

Thomas J. Malafronte
Chairman
[Airport Management]
November 22, 2017- July 25, 2021

Rita Castonguay-Hunt
Vice-Chairman
Unmanned Aircraft Systems
(UAS) Industry
Term ending January 26, 2026

Dominic LaFauci
Secretary
[General Aviation]
Term ending April 23, 2026

Lorri Badolato
[Corporate Aviation]
October 7, 2020- July 25, 2024

Brett E. Pierson
[Airlines]
Term ending April 23, 2026

Gregory Goodrich
[Airport Authority]
Term ending - 2026

Andrew Pomeroy
[Aviation Association of New
Hampshire]
Term ending -2027

William Cass
[Commissioner, NHDOT
Ex officio]



RSA 21-L:8

Aviation Users Advisory Board (AUAB) was established in 1986. Members to the AUAB are appointed by the Governor as an advisory board to the director of aeronautics, rail and transit.

September 8, 2023

To: Aviation Users Advisory Board (AUAB)

The next meeting of the Aviation Users Advisory Board is scheduled for **Friday, September 8, 2023, at 10:00 AM being held in the Commissioner's Conference Room at the John O. Morton Building.**

Approval of Minutes- June 16, 2023

- Chairman's Comments
- Public Comment
- AUAB Meeting Schedule for 2023

December 15, 2023

New Business

Lorri Badolato- resignation from AUAB

The Board thanks Lorri for her years of service to the AUAB and NH Aviation.

Aircraft Registration Annual Report- Danielle R.P. Hutchinson and Karla Lutz

Industry Updates- General Discussion

Aviation Education - General Discussion

Old Business

- 2024/2025 Budget Process/Status
- Airport Update- Handout
- Airway Toll Status (Handout)

Discussion- Future Meeting with the Governor

Executive Session - if necessary.

Aviation Users Advisory Board Meeting Minutes

Date June 16, 2023

Chairman Tom Malafronte opened the meeting at 10:04 AM.

Board members in attendance were Thomas Malafronte, Rita Castonguay-Hunt, Dominic LaFauci, Lorri Badolato, Brett Pierson, Gregory Goodrich and Andrew Pomeroy.

Attending from the NHDOT were Tricia Lambert, Shelley Winters, Andre Briere, Danielle Plant Hutchinson, Carol Niewola and Jason Leavitt.

Members of the public attending the meeting were William Moran and Paul Wheeler

Motion to approve the minutes was made by Lorri Badolato and seconded by Greg Goodrich.

Chairman Malafronte's comments: He attended the "Jumpstart" (annual air service conference) – overall takeaway, the tone was not very positive: pilot shortage is real (American Airlines has 150 regional jets parked for lack of pilots) – Southwest Airlines thinks its pilot shortage should be resolved by 4th quarter 2023 (catching up to existing fleet), then the industry will see an aircraft shortage due to post-covid orders being pushed out, and now manufacturing cannot catch up. The next issue is going to be Maintenance Techs. Staffing churn is huge.

Per Andy Pomeroy, Southwest Airlines is starting a feeder program with Cape Air. (so-called Zero to Hero programs). Single pilot trend is starting to surface (Cathay Pacific is looking at this).

Brett Pierson (JetBlue) – ground crew is also tight.

There was no comment from the public.

The date for the September meeting was requested to be changed – the Board members agreed to change to the meeting to the 8th and Lorri offered to host the meeting at PlaneSense, Inc. Andrew offered the airport Terminal building as an alternate location if needed. The consensus was that the meeting would be limited to an hour (10:00-11:00), so that the board members could go to the Guard for a simulator tour.

New business – congratulations to Andrew joining the AUAB.

Presentation on Advance Air Mobility given by Paul Wheeler, Vice President, and Director of Aerial Innovation at WSP, USA

Emerging Use Cases: air cargo; emergency services, passenger air mobility

Airspace issues presented as industry grows and flies above 400 ft. AGL

Est. \$7.9B investment funding by 2030

Cargo is 5lb or less for now, but

Airlines and car manufacturers getting into the business for larger craft, heavier payload – no solid standard has developed yet (Boeing, Airbus, Toyota, and others)

State policy to attract experimental ventures – hurdles. One framework at state level rather than town or county level. Demand. FAA requirements – we don't need to be an IPP site. NH has process to register Roadable Aircraft, but not yet used. Most manufacturers have FAA approvals to do operations, so the hurdles are mostly state.

