



TAUNTON MUNICIPAL AIRPORT
COMMISSION

MINUTES OF MEETING
April 30, 2014

Commissioners: Fred Terra, Chairman
Bob Adams, Vice-Chairman
William Manganiello
Jim Madigan
Burton Schriber
Charles Malo
Jan Boboruzian

Airport Manager: Dan Raposa
Treasurer: Joe Lawlor
Recording Secretary: Gwendolyn Borden
Airport Ground Services: Ted Porada

Others in Attendance: Jim Miklas: Airport Solutions Group
Airport Users/Tenants: Nicole Frasier, Bill Frasier, Mike Dupont,
Doug Cooper, Don Almeida, Charlie Pickett, Dick Griffith, Dick
Crowell, Frank Nowak, Steve Golden, Steve Golden, and Russell
Dimariano representing Ken Gibson.
Cindy Boborusian

Meeting called to order at 7:00 p.m. by Commission Chairman Fred Terra

Airport Engineers Projects Update – Jim Miklas submitted ASG’s Monthly Status Report on projects they are working on for the airport. (See attached report for specifics) After Jim’s update on the status of the projects Fred asked about the bids for Taxiway B. Jim stated that there were 10 bids submitted and the bids were reviewed for compliance with the bidding requirements, checking for appropriate forms, math errors, evidence of unbalancing and appropriate signatures. A bid review and award recommendation letter has been issued for Walsh Contracting of Attleboro, the lowest bidder. ASG is now in the middle of the grant process, and it is Jims’ understanding the funding should be available around August and coordinating with the state on matching grants. Once the grant offer is received, contracts will be signed and moving forward. Fred asked if anyone had any questions for Jim? No one in attendance expressed any questions or concerns and Fred thanked Jim for his attendance and update and was excused. Jim opted to stay for the remainder of the meeting.

Secretary’s Report March 26, 2014. Jan: motions to accept as presented. Jim: seconds the motion. All in favor: unanimous. So voted.

Treasurers' Report for April 2014 – Joe reported on airport finances reporting **INCOME** of **\$23,320.72** and **EXPENSES** of **\$4,260.05** for a **Positive Cash Flow** of **\$19,060.67**. **Jan: motions to accept the report subject to audit and authorize the processing of the bills for payment. Jim: seconds the motion. All in favor: unanimous. So voted.**

Airport Managers Report – Dan reported on the following:

1. **Fuel Survey** – our prices remain the same at \$5.72 for cash sales and \$5.90 for credit card and house accounts and our fuel prices are still one of the lower prices around. We have approximately 3,000 gallons of fuel still in the ground. Aerial Skyvertising is the main fuel purchaser at this time.
2. **Airside Inspections – Tie downs, fuel farm and lights.** Fuel Farm is up and running with no complaints. We have a few lights out and as soon as the mud is gone, we can get into the needed areas to fix the lights. We are keeping up with the daily maintenance of the airport. We just purchased more rope for tie downs if anyone is in need of rope.
3. Dan received a communication from the Mayors' Office that **Commissioner Bob Adams has been re-appointed for another 3 year term.**
4. Dan reported that a few months ago there was discussion with regards to getting in on the states coding of the telephone system and thinks we're saving some money by doing so. It's only been effect for a couple of months, but we're saving about \$100./month.
5. Dan has made arrangements with the city for ADA compliance signs for handicap parking spaces and handicap accessible building. To make the SRE building handicap accessible we need to build the pavement up to being level with the entrance and also pave the walkway to ADA requirement. The cost estimate to do this is approximately \$1,575.00.
6. **On 3/20/2014** Dan attended the AMPU Project Advisory Committee Meeting as talked about and reported on in ASG status report.
7. **Statewide Pavement Cracksealing and Repair** started on Monday at the airport. 600' of crack repairing was done. This entailed saw cutting the pavement and placing new asphalt where needed. They will be back for cracksealing as weather permits, and the 3rd phase will be to fix the paint where needed. Dan will put out a NOTAM on May 1 that the airport runway will be closed on Monday May 5th starting at 7:00 a.m. The contractors anticipate that the work will take about 8 hours.

Fred asked Dan how we're doing on outstanding accounts. Dan received word from previous tenants that they will start paying down their bill, but have not received any money to date. Accounts over 90 days, nothing to report other than the ones we already have liens on.

