



TAUNTON MUNICIPAL AIRPORT
COMMISSION

MINUTES OF MEETING
October 29, 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: Airport Tenants/Users: Luis Gonzalez, Charlie Pickett,
Doug Cooper, Joe Souza, Dick Rodier, Jerry Field, Mike Dupont,
Mike Bruzzi, Toby Baird, Nick Anderson, Richard Mileika, Allan
Myette, Fran Soares, Norm Lemair, Ted Jula, Rene Robillard, John
Keeter, Eugenio Ribero, Paul Blanding, Steve Golden, Ron Mahan

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

Airport Engineers Projects Update – Jim Miklas is not here this evening and Dan read the projects status report submitted. (See attached report for specifics)

Secretary's Report September 24, 2014. Jim: motions to accept as presented. Jan: seconds the motion. All in favor: unanimous. So voted.

Treasurers' Report for September 2014 – Joe reported on airport finances reporting **INCOME** of \$27,400.20 and **EXPENSES** of \$44,058.85 for a **Negative Cash Flow** of -\$16,658.65. **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.**

Joe reported on **account balances in the General Ledger** 25 Account of \$68,811.53 and the Grants Ledger 22 Account of \$176,605.50.

Airport Managers Report – Dan reported on the following:

1. **Fuel Survey** – Our current fuel prices are as follows: \$5.80/gallon for cash sales, and \$6.00/gallon for credit card, checks and house accounts. Nothing much has changed in prices at other airports since the last report in September.
2. **Airside Inspections** – We're getting ready for winter and will be putting the sticks back up on the lights to mark their locations. **Rope** is available for tie downs if anyone is in need of rope.
3. **Extended Fueling Hours Survey** – The **extended fueling hours ended September 28th**. Dan submitted a report of the fuel sales during the extended hours for the month of September and noted that overall, during the entire trial period the airport lost revenue for providing this service.
4. Attended weekly construction meetings on 9/25 with Walsh Construction on the daily progress of the project.
5. Also on 9/25 Dan met with MassDOT at the airport, on the installation of security cameras. Jacobs Engineering is working on the project in conjunction with the MBTA. We are expecting the installation of 7 cameras around the airport possibly around spring time.
6. On 10/2 Fred, Jan, Jim, Charlie and Dan attended a **TAN CIP** meeting at MassDOT in Boston.
7. On 10/8 the commission received notification from the city for Interrogatory Requests regarding the 2012 Open House Incident. Dan responded to the request by providing what he could. The city will put the package together. Dan believes the insurance company provided legal counsel on the matter and it will probably take a couple of years to run its' course.
8. Today, Dan, Jan and Bob attended the **Annual MAMA meeting** at the Public House in Sturbridge Village. It was a 2 day seminar but they only attended 1 day. It was very interesting and informative and well attended.
9. Dan will be on vacation from November 5 through 20th. Fred and Bob will be covering in his absence.

Old Business

1. ADA Compliance Update – Dan reported that there is nothing new to report at this time.
2. FAA Hangar Inspections – Dan spoke with Chris Willenborg today about the grant assurances letter they received. They are tentatively scheduling for November 14th, but they may be cancelling until later in the month or December. Dan is not sure how they will be notifying us. Fred noted that access will be needed to all hangars.
3. Frenette Property Update – Bill reported that the fence has been fixed and matter resolved.

New Business

1. **Open Snow Plow Bids** – Dan reported that he advertised for snow plowing bids in the Taunton Gazette as he does each year. Fred reported that we only received on bid and opened it at this time, noting the bid was from GB Sons. Fred read the specifics of the bid submitted and it was noted that if the airport has more snow we can handle, GB Sons will be called. It was also noted that, no matter what is bid, the city will only pay the rate other private plow drivers receive.

Public Input

Norm Lemair addressed the commission and expressed his dissatisfaction with the way he was approached and treated by Commissioners Terra and Boboruzian while out for a walk on the airport after the pig roast. He left his vehicle with his ID in the window so that airport management would know who the vehicle belonged to. Norm stated that he was approached by a yellow truck with Jan and Fred. He didn't know Jan, but Jan approached, never introduced himself but proceeded to ask Norm if he could help him and asked what he was doing out there. Norm told Jan that he was a pilot and out for a walk and was told he couldn't be out there. Norm said he's been a pilot here for 30 years and no one has ever told him he couldn't be out there and basically accused him of walking down the runway. The only time he has walked down the dirt runway was to pick up trash or fill in a hole that an animal had dug. Norm asks Jan to explain to him why Jan humiliated and embarrassed him in front of his wife and why Fred never said anything to Jan that he knew who Norm was. Both Fred and Jan explained to Norm that he was walking down the center of an active runway. Norm argued that he was not. Discussions continued with both sides having their own opinions of what transpired.