Infrastructure to support is needed. Corridors/highways in the sky. Equity issues arising out of Federal funding between all users – cannot treat inequitably - i.e. existing traditional operators (fuel tax) and new operators type (electric drones): what will the tax/fee/etc. will be imposed on the new operator type. Passenger fee from passenger carrying ops. Federal and state laws impacting what can be done (when does an airport start to become a electric power provider . . . ?)

Visual line of sight (people stationed on the ground to do "traffic control" spotting other craft and aircraft); Beyond Visual Line-of-Sight coming 2024? Based on Remote ID.

Intermodal Integration – get ahead of the industry to regulate how it will function rather than chasing the industry.

Connecting people – first mile, last mile.

Will the new infrastructure be complimentary to existing infrastructure?

Regulatory structure to deal with passenger carrying – Part 135 counterpart.

State vs. local regulatory environment – can the operator get a business license in a town to operate? Community acceptance (sound, visuals, privacy), NIMBY

Autonomous vs. active control

Contingency planning – detect and avoid.

"talking" between craft.

AI impact?

AUAB will seek to work with legislators and other working groups on the topic of growing air mobility.

State Planning & Research grants? Carol Niewola: Integration project pushing for new NHAIM study.

Tom indicated that going forward, since the role of the Board is to inform and advise the NHDOT on issues facing New Hampshire's aviation community and industry, he would like each member

of the board to periodically identify the issues that the Board member's industry is facing. The following was each board member's report:

Greg: electrification at MHT & improving the grid; AIM.

Brett: pilot shortage; ATC shortage; Spirit merger, pay contract disputes (pilot), generally, and on the verge of strikes will impact passenger costs.

Rita: FAA reauthorization (Beyond Visual Line of Sight regs, remote ID); UAS ops over people waivers, CFR 107

Andrew: shortage maintenance tech for light GA aircraft (no one wants to do it anymore – mechs aging out); severe hangar shortage for light GA and high tails – cost of airport infrastructure, land lease, and hangar building costs making rents too high.

Lorri: Pilot and maintenance tech shortage continue; supply chain issues impacting maintenance and aircraft deliveries; Industry competitor issues (Jet it bankruptcy and Wheels up) reflecting negatively on other operators in the space (buyers get nervous).

Tom: 25-year anniversary of Southwest flying at MHT; 3rd newest carrier Avelo (Allegiant type carrier); RWY 17-35 shut down for the summer and dealing with limited noise complaints from increase ops on alternate runway.

Trish: Budget process continues – both capital and operating passed and waiting for governor's signature.

New UAS position for the Bureau of Aeronautics passed.

Handouts were provided relevant to legislative, budget and other NH aeronautics matters, aeronautics programs, grant projects and fuel revenues; the handouts were not reviewed during the meeting.

Trisha is still looking to set up a meeting of the Board with the Governor.

Danielle: reported on educational outreach and programs in New Hampshire with which the Bureau has been active:

Learn everywhere programs – meeting with Dept. of Education.

WinnAero – aviation programs have been approved for high school credits.

Looking to add flight schools and drone programs for school credits as well.

Cost of schools to get Section 107 approval for high school aviation program is a problem – student would get 107 certified, but the school cannot afford to become approved to do so.

Sources of possible funding: public grants, private grants (GSAMA grants), FAA has a collegiate UAV training program.

Motion was made to adjourn the meeting by Rita, and second by Lorri. The meeting was adjourned at 12:06 PM.