Dan reported that the paging system has been changed to him having a cell phone as recommended by MAC during an inspection, and signs have been posted with the contact number (508-813-0393) for after hour emergencies. Fred asked Dan to put the telephone number in the newsletter.

We have signs coming in that will address automobiles on the AOA. We are monitoring and documenting vehicles going back and forth on the taxiway and AOA. Once the signs are in place, people cannot use the excuse that they didn't know they weren't supposed to be out there.

Old Business

1. **Frenette/Airport Property Update** – Fred, Bill and Dan met with the property owner/developer and discussed the deed and fence issues. They all visited the area the fence needs to be erected and the developer is committed to getting the fence erected as quickly as possible. There is no conflict anymore with the width of pavement. The Planning Board approved the 24' width of pavement which is what the ZBA had approved. Once the deeds are recorded and the fence is in place, the City will release the first lot for construction. **Bill: motions that the Commission accept the Quit Claim Deed from William Frenette for the parcel captioned Middleboro Avenue, Taunton, MA Parcel A, and the Easement from the City to Frenette granting access easement over Westcoat Drive to the Old Lane as shown on a plan mentioned in the easement and final approval is subject to review of the remaining deed and release by the Commission Chairman and Commissioner Manganiello and that all conditions of the MOU being complied with. Jim: seconds the motion. All in favor: unanimous. So voted.**
2. **Cement Markers** – Ted Porada reported that the cement pads to mark the corners of the dirt runway 4/22 have been fabricated to the specifications requested and are awaiting installation. We need to coordinate volunteers and a time to get the prep work done for the installation. Ted would like to thank Frank Nowak, Al Myotte and Mike Dupont for their generous donations to the project. Joe Lawlor suggests reviewing the FAA standards before placing the markers to ensure that the safety area and obstructing areas are taken care of at either end of the runway. Jim Miklas stated that ASG is working on data from the VMP for the Master Plan that he can provide to Dan pretty quickly that will identify where, based on appropriate threshold sighting surfaces that the FAA considers for identifying where those thresholds are, we can identify where those areas should be.

New Business

1. **Approve City Solicitor Correspondence to Mayor and Council Re: Deed and Easement** – Discussed earlier.
2. **ADA Compliance Letter** – Fred reported that Attorney Joseph deMello had sent a letter to the Mayor on behalf of his client with regard to the lack of handicap accessibility at the airport. We are addressing the compliance issue at the SRE building and the work should be done soon so as to have the building ADA compliant for the next commission meeting. The old terminal

building has got problems which are hard to address. The airport is in line for a new terminal building with design beginning in 2016 and construction in 2017. We are working with the ADA Coordinator to come into compliance. Dan reported that there is a cost associated with having the meeting at Martin Middle School and we will be receiving a bill. Bill noted that there is no charge to have our meeting at city hall, so if the SRE building is not ready for the next meeting we should consider scheduling it at city hall. Charlie said it should be warmer next month and we could open the garage door and have it there. Dan stated that there is a potential problem with the terminal building. There are two businesses operating and there is no way to get the restrooms up to code for handicap access. Fred stated it would cost about \$60,000.00 to get the building into compliance only to be torn down in a few years. Discussion continued with trying to get moved up on the list for a new building. Fred stated that our dilemma has been presented to the MassDOT/aeronautics by ASG, our consultants, and even if we were moved up we still need to have our share of the project cost, estimated to be \$194,000.00. Also, if other airports ahead of us on the list have issues or cannot come up with their share of the money for their project, then that could potentially move us up, but we would need to have \$194,000.00 to move ahead with the project.

Fred spoke with regards to a lot of discussion over the past year or so about extending hours for fuel availability. We have tried it in the past and it has not worked out and there was not a big demand and was not cost effective to have a lineman on duty. Fred suggests starting in mid-May to provide fuel on Thursday, Friday, Saturday and Sunday until sunset and see how it works out on a trial basis. The flight school and pilots have requested extending the fuel hours. Jan stated if we can't extend the hours 7 days a week, the flight school needs to plan accordingly, they know when students are scheduled to fly. Charlie suggests extending the hours for all 7 days, monitor the activity and then cut back to hours needed the most. Commissioners don't like this idea. Mike Dupont suggested extending fueling until 7:00 p.m. 7 days a week. Joe stated that we need to understand that the cost of doing business vs the profit margin that we get from fuel is very thin. This past year FY 2013, we were \$3,000.00 in the hole and the year before \$3,000.00 over, so if we bring in more business, there are costs associated with it.

