

City of Keene
New Hampshire

AIRPORT DEVELOPMENT AND MARKETING COMMITTEE
MEETING MINUTES

Tuesday, January 27, 2026

9:00 AM

**Terminal Building,
Dillant-Hopkins Airport**

Members Present:

Peter Temple
Bill Hutwelker
Elizabeth Bendel
Councilor Jacob Favolise (arrived at 9:17 AM)
Rebecca Landry, Deputy City Manager
Nathan Jacobs, Alternate
Kristopher Radder, Alternate (until 9:34 AM)

Staff Present:

Ryan Cooley, Airport Director
Ben Albert, Airport Operations &
Maintenance Manager

Members Not Present:

Julie Schoelzel
Bob Lyle
Councilor Mitch Greenwald

1) Call to Order

Chair Cooley called the meeting to order at 9:05 AM. Roll call was conducted. Mr. Cooley led the group in the Pledge of Allegiance.

2) Adopt December Meeting Minutes

Chair Cooley asked if there were any corrections to the December meeting minutes. Hearing none, he stated that the minutes are approved as presented.

Chair Cooley asked for public comment. Hearing none, he moved on in the agenda.

3) Introduction of New Airport Director

Chair Cooley introduced himself, and spoke of how he is from California and is happy to be the new Airport Director here in Keene. Rebecca Landry, Deputy City Manager, stated that Chair Cooley has hit the ground running, and brings a lot of relevant experience and great ideas. She continued that they are happy to have him here. Chair Cooley stated that he has an open door policy and is available if anyone wants to talk or email.

4) Community Events Update

Chair Cooley asked Ben Albert to talk about where they are at with the 5K and the Humane Society event.

Ben Albert, Airport Operations & Maintenance Manager, stated that for many years, the Humane Society has hosted an annual fundraiser walk on the road from the airport to the Wastewater Treatment Plant. He continued that the Humane Society is looking to do that event again this year. The Keene Senior Center held a 5K race at the airport twice, but they were unable to secure permission from the FAA to do that on the runway this year. The Senior Center has thus asked if they could host the 5K also on the road from the airport to the Wastewater Treatment Plant. Public Works had no objections. Both the Senior Center and the Humane Society have submitted requests to the NH Department of Transportation (NH DOT)'s Aeronautics Department to secure FAA approval to hold those events on airport property. Even though the events will be outside the fences, it is still airport property. Airport staff do not anticipate that being a problem.

ADMC members asked what the dates of the events are. Mr. Albert replied that he would have to get back to them on that. He continued that the Keene Snow & Ice Festival will be February 7th, in downtown. Airport staff will bring snow equipment to that, and he hopes Chair Cooley will be available for that, to assist with public relations. Chair Cooley replied yes, he will.

Chair Cooley stated that for the past couple of years, Humboldt County in CA has held an air show called Rumble Over the Redwoods. He continued that he started a "very, very early exploratory email" with the CEO and owner/operator who oversees various airshow events across the country to see what it would take, logistically, and what he would require, to hold an airshow in a community in tandem with something like an open house. He gave more information about what Rumble Over the Redwoods was like, and continued that he reached out to see what the City of Keene would need to do, in partnership with the Town of Swanzey and maybe Cheshire County, to have an air show here. Once he has information about that potential opportunity and what it would take, he will bring that information to the ADMC and then to the City Council.

Mr. Albert stated that he looked up the event dates. He continued that the Walk for Animals will be May 2nd, and the 5K race will be May 17th. Both are pending FAA approval. Ms. Bendel asked if those events will primarily be outside, or if people will need to be in the terminal. Mr. Albert replied that the Humane Society does not need the terminal for anything, and he has discouraged the 5K organizers from using the terminal for anything. He continued that Ms. Landry had a conversation with the FAA representatives, who indicated that the 5K race cannot happen on the runway. Ms. Landry replied that it was problematic last year, and they are not going to ruffle any feathers anymore. She continued that she does not support having another 5K on the runway, because they need to make sure the primary purpose of all airport traffic is aviation. They want to maintain their good relationship with the FAA. She is grateful to the Senior Center for considering alternate locations. Chair Cooley stated that using runways and airside facilities for pedestrian activities is not safe, and there is so much that could potentially go wrong out on an airport, even if you close a runway and the airspace. For example, there

could be an emergency landing. He thinks they will keep pedestrian events landside, unless they get full FAA approval for an aviation event such as an air show.

