

QUESTIONS FROM RESIDENTS

BRUNSWICK EXECUTIVE AIRPORT MASTER UPDATE

April 23, 2025

9. The annual report made to the governor's office for 2024 indicated that the Great State of Maine airshow had excitement and economic impact that carries beyond the Brunswick Area. What were the direct income and direct expenses for the 2024 air show?

The Airshow Network, who sponsored The Great State of Maine Air Show on September 4 and 5, 2021 stated in its Maine Office of Tourism Grant Final Report that “the 2021 Great State of Maine Air Show was the most successful event in the air show’s history since the base became a civilian airport in 2011. The show had 20,000 guests over the two-day show.” They reported the following statistics:

- a. *Campaign Results: Social Media: 2.6 million Impressions.*
- b. *Website: 175,955 Total Visits and 100,426 Unique Visitors.*
- c. *Guests from 39 different States attended the Event.*
- d. *Estimated Quantity of Hotel Room Stays: It is assumed that one hotel room was needed for each order over 100 miles, or 1,711 rooms.*
- e. *Total Orders made from 100+ miles: 1,711.*
- f. *Total Attendees from 100+ miles: 4,441.*
- g. *Production Staff used over 700 hotel room nights.*
- h. *Direct advertisement buys by the Air Show Network: \$106,020.86*

AttendStar who prepared the report for the Air Show Network collected information on ticket sales by State and produced the following data:

New England Region		Parking Orders	Space	Attendees
	Maine	5,355		13,945
	Massachusetts	1,044		2,654
	New Hampshire	616		1557
	Connecticut	77		243
	Vermont	57		160
	Rhode Island		18	46
			7,167	18,605
Other Regions		281		661
Total		7,448		19,266

10. The Financial report of 2024 reports MRRA has invested 14.5 million in transition of the former military airfield to a general aviation airport and over 20.2 million in upgrading the airport. Could you please detail all direct spending on environmental controls, including maintenance of the stormwater system, clean out of oil/water separators, airport fire suppression systems monitoring and repair; PFAS testing of the stormwater system and airport operations area.

Following the Public Benefit Conveyance of the Airport to the Midcoast Regional Redevelopment Authority (MRRA) in 2011, MRRA utilized a portion of the proceeds from a \$3.25 million bond issue approved by the voters of Maine to address infrastructure issues related to code compliance and opening up buildings at the former NAS Brunswick facility and Topsham Commerce Park. The Navy was exempt from building codes, National Fire Protection Code and American with Disability Act requirements. MRRA spent \$90,146 to address fire alarm upgrades in Hangars 4 and 5. Additionally, MRRA allocated funds to bring the buildings up to code in order to attract tenants and promote economic development in the region. This investment in infrastructure improvements has helped transform the former military base into a thriving business park.

Utilizing Military Airport Program (MAP) funds from the Federal Aviation Administration (FAA) MRRA invested over \$2.8 million in airport projects related to environmental protection. The Military Airport Program is designed to pay for the transition of military airfields into civilian airports. Under the MAP program, FAA pays 90% of the project cost with MaineDOT and MRRA each contributing 5% toward the project cost.

In 2015, MRRA invested \$949,467 (MAP Projects 010 and 014) in the replacement of 438 feet of stormwater lines, new drainage trenches and cleaning out other stormwater lines around the airport property. This investment in infrastructure improvements not only enhances the functionality of the business park but also ensures compliance with

environmental regulations. The collaboration between multiple entities demonstrates a commitment to sustainable development and economic growth in the region.

In 2016, the FAA approved a \$456,588 project to rehabilitate the glycol recovery system at Brunswick Executive Airport (BXM). Glycol is deicing fluid essential for removing snow, ice or frost from aircraft surfaces to assure safe take-off and flights. BXM utilizes both Type I Aircraft Deicing Fluid and Type IV Aircraft Anti-icing Fluid. Discharges of glycol to the environment can impact aquatic ecosystems by reducing dissolved oxygen levels in receiving waters and increased nutrient loading. This project funded the repair and upgrades of the glycol system originally installed by the Navy. The improvements made to the glycol recovery system at BXM will not only enhance safety for aircraft operations but also minimize environmental impacts from glycol discharges. Upgrading the system will ensure compliance with environmental regulations and protect local aquatic ecosystems.

In 2018 and 2019, MRRA spent a total of \$3,514,753 on the renovation of hangar 4 which included \$382,144 investment made to bring the system into compliance with the 2011 edition of NFPA Chapter 409. The general contractor was the Penobscot Company of Rockport, Maine with Eastern Fire as a subcontractor.

In 2019, MRRA invested \$1,022,635 in drainage improvement and stormwater pipe repairs at BXM. This included 570 linear feet of trench drain improvements, repairing and sealing 220 pipe joints, and 2,900 linear feet of stormwater drainpipe cleaning.