Commissioners are in agreement to extend the fueling hours on a trial basis from Thursday through Sunday until sunset and monitor the activity and extend further if needed. Dan will look for someone to cover the extended hours. Activity will be reviewed next month.

TAA Cookout – Dick Griffith reported that the spring cookout will be June 8th at noon for a friendly get together and burgers and dogs. Tickets are \$5.00 and with your ticket purchase you will be entered into a raffle. Dick said tickets are available through himself, Dan and Ted. Hopefully it will be a nice day.

Public Input

Mike Dupont asked if the commission had looked into controllers for the gates which had been brought up last month. Over the past month a couple of things have happened. Mike was tracking a package from FedEx, and it had been sent back due to security. The drivers are not allowed to use their phones during working hours and he couldn't call Mike to get the code to get in. It was a new driver and wasn't about to break the rule, so he left. Another issue was a customer was in the lot and didn't have cell service, so he couldn't call Mike for the code. Also on the 15th, the codes

were not working until 9:30 a.m. and notified everybody, but didn't here back, but they were working the next morning. Mike is requesting the codes be available for access to the airport from 7 a.m to 7 p.m. 7 days a week. Fred informed Mike that the codes work by way of the computer and has no answer to why they didn't work one day and then worked the next. Fred also informed Mike that Bob talked with FedEx and a representative stated that drivers are allowed to use their phones but choose not to because it takes up too much of their time, but if Mike has an estimated delivery time, he can email FedEx the code and it will be transferred to the driver. Much discussion took place on this issue. Fred stated he is not in favor of the 7 a.m. to 7 p.m. access. Jan stated that he is not in favor of this either. Charlie stated that he is in favor of the extended access and that it is not unreasonable. The gates were open all day before and we were incident free, now we go to having the airport closed up like Alcatraz. Bill also is in favor of the extended access. Charlie would like to make a motion to reconsider the vote on extending the hours for the access codes and I want the guys in the audience to look at all of us and see who is going to vote to support their business or give them a kick in the ass. **Charlie: motions to reconsider extending the hours for the access codes. Bill: seconds the motion.** Jan responded to Charlie stating that it's a wrong statement to make that we're either going to support them or kick them in the butt, because that is not true. And to put us under that gun and say that, when we have to maintain compliance with FAA regulations and to put us under the pressure that this guy doesn't want to help out, or commissioner A, B or C voted yes, and D, E and F voted no, that is not right. Charlie said that we would not be out of compliance by extending code access 7 a.m. to 7 p.m., seven days a week, we have that authority. If one of us had a business on the field and had customers affected by this, I'd be gunning for extended hours too. So can anybody tell me the problem with 7 - 7? Bill looks at it because we're potentially expanding fueling to accommodate people needing fuel. In Bills' experiences in business he makes evening appointments very often because there are clients who work until 5 and don't get back to Taunton until 6. He looks at it as a reasonable accommodation for everyone on the field to be able to allow access for people who are not regular visitors or members of our airport and going from 7 to 7, 7 days a week is not unreasonable. And particularly I think that Saturday and Sunday need to be added because many pilots are out flying on weekends during the warm weather and that's when problems tend to arise with their aircraft and many aircraft maintenance shops respond to their customers on weekends. So it's an accommodation issue. So if we're going to expand fueling hours, we should be looking at the issue of the access from Monday through Friday to 7 days a week. Discussions continued on changing the code, and how often it would need to be changed to prevent it from getting to people who should not have it. People who want to come and look at airplanes should be escorted, not allowed to have a code to get into the airport. Fred again stated that the codes are for vendors not for just anyone. Fred asked if there is any further input. **Charlie: motions to reconsider extending access codes to 7 a.m. to 7 p.m., 7 days a week. All in favor: Charlie and Bill. Opposed: Jim, Burton, Bob and Jan. Motion: defeated. So voted.** Mike again asked what has been done on the gate call system. Fred responded that MassDOT is looking into it for us.

Mike Dupont: received a piece of mail in his mailbox, handwritten to what looked like AAS but apparently to AAI. When he opened it up, it was a check to Advanced Aircraft Instruction, a corporation based at 7 Westcoat Drive, Taunton, incorporated in 2011. Mike wants to know if this business is on the airport books legally.

