

FRED: We are working with engineers on this right now.

Doug: Well. It's getting close, can we have a time?

**FRED: We are working on it that's all I can tell you'**

Doug: Well I am not surprised that's all you can tell me. Thank you.

**FRED: Any other public input?**

Jan: Motion to adjourn!

**FRED: Do I hear a second?**

Jim: I second it.

**FRED: All in favor? Unanimous**

Crowd. You have a hand up

**FRED: The motion was made.**

Crowd laughs

Melinda: And there it is.

Bruzzi: And there it is

**FRED: Go Ahead**

Dr. Mike Bruzzi: I have three planes here at the airport and two hangars. In response to what Luis said here, he doesn't speak for everybody but I want the people that support the Taunton Pilots Association and the airport I would like to get them to stand up so you get an idea who we are. Because it is the majority of the people here in this room and we are losing pilots like crazy. Myself. I am starting to think of leaving myself. I am fed up with the way this airport is run. I would love, I would love the commission to explain to me how do we respond when we want to show approval. What is the accepted manner? Every commission meeting or every town hall meeting I have gone to people clap to show their approval of someone. People clap we are not banging chairs, showing signs, we are not screaming, show me what you think is proper approval because you have been shutting down this meeting every time we make just a light clap to support, we are not making disturbances in other words. So could you explain to me what we should do to show approval. Just sit here and say nothing.

**FRED: You sit there you don't have clapping at a meeting.**

Jan: Mass Open meeting laws.

Next meeting January 27, 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.**

Jerry: We are not trying to close that runway. We are not, in other words, I am a pilot Jerry, just like you are, and I realized the value of a runway, but it is like anything else. I am sitting here and sometimes have to live by the rules and make the airport run. It is a business Jerry.

Jerry: I get all of that, but I can tell you that if we lose that runway probably 25% of the airplanes here desperately need the second runway are going to leave. I can tell you that's going to happen. 25% of business is going to go away. I can tell you that for certain.

**FRED: Ok, thank you Jerry.**

Jerry: Thank you Fred.

**Fred: Luis.**

Luis Gonzalves: Aircraft owner, future investor on the airport and Pilot. First of all. Belinda? Melinda, I am a supporter of Fred, Bob in the mere fact that they are about the future. Maybe you don't represent everybody in this, you definitely don't represent me, OK. I don't know anything about you, but I see a future here. I got into aviation first of all to fly. Then I realized that it isn't just about flying, it's about maintaining, it's about the future. There are people here that are looking to the future and not just want to be old time. It is about the future, thinking about expansion, it's about you have young kids maybe they want to see a future too. I don't know, I know that I would like to see a future for this airport. I fly around and I tell people I come from Taunton and they go Oh, Taunton, you guys have all kinds of problems and I don't understand it because I am proud to be a pilot, proud to be part of this group and this group here. I don't speak for everybody but I know I support what's going on for an expansion for the future. Thank you.

Melinda: That's exactly my point, it's that we about the future of the airport but your future of the airport is about the future of the airport at the expense of the current users. So the future of the airport is the small general aviation pilot and if you were really running it as a business you would try to get more pilots in here. You wouldn't raise tie down fees this year to make them more expensive than any other area airports. You want to get more people in here so that people trying to a business and have a future here would have a future. You don't do anything that attracts pilots. Pilots are leaving here in droves. Your future is closing that dirt runway so you can build corporate hangars so you can bring in, you know what, God forbid that this casino doesn't show up. All your eggs are in that basket and our future is our young children with small airplanes, not charter pilots or a fictitious charities that are spouting a bunch of crap.

FRED: Doug.

Doug: Pilot and aircraft owner. Mr: Chairman, What is the end date of the manager's contract?

FRED: Excuse me.

Doug: What is the end date of the manager's contract?

FRED: I believe it is April of this year.

Doug: So I assert that that contract was issued without bids, without being advertised was not properly administrated and I would like to know we are going to follow proper procedure for contracts by the city's guidelines for the next manager's contract. We are running out of time if it is April. Could you please tell me what the process will be and what the timeline is to find the next manager?

