



TAUNTON MUNICIPAL AIRPORT

COMMISSION

MINUTES OF MEETING

June 29, 2016

Commissioners:

Fred Terra, Chairman
Bob Adams Vice-Chairman
William Manganiello
Jim Madigan
John Correia
John Correia
Jan Boboruzian

Airport Manager:

Dan Raposa

Treasurer:

Joe Lawlor

Recording Secretary:

Ted Porada

Airport Ground Services

Ted Porada

Airport Solutions Group

Bob Mallard

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

Roll Call of Commission: Bob Adams-Present
Jan Boboruzian-Present
Fred Terra-Present
Jim Madigan-Present

Bill Manganiello-Present
John Correia-Present
John Correia-Present

FRED: First of all I would like to welcome two new commissioners, John Correia and John Correia. Welcome Aboard.

Engineers Report

Bob Mallard with Airport Solutions Group. The Master Plan project was kept on this month's report. We will eliminate it on next month's report because we are done. The only reason we put it on is because we wanted to let you know that we did submit the electronic copies of the SOPPs to Mass-Dot as requested. We have not heard back on anything. We assume they are still under review.

Taxiway Bravo Project: I am very happy to say we are very close to closing that project out. We are close to determining the final cost draft report. We have submitted them to the FAA and Massport. They have their own close out reports and they are under review at the moment. Just a follow up to the contractor construction duration, as you know, we have gone around the horn with their request for a contract extension. They have just supplied us with more information which we believe will allow us to justify the full amount of days they are asking so we don't have to file for damages. We have made that determination so we went forward with that.

FRED: Does the FAA have to approve that?

Bob M.: Yes, both the FAA and Mass-Dot. A change order has also been prepared in draft form and we have already had much discussion with the FAA and Mass-Dot. We haven't actually heard back from Mass-Dot yet, but Cliff, has given us his comments so we like to kind of give them drafts and let them see what is coming and let them know if it has any impact on cost. In this particular case it looks as if the project is going to come in slightly under budget. There won't be any grant adjustment request for the City, there won't be any grant requests from the FAA. There may be a request from Mass-Dot and that is only because of an overrun on construction cost on ASG. That is only because of an overrun on the commerce system which is 100% covered by Mass-Dot, so we have already had that conversation with Mass-Dot and we haven't heard back from them. We anticipate that they are going to fund it. They funded everything else. The good news is that it should close out with the City on budget, slightly under budget.

Dan: Will there be another invoice coming?

Bob M: Yes, we just have to wait for the final.

Dan: That's fine, I just want to make sure.

Bob M: We have to make sure all the numbers are just right.

Wildlife Hazard Assessment Project. Your 2016 project grant application have been prepared and submitted to the FAA, and a separate one to Mass-Dot. We haven't heard anything back yet. It is a relatively small project, certainly one within your entitled money yearly annual budget of \$50,000 from the FAA. So I would expect that you would hear back from the FAA within weeks. I can't imagine it is going to take much longer than into July. It is a pretty easy one. The only carrot to that is you may have heard that the entire country is operating on continuing resolutions. Congress has not authorized a full year's program so they keep going in bits and spurts like one month at a time. That would be the only reason the FAA doesn't issue their grant

assurances because they have to give them all the money to do it. This is a non-commercial project and shouldn't come up anyplace.

Miscellaneous items. This particular project that is consuming all the miscellaneous time has to do with the terminal project. You should know ASG is a sub-consultant to the design team of Fennick and McCready Architecture. So this is not really a Taunton project, it is a Mass-Dot project and F&M is the architect and we are sub to them in all of the statewide programs. So as the Chairman and the Manager, so the commissioners know there has been a lot of discussions recently. They were down to talking about a few things. We are currently finishing up the 90% design drawings. Architects have slightly different terms that the engineers use. We go by percent completed, they go by their own labels, but for all intent and purposes it is a 90% design that Mass-Dot has asked to be completed by June 30th. I just want to make it clear that the project is not completely designed. We still have a lot of work on the utilities. We need to do a lot of work on the airport, meet with the City departments, TMLP and others to go over the sewer, the water and the three phase power. We will be doing that in July, at least starting that but I just want you to know that when you get a copy of these 90% drawings they are not a biddable construction set. That will be the Mass-Dot construction money being said that we are going to work on that for as long as it takes until the utilities are satisfactory to you guys. I know that is a big concern.

FRED: We have talked about that not being closed out by the end of the month as there were a lot of loose ends all over the place.