Russell Demariano: addressed the commission on behalf of Ken Gibson stating that as far as having a corporation out of the address of 7 Westcoat Drive, is absolutely untrue. He is a partner of Ken Gibson, an airport user and tenant, and stated that there is no corporation or business being conducted out of the airport. The address of 7 Westcoat Drive is being used because they are in hopes, as the commission is aware, of starting a new non-profit business and potentially building a new hangar through this administration and through the FAA. Their business is launched all over the country. They fly advanced aircraft and give instruction to people who buy new aircraft all over the country. The address of Westcoat Drive is used so that people can get in touch with them. Where they live, they are not zoned so as to have a commercial address. The only reason the address is there is potentially for the new hangar. There is no business being run out of the hangar that Ken occupies.

Mike: so there is no TBM going in there getting instruction?

Russ: any TBM's going in the hangar are for personal use. He has been in business with Ken for 6 years and he's been behind the scenes and that's why no one has seen him. He has 4 other businesses out of Boston. He is more of a silent partner with Ken and he invests in certain businesses they do and wants to be a big part of Kens' non-profit and hopes to bring more business to Taunton, want to help inner city kids, bring better economy to the city and more potential commerce. They want to help the community and they are not doing anything malicious or illegal out of the hangar.

Mike Dupont: no one said anything about illegal, and wants to know if Ken is paying the Business Registration Fee?

Charlie: it's like saying I'm going to bring a gun into the bank, but I'm not going to rob it. If what Russ is saying is the case, why is Ken Gibson the principal on here, why isn't your company the principal and if you were the principal, you should still be paying the BRF.

Russ: the principal of what company?

Charlie: Advanced Aircraft Instruction.

Russ: because I am not the principal.

Charlie: then Ken Gibson is.

Russ: that is his business, yes.

Charlie: then, as such he should be paying the BRF.

Russ: why?

Charlie: because he is a business.

Russ: so I own a restaurant and own part of that plane.....

(Fred at this time stopped back and forth bantering)

Russ: so I own businesses as well and own parts of those aircraft, so if we're not running a business out of that hangar, why should we be paying the business fee, it doesn't make sense.

Charlie: why are you registered as a business?

Russ: because he is a business, that is his business.

Charlie: they he should be paying the BRF.

Russ: but his business is not being run out of that hangar.

Charlie: but the address for the business is the hangar.

Russ: I've explained why that address is there.

Charlie: but I don't buy the answer. So it's like saying, I'll bring a gun to the bank but I'm not going to rob it.

Russ: that's your opinion. You're not seeing any business being run, we're not doing anything out of that hangar.

Charlie: further, I say that the BRF should be retroactive to November.....

(Fred at this time stopped Charlie Pickett from speaking out of turn and not being recognized by the Chair)

Fred: Charlie if you want to address the commission, raise your hand and wait to be recognized. At this time, Mr. Pickett glared at Chairman Terra.

Fred: Charlie, don't look at me like that.

Charlie Pickett: I can look at you anyway I feel like.

Fred: out the door Charlie. Now, out the door now Charlie.

Charlie Malo: I don't think he should be leaving, he spoke his mind, he didn't say anything out of line.

Fred: I told him to quiet down, if he wanted to say something he had the right to put his hand up and be recognized.

Charlie Malo: and the man didn't say a word and you're all over him. Are his eyes talking? The man didn't say a word.

Fred: it's funny, I heard something.

Russ: I'm not here to create static or cause any controversy. We did hear vicious attacks and rumors and a lot of innuendo about Ken and doesn't know where it's coming from. It could have potentially come from a disagreement with a party or two back in the day and they're not happy with the progress we're trying to bring to the airport, so be it. It's unjust, there are no grounds for it and it is just impeding progress for development for Taunton. I don't really see why running a business all over the country and not running it out of that hangar has to do with anything.

Charlie: we have nothing against what you're trying to do, I applaud it. There is no personality conflict going on here, it's a simple matter of if you're operating a business on the airport and whether you're in the black or the red. If you're a business, you pay the BRF unilaterally like everybody else. Now if you want to sit here and give me an affidavit and say that Ken has never made a dollar instructing anyone out of that hangar would you be willing to do that?

Russ: yes.

Charlie: under oath?

Russ: if you want to send me a subpoena and bring me to court.....

Charlie: because we know and have evidence that he has.

