DRAFT

Commonwealth Of Massachusetts
County Of Dukes County, S.S.
MARTHA'S VINEYARD AIRPORT COMMISSION MEETING

July 21, 2004 5:00 pm
Martha's Vineyard Airport
Notice of Such Meeting having been Posted as Required by Law.

Present:	
Airport Commissioners:	Chair Jesse B. (Jack) Law, Vice Chair John Alley, Frank Daly, Leslie Leland, William (Bill) Mill, Norman Perry
Dukes County:	E. Winn Davis*- County Manager, ex-officio
Airport Staff:	Bill Weibrecht - Manager, Sean Flynn - Assistant Manager,
Others:	Rick Domas – Hoyle, Tanner & Assoc.; Marni Lipke - Recorder
Press:	Fred Natusch - MVTV

* Late arrival or early departure (see * in text)

The meeting was called to order at 5:11PM.

1. Approval of Meeting "Motion Draft" Minutes

- June 2, 2004.

MR. BILL MILL MOVED TO APPROVE THE JUNE 2, 2004 MOTION DRAFT MINUTES. There was a brief discussion on the protocol of draft minutes. IT WAS THE CONSENSUS OF THOSE PRESENT THAT THE MOTION DRAFT WAS CORRECT AS SUBMITTED.

2. Update – Draft Environmental Impact Report (D/EIR)

- Agency and Public Comments Received

Everybody had received a copy of the D/EIR from the first two phases and had an opportunity to comment if they wished. The Airport received some of those comments which went right back to the Secretary for Environmental Affairs. There were other agencies involved in the process, inter-state agencies, basically other Mass. State departments as well as both the Mass. Environmental Protection Agency (MEPA) office and the Environmental Affairs Office, all of which were required to comment on it. This process was done and the Commissioners would see all of the correspondence associated with that. Amongst others, letters could be seen from the Martha's Vineyard Commission (MVC) which required clarification by the Airport on several items that appeared to have been misunderstood or where the MVC staff had not recognized what information the Airport was trying to convey. Consequently Mr. Domas and Mr. Weibrecht met with the MVC staff members specifically: Mr. Mark London, Ms. Joanne Taylor and Mr. Bill Wilcox to address those issues and to see if there was any further information that the

Airport could provide. In response to this meeting the MVC actually filed a supplemental set of comments to say that the Airport had addressed the issues and that the Airport had provided additional information. Mr. Weibrecht and Mr. Domas also met with the actual MEPA reviewer Mr. Nick Zavolas—who had been involved with this from the first two filings—to try to highlight what issues remained.

- MEPA review process to date

Mr. Weibrecht reminded the Martha's Vineyard Airport Commission (MVAC) that the Secretary would give the Airport a new scope for whatever information the Airport did not provide, that she thought

would be necessary and/or whatever new information might come to light for the Final Environmental Impact Report (F/EIR). So this Draft EIR could be called the Interim Draft EIR. Mr. Weibrecht introduced Mr. Rick Domas the project manager from Hoyle Tanner Associates (HTA) on the Airports behalf and then asked Mr. Domas to explain what issues the Airport had left to address.

- Review of Associated Meetings, Discussions

Mr. Domas noting he was in his Island mode of shorts and shirt reported that the Airport received 8 letters which the Commissioners all had copies of (see documents on file). Quite frankly the team was pleasantly surprised that there were very few substantive comments in the letters.

• Mr. Weibrecht had already noted the MVC meetings (see above).

• Mr. Weibrecht had also had some meetings with the Mass. Dept. of Environmental Protection (DEP) on the wastewater treatment plant. There had already been some follow up and Mr. Domas felt that even before the Secretary issued the certificate (which he would talk about shortly) there had been some behind the scenes discussions that had cleared up some issues.

• Mr. Leslie Leland asked if Mr. Domas had read the letter from the West Tisbury Planning Board as they seemed to be addressing that issue. Mr. Domas agreed the Airport would address that issue but in the Final /EIR. He pointed out that the Planning Board had essentially sent the Airport the same letter on the Draft Environmental Notification Form (ENF). It was almost verbatim the same letter and it was clear the Planning Board did not like development at the Airport. Mr. Domas did not think there was anything that the Airport could say or do to change their opinion. It was Mr. Domas' opinion that this would be a matter of one Board on the Island that was opposed to development at the Airport.

- Mr. Weibrecht assured the MVAC that the Management and Mr. Domas would meet with the Planning Board to discuss the letter and had already had land planning discussions with them.