In addition, BXM has spent \$242,875 since last August on the following projects:

- *Preparation of a Spill Prevention, Control and Countermeasure (SPCC) Plan for PFAS; likely a first in the nation plan, as SPCC plans normally apply only to oil storage under 40 CFR Part 112 of the Clean Water Act and enforced by the U.S. Environmental Protection Agency.*
- *Pumping out the oil water separators in hangars 5 and 6.*
- *Cleaning Hangar 6 sanitary sewer line.*
- *Purchase of ABC wheeled fire extinguishers for hangars 4, 5, 6 and 7*
- *Revising and upgrading flame detectors and new fire alarm panel in hangar 6*
- *New fire alarm panel in hangar 5*
- *Fire Risk Assessment Study*
- *Soil sampling of pile adjacent to hangar 6*

The total of the above mentioned expenditures is \$3,143,855. This total does not include the \$924,560 that has been spent by MRRA as a result of the accidental discharge of AFFF in August of 2024.

In addition, there are other aspects of environmental protection related to the development and maintenance of an airport facility that are a part of how the airport is managed. As an example, the Little Bluestem-Blueberry Sandplain Grassland communities are located to the west and north of the runways, within the airfield Clear Zone. Brunswick Landing's maintenance of the runway protection zone will continue to maintain the Sandplain Grassland. The Little Bluestem-Blueberry Sandplain Grassland on Brunswick Landing is typical of this community type in appearance and composition. Sandplain Grasslands are considered "rare and exemplary communities" in the state of Maine. This community is dominated by grasses such as little bluestem, poverty oat grass, sandplain sedge, and sheep fescue.

The National Audubon Society has designated two areas within Brunswick Landing as part of the Brunswick/Freeport Important Bird Area (IBA) (Audubon 2009). One of those areas is the grassland habitat surrounding the airfield at Brunswick Landing and is also considered part of the IBA. This habitat is known to support nesting populations of several state-listed threatened and endangered species, including the state-threatened upland sandpiper and the state-endangered grasshopper sparrow, as well as other rare grassland birds. This site also has the highest concentration of savannah sparrows recorded in the state (Audubon 2009). The diverse grassland habitats found within this site provide critical breeding grounds for these imperiled bird species, contributing to their conservation and recovery efforts. Conservation efforts by MRRA airport staff in this area are essential to maintaining the populations of these state-listed threatened and endangered species, as well as supporting the overall biodiversity of grassland ecosystems in the region. Preserving the grassland habitats at this site is crucial for the survival of these imperiled bird species, as well as for maintaining the overall health of the ecosystem. By protecting these areas, we can ensure that future generations will be able to enjoy the beauty and diversity of these unique grassland habitats.

12. Please share research conducted about the economic impact of other airports in our region where a customs station has been installed listing both the cost and the direct revenues received from the station.

Please refer to the Maine State Aviation System Plan Phase I and Phase II. A link to Phase I is included. Phase II is not currently available on the MDOT website but should be soon.

<https://www.maine.gov/dot/sites/mainegov.dot/files/docs/aviation/2021/MaineSASP%20Ph%20I%20-Final%20Technical%20Report-%20October%202021.pdf>

13. The annual report of MRRA's financial condition indicates Expenses Exceed Revenue each year by more than \$1 million dollars. Could you please provide detailed financial accounting of the airport operations and how they are operating "in the black" as was cited in your presentation to the town.

The most recent audited financial report for the Brunswick Executive Airport was FY 2024 for the twelve months ending June 30, 2024. During that year revenue totaled \$2,410,516; with 91.46% coming from lease revenue. As part of the Public Benefit Conveyance from the Navy and conditions set by Federal Aviation Administration for BXM's participation in the [National Plan of Integrated Airport Systems \(NPIAS\)](#) The airport can only lease property. The proceeds of that lease revenue must be used to support the operation of the airport. Other revenue sources include landing fees, fuel flowage fees and reimbursement from tenants to heat leased space. In addition to lease revenue, Brunswick Executive Airport also generates income from landing fees, fuel flowage fees, and reimbursement from tenants for heating leased space. These various revenue sources contribute to the overall financial sustainability of the airport and support its operations as required by the Federal Aviation Administration.

Expenditures for the same period totaled \$1,340,058. Expenditures include the cost of On Call Snowplow Operators, a private contract for airport administration, building, vehicle and navigation aids maintenance, natural gas to heat buildings, grounds maintenance, parking lot snowplowing, business attraction, building and liability insurance and debt service.

And finally, transfers totaling \$1,027,370 to reimburse MRRA wages, and benefits for the Airport, the cost of electricity and water services provided by other MRRA entities, a transfer of ten percent of lease revenue to the MRRA's Capital Reserve Account for future capital improvement projects and a return of capital to MRRA for the years in which Brunswick Landing supported airport operations with other revenues (\$384,999.96).