Jerry: Yeah but my concern is that it is written in the master plan that it closes, the runway gets shortened at the end of 2016. That's written into the master plan.

**FRED: Yes**

Jerry: That's a problem. Change the master plan, give us another couple of years maybe we go from there. It sounds like you are looking to do that.

**FRED: Jerry, I am sitting here in a public meeting, if it looks like you guys are getting to a point where you guys start getting further and further we can do that. We as a commission can extend that.**

Jerry: So you as a commission can change the master plan.

**FRED: The master plan is not set in stone, it is a projection of what should be done. We as a commission can extend it.- Dan**

DAN: I don't want to go into a whole thing about runway 4.22 but clearing the trees at the 22 end is just one part of keeping that runway in compliance and as you know, Bob can confirm, we have the land called the Rui Dutra land, we have easements on Caswell St. and the easements on Staples St. side. It is a humongous amount that has to be done and if it is going to be done without funding it is almost and impossible thing. That's only one part of it. You can turn around and say we are going to cut it down and we are good. It is only one part of that runway.

**FRED: Even with that Jerry, cutting the trees down on that end is going to still shorten the runway on one end.**

Jerry: Shorten it on one end.

**FRED: On one end. correct**

Jerry: But we could have the 22 end for full length. While we are on the subject of funding, since you mentioned it, looks like you are working on the casino to give you some money for this terminal building etc. and the city perhaps. That should free up some user money to apply to cutting those trees, how about that.

**FRED: We can't, we sat with the FAA Jerry, we went to a meeting up in Boston and they told us we have to step back from that, we can't participate in that.**

Jerry: That's interesting. Who told you that?

**FRED: We were at the CIP meeting, Dan? Yes**

Jerry: to me that's just common sense. If the airport commission had some extra money and the FAA is not funding this then a combo of private funds and perhaps some help from you folks perhaps maybe we could get it done. At least get one end done.

**FRED: We were told to stand back from it Jerry.**

Jerry: Is that something you could look into something you could ask the city attorney.

**FRED: Jerry, it is't that we have more money because we are trying to work with other things to fund the building. We are still running the airport. If, in other words, we contribute money to you it's going to be extra money that we have to go on fee's to the airport.**

Jerry: I get that. But if we get that 5% for the commission 5% for the terminal building taken care of that 5% is a pile of money.

**FRED: You are right.**

Jerry: 5% of \$4.7 million is a pile of money. That would go a long way to fixing this tree problem. A lot of the opposition you are getting over that runway is a huge issue for a lot of these people. That represents a lot of people who desperately need that runway.

**funding. We were in the process of trying to do all the clearing, do all the easement and that was part of our engineering. Bob can attest to this and they, the FAA stopped funding all secondary runways according to Cliff Vacirca of the FAA and that's when the funding dried up for 4-22. Bob, until that point we were trying to get 4-22 cleared and re-certified.**

Bob Mallard: They stopped the process of obtaining easements and that's how the Master Plan got started, recommended stopping completely on 4-22 going to the Master Plan to see what the Master Plan process would conclude. The rest is history.

**FRED: But up until that point we were in the process trying to rehab 4-22 when the funding was there.**

Bob Mallard: That's correct.

Steve: So despite assurances from the FAA that they would never withhold funding for a runway that they didn't create funding to clear trees, the airport commission has decided that it's to great a liability and they can't possibly pick that up because the FAA said they will cut off funding despite the fact they said they would not is that the reason?

**FRED: We are just butting heads - Jan.**

Jan: We have already addressed these issues and it wasn't that we made any decisions to do that. So it has already been addressed and I don't know why we are discussing it further.

**FRED: Ok, I just told you and you are just going around in circles.**

Jan: There is a plan in place and there is several options as part of the of the airport master plan update, we had feedback and there was six options we had to choose from and everybody here was a part of that, you sent in opinions, so to say we are not doing anything about it is false and I am not going to discuss it further.