Mr. Hutwelker asked if it would be helpful for ADMC members to attend the Snow & Ice Festival to help with PR. Ms. Landry replied yes, if they participated in an organized way. Discussion continued. Chair Cooley stated that he will be there, and he enjoys the PR side of the Airport Director and will portray the airport in a positive light. Mr. Albert shared information about how the event has been in the past, and how much the kids love the snow equipment from the airport.

Councilor Favolise arrived at 9:17 AM.

Ms. Bendel stated that she has one other event that might be of interest. She continued that Monadnock Aviation is hosting the Professional Pilots' Seminar on March 28. There will be a panel of people here to answer questions, mostly from high schoolers but from others, too, about every level of training. She gave more information about the event. Discussion ensued, and per an ADMC member's question, Ms. Bendel stated that there is no age limit for participants. Anyone who is interested can come.

5) Preliminary Discussion: Air Service Interest

Chair Cooley stated that he has an exploratory discussion about potential passenger air service. He continued that this is not a proposal to launch service. It is about whether the ADMC believes it is worth beginning a structured, data-driven exploration process. He is bringing this back on the radar of the ADMC and the community because he is particularly passionate about the role air service can play in rural and smaller communities. He has seen how even modest service can improve connectivity, support businesses, and change an airport's long-term funding position. He believes there might be a realistic path where air service here could provide meaningful benefit, if it is approached carefully, with credible data and a clear understanding of financial structure and risk. Internal discussions with Ms. Landry and the City Manager emphasized feasibility, financial exposure, and process.

Chair Cooley continued that if air service were pursued here, the most realistic model would be a small aircraft operator such as Cape Air, likely connecting to Boston. Although a lower risk model than regional jets, it typically requires a minimum revenue guarantee, which means some level of local financial participation is required. The prior catchment study likely overstated the demand in 2019. Airlines require credible, conservative numbers. An updated study with a tighter market area would be needed before engaging carriers. Lebanon, NH, as an example, averages about 53% load factor, so planes are roughly half full, yet the service works because the aircraft size and cost structure are appropriate. Success in small markets is not about full airplanes; it is about the right aircraft, the right pricing, and the right financial structure.

Chair Cooley continued that the bigger picture, and the biggest impact that he thinks was overlooked in the past is federal funding eligibility. Once an airport exceeds 2,500 annual passenger enplanements at an airport, it becomes classified as a commercial service airport, primary or not primary. That changes how the FAA looks at an airport long term, from a

funding standpoint for grants. For example, one of the first benefits that airports get is the Passenger Facility Charge (PFC). He gave further details about potential PFC revenue, which could be used to recover costs associated with the 2.5% match that the City has to work out whenever the airport has a construction project. He continued that the big financial benefit to the airport is not the PFC charges; it is the Entitlement Funding. Now, the airport gets \$150,000 a year for Entitlement Funds to help fund capital improvement projects at the airport. If it were a commercial service airport, they would get \$60 for each of the first 2,500 passengers, and \$153.33 for each of the next 7,499 passengers. To put that in perspective, Chair Cooley gave more information about the enplanement numbers from the CA region he came from, and from the Lebanon, NH airport. He continued that if Keene got to the 10,000 enplanements mark, which Lebanon does, they would get about \$1.3 million a year in Entitlement Funds, to go towards projects. They would no longer have to wait for an Airport Terminal Program (ATP) grant for upgrading the terminal, for example – they could use the Entitlement Funds. They are not discretionary. Keene could choose how to use the funds, as long as the FAA says the projects are eligible, which terminal projects are.