- The MVAC should keep in mind that one of the plans had had a lot of the development happening on the West Tisbury part of the Airport as far as the growth of aviation, but a conscious decision had been made to have that happen on the Edgartown part of the Airport.

- Additional information had been provided to the Planning Board in response to their first round of comments about noise and growth, but ultimately Mr. Weibrecht's interpretation of their comments was that they considered that Airport growth attracted more airplanes. Mr. Weibrecht although acknowledging their right to their own opinions stated this was simply not true.

The Airplanes came here anyway. One of the best ways for the MVAC as well as people at large to think about it was: when was the last time someone went to an island in the Caribbean and called ahead to see what the Airport looked like or called ahead to find if there was parking space for the aircraft you might be flying in and did that influence whether you went to that airport. Ultimately it was the Island driving the Airport and not the other way around. Mr. Weibrecht did not know how the Airport could address their concerns to their satisfaction but the Airport had made decisions and tried to mitigate wherever possible and it remained an issue. Mr. Leland suggested dialogue. Mr. Weibrecht agreed that certainly dialogue continued. The entire Edgartown Planning Board had come to the Airport to spend 4 or 5 hours with Management, and had done a site review of the Airport itself; Management had walked them through all the improvements and certainly Management made that offer to everybody and Management would continue to work with the Planning Boards.

• Mr. Domas then continued that he would first note the comments that the D/EIR did not get. There were no comments from the public at large, none from John or Jane Doe; only agency comments were received.
- Notably there was no comment from the U.S. Environmental Protection Agency (EPA), the Federal regulatory agency which was always quite concerned with the impact of the Airport over the sole-source aquifer, so this was the second major document that the Management and HTA had produced with not even a comment from the EPA. Much to the MVAC's and Mr. Weibrecht's credit the basic plan that was being proposed and pursued was appropriate and apparently the EPA thought so as well or they would have made a comment.
- Mr. Daly asked what Mr. Domas thought was the significance of receiving no comment from the general public. Mr. Domas answered the question indirectly by noting that one reason there were no public comments was just the time of the year. This was submitted to MEPA on May 17th and then there was a week or two delay so that it appeared in the Environmental Monitor on May 26th, which was a kind of first public notice that this kind of document was available. It was the very beginning of the summer, the ending of the school year, a lot of people were preoccupied. Secondly Mr. Domas thought the MVAC and Mr. Weibrecht and Mr. Flynn did everything above board; there was no hidden agenda; the Airport said it like it was.

- Wherever there was an impact, mitigation had been proposed and Mr. Domas' sense was that not to get a comment on the EIR on this Island with its numbers of small environmental groups which were always quite concerned about the environment was a credit to the MVAC and to Mr. Weibrecht and to Mr. Flynn. Mr. Weibrecht expanded that Management and HTA had involved several of those groups who had been large commenters before in the first round of Airport development. In this way their participation in the oversight and in some of the studies the Airport has done to prepare the filing, had addressed concerns that might otherwise have been comments. In other words, Management had already involved some of the very people who might have commented on an annual basis, so that they witnessed what the Airport did.

Again Mr. Weibrecht could not say enough about the staff members at the MVC who had been responsive to the Airport's request to review the information first hand; and Mr. Weibrecht thought that had been a lot to do with it as well. The MVAC should keep in mind that this had been a two and a half to three year process so it had had a good public hearing and airing over a long period of time. There were two articles in the newspapers reporting that it was coming out.
- Mr. Daly asked if there was any response in the newspapers. Mr. Weibrecht replied that West Tisbury copied both newspapers, who ran it as a Letter to the Editor, so that was put out there about three weeks ago now. The West Tisbury letter that ran in the newspapers was in the Commissioner's packet (see documents on file).
- Mr. Domas noted that if the MVAC considered the MVC professional staff as a sounding board for all planning boards of the Island he thought they were pretty well pleased with the nature of the development, the mitigation proposed, etc. They were very supportive of the rental car consolidation center because it fit in with the Island plan. Mr. Domas thought that although there might be future issues, the open dialogue that had been established was working in the Airport's favor.
• Mr. Norman Perry asked if town planning boards were included in the Agency mailing. Mr. Domas enumerated that copies were sent to: every town selectmen, the planning boards of Edgartown and West Tisbury, every town library. In addition it was put up in its entirety on the Airport's web page so that even if someone did not have a paper copy of the report it was available from any computer.