**FRED: Jerry**

Jerry Field: Aircraft owner and hangar owner. I think the airport commission is missing the point of this thing. We are trying to do this with private funds. We are trying to clear those trees with private funds. We have made some overtures to get some money to get that done. Putting that sunset clause in so tight makes it just about impossible for us to do this. We need some slack here from the commission. That sunset clause is essentially going to close us down this year in 2016. That's probably going to be very difficult for us to raise the money to do that. What we are looking for here is a more reasonable as far as what that sunset clause is going to be.

**FRED: Jerry. I sat with Steve and Steve, we sat in a room over there and we discussed this Jerry and I told them in that room that the sunset clause was not set in stone. If they, if you guys, could show some progress into this thing then it isn't that on midnight of January 1, 2016 it is going to shut that runway down. You gotta show some progress so that if the FAA or MASS-DOT comes back to us we can say, listen, they are in the process of this. We are working towards it, we have to justify what we are doing Jerry.**

Jerry: I got you. But the sunset clause is written into the master plan that's the problem. It becomes what it is.

**FRED: And it's flexible Jerry.**

Jerry: Yeah. It's not flexible as it is written can you change that in the Master plan to give us flexibility.

**FRED: No, I am sitting here in a public meeting saying it Jerry.**

them and it is a great the report and pat yourselves on the back whatever all of you have done for the last twenty years, it's all great, but the bottom line is the users of the airport currently, it's great, it sounds like you are going after all these great businesses, charter services and a new terminal building, but you have over 90 current users of the airport who would like to see you and you removed from the committee, because we don't feel that you are serving the current users of the airport. You are not giving us what we need and it;s great you are going after someone else but you should look to the people here who are currently paying the bills are are trying to use this airport.  
Clapping

**FRED: Stop it. Next time it happens we will ask you to leave.**

Charles Malo: I want to say something in the defense of Bill. Bill is a slave of the court. They give him a date and a time and he has to be there. I can make my schedule flexible as can Bob as can you. Bill has put in a lot of hours, countless hours.

Steve Goldin: Based aircraft owner. I wanted to address the issue of 4-22. My understanding there is a reason the commission put a sunset clause on 4-22 is your afraid of liability because of airplanes hitting the trees. Is that correct.

**FRED: It is one portion Yes**

Steve: What is the rest of it?

**FRED: Funding, once you come out of compliance they have the right to stop your funding and that is why if you go back before the FBO Manager ran the airport the funding on Taunton Airport was shut off because the airport was out of compliance. The airport got shut off from funding around 1990-1991. I believe because it was out of compliance.**

Steve: Were you not at the meeting when Lisa Lesperance stood up and said the FAA would never hold back funds from a runway?

**FRED: I disagree with you on that. Steve: Were you at that meeting?**

**FRED: I was at that meeting.**

Steve: Did you hear her say that?

**FRED; On a temporary basis, on a temporary basis yes, but if you continue to come out of compliance, they will, Bob you were with MASS-DOT, you come out of compliance the funding stops.**

Bob Mallard: Well I can tell you the airport did get cut off from funding by MASS-DOT back in the 90's. They did. I was working for MASS-DOT Aeronautics Commission at the time and the State stepped up and helped the airport get back into compliance with hangar repair projects and veg maintenance management plans.

**FRED: This was after the commission took over the management of the airport.**

Bob: Yes, I don't know who was on the commission. I just know it happened.

Steve: So you have done a great job for twenty years but you didn't know the trees were at each end of the runway?

**FRED: Excuse me?**

Steve: You didn't know the trees were at each of the runway for the last twenty years while you were doing a great job of getting charter companies and new terminals.

**FRED: Up until two or three ago, Bob, 4-22 was on the schedule, we did all kinds of environmental work on 4-22. We spent massive amounts of money between engineering on 4-22, and then 2-3 years ago, Bob, we were in Boston and that's when Cliff Vacirca said they would not fund 4-22 and they cut off complete**

**FRED: In this room yes**

Dr: Mike Bruzzi Where?

Jan: Public meeting law. You are supposed to remain silent.

