



TAUNTON MUNICIPAL AIRPORT

COMMISSION

MINUTES OF MEETING

January 27, 2016

Commissioners:

Fred Terra, Chairman
Bob Adams Vice-Chairman
William Manganiello
Jim Madigan (Absent)
Burton Schriber
Charles Malo
Jan Boboruzian

Airport Manager:

Dan Raposa

Treasurer:

Joe Lawlor

Recording Secretary:

Ted Porada

Airport Ground Services

Ted Porada

Airport Solutions Group

Bob Mallard

Others in Attendance\

Dr. Bruzzi, Jerry Field, Charlie Pickett,

Airport Tenants/Users\Neighbors

Steve Proffetty, Mike Dupont, Joe Mortland

Alex Dupont, Doug Cooper, Dave Littlefield,

Joe Souza, John Robello, Steve Perry, Karl Aybers, Joe Mortland, Jeanne Quinn, Dick Griffith, Phillip Baird, John McCaul, Karl Aybers, Luiz Gonzales, Damon Solomon, Greg Glynn, Jon Colbert, Jeff Macomber, Estelle Borges, Richard Newhall, Diane Place, Juanita Gallagher, Jeff Anderson, and (Unknowns)

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

Engineers Report

Bob Mallard with Airport Solutions Group.

I am just going through a list of projects. The Master Plan Update has really nothing to report on that. We submitted all the deliverables recently and are waiting to hear back from the commission subcommittee on any updates on the edits on the SOPPs.

Taxi-way Bravo there has not been a lot of movement but there has been a little work by the contractor. They have install the roadway, the gates, paved the roadway and installed the loop detectors. We have been coordinating with the Security Access Control Contractor and the General Contractor and they have a few more things to do. Just the gate control and the associated electrical work. We have submitted a punch

list to the General Contractor and are waiting for typical administrative closeouts. Things like project photos, as-built drawings, remote control access control cards and things of that nature. With the FY16 project that project has been scoped and re-scoped several times. We initially had a wildlife hazard assessment and a management plan and the FAA asked us to remove the management plan and just recently asked us to add that back in so that we believe we are getting close to scope on that project. With respect to miscellaneous items as you know I have been assisting the airport with preparation with request for proposals for airport management services and I hope to have a draft perhaps by next week. I have potentially good news to report on the NOTAM that is in place. My office has been in pretty close coordination with the FAA flight procedures office down in Atlanta, GA and we were just informed today, actually, yesterday they asked us to do one more thing which we completed yesterday and today my office spoke with them and they expect the NOTAM to be removed in the next two to three weeks and should hit the next publication cycle so I am not exactly sure what date that is but they tell us that the NOTAM for not authorizing the night time approach should be removed so I will believe it when I see it, but it sounds like good news. With respect to the runway 12 data there has been some invalid construction data in their database and we have been trying to get them to do that and we expect the resolution of that and at the same time runway 30 is complete so in about two to three weeks. We previously assisted the Airport Manager with some vegetation management program as was discussed at the last commission meeting and haven't heard anything back really and are just waiting to hear if you guys need anymore assistance from us we would be willing to do whatever you need us to do. The only other thing I have to report is as you know our company is on the team for the terminal building program and we are in the scoping phase right now for three airports including Taunton and so that projects moving ahead with MASS-DOT. The Aeronautics Division has asked for the design to be done by June 30th, we do not see any issues with that, once the scoping has been approved the GeoTech engineering firm will be out there the surveying firm will be out there and that information will take a little time.

FRED: The survey team has already been out there and starting the surveying and we are proceeding with the scope work.

Bob: Yes.

FRED: But that's a good omen and it will be good to get that terminal building up. You said the NA at Night is going to be . . .

Bob: It should be removed in the next two to three weeks, that's what they told us today, now they haven't given us a date certain but they say two to three weeks so we will definitely keep an eye on it and I am hoping some time in mid February we will have some movement.

FRED: Keep an eye on that it's been on way too long. Anybody else have any questions for the engineer? No, No

FRED: Thank you Bob.

Secretary's Report

Jan: Make a motion to accept the minutes

FRED: Do I have a second?

Burt: Second

FRED: Any discussion? All in favor? Unanimous So Voted

Treasurer's Report

Joe Lawlor: Ok, for all the commissioners inside your distribution packet you should have this months end of month financial report or data. For income for the month of January we have \$21,935.55. For expenses it is \$11,751.25 which leaves us a positive cash flow of \$10,184.30. On the following page you have the airport account balances. On our 25 General Ledger account our account balance there is \$143,175.64 and for our 22 account which is our grants ledger is \$268.05 and that should complete the report bearing your approval. The last page by the way is the monthly report and it gives the accumulation of data for the total year to date also.

FRED: Do I hear a motion on the floor?

Jan: Make a motion to accept.

FRED: Do I have a second?

Burt: Second

FRED: Any discussion? All in favor? Unanimous So voted.

Airport Managers Report

Dan Raposa Thank you. In front of you you should have the current fuel survey. Our fuel price remains the same as it was.

1. Fuel survey taken over the weekend.

Current fuel price is \$4.66 Cash, \$4.80 for house accounts, credit cards and checks. You will notice the prices of surrounding airports we are competitive some a little bit lower and some a little bit higher. We have about 6,000 gallons left in the tank we will be working that as it goes down.

