



# Sanford<sup>TM</sup> Seacoast Regional Airport

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## As the Beacon Turns Manager's Monthly Report September 2013

### Quick Notes:

- Entered into **new Lease and Operating Rights Agreement with Airtech, Inc.**
- **Received new crack seal machine** and to date our crew has laid in over 2,000 pounds of material. This is a great benefit to all users as well as the city; it will save us a lot of money in the long term. We are very impressed with the safety, efficiency, ease of use, customer service associated with the machine. To keep it pristine and preserve our investment from the elements we will be housing it in a canvas building.
- **Completed first draft of new Stormwater Pollution Prevention Program.** The next step is feedback from the Maine Department of Environmental Protection (MDEP) and my crew. I hope to have the document finalized by the end of the year.
- I made **presentations** at the **Growth Council** Board Meeting as well as the **Industrial Development Corporation's** meeting on SFM at the present and in the future. Both presentations were met with positivity and constructive thoughts and questions. We are fortunate to have such groups actively looking to aid in the City's development and prosperity.
- Entered into **one year renewal of access and operating rights (Through the Fence) agreement with Sanford Hangar Group.** The previous agreement had expired in December of 2012; the one year renewal will allow time for the drafting of a new agreement to begin in January of 2014.
- **Memorandum of Understanding (MOU) entered into between the City and the Airport** spelling out the conditions for non-aeronautical **use of the parcel of land the South Sanford Fire Department** occupies. This will satisfy FAA's requirements and put to rest SFM's compliance deficiency as reported in July of 2009 during an FAA inspection.
- Progress has been made regarding the easement for the **new airport sign** and we are waiting for legal to send the paperwork for acceptance. Once we have the easement for the sign's footprint we will begin the purchase/construction/ installation process. I aim to have the sign installed once the cold weather clears in 2014 and have made it one of the airport's goals.

### SCASDP Grant Award

I am pleased to report that we have successfully obtained \$33,180 from the Small Community Air Service Development Program to complete a public transportation study to address connection deficiencies to nearby airports. The feasibility study will delve into the costs and benefits of improving public transportation service between greater Sanford, Maine and airports in Manchester, NH; Boston, MA; and Portland, ME. This study will primarily provide the opportunity to self-identify SFM's air service deficiencies and propose an appropriate solution in the form of multimodal transportation. The study will address potential impacts of the implementation of bus service to nearby commercial airports and its relationship to air travel and determine if bus service in the region can:

- Fuse a connection between travelers from the flight, to the bus ride, to the pedestrian interface at their ultimate destinations;

- Operate under its own financial sustainability;
- Foster increases in use of the airport; and,
- Become an attractive asset to the community.

**5 Year Capital Improvement Plan**

Now that FAA/ MDOT grant funding has been awarded for 2013, it is time to meet with both agencies to discuss the plan for the next five years. I am scheduled to discuss and finalize the plan with them on October 8<sup>th</sup> in Augusta. Our balance, according to MDOT, of rollover entitlement funding plus 2014’s \$150,000 is \$504,870. If we used only \$150,000 in 2014, \$54,870 would expire (it has been rolled over for 3 years and thus goes by the wayside on Sept 30, 2014 if not used). The following is an outline of what I propose:

2014-2019 v.1								
ENT/ YEAR	YEAR	AVAIL BALANCE	DESCRIPTION	EST COST	FAA @ 90%	MDOT @ 5%	CITY @ 5%	BALANCE AFTER PROJECT
\$ 150,000		\$ 504,870						
	2014	\$ 504,870	Construct Taxilane Rehab AMPU	\$ 250,000	\$ 225,000	\$ 12,500	\$ 12,500	\$ 254,870
				\$ 125,000	\$ 112,500	\$ 6,250	\$ 6,250	\$ 129,870
	2015	\$ 279,870	Re-Align West Side Fencing	\$ 150,000	\$ 135,000	\$ 7,500	\$ 7,500	\$ 129,870
	2016	\$ 279,870	Loader w/ SRE	\$ 210,000	\$ 189,000	\$ 10,500	\$ 10,500	\$ 69,870
	2017	\$ 219,870			\$ -	\$ -	\$ -	\$ 219,870
	2018	\$ 369,870	Wildlife Fencing	\$ 100,000	\$ 90,000	\$ 5,000	\$ 5,000	\$ 269,870
	2019	\$ 419,870	SRE Building	\$ 381,600	\$ 343,440	\$ 19,080	\$ 19,080	\$ 38,270

**2014**

Originally, 2014 included only the realignment of \$150,000 worth of fencing on the west side of the airfield. I propose to move that project out one year and in 2014 accomplish the construction phase of the Seacoast Taxilanes Rehabilitation Project. We are currently in the design phase; if the construction does not take place within two years of the design we face the possibility that FAA will declare the design out of date and void (they also may put out new regulations and standards in that time, also voiding the design). In that case it will need to be redesigned at our expense. This is *not* an option and I am sure both FAA and MDOT will recognize that and allow the change to 2014.

I have also added the Airport Master Plan Update to 2014. The plan we have is 10 years old and quite out of date because there has been so much new development at the airport in recent years. The Airport Layout Plan would be updated to allow for the possibility of a wide range of projects (FAA will not fund or allow development that is not shown on the ALP). The graphics would be significantly improved and incorporate GIS mapping. The AMPU will also include a Business Plan that focuses on developing airport land for the goal of financial self-sufficiency. A recently completed AMPU with a business plan at another airport in Maine cost \$160,000. I have programmed \$125,000 since we are a less complex airport. The Master Plan update is an extremely important project for SFM.

**2015**

\$150,000 of fencing is programmed for 2015. A rough estimate based on other fencing completed at Maine Airports yields a bit over 4,000 LF of fencing for that amount of money. We may be able to do slightly more if we are simply moving existing fence instead of installing new. This project may include relocating security gates, however, which is costly.

**2016-2019**

These projects were programmed in the 2013 five year plan and I have simply moved them further out. The AMPU will provide more information and help in our decision making for future projects.

Your airport manager,

A handwritten signature in blue ink that reads "Alisen" with "SFM" written in smaller letters underneath.