MRRA staff carefully monitors its expenditures to ensure the most efficient use of funds possible and maintain compliance with FAA regulations. MRRA prepares an annual budget for the Airport along with a five-year financial forecast to project anticipated needs and sources of revenues. By working carefully to balancing revenue sources and expenditures as best we can, the airport can continue to provide essential services to the community while remaining financially stable. The surplus for FY 2024 was \$266,310. Had the transfer of a return of capital of \$384,999.96 not been returned to MRRA the surplus would have been \$651,310. This surplus will be allocated according to the MRRA's financial policies and strategic priorities, ensuring that funds are utilized effectively for the benefit of Brunswick Landing and its stakeholders.

For the record, the year balances for the airport over the last six years have been as follows prior to transfer of return of capital are:

FY 2024	\$651,310.79
FY 2023	\$209,641.18
FY 2022	\$700,029.69

FY 2021	\$470,374.22
FY 2020	(\$34,692.53)
FY 2019	(\$133,528.68)

14. In your annual report to the Governor, you indicate MRRA has a partnership with Brunswick landing MHC USA, LLC, and leases 133,021 square feet of 141,653 square feet available. Could you explain where these leases are; how many impact airport operations and why these properties are leased and not fee transfers?

The Midcoast Regional Redevelopment Authority in 2011 created the Brunswick Landing MHC USA limited partnership for a build to suit \$15.8 million 79,600 square foot manufacturing facility for Molnlycke Healthcare, a Swedish MedTech company that specializes in innovative solutions for wound care and surgical procedures. The Midcoast Regional Redevelopment Authority owns 99% of that partnership with the Brunswick Landing Realty Development Corporation owning the remaining 1%. The Board of Trustees recently authorized the Executive Director to sign a purchase and sale Agreement to property adjacent to the Molnlycke Healthcare building for a possible expansion.

The balance of non-airport property owned by MRRA includes 327.92 acres with eleven other buildings. Seven buildings are owned by MRRA by Quit Claim Deed from the Navy. Those buildings include two buildings leased by Harris Golf, a lease with Kennebec River Biosciences, and Brilliant Auto Repair, the new building MRRA built for Blue Dog Daycare and a bunker leased to FlightDeck Brewing. Building 27 is currently vacant with a pending sale to Midcoast Functional Training. The other four buildings, which are all in the former Public Work complex, are part of a Lease in Furtherance of Conveyance from the Navy and are not eligible to be sold at the current time. Two of those buildings are leased to Bamforth Marine (with an active purchase and sale agreement pending transfer from the Navy), another leased to Harpswell House and the other to Liberty Properties (a Priority Group Company – also with an active purchase and sale agreement) which is subleased to Site Lines, a civil engineering firm.

16. MRRA reported in their 2023 MRDA from June 2023 a net loss of \$1,698,973.00. During the meeting MRRA stated they were the only small airport operating in the black in the state of Maine. Please account for this large discrepancy.

The Midcoast Regional Redevelopment Authority began receiving airport property on March 28, 2011 - hangars 5 and 6 and buildings 553 (Airfield Support Building) and 554 (Secured Compartmentalized Information Facility); a total of 356,100 square feet. MRRA also took the responsibility to provide summer and winter maintenance on an 8,000-foot runway and associated taxiways. At that point Kestrel Aircraft occupied the west side of Hangar 6, Maine Tool and Machine occupied building 553 and Resilient Communications leased building 554.

Then on September 30, MRRA received another thirteen buildings through an Economic Development Conveyance (non-airport property) with 86,384 square feet, along with 249 acres of all the land under the housing area on campus, the electrical and water distribution systems, the sanitary sewer and stormwater collection system, all roadways, street lights, fire hydrants and grounds maintenance responsibilities.

Revenues from leases in the early years did not cover total expenditures. Today, MRRA has leases on 536,035 square feet of the 632,176 of airport property owned by MRRA. As described in question 13, year end balances for the Brunswick Executive Airport have been:

<i>FY 2024</i>	<i>\$651,310.79</i>
<i>FY 2023</i>	<i>\$209,641.18</i>
<i>FY 2022</i>	<i>\$700,029.69</i>
<i>FY 2021</i>	<i>\$470,374.22</i>
<i>FY 2020</i>	<i>(\$34,692.53)</i>
<i>FY 2019</i>	<i>(\$133,528.68)</i>

As of March 31, 2025, the cumulative net deficit for prior fiscal years totaled \$1,703,552.76.

20. What funds has MRRA set in reserve in the event of litigation relating to the August 2024 AFFF spill?

Since the Aqueous Film Forming Foam (AFFF) release on August 19, 2024, the Midcoast Regional Redevelopment Authority (MRRA) has incurred \$825,306.28 in direct cleanup costs. Additionally, the loss of rental income from Hangar 4 has resulted in \$99,253.36 in lost revenue, bringing the total financial impact of the incident to \$924,599.64 to date.

Beyond the immediate response, MRRA has also invested \$248,575.46 in other hangars as part of a broader initiative to fully remove AFFF from all four hangars. This brings total AFFF-related expenditures to \$1,173,135.10.

At this time, MRRA has not established or funded a litigation reserve related to this matter.