Bob M: Mass-DOTs terms have to be biddable because they never intended it to be biddable by June 30th just a 90% drawing. Just the message I was trying to convey, it is not like we are not going to work on it anyway, in fact before I left the office today I verified in regards to the sewer the latest drawings are per directions to McCready the septic system is gone, the sewer is shown to the drop zone. We clearly need to work with the City regarding what the City is going to do extending sewer. Water, of course, is a big concern as well as 3 phase power. I think the City is going to do what it needs to do. Bottom Line we are going to meet with everybody we need to. We are going to meet with you folks, the City folks and do what we need to do.

I apologize, I am very remiss to not introduce the gentleman to my right, your left. Ed Chase. Some of you know Ed has been with ASG for years. He is a senior engineer who heads up our Construction Engineering Administration Services. He is very busy at another airport, has been for several years, because we had some heavy construction going on in New Bedford. He has also been at Taunton on the Taxiway Bravo project, of course, that was a small project for us and he was here a short time. The reason Ed is here is because he brings a wealth of knowledge. We are bringing him in on a more active role with respect to utilities as a former DPU Director. He has worked with contractors, engineers not just at ASG but with many other engineers. A wealth of knowledge, a lot of utility work, a great asset to the team, to the City and you will see him a lot more going forward than you have in the past. In this particular case he is not going to focus on the building, or construction of the building, but heavily involved with design. You wouldn't know this but Ed works throughout the area on Quality Control so

he is active in overall design efforts. You just don't see him. He is most visible during the construction phase.

FRED: Welcome, welcome aboard.

Bob M: I mentioned the 90% site plans go to the architect. Again we are a sub so it is kind of a weird awkward relationship. You know we know all the MassDOT people because as the former director, I hired some of the people who are there. From the protocol perspective we need to report to our client which is the architect who reports directly to MassDOT. We don't have that direct line necessarily. We sort of have to go through that, at the same time, of course, you are our client. You rely on us to watch your back which we do so just let us know if something is not getting through the architect to MassDOT, by all means, let us know and we will try to help you out.

Back to the terminal project. We recently provided draft copies of the solicitation and selection document draft copy for the clerk of the works and the airport manager. That probably won't be needed until we get to the construction phase. You may want to sit on that, that's up to you folks. As I mentioned we are working with the architect and MassDOT on the water lines, the sewer line and the 3 phase power. We also met with Amerigas for propane needs in the future building and we continue to work on all such utilities. The only other thing I have is in respect to the airfield maintenance equipment. I did receive copies of information about a potential request. I have looked it over. I am just going to wait for the commission to let me know how you want to proceed, if and when you want to proceed. We can contact MassDOT and try to make that happen for you. I will say that early August, Chris and myself will come down, we don't have a date yet, but we would like to meet in August which would be in anticipation of the fall the standard CIP meeting for MassDOT. We want to make sure we are all on the same page.

Dan: Do you have self serve fuel on here?

BobM: You are right. We have been working on that as well and some staff have already talked to the folks at Mansfield last week. Chris and I also went to Mansfield and we meet with the assistant Airport Manager. We looked at what they installed, we asked a number of questions, got a lot of information and there are a couple of different ways to go. If the system at Mansfield is what you are thinking of, and we have every reason to believe that it works quite well, that's the report we are getting back anyway, we will help you move forward.

Dan: Our supplier contacted me recently to ask me for an update and to tell me his offer is still on the table and hopefully the grant request that you put together for us to MassDOT will be a very viable project in the future, the near future.

Bob M: The difference with Mansfield is the City did a lot even the construction on their own. I get a sense that Taunton may not go as far as they did so this may have to turn into a formal construction project not just an equipment installation and purchase that you know but constructing the pad, doing some other construction work, some pipe work and some construction work. So we need to work out those details with you to see what you want to do or want a contractor to do.

Dan: Correct. We need to know the bottom line and the options to get to the bottom line.

Bob M: Yes. Chris is heading this up and I will make a note about this and we will make sure we will keep the lines of communication open.

Dan: Thank you Bob.

FRED: Bob, one other thing we had talked about is putting in the solar panels for the windsock on the South side of the field.

BOB M: Yes. I apologize Fred. I don't have that on my status report.

FRED: Yes that was from what you were saying - 100% funding on that.

Bob M: Yes, Chris did follow up with Tom Mahoney and I believe Tom Mahoney said he was going to call you direct.

