

Wicomico County Airport Commission

February 10, 2020

Present: _____ Calvin Peacock, Chairman; Matthew Creamer, Vice Chairman;
John Cannon; Nola Arnold;

Staff: _____ Tony Rudy, Assistant Airport Manager

Others: Nick Olmstead of Kilroy Aviation; John Hall; David Ryan of
Salisbury-Wicomico Economic Development, Wayne Strausburg; Patrick
Nelms, Bayland Aviation

Absent: Gerard DiCairano; Bud Church; April Jackson; Dawn Veatch, Airport Manager

Minutes

The January 13, 2020, minutes were approved.

Airport's Manager Report

Assistant Manager Tony Rudy presented the Airport Manager's Report, is as follows:

1. **Master Plan and ALP:** Airport Assistant manager Tony Rudy: The ALP (Airport Layout Plan) was submitted to the FAA. The Master Plan narrative was completed by Delta Associates. Dawn Veatch, Airport Manager, reviewed all and will be finalizing comments by the end of the week (February 15th/16th).
2. **Project and Contract Status Update**
 - a. **UAS Hangar and Contract Status Update:** The Ground Breaking Ceremony for the Drone Facility was held on January 27th. It was a success with lots of press. SRS (Sentinel Robotic Solutions Group) and the airport reported receiving many calls.
 - b. **Site Ready Prep:** Site area is continuing to be cleared, prepped and the pad should be poured soon.
 - c. **Taxiway A:** Project was delayed. There will be a pre-construction meeting on February 20th, and the project is expected to begin shortly thereafter.

d. **Air Carrier Apron:** Project was delayed due to weather. Pre-construction date has not been scheduled.

i. **Note:** Taxiway A and the Air Carrier Apron will be happening around the same time; March and April, 2020. This also can slightly affect Piedmont operations.

3. **GA Sales Tax on Parts for Maintenance:** Calvin Peacock, Chairman, updates that Dawn Veatch has testified before the House of Delegates Ways and Means Committee. This year's makeup and chairmanship of the House Ways and Means Committees has changed. The House Ways and Means Committee is more open minded towards removing the GA sales tax on aviation maintenance parts.

- Calvin Peacock also mentioned the competition of flight schools in the surrounding states for students. These schools do not have to pay the sales tax on the maintenance parts of the training aircraft, unlike Maryland. This raises the cost of Maryland flight schools and makes them less competitive to the surrounding states that do not have a sales tax on aviation maintenance parts.
- Matt Creamer: Is there strong support for the bill coming from outside of the Jurisdiction?
- Calvin Peacock: The AOPA has been a big supporter of the bill as well as ourselves and Hagerstown, MD. UMES wrote a letter in support of the bill. .
- Nola Arnold: How much taxi money will be lost?
- Calvin Peacock: No one has been able to quantify this. AOPA has tried unsuccessfully so far.

4. **Junior Achievement:** Tony Rudy updates that there is a need for a helping hand for this event being held during the last week in February. They are currently looking for hands on activities for the kids; simulators, firefighter airpack, runway lights.

i. Calvin Peacock mentioned there is a non-profit organization in Crisfield that has a fairly sophisticated simulator still in the box that had been purchased for \$5,500.. He questioned whether we could find someone who knows how to set up the equipment in time for the event.

5. **FAA issued an NPRM and Notice Policy:** Nick Olmstead explained that the NPRM rule has already been established, but it is a restatement or “wake up call” for the aviation community. “Yes, if you are going to make commercial money off aircraft, you need an entire series of certificates to do so.” Tony Rudy explains the Notice Policy that most drones will be certified under FAR Part.23 (Small Aircraft Airworthiness Standards).

6. **Meeting with ATO:** Dawn Veatch met with Air Traffic Organization (ATO) to talk about the Automatic Dependent Surveillance with Broadcast in and Broadcast out (ADS-B). She found out that the ADS-B will not be able to resolve the issue with the “1 in and 1 out”. In other words, ADS-B will not be able to provide the airspace coverage around the airport to the extent that

under Instrument Flight Rules (IFR), to “see” all the aircraft in the area so ATC can allow more than one aircraft to depart and arrive at the same time. They did talk about radar lite systems that would be more helpful for drone operations, Military and GA aircraft that come in and out. Dawn is looking into whether a mobile radar unit is available for testing.