21. In the airport public meeting on 4/16/25, Steve Levesque stated that all of the AFFF has been removed from Hangar 6. Has the concentrate actually been removed from Brunswick, and where are the Army Corps doing their testing with the contents?

Yes. The AFFF concentrate has been removed from Hangar 6. The product was transported to the US Army Corps of Engineers Research and Development Center in Vicksburg, Mississippi at the request and expense of the USACE.

22. We understand the developing science regarding PFAS ‘rebounding’ from exposed surfaces. What efforts are the airport taking in addressing these risks in all of Hangar 4 and Tech Place as well as in all of the surface areas of the airport that were covered in foam? How are storm drains being monitored after rain and snow events to understand this risk? Is stormwater being monitored on a regular schedule as well as after weather events? What is the schedule of testing that MRRA is doing? What efforts are part of the plan to determine the impact of rebound on Harpswell Cove and Mare Brook? Specifically, what is being done to address concerns of further release of PFAS from outside surfaces every time it rains or snows, further polluting Mare Brook and Harpswell Cove?

PFAS and other harmful contaminants in the Mare Brook watershed and related environs come from multiple sources, including historical industrial and residential development in Brunswick proper, historical Navy use of the property and the recent accidental release.

Since acquiring the property in 2011, MRRA maintains and is in compliance with a Stormwater Pollution Prevention Plan (SWPPP) as required by the Clean Water Act. This plan is currently being updated. MRRA works with the Maine DEP, US EPA, the Town, the Restoration Advisory Board (RAB) and others to monitor and manage on-going remediation activities at Brunswick Landing, as well as a restoration plan for the Mare Brook watershed. In 2021, MRRA approached Maine DEP and Town regarding working together to develop a comprehensive stormwater management plan for Brunswick Landing. MRRA stands ready to engage with the Town and the State on this issue.

23. The airport area has some of the highest concentrations of PFAS in the State of Maine. Please explain the actions MRRA is taking along with the Navy to mitigate this PFAS. Please further detail what plans have been made to attend to the environmental risk posed by this toxin while permitting construction activities in this area.

This statement is not supported by scientific evidence. As testified by the DEP and EPA, PFAS contamination in Maine is a complex and widespread issue, as there are multiple sites/communities with high concentrations of PFA's in the State.

MRRA is in the process of removing all PFAS/AFFF concentrates from its hangars and cleansing the distribution systems. Please see RAB reports and records regarding the Navy's efforts regarding on-going characterization and remediation of residual PFAS contamination on the former site. Additional test results are available from the Maine DEP.

<https://www.maine.gov/dep/>

24. What is the budget for airport construction for attending to PFAS exposure, removal, and containment?

Since the Aqueous Film Forming Foam (AFFF) release on August 19, 2024, the Midcoast Regional Redevelopment Authority (MRRA) has incurred \$825,306.28 in direct cleanup costs. Additionally, the loss of rental income from Hangar 4 has resulted in \$99,253.36 in lost revenue, bringing the total financial impact of the incident to \$924,599.64 to date.

Beyond the immediate response, MRRA has also invested \$248,575.46 in other hangars as part of a broader initiative to fully remove AFFF from all four hangars. This brings total AFFF-related expenditures to \$1,173,135.10.

	Removal of AFFF		Clean AFFF System		Total Cost	
	Remove and Dispose of AFFF	Estimated Gallons	Rinsate AFFF System and Disposal Cost	Estimated Rinsate Gallons	Total Cost	Total Gallons of AFFF and Rinsate Disposed of
Hangar 4	August Release and Navy Removed Balance of AFFF		\$287,100	14,800	\$287,100	14,800
Hangar 5	\$77,400.00	4,630	\$523,800	19,900	\$601,200	24,530
Hangar 6	Army Corp Removal	2,500	\$255,200	14,900	\$255,200	17,400
Hangar 7	\$26,140.00	875	\$0	-	\$26,140	875
	\$103,540.00	8,005	\$1,066,100	49,600	\$1,169,640	57,605
Budget estimates prepared by ECT2 (Montrose Environmental Group) located at 125 Industrial Way, Portland, Maine 04103						

In addition, MRRA sought an order of magnitude cost of the AFFF removal and clean up for hangars 4,5,6 and 7. ECT2 estimated a cost of \$1,169,640. In May MRRA completed the removal of AFFF from hangar 7, so the net estimated cost to remove AFFF from hangar 5 and clean the AFFF systems in all hangars is \$1,143,500. This brings the total estimated cost of AFFF removal and cleanup to \$2,313,140.10.

MRRA continues to prioritize the safety and environmental impact of these efforts in order to ensure a comprehensive solution for all hangars. MRRA is actively working on securing funding to cover the remaining costs associated with removing AFFF from hangar 5 and cleaning the AFFF systems in all four hangars. The completion of this initiative is crucial for ensuring environmental safety and compliance.

29. Since it was mentioned at the public meeting, is the AFFF system in Hangar 5 still on track to be disabled by the 90-day deadline (late May) that was reported in late February (including at the MRRA Board meeting)? If not, what are the specific reasons for the delay?