2. USDA Wildlife program update. Report was submitted, I believe I submitted that report to you earlier in the month, you guys all saw that report. They concluded, I believe last month I mentioned last month that they would like to continue the program. I said to the gentleman, Eric, that we are in the process of creating a wildlife management program. We also have our own participants who are doing hunting and I told him that maybe we want to hold off for now, but that it is up to the Commission whether they want to renew. We have not received their bill yet. We contracted that for about \$3,000 at the time.

3. I met with F&M architects on January 7th regarding the pre-design for the terminal building. That meeting was held in the S.R.E. Building and was attended by F&M architects, some of the commissioners, some of the Councilmen and it was basically a kick-off for the building design. I mentioned that the Engineers had been here last week doing the preliminary survey. They took the total square area and documented all the things that are in the ground, out of the ground, and to repeat what Bob Mallard said, they plan on going out for bid by the end of June.

4. On 1\8\16 I attended a meeting with the Project Takeoff Team as well as MASS-DOT's Jeff DeCarlo as well as Steve Rawdy, Representative Shaunna O'Connell, Mayor Hoyer and Bob Adams were at the meeting. It was a power point presentation by Mr. Gibson from Project Takeoff and he was familiarizing everybody there with his plans and concept for what he is going to be doing.
5. On 1\22\16 I met with Steve Tibbetts of Eastern Aviation Fuel regarding conversion of our fuel terminal to self-serve fuel and what it might entail and he is supposed to get back to us with an estimate. That's all I have Thank You.
- Burt: I have a question? How many gallons, you said we had 6,000 gallons left in the ground.
- Dan: Around 6200 gallons
- Burt: That is a 10,000 gallon tank
- Dan: Yes, we can go down to 500 gallons, we never go that low, so we have about 5000 sellable gallons.
- Burt: We are not thinking of buying any fuel?
- Dan: Not right now, we can only put in 90%.
- Burt: Oh.
- Dan: I did not give you a total just the 90% ullage.
- Burt: I was thinking of averaging down. I thought I would just ask.
- Fred: We tried doing that one time and got caught in-between because you end up paying more because you still have to pay the same freight on one-half a load. You pay the same freight whether you take a gallon or ten thousand gallons and we tried to do that and got caught because the price went up. Jan?
- Jan: Dan, I have a question on the wildlife is that for a one year period that contract?
- Dan: Yes it was, it was a one year period and they have come out three times already.
- Jan: Yes, but if we already have them for a year we should still have some time left on that right?
- Dan: No, The contract called for three visits a year.
- Fred: We have already had three visits this year (2015).
- Jan: I didn't know if we still have time left.
- Dan: We do have time left but they have already had three visits.
- Jan: So they won't come out again.
- Dan: They would for an extra fee, it is not part of the original contract.
- FRED: Does the commission have any questions of the manager? None**

Old Business:

FRED: Anybody have anything under old business? None . . . Ok

New Business

FRED: We had talked at the last meeting that we have to start creating a fund to start taking care of the brush and tree clearing plan. We have to set something up. We have to put so much money away each year, Bob, our engineer, is working to put something together so we clear so much, whether it is \$5,000 or \$10,000 a year for brush clearing, but we have to seriously start doing it because the trees are starting to grow around runway 12-30 and it is going to get us in a situation where we are going to be out of compliance. Seriously, the commission has to think about what we are going to do and how we are going to put aside this money every year.

Burt: What is the timeline?

FRED: I would like to get something going. The talk started whether we do it at a regular commission meeting or set up a sub-committee to start putting something together and bring it back to the commission.

Burt: What we have done in the past at Crosswinds, for example, we have a building fund where monies are collected and we take part of that money, just a part of it, that goes into building fund. With the monies coming in we should just do something like that and it could be something that gets interest or something that, you know, we at least are getting something while that money is kind of just sitting there.

Bob: Could you set up a separate account where we could just stash a little bit of money away.

Joe: I can and we have funds to do that, but I am going to need to know what the commissions decision on how much we should set aside for future projects, how much to set aside for tree clearing or any other task. It is easy to subdivide money into categories, to categorize for A, B, C. I just need to know what is A, B, C and then I can do that and I can give you a report monthly of where we are tracking.

Bob: Thousands and up?

Fred: Do you want to set up a subcommittee to research that?

Yes, I think we set up a sub-committee.

Bill: I would recommend that.

Fred: Do you want to make a motion?

Bill: I make a motion to set-up a subcommittee.

Jan: Second

Dan: I would suggest you set-up a fund with the amount of money you want to set aside and let the engineers scope the work and the subcommittee would recommend where to do the cutting.

FRED: Bob(Mallard), could you put something together what you think we need, what we should put away for tree cutting a year. What are your thoughts on it?, do you want to research it first, can you come up with something?

Bob(Mallard): Let me assess where the worse obstructions are and approach which are the most important and then moving primary away from the runways. So if you can give us a little bit of time I can get my guys out there to see where the vegetation needs attention.

FRED: Can we amend that and let him come back with a finding?

Joe: Mr. Chairman if I may. We should probably follow through with the subcommittee and let the subcommittee manage the inputs from Bob. The reason being is that there is a lot of demands on the funds that are available. We have funds available but there are limits to the amounts available and it needs a conscious decision on the amounts

available from the committee on a whole, when and where to put an amount of money and then Bob could work towards that end for this bundle of money. What we can do this year and each year we can add to the various bundles but we need the whole commission to do that.