Mr. Weibrecht then added that a copy was distributed directly to all those agencies that had commented on the first reports. Mr. Perry then assumed that the lack of response signaled an agreement with the content. Mr. Domas assented that this was how he interpreted it. Mr. Weibrecht explained that the last time there was a concerted effort to go through the MVC and let them organize the comments which they did do.

• Mr. Domas felt that issues were put to bed, not that there were ever any issues, but noise did not receive a single comment; and rightly so as the noise impact contours—as the Federal Aviation Administration (FAA) defined noise impacts—remained on the Airport, that is did not go out beyond the Airport boundaries. This was the technical description but people responded to and objected to noise at an Airport so there was an underlying noise issue on the Island. Management had a volunteer noise abatement program and there was all kinds of information about noise on the Airport Website. However, there were not agency comments about noise so that was put to bed.
• Mass. Highways had no comments and there were no triggers on traffic. There was an issue on traffic which Mr. Domas thought was an issue of interpretation and which, without going into all the details, Mr. Domas thought could be resolved.

• Eventually when the Airport began building the new Terminal II (the General Aviation (GA) / Airport Rescue and Fire Fighting (ARFF) building) next door, the existing ARFF building would be torn down. Other than some smaller auxiliary buildings this was the last remaining example from the original Navy base, so there was some concern that the Mass. Historical Society might object to removing the last historical remnant from the area.

However the Airport and HTA made a very strong case that it had been altered and changed over the years such that there was no longer any historical value: the ARFF doors had been cut, the generator for the Airport addition had been put on the back of it, etc.
• If the MVAC could recall in the earlier document there had been some concern on Wampanoag fragments that might have signaled that this was a Wampanoag campsite, so the Airport had completed an archeological survey and no evidence of this had been found in the Airport footprint.
• In general Mr. Domas considered that a lot of issues had been put to bed.

- Expected issuance of certificate

The process now was that the MEPA unit staff would review the comments. They would review the document itself. The staff would then issue another certificate which would be a scope of work. The certificate would say the Airport did not have to do this or that, however MEPA would like this examined in a little more detail, or please explore this agency comment and provide more information in the Final / EIR. The certificate which was due this Friday (July 23) would set the scope for the final environmental document. The way this process was supposed to work was that issues that were present at the start were resolved as each document was submitted so that the final document should fill in the last gaps or include additional information or answer questions. HTA and Management hoped to get that document filed in the early fall. That would be a Final/EIR and a Final Environmental Assessment that would again go through the notice process. All the people who received copies of the earlier documents would get another copy to comment on. Once that public comment period ended the Secretary issued a final certificate which the team anticipated would be a complete approval of the whole development program. The final certificates (Mr. Domas would provide Mr. Weibrecht with some examples) were drafted or oriented to other agencies, because the Airport would have to get some permits. For example, if the Airport ever planned roadway improvements on the Edgartown West Tisbury Road, Mass.

Highways would have to be consulted. In this way the final certificate would take note of this to the Mass. Highway Dept. stating that when the Airport came before the Department this or that issue should be considered. Mr. Domas was fully anticipating that hopefully by Fall and certainly by the end of the year the Airport would have completed the entire Federal and State environmental process. After that the Airport would move into design and then Mr. Weibrecht would finally get a southeast ramp, which was anticipated for spring/summer construction in 2005.
• Mr. Daly asked if the significant change in the Barnes Road, Vineyard Haven Edgartown road network had been cranked into the EIR process. Mr. Weibrecht asked if he was referring to the rotary. Mr. Daly clarified that the stop signs had been put in about six months ago and there was a process. Mr. Domas responded that the intersection had been included as a four way stop sign.
- Mr. Weibrecht expanded that, as a good example of a comment, the MVC had voiced concerns about the impact on the rural roads, so the Airport reviewed this issue as far as the turning lanes which Mass. Highways had already approved.

The Airport agreed to reduce it from a 22 ft. widening to a 17 ft. widening which would fulfill the Airport's needs just as well, so long as Mass. Highways agreed to it at the time that the Airport actually sought the permit to do the development. This was the way the Airport had agreed to deal with this issue.
- As another example the Airport had agreed to install a new monitoring well to address one concern which could have been an issue on nitrogen loading just by the way the Airport was collecting storm water.
- These were relatively small adjustments. Instead of having to go out and do extensive studies, the Airport was agreeing to monitor nitrogen on an ongoing basis. These were two examples.
- On the MVC comments the Airport gave more details on de-icing, more details on storage system for the de-icing fluid and how it would be handled. All this could be seen in Mr. Weibrecht's response letters back to the MVC staff to address these issues.