That was an estimated framework. Representative Ankeles' bill LD 407 is a resolution signed by Governor Mills that requires AFFF systems in all hangars to be deactivated and the concentrate removed on MRRA property by December 31, 2025. On June 24, 2025, MRRA signed an Agreement with American Airlines authorizing the transfer of 4,125 gallons of AFFF from Hangar 5 and 1,800 gallons from Hangar 7 to American Airlines. American Airlines has agreed to pay MRRA \$250,000 for the purchase of this

material. American Airlines will be responsible for the cost of removing the AFFF from the AFFF system in Hangar 5, and the transportation of all from Brunswick Landing to their facility within thirty days of the date of the Agreement. On June 25, 2025, MRRA signed an Agreement with ECT2 for the cost of removing the entire contents of AFFF from Hangar 5, beginning Monday, June 30. The work is expected to take four days to complete. The cost of removing the estimated 4,125 gallons is \$20,280.

30. For over eight months, MRRA has prioritized its airport business over the public safety of residents by defying the Town of Brunswick's resolution to immediately shut off the AFFF. Even MRRA's own consultant said in February that this should immediately be done. What precise plans does MRRA have to remove all existing AFFF foam from the Landing property?

Prior to the release, MRRA worked closely with the Town Fire Department and State Fire Marshal to establish procedures to address the AFFF system and evaluate fire suppression alternatives. Following the release, MRRA conducted a risk analysis of the hangars and are following that plan as approved by the Town Fire Department and State Fire Marshal. There are no active AFFF systems in Hangars 4, 6 and 7. The AFFF concentrate in Hangar 6 was removed (please refer to question 21. The AFFF concentrate in hangar 7 has been removed (please refer to question 32).

31. What is MRRA's plan regarding the PFAS rebound effect? Specifically, how will the PFAS in areas identified like Hangar 4 and Tech Place be cleaned, tested and monitored? How will those reports be made public?

MRRA recently commenced implementing a quarterly PFAS testing protocol for the oil/water separators in Hangars 4, 5, and 6. This protocol is being incorporated into the SWPPP. Results will be posted on our website. We will follow the guidance from EPA and DEP regarding any rebounding effect.

32. During the master plan meeting, it was stated by MRRA Hangar 7 "was never really activated." How much AFFF is in Hangar 7 and when was the last date of inspection and what were the results of that inspection?

All AFFF concentrate stored in Hangar 7 was removed from the system on May 5th, 2025. The water sprinkler system has been active since the building was constructed. However due to how the system is configured, AFFF was never introduced to the overhead piping. The last inspection of the system was on 11.22.24

33. During MRRA's Master plan meeting it was mentioned 40% of the AFFF is already removed from Hangar 5. How much AFFF (in gallons) is left in Hangar 5? What date will the remaining AFFF be removed from Hangar 5?

Correction: 40% of the AFFF system was shut off from Hangar 5 (area occupied by Starc Systems). There is approximately 3,200 gallons of AFFF concentrate in the total Hangar 5 system. MRRA has engaged our contractors to begin the work of shutting down the systems and work to commence on the IR sensors with Eastern Fire, one of the requirements needed to turn off the AFFF system. We will update this response as more information becomes available.

34. Many residents and visitors to Brunswick Landing walk their dogs. Can signage be posted advising dog owners of the potential hazards of their pets consuming surface water that is contaminated with PFAS chemicals?

We will discuss with the Navy and regulatory agencies how to best address any signage including areas of posted private property.

35. The master plan may include reducing the surface area of unused runways and the construction of new airplane hangar facilities. What steps will be taken to assess the levels of contaminants in the pavement and underlying soils from these disturbed areas? If detected, how will these contaminated materials and soils be treated? What is the disposal plan for the long-term safe storage of any contaminants that are found?

Please refer to question 28. In addition to federal NEPA requirements, any disturbance of soil on Brunswick Landing is required to have Navy approval and may require subsequent testing. If contaminants are found, they will be managed and disposed of in accordance with State and federal regulations.

36. It has been over 8 months since the August 2024 PFAS spill, and the public still has not been informed of the root cause of the spill. How can MRRA hope to avoid future accidents without ascertaining why they happened?

The “Root Cause” Analysis is still in progress. Once completed, it will be made public.

37. Assuming all PFAS containing foam systems are removed from the airport, the existing PFAS contamination remains a persistent threat; what is the decades long range plan for MRRA to manage and mitigate this risk at the airport property that it is managing?

This is a long-term management process involving the Navy, DEP, EPA, the RAB, and MRRA for the former base.

38. What air monitoring is being performed in all areas where foam was released? What is the budget to monitor for this health and safety risk?

In accordance with EPA and DEP guidance and regulations, PFAS is currently a drinking and surface water concern. There are no regulatory standards or monitoring requirements for air.