Fred: Ok

Jan: On that, and this may be part of what you would do - somebody had mentioned \$5,000 or \$10,000, do we know whether that would even be enough. What I am saying is that we may allot \$5,000 but that's only enough to cut a couple of limbs. It may take more than that, I don't know what that is. Maybe ASG can find that out.

FRED: We can set-up a subcommittee and ASG can meet with them and get some input into it and you can start your recommendations.

Bill: I think one of the issues of course is the tree cutting but if we get together we can identify other areas that require expenditures. I think that is where the subcommittee would come into value here.

Charlie: Doing it that way we can assign a priority, the highest priority being number one instead of us trying to sort through with a list sequentially.

Fred: That's a good idea, he can look at the list and identify the problem.

Bill: Want to set up a committee now?

FRED: Yes.

Bill: I will volunteer.

Jan: I will volunteer.

Burt: Ok (and nods)

FRED: (Bill, Jan and Burton) The three of you can get together and elect a chair. Ok, Bob, Thanks.

FRED: Can we have a vote on the subcommittee since we already had discussion.

FRED: All in favor? Unanimous So voted. (Bill, Jan, Burton)

FRED: On the SOPPS, Jan

Jan: Yes we are still in the process of gathering some information, and a couple more questions need to be asked. Joe I know is working on that right now. We did have a phone call, a conference call, earlier this week with Jeff DeCarlo and Tracy Klay, the legal attorney, at MASS-DOT and we asked what you had brought up Bill, the chapter 90 and 51 and Joe on the 30A Section 2 and we are in line with all our procedures like we discussed. We will submit them to the commission as a whole, the commission will vote on them, whether they want to approve or disprove these changes and then they will be submitted to MASS-DOT for their legal review and that is where it ends.

Bill: If I may, Go ahead Joe.

Joe: It was on this issue that was brought up was based on 30A section 2.

Bill: Right what I was talking about -

FRED: Bill, Joe has the floor.

Joe: We deliberately downloaded and discussed some of these sections we had talked about at the last meeting and we read it, it appeared that we were going to a place we didn't want to go in setting up the rules and regulations. In 30A section 2 it talks about the rules for a violation of the rules. You can be fined or imprisoned or some reduction of rights. That's not what our intentions were. It was an administrative set of rules with the worse we could do for a violation was to shut off unaccompanied physical access to the airport. Because we are a public airport we cannot close the airport to an individual.

In recognizing that, we talked to, on the conference call with MASS-DOT and stated that what was suggested at the last meeting was where we did not want to go. Where we wanted to go was here an administration set of rules.

Jan: Tracy Klay, who is a legal representative under MASS-DOT said that when we finished our SOPP rules for us to send them to MASS-DOT. Mass-Dot reviews them and they will issue a letter. When the package comes back we need to publish it, but only once, but it needs to be published on the City's website and the rules become effective.

Bill: That was my point is that we are guided by Chapter 90 Section 51J which requires publication if we do that good, but I was suggesting if we are going to do that, put ourselves strictly under the State law abstract we need to follow under the Administrative Procedures Act Section 30A section 2.

Joe: No

FRED: No

Jan: No

Bill: Wait If we were to stay strictly under the State rule for rule making we would have to follow the APA, Administrative Procedures Act, Section 2 is process to promulgate rules.

I am not suggesting we have to follow it, but, if we do follow 90 section 51J we are required to publish for regulation that's all we need to do. We are actually in agreement on that Yes.

Charles: In terms of the SOPPS we as a commission are a small faction of the users, the majority we are not and I would like to make sure we are going to vote on them, the amended rules. That I would like to see sufficient time for all the airport users to provide input to us and constructive criticism if we may because they are the people who the rules are going to affect. I think they should be given the sufficient opportunity to review these.

Jan: Mr. Chairman. Charlie to your point, we did have that published on the web site and people did have an opportunity to respond and there was a period, I think it ended December 14 or something like that. Whenever, but it ended so comments and input were taken in under advisement so we are beyond that.

Charles: So nothing has changed, the date hasn't changed.

Jan: Nothing has changed and we took all those concerns and addressed them and we are still left with a couple of questions that we are still looking into and once we get the answer to those, I already talked to Bill about it, we will have another meeting.

Charles: OK

Jan: We will put all those together and bring it to the commission and then go on.

FRED: Then we will vote on them. Once we vote on them it will go to the MASS-DOT for their review to make sure it is inline will all FAA and MASS-DOT rules before they send it back to us.

Dan: We are only doing revisions to the SOPP's. We are not creating them from scratch - we are just revising - we do not have to go all through everything.

FRED: Yes, it is just a revision of the existing SOPPs. Any other questions on the SOPPs? Thank you. Any other old business from the commission?

New Business:

FRED: Anything under New Business?

I would like to bring up, there has been several requests by the airport to extend the hours on the numbers(codes)to get people in and out of the airport. I would like to make a suggestion to the commission to extend those hours up until 7:00(PM)at night. It gives them a little more time to get their business clients in and out of the airport using their pin numbers. Can I hear a motion on that?

Burt: Well can I ask a question? What time do they time off 6:00(PM) now? So we are extending it one hour.

Bill: Can we consider weekend hours particularly Saturday for the pin? The shops are open Saturdays. It would make sense to give them some time Monday through Saturday for the same time.

FRED: We have been working with this and we have extended the hours a couple of times. Listen, let's try this first. Maybe at a later date we could discuss something like that. Go ahead Bill.