• The MVAC would see that total gallons of wastewater would be an issue, especially in regards to the jail, so that at such time as the jail proceeded, the Airport would have to see where it sat on benchmarks as compared with the current Airport levels. Now that this environmental process was nearing completion the Airport knew that Phase II Wastewater would be coming up soon. Phase II was likely to suit the Airport's needs in the near future—apart from the jail—but as far as timing it would not work out to do the studies now for a project that might be five, six, seven or eight years down the road. The Southeast Region office of the DEP had agreed; so the Airport already had its permit requirements in line. This was an issue that might come back to the Airport for further work. It would be based on what the Airport flows were at that time, if something had changed, etc. The Airport was continuing to use water management as it had been doing in the past, by encouraging low usage of water, and doing everything it could to keep the wastewater input low, consequently the Airport might not hit that threshold anytime soon. This had been pointed out to the DEP and to the MVC and others. However this was one process the MVAC was likely to see.

• The Airport had offered mitigation on the moth habitat and there may be more of this issue to deal with. There were sand-plain grass issues, and some sparrow issues as to how the birds would handled the grass spurs. There would continue to be give and take on this with the Natural Heritage.
- Mr. Mill inserted that one kept the sparrows out by mowing. Mr. Weibrecht agreed that at the right time of year this was correct. The Airport would mow so that the sparrows would not nest there but

would nest elsewhere on the property. By doing this the sparrows would not be displaced. They would have their life and still be able to do what they did at the Airport.
- Mr. Domas added that the Airport would take the runway protection zone, which was off the Edgartown West Tisbury Road, and turn it into a moth habitat. He thought that Natural Heritage would be pleased with this because as the MVAC knew a runway protection zone was restricted property. Mr. Leland joked that in Connecticut they sprayed the moths.

Mr. Weibrecht concluded that these were some of the issues that the Airport was dealing with and would have other requirements attached to them. The team would let the MVAC know what the certificate looked like.

The nice part was that the certificate was likely to be only three or four pages so that Mr. Weibrecht could send it right out to the Commissioners, as they had already seen the documents that would be attached. Chair Law asked if there were any other questions and complimented the team on having done a fantastic job.

• On behalf of HTA Mr. Domas presented the Airport with a framed photograph, one of the last examples of the airport in its original configuration as a Naval airbase. It had been in this Conference Room with a very ugly frame and HTA considered it appropriate to reframe it for the Airport with a little rotation. As Mr. Weibrecht had mentioned that a new GA lounge was being developed Mr. Domas thought the photograph might be appropriately hung there, but left it to the choice of the MVAC. Mr. Weibrecht remarked that some of the Commissioners might not have seen this photo but a search was requested of the Smithsonian which turned up a couple other views although in negative form; the Airport would get those developed too.

3. Boston-Logan Peak Pricing Update

Mr. Weibrecht had tried to give the Commissioners the document packets separately, one with the agenda and the other with the D/EIR which could now be put away.

- Rule Making Begins

The documents in the packet were actually the new regulation (MassPort was preparing to change their rules and regulation for the operation of their airport in accordance with Mass. State law). This new regulation had no changes that Mr. Weibrecht saw from the previous submission made to the FAA—which the MVAC was already familiar with. Mr. Weibrecht included the documents so that the Commissioners could see how it was being set up.

- Comment Process Established

MassPort had two meeting dates set up in the fall, one in Boston and one on the Cape both of which Mr. Weibrecht was planning to attend not only from the MV Airport's standpoint but also from the CapePorts' standpoint. At some point the Airport would weigh in officially and make a statement for MassPort to add to the file, as an official comment.
- Reviewing the regulation again MassPort had responded to the Airport stating that the peak fees would be $150 per operation which would be either a landing or a take off so that a round trip flight would be $300 in fees.
- The peak times were delineated including the exclusions, i.e. the exclusion numbers were drafted right into the law; so that was good.

- The only thing that had really changed was that at the Airport's request the medical flights were added in as completely excluded which was important to the Island; Mr. Weibrecht had pointed this out to Logan and to their credit, they had added it right in.
- So the program was getting closer and soon would be in place. If the MVAC read the models it said, "At such time as the models indicate that there will be delays exceeding X or 15 minutes for so many hours for all aircraft…" that was when it would be applied. There would be advance notice that let everyone know that the process was starting The hope was to move the schedules through economic disincentives. Chair Law asked if there were anymore questions and there being none moved on to the next topic.