Chair Cooley stated that the Small Community Air Service Development program, or SCASD, will help with this prospect as well. It is a federal program designed to help communities like this one start or restore air service. It can fund revenue guarantees, marketing support, and startup risk mitigation. Based on discussions with some of his colleagues in air service development, SCASD typically comes after the airport confirms community interest, develops a credible catchment study, and engages an airline with a realistic business case. That is, SCASD is not step one; it is a tool to use once they have a solid foundation.

Chair Cooley continued that air service is not guaranteed. Airlines need revenue stability, and community support matters. That is why they should proceed in stages. The first decision point is to gauge community interest, to see if residents would use it and if businesses would support it, and if there is openness to community participation. If the interest is there, the path would be community interest outreach, an updated catchment study, business case development, airline engagement, grant application, and service launch if successful. Each step builds on the last. There would be no large commitments up front. The reason this is worth the conversation is that this is about regional access, economic development, and strengthening the airport's long-term federal funding position.

Chair Cooley continued that he is asking whether the ADMC thinks it is appropriate to begin the community interest phase, starting with outreach like FlashVote, before any studies or financial commitments are pursued. He added that Ms. Landry, too, was involved with the discussions he had with a colleague, who was quite intrigued by the idea. Looking at the regional data and the tools he has, his colleague thinks the airport has a viable case, but he would need that updated catchment study to really see. Chair Cooley asked for ADMC members' feedback.

Mr. Radder stated that he wonders if the local charter companies that are already at the airport would be able to do this, instead of having to go to Cape Air. Chair Cooley replied that that is a good question; they would have to look into that. Discussion ensued. Chair Cooley spoke of how one of the benefits of Cape Air, for example, is that it would offer the convenience of

modern airline travel regarding ticketing – for example, being able to go all the way from Keene to Mexico on one ticket. He gave more examples and information.

Councilor Favolise stated that one of the pieces is whether businesses would support this. He continued that his understanding was that Julie Schoelzel and the Chamber were working on a survey to gauge local businesses' interest in airport initiatives generally. He has not seen the results of that. Ms. Landry replied that they should follow up with Ms. Schoelzel about that. She continued that she is not sure if the survey has even been administered yet.

Ms. Landry stated that what is unique about the Keene airport is its proximity to Boston, Hartford, and Manchester. She continued that even if there is a lot of demand, people might drive to one of those airports instead of flying out of Keene. That is part of why the study is so important. A tremendous amount of adjustment would be needed to get this up and running.

Mr. Radder left at 9:34 AM.

Ms. Bendel stated that she does not think the survey Ms. Schoelzel was working on has gone out yet, but a few years ago, she thinks the Chamber did a survey. Ms. Landry replied that City started a catchment study in 2017 and published it in 2019. Discussion ensued about how the Chamber did the survey for that catchment study. Chair Cooley replied that that study was done pre-COVID, and the landscape has changed. He continued that regarding the information that came from it, it said Keene was catching double the amount of potential travelers as Manchester, which airlines would say is not true, so he is not sure where those numbers came from. They need an updated study to get realistic numbers. Say they go through all the phases and find they need \$150,000 to \$200,000 to match this, the revenue guarantee for the SCASD. They can come up with \$150,000 to \$200,000 between the Chamber, the County, the City, other businesses like the hospital and C&S, thinking outside of the box for how everyone can contribute to make that match, if the trade off is \$300,000 to \$800,000+ a year in Entitlement Funds from the FAA. He thinks that is a great return on investment, to bring the airport to the 21st century. This is exploratory, but he really thinks there is a strong possibility that they would be able to successfully host a carrier like Cape Air here.

Chair Cooley stated that something else interesting from his conversation with his colleague is that Keene has doubled its amount of catchment inbound, not outbound. It makes sense because of the college. That is a lot of tourism and business travel coming to Keene, and the people who fly into Keene would have to fly back out. That is a benefit from a tourism and economic standpoint, too. He has worked at plenty of rural airports that tout free parking. He spoke about how it could be a benefit and convenience to people to be able to park safely and for free at the Keene Airport for a winter flight, instead of dealing with snowy highways and expensive parking in Boston. There is a convenience piece that can be marketed into this, too. The Keene airport has a great restaurant where people could get a meal before a flight.