Bill: I say the reason I am bringing it up is if we put it in play now it will be ready for the spring, March when flying starts to pick-up. Kind of makes sense that a lot of people will be showing up on a Saturday, a Sunday to deal with a plane that maybe hasn't been started for several months and that's when they are going to start discovering problems. For a lot of the flying population that generally not necessarily available during the times that we are allowing access. People who are residents on the airport particularly they should all have a card access, but we are talking about outside people who come to our field for service by the FBO's on our field.

FRED: We have something in place now, they know if they are coming in Saturdays they can get, call the airport manager and get a code to get into the airport on a Saturday or Sunday, or after hours late at night. The manager covering has done it in the past. I have done it when covering for the manager.

Bill: So if I may. The question I would have is so what are we talking about here, the outside hours, the FBO's could call for a discrete code outside the hours?

FRED: It has always been in effect, has always been in effect.

Bill: Ok

FRED: Jan

Jan: I think you have answered some of my questions there, but I also want to say, you said if the shop is going to be open on the weekend they need to make arrangements with that shop if you are going to come in after hours, make arrangement with that particular shop just as you would to pick up your car at a dealership after hours. You would make arrangements with them and go forward. But if you have a process in place where Dan can be contacted and get a code if the shop is not open.

Charles: There are times where a customer has tried to call and not get a call back. I don't know who tried to call. Wouldn't it make more sense to go to a six day week? What is the difference M-F or M-Sa? Wouldn't it eliminate the need of a phone call? Just do it.

Burt: The problem is we used to do that before and I agree we had a problem before but that was because he didn't have a cell phone. So now he has a cell phone and I thought that eliminated the problem. Whoever is managing Dan, yourself or Bob or whoever is covering for Dan has the cell phone and they should be able to get in touch with that person. That's my opinion.

FRED: Yes. I have given out codes where people call me and want to pickup their plane after hours, so I gave them a code. Anybody want to do a motion on that to extend for one hour?

Burt: I present a motion to extend the hours, extend for one hour.

Jan: Second

Fred: Any discussion on it?

Bill: I would just strongly suggest we go to six days a week, and I point out, that we go to pick up a car from a dealership that is one thing, finding for example a lot of dealerships are open on Saturdays to accommodate their customers. So it is my feeling really is what can't we allow our FOB's to accommodate their customers. I don't think it is a big deal to increase it one day.

Jan: I also do not think we are working with that kind of volume. I don't really think?

Charles: I have to ask what is the deterrent in having it open six days. I see it as a convenience but I don't see it as a deterrent.

FRED: It gives us, the business are basically running five days a week. That's what the posted hours are, five days a week.

We have a motion on the floor. Second?

Jan: Second

Fred: All in favor? Unanimous

Any other new business?

PUBLIC INPUT

FRED: Please come down to the mic. Please give your name and address, please.

Doug Cooper: Thank you Mr. Chairman. My name is Douglas Cooper. I live at 11 Pawtucket Ave, Bristol RI. I am an airport user and airplane owner. While we are at it could we revisit the gates opening automatically from the inside to allow people to exit the airport. As it is right now people leaving the airport pull up to the gates and the gates do not open automatically. I think this is a safety issue. I think this is a pretty grave concern, we are trapping people in the airport. I can't think of another facility anywhere, airport, hospital, school anywhere where security fences do not open from inside automatically.

Fred: Thank You very much Doug.

Doug: Do I get an answer or just thank you very much.

FRED: Thank you very much. Any other public input?

Jeff Anderson (Neighbor): Highstone St., E. Taunton. I also have some abutting neighbors with me. We live right on the approach(on Bear Paw Pond Rd.)to the airport. Lately there have been some articles regarding growth and expansion in the newspaper. We have been here for 22 years and you guys have been a great neighbor, quiet, peaceful and we are concerned that you are considering larger planes, more planes, louder planes and the casino is a threat.

FRED: It is part of Massport, basically anything coming into the airport is basically based there now. The thing that is put out there becoming a jetport. It is not going to be a jetport.

Jeff: New Bedford is a destination airport and we we would like to keep it that way.

FRED: Yes, it is not going to grow much more. You remember several years ago there was a flight school there and planes were going out.

Jeff: You guys have been great for 21 years. Occasionally we have one twin engine jet that comes in and I live, sometimes 400 feet and maybe they are quiet but he comes in and he is loud, obnoxious, fast and we hate to see more of that. It's been in the papers and so we are just concerned. We want to address it now.

FRED: Yes, I know it was in the papers, somebody wrote a letter, but what you see at the airport is what you are going to see.

Jeff: That's fantastic, that's what we were hoping for. It's been great.

Fred: You may have a little more traffic.

Jeff: When you say a little more traffic, meaning like repetitive?

FRED: You won't have to the effect when the flight school was there.

Jeff: Alright.

FRED: But like I said you might see more planes flying in the summer than in the winter.

Jeff: Absolutely, but they are not obtrusive, they are quiet, whatever they are Cubs, Piper Cubs whatever.

FRED: This thing about big Jets coming in.

Jeff: Will we have noticed the work and the airport is functioning as well as it is, but we just don't want to see expansion and growth. That's all.

FRED: We want to be a good neighbor.

Jeff: You have been, it's been great. We want to keep it that way.

FRED: Thank you very much.