4. Vineyard Tennis Center

- Employee Discount Offered

This had been a topic amongst the Airport, the County Manager, the County Treasurer, and others. The Vineyard Tennis Center brought forth an offer to all Airport employees—and then extended it to all County employees—to essentially get a corporate discount without any fees. Typically if a company had as many employees as the Airport and the County did collectively, a health club would collect an annual fee from the company to offer discounts to employees. In this case there would be no annual fee, i.e. they had decided to waive it. When they had done it with the annual fee although the Airport was willing, they had been unable to pay the price. This was not a long term commitment in that it was not a permanent benefit extended to the Airport and County employees and as such Management wanted to make sure the MVAC was comfortable in accepting the discounts on behalf of the employees. The discount would be made available generically to all employees, and their children under 14; their spouses and retirees were also covered. In this case the discount was dependent on what type of membership the employee purchased privately. Most of the Airport's and County's employees medical plans included partial reimbursement for health club membership after they had been a member for a period of time, and this would still apply in this case. Management saw this as a health benefit issue associated with Airport employees' fire fighter readiness status, etc. and Mr. Weibrecht thought it was a benefit the MVAC would be wise to take advantage of. It could be reviewed a year from now if it so required. Chair Law felt this was excellent.

- County Manager Winn Davis agreed stating he felt this was a great idea; in fact he wished he had thought of it himself. He commended Mr. Weibrecht and Mr. Flynn for pursuing this. Initially the County had seen a problem coming up in that under law every employee of the County had to be treated equally and have the same benefits offered to them, so the notion of the Airport Commission providing a payment really created a problem for the Sheriff and the County Administration Building, etc. The system as proposed involved no payments. Mr. Davis would draft a clear letter to go out with the next pay checks stating that this was not a benefit being negotiated with the Unions or with the employees and there was no contribution by the County. It was simply a great offer by the company and that this would in no way become something the County had to provide in the future. Mr. Davis recommended that – with this understanding – the MVAC vote it this week and then Mr. Davis would put it before the Dukes County Commissioners next week and in the last pay check of the month the word would be sent out the protect the County to give the employees the benefit of the discount.

• Mr. Daly asked if this was something the Airport Commissioners could participate in. Mr. Weibrecht remarked that the Commissioners were employees. Mr. Davis joked that all they had to do was show a

pay stub. Mr. Weibrecht affirmed that the Commissioners were considered employees depending on how the regulations were read and that Management could confirm that. Mr. Flynn offered to give Mr. Daly a letter

• Mr. Perry asked if there would be an open house. Management explained that the open house had already passed and this was an older offer that Management did not want to mix with other business. Mr. Weibrecht offered to talk to the Tennis Center about setting up another open house. Chair Law asked for a motion. **MR. ALLEY MOVED TO ACCEPT THE GENEROUS DISCOUNT OFFER OF THE VINEYARD TENNIS CENTER; MR. PERRY SECONDED; MOTION PASSED UNANIMOUSLY: 6 AYES, 0 NAYS, 0 ABSTENTIONS.**

* Mr. Davis left the meeting at 5:45PM.

5. Approval of Landscape Plan – ABP Lot #35

- Buffer Area Mitigation

As the MVAC knew the buffer between the roadway and Mr. Peter Rosbeck's building was cut. He was asked to return with a plan which Mr. Rosbeck had done. The original plan was vague so Mr. Flynn asked that he return with a better plan and a site plan, to reconstitute or mitigate that buffer area to bring it back—not to its original because it would be impossible—but to something that would meet with the Business Park Regulations and the needs of the building and their activities; which they have now done.

- They would replant native, indigenous plants, they were also asking to install a 2 to 3 ft. stone wall through the middle of it, not from one end to the other but just as a center piece. There was nothing forbidding this that Mr. Flynn could tell so long as the MVAC approved it. He presented the plan.
• Mr. Daly asked if this was along the front of the property. Mr. Flynn responded that it was and that as Mr. Daly knew it was supposed to remain natural. However sometimes during construction there was a need to cut that. Mr. Cazeault had planted cedars in front of his. This was not going to be to that grand scale but more of a low bush type replanting. Mr. Perry confirmed that this was the revised plan. Mr. Flynn agreed that this was correct and pointed out the area that they were reconstituting.