William Cass, P.E.
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



David Rodrigue, P.E.
Assistant Commissioner
Andre Briere, Colonel, USAF (RET)
Deputy Commissioner

Bureau of Aeronautics
August 18, 2023

His Excellency, Governor Christopher T. Sununu
Office of the Governor
State House
107 North Main Street
Concord, NH 03301

INFORMATIONAL ITEM

In accordance with RSA 422:31-a Reporting by Commissioner, attached are the Department's annual reports for the period ending June 30, 2023 which are submitted for review by the Governor's Office, House and Senate Ways and Means Committee.

EXPLANATION

RSA 422:31-a Reporting by Commissioner reads as follows:

“On or before September 15 of each year, the commissioner shall certify in a report to the governor and the chairpersons of the house and senate standing committees on ways and means the following information: for the fiscal year just ended, the numbers of aircraft registered in each of the weight classes listed in RSA 422:31, III; operating fee revenues received by weight class; the numbers of aircraft by weight class that were based during the fiscal year at each of the airports open for public use; and a summary report showing the total numbers of such registered aircraft by weight class by year beginning with the fiscal year ending June 30, 2017.”

The attached spreadsheets provide the following information:

1. The number of aircraft registered and Operating Fee revenues received by weight class for SFY 2020, SFY 2021, SFY 2022, SFY2023.
2. The number of aircraft registered by weight class by airport for SFY 2020, SFY 2021, SFY 2022, SFY 2023.
3. The number of aircraft registered by weight class for SFY 2020, SFY 2021, SFY 2022, SFY 2023.
4. Summary breakdown of number of aircraft registered by weight class for SFY 2020, SFY 2021, SFY 2022, SFY 2023.

The data was determined by the date the check was received by the Department. NH aircraft registrations are collected based on calendar year, not state fiscal year.

The aircraft registration data on the attached spreadsheets is in accordance with NH RSA 422:31 Fees.

“III. An aircraft operating fee for each aircraft for which a state registration certificate is required. The amount of the fee for an antique aircraft, glider, or experimental aircraft shall be \$100. The amount of the fee for all other aircraft shall be based on the maximum certificated gross weight of the aircraft, as follows:

0-3,000 lbs. \$ 100
3,001-8,000 lbs. \$ 250
8,001-12,500 lbs. \$2,500
more than 12,500 lbs. \$3,500”

I hereby certify to the best of my knowledge that the information submitted in this report is true and correct.

Sincerely,

A handwritten signature in blue ink that reads "William J. Cass". The signature is fluid and cursive, with the first name being the most prominent.

William J. Cass P.E.
Commissioner

Attachments



William Cass, P.E.
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



David Rodrigue, P.E.
Assistant Commissioner
Andre Briere, Colonel, USAF (RET)
Deputy Commissioner

Bureau of Aeronautics
August 18, 2023

The Honorable Timothy Lang, Chairman
Senate Ways and Means Committee
State House
Concord, NH 03301

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William J. Cass P.E.
Commissioner

Attachments



William Cass, P.E.
Commissioner

THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



David Rodrigue, P.E.
Assistant Commissioner
Andre Briere, Colonel, USAF (RET)
Deputy Commissioner

Bureau of Aeronautics
August 18, 2023

The Honorable Laurie Sanborn, Chairman
House Ways and Means Committee
State House
Concord, NH 03301

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William J. Cass P.E.
Commissioner

Attachments

SUMMARY BREAKDOWN OF NUMBER OF AIRCRAFT REGISTERED BY WEIGHT CLASS¹
SFY2020 - SFY2021 - SFY2022 - SFY2023

Weight class	SFY2020			
	Total Number of Aircraft Registrations ²	Breakdown of Total		
		Number of Renewal Registrations ³	Number of Back-Billed Registrations ⁴	Number of New Aircraft Registrations ⁵
0 - 3,000 lbs.	158	140	4	14
3,001 - 8,000 lbs.	147	121	2	24
8,001 - 12,500 lbs.	56	50	0	6
over 12,500 lbs.	63	48	1	14
Antique, Experimental or Glider	1,006	910	23	73
Total	1,430	1,269	30	131