Estelle Borges: Good Evening Gentleman. My name is Estelle Borges and I am also a City Councilor as well as the Chair of the Needs of the Airport and I would really like to see this board consider longer hours and to open those gates to 8:00(PM). Also really consider that Saturday time. I think that is something that we really need to look at.

Mike Dupont: American Aero Services. I have been at the airport for 35 years. As far as the security gates are concerned. The reason you do not want to open them on Saturdays and Sundays is due to security is that correct? Is that the reason?

FRED: Basically the business, your business is advertised M-F, other times by appointment. If you need something Mike you can get a security code from Dan. Dan will give you the security code.

Mike: So if a customer want's to get ahold of us on a Saturday or Sunday they usually call us and we know who they are. But you are suggesting that they call a third party who doesn't know who they are and give them a code to get into the airport.

Jan: We are not suggesting that. Mr. Dupont we are not suggesting that at all. We are suggesting that they make arrangements with you, the business owner, that's what I said and if they cannot make arrangements with you, then they could call Dan for an access code to get access to the airport. But anything off hours I would suggest that they make a prior arrangement with whatever business owner they are dealing with.

Mike: Not everything is scheduled.

Fred: Excuse me.

Mike: Not everything is scheduled, people show up at any time. People have problems at any time. I just want to know why it is more secure to give a third party who doesn't

know who the person is to give them a code rather than have the FBO's give them a code. To make a point, the gates are open 24-7 when it snows out. and gate security doesn't seem to matter when it snows and anytime a holiday falls during the week the gates work with codes.

Charles: I have to say first that I am on board with Estelle when she had to say in terms of security if someone was to get in to the airport, they are going to find out when a code works and access the airport during these times M-F. You are not weakening our security on a Saturday or extending the hours. All you are doing is adding a convenience to the users and the business on the airport. There is nothing detrimental about it, it is just accommodating.

Mike: So, is it more secure that way or is it not. I don't understand

FRED: We are extending it an extra hour for you Mike.

Mike: Thank you.

Fred: Jerry:

Jerry Field, 49 Fay Ave., Middleboro airport user. Just a clarification on the additional traffic the gentleman talked about from East Taunton. I think that began when a member of the commission talked about a conversation with commercial operators to come and operate at Taunton. At the last meeting I heard the commissioners talking about that. Am I now to understand that there are no conversations going on with anybody about coming in an operating a charter service at Taunton is that correct.

FRED: I think we have had conversations with a lot of people Jerry.

Jerry: Right, what I am trying to get clarified here is, is that conversation that you had is past history and no other conversations will continue from then on. The concern is once you get this started there is no stopping it. So just to clarify what I am hearing tonight is there will be no more conversations with folks about commercial charter services operating from Taunton that's a yes or no question?

FRED: No, I can't, I can't tell you what's going to happen in the future Jerry.

Jerry: So that's still a possibility.

Fred: I can't tell you what's going to happen in the future Jerry.

Jerry: So just to be clear commercial charter operations at Taunton is still a possibility.

FRED: I can't tell you what going to happen in the future Jerry.

Jerry: Ok, thank you.

Charles: For the record here I would like to make a motion here or amend the prior motion or make a new motion under separate cover to extend those operating hours to include Saturday.

Bill: I will second

FRED: Any discussion? All in favor? Charles and Bill Aye All Opposed?

Bob, Burt and Jan NO So Voted.

FRED: Anymore public input?

Jeff: Yes, once again just to reaffirm that was the first I have heard of it and you just told me that there was never anything that was going to happen but apparently there was a prior conversation and you still didn't give him a legitimate answer. So we as residents want to know if that airport is going to expand to accommodate charter service, larger planes, more planes there is going to be great opposition I do not want to see my property value deteriorate because of planes going over every 25 minutes. We want a complete answer. We want to stop this now. I don't want Bull, I want the truth.

Jan: I would like to address that. Sir, there is a difference between a commercial operator and what is called.

Jeff: Are you talking to me?

Jan: Yes.

Jeff: Could you turn around?

Jan: Then it won't be on the mic. So that's why

Jeff: I can hear you.

Jan: The difference between a commercial operator and a scheduled air carrier is pretty decent. A scheduled charter service or charter is a random phone call to a charter operator at whatever time saying hey take me to Philadelphia

Jeff: At whatever time from East Taunton?

Jan: It could be at whatever time.

Jeff: So, like 2:00 AM

FRED: Let him explain.

Jan: So you call, schedule a flight or ask for a flight to a particular location at whatever time. That's what a charter operation does. A random flight at whatever time . Ok.

Jeff: Ok

Jan: A random flight. What they are trying to allude to is a scheduled service where we are going to have flights into here left and right. That's not going to happen. We don't have a scheduled carrier planning to come in here. We cannot support commercial carriers. We don't have the runway length.

Jeff: No you don't. But you could say a random charter flight every thirty minutes is what you just explained to me. So if they "randomly" chartered a flight every thirty minutes brought six people how does that traffic get from the airport to the casino. What are they coming in for now they need transportation and so you are going to increase the transportation around that area too.

Jan: You could sir, but what I am saying Charter flights don't happen like that. That's what I am saying is that it is a random flight. It's like Fred said you may increase a couple of flights a day but we are not talking about flights coming in every thirty minutes or whatever. Like you are saying.

Jeff: Random is at any point in time, random can happen at any time. Every 5 minutes.

Jan: It could, correct, it could.

