



## **AIRPORT COMMISSION**

**Airport Conference Room**

**Wednesday**

**August 30, 2010**

**4:00 PM**

**Members Present:** Heath Gatlin, Jeff Jaran, Steve Tait,  
and Michael Valenti.

**Member Absent:** Paul Gavin (Excused)

**Staff:** Steve Fletcher, Butch Lisenby and David Graham.

### **MEETING AGENDA**

The meeting was called to order by chair, Heath Gatlin, at 4:00 p.m.

### **MINUTES**

**Motion:** Move to accept the minutes of the July 19<sup>th</sup> meeting as amended.

**Motion:** Steve Tait      **Seconded:** Jeff Jaran      **Vote:** 4-0-0.

### **New Business**

Out of courtesy for the many people who chose to attend the meeting, Heath Gatlin decided to go directly to the New Business agenda item and discuss the problems that Leland Monk had detailed in his two letters to the Banner. He had asked (in his letter to the editor) for any interested parties to please attend the Airport Commission's meeting in order to voice their concerns.

Mr. Monk made a statement that mirrored his complaint in the Banner which dealt with fumes from jet planes and then culminated with noise concerns. He had exchanged quite a few e-mails with Butch Lisenby and Mr. Monk further wanted to know the kinds and frequency of jets that are using the airport.

Rather than detail each Commissioner's exact words, it will be enough to encompass the sentiment of all in the following list:

1. The Airport has a list of aircraft traffic numbers however it does not break out jet or turbo prop type of traffic separately. The FAA would have some information but it would be under IFR conditions only.
2. Jet planes are much safer than propeller driven so they are the wave of the future.
3. The Airport is in the business of encouraging development of their business and not deterring it. There is no inclination to limit jet travel into the Airport.
4. Jet fuel is used by turbo-props as well as jets so fumes from either smell the same.
5. There are noise abatement procedures in place and the Commission has signs posted at each runway.
6. We have 2 runways and the instrument use is preferred for runway 7. Most of the time a flight plan is filed for a jet and then you have to wait until the controller who works the system releases you to go.....thus the pilot never knows if he's going to idle for 5 minutes or for 20. – If they're on runway 25 then the wind direction could bring the fumes over race point road and the bike trail.

At the conclusion of the discussion, Mr. Monk, decided he might continue to take his concerns directly to the National Park Service and George Price.

## **REPORTS**

### **Enplanements**

The numbers for July were encouraging: 2,427 for July 2010 – up from 2,096 for July 2009. Butch estimates that the numbers could be flat for August. There were 2,509 enplanements for August 2009.

### **Security Camera System Update**

They are all up and running. We still can't monitor it in the conference room because it would have to be hard wired.

Jeff Jaran would like to include the airport in monitoring by the police but Butch said that we're not part of the town system so we're unable to tie into the Police Department. The original idea was that when we got cameras, we would have them monitored by the police. Jeff hopes in the very near future that will be a possibility. Butch said that he has tried to get a repeater on the monument but the request was turned down by the monument board.

Butch asked if the Commissioners want to hard wire the system? Short answer: “not necessarily since it's recorded. “

## **OLD BUSINESS**

### **EA/FEIR/DRI PHASE III Update**

Butch briefly gave the update and said that the question right now is mitigation. JACOBS has submitted a letter to the National Park Service (NPS) asking what they'd like. It is thought that the NPS would like us to send them the money and they will find the projects. Butch said that right now the sticking point is "how much money per acre" and approval by the FAA and MassDOT. It will eventually go back and forth until it has been settled.

### **EA/FEIR/DRI Permits Update**

The permits are mostly on a hold until the rest of the issues are settled.

### **Cell Phone Tower Update**

There was a test done by T-mobile which was inconclusive for the airport. There is still a possibility when the town gets the finale antenna in place on the Wastewater Facility it may help the airport.

