

MATC
MARYLAND
AEROSPACE &
TECHNOLOGY
COMMISSION

Wednesday, February 25, 2025

4:00 pm - 6:00 pm

Historic Inns of Annapolis
Calvert Ballroom
59 State Circle, Annapolis, MD

Meeting Minutes

Commission Members in Attendance

- | | |
|--------------------------------|---|
| 1. Robert Braun, PhD | Johns Hopkins University Applied Physics Laboratory |
| 2. Georgie Brophy [Vice Chair] | Maryland Space Business Roundtable |
| 3. Willie Brown, PhD | University of Maryland Eastern Shore |
| 4. Mark Chang | Delegate, Anne Arundel County |
| 5. Alison Flatau | University of Maryland College Park |
| 6. Ryan Gerard | Goddard Contractor's Association |
| 7. Cedric Jacob | Rocket Lab |
| 8. Barbara Lam | Association of Universities for Research in Astronomy |
| 9. Jennifer Lotz, PhD | Space Telescope Science Institute |
| 10. Dale Moore, EdD [Chair] | Southern Maryland Navy Alliance |
| 11. Cynthia Simmons, PhD | NASA Goddard Space Flight Center |

Department of Commerce Attendees

- | | |
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| 1. John Gilstrap | Assistant Secretary |
| 2. Colter Menke | Program Manager, Aerospace |

General Public Attendees

- | | |
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| 1. Kaushik Anantha | Embry Riddle Aeronautic University (student) |
| 2. Michael Cabrera | KBR |
| 3. John Collins | Actalent |
| 4. Tracy Clark | Maryland Aviation Administration |
| 5. Jules Clayton | Insight Global |
| 6. Dwight Deneal | NASA HQ |
| 7. Brandon Eden | Johns Hopkins University Applied Physics Laboratory |
| 8. Joseph Eimer | Maryland Space Grant Consortium, JHU APL |
| 9. Nate Forgotson | STC |
| 10. George Franz | Southern Maryland Navy Alliance |
| 11. Katherine Gaulke | PTX |
| 12. Jennifer Goodrum | Rocket Lab |
| 13. Joe Gillin | |

14. Lee Greely	St Mary's County Department of Economic Development
15. Shannetta Griffin	Maryland Aviation Administration
16. Bernard Kelm	Naval Research Laboratory
17. Dennis Lee	Vortex Space Systems
18. Tara McDaniel	Maryland Aviation Administration
19. Ann Mehra	Fulton Bank
20. Aaron Miscenich	bwTech at UMBC
21. Rob Quigley	Intuitive Machines
22. George Robinson	Maryland Aviation Administration
23. Ray Rubilotta	NASA Goddard Space Flight Center
24. David Ryan	Salisbury/ Wicomico Economic Development
25. Janice Sessing	NOAA/ NESDIS
26. Michael Schroeder	NAWCAD
27. Robert Steeger	Spyhop Strategies
28. Rick Tar	NAWCAD
29. Phillina Tookes	NASA Goddard
30. Chris Williamson	SSAI

Welcome and Roll Call

Commission Chair, Dale Moore, called the meeting to order and welcomed everyone to the MATC meeting. He thanked everyone who participated in the meetings with state legislators during the day and reviewed some activities from around the state. Dr. Moore highlighted the return of Science and Technology (S&T) funding to programs at NASA including some taking place at NASA Goddard Space Flight Center and provided updates for the activities of the Southern Maryland Navy Alliance. Dr. Moore then proceeded through roll call to record attendance at the meeting.

Review and Acceptance of December 16, 2025 Meeting Minutes

Dr. Moore asked for feedback on the minutes of the December 16, 2025 MATC meeting. Hearing none, Dr. Moore asked for a motion to approve the minutes, Ms. Brophy motioned and Mr. Jacob seconded. The meeting minutes were approved unanimously.

NASA Headquarters Small Business Initiatives

Dwight Deneal, Assistant Administrator for the Office of Small Business Programs at NASA Headquarters introduced himself and thanked the commission for hosting him. He began by mentioning the important role small businesses play in the national space ecosystem with much of that support taking place here in Maryland.

Mr. Deneal continued by mentioning that the Trump administration recently signed two Executive Orders focused on growing the commercial capabilities of the U.S space industry. The first titled "Enabling Competition in the Commercial Space Industry" and the second titled, "Ensuring American Space Superiority". Mr. Deneal mentioned that these two orders are important for NASA as they work on the important mission of commercialization of space technologies. He noted that challenges exist in the industry including funding and workforce development and the importance of ecosystem development is more present now than it ever has been before.

Mr. Deneal continued by mentioning that the work of the MATC is important for the state as it has been for others around the country. The effort to grow the industrial base in the aerospace industry must happen at the grass roots level, to ensure the agency (NASA) is able to rely on a variety of vendors and not one large prime contractor for each major contract. He also noted the importance of manufacturing taking place in America and the strength that adds to America's aerospace industry.