Russ: how do you have evidence that he has?

(Fred again stopped inaudible back and forth bantering)

Charlie: why isn't Ken here representing himself?

Russ: because Ken is in Florida conducting business instructing someone who bought a TBM. Let me address the other fact you just brought up. Because you have fact which may come down to opening our mail, which is a federal offense, which we have attorneys looking into, and there will be a federal investigation into that, people opening our mail which you can't do, if that's your evidence.....

Charlie: I'm talking about incidents going back up to 2 years, documented 2 years ago.

Russ: if there is documentation that there is money being generated out of that hangar I'd like to see it.

Charlie: and I still think Ken is the one that ought to be standing here. If he's not able to be here tonight...

Russ: he can't be here to defend himself tonight, he trying to support his livelihood and make money and do his business. Why can't I, who represents Ken, be here and speak on his behalf?

Charlie: first, you're not his attorney, and secondly you're representing him and words you say could stand to be corrected because they're not coming out of his mouth.

Russ: I speak on his behalf, so everything that's coming from my mouth, you're gonna hear from him.

Charlie: the guys that that are paying the BRF I think back to October 18, 2011, not only do I think he should be paying the BRF, I think it should be retroactive to that date.

Fred: we'll give an official complaint to Dan and he will investigate.

Charlie: I'll make a call to the corporations division, and you're saying he's not a business. Is that what you're saying and am I understanding correctly?

Russ: no, that's not what I'm saying.

Charlie: then what are you saying?

Russ: that no business is being run out of that hangar.

Charlie: so no business is being run out of that hangar.

Russ: that address is being used, we just moved that address to be used for the potential new hangar which we are going to be bringing up as a business and will be paying the BRF in the new hangar.

Charlie: again I ask you, why aren't you the principal on here, why is Ken the principal. You keep referring to your business.

Russ: the new business product take off which is going to be the non-profit of our new business in the new hangar, yes. I am not a principal in AAI.

Charlie: a non-profit is not exempt from the BRF at the airport.

(several people talking at same time)

Dan: in the past on the BRF, what we did with Devil Dog when they were running the business and then stopped running the business for the season, they still have a lease for the land, but do not pay the BRF while closed for the season.

Fred: same with Ron Mahan of Aerial Skyvertising, he doesn't pay the BRF when he's not operating.

Charlie: see, had I known that, I would have been against it because you can't say off-season, you've still got to pay the 12 months. Say one of the maintenance facilities went on vacation for a month does he not pay the BRF for that month?

Fred: then it is up to the commission to talk about it and then take a vote on it.

Charlie: guys that are paying leases in their hangars, and they fly their planes one a month because they are not around, do they only pay the one day a month on their lease?

Fred: but Charlie, it has always been our practice on it and if the commission so chooses to change that practice....

Charlie: the practice has always been part years for seasonal business?

Fred: yes. Devil Dog continues to pay their lease, but we didn't charge the BRF after they stopped operating for the season. It's the same for Ron Mahan. He basically pays the BRF for 6 months a

year. He doesn't fly banners in the winter, so he's not running a business in the winter. So if the commission chooses to bring it up, discuss to change it and vote on it, we have the right to do that.

Charlie: what is the BRF, \$97./month. It's not like it's going to break the bank.

Russ: it's not about the money, and we have no problem paying it.

Charlie: again I ask you and I'm not trying to argue, what concern is it of yours if Ken is paying the BRF or not?

Russ: the concern is not about the money at all, it's about the badgering and everything else. The concern is not about paying what's rightfully due or not rightfully due. If business is being conducted we'd pay it, that's not the issue. And I don't understand why there is an argument when we said that once there is a new hangar and there is a new business then we'll pay the fees and the dues.

Charlie: because there's revenue, instruction money that's been generated from there.

Russ: he's making revenue right now in Fort Lauderdale Florida, that's revenue..

Charlie: that's got nothing to do with us, good luck to him.

Russ: and that is how all his businesses work, it' all in Myrtle Beach, Chicago, Ohio...

Charlie: did you see the date on this? (presenting a document)

Russ: no I haven't.

Charlie: When did you first become associated with Ken?

Russ: seven years ago.

Charlie: because this (AAI) was founded back 2 ½ years ago.

Russ: I am not a principal of AAI, I own pieces of those planes.