**FRED: Go ahead Jan.**

Jan: To address the commission, on the matter of Ron Nation, we did meet with Ron Nation to discuss the truck. We felt it best to set up a Jet fuel farm and that is what we are looking into and we still are in the process of looking at that, so that there was nothing that was shut down on that. The one fuel truck system did not work for us and that is what we are working on. We have met with the Fire Chief or Fire Captain I believe.

Bob: Plus the truck was thirty-five years old.

Jan: and the truck was old.

Bob: We went to the professionals, the gas refueling companies, and they said don't touch it, it is a liability.

Burt: That's right.

Jan: We are looking out for the safety of the airport.

Burt: That's right.

Jan: The other thing to address is where the overtures from the charter companies. Why was the rest of the commissions not notified? I think you just notified us of that, I wasn't aware of that.

**FRED: We were just notified.**

Jan: We were just hearing that for the first time and I am happy about that. I don't understand what this, I don't know who that person is or where that came from. I am hearing it now and I am happy. I don't know why it has turned into a negative.

**Fred: Any other public input?**

Jerry Field: Pilot, aircraft owner and hangar owner. I give you guys a lot of credit. The good news is the casino is coming. That's great. I am correct that the city, am I correct that airport users have to come up with 5% of that.

**FRED: We are trying to work something out with the city fathers now to come up with the funding.**

Jerry: So that 5% might not come from the airport users am I correct?

**Fred: Yes, we are working on it and that's all I can tell you.**

Jerry: How about approaching the casino? They might have some money for that. They have money spread all over Taunton.

FRED: One of the things we are working on.

Jerry: Ok

**Fred: Melinda had her hand up.**

Melinda Paine-Dupont: Taunton Pilots Association. A couple of comments. As far as the SOPPs go. I had a conversation with the Mayor and he had indicated he had spoken to you Fred and that it was his understanding that there would be a longer period of input beyond Nov 15, we were going to discuss this at the last meeting but it was cut short by what was described as a disruption of a public meeting so it was cut short. But there are very many people who are unhappy with the SOPPs and feel that there are issues and wanted a longer period which, I think, Bill was trying to address that there needs to be not just the people who vote the SOPPs getting together to discuss it but people who have to live with the SOPPs having more time for input into

United States. Based out of Taunton. We hit it. This is what we do. This is where we get our information, paid professionals are advising us. Where are you getting your information?

Bill: I am not challenging that. What I am actually would like to ask you, that's new information for the commission here this evening. Why is not the whole commission provided with this information? I understand that I cannot attend these meetings.

Bob: Your welcome to this information you just choose not to come to these meetings.

Bill: No

Bob: Yes

Bill: They are in the daytime when people have other obligations and despite the absence of certain commissioners, myself included, there has never been a report given or advanced or disseminated to the commission as a whole. So basically I was watching you giving your report. It is commendable. I am actually happy to hear that. I am watching peoples heads shake yes, wow, that's good indicating to me that in some cases this is the first time they have heard this information. Why is not the whole commission provided this information.

**FRED: Bill, Bob runs a business, I run a business and Jan runs a business. We all take time off from our business to take care of this airport and we find time to take care of this airport rather than spending an hour once a month here.**

Bill: Nice Dig, thank you.

Jan: Mr. Chairman. I will make a comment. Bill you said that this information, you are right, it may not have been in the minutes, but I personally have discussed some of these things with you, maybe not every single one he mentioned, because I am hearing it first hand also. There have been times where we have discussed things in the office, you asked me and I told you. We have had personal phone conversations and I have updated you on things I was aware of, so it's not that you didn't know, so I just wanted to say that.

**FRED: Anything else from the commissioners?**

## **PUBLIC INPUT**

Doug Cooper: Pilot, aircraft owner. First point Bob. You had a chance to get Jet A. Ron Nation offered you a great deal to have Jet A for his single jet based at the airport. Would not have cost you anything, he made you great offer and you guys BLEW IT. Now he is over in Mansfield building a fantastic facility. That's one. Two. Who has made overtures to have charter service at Taunton and which commissioners did they talk to? Why wasn't that reported to the whole commission? That's what's what we call a backroom deal! That's a backroom deal! If you talked to someone about starting a business here and don't bring it to the next meeting in front of all the commissioners, talking X Y Z about a charter service at Taunton, it's called a backroom deal Bob. Thank you.