Dan: I have not received that call.

Bob M: I know he has been busy.

Dan: That's fine. We have that lighted windsock near the administration building. The architect wanted to know where and what we wanted to do with it and it has become kind of a situation of well let's just not put it in the corner. We have to figure out what we want. This could be one of the options that we are looking at

Bob M: You are right Dan, that's something we should be looking at starting in July moving forward regarding the utilities. We have had several meetings this week including one earlier today and we have mentioned the NDB. I know we are looking at paving and redoing the parking lot and I don't know how far we are going to go down. I don't know if there is any direction from the SRE building and the NDB site. You are clearly going to want (assuming the NDB is maintained at least for the short term), that monitoring system in the new building.

Dan: What is left of it.

Bob M: I will say that you're one of the few airports left. MassDOT and the FAA are already decommissioning these facilities and you should seriously think about this.

Dan: They requested that and the commission voted to keep it. So that is where we are.

Bob M: Yes I know. I can tell you from experience because when I was at MassDOT we started with thirteen and by the time I left we were down to seven. It is clearly old technology.

Dan: I hear what you are saying.

Bob M: So someday soon it may be forced upon you.

Dan: I am sure they will say no more funding.

Bob M: Yes

FRED: You can't get parts.

Dan: We have marginal equipment now.

Bob M: Those radio guys, there is not a lot of them out there now.

Dan: They are out of Beverly.

FRED: Any other questions of the engineer?

Bob A: As far as the propane tanks, have we looked into the possibility of gas on Middleboro Ave.?

Bob M: Natural gas?

Bob A: Yes, have we looked at that possibly coming in.

Bob M: Yes we can look at that. I will make a note of that, I was told that propane was the only option. I will make a note of that.

Bob A: Thank you.

FRED: Any other questions? Thank you Bob.

Secretary's Report

FRED: Secretary's Report as presented. Do I have a motion to accept the secretary's report as presented?

Jim M. I make a motion to accept the secretary's report as presented.

Bob A: Second

FRED: Any discussion? All in Favor? Yes Opposed No. Unanimous.

Treasurer's Report

FRED: Treasurer's report, Joe.

Joe L: Financial statements are stapled together. We will talk about the stapled package first because they represent the end of the month and the end of the fiscal year data.

Income for the month \$ 22,889.62

Expenses \$ 35,626.63

Net Loss \$ 12,737.01

Account Status 25 General Account \$ 131,739.22

22 Grants Account \$ 268.05

City payroll Account \$ 276.40

Make note of the net profit for the year \$ 4,70412 That's after we paid all of our operational expenses, all of our local share of all the projects we have had going on. To show a profit or a plus on the plus side is not a bad thing at all. We have no debt service, no outstanding bills carrying forward to the next year other than normal operating expenses. So we are doing ok. The next page is a profit and loss statement for the year and that includes all the accounts, the 25, the 22 and 01. You can look at that at you leisure. Couple of things I wanted to bring up because this is the end of year data. We have had some questions in the past of where our operating money comes from, instinctively we know but here it is in hard data in dollars and cents. We gain 60% of our income from leases, 30% of our income is from the sale of Av-gas and the remaining 10% is from tie-downs, business fees and badge application fees. All of those income streams are pretty stable. The only one that is questionable is av gas. I call your attention to the last page. This is where we are in regard to funding. The very last line, the green tinted area we show our annual fueling profit and it has been pretty steady with not too much turbulence. I call your attention particularly to the top line which is fuel sales. For the past four years we have had a steady decline of fuel sales consistent with what other airports are going through. When the commission makes its day to day decisions on things such as fueling we add to that issue in that we are not adding a lot more income with the fuel sales. So I pass that along and I open that up. One of the reasons our profit for the past couple years even though declining fuel sales is that we are not paying any fuel equipment maintenance costs which we did in the first six years. In the first few years there was heavy equipment maintenance cost which we

are not paying anymore and the margin of profit on the fuel has kept steady. In the early years we would go up and down, up and down. We have kept it steady which adds consistency and makes things right. I open myself up to any questions over any of these documents and approvals to pay the bills.

FRED: Any questions of the Treasurer? I make a motion to pay the bills subject to audit?

Jim M: Seconded.

FRED: Any discussion on it? All in Favor? Yes Any opposed? No Unanimous So Noted.

FRED: Airport Managers Report, Dan.