41. The Town of Brunswick (and neighboring municipalities) have created Climate Action Plans. Brunswick's plan states that the transportation sector accounts for 41% of Brunswick's greenhouse gas emissions, and that emissions from BXM account for 3% of that sector. How will forecast changes in operations at BXM impact greenhouse gas emissions, and have these forecast changes been reported to the Town of Brunswick and to neighboring municipalities?

MRRA participates in the EPA's Green Power Partnership Program, which means that 100 percent of MRRA electric power comes from renewable resources. MRRA recently installed battery supported high speed EV charging stations in the parking lot on the corner of Seahawk Ave and Pegasus Street. MRRA completes an annual CEARS report to DEP for our heating systems and generators. Please refer to question 40 regarding the Airport Master Plan

42. Can airport climate impact landing fees be assessed to help mitigate greenhouse gas emission impacts from other emission sectors?

No additional impact fees will be applied. All users currently pay a ME motor fuel tax, ME surface tax, and ME clean-up tax to the State. In addition, the Town collects excise taxes from all based aircraft (which the Legislature intended for airport support). Please contact the Town and the State on how these funds are utilized.

43. Instead of tearing up unused runway/tarmac surfaces and disturbing a substrate that is likely contaminated, can this "brownfield" surface be used for solar arrays?

Possibly, in some cases, where it will not affect safe air operations. However, under federal and State law, any contaminated sites must be remediated before any development can occur.

As part of its Renewable Energy Center (REC) initiative, MRRA has long planned for this occurrence and has designated multiple sites on and adjacent to the airport where this activity can occur, as part of its internal micro-grid.

As part of the REC initiative, Brunswick Landing's energy sources are 100% renewable, and it serves as a platform for the demonstration and application of renewable energy sources, such as solar, anaerobic digestion, and other energy technology applications.

44. What are MRRA's plans to make reparations to impacted residents as a result of the release of thousands of gallons of AFFF containing PFOS and other forever chemicals into the environment in August 2024? Does MRRA plan to set aside funds to compensate those who suffer injuries as a result, or are otherwise affected?

MRRA responded to the release as quickly as possible and has expended \$1,173,135.10 addressing the impacts of the August 2024 release, and will continue to expend funds to remove all AFFF from the airport. Those efforts are the current primary focus and MRRA

remains open to dialog as additional issues come into focus. Please refer to question 47 below.

45. Are there plans to have airport users pay environmental impact fees?

No additional impact fees will be applied. All users currently pay a ME motor fuel tax, ME surface tax, and ME clean-up tax to the State. In addition, the Town collects excise taxes from all based aircraft (which the Legislature intended for airport support). Please contact the Town and the State on how these funds are utilized.

46. The Airport Master plan as presented at the meeting 4/16/25 made no mention of environmental stewardship and is not referred to in the current 2 chapters. Please outline MRRA's Environmental Stewardship plan and action MRRA will take to clean up the contamination, continue monitoring and testing, communicate the findings and ensure the environment and community are protected.

Please refer to question 22. There is an environmental sustainability and stewardship page on MRRA's website that provides more detail and key resources <https://brunswicklanding.us/about-mrra/environmental-sustainability/>.

47. Many private water supplies have been destroyed in the aftermath of the volume of AFFF released into the groundwater due to the August 19, 2024 AFFF chemical disaster. The well at the golf course included. What commitment is MRRA going to make to the community to work with the Navy, DOD, EPA, DEP stakeholders and federal and state agencies to help find funds to make those who are at risk or have been damaged by PFAS whole? What is MRRA's definition of made whole; will it include reimbursement or payment for hookup to town water, extension of water line to impacted homes, payment for filtration systems, provide clean chemical free water, reimbursement for clean water purchase, payment, or reimbursement for blood testing.

MRRA's commitment to working with the Navy, EPA, DEP and others in response to the August release of AFFF began upon notification of the release and has been proven by its continuing work with all of those parties to address the issues. Not a single day has gone by since the release when our staff is not working on the issues. MRRA worked with the Navy to clean up and remove the AFFF from Hangar 4, MRRA is working with the ACOE and private contractors to remove the balance of the AFFF from the airport fire suppression systems. MRRA has been in regular discussions with DEP and EPA regarding clean water issues. MRRA has also been in regular contact with DEP regarding follow up on well test results and DEP's requested next steps to address identified issues in compliance with state and federal laws. MRRA's commitment to address those obligations is unwavering.

48. Private airplane landings and takeoffs (operations) seem to have increased over the past few years, with notable traffic around weekends and holidays. Will you impose a fee on these

users to fund environmental reparations to those who have been impacted by airport operations? Funds collected could be used for additional assessment of the spread of toxins into area aquifers, for installing water treatment filters for impacted neighbors or connection to municipal water supplies. Funds could also be used to help mitigate further spread of toxins.

Airport impact is significantly less than when the Navy occupied the property, due to aircraft type and operations. Please refer to question 45.