Clapping

**FRED: Stop it**

Jan: I will address that.

Dr. Mike Bruzzi: Why, is it against the law?

This terminal building is huge for us. It is opening up a whole new era. Everything before was thirty seconds ago. We are in a whole new era now. One of the things we are is we are classified as a Community Business airport. Basically that is based on if you have thirty based aircraft sitting at your airport with a runway around 3000 feet, we are currently at 3,500 feet, one of the things in the Master Plan that we have identified is the potential of getting over 4000 feet. What that opens us up to is we can now be called a Corporate Business airport with the primary runway being at 4000 feet. One of the things we need to get is Jet fuel. Our meetings with the casino and some of their business interests they have shown an interest in Jet fuel number one. Corporate hangar space is something they want. We are working with them. We are moving into the next step. One of the things we have going for us is our security that we have proactive on is falling into place now. Our safety issues have been taken care of and we have identified what we need to look for. We have also a charter, I correct myself, two charter companies that are looking at Taunton Airport now. I think a lot of this has to do with the casino coming in. That puts us into a part 135 or 139, one or the other where they are going with it. The other thing made aware of by MASS-DOT was that an airports that are in Massachusetts, thirty-seven airports, give or take, twenty of the have less than 100 based aircraft at their airport. Actually Taunton is in the top 5%, we are talking the airports like Beverly, Lawrence and Plymouth. We are in that category. We are doing good, This negative stuff that goes on at the airport and a lot of stuff we have been doing has been done because, not this commission, but the commission from 20 years back and up. We were in the hole, this airport was bankrupt before the City took it over. Now we have stayed in the black for twenty years. We have met our obligations and we meet our bills. Taunton is listed in the Massachusetts DOT Statewide Airport system, we are one of the few that are in the black. The majority of them of our thirty-seven airports cannot pay their bills without getting some other kind of income from other sources mainly the FAA or MASS-DOT carrying the load for them. I am proud of where we are going. The other thing that was told to me was, as far as the standards we have hit. The standard being to provides system of an airport that is secure and meets with applicable Federal Aviation Administration design standards and satisfy the current and future needs of the airport. We have been told we are hitting it. Economic compliance and stewardship provide an airport that complies with all Federal, State and local environmental regulatory requirements. We have been doing it. Economic it says the airport should identify the economic impact of the Massachusetts system of airports. The economic benefits and investment and aviation systems. We have done it. We are going out meeting with the Chamber of Commerce and the different types of business that could possibly use the airport making them aware of what we have here, bring your business here, we want to do it. Then go back to the FAA and MASS-DOT and they help us along. That's what these meetings are. They are really important to go to Bill. This is where we get information. We are not making this up. We are being directed by professionals Bill to do this. Public outreach, we have been asked to go out and support aviation education programs in the community outreach project. We have been doing that. We have one right here on the airport that just got recognized in Washington, DC. Mr. Ken Gibson who has Project Takeoff has been asked to sit on a panel in Washington to organize this clear across the country in every airport in the

**FAA and MASS-DOT contributed to the last cut but did not have the money for grubbing and clear cut. If they did we could put in grass and mow it. The money was not in the budget so we as a commission are going to have to put a dollar figure away due to brush clearing every year, if not we will come out of compliance and lose our funding. We do not have to do this tonight, but it is going to have to be put on the agenda and get more in-depth to get this done.**

**Any other new business?**

Bill: Under new business I would like to refer back to the SOPPs, that we have not followed proper protocol in adopting the SOPPs. That although Mass Law Chapter 90--section 51J allows the commission to pass rules and regulations pertaining to the operation of the airport, it also requires that the rules and regulations be promulgated in the same manner as any existing ordinances. Chapter 40 section 32 A allows the city or municipality to promulgate an ordinance pertaining to the process to an ordinance to be used. Our SOPPs are not only SOPPs they do contain regulation simply because they regulate conduct and they meet out punitive measures. Measures that can be delivered unilaterally without an opportunity to be heard. In other words, no due process. City ordinance 1-6 requires publication of the ordinance twice the preceding weeks prior to any promulgation of the ordinance. We have not met that. So essentially we still have done is put the cart before the horse here. We need to address that issue still. That's my comments.