Airport Managers Report

Dan Raposa: Fuel survey at various airports within the local area. We are not at the bottom or the lowest but we are right in the middle. We have taken a load of fuel recently and the fuel went up \$.20 which reflects in the price of fuel in Taunton. The last fuel we had received was in April and this fuel came last week. Our sales right now are really good. It is that time of the year, June, July, August and September. Fuel sales are very good right now and we are selling a volume of fuel. Airside inspections, tie-downs lights and the fuel farm report. Tie-downs are down as reported in the Treasurer's report. We have put considerable amount of work into the lights recently. The lights are a very temperamental thing - sometimes they go out today, you replace them - they go out tomorrow. They sort of burn to a glow and then they go off. We think we are almost at 100% on our lights right now which is where we want to be. I don't want anything less than that. We will be ordering bulbs, and other parts that need to be inventoried. We are basically constructing new lights with replacement parts. We bring them back to the facility, we repair them and put them out again. Moisture is our biggest problem even though we are in a drought season. We do find that the moisture is a problem especially when you get a rain and the rain stays in the infield before it dries and it's soft like in the springtime and with lights going off and on you end up getting bad connections. The fuel farm seems to be up and running. We haven't had any down time. I don't know if anybody noticed that in May the National Weather Service sponsored refurbishing of the ASOS equipment. They had a company I believe it was called Sligo paint all the equipment and lay in new stones. They basically refurbished the whole station. As you may know the ASOS equipment is fenced in in the corner of the airport. It always monitors the weather conditions. What has happened is that it is, galvanized, stainless or whatever and it ends up rusting. They refurbished it and put some stickers on it. It looks pretty good and hopefully it continues to work. I will say that National Weather is on it all the time. They report when they are coming onto the field. They monitor it and whenever it goes down, they are there. I have not had any pilot's complain that the weather equipment is malfunctioning. So it really has been a good thing for us.

Throughout the month of June I met with F&M Architects. They came down many times and it was on site surveillance. They basically wanted to look at the old administration

building, look at the SRE building and figure what we need to do to continuously operate during the construction of the new administration building.

FRED: Just for the new commissioners, the SRE building is where we keep all the equipment. Everything runs through the old administration\terminal building runs to the SRE building so when they tear the old building down they have to coordinate getting the services transferred.

Dan: Some services will come over and stay in the SRE building and some services will have to go back to the new building, such as the monitor for the Veeder-Root system will go back into the manager's office in the new building.

I sent the SOPPs hardcover book to MassDOT for review and approval during the month of June. I also received a request from Mass-DOT to send them an electronic version. ASG who prepared it, forwarded the electronic version to MassDOT. I haven't heard anymore from them.

FRED: You sent those to MassDOT?

Dan: During the month of June I sent the hard copy.

FRED: Any questions of the Airport Manager?

John Correia: On the lights, have we looked at the possibility of LED or energy efficient lights.

Dan: Yes, we have. There are two things. One, the lights are funded by FAA and MassDOT and they recently installed lights within the last ten years, so therefore, I don't think we would be eligible for funding until at least twenty years. The second thing is with the LED, you have good lighting but you don't have a way to heat the lights in the wintertime so they would be snow covered.

John C: The other thing is on the fuel survey and as we heard from the Treasurer's Report about the fuel being less this year and I understand that some of it could be due to less aircraft on the field, is there any other reasons we could be down on fuel?

FRED: Weather and there are a number of other reasons, the economy, if you go to any airport in Mass this has come up in several discussions. Aviation is way down in the past ten years. It is like the economy drops and you get rid of your toys in order to survive. I think that is part of it.

Joe: Actually we were talking to some of our contemporaries, Plymouth Airport and Mansfield, both the numbers of aircraft and the sale of fuel. It is an issue that is happening. You asked why the decline in General Aviation which effects fuel directly. Four years ago we had our high point in fuel sales.. There were a lot more aircraft in the state.

FRED: Any other questions of the Treasurer or Manager?

Old Business:

FRED: Under old business the Engineers are working on the tree and brush clearing because we are going to do a portion every year.

Bob M: Yes I was talking to Joe earlier about this. I can tell you Nate Rawding, MassDOT environmental planner, you may remember that last year you and I drove around the airport with Katie before she left and with someone from Stantec and Mass-

DOT started their vegetation programs and they were doing YOP updates (Yearly Operational Plans) vegetation management programs. Our recommendation and I know MassDOT's recommendation are going to say the same thing. You have to follow the VMP that is approved and you have to follow your YMP. They are being redone by MassDOT and they never finished Taunton.