- a. **ATO’s UAS:** The ATO suggested a trip to New York to look at the UAS Corridor that they have established. The goal is to gain more information about what to do and what not to do while establishing drone corridors locally.
7. **Airport Tours:** There has been a demand for more Airport Tours-- mainly school groups. Tony Rudy requested the Wicomico County Airport Commission step up to give the tours, if the commissioners aren’t available, there are 3-4 volunteer pilots that may be willing to give the tours.
- i. Calvin Peacock spoke of a high school student that did a documentary of Salisbury Airport for a school project recently. He toured the student and her father around the airport on a weekend to fulfill her needs/requests.
 - ii. Tours can also include Piedmont and the Air Traffic Control Tower.

Chairman’s Report:

Nola Arnold updated about the Aviation STEM Program meeting with Mike Borfitz. The meeting went well. It will require lots of work.

- Nola elaborated about the successful STEM Program (graduating 100 students per year) in Seattle, as well as that Boeing has been heavily involved within the program. The curriculum is student oriented-- students are tasked to openly create projects and present them to engineers to be critiqued.
- It is unclear how to get something so large started over here, but “if there is a will, there is a way.”
- Nola stated ideas to implement aviation into local high schools-- robotics, UAS (Drone) Pilot License and Private Pilot Ground School courses.
- Funding for the STEM program in Seattle is coming from taxpayers. Boeing didn’t provide any funding-- the community as a whole did fundraising and got sponsorships.
- Mike Borfitz talked to Reba Gilman (a school principal at Seattle), she cannot give a set time to meet in person, but is more than happy to do conference calls.

Calvin Peacock followed up with Gleim Aviation (A STEM program in Florida). There is a concern with STEM courses not counting towards college credits compared to the AOPA Aviation Stem program that will qualify for college credit. Gleim Aviation will take a student, work them through to their Private Pilot FAA Knowledge Exam. The students would graduate high school with the FAA written test complete. Following graduation, students have the choice to continue on with the aviation field.

Calvin Peacock also mentioned AOPA (Aircraft Owners and Pilots Association). UMES is working extensively with AOPA. Calvin sat in on an UMES Aviation Advisory Board for the first time with others including NASA, Bayland, University Representatives, Student Representatives, Piedmont Airlines and Salisbury Airport has now joined. Piedmont has two objectives-- move passengers/make money and recruiting.

- AOPA has a program starting at 9th grade through 12th grade that will leave the student with a Private Pilot Knowledge test completed and/or a UAS (drone) Certificate. This particular program is set up for college credit and UMES recognizes the credit.
- A student completing the AOPA STEM in high schools that offer this program can apply to the UMES Aviation Sciences Program and if accepted, get their flight training and pilot ratings. UMES can hire their students that have completed their CFI training (certified flight instructors) to teach more incoming students to the university. In turn will allow students in the UMES pilot training program to work towards the minimum of 500 hours of flying to qualify for Piedmont Airlines Cadet Program. Piedmont's Cadet Program will pay for the next 500 hours of flying, giving the UMES graduate a total of 1000 hours, the minimum qualification required for a four year college graduate to be eligible for pilot employment at Piedmont Airlines. Once qualified for hiring by Piedmont, the pilot in the Cadet Program must commit to two years employment at Piedmont as a pilot.
- Calvin mentions Flow Through Program. Piedmont has a "best in the industry" flow-through program. This means that pilots at Piedmont will automatically "flow" or go to American Airlines after a few years employment at Piedmont.

Calvin stated that we have everything in place except the STEM program in the high schools to guide students towards aviation/aviation related careers.

- Calvin has talked to Chris Hartman, Associate Professor at UMES and UMES Flight Instructor. A major issue is manpower and time. Calvin proposed to partner with UMES to help get the STEM programs into the high schools

Calvin Peacock's proposal to the commission: Would the commission be comfortable with partnering with UMES to work on getting STEM programs into the local high schools?

Questions/Open floor:

Acknowledges that UMES is ready, but is the Board of Education/School systems invested in this change?