Charlie: see, that's why I'm saying this is 2 ½ years ago and based on this, that's why he should be paying the BRF.

Russ: we can go back and forth like this all day.....

Fred: we need to put this to bed...

Charlie: I guess what we need is good hard evidence and put it on the table and then.....

Jan: Charlie, you say you have evidence of or documentation of it. Where is this documentation? Do we have access to it?

Fred: someone presented something to Dan. We have to have a paper trail.....

Charlie: a few things have been presented to Dan. I'm sure I can get a compilation of what I'm talking about.

Jan: my thing is, who's documenting and....

Charlie: there's been discussion and I haven't asked for certain documentation but the documentation I was told was available. If we need that, I will get together whatever I can get.

Jan: I guess that is the best route to go.

Fred: \$97.00 isn't going to break anyone.

Jan: Charlie, I don't sense that is the issue here, I think this is beyond that. This gentleman (Russ) is saying that Ken is not running a business out of his hangar. I don't know if he is or he isn't, whatever. You say you have documentation, so bring the documentation so we can review it. But if he's not running a business, what right do we have to charge him?

Charlie: we don't.

Jan: so before we.....it seems like you're kind of, you're very aggressive with this person and Ken. To sit there and to say you're willing to work with them and you applaude it, that doesn't sound like it, it seems like an attack.

Charlie: it's been said that he instructs out of Newport RI, as I understood, okay. If that's the case, if a student came here from Newport, landed, did a touch and go, took off again, that is not a business here. But if a student comes to this airport and the flight originates and terminates here.....

Fred: Charlie, stop right now. You have proof, present it to Dan and we'll go from there.

Bill: it should be presented to the commission not the airport manager.

Fred: no, the airport manager is our way to investigate. We've always gone by way of the manager and he presents his findings to us.

Bill: I don't know of this policy and we should have a written policy pertaining to that.

Mike: (Inaudible).....BRFliability insurance which is actually a lot more than the BRF that we all have to pay.

Fred: If you have written proof and you can prove it.....

Russ: it's not about the money.

Fred: \$97.00 is \$97.00.

Charlie: I'm with you on that..

Fred: thanked Russ for his attendance and input.

Fred asked if there is any further public input.

Charlie: asked to go on the record and stated that before any lease is signed with any entity on the east side of the field that Taxi B will have access to, I want that to come before the full commission for review, standard lease or otherwise. No lease signing without the entire commission review.

Jan: what do our SOPP's say about that?

Fred: it is a standard lease handled by management. A land lease is a land lease.

Jan: I understand what you're saying, I don't have a problem with that. But to just go change everything that okay now anything comes has to come before us....if there is a process or policy in place, we need to follow that.

Fred: it's been policy and I agree with Jan, what you're going for is harassment.

Charlie: where's the harassment?

Fred: because you're singling out one person.

Bob: you're singling out one person like you have a vendetta against him.

Charlie: there is no vendetta, I want to see that lease before it's signed.

Bob: if we're able to bring a business on the airport because it's going to build hangars and bring revenue to the airport, we shouldn't be chasing them off. We should be trying to work with them.

Charlie: we're not chasing them off, the reason being the offer was made on Taxiway B, our portion on the money for the project, it was offered that an entity would pay that portion. We can't ask them to, we can't tell them to, but they can voluntarily make a contribution and we can accept the contribution. That offer was made. Now if any entity is going have the enjoyment to land of what Taxiway B is going to provide, doesn't want to pay that when an entity has represented that they would, I'll be glad to put those hangars in and I'll be glad lease it, and to pay as would Ron Nation, to pay that portion. That is why I want to see the lease come here first before it's signed just to be able to underscore what was already represented to us. A lease from anybody, I'm not singling out anybody. I'm saying any entity that wants to lease the east side of the field, Charlie wants to see it.

Dan: it will be a standard lease. You can't put in anyone's lease that they have agreed to....

Charlie: I'm not asking for that....I'm looking to see that an offer that was made, I'm looking to see that the offer is on the lease.

Dan: how can that be on it? You looking for a certificate or a contract with him....you can't.

Bill: I think on the lease issue, as a policy that any lease of any nature should come before the commission, like for example, we looked at Devil Dog Catering. And that the lease should come before the commission.

Fred: the lease didn't come before the commission, the business did.