Weight class	SFY2021			
	Total Number of Aircraft Registrations ²	Breakdown of Total		
		Number of Renewal Registrations ³	Number of Back-Billed Registrations ⁴	Number of New Aircraft Registrations ⁵
0 - 3,000 lbs.	153	124	6	23
3,001 - 8,000 lbs.	128	107	2	19
8,001 - 12,500 lbs.	53	47	0	6
over 12,500 lbs.	51	41	2	8
Antique, Experimental or Glider	982	880	18	84
Total	1,367	1,199	28	140

Weight class	SFY2022			
	Total Number of Aircraft Registrations ²	Breakdown of Total		
		Number of Renewal Registrations ³	Number of Back-Billed Registrations ⁴	Number of New Aircraft Registrations ⁵
0 - 3,000 lbs.	166	134	7	25
3,001 - 8,000 lbs.	119	101	0	18
8,001 - 12,500 lbs.	55	50	0	5
over 12,500 lbs.	55	44	1	10
Antique, Experimental or Glider	1,068	929	24	115
Total	1,463	1,258	32	173

Weight class	SFY2023			
	Total Number of Aircraft Registrations ²	Breakdown of Total		
		Number of Renewal Registrations ³	Number of Back-Billed Registrations ⁴	Number of New Aircraft Registrations ⁵
0 - 3,000 lbs.	147	126	0	21
3,001 - 8,000 lbs.	133	106	3	24
8,001 - 12,500 lbs.	64	55	1	8
over 12,500 lbs.	62	50	2	10
Antique, Experimental or Glider	1,077	966	8	103
Total	1,483	1,303	14	166

¹The data is determined by the date the payment was received by the Department.

²Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft that were issued either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

³Renewal Registrations are previously registered aircraft renewing their registration.

⁴Back-Billed Registrations are those aircraft that were not new to the State of NH and the registration fees collected were for prior years when they were not in compliance with RSA 422:31 Fees.

⁵New Aircraft Registrations are those aircraft that came into the State of NH after July 1, 2018 and were manually counted by the Department.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS²
SFY2020 - SFY2021 - SFY2022 - SFY2023

Weight class	Number of Aircraft Registrations			
	SFY2020	SFY2021	SFY2022	SFY2023
0 - 3,000 lbs.	158	153	166	147
3,001 - 8,000 lbs.	147	128	119	133
8,001 - 12,500 lbs.	56	53	55	64
over 12,500 lbs.	63	51	55	62
Antique, Experimental or Glider	1006	982	1068	1077
Total³	1430	1367	1463	1483

¹Number of aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver. Breakdown for 2020: 1,269 Renewals (\$424,482.64) + 30 Back-billed (\$74,779.08) + 131 New (\$70,883.39) = 1,430 aircraft (\$570,145.11) Breakdown for 2021: 1,199 Renewals (\$381,278.83) + 28 Back-billed (\$18,272.67) + 140 New (\$0,063.03) = 1,367 aircraft (\$449,614.53) Breakdown for 2022: 1,258 Renewals (\$399,689.16) + 32 Back-billed (\$9,058.35) + 173 New (\$62,920.83) = 1,463 aircraft (\$471,668.34) Breakdown for 2023: 1,303 Renewals (\$444,254.15) + 14 Back-billed (\$16,687.17) + 166 New (\$68,115.61) = 1,483 aircraft (\$529,056.93)

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

B18 - Alton Bay	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	1	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	0	0	0	0
	Total³	1	0	0	0

BML - Berlin	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	0	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	10	13	9	13
	Total³	10	13	9	13

ASH - Boire Field	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	37	32	30	20
	3,001 - 8,000 lbs.	21	22	18	22
	8,001 - 12,500 lbs.	0	0	0	2
	over 12,500 lbs.	15	11	11	9
	Antique, Exp. or Glider	160	163	169	166
	Total³	233	228	228	219

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

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NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

CNH - Claremont	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	4	2	5	4
	3,001 - 8,000 lbs.	3	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	11	19	15	14
	Total³	18	21	20	18

4C4 - Colebrook	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	1	1	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	6	5	4	4
	Total³	7	6	4	4

CON - Concord	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	8	7	8	8
	3,001 - 8,000 lbs.	9	8	5	4
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	80	71	70	62
	Total³	97	86	83	74