Jeff: That's what we are trying to stop that's what this gentleman said.

Jan: Is that what you expect to happen, do you think we are going to get that kind of traffic?

Jeff: That's what we are hearing, that's what was in the paper. We are here to tell you they will be direct opposition.

Jan: That's what you hearing and I am trying to tell you our side that's not going to happen.

Jeff: You're telling me it could happen, that's what you are saying random flights

Jan: The potential of random flights, Yes, but I am telling you that you will not have the frequency that you are alluding to of every 5 minutes or so.

Jeff: If that casino gets built and they start a company is going to get more calls and more calls and more calls that airport is going to get busy. Beyond anything we want to see and you know it as well as I do and that is what we are here to stop now. It's not about what you have done it's about East Taunton. You are expressing to me that

random charters can happen at any time and if that casino gets built they are going to start coming they are going to come in and more often. We don't want that at all. The airport has been a great neighbor. You told me yourself it's been a great neighbor.

Jan: So that's what you are hearing, I understand. The intention is to increase the potential of the flight school here. We are not going to get to that level. We might not get to that level.

Jeff: Might, the word might doesn't help us at all, as he said, once it starts like he said, once it starts it snowballs. Once somebody starts making money on this at the expense of the neighbors and you have a lot of neighborhoods affected. You got the new LeBarron Hills, you think those people golfing want to see planes coming over their head every 20 minutes at 400 feet. I live right there. I know how low they are, I care and they are not going to be little Cessna's or whatever you guys fly. They are going to be that twin engine jet. That's obnoxious.

Jan: I would be happy to sit down with you sir and discuss the jet engines with obsolete technology with national statistics

Jeff: I see them, they are loud enough. I don't need to hear any more. I don't want them coming over my home frequently especially at random hours, as you said charters can come at any time.

FRED: Random hours are just like what you are getting now. They can land and takeoff randomly now.

Jeff: Do they fly at 2:00 AM?

FRED: Excuse me?

Jeff: Is your airport open at 2:00 AM now?

FRED: The airport is open 24-7.

Jeff: Right, but nobody does it's private but once the casino comes in it is a 24 hour operation. You are going to see more planes once you allow it, he is asking you New Bedford is your destination airport. Then you are going to need taxi service to and from the airport to the casino.

Jan: Exactly.

Jeff: No, East Taunton can't handle it, we don't want it. There is going to be huge opposition. Where's the Mayor?

City Council: He is at an important meeting.

Jeff: Well this is important too.

Charles: In the

Jeff: Put an end to this now not later.

Charles: In the spirit of total and complete transparency ok, first of all the runway will not accommodate jets ok, secondly

Jeff: You have one that lands here already.

Charles: Well you are, we can't help you we are a municipal airport but the preponderance of aircraft that will come in by non scheduled air taxi or non scheduled aircraft will be turbine aircraft which by and large are quieter than the propeller airplanes you hear. Now like I say in the spirit of complete transparency we are a municipal airport. Do I anticipate some one is going to be a scheduled air carrier out of there, I don't think so, could it happen yes and we have no control over that. The likelihood is not.

Jeff: Right now you can shut the hours down you can schedule the frequency differently

you could do something. Right now you are a good neighbor, you have the potential of becoming a horrible neighbor and that's what we are trying to stop.

FRED: And we will continue to try as a good neighbor.

Jeff: Continue, try doesn't mean anything.

FRED: We will continue to be a good neighbor sir, we will.

Jeff: Well there's going to be great opposition because you will have to notify all the abutting neighbors. They will have to be notified first right. Well, no, not if you don't expand the runway, it is not like you are doing anything you are just allowing more traffic.

Charles: Actually this is like the cart before the horse and if things did start they would start slowly and then increase

Jeff: That's what we are here to stop.

Charles: If at that point in time, if it is a hint of being a nuisance we can revisit it at that time to see what possibly we could do about it. It is premature.

Jeff: What can be done now, why wait, why wait for the horse, now the horse is here.

Charles: Because we are talking about an if and a maybe right now.

Jeff: I think you guys think there is a potential for money to be made. That's the problem here. You are not considering everybody who lives around the airport. There's money to be made, charter services is money, money to be made. That casino is money, that casino is a detriment, it's not good and now the airport is going to be part of it.

Charles: The airport makes no money off a charter service.

Jeff: They don't pay you to land?

Charles: No

Jeff: They don't buy fuel from you?

Charles: No, we don't have the fuel that they use.

Jeff: So East Taunton doesn't make not a dime?

Charles: They use Jet fuel which is a kerosene

Jeff: The taxi services that goes from the casino to the airport? I mean a charter service, people are coming in right, that plane sits there and the people have to go back to the plane for it to leave.

Charles: The airport and the commission are not involved in a taxi service of any kind. Independent operations do it and we can't stop that but, we as a commission, we as an airport are not doing that.

Jeff: No, but it is going to become more commercialized than it is now and that can't happen, NO, it can't SO.

Jerry: Jerry Field 49 Fay Ave Middleboro For clarification, you guys brought this on yourselves. I'm the guy who wrote that letter. You are the guys who brought this on yourselves when you had that conversation on Taunton talking about private conversations with commercial operators. You opened the door for this. Just so we are clear here. This isn't something I started, this is something you folks started with that conversation at the last meeting. My advice to you is don't do this, if you are talking about expanding, the master plan, that runway at 4000 feet is that not correct, a 4000 foot extension on that runway part of the master plan, that's a yes or no question. The answer to that in my opinion is don't do that expansion and talking about Jet fuel in there, don't do it. Thank you.