Ms. Landry asked what a flight through Boston might cost, roughly. Chair Cooley replied that his discussion with his colleague indicated that it could be between \$160 to \$190 each way. Ms. Landry replied that for someone who does not fly often, that is worth it, instead of having to

drive to Boston and pay to park there. That will be important to gauging how much interest people have.

Mr. Jacobs asked if Chair Cooley's colleague talked about why Cape Air has not asked to bring service to the Keene airport. Chair Cooley replied that Cape Air mostly flies to take advantage of the SCASD grants, which have minimum revenue guarantees. He continued that there is a business model that goes along with it. Most small carriers are not willing to invest in the overhead and startup costs at full 100% exposure. Discussion continued. Chair Cooley spoke about how the minimum revenue guarantee that comes with the SCASD grant model attracts a small carrier because they are not worried about losing anything if they give it a shot. Information from his colleague is that a carrier would operate at the airport for a two-year minimum, to establish, develop, and build that service organically.

Mr. Jacobs asked for clarity on the difference between the annual \$150,000 the airport receives from the FAA, and the \$150,000 to \$200,000 minimum revenue guarantee that Chair Cooley mentioned. Chair Cooley replied that the Keene airport gets \$150,000 of Entitlement Funds annually from the FAA, which are funds to do construction projects at the airport, for things like safety upgrades. He continued that a separate thing is the \$150,000 to \$200,000 minimum revenue guarantee that communities usually have to come up with up front, to put towards the SCASD grant as a complete package to entice a carrier like Cape Air. It is about showing the carrier the catchment study, telling the carrier how much money the airport has raised and that they will be using the SCASD grant, and asking the carrier to look at it and come to Keene.

Mr. Jacobs asked if they would present that to Cape Air as well as other companies and see what happens. Chair Cooley replied that they could go to multiple companies, but Cape Air has such a large footprint on the east coast. He continued that it is usually about trying to court the carrier they are most interested in. He spoke about how when he worked in Humboldt County, they spent years trying to get their first choice of a carrier to bring service to Seattle, the one with the biggest footprint. Here, Cape Air is the most logical choice, considering the size and their operational costs.

Councilor Favolise stated that if the first step is community outreach to gauge interest, he is thinking about how FlashVote is a tool, but it is opt in, and not super scientific. He continued that his question is how they would look beyond that. Ms. Landry replied that the City uses FlashVote because it *is* scientifically accurate, as opposed to random surveys. She continued that the hundreds of people who sign up for FlashVote do so without knowing what the survey topics will be, which makes it scientific. She gave more information about how FlashVote is reliable, and how they will get helpful information about how people in the Keene area feel, by asking key questions that are carefully crafted. She continued that FlashVote would get the ball rolling, but they would have to do a further demand study as well.

Mr. Jacobs asked if the funds from the PFC have to be used within a certain timeframe. Chair Cooley replied that an airport has to apply to use those PFC charges, via an annual application to the FAA. He continued that for example, if Keene wants to apply PFC charges to a large taxiway project, it might mean putting ten years of PFC charges towards that project. For smaller projects, the airport would use the PFC funds as they become available, for the specific

projects the airport applies for. An airport can apply to use its PFC funds if they do not have a project, but the airport will always have projects to apply the funds to. The Entitlement Funds get loaded into an airport wallet every year. He thinks there is a three-year limit. The airport could collect those Entitlement Funds for three years, but in the third year, they need to use the Entitlement Funds collected three years ago, or they expire. If the airport were to stack up \$1.5 million, there are many, many ways he could put that to use. As he said, one of the big benefits of restoring air service is the financial piece with the FAA. Yes, it is a huge economic boom for the region and a benefit for passengers, but it is another way for the airport to increase its financing for projects.