Dan: We have not heard that.

Bob M: Ok, but you have to do that. You have a YOP out there, it has just expired, so MassDOT's purpose is to update the YOP program. You have to follow the VMP, YOPs and all permits. My recommendations would be to concentrate on the approaches if you have obstructions in the wetlands. Make sure you coordinate it with ConCom I am a little reluctant to go beyond that point because I don't want to step on Mass-DOT's toes. They are the ones who are going to officially tell you what needs to be done. I think they are going to say what I am telling you.

FRED: Ok, just coordinate it so we can get started on it.

BOB M: Ok, we will coordinate with Nate directly to find out what the schedule is for finishing the YOP for Taunton and when they plan to launch it. But in the meantime I am sure you will want to do a little bit of maintenance along the way. Follow the VMP, the YOPs and make sure if you are in the wetlands you talk to ConCom.

FRED: Thank you Bob. Any other questions. Self fuel we have already had a conversation.

The TAA had a cookout on June 5th. I think there were approximately 130-140 people. It was a good day, good turnout, we had a folk singer, Mike Higgins, who entertained and it was just a good time all the way around.

Any other old business by the commission.

NewBusiness:

FRED: Request from Skydive Barnstable to return their skydiving operations to Taunton during the TFR. They have been here the past two years. They operate at Marston Mills on Cape Cod but when Mr. Obama is on the Vineyard they wish to operate at Taunton. Stephen Foster is here from Skydive Barnstable. Please come in, sit down, grab a mike and present yourself.

Steve: My name is Steve Foster and I am filling in for Andrew Garcia the owner of Skydive Barnstable while he is training with the National Guard flying helicopters. The operation we want to run is similar to the one we have run the past two years. I have the proposed temporary skydiving operations waiver and everything we would use with the students. We would be doing an outdoor tandem skydiving operation only.

FRED: Now you would have to coordinate with Providence, the FAA and Mass-Dot. Are you getting all those clearances?

Steve: Andrew is working with all of those remotely on his downtime on the weekends.

FRED: Ok, we are going to need all the previous paper work for approval. Also we require a liability insurance policy naming the City of Taunton, the airport and the airport commission as co-insured.

Steve: He assured me he is going to be working on those things before the operation would start. I am assuming it will be very soon.

FRED: What timeframe are you looking at?

Steve: The month of August.

JAN: I make a motion to approve as long as they provide all the documentation.

FRED: Coordinate with Dan. Do we do a temporary land lease with them?

Dan: Yes we will do a short-term land lease. Everything has worked out quite well in the last two years. They have had unfortunate weather in the past two years but we have had a good relationship with Skydive Barnstable and Andrew Garcia. Everything has been good in what they said they were going to do and what we said we were going to do. So I recommend we do the same thing for 2016.

FRED: Do we have a second?

Bill M: Second.

Bob A: I have a question? Is it going to be the same setup with a tent alongside the building?

Dan: Correct.

Bob A: So they would be using the bathrooms in the SRE building?

Dan: Correct. They have a land lease for the packing area of the chutes and they also have a table to sign their people up. If it is a rainy day they are out of business for that day. So it is all weather related. They set up there and talk to their people and they gather around the grass area and are escorted through to the airside by their people. They all have badges. I imagine you will have to come in to get one and anybody else who might be new this year. Come on in a get one by August.

FRED: July would be better.

Steve: I can get my pilot to fly me up to get it.

FRED: Any other questions? Any more discussion? All in favor? Aye Unanimous

You will have to work everything out with Dan. He has the final say because he has to make sure all the paperwork is there, this is all part of the motion. Make sure Andrew coordinates everything with Dan. If he finds some of the paperwork not there that means it is a no go. Everything has to be there.

Steve: Sounds good.

Fred: Thank you.

Steve: Thank you.

FRED: Fuel discount program, Dan.

Dan: The fuel discount program right now is a two part thing. First I will review what we have going. Right now our fuel price is \$5.20 if you purchase fuel for your airplane through a credit card, a personal check or on a house account. It is \$5.04 at point of sale. This has been in effect for many years and it is reviewed twice a year and any time the commission feels that they need to review it, they can discontinue it. So that the first point of what we are doing tonight is either continue it or suspend it.

FRED: Why don't we do that first.

Dan: Ok why don't you do that first.