• Mr. Leland met with Mr. Flynn a day or so ago and reviewed the plan which Mr. Leland certainly thought looked acceptable and agreeable and would do the job nicely. Mr. Leland certainly did not have a problem with it. **MR. ALLEY MOVED TO ACCEPT THE BUFFER MITIGATION PLAN FOR ISLAND POOLS AND SPAS—AIRPORT BUSINESS PARK LOT # 35—AS PRESENTED; MR. LELAND SECONDED; MOTION PASSED UNANIMOUSLY: 6 AYES, 0 NAYS, 0 ABSTENTIONS.**

6. Approval of Signage – ABP Lot #28

- Airport Mini Storage

Mr. Flynn reported that T. Ford, (Mr. Tom Ford) Airport Mini-Storage was located on Northline Road almost across from Federal Express. It was almost a new building—two buildings could be seen side by side.

• First Mr. Flynn stated that Airport Regulation said that the MVAC had the authority to approve all signage and that such signage had to meet Edgartown sign rules and regulations. Management referred

back to that for the basic design and from there the MVAC could either approve, disapprove or make comments. That was how the Airport's Rules and Regulations read.
• Mr. Ford had presented the Airport with a sign plan proposing placing two signs on the building, one on the side and one on the front of two of their buildings. The signs would be unlit, i.e. no back lighting, although they had discussed placing lights over the top of them to light the signs, but no lighting within the sign itself. Each of the letters were individually cut and hung as well as the sign itself. It met with the square footage restrictions and was consistent with both the Town and the Airports regulations.
• Mr. Perry asked about whether it was illuminated. Mr. Flynn repeated that now it was an unlit sign although Mr. Ford was talking about down lighting it.
MR. ALLEY MOVED THAT THE SIGNAGE FOR AIRPORT MINI STORAGE—AIRPORT BUSINESS PARK LOT # 28—WAS APPROPRIATE AND FURTHER MOVED APPROVAL OF THE PLAN AS PRESENTED; MR. LELAND AND MR. MILL SECONDED; MOTION PASSED UNANIMOUSLY: 6 AYES, 0 NAYS, 0 ABSTENTIONS.

7. Airport Manger's Update

Mr. Weibrecht would go through a number of items and invited the Commissioners to feel free to stop him if they had any questions.
• In the packet the Commissioners would see a memo from Cape Air to their flight crews regarding compliance with the Airport's noise abatement procedures.
- Mr. Perry asked about a letter. Mr. Weibrecht explained that this was just a demonstration follow up that the Airport had as issues were raised over Cape Air noise issue – as this was an internal issue the title, etc. were not usually on the memo. This was an official memo from their Assistant Chief Pilot to their crews basically telling them to follow the MV Airport's noise abatement procedures. The Airport distributed this first to Cape Air which hung the poster of the format in the pilot area and then directly to the pilots. Mr. Perry asked if the New England Based Flight Crew was Cape Air. Mr. Weibrecht explained that in this case the company had three divisions, one in the Pacific and one in the Southeast neither of which would be concerned in this matter as they were flying in Florida, etc. and not here.
• Next Mr. Weibrecht noted there was a copy of the actual inspection letter from the FAA which the Airport received back. It had two comments on safety recommendations as well. Although these were not binding at this point but would become binding over time (see documents on file). The inspection letter from the FAA described the traffic and wind indicator matter of which Management was aware and had not been installed because of underground utility issues on the site. There were about 8 different appliances out there with electrical cable, etc. underground and as soon as the Airport could get a better handle on that, it would be corrected as acceptable to the FAA.

• The last document was a letter to a constituent regarding noise. The constituent was a resident of Charles Neck Way area of Vineyard Meadow Farms (see documents on file). The Commissioners could read the letter to see what those issues were.
• All in all airline loads to both Boston and LaGuardia have been up in a year over year comparison. Mr. Weibrecht had to re-examine the Washington, D.C. area but those flights were heavily effected by cancellations due to lack of crews. There have been some mergers in the carriers—although Mr. Weibrecht was not 100% sure that this was the only issue—but they did not always have crews available to fly the airplanes that were scheduled to come here to the Island, so they had been substituting aircraft in some cases and other flights had actually been cancelled. This was something of concern but beyond the control of the Airport.