Ms. Brophy asked Mr. Deneal how much engagement his office has at the statewide level and he answered that the coordination takes place occasionally. He emphasized the importance of state level organizations to engage with NASA to strengthen STEM workforce development efforts

Mr. Gerard asked if NASA Headquarters has a way to gauge the utilization of smaller service-based contractors. Are they looking at how the agency is using contractors versus federal employees to meet requirements for contractors. Mr. Deneal said that the analysis of how they utilize their manning requirements is still a work in progress and they are considering which work can be completed by NASA employees and which can be contracted out.

Mr. Jacob asked where NASA is seeing the largest supply-based gaps. Mr. Deneal said they tend to be very specialized and noted that currently heat shields are a critical supply gap. They have few suppliers for the necessary parts which are essential for NASA's efforts. He also mentioned advanced materials and coating remain a pivotal area of need for the agency. Aaron Micenisch from the University of Maryland Baltimore County noted that there is infrastructure in place to support NASA in those initiatives, ecosystem development that is taking place at the MATC will assist in the efforts

Mr. Gerard asked how more activity can be done in partnership with NASA HQ and Mr. Deneal mentioned that there are efforts taking place to help "move the fence back" and allow more constructive partnerships between industry and federal organizations. Ms. Brophy also noted that the MATC strategic plan covers some of these efforts.

Mr. Deneal finished his presentation by emphasizing that to be successful in their contracts with NASA they must "plan, procure and perform". These are the three things that the agency is most reliant on their contractors for and the three things that must take place in order to win and remain on contract with the agency

Maryland Aviation Administration (MAA) Overview

Shannetta Griffin, Executive Director and CEO of the Maryland Aviation Administration introduced herself and her staff who were also present at the meeting. Ms. Griffin provided an overview of responsibilities of her office to include Baltimore/ Washington Thurgood Marshall International Airport (BWI), Martin State Airport and the more than 30 regional airports around the state. She also reviewed some of the major infrastructure improvement projects taking place at BWI including an A/B Concourse connector upgrade that is the largest project at the airport to date. She noted that the airport is 75 years old and some of the infrastructure has never been updated.

Ms. Griffin noted that she looks to BWI and the other airports around the state as economic development engines and works to help them increase revenue for their ecosystem. She also mentioned that the Maryland Aviation Administration (MAA) is working to prepare for new

technologies that are on the horizon including Advanced Air Mobility and Uncrewed Aerial Systems as well as new fuel source requirements to support those technologies.

Ms. Griffin mentioned she would like to ensure the MAA and BWI airport have a seat at the table for discussions related to commercial development in the Maryland aerospace ecosystem. She noted BWI has a great economic impact on the state and would like to ensure the efforts of the airport are aligned with similar efforts from around the state. She also mentioned that the MAA has invested time and effort into workforce and highlighted a recent event in which high school aged students had the opportunity to visit BWI and see different career areas at the airport.

Ms. Griffin explained that many different factors affect the economics of aviation to include cargo/logistics, weather, workforce and others. She noted that the recent snowstorms in the state created large hurdles with economic impacts for the airport and it's no different for other airports around the state. She also mentioned that the Key Bridge tragedy has created a ripple effect for cargo operations into and out of the state and she has seen an increase in cargo operations at BWI. She said she coordinates with the Baltimore Port Authority regularly to ensure she remains aware of situations that may affect both of their enterprises.

Ms. Griffin continued by describing the economic benefit of Martin State Airport. She noted that while the airport is smaller it provides relief for BWI when flights need to be diverted for weather or capacity issues. She mentioned that the airport operates as a fixed base operator (FBO) which provides fuel and maintenance services for transient aircraft and until recently was home to an Air National Guard Wing. She said Martin State Airport provides great capabilities for economic development of the region.

Mr. Jacob asked Ms. Griffin what the forum is for comments or partnership with the airport and she said they are currently working on an Air Service Information portal for those comments, but anyone interested could currently reach out to her staff.

Assistant Secretary Gilstrap asked if the MAA is open to private investment to help them with the infrastructure improvement projects and Ms. Griffin said they are. They have been working with the FAA to identify and apply for federal grants as well as state resources that are available through federal granting authority

Ms. Brophy noted that many people don't realize the aerospace capabilities we have in the state and complimented the banners she had seen in BWI advertising the aerospace industry in Maryland. She said BWI is a great partner to convey the message the MATC and broader aerospace industry is working to convey to visitors.

Ms. Griffin closed her comments by thanking the MATC for hosting her and said she is looking forward to more coordination with the commission

Maryland Advanced Air Mobility Council Overview

John Slaughter, Director of the University of Maryland Uncrewed Aerial Systems Research and Operations Center (UMD UROC), began his presentation by providing background information about the Uncrewed Aerial System (UAS) and Advanced Air Mobility (AAM) industries. He

mentioned significant players in the AAM industry include aircraft manufacturers such as Joby, Archer and Beta Technologies and many of these companies have become large enough that they are now publicly traded. He also noted that UAS companies are working with smaller, uncrewed aircraft and have been partnering with retail companies such as Wal-Mart and Amazon to test and evaluate small package delivery operations.