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NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

5B9 - Dean Memorial	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	1	1	3	4
	3,001 - 8,000 lbs.	2	0	2	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	7	8	9	7
	Total³	10	9	14	11

EEN - Dillant-Hopkins	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	6	10	8	7
	3,001 - 8,000 lbs.	6	7	5	7
	8,001 - 12,500 lbs.	1	1	2	1
	over 12,500 lbs.	1	1	1	3
	Antique, Exp. or Glider	54	58	56	56
	Total³	68	77	72	74

ERR - Errol	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	0	0	1	1
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	2	1	2	1
	Total³	2	1	3	2

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NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

1B5 - Franconia	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	0	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	14	23	17	19
	Total³	14	23	17	19

2G8 - Gorham	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	0	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	2	2	1	0
	Total³	2	2	1	0

7B3 - Hampton	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	4	6	3	3
	3,001 - 8,000 lbs.	0	1	1	1
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	73	71	78	69
	Total³	77	78	82	73

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NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

8B1 - Hawthorne Feather	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	0	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	12	9	7	7
	Total³	12	9	7	7

AFN - Jaffrey	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	3	2	3	2
	3,001 - 8,000 lbs.	2	4	3	3
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	12	15	19	17
	Total³	17	21	25	22

LCI - Laconia	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	21	23	20	19
	3,001 - 8,000 lbs.	25	24	19	24
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	1	0	0	0
	Antique, Exp. or Glider	71	70	90	84
	Total³	118	117	129	127

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

LEB - Lebanon	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	8	9	6	6
	3,001 - 8,000 lbs.	15	9	11	10
	8,001 - 12,500 lbs.	1	1	1	1
	over 12,500 lbs.	2	1	1	2
	Antique, Exp. or Glider	21	17	30	25
	Total³	47	37	49	44

MHT - Manchester	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	10	9	11	7
	3,001 - 8,000 lbs.	11	11	11	13
	8,001 - 12,500 lbs.	9	6	4	4
	over 12,500 lbs.	12	11	12	13
	Antique, Exp. or Glider	55	58	68	66
	Total³	97	95	106	103

5M3 - Moultonboro	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	-	-	-	-
	3,001 - 8,000 lbs.	-	-	-	-
	8,001 - 12,500 lbs.	-	-	-	-
	over 12,500 lbs.	-	-	-	-
	Antique, Exp. or Glider	-	-	-	-
	Total³	n/a⁴	n/a⁴	n/a⁴	n/a⁴

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

⁴Owner updated airport status from Public to Private as of 07/01/2019. As a result of being a Private airport, the aircraft totals are being counted under the SAS - State Airport System.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

HIE - Mt. Washington	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	3	4	3	5
	3,001 - 8,000 lbs.	4	4	5	2
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	26	23	17	19
	Total³	33	31	25	26

2N2 - Newfound Valley	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	0	0	0	0
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	3	3	2	3
	Total³	3	3	2	3

2B3 - Parlin Field	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	7	6	7	6
	3,001 - 8,000 lbs.	2	4	1	1
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	21	19	19	20
	Total³	30	29	27	27

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

PSM - Portsmouth	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	17	17	19	19
	3,001 - 8,000 lbs.	19	14	13	18
	8,001 - 12,500 lbs.	40	43	45	54
	over 12,500 lbs.	24	25	25	31
	Antique, Exp. or Glider	53	58	62	62
	Total³	153	157	164	184

1P1 - Plymouth	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	1	1	4	2
	3,001 - 8,000 lbs.	1	1	2	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	9	6	7	8
	Total³	11	8	13	10

DAW - Skyhaven	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	5	4	6	4
	3,001 - 8,000 lbs.	4	2	2	2
	8,001 - 12,500 lbs.	4	1	1	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	44	41	41	49
	Total³	57	48	50	55

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED¹ BY WEIGHT CLASS BY AIRPORT²

8B2 - Twin Mountain	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	1	1	1	1
	3,001 - 8,000 lbs.	0	0	0	0
	8,001 - 12,500 lbs.	0	0	0	0
	over 12,500 lbs.	0	0	0	0
	Antique, Exp. or Glider	0	0	1	2
	Total³	1	1	2	3

SAS - State Airport System	Weight class	Number of Aircraft			
		SFY2020	SFY2021	SFY2022	SFY2023
	0 - 3,000 lbs.	20	18	28	29
	3,001 - 8,000 lbs.	23	17	21	26
	8,001 - 12,500 lbs.	1	1	2	2
	over 12,500 lbs.	8	2	5	4
	Antique, Exp. or Glider	260	229	275	294
	Total³	312	267	331	355

¹Aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver.