52 . As noted on page 33 of the 2024 Airport Master Development Plan, “in 2023, the Brunswick sewer district provided PFAS testing on Brunswick Landing, including hanger 6 on the airport parcel. The inspection found no leaks or any entry of per and polyfluoroalkyl substances (PFAS) into the sewer system.” What exact testing has been done relating to the sewage water since that testing? Please provide a detailed report including every known area of contamination related to the class of chemicals commonly referred to as “forever chemicals,” their locations, the volume of particles in each area, and the source from which they came from. What is the detailed plan for testing the sewage and other water sources, including surface waters moving forward? What are the safety and remediation protocols for contaminated areas?

The Brunswick Sewer District is finalizing the Contaminants of Emerging Concern report. Upon completion, Section Three will cover PFAS testing and results to date, with Appendix A-3 summarizing all testing. The District has no plans for additional testing beyond potentially gathering data semi-regularly for a baseline, as PFAS is not currently treated or regulated by the District, nor are there discharge regulations for customers. MRRA has recently implemented quarterly oil/water separator testing and will post results when available.

53. This spring, MRRA paid Clean Harbors to clean out the oil-water separator near Hangar 6 after testing by a community group showed PFAS contamination entering the Brunswick sewer district and the Androscoggin River. What testing will be done going forward? What is the monitoring schedule, who will perform the testing, and who will pay? What PFAS levels will trigger further action?

The Brunswick Sewer District currently has no planned testing or enforcement. The District may continue baseline monitoring and will collaborate with MRRA and other parties to help eliminate known discharges. MRRA has recently implemented quarterly oil/water separator testing and will post results when available.

57. Why does Section 1.2 (Airport Location) refer to Orion Street as a part of Cumberland County’s dedicated road system? Is Orion Street a State Road, Town Road or MRRA-maintained road? Steve? Jim? MRRA owns and Maintains

All the roadways on Brunswick Landing, including Orion Street, are currently privately owned and not part of the public road system. MRRA currently maintains Orion Street.

60. Does the airport anticipate a future stormwater plan that does not involve or impact natural water bodies? Please refer to question 92.

80. What is the current status of the Viridi Energy RNG project (bio-digester)? How does this status impact the energy needs of the airport?

The Town has land use authority and Viridi is working through that process.

81. How will new construction (e.g., new hangars that are planned) interface with the ongoing CERCLA (Superfund) remedial investigation? Is there a specific process in place to prioritize public safety and the environment in new construction and development plans?

All airport infrastructure projects funded by the FAA are required to go through the National Environmental Policy Act (NEPA) process and will be evaluated for environmental impact prior to construction. In addition, all development projects are subject to State and local planning and environmental review, as appropriate. In addition, any soil disturbance must be reviewed by the Navy, in accordance with the deeded land use controls.

82. Runway reconstruction: will removed asphalt and soil be tested for PFAS and other contaminants? If contamination is found, how will these materials be safely disposed of?

Please refer to question 81.

83. What steps will be taken to ensure that contaminants do not become airborne as a result of construction activities? For example, how will dust and loose soil be controlled during new hangar construction and runway reconstruction?

Please refer to question 81.

84. How will you prioritize that the risks from this existing PFAS contamination of the property are properly considered prior to any future projects, particularly since the extent of contamination is not yet documented by the Navy in existing Land Use Controls?

The Navy, with substantial input from DEP, the EPA and the RAB, are actively involved in on-going characterization of PFAS and other contaminants on the former base. All airport infrastructure projects funded by the FAA are required to go through the National Environmental Policy Act (NEPA) process and will be evaluated for environmental impact prior to construction. In addition, all development projects are subject to State and local planning and environmental review, as appropriate. In addition, any soil disturbance must be reviewed by the Navy, in accordance with the deeded land use controls.

85. During the presentation, several mentions were made regarding releasing parcels of land around the runway and airport. Given this site is a Superfund CERCLA site, it is not clean and contains the highest PFAS levels in groundwater in the state, among other contaminants.

Please outline in detail how this “Release” of parcels will be accomplished. Who will they be released to? How will MRRA obtain the necessary approvals for transfer of CERCLA Superfund Site parcels? Define “Release.” Define the disclosure criteria and requirements for such a release of parcels.

The reference to parcels being released only refers to a MRRA owned parcel (not needed for airport operations) being moved from the designated airport property (which is a public benefit conveyance parcel) to the Brunswick Landing property (which is the economic development conveyance parcel). All applicable land use controls and local, state and federal regulatory requirements for any parcel moved will still apply.

87. If the concept for a customs facility is to fulfill the need for a handful of small private plane owners who travel internationally, please explain the need for such a huge 3-5K square foot customs building footprint.

The study is the minimum number of operations to run the facility, not only operations. The size of the customs facility is dictated by the requirements of US Customs and Border Patrol. For reference 3,000-5,000 sq. feet is about the size of a Dunkin Donuts. See question 11.

88. Who will be responsible for the salaries of the border patrol / customs agents?

MRRA will pay the salaries of the border patrol customs agents, and the funding will be collected through user fees. Please refer to question 11.