**FRED: We will look into that Bill. We have not accepted the SOPPs as a working document.**

Bill: I understand.

**FRED: We are in the process of doing that now and we can check into regulations that you brought up tonight. We do not come under City Ordinances, we come under, I believe, Chapter 90.**

Bill: Then, unfortunately, if we do come under chapter 90 we need to follow chapter 38 section 2 which is the Administrative Procedures Act of the Commonwealth of Massachusetts which sets up promulgation.

**FRED: We can check into it. It is not a working document. I explained that at the last meeting, it is not a working document and people were getting excited because we were accepting it as part of getting it out of the engineers hands and bringing it in as a document. We are still working under the old SOPPs. I amended that at the last meeting.**

Bill: I am just concerned we are doing this properly before we have a problem.

**FRED: We can check into it.**

Bill: Thank you.

**FRED: Any other questions?**

Bob: Bill, I know you have never attended a FAA or MASS-DOT meeting during the three or four years you have been on. Let me bring you up to speed where we have a casino coming in eventually but it is looking really good right now. Some of the things we have been dealing with the FAA. Our operations are going to increase one way or the other somewhat with this coming in. We are also working with a couple of corporations, regional business's in the surrounding areas not just Taunton that are interested in the airport. Giving them tours of the airport and showing them our potential.

**FRED: Does the commission have any questions of the manager? None**

**Old Business:**

**FRED: Anybody got anything under old business? Ok**

**New Business**

**FRED: Jan can you give us a report on the SOPPs.**

Jan: We were supposed to meet two times but we cancelled the first meeting because of a meeting at City Hall. We met last week on Tuesday at 7:00 P.M., myself, Bob Adams, Joe Lawlor and Dan (Raposa). The meeting lasted three hours. We submitted minutes to the commission, they should be ready Tuesday. We still have some questions and some clarifications. Joe is looking into some of them from the city and some from MASS-DOT. There were a couple of items, we are not going to go through everything, but when we are ready to report the entire thing we can do that at a later date. That's where we still stand, we are looking for clarification and a couple of updates.

**FRED: Still a work in progress?**

Jan: There are minutes and you can see what we discussed.

**FRED: Work in progress?**

Jan: Work in progress, correct.

**FRED: Dan you want to get something on the brush clearing?**

Dan: I have been in contact with Rick Lasdin who has been in contact on both during the construction of the gates down on Precinct St. plus working on some of the CIP plan that has been put into place in Boston back in the fall. He suggested that the commission set a certain amount of soft money to make it possible to constantly due cleaning along our fence perimeter line. They have run into a couple of things in the as-built from the previous installation of the fence, it showed it as cleared completed to a 10 foot swath. It was not, it only was cleared so that the fence and equipment could get to it. We have trees that have created a problem along the line and we do have to keep it upright so we should look at something like that. You do not have to do the money tonight but you have to keep it in mind. According to ASG, we are getting a push-back on vegetation management from the FAA and now MASS-DOT, and it is not only along the fence line but is going to be a problem around the airport as we move on. The trees and branches never stop growing. Everything that was taken down before was clear-cut to the ground, the land was left stumped or in wetlands and you cannot get the equipment in. So we are going to have to get the trees down or become into a future noncompliance issue with runway 12-30.

**FRED: Ok, we as a commission are going to have to have to sit down and talk with the board and the engineer to find a way to put down an amount of money so we can clear brush. It is going to be a maintenance thing that X amount of dollars goes each year for brush clearing. If we don't we are going to get overrun. The**

Jan: Either way ok, it is in there, so it is in there that you asked and maybe it was put in the wrong location but it is here that you asked.

Burt: that was my understanding also (about the Mayor)

Bill: Well let's put in the right location ok

(Ted: Bill's question is located in the correct location in the minutes and will not be moved).

