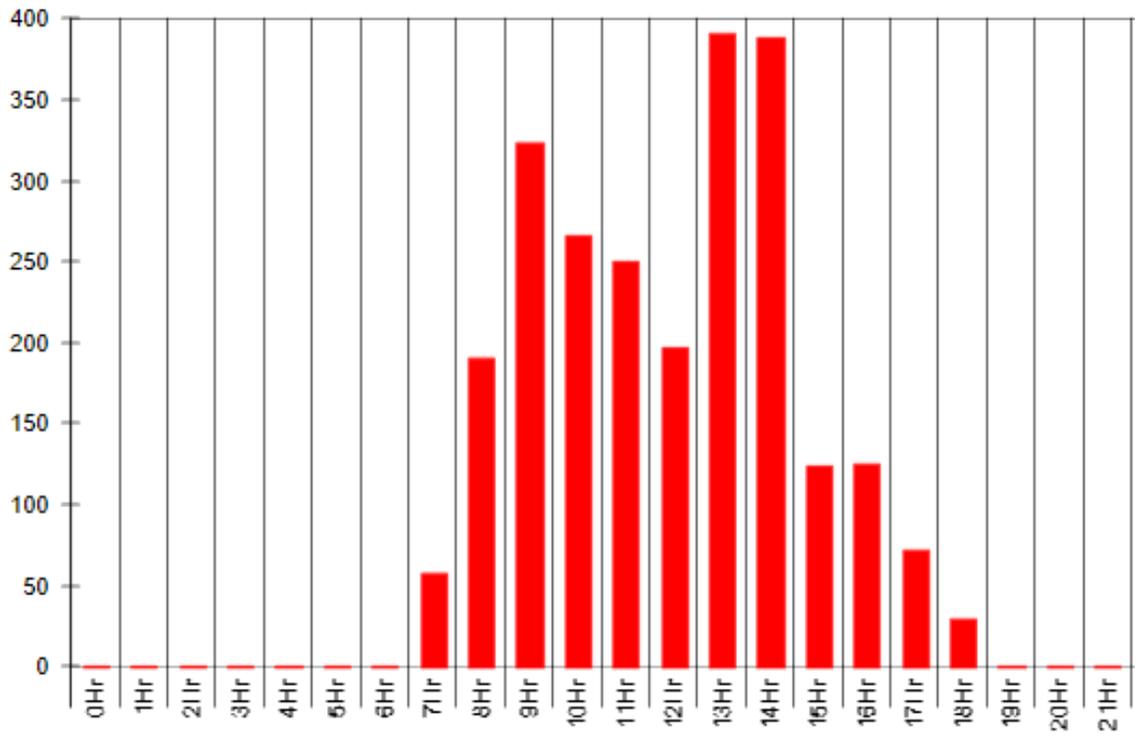
WEEKLY TX GRAPH

Average Week of Radio Traffic Per Day For the 12 Month 2013



DAILY TX GRAPH

Seconds of Radio Traffic Per Hour For the 07 Month 2013



MONTHLY OPERATIONS REPORT



c: [Acer]

- C:\
- Users
- Gard
- Documents
- ARL
- 2013
- 09-29-2013
- 09-30-2013

Amount of transmissions per plane arrival:

Amount of transmissions per plane departure:

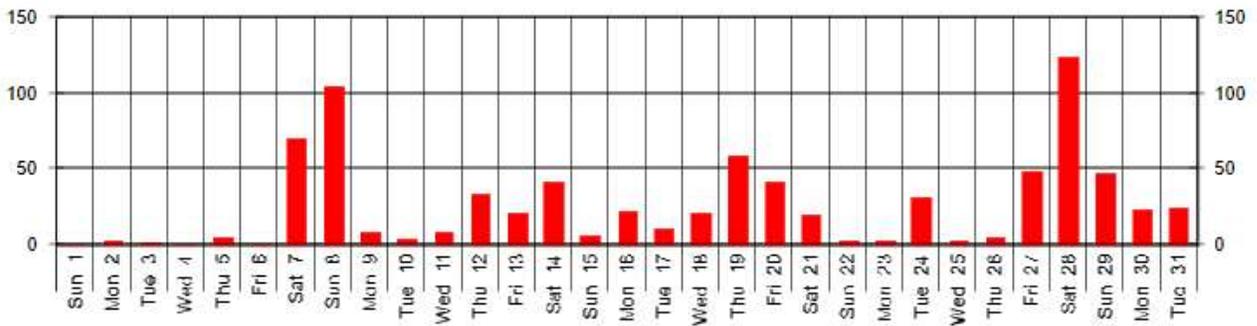
Ground Ops Aircraft Ops

Data to be processed on

Month: save as csv file

Year: save as csv file

Estimate of Aircraft Operations Per Day For the 12 Month 2013



Estimate of Total Aircraft Operations for the 12 Month is 768

The first three graphs show the transmission (TX) in total amount of time transmitted per day. The last graph shows operations per day based on the criteria entered for txs per arrival and departure. From this information we can see that in December the weekends are typically busiest. Some are lower due to snow events. I have discussed this with Invisible Intelligence and they will be developing a way to flag days or periods of time during which snow removal/ events/ closures take place in order to accurately represent that information. The daily graph shows that the greatest activity typically takes place from 2:00 to 4:00pm. There are few to no operations between 7:00pm and 7:00am.

3. Discuss proposed event/ activity: National Association of Professional Accident Reconstruction Specialist Crash Test September 2014

I have been approached by the Sanford Police Department and a couple members of the board of NAPARS (National Association of Professional Accident Reconstruction Specialists) regarding the possibility of holding a crash test at SFM as a part of a law enforcement conference taking place the week after Labor Day in 2014. The event would take place over two days, one day to set up and the day of the event itself which will take place in the morning followed by cleanup. The Crash Lab (www.thecrashlab.com) is the company that will be “performing” the crash or sequence of crashes

that will then be studied and reconstructed by the officers in attendance. There are no actual drivers – the vehicles are propelled toward each other by a system of pulleys. A grandstand will be installed as well as a tent for a banquet after the demonstration. They ideally need 1,000' of straight pavement at least 60' wide. I showed them the section of pavement parallel to Taxiway C behind the City Hangar and AirTech's Hangar and they think that area would be perfect with the grandstand and tent located behind the second fence in the field area where the old compass rose was.

Few concerns I have:

- Non aeronautical use of airport land.
- The pulley devices need to be driven into the pavement with several stakes. This makes any airside pavement off limits in my mind. Any damage would need to be repaired to the airport's satisfaction.
- FOD (Foreign Objects and Debris). If you are smashing two vehicles together there will be a considerable amount of debris that will need to be 100% cleaned up to prevent any impact on aviation. This is another reason I would not allow this on the airside. Also, the vehicles would need to contain no fluids of any kind that could leak onto our property.
- A significant amount of paperwork will have to be done if this is deemed by FAA and the City Council to be allowable use. I will need to write a request for temporary non-aeronautical use, submit obstructions studies on the grandstand and the tent, be sure appropriate NOTAMs are issued, write a contract for use that ensures the proper insurance, bonding, and payment for the use of the land is received, etc.
- A segment of fence along that section of pavement about 70' wide would need to be removed. I made it clear they would pay for this. The fence removal is actually a plus because it would be a section we would not need to pay to remove later when we relocate fencing. It is another added complication, though.

For the time being, I have sent a map to the Crash Lab along with all of my questions and concerns and they will prepare a full outline of the proposed activity for me. With that I will run the idea by Compliance at FAA and see whether or not they would go for it. I have my doubts it will go farther than that, but if it does, I will bring it back to the AAC to review the details, get any further comments, and the AAC's recommendation before proceeding to the City Council for approval. I believe that this is a good opportunity for exposure, community benefit, and revenue production at the airport. It is always nice to hear positive things about law enforcement and to pair that with the airport would be constructive.

At this time there is not enough information for action on this item, but I wanted to make the AAC aware of the possibility and receive any input you may have on moving forward.

4. Discuss proposed event/ activity: Boy Scout Camporee May 2014

We are in the process of planning and organizing what is known as a Boy Scout Camporee at SFM during the 3rd weekend of May in 2014.

I have received approval from FAA for the temporary non-aeronautical land use as part of the community benefit exemption. All that remains is touching base with the fire marshal to address the small cooking fires and one large campfire that will take place in the evening.

I would like to request the AAC discusses this event and makes a recommendation to proceed.

Your airport manager,