Jerry Field stated he has 2 items to talk about: 1) that the commission owes Mr. Lemair an apology, not for what he did, but for the way he was treated in front of his wife. Mr. Lemair is entitled to be treated with respect. Jan spoke on the language that Norm used in dealing with him and stated he could not repeat the language here. Jerry stated that, you folks should realize who is paying the bills around here. We pay the bills and you folks work for us. You're not an authority figure who barks orders at us. We pay the F'n bills here. At this point things got out of hand and Jerry was asked to stop and sit down or be escorted out by the police.

Mike Dupont talked on the letters of violation received for traveling on the AOA and noted that there are others that use the AOA and those persons are not even mentioned on the log keeping track of travel on the AOA. Furthermore, he has an access card that allows him to move in restricted areas on public use general use aviation airports in this state using a vehicle. With the commissions' concerns of safety on the airport concerning vehicles, there is no reason for the airport truck to be near or on the runway or taxiway during the time the airport is open. He has personally seen this and has been told by other pilots that they have had to abort landings due to the airport truck being on the runway or heard radio transmissions to abort landings.

Doug Cooper agrees with Norm and Jerry. He spends about \$3,000.00 a year here on fuel, and pays for a hangar and ground lease fee. We are paying the bills and he feels the commission

treats people like crap and doesn't like it. He feels like the commission is laughing, smug looks and it's a toxic relationship. The commission needs to listen to them. We're paying the bills with our money. It's not your money. It's our airport.

Jerry Field raised his hand and Fred asks if he's going to behave. Jerry responded that he would. Jerry would like clarification on who can be on the tarmac and where is it written, because it is not in the SOPP's. Fred stated that it is in the DOT and FAA rules because you are not supposed to be on the AOA unless working on an aircraft or loading or unloading an aircraft. Jerry asked what is his ID badge for? Dan replied that it allows him access to the airport to be where he is supposed to be.

Steve Goldin agrees with Jerry and states that if there is going to be a procedure that is going threaten to take away based aircraft owners access to the airport, it should be in writing and very clear because what the SOPP's say and what the airport users feel are two different interpretations.

Jerry Field said a private conversation with someone may be more effective than putting people on a list. No one has ever come up to him and told him he can't be out there. Fred asks if everyone now understands that travel on the AOA is not allowed. Jerry wants to point out that his esteemed colleague Commissioner Malo is on the same violation list as he is, so he is encouraged at least that Charlie is also confused about who should be out there. Fred said that we have made it clear tonight that no one should be using the AOA to traverse the airport.

Mike Dupont doesn't understand why he needs to use the East/West roads to go from his building to an aircraft to work on, he'll check it out and may need other tools and need to go back to his building then back to the aircraft. He knows how to drive on an airport, and he's not going to go through the gates 4 times. It's not in writing and we'll challenge it, no other airport does this and it's nonsense. Fred stated that we were directed by Chris Willenborg to get people off the AOA for unauthorized vehicle use.

Bill Manganiello looked at the SOPP's, Section 5 that regulates activities on the airport, particularly the use of the operating areas of the airport. Paragraph 5 is somewhat ambiguous at best but has an indefinite reference that says, any use of the AOA is prohibited except as may be authorized by law and unless in strict conformance with the requirements of TMAC and/or the airport manager as published herein. So the question is, what do the ID badges mean and the SOPP's don't specifically stipulate what the requirements of the TMAC or the airport manager are. So we need to have some specific language to clarify this. When he looks at page 53, section 22, it lists more than several items pertaining to motor vehicles and that section in vehicle regulation says nothing about operation on the AOA other than what the requirement for condition of the vehicles need to be. So apparently we're missing something in writing here in order to be able to enforce this rule. Fred stated that Dan has put a notification in the newsletter constantly that vehicle traffic is not to take place on the AOA. Bill stated that notification in the newsletter is not written protocol. A review by this commission of what the protocol should be, and an amendment to the SOPP's will clarify this once and for all. Bill is recommending that the chairman appoint a

committee of commissioners, to review as quickly as possible, the use of AOA for potential amendment to the SOPP's. Fred noted that our SOPP's have to conform to MassDOT and FAA regulations, so if we get some feedback from Chris Willenborg, head of MassDOT Aeronautics Division, saying that there are no vehicles allowed on the AOA, then we don't need to amend our SOPP's.

Ted Jula stated he brings some experience and was at Hanscom Field for 28 years prior to MassPorts takeover. He served 2 terms as Vice President of Hanscom Pilots Association which consisted of 450 aircraft owners and pilots. He also spent 2 years as president of that association and spent 5 years as a director of that organization and 5 years on the Hanscom Field advisory commission. What we have here is a failure to communicate. You must let the maintenance personnel at least have ramp access even if they need to put a light on the top of their vehicle, they must have ramp access. MassPort ultimately granted Mike Houllian Sr., who founded Executive Fires Aviation, he was able to bring his mechanic anywhere on the airport as long as there was a blinking light on the top of the vehicle. Ted suggests, at a minimum, we have the same type of access here.