NUMBER OF AIRCRAFT REGISTERED¹ AND OPERATING FEE REVENUES RECEIVED BY WEIGHT CLASS²

SFY2020 - SFY2021 - SFY2022 - SFY2023

Weight class	SFY2020		SFY2021		SFY2022		SFY2023	
	Number of Aircraft Registrations	Operating Fees Revenue	Number of Aircraft Registrations	Operating Fees Revenue	Number of Aircraft Registrations	Operating Fees Revenue	Number of Aircraft Registrations	Operating Fees Revenue
0 - 3,000 lbs.	158	\$ 17,019.25	153	\$ 14,966.34	166	\$ 16,068.32	147	\$ 14,266.33
3,001 - 8,000 lbs.	147	\$ 36,942.32	128	\$ 31,917.20	119	\$ 30,458.34	133	\$ 31,733.00
8,001 - 12,500 lbs.	56	\$ 134,583.33	53	\$ 131,041.67	55	\$ 132,500.01	64	\$ 157,083.33
over 12,500 lbs.	63	\$ 278,665.28	51	\$ 173,541.67	55	\$ 184,916.68	62	\$ 220,791.66
Antique, Experimental or Glider	1006	\$ 102,934.93	982	\$ 98,147.65	1068	\$ 107,724.99	1077	\$ 105,182.61
Total³	1,430	\$ 570,145.11	1,367	\$ 449,614.53	1,463	\$ 471,668.34	1,483	\$ 529,056.93

¹Number of aircraft registered includes Renewal Registrations, Back-Billed Registrations and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver because revenue was not collected.

²The data is determined by the date the check came into the Department.

³Total includes Aircraft Renewal Registrations, Back-Billed Registrations, and New Registrations. It does not include aircraft registered with either a Resident Waiver or an Unflyable Aircraft Waiver. Breakdown for 2020: 1,269 Renewals (\$424,482.64) + 30 Back-billed (\$74,779.08) + 131 New (\$70,883.39) = 1,430 aircraft (\$570,145.11) Breakdown for 2021: 1,199 Renewals (\$381,278.83) + 28 Back-billed (\$18,272.67) + 140 New (\$50,063.03) = 1,367 aircraft (\$449,614.53) Breakdown for 2022: 1,258 Renewals (\$399,689.16) + 32 Back-billed (\$9,058.35) + 173 New (\$62,920.83) = 1,463 aircraft (\$471,668.34) Breakdown for 2023: 1,303 Renewals (\$444,254.15) + 14 Back-billed (\$16,687.17) + 166 New (\$68,115.61) = 1,483 aircraft (\$529,056.93)



New Hampshire

Department of Education

Learn Everywhere Program Initial Application

1.0 Applicant Information [Ed 1403.01(a)(2)].

Organization Name:

Name of Primary Contact:

Mailing Address:

Email Address:

Phone Number:

2.0 Purpose, mission statement, or both [Ed 1403.01(a)(1)].

3.0 A description of the demonstrated instructor qualifications required for the program(s) and a statement assuring that the instructor(s) satisfies those qualifications [Ed 1403.01(a)(3)].

4.0 A criminal history records check policy that includes a statement affirming that the sponsoring entity shall not allow instruction or student contact by a person who has been charged pending disposition for, or convicted of, any violation or attempted violation of any of the offenses as outlined in RSA 189:13-a, V pursuant to a criminal history records check conducted by the department of safety as outlined in Saf-C 5703.06 through Saf-C 5703.11 [1403.01(a)(4)].