- Weather had an impact on several Friday evenings. Thursdays, Fridays and Mondays just by chance have had thunderstorms that heavily impacted both Boston and LaGuardia. Then on the opposite days or mornings the Airport was heavily impacted by fog. This has had some effect in that some half days have been lost although no complete days. Management knew however that this had had an effect on passengers numbers.
• Fuel sales were up in the vicinity of 50,000 gallons starting July 1 which was an indication that the Airport was doing something well, the pricing was right, etc.
- The total traffic numbers did not appear to be significantly above last year so the aircraft were buying more fuel. This could be heavily impacted by the weather; worse weather elsewhere sometimes meant more fuel sales at the Airport. Mr. Weibrecht however, really believed it was the pricing. Management also knew that the trucks had had a significant impact. When the Airport bought the larger trucks they began to see larger orders that could not have been done with the previous trucks. What was driving the sales would never be 100% known but Mr. Weibrecht considered that it was a combination of these factors.

• Management was waiting on total operation numbers from the Tower and would bring the counts to the MVAC at the next meeting. It had been a busy and productive season. There had been no closures due to disabled aircraft, lighting or any of those issues which, (knock on wood) would continue to be the case.
• Computer crashes had been an issue on the point-of-sale system. Mr. Weibrecht commended Mr. Flynn as well as the clerks for putting up with these computer problems that always seemed to strike at the worst possible time. For the MVAC's comfort the Airport had found some new assistance capabilities for the computers locally on-Island. They actually started some work for the Airport today doing upgrades and they would help the Airport to try to migrate their path out of the woods, so to speak. That machine in particular needed to be replaced, which would be done within the next few weeks. In the meantime some interim back up measures would be formulated to prevent the problem from really hurting the Airport badly.
• Ramp space continued to be a problem on the operational side of the field and it always would be.

• Noise complaints were about consistent with previous years. There have been some individual days where because of fog or changes in the wind patterns there was more activity on one side of the airfield than the other. There have also been some aircraft that were louder than the Airport typically saw on a day in day out basis. The Airport had done several operations. In one case in particular in association with the letter referenced in the packet Management tracked down the aircraft and the operator spoke directly with the crew; so that was how Management dealt with complaints.

- Mr. Mill asked if the Airport was being blamed for the F-15's (jets from Otis Air Force Base). Mr. Weibrecht agreed that F-15's were an issue and although he had not seen anything the F-15's had been very active over the past few days. For those who might not know Mr. Weibrecht was sure they were gearing up very steadily for the Democratic National Convention (DNC). Both Boston and New York (the Republican National Convention) were within the Island's area of the jurisdiction so that for the next few weeks—probably through the end of August or thereabouts—they would remain very active. There had also been a lot of Coast Guard activity, as well as a lot of helicopter activity with the shark tournament so there has been a combination of traffic and most of the issues the Airport had been able to deal with pretty quickly.

- Mr. Flynn and Mr. Weibrecht also noted an extraordinary amount of late night operations of Boston med flights—taking people off the Island in medical evacuations during the overnight hours of 2:00, 3:00, and 4:00 in the morning. Most of those had been traced back if there was a noise complaint on an operation at 3:00 in the morning. Some of those were also the Coast Guard's jet and/or helicopter and these seemed to be almost every other night for a period of 8 or 10 days.
- Again Management was working hard on the noise issues. The Airport took the complaints and 99% of the call-backs were from Mr. Weibrecht himself, to the whoever the caller might be. For those who were watching on TV, the noise abatement procedures were up on the Airport's website. They could be found inside the library section of MVYAirport.com. Sometimes Management just got questions as to what the abatement procedures were, so they could refer them to the web.
• Mr. Weibrecht again thanked Mr. Flynn for his extra work during computer crashes.
• Also as the MVAC knew the Airport lost Ms. Lisa Lawson who was the administrative assistant and senior financial clerk so that Mr. Flynn had also been pulling double duty in that area. The Airport had back-filled the position with Ms. Elaine Mercier who was formally an operations clerk. She will continue to fill Ms. Lawson's position as an in-house hire and Management was in the process of finalizing selections for Ms. Mercier's previous position as operations clerk, although this was a bad time of the year for that to happen. Ms. Lipke clarified:
- Mr. Flynn had been filling in after Ms. Lawson left in the administrative position which included warrant preparation, payroll, etc.
- Ms. Mercier would pull double duty as an operations clerk and administrative assistant until the operations clerk position was filled.
• Mr. Weibrecht maintained it had been a good season so far and asked if there were any further questions.
• Mr. Perry asked about the letter from the FAA. Mr. Weibrecht responded that they were pleased with the inspection result as it was not often that an airport received a completely spot free inspection result. Management knew about that one issue. Just so the MVAC understood the signal circle which was actually difficult to see in any of the photos, circled the wind tone for non-standard traffic patterns which the Airport adopted last October. The airport was required to have pattern controllers there. Why was it important? Actually it was a leftover from a uncontrolled airports where if there was no information whatsoever available either from the tower and/or from the airport operators themselves, pilots could figure out which way they should be turning to land at the Airport. So it was a requirement that still kind of hung over the Airport. It could be seen at night. The tower pretty much covered daylight hours and they would instruct anyone who needed it. It was also now much better published than it was. So this was a sort of left over, but it was still a requirement and was still on the books. That was the one issue.