FRED: Thank you. Doug.

Doug Cooper: Thank you Mr. Chairman. My name is Doug Cooper, you want me to restate my address?

Fred: Yes.

Doug: Why is it that you ask my address and not the other people who came up to speak?

FRED: I asked address from everybody. We are not picking on you Doug.

Doug: Just wanted to be sure. Still no answer on the gates opening automatically from inside. Okay. Thank you.

Fred: Any other public input? Juanita.

Juanita Gallegher: I only joined the Taunton Pilots Association so I am one of the newest members. But I got to tell you gentlemen, this has gotten completely out of hand. I don't think there is a need for this animosity. I have said it before is that cooler heads should have prevailed, but the biggest problem I see and these councilors all know me, I have been involved in community activism all my life. There seems to be a huge lack of communication between your commission and the Taunton Pilots and from what was just said, the only sustainability at this airport is fuel and hangar fees. That tells everyone that without these people you would not have that income and you do not have that sustainability. They are your shareholders. I understand that there is a commission, I understand that you are appointed. I also know the Mayor oversees this. My question is I cannot understand for the life of me what this has escalated to and why. The pilots group is not involved as well as the abutters. I know you run the airport, we all know that, but why are they not involved in all of these things instead of hearing them second hand. I know a lot of you, you are very nice gentlemen, but there seems to be like this line that has been divided where this airport is being run by a select group of people, yet the people who actually fund this airport have no say in it and it shouldn't be a power struggle. They should just be able to enjoy the airport and it should be more family friendly the way I see it. I have gone to quite a few a few meetings and I can't

believe the the animosity that has escalated. I just don't understand why there is no communication and the biggest thing is money that keeps this airport going and the fact is all they want is a say in how the airport is run. They just want to be part of this. They are our shareholders. I don't understand why that's not happening and I think you know you keep using the word transparency, well that nice, but when you hear things that have happened and these neighbors don't know and these pilots don't know then I see a huge problem and I think it is just not rocket science, pardon the phrase, it could be fixed. I just don't know why that lack of communication and I would really like to see that end. So the pilots organization, which is obviously the majority could work with the commission and resolve the issues the airport has. Thank you.

Fred: Any other public input?

Bob Newhall: 43 ???? East Taunton One of the concerns I have is a rumor I have heard is in the last month or last couple of months was that there was going to be bigger airplanes landing at the East Taunton Airport. People talking behind closed doors that there were meeting about the casino and different activities coming to the East Taunton area airport. I have been in the East Taunton area since 1963. I used to be one of the kids who chased the streamers for the parachutists and brought them back and got a

quarter. When I was a kid we had a lot of fun doing that. I personally don't want to see big planes coming to the East Taunton Airport. I always felt that it was a family activity airport. It was a fun place to go people enjoyed it. My relatives flew in from Arizona and California, we went to see the planes, walk around, go to Falmouth and other areas of our state when he came in. He really enjoyed the airport and I really feel that people in East Taunton have enough to put up with. With the traffic from the casino coming, if it comes, the traffic, also jets going over my house while I am enjoying my pool in the summertime. I also have concerns of jet fuel being dispersed over the wetlands, of the bogs and all the wetlands in the vicinity near the airport. You have a lot of agriculture and as you know jet fuel does a lot of damage to water. It has done a lot of damage through the years in Boston. They have problems in the harbor and all kinds of habitats being killed because of jet fuel. My concerns is that I hope the commission would give the residents of East Taunton a fair shake and let them know when every meeting is coming up and let it be published, let it be on the website, use the radio station, I am there let me know, use me and ket the people know when the meetings are so they can attend. It is not fair to let us hear last.

Charles: Just so everyone knows the airport commission meetings are the last Wednesday of the month. The public is certainly entitled to attend and we encourage it.

Jeff: I was told there was no expansion at your airport. I was just told one of your runways is 3,500 feet long and according to insurance rules they won't insure a jet to land on that short of a runway. You want to expand that runway to 4,000 feet. Now that tells me you want to accept jets. I don't want jets coming over my house. They just spent two million dollars on Massasoit State Park. That's you approach and if they are dumping jet fuel over that pond, which they just spent two million to clean that park up. That can't happen. There is money being made somewhere here and you are not telling the people about it ok. There is income coming in. You can't tell me you're not going to make money after growing that airport at our expense. That's Bull. That's what it's all about, the casino is about money and so is this. So no, it can't happen.

FRED: You will not have bigger planes coming in than you have now.

Karl: Karl Aybers at K & K aircraft at Taunton Airport.

FRED: Can you give your address.

Karl: Taunton Airport, my home address?

FRED: Yes.