Jan: Ok

Bill: Motion for that

**FRED: Ok, we will make the two changes and add that other thing to it--is that part of the motion and we will accept the minutes under those conditions, those two conditions made.**

Jan: Is it my motion or Bills to make the corrections, is it mine or yours

Bill: It is your motion, I was asking to amend the minutes motion.

Jan: My motion was to make the changes we agreed to, to reflect the changes.

**FRED: The two changes, ok.**

Bill: I would actually on that the third, the disruption noise please.

**FRED: But that is just a matter of opinion: All in favor? Unanimous so noted**

Ted: You need a second of the motion before you take a vote.

Burt: I will give you a second.

**FRED: Ok**

### **Treasurer's Report**

Joe Lawlor noted that income for the month was \$26,341.61 and expenses of \$11,930 for a positive balance of \$14,411.61 for the month of December. General accounts balances are \$132,991.34 for the "25" account and "22" account is \$268.05.

Motion to accept by Jim seconded by Jan Vote is unanimous

### **Airport Managers Report-Dan Raposa**

1. **Fuel survey** taken over the weekend. It ranges from \$4:80 to \$5.30.  
We had a fuel delivery and the price went down from \$5:05 to \$4.80.  
Current fuel price is \$4.66 Cash, \$4.80 for credit cards, house accounts and checks.
2. **Airside inspections.** All of the lights have been staked so that they are visible for us while we are working snow. Waiting to see how it works.
3. **USDA Wildlife** program update. Nothing new to report. Waiting for report and have put program on hold.
4. New tree service waiting to have trees cut down on South side. Trees are on fence.
5. Pre-design meeting Jan. 7, 2016 9:00 A. M. Terminal\administration building

Bill: I made a motion pertaining to tabling the SOPPs simply because of certain what I felt were irregularities. That motion was seconded by Charles Malo. There was essentially no discussion, no vote was taken on it and the minutes do not reflect that that discussion took place.

**FRED: I think there was already a motion on the floor and we were discussing that motion on the floor Bill. We have to finish one motion before we entertain another motion.**

Bill: There is no motion in our minutes of that discussion, they need to be corrected because although it may have been part of a secondary motion, the fact remains that it was germane to the discussion pertaining to the vote to the acceptance of the SOPPs. They are absent and they should be in there.

**FRED: There was a motion on the floor, you have to entertain the motion that is on the floor and finish that one before you get into another one.**

Bill: What I am saying?

**FRED: We could not entertain your motion.**

Bill: I have the floor! Please! What I am saying is that despite the fact that there may have been a second motion, the fact remains, that there was a discussion on the floor that was germane to the motion, the main motion to accept it is not here therefore, I assert, the minutes are inaccurate and need to reflect that discussion whether or not the second motion made it through. The fact remains that it was essential, at least I felt, to the motion that was before this commission, It's not here.

Jan: So you are just making a motion to add that. That's fine, make a correction.

Bill: Make a motion that was made and seconded by Charles Malo. Under new business I made an inquiry regarding the expiration of the managers contract and there is no mention of my inquiry in there as well as the chairmans response. Added to that motion, a motion to add that to the minutes, and last under the public comments section I find it misleading that the record states, if I may, loud clapping and disruptive noise from the crowd. There was only clapping. There was no disruption and I would like to see the minutes corrected to reflect there was no disruption.

**FRED: I believe, in my opinion Bill, the clapping was a disruption.**

Bill: Let me assert to you that there is some video taken on this and I know you are aware of it and what I would request then is that this board review that video to determine whether or not it was some disruption.

Jan: Bill, I did review that video and it was cut off at the point when all the clapping began. Secondly, your question about having on here that it was not in here that you were asking about when Dans contract was up, it is right here under public input, so I don't know if it was in the wrong place but it says, Bill: I have a question whether it is under old business or public input, when is the managers contract set to expire and you were asking for the Mayor. So it is there.

Bill: I was not asking for the Mayor.

Jan: I believe that is what you said that evening.

Bill: No, I was not asking for the Mayor.

Jan: You said the Mayor want's to know.