- The Airport was continuing to deal with the other issue that was mentioned. In fact tomorrow there would be a demonstration of a new crack sealing technology. This was a new product that actually had not been available until last year. This was in association with some cracks on the runways, some taxiways and especially with the ramps.
- The third of the three issues was to prevent an incursion. An incursion was when an aircraft, (or vehicle or pedestrian for that matter) ended up some place it was not supposed to be that would interfere with other aircraft. The Airport had some issues in the past but had added signage in the interim. At the main approach on Taxiway Charlie aircraft had occasionally mistaken a taxiway and started to head toward the runway (Mr. Weibrecht pointed out the area on the map.) For some reason this happened 5 or 6 times last year in about an 8 week period. Management went back to the FAA to change the signage but they only approved about half of what was requested and it was all unlit. There were retro-reflective

signs that the Commissioners could see tonight as they left. The Airport had actually requested permission to basically double sign it; typically all the signage was oriented to the pilot side of the airplane which was the left side and the FAA did not like to see it on both sides. But now the FAA had come around to Management's way of thinking.

- So there were recommendations to fix the cracks, fix the pavement conditions that the Airport had, which in some cases would be addressed through the Master Plan, such as in the reconstruction of Taxiway Alpha which was the oldest piece, as well as the ramps over time. Then the recommendation for the rest of the signage.

Chair Law asked for further questions. There was no new business before the MVAC and there were no executive session issues.

Chair Law in response to an email by Mr. Hegarty noted that if there was no voting business or reason to convene, MVAC meetings would be canceled. Mr. Alley emphasized that this had already been agreed to once before. Chair Law acknowledged this but wanted everyone to understand it. **THERE WAS A CONSENSUS OF THE MVAC TO CONFIRM THAT THE CHAIR COULD CANCEL MEETINGS IF THERE WERE NO VOTING ISSUES.**

10. Adjournment: **MR. ALLEY MOVED TO ADJOURN AT 6:00 PM; EVERYONE SECONDED; MOTION PASSED BY UNANIMOUSLY; 6 AYES, 0 NAYS, 0 ABSTENTIONS.**

Documents on file:
Agenda 7/21/04
Mass. Port Authority Peak Pricing Public Hearing Notice at Hilton Boston/Logan 10/14/04
Mass. Port Authority Peak Pricing Public Hearing Notice at Hyannis Courtyard Marriott 10/19/04
Proposed Peak Period Surcharge Regulations & Appendix A 7/17/04
Vineyard Tennis Center letter of Airport Manager Weibrecht 3/24/04
Memo to New England Based Flight Crew 7/8/04
FAA FAR Part 139 Inspection Follow Up and Comments & Safety Regulations 6/24/04
MVY letter to Dr. Gail Rowe 7/12/04
Ken Eber letter 7/14/04
Hoyle Tanner & Assoc. Inc. memo/fax re; Comments Ltrs Rec'd on D/EIR/EA
Div. of Fisheries & Wildlife 6/25/04
West Tisbury Planning Board 6/24/04
Mass. Historical Commission 6/24/04
Mass Highways 6/23/04
Coordinator SERO MEPA – Sharon Stone 6/25/04
Martha's Vineyard Commission 6/25/04
Vineyard Conservation Society 6/25/04
Marine Fisheries 6/11/04
MV Airport to Martha's Vineyard Commission 6/28/04
Martha's Vineyard Commission 6/25/04
MV Airport to Martha's Vineyard Commission 7/9/04
MV Airport / Rick Domas to Sheriff McCormick, NHESP, DEP SERO, 7/14/04
HTA / Rick Domas to EOEA-MEPA Secr. Herzfelder and Mr. Zavolas 7/14/04
Martha's Vineyard Commission 7/15/04