Mike Bruzzi agrees with most of what people are saying and there is an obvious toxic relationship between the commission and people at the airport and asks if the commission takes any responsibility for the toxic situation that exists and how did it get like this. He's never seen this at other airports. Charlie Malo doesn't doubt what Fred is saying about the directive of Chris Willenborg, but he does want to see a clarification of vehicle use on the ramp because any airport he's ever been on, maintenance vehicles traverse the airport as they needed to. So if Chris is going to say that our maintenance people are not supposed to be traversing the AOA, I want to know why every other airport around it is not being enforced.

Al Myette stated that every airport he's been to, allow vehicles on the AOA and asks that the commission come up with a solution.

Discussions continued on the upcoming inspections on hangars by the FAA and what the FAA is looking for and what is allowed and not allowed in hangars.

Someone asks if there is any new information of runway 04/22. Fred explained that our airport engineers are in the process of looking at all angles for the entire airport for what is going to be done in the next 5, 10 to 20 years. The FAA will not support 04/22 financially. The recommendations are made by our engineers in the compiling the master plan. We have a 3rd PAC meeting coming up in early December. The engineer is compiling all the scenarios of what can be done for the entire airport and those will be talked about at the PAC meeting. Steven Golden thinks it's really important to keep 04/22 open and he thinks it takes an effort from everyone but before it gets to the point where the city says their insurance carrier doesn't want to have a runway that considered too short, he would be willing to volunteer to do whatever it takes to find out whose trees are in the way and what has to be done to clear those trees. Also, he's willing to make the arrangement to fund the removal of the obstructing trees. When it gets to that point, he doesn't know if this is the time to do that, whether it needs to come out of the master plan, but there needs

to be someone actively pushing for this runway to stay open and someone willing to find out what it takes, and he is willing to do this. He will find the financing if the commission can tell him what trees are in the way. Fred, Jan and Dan explained that the airport cannot be part of this because if the airport were part of this project, the commission would be subject to obtaining easements and done by the book by going out to bid, etc. **Charlie: motions to NOTAM 04/22 to 800' for sport and light aircraft, starting tomorrow.** Bill says we should hold off on that NOTAM because he feels we need a written report beyond the plan we have from ASG. We need some engineering to show exactly(inaudible, mixed chatter). **Bill: seconded the motion to move it along to discussions and a vote.** Jan, Bob and Bill: no, we don't have enough information to make a weighted decision, we're basing it on a preliminary opinion vs. an engineering study. After further discussions, Charlie removed his motion from the table.

Rene Robillard informed everyone that, looking at the public information that is available on a popular app that most people have access to, it appears that Taunton has done a pretty good job of notifying pilots that might be flying into the area of the conditions. Mr. Robillard read some information available on this site noting: runway 04 trees 125' both sides, center 60' high, 800' from end, 12:1 (inaudible) slope. It says basically the same for runway 22. This information lets pilots know that Taunton does not meet the 20:1 glide slope. Fred asks from what source was the information Rene read from. Renee said it was from Garmin Pilot App, this is the public record information and this is what should be in the AFD and information that everyone has available to them.

Joe Sousa told the commission that he and several pilots asked Jim Miklas of ASG how many trees would need to be cut to get the 20:1 glide slope distances. It's not on his radar and he couldn't answer the question. He's not working on it and Joe would like to know why and who is paying ASG, where does ASG get their funding from. Fred explained the most of the funding comes from MassDOT and the FAA. Joe stated that something's not right here, if it's not on his radar screen, he's not working on it. Jan stated that at present ASG is working with 2009 data and is working on updating that information, that's why Jim Miklas didn't have a specific answer.

Jim: motions to adjourn at 8:30. Bill: seconds. All in favor, unanimous. So voted.

Next meeting November 26, 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.

MEMORANDUM

TO:	Daniel J. Raposa, Airport Manager	FROM:	Bob Mallard
LOCATION:	Taunton, MA	LOCATION:	Woburn, MA
SUBJECT:	Monthly Status Report – Misc. Projects	DATE:	October 29, 2014

This memo describes the current status of miscellaneous engineering and planning projects at the Taunton Municipal Airport as of the date indicated above.

AIRPORT MASTER PLAN UPDATE (AMPU) – FY2013 AIP PROJECT [REPLACES PHASE 2 LAND/EASEMENT PROJ]

- ASG has completed data collection for Inventory and Forecasting efforts. Draft chapters are completed and will be posted onto airport website.
- Draft Facility Requirements chapter is completed.
- FAA has officially accepted the AMPU forecasts
- ASG is completing revised RW 4-22 Plan/Profile Plan/Analysis
- PAC Meeting 3 will likely occur in early December.

CONSTRUCT TAXIWAY B – FY2013 AIP PROJECT

- Taxiway construction and wetland mitigation is complete.
- Walsh has requested and received a stop work order due to lengthy manufacturing time for vehicle gate. There is currently no estimate on the manufacturing and delivery of the gate.
- Continued with project management & contract administration.

MISCELLANEOUS ITEMS

- ASG assisted TAN on registering the airport in the SAM system.
- Attended / participated in Airport Commission meeting.
- Provided miscellaneous assistance to the Airport.