Bill: No, I did not.

## **Engineers Report**

Bob Mallard with Airport Solutions Group. The Airport Master Plan Project is essentially complete. All the deliverables were produced and submitted to the airport several months ago. The only outstanding issue is the SOPPs. As I learned from the last commission meeting, the Airport Commission created a sub committee to go through the document and the comments received. They are still in the process so at some future date when the SOPPs are done the document will be finalized.

TAXI-WAY BRAVO--we have been coordinating quite a bit with the contractor, Walsh Construction, enough to be sure that all access controls are functioning for both the vehicle and pedestrian gates located down at the site. Most recently the control system, the conduits and the pavement has been completed. The vehicle and pedestrian gates have been installed and the sub contractor who is responsible for the gate motor controls is scheduled to be tomorrow. Closeout of the project with Walsh Construction on a punch list and filling out all the paperwork required by the FAA and MASS-DOT.

The NOTAM for 30-12 is still in place. We have called and emailed the FAA and they have not removed the NOTAM yet. Working to try and get that lifted. We also have some vegetation maintenance and runway 12 obstructions.

The Airport Commission received a letter from Thomas Mahoney, Director on December 21, 2015 informing Taunton Municipal Airport that we have been moved up from the third tier to second tier and have been selected to receive an new terminal/administrative building. A design team will be meeting in the next few weeks with the Airport. MASS-DOT will be funding 95% and Taunton 5%. The total estimated cost is \$4.7 million with design in 2016 and construction in 2017.

## **Secretary's Report**

Jim Madigan made a motion to accept the Secretary's Report as written.

Jan Boboruzian seconded the motion. Fred called for discussion:

Bill Manganiello had several questions and stated that he had found inaccuracies.

Bill: Who drafted the minutes? Who wrote them? Ted

Bill: You did? Ted: Yes Sir

Bill: Did you consult anybody during the drafting of the minutes? Ted: No

Bill: What training did you have? Any training provided by the city in drafting minutes? Ted: By the city, No but I have had expertise in this area.

Bill: Where?

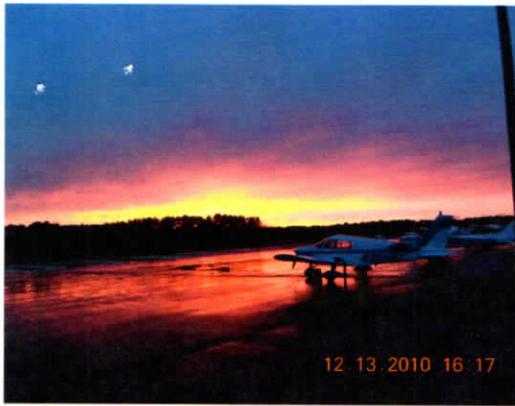
Ted: In college and with the Somerset Teachers Association.

Bill: How long ago?

Ted: Twenty years or so.

Bill: Ok thank you.

Bill: In the minutes under the section OLD BUSINESS under the SOPPs there are several things missing.



## TAUNTON MUNICIPAL AIRPORT

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### COMMISSION

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#### MINUTES OF MEETING

December 30, 2015

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:

Ted Porada

Airport Ground Services

Ted Porada

Airport Solutions Group

Bob Mallard

Others in Attendance\

Dr. Bruzzi, Mike Bruzzi, Jerry Field, Charlie Pickett, Steve Proffetty, Mike Dupont, Alex Dupont, Doug Cooper, Amelia Dupont, Melinda Payne-Dupont, John Robello, Fran Soares, Steve Perry, Frank Nowak, John McCaul, Steve Goldin, Karl Aybers, Jeanne Quinn, Dick Griffith, Phillip Baird Ken Gibson, Luiz Gonzales, Damon Solomon, Greg Glynn, Jon Colbert, Jeff Macomber and (Unknown-sign in)

Airport Tenants/Users

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

Several people are recording tonight--before we start I would like to have anybody recording to stand up and give their name for the record so we can have it on file.

Greg Glynn and Jon Colbert from TMN and Jeff MaComber from TPA.