### **Hangar Event – Wedding Reception Update**

Butch said that overall the wedding event went rather well, i.e., bringing the people back and forth, etc. The brides had a few issues – primarily with the caterer and people trying to show up in their own cars. Butch has already received calls from 2 people about potential problems from the event. The caterers had a propane stove that they couldn't keep lit so the food was a problem. One caterer worker called Butch because she hadn't been paid.

Jeff asked – what is the benefit of these happenings? – Too much time is expended and there is no benefit to the airport.

Heath completely agreed with Jeff! From Butch's perspective it's not such a big deal.

Steve said that the town is not getting anything out of it. He would think we all have more important things to do rather than sign off on wedding plans!

### **TSA Trailer Lease Renewal Update**

Glenn Layton from TSA and Butch had another phone conversation. Glenn had toyed with attending tonight's meeting but – obviously – didn't make it. Whether they do it one way or the other – Glenn indicated that TSA has to have a contract and if they don't have a contract – they don't have an avenue to pay either the commission or the electric company direct. GSA is stuck in a dilemma now.

Steve wondered what would happen if we terminated the electric to the trailer? The solution may be for them to try to get the trailer company to set up the electricity and include it in their rental fee.

Heath asked if the Commissioners would be willing to absorb the cost of meter installation IF THE TSA ASSUMES PAYING FOR THEIR ELECTRIC USAGE.

To move this process forward the commission agreed to front the cost of the new meter to be reimbursed by GSA over time and then GSA would pay the commission for the monthly electrical charge. GSA needs to confirm and agree to this before any action will be taken.

### **Mike Leger Memorial Update**

The plaque is on the building and September 18<sup>th</sup> is the date for the Gay Pilots week-end. Butch said that the bar-b-que is on for the 18<sup>th</sup> and their website gives the time as 1:30-3:30 p.m. Heath wants to set up the memorial happening for 3:00 p.m. on that date.

### **SRE Truck Update**

We finally got the state grant which had been lost in the shuffle and Heath just signed it during this meeting. The grant now has to go to the Board of Selectmen (BoS) for their signatures and we will probably have the SRE truck some time in December.

### **ARFF Vehicle Update**

Steve Fletcher from JACOBS is continuing to chase down all the loose ends. The delivery of the ARFF vehicle will probably take place about a year from now. We have the FAA Grant in hand and we are waiting on the State Grant.

### **Clear Zone Maintenance Update**

This project will begin on September 14<sup>th</sup> and the contractor is both eager and enthused and has even rented extra equipment in an attempt at expediency.

## **NEW BUSINESS**

### **Jet Traffic Concerns**

This subject was covered early on in the meeting.

## **OTHER BUSINESS**

### **Minimum Standards Update**

Heath has been working on it and it was decided that the group almost needs a work session meeting where nothing is discussed except Minimum Standards. Butch said that we were working from our own document and picking and

choosing different parts that were applicable from the other documents we had obtained.

### PAYMENT VOUCHERS

Kenyon Wheeler	electrical	<u>\$ 735.00</u>
N-Star	electric	<u>\$ 688.53</u>
New Horizon Landscaping	grass & brush	<u>\$1,620.00</u>
Wellfleet Steel Works	hangar work	<u>\$2,065.00</u>
Security Design	2 cameras	<u>\$1,140.00</u>
Security Design	tilt camera	<u>\$3,920.00</u>
Open Sesame	key pads, etc.	<u>\$ 719.00</u>

The above 7 (seven) invoices were move, seconded, and approved by all with a vote of 4-0-0.

David Graham, a long term aviation enthusiast and employee of JACOBS, complimented the Commissioners on their handling of the fume and noise complaints of Leland Monk. He felt that they responded perfectly. Mr. Graham also facetiously reminded everyone that he was only 39 years old!

**NEXT MEETING DATE**  
**MONDAY**  
**SEPTEMBER 20<sup>TH</sup> – 4:00 P.M.**

The meeting adjourned at 5:15 p.m.

Respectfully submitted,

*Evelyn Gaudiano*

Evelyn Rogers Gaudiano

APPROVED: SEP 20, 2010