FRED: We have the discount that we vote on every year like Dan had explained it is 3% cash at the pumps. Do I hear a motion on that to continue that or not continue it?

Jan: I will make a motion to continue it.

Jim M: Second.

John C: With a discussion if you would? Dan does that work for you? Do you feel it is best?

Dan: It's good - we have had no issues. It has been continued right along, it has been running smoothly. We also have a volume discount. The volume discount is for people who purchase more than 100 gallons of fuel during any month's billing period. The monthly billing period ends on the last Thursday of the month. So if you are running your plane or a business or whatever and you buy fuel during that month and end up with for example, 120 gals. of fuel, it comes out to \$500 or whatever we offer you, a progressive discount for one for 100 to 500 gallons a 3% discount on that particular purchase if you pay it by the 15th of next month. If you purchase between 500 and 1000 gallons during the month the discount is 5% etc. etc.. I calculate it each month and it works out quite well for the people who are our volume customers. We have a few pilots that fly frequently, we have a banner business that takes advantage of it. It is something that is out there and they have told me that they are very appreciative of the way it is done. So it's there and something the commission can take away or continue.

FRED: Any discussion? All in favor? Unanimous Aye Opposed None So voted.

We also started extending fueling hours in June for our summer months and we are going to revisit this at every month's commission meeting. Thursday, Friday and Saturday we are now open until 8 pm [dusk]. Our normal business hours are 8-5 seven days a week. During the summer months we open T-F-S from 5 Pm to 8 PM. Dan usually keeps track of it, who is buying fuel, whether they are on the field or off the field and he calculates it out and the end of each month so we can review it determine whether or not we want to continue it for another month.

Bill M: I make a motion that we continue for the month of July and review it in August and September.

Jan: Second

FRED: Any discussion? All in favor Aye Unanimous Opposed no So Voted.

One thing I wanted to bring up this month is seaplanes on the airfield. If they are going to be taking off on a cart, I would like to have the SOPP committee review this and make recommendations to the manager so he can have rules and procedural rules and regulations. It is a unique thing and it's got to be regulated for safety. We can't just have these seaplanes taking off with the carts flying all over the place. I will make that motion, if I can have a second on that?

John C: I will second with some discussion. I apologize, I am not familiar with the runway. Can you give me an explanation.

FRED: Basically some seaplanes do not have wheels.

Dan: They have floats with wheels.

FRED: Some seaplanes have both floats and wheels. What they usually do if they need maintenance is to land on a dewy morning on the grass and then slide

to a stop. One of the ways for them to take off is to put them on a cart, tow them on the runway to gain speed and when the plane lifts off the cart goes wherever. We need to establish safety procedures for the protection of other traffic that may be operating in the area at the time of the launch.

The SOPPs are the standard operating procedures, but this is something that should be done with the airport manager being notified so we don't have people running all over the field. Any more discussion on it"? All in favor? Aye Unanimous.

FRED: So Jan you will need to get together with Bob and Bill and go over that.

Election of Officers: At the June meeting every year we have election of officers. My recommendation is for Jan to be the Chair, Bob to be Vice-Chair and Joe to continue as the Treasurer. Can I have a second.

John C: Second

FRED: Any discussion? All in favor? Aye Unanimous Opposed None

Dan: Will the commission give signatory authority to the new Chairman, Vice-Chairman and Treasurer to sign all documents as we have done in the past because it is a change in signatures.

Bill M: Motion of what you said.

Dan I will collect names and make a letter on it prior to the minutes coming out.

FRED: Bill made the motion.

Jan: Second

Fred: Any discussion? All in favor? Unanimous Opposed None So voted. Any other new business for the commission?

Public Input:

Joe Souza: Berkley, Ma

FRED: Can we get a street address?

Joe: 5 Green St

FRED: Thank you

Joe: For the new commissioners on the board the fuel thing, it's fine but you are not marketing the airport. Nobody knows. I have asked the first year why it wasn't put in AirNav, or the airport facility notebook directly and I got an answer that it cost money. Well I corresponded to AirNav myself, copied the thing and gave it to the commission. As far as I know AirNav still doesn't know extended fueling hours, neither does the airport facilities directory, nor does social flight, not adventure pilot, none of them and you all seem like complaining that you are not selling more fuel. Well, Duh nobody knows.

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

Jim M: I make a motion to adjourn!

Fred: Do I have a second?

Jan: Second

FRED: All in favor? Aye Unanimous

FRED: So voted.

Next meeting ***July 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.