5.0 For the proposed instructional program(s), identify the education, program, or opportunity from Ed 306.27(v) for which students completing the learn everywhere program shall receive high school credit(s) [Ed 1403.01(b)(1)(a)].



- 6.0 An outline of each program for which approval is sought, which includes goals, competencies, a detailed description of the course of instruction, and a description of expected student outcomes [Ed 1403.01(b)(1)(b)].**

- 7.0 A plan for recording student progress in meeting expected student outcomes for each course of instruction [Ed 1403.01(b)(1)(c)].**

- 8.0 A description of how the assessment of student learning outcomes will be done [Ed 1403.01(b)(1)(d)].**

- 9.0 The number of credits each proposed course of instruction will fulfill [Ed 1403.01(b)(1)(e)].**

- 10.0 A description of the competency-based grading system to be used for each proposed course of instruction [Ed 1403.01(b)(1)(e)].**

- 11.0 A description of methods for admission which shall not be designed, intended, or used to discriminate or violate individual civil rights in any manner prohibited by law [Ed 1403.01(b)(2)(a)].**

- 12.0 A description of how the program will liaison with the local education agency (LEA) for students with an education plan pursuant to section 504 of the Rehabilitation Act [Ed 1403.01(b)(2)(b)].**



-
- 13.0 A description of how the program will liaison with the LEA for a student with disabilities, consistent with the student's IEP [Ed 1403.01(b)(2)(c)].**
- 14.0 A statement that the applicant understands that it has certain responsibilities, pursuant to Section 504 of the Rehabilitation Act, if it receives federal funds, or the Americans with Disabilities Act, as amended, to provide students with disabilities with equal access and equal opportunities to participate in the learn everywhere program, including by providing the student with reasonable accommodations [Ed 1403.01(b)(2)(d)].**
- 15.0 A description of facilities to be used for educational instruction and a description of how the facilities will meet the priorities of the program [Ed 1403.01(b)(3)(a)].**
- 16.0 A statement affirming that the facilities shall comply with all applicable federal and state health and safety laws, rules, and regulations [Ed 1403.01(b)(3)(b)].**
- 17.0 Disclosure of insurance, if any, which would cover the participants in the Learn Everywhere program [Ed 1403.01(b)(4)].**

Additional Information

The applicant is encouraged to include any additional information in this application that further explains their program and how it will meet the needs of students through the Learn Everywhere program.

Please send completed application to Timothy Carney at Timothy.C.Carney@doe.nh.gov

STATE OF NEW HAMPSHIRE
 DEPARTMENT OF TRANSPORTATION
 AVIATION USERS ADVISORY BOARD
 Request for reimbursement of travel expenses:

September 8, 2023

Location: NHDOT, JOMB

Mileage - Home to meeting location and
 return @ \$0.655 per mile effective 06/16/2023

Name and Address	Attendance	Mileage	Amount
Thomas J. Malafronte, Chairman 60 Lena Lane Epsom, NH 03234	<input checked="" type="checkbox"/>	_____	_____
Rita Castonguay-Hunt, Vice Chairman 56 Staniels Road Chichester, NH 03258	<input checked="" type="checkbox"/>	_____	_____
Dominic LaFauci, Secretary 70 South Street Concord, NH 03301	<input checked="" type="checkbox"/>	_____	_____
Lorri E. Badolato, Esq. 6 Winterberry Lane Stratham, NH 03885	<input checked="" type="checkbox"/>	_____	_____
Brett E. Pierson 21 Washington Way Kingston, NH 03848	<input type="checkbox"/>	_____	_____
Gregory S. Goodrich 150 Pinecrest Road Manchester, NH 03103	<input type="checkbox"/>	_____	_____
Andrew Pomeroy 450 Lebanon Road North Berwick, ME 03906	<input type="checkbox"/>	_____	_____

Total: _____

SUBMITTED BY: 
 Chairman
 Aviation Users Advisory Board

DATE: 9/8/23

APPROVED BY: 
 Administrator, Bureau of Aeronautics

DATE: 9/8/23