90. At the meeting Mr. Levesque referenced MRRA agreeing to all UECAs (Uniform Environmental Covenants Act). Could you please explain what that means, specifically, that MRRA ‘agrees’? What MRRA properties currently have these, and did the reference made mean that there is a process MRRA is undertaking to have UECAs on all of its properties?

A Uniform Environmental Covenants Act (UECA) is an agreement between DEP and a property owner, essentially allowing for more robust enforcement of land use and other environmental controls and restrictions. MRRA currently possesses one parcel with a UECA agreement (Quarry site), as does the Town (Rec Center land parcel). MRRA plans to transfer the Quarry site to the Town, as part of a previous purchase and sale agreement. While UECAs were traditionally reserved for designated superfund parcels on the former base, MRRA is certainly amenable to UECA’s on its properties, as we stated to the Maine Legislature.

91. What assessment has been made of the environmental impact of any runway removal to the streams and PFAS contamination existing on site that such removal will impact?

All airport infrastructure projects are required to go through the National Environmental Policy Act (NEPA) process and will be evaluated for environmental impact prior to construction.

92. How will airport construction and future operations impact both surface waters and groundwater?

The Airport has a Stormwater Pollution Prevention Plan (SWPPP) which is a written document that outlines how the Airport will prevent the discharge of pollutants from stormwater runoff into local water bodies. The document is being updated and is essentially a blueprint for minimizing environmental impact during Airport operations and construction. The Airport has always had a SWPPP as it is required by the Clean Water Act.

In 2021, MRRA approached Maine DEP and Town regarding working together to develop a comprehensive stormwater management plan for Brunswick Landing. MRRA stands ready to engage in this process.

100. A feasibility study was done and the report from June 2024 indicated a sample of 25 people were surveyed regarding the airport. The airport manager advised at the airport meeting on 4/16/25 that only people who use the airport were surveyed. Please outline your plan and timeline for when the communities of Brunswick, Topsham and Harpswell can expect notice of a full community feasibility survey in order to gain an accurate picture/assessment of the need for the airport or additional development/ expansion.

A public survey was not scoped as part of the Airport Master Plan Update. The feasibility study was focused on end users, "the ones using the customs facility." Additional surveys are not anticipated at this time. Please refer to question 11

102. What specific outreach has MRRA made to the numerous residents and businesses now located at the Landing? What consideration has been made in an updated report that considers the density of residential development at Brunswick Landing?

MRRA maintains an ongoing communications effort with businesses and property owners at Brunswick Landing on a multitude of issues, via its regular reports and outreach emails. All MRRA Board and other appropriate meetings and functions are public. In addition, MRRA maintains a robust website, which details all future meetings and functions. We encourage people to consult and participate.

MRRA's Reuse Master Plan is incorporated into the Town's Comprehensive Plan and zoning ordinance, which discusses the locations and density of all potential land uses on Brunswick Landing. As the entity responsible for planning and land use oversight, all development projects at Brunswick Landing are approved by the Town Planning Board and other appropriate officials. All residents are encouraged to attend the Town of Brunswick Planning Board meetings as these are opportunities to learn about the full

scope of future developments and to receive feedback from both MRRA and the Town of Brunswick. For any new developments on Brunswick Landing, MRRA and/or any other developer are required to adhere to the Town of Brunswick's zoning ordinance and land use regulations that include, but are not limited to, the density of residential development allowed.

106. What is the financial impact of the airport on the Town services that are supporting its operations? For example, the Town of Brunswick Fire department responded to the August 2024 AFFF emergency, the Town of Brunswick handles MRRA communications, and hosted the airport master plan meeting. How is the Town reimbursed for staff hours and resources devoted to the airport?

MRRA's redevelopment activities generate over \$6 million of dollars in property taxes annually to the Town of Brunswick. In addition, the Town of Brunswick is reimbursed for additional public safety (police and fire) support during airshow events.

107. How are direct benefits to the Town of Brunswick measured and valued by the consultants?

Please refer to questions 12 and 106.

112. How can a small redevelopment company like MRRA have the resources to safely operate an airport? How can the public trust MRRA to safely operate an airport given its history of accidents, and the failure to attend to simpler infrastructure tasks? At the April 2025 public meeting, the AFFF spill of August 2024 was front of mind. Citizens also commented on the lack of legible street signs on Brunswick Landing and a recent jet fuel spill. Streetlights installed by MRRA last fall have already fallen down on Intrepid Street. Stormwater often backs up on residential streets. After the August 2024 AFFF spill, MRRA often emphasized how they only had seven employees and limited funds. MRRA also balked at the cost of sending emails to notify the public about emergencies, and the Town of Brunswick was forced to take on this communication role to inform residents.

The airport is owned by MRRA and operated by Flight Level Aviation. Airport activities fund aviation operations. MRRA responds to any reports of issues on MRRA-owned infrastructure. MRRA does not own any electric infrastructure on Intrepid Street. The homeowner's association owns the street lighting, and Intrepid Street is in CMP territory. Please also refer to question 102.