- Calvin Peacock: If we use UMES as the center point for high school students, there is only one STEM program that will work-- AOPA. We go to AOPA and obtain the full curriculum, then we present the curriculum to the superintendents of the surrounding counties (Somerset, Wicomico, and Worcester County in particular). If we begin with these three counties, we can then grow to include the entire Eastern Shore.
- Calvin also mentioned Delaware Aviation Museum Foundation's STEM program. He has talked with them to learn about their issues in establishing an aviation STEM program in the Delaware schools.

What do you foresee the commissioners doing for this program?

- Calvin Peacock: Become familiar with AOPA's STEM program and set ourselves up in conjunction with UMES to make the STEM presentations to the county school superintendents.

John Cannon: Can this program be a hybrid though CTE Program?

- Calvin Peacock: One must be careful with that, especially through the pilot track at UMES, if you don't follow the program through the university, you have to gain 1,500 flight hours to qualify for airline employment as a pilot, as opposed to 1,000 flight hours to fly for airlines

TYPES OF BENEFITS:

No program = 1,500 hours needed

2 year degree = 1,200 hours needed

4 year degree = 1,000 hours needed (most beneficial)

Yes, it can be a hybrid for a CTE Program to provide a pathway to university programs such as dispatch, maintenance, etc.

Obstacles in our way:

- Manpower and willingness to learn the curriculum and turn around and teach it.
- Chris Hartman proposed 3-4 day seminars over the summer to teach these courses to high school teachers.
- Materials cost ("minimal at best")
- Need as many partners as possible (state, university, school systems, Board of Education, council, executive administration, etc) to keep this moving.
- Being able to add to the school systems existing curriculums is going to be difficult.

Calvin Peacock stated that he is willing to take lead on this project and is going to delegate specific tasks to Commissioners as they are able. He also mentions that there are UMES pilots who are interested in volunteering to help out as well.

Commissioners Agreed to partner with UMES to help integrate these programs into local high schools.

Public Comments

Patrick Nelms; Bayland Aviation: Addressed a concern about last month's discussion regarding the method that Bayland reports its fuel flowage, specifically, stating that they are inaccurate. Patrick stated that they have reported and paid their fuel flowage since its inception. As per the requirements of the lease, as a percentage of the retail fuel sales. He stated that he has never been asked to report fuel gallons. The lease stipulates that they must keep track of the fuel flowage. The report has been

available and looked at by the county auditor in 2018. He requested to be informed that if the country wants him to report the gallons, feel free to let him know what is to be reported and in what format the County would like for him to use. He would be happy to oblige.

Patrick Nelms: A statement about FBO's at Hagerstown-- there's only one FBO. Rider Jet Center and they don't have maintenance. They have a maintenance facility on the field, but not Riders, that operates from 5am-10pm.

Patrick Nelms stated that Bayland is willing to provide for the success of the Airport.

Nick Olmstead:

Point 1: Dawn is working towards a meeting at the end of March with Drone Clients-- 50+ clients seem to be interested. Working with our team and the SRS, they are creating a capabilities list to show clients what they might be available at the "Salisbury Drone Center."

- SRS phone call is expected to be held on Wednesday February 12, 2020
- Planning to get the capabilities list to create a more organized structure.
- Test sites (formation guidance) are there to help the FAA. We are not test a site, we are here to help the drone clients. Initial goal is to get the clients commercialized by helping them get their type certificates for their drones. Drone sites that are for testing, are not there to help the clients get type certificates for their drones.

Point 2: Before meeting with clients, we should meet with the right players in the FAA as well as 6 to 7 major stakeholders. Nick has contacted stakeholders and received a lot of excitement. An introductory phone call with the stakeholders will be held two weeks prior to the meeting with the clients at the beginning of March.

John Hall: Mentioned an idea of the possibility of Drone Fly-ins.

- Mutual agreement that it's not practical because there's a lot of restrictions on drones .They can drive it in, and fly it in the restricted area-- no fly-ins.

Airport Commission Comments

None

Adjournment:

Chairman Peacock adjourned the meeting.

Next Meeting: The next meeting will be held on Monday March 9, 2020.

Calvin Peacock, Chairman