Karl: 63 Summer St , North Dighton. Back to the gate issue, every time we ask this commission about the gates you extend it one hour. You do this and you do that, nothing makes a difference, keeping it open an hour later at night really is not going to make a difference. It's mostly the weekend when people are coming in and out of the airport. During the week it's not a lot of activity. Most of the activity is just vendors coming in and out and people fly on the weekends, The airplane owners come in and out. I have multiple times let people out of the airport, into the airport, they come in, they call the number there is no answer, they wait, they wait, they wait finally find somebody that is coming into the airport or is going out and they let them out. The system where they call does not work. When you have to wait one-half hour, if there is going to be access it has to be immediate, you can't wait thirty minutes, forty five minutes for a callback. The gate system does not work we have addressed this multiple times. The airport needs to listen to the users of the airport and do what is good, not for

the commission but the users of the airport. It's a user airport. We pay for the airport, we are the reason it's there and for the life of me I would like to have an explanation. Why, at least like Bill said, why not on Saturdays. It should be seven days a week, seven days a week. Seven to seven every single day where people are coming out with a code. Why is it safer when they call Dan when some random person can call Dan on off hours, he doesn't know who they are, he doesn't have a way to verify who they are and yet he can let them in. How is that safe, how is that secure? How is that secure for the airport? Can somebody give me an answer? I mean come on is there no answer for that?

Grumbling and shouts from the audience

FRED: Quiet down.

Karl: How is that more secure, how is that secure? I have a code, Mike has a code we know who the person is we don't let people in and out of the airport not knowing who they are. How is that more secure? How is that more secure? Doesn't ANYBODY have an answer for me?

FRED: Thank you Karl.

Karl: I am asking for an answer, YOU CAN'T DISMISS ME. I AM LOOKING FOR AN ANSWER. YOU CAN'T MAKE ME GO AWAY WITHOUT AN ANSWER. WHAT'S THE ANSWER? WHAT'S THE ANSWER? YOU CAN'T TELL ME THANK YOU, WHAT'S THE ANSWER?

FRED: Motion to recess?

Jan: Motion to recess.

Burt: Second

FRED: All in favor? Unanimous

1:00.29 time of recess

FRED: Call the meeting back to order. Meeting is open back up. Allow one more person to speak, I will allow both.

Diane Place: 9 Staples St, East Taunton

I just want to add my opposition to the expansion of that airport. It's loud enough as it is and I can't even imagine jets flying over. I am right at the fork of Staples and Caswell so it is all day long the landing, the taking off especially on the weekends. There is no way that the neighbors can support larger planes than it already has. It is a residential neighborhood, it's not a business district. So big planes just don't belong there. Thank you.

Fred: Thank you.

Dave Littlefield 192 Iron Road, East Taunton A couple of things I just wanted to ask the commission. There was some brush and trees taken down by Precinct and Caswell streets and I have some people complaining about the, you can see through the fence now. I was talking to the Mayor we were thinking maybe something like plastic slats to go through the chain link, some kind of barrier so that the people wouldn't have to see or be an obstruction to the pilots. It is just a suggestion where the house is. One of the things I like to see, first of all, I would like to see everybody working together. I know some things you guys have to work on, these guys have to work on. What we do have is a sub-committee, is it a sub-committee? the needs of the airport committee? So it is a good setup you have some good people on there. So I think a lot of things are going to happen. I would like to see Airport Day come back. I talked to the Mayor about it

and he said that was probably something he could look into. You know we have to start somewhere, where we have to go to stop whatever. It would be nice to get the community involved again with the airport. I mean, I talked to a lot of people out there and a lot of people just don't care, they are good neighbors and all but people don't care. I would like to see more people get involved like when they come down with the Sheriffs Department, they get plane rides and they got to meet the people, to see skydiving. But it is good to see the community involved, people supporting you and the airport because the airport was here first, we moved here, you have to accept it. As far as the expansion, the governor wrote a letter to Wampanoag tribe when they tried to put a casino in Middleboro and in that opposition letter of about 125 pages there was a section about airports and it cited that there were a lot of issues with the Taunton Airport, it wouldn't be able to sustain traffic from a casino. So the Mayor and the IGA doesn't have anything in that agreement for mitigation of the airport. So the airport isn't getting anything from the tribe and the State said they wouldn't be able to support the expansion with runways, tie-downs, Jet-A fuel and all that stuff. It takes a lot to go through to get the support of the state. I don't think you have the support of the tribe and to get if from the City it would involve our input which would be fair. When we come to that bridge, I guess, we will cross it. I love the airport. I don't want to see big jets either, but I moved next to an airport. So that's it. I would like to find ways to work with you guys, the pilots, anybody, the councilors and trying to get the community getting more involved with the airport as a whole. Whether it be airport day or something like that, maybe if you guys were willing to do that, it would be great. That's all I have.

Charles: One thing I want to mention on the jet traffic. If a jet wanted to come in we really can't say no to it, but one thing we have in our power is to make it during reasonable hours. There is such a thing as called a NOTAM, notice to airmen. We could NOTAM jet traffic after a certain hour, not allowed, we can do that.

FRED: Estelle

Estelle Borges: Thank you Mr. Terra. I wanted you as well as the users of the airport to know the council is committed to making changes, like we hear what everyone is saying. Both of you have great points. We are working hard for the last two years, but the last few weeks really in full force, we are committed to it, be patient with it. We have already made some changes, we brought it to City Hall and now it's being televised. I think that is a great thing and I think people appreciate that when they can't make the meetings, so be patient with it and know we are committed to the commission and the users of the airport. I just wanted to say that for myself, Mayor Hoye and the administration. That we are committed to the users as well as the commission. Thank you.

FRED: Thank you.

Do I hear a motion to adjourn?

Burt: Motion to adjourn.

Jan: Second

FRED: All in favor? Unanimous

Next meeting February 24, 2016 at 7:00 p.m. in the Temporary City Hall, 141 Oak Street, Taunton, MA 02780

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.