Bill: that's what I'm driving at. The lease was subsequent to the approval/acceptance of the business. The bottom line is any lease of any nature and in some cases lease renewals should be coming before the commission to assure that it is in the best interest of the airport. A standard lease is a standard lease, but that does not mean that the use on top of the dirt is in the best interest of the airport. We have a standard lease and we are bound by the square footage, however we should have a say over the use. I'm all in favor of bringing business to the airport. I'm not opposed to the expansion of Taxiway B and frankly as long as whoever is going there is going to benefit the airport, I'm all favor of it. I don't care who goes there, it's going to be revenue for us. But I think we should be looking at the use itself as long it is in the best interest of the airport. There are seven people with seven votes to make that determination, and not one.

Dan: what Bill is saying is what is in effect right now. Anything with lease holders throughout the years when they wish to do something other than what was in their lease would come before the commission and was put into their lease. What Bill is saying, there is no difference in what is happening today.

Charlie: a standard lease I agree, is a standard lease. The thing that is not standard on that lease is that person is selling helicopters, this person is selling airplanes, this person is selling gliders, that person wants to have a parachute loft, whatever. I am not disputing the dialogue or language of a standard lease, I want the person who is going to lease the premises in front of us to tell us what he wants to do with the premises and see if we consider that to be in the best interest to enter into a standard lease with them. Therefore, I want the lease to come before us and the person to come before us and make a presentation before the commission.

Dan: the standard procedure has been to present a business plan and that has been taking place.

Charlie: would like to opportunity to sit face to face with the person and question them on their business, not just look at a piece of paper.

Jan: on the short time he's been on the commission, he's had the opportunity to meet with reps of Devil Dog. I will say there have been plenty of times that this commission has been invited to go to the FAA and other events and there is only a couple of us that go and then there is squawking going on after the fact that may have happened at that meeting and what information was brought back from the meeting was not believed. One thing in particular that upset me when Jim Miklas presented at PAC meeting at City Hall, one person that had stood up and stated that he appreciated that Jim gave him a straight answer that the FAA was not trying to shut down that runway. I personally came in and said that before the commission and have personally said that personally to some people in this room and to be accused that we have never brought that information here is not true and takes offense to that.

Charlie: to get back to lease discussion, I think we should be doing background checks and just because they haven't been done in the past doesn't mean they shouldn't be done in the future.

Fred: we have never had someone want to start a business without the person not coming before the commission.

Charlie: has any entity that would entertain leasing the land that would have access from Taxiway B come before the commission with a business plan yet.

Fred: no, because he hasn't set up a business yet.

Charlie: so before any leases are to be signed any entity would have to come before the commission with a business plan before the entire commission.

Fred: yes, it's always been this way.

Burton: motions to adjourn. Jim: seconds the motion.

Charlie: just a second, I'm not quite done. If we're going to make a motion to adjourn, what I'd like to do, no offense, is make sure that anybody in attendance has nothing further to bring to the table.

Fred: I've asked 3 times already.

Charlie: If someone comes to us and wants to make a donation to the airport, a generous contribution, we can accept it we can't ask for it but we can accept it.

Bob: Agreed.

Charlie: and when leases go out again in the future, when anybody comes up to lease land, and we don't have much left, but I think and I know it hasn't been done before, it should be posted so anybody that might have an interest in leasing land would know that the land is up for grabs. Someone may have a plan on the back burner give them a chance to come forward with their plan too. Then we as a commission pick what we feel is in the best interest of the airport. It hasn't been that way in the past but should be going forward.

Fred: basically there is no use even discussing it because when we're done with the east side there is nothing left to develop.

Charlie: would like to go on the record that he would like to lease the east side. I'm not going to step on anyones toes that may be in front of me. But if I was to lease the east side, I will pay the airports' portion of the betterment for Taxiway B and will be happy to do it. And I can't speak for Ron Nation verbatim, but I think in my opinion, Ron would be willing to do the same. So there is an offer from me on the table. Anybody else wants to lease the east side, what is in the best interest of the airport.

Charlie: motions to adjourn at 9:00. Jim: seconds. All in favor, unanimous. So voted.

Next meeting May 28, 2014 at 7:00 p.m. in the Leonard F. Rose SRE Building.

Individuals with disabilities, who require assistance or special arrangements to attend, please contact the Airport Manager at 508-821-2973. We request that you provide a 48 hour notice so that the proper arrangements may be made.

- Provided miscellaneous assistance to the Airport.