Mr. Jacobs stated that he is curious about how Cape Air would look at it if someone parks in Keene, flies to Boston, continues on a flight to somewhere else, and then on the return trip, has a two+ hour layover in Boston and thus decides to drive back to Keene instead of flying back with Cape Air. He wonders how they would compete with that, and if there is a further destination Cape Air would go to from Keene, to the point where people would feel it was too far from Keene to drive from. Discussion ensued. Chair Cooley spoke about how Cape Air would line their flights up with the key block times when the large carriers come in and out of Boston or Manchester, for example, to keep the layovers short. Sometimes there is a major delay, as a worst-case scenario. But the airlines do a good job scheduling their flights to meet up with the most demand throughout the day.

Mr. Temple stated that it will be interesting to have a comprehensive study to look at this, because it seems rather complex. He gave examples of why it is better, for some people in some circumstances, to fly out of Manchester or Bradley instead of Boston, and about how many people do not drive all the way to Boston and instead park for free in Nashua and take a bus to the Boston airport. He continued that there are driving services that will get you to the Boston airport for much less than \$160, too. Others replied no, not anymore, and discussion continued about how costs have increased. Chair Cooley stated that when he moved here to Keene, it cost him \$130 to get picked up in Boston and the car ride was 2.5 hours in traffic.

Chair Cooley stated that Cape Air, in and out of Lebanon, mixes it up. He continued that they have some flights to one airport and a couple flights to another. They could talk with Cape Air. Airlines have their routing down to a science. He thinks that for most people, the convenience of not having to drive 2.5 hours in the middle of the winter, and instead parking here in Keene to fly approximately 35 minutes to Boston or Manchester, would be worth it. Discussion continued about the different destinations and options. Chair Cooley stated that the catchment study would be important, because it would really tell whichever airline they present to what the data is, including where the maximum traffic would be, the top three or four points, and the airline would make a business decision based off of that.

Discussion continued. Mr. Jacobs stated that he likes the idea of all this. Mr. Temple stated that apart from all this, there would still be scheduled air service. He continued that it would be interesting to find out how much interest there is, especially among the business community, for air taxi service. A local company he used to work for frequently took air taxi trips to Long Island, which was a quick, direct trip that would have taken much longer if done any other way, even flying into New York City and trying to get to Long Island from there. It seems like a lot of

the business community might want to take air taxis straight to and from locations like that instead of trying to connect through major airports.

Ms. Bendel asked what the difference is, to Mr. Temple, between air taxi and charter. Mr. Temple replied that it is the same thing. He continued that Part 135 service can be scheduled or on-demand. He has not seen any studies or statistics about this, regarding the business community in the Monadnock area, but it would be interesting to find out.

Chair Cooley stated that they would need it to be commercial air service in order to qualify for the Entitlement Funds. He continued that if they were to only have air taxi service, that would still be a benefit to the community, but the airport would lose out on that financial incentive. Mr. Temple replied that it relates to who the market is, such as everyday people trying to keep costs down while going on vacations, or the business community that has the money to spend on transportation and want direct flights to certain locations.

Councilor Favolise stated that he thinks it is worth doing a study, but he has doubts about the size of the market for this. He continued that he would be very interested to see what the business community's needs and interests are. He would have a lot more questions about what the physical and logistical infrastructure would look like for the airport. He wonders if this is a conversation that has come up with any of the current airport users, and whether something like Cape Air would be in competition with the current charter services. Chair Cooley replied that in the airports he has worked at, the FBO and the air charter service always continue with their services, because there is a very specific group of people who are using those services. He continued that others can correct him if needed, but he does not see air service as a direct competition with charter service. Ms. Bendel replied that she agrees that they are two different customer bases. Chair Cooley stated that they will not be boxing out the FBO. Ms. Landry added that they are not talking about Part 135 service, but rather carriers with nine seats or less. Discussion ensued about Part 135 versus Part 121 service.

Chair Cooley stated that if they were to envision the pipe dream, the "sky's the limit" possibility, if they brought in Cape Air for two years and had 10,000 enplanements a year, they could have \$3.6 million saved up after three years. He continued that they could look at the possibility of, say, using some of the money to build an Index A ARFF Facility, and procuring a \$560,000 ARF truck. The Entitlement Funds would open up the possibilities of being able to fund something like that, whereas right now they absolutely could not.