Mr. Slaughter noted that the unique capabilities of AAM and UAS aircraft can be helpful in aero-medical application, utilities inspections and operations in locations that might otherwise be tricky for aircraft with a flight crew. He mentioned that the new technologies open the door for careers in engineering, software development and healthcare specialties related air transport.

Mr. Slaughter also noted that the hurdles facing the AAM and UAS industries include digital and physical infrastructure needs such as flight separation technologies, electrical infrastructure for landing pads and fleet management systems. He continued by mentioning that flight rules and regulations at the federal level lag behind technology capabilities development and public policy changes will need to be analyzed to ensure safe flight operations.

Next Mr. Slaughter provided an overview of the Maryland Advanced Air Mobility Council and the work the council has done to prepare Maryland for the emerging technology. He said one of the first priorities for the state will be to appoint a statewide AAM coordinator who could work to bring agencies together and work on legislation to address infrastructure requirements for the next General Assembly Session. Mr. Slaughter also said investment strategies and finding funding sources for the industry would be important to nurture the growth of AAM in Maryland. He mentioned that over the next two to three years, the state should invest in selected digital and physical infrastructure. He emphasized the importance of ensuring this infrastructure meets all cybersecurity standards, state licensing requirements, and zoning regulations. Mr. Slaughter mentioned that, starting four years out and moving forward, several key objectives should be addressed. Specifically, vertiport locations should be determined, public informational campaigns completed, and the AAM coordinator should be actively gaining support at both the federal and intra-state levels with our neighboring states.

Mr. Slaughter mentioned that there are other states working on integrating this technology into their airspace and we are effectively in competition with those states for a foothold in the market. He mentioned nine states are working hard to support AAM integration and nine states are working to support UAS integration. Some of those states are supporting both sectors of industry, but Maryland is another of the states leading the discussion. He mentioned that although the original Executive Order that developed the Maryland Advanced Air Mobility Council has a sunset date for the council two years after its creation, MDOT is putting together a working group to continue discussions about AAM.

Mr. Gerard asked how other states are investing in the industry. Mr. Slaughter mentioned that states have been providing support in different ways and gave a couple of examples. Florida has invested in their electrical infrastructure and provided funding through Florida Power and Light to enhance the capability of their electrical grid. New York provided financial grant and other funding to create the Northeast UAS Airspace Integration Research Alliance (NUAIR), a non-profit organization focused on the development and integration of emerging aviation technologies. Also, South Carolina provided funding to develop the digital infrastructure in their state.

Ms. Brophy thanked Mr. Slaughter for his time and asked, when possible, that the MATC be kept informed of the AAM Council's work in the future.

Legislative Efforts/ Updates from Aerospace Day Meetings

Michael Barton, co-founder of the Maryland Aerospace Alliance provided a summary of the meetings that took place during the day with Maryland Senators and Delegates. He noted that 114 meetings were conducted and their group met with all 47 state districts. He said conversations focused on support for the legislation that was introduced by Senator Washington (Senate Bill 867), which alters the structure and funding levels of the MATC. He also noted that the Aerospace Industry is the only one of the three lighthouse industries that doesn't have a funded strategic plan.

Mr. Barton mentioned during his discussions budget requirements for the elements of SB 867 that could be supported were noted and the most important function was determined to be funding the Executive Director role for the MATC. He mentioned that a majority of the \$30M funding ask had been removed to allow for the bill to gain more legislative support. The remaining funding ask was to allow for the employment of an MATC Executive Director.

Ms. Brophy noted for the commission that the legislation would be discussed on March 5th. She said both she and Dr. Moore would be providing testimony to the Senate Finance Committee and she asked the commissioners to attend the hearing if possible and also to provide written testimony. Dr. Lotz asked how their messaging could be crafted in written testimony to be most effective. Mr. Barton said to emphasize the return on investment of the MATC and to mention how the legislation would positively affect the structure and output of the MATC as well as how it would create positive outcomes for the legislator's districts.

Dr. Moore asked if there were any discussions about proposed tax breaks for aerospace businesses and Mr. Barton mentioned that discussions had taken place but not as much focus had been placed on that effort in today's meetings.

Public Comments

David Ryan, Executive Director of the Salisbury-Wicomico Economic Development Corporation, thanks the MATC for including him in the discussion. Significant aerospace developments are taking place on the lower Eastern Shore, and he looks forward to working together in the future.

Rick Tarr and Michael Schroeder, both of the NAWCAD Tech Transfer Office, thanked the commission for being included. They mentioned they work to "spin-out" and "spin-in" technologies from Naval Air Systems Command.

Lee Greely, Economic Development Specialist for St. Mary's County Economic Development thanked the commission for being included and mentioned the great economic benefits for the aerospace industry in Southern Maryland

Dr. Moore concluded public comments and called for a motion to adjourn the meeting

The meeting was adjourned at 5:45 pm