Ms. Bendel stated that she thinks this is a really valid discussion. She continued that she is not sure it will come to fruition, but maybe. Mr. Jacobs asked how much it would cost to study this. Chair Cooley replied that the Air Service Development study, the leakage and retention study, could be between \$28,000 and \$35,000. Per ADMC members' questions, Chair Cooley stated that the leakage and retention/catchment study would look at area demographics, and get into the nitty gritty of the economic pieces by looking at the economic impact of the different regions and facilities. He continued that part of the reason these studies cost what they do is because the consultant has to pay to collect the data that is not publicly available, and compile and sort it. Mr. Jacobs asked if Cape Air, say, would want to do its own study, even if Keene paid \$30,000 to do a catchment study. He continued that Keene has the catchment study from years ago, but

he assumes Cape Air would not care about that. Chair Cooley replied that his colleague was saying that a lot of the numbers from that study were unrealistic. It does not make sense that the study showed that Keene's catchment area and enplanements would be the same as Manchester's. He does not know why the study came up with those numbers. If they presented that study, which is now six to seven years old, to Cape Air, it would not go well. He spoke about how the airlines do take these types of studies into account, as shown by a situation with the airport he worked in CA, when an airline was shown the leakage and retention study the airport did and was convinced to add and increase flights because the study showed the demand was there. He continued that airlines treat those studies as quite valid.

Mr. Jacobs asked Ms. Landry if she thinks the City would support spending the money on a study. Ms. Landry replied that it will come down to the City Council's budget priorities, in a difficult tax year. She continued that if this could lead to a future in which the airport funds itself in a few years, that would be a very good argument to make to the Council. Chair Cooley added that if the airport had the increased Entitlement Funds, they could go after some of the larger projects they otherwise would be unable to do because the Airport/City would have to come up with the bulk of the money itself. Chair Cooley and Ms. Landry gave examples of projects and the potential savings to the City.

Mr. Temple stated that from Ms. Landry's comments, it seems like the Council has concerns about the airport running at a deficit instead of funding itself. He asked if there is a way to communicate to the City Council about the overall larger economic benefit of the airport. He continued that the Department of Aeronautics' study from 2013 shows that there is about a \$20 million benefit to New Hampshire communities with general aviation airports. Ms. Landry replied that the current City Council really does understand that. She continued that she would say, as she says to any Department head who has a presentation for a capital improvement program or a budget request, that is the time to sell what the Department does, to make sure the Council understands the importance of what the Department does, instead of waiting until it is on the chopping block. The previous Airport Director did a great job of making sure the Council understood that. Chair Cooley stated that the FAA does not allow communities to chop an airport off their operating budget. The City is beholden to running the airport, federally obligated, and it has to be maintained. They have grant assurances and the airport must be run as fiscally responsible as possible and be as self-sufficient as possible. If he keeps presenting the Council with proposals to increase the airport's self-sufficiency, and they keep getting voted down, he has done his part. If the FAA were to audit it and saw that the municipality kept turning proposals down - which he has seen at other airports - they could get cut off from federal funding. It takes a lot of work to dig out from that kind of mess. He does not think that will ever happen in Keene, as it seems that the City is very interested in keeping the airport well maintained, and they are responsible stewards of it.

Chair Cooley stated that when he worked at the airport in CA, they did an economic impact study when certain city entities were questioning the benefit of the airport and questioning the hundreds of thousands of annual dollars to operate it. He continued that the study showed that the airport was one of the biggest economic drivers of the region - over \$20 million combined, direct and indirect economic impact to the region, between the FBO, the airline employees, the TSA, the airport employees, the air ambulance service, and so on and so forth. As soon as he

presented that data to the various city entities, it changed their view of things. He thinks it would be beneficial to do an economic impact study of the Keene airport at some point, so they have those talking points in their back pocket.

Councilor Favolise stated that he agrees, and through his conversations with other City Councilors, he has not heard any hostility towards the airport. He continued that he thinks Council is supportive of how the airport does a good job getting some major federal grants. His parents are pilots and he grew up in a community with an airport, and other Councilors have personal connections, so there is a broad recognition that the airport is important. However, during a tough budget year when the Council is under a lot of pressure for some other major projects, even though the Council is supportive of the airport, he does not want to overstate the likelihood of them easily approving \$35,000 for a catchment study. A study that might show that there is demand here for a service that might make the airport more self-sufficient in five or six years. Ms. Landry replied that it remains to be seen what the facts of the study would be, and what the total budget is going to reflect. She continued that the City Manager gathers a budget based on the Council's fiscal policy that limits an increase to a certain amount. Every year, the City Manager brings forward budget recommendations that meet the fiscal policy requirements, including some supplemental requests, which are requests that are not in the budget every year but address a particular need in a particular budget period. Not all supplemental requests get passed, but many do. A supplemental request from the airport would be in competition with ones from other departments.

Mr. Hutwelker stated that being from Swanzey, his only concern is that during his time with the ADMC, three studies have been done. Two were master plans, and the first had serious flaws. The catchment study had serious flaws. He did not know it compared Keene to Manchester like that. He would be cautious about doing another study and would want some clear guidelines in place to avoid such flaws. He sees that Keene is in a state of flux and is losing the type of clientele that would use this air service; they have lost major manufacturers, lost Liberty Mutual, and companies like the Grange and Markem are downsizing. He would want to know what air service would do to bring business in. Chair Cooley replied that that is a great question. He continued that businesses look for ease of access to and from locations. If an airport has scheduled air service, that is another "feather in the cap" for the local economy, because the ease of getting in and out is a big deal to these decision makers. Establishing air service here would be a benefit for attracting businesses, being a rather remote location that you can get in and out of easier than others. He gave an example of a community that did not have air service, and some businesses chose to set up shop about 70 miles away where there was air service. When the community got air service back, those businesses returned. It is all about that convenience piece. He is not saying Keene having air service would guarantee economic growth, but not having air service definitely stifles economic growth.

Chair Cooley stated that he can personally vouch for the quality and validity of the catchment studies, and leakage and retention studies, done by the colleague he has been talking about today. He continued that they have always had positive, accurate results.

6) Airport Solar Development

Chair Cooley stated that the airport solar development is moving forward. He continued that he thinks he and Ms. Landry have a meeting with them later this week. He thinks they are still waiting on getting some permitting done through the Town of Swanzey. He will have more to report on this next month.

7) Airport Open House/Airport 5K

8) Airport Fly-in Promotion

Chair Cooley stated that he understands that there were discussions at previous meetings about airport fly-in promotions. He asked if there was anything to discuss today. Ms. Bendel replied that the discussion was a generality about promoting fly-ins. Chair Cooley replied that fly-ins are good, and he especially enjoyed the last one he participated in, which had pancakes. Ms. Bendel replied that Keene has BBQ fly-ins.

Mr. Temple stated that the ADMC had discussed maybe having not just a fly-in, but also a few planes brought in for a static display, along with some of the planes that are based here. Maybe others remember more about that discussion. Mr. Jacobs stated that there used to be an NEAA chapter here, but it closed. That person had been a nice contact for the Airport Director. Ms. Bendel agreed that he had been a good liaison to have. Mr. Temple stated that part of the discussion was that the New England Aerobatic Club used to have a monthly practice session here, so an idea was to coordinate some things with that.

9) Other/Miscellaneous

Chair Cooley asked if there was anything else to discuss.

Ms. Bendel stated that she wants to publicly thank Ben Albert and his staff of two. She continued that it has been a very active snow year, and the airport operates 24/7 thanks to Mr. Albert and his crew, who have been here weekends, holidays, mornings, nights, and all times, doing great work. ADMC members thanked Mr. Albert as well and praised the crew's work. Councilor Favolise spoke positively about the airport, and stated that to loop back to the conversation about how to encourage the Council to pass a supplemental request from the airport, he will add that the Council recognizes how well the airport stretches the money it has.

10) Adjournment

There being no further business, Chair Cooley adjourned the meeting at 10:26 AM.

Respectfully submitted by,
Britta Reida, Minute Taker

Reviewed and edited by,
Ryan Cooley, Airport Director