

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

November 16, 2005 5:00PM

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,
T. J. Hegarty, Leslie Leland, William (Bill) Mill, Norman Perry,

Airport Staff: Sean Flynn – Acting Airport Manager,

Dukes County: E. Winn Davis- County Manager.

Others: Richard Bennett – Bennett Yargar

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

The meeting was called to order at 6:08PM.

1. Executive Session.

AT 5:07PM AN EXECUTIVE SESSION WAS CONVENED ON THE MATTER OF THE AIRPORT MANAGER SEARCH, UNDER EXEMPTION (8) OF THE OPEN MEETING LAW.

MR. LESLIE LELAND AND MR. BILL MILL MOVED TO GO OUT OF EXECUTIVE SESSION AT 6:40PM: ROLL CALL VOTE: AYE, MR. MILL, MR. NORMAN PERRY, MR. JOHN ALLEY, MR. T.J. HEGARTY, MR. LELAND, MR. FRANK DALY, MR. JACK LAW.

2. Airport Manager's Update

Taxiways Alpha and Bravo had re-opened, and the paving was completed (including the installation of lights) to the point where the bulk of the runway closings were completed.

- The new configuration on Taxiway Charlie has resulted in several mistaken runway incursions. As a counter measure flashing yellow guard lights have been installed and will also be added Taxiway Delta and to the Runway 6 end of Taxiway Alpha. Additional directional signs will also be installed. Acting Airport Manager Mr. Sean Flynn received an award for conceiving and piloting the guard light idea.

- There is a Runway Safety Action Team (R-SAT) meeting every 2 years to deal with similar 'hot spots', The R-SAT includes the Tower, the Airport, FAA, Airport inspector, flight standards, etc.

- The markings are scheduled to be repainted at the contractor's expense to increase reflectivity and add one that had been forgotten.

- Other minor work included dormant grass seeding, a lighted windsock, and a conduit.

- Drainage was proceeding including the oil/water separator, which is a proactive best practices environmental measure. The Airport had other excellent management practices and reclamation systems to deal with more serious fuel spills of different sizes and locations. Storm water measures were also pro-active and first-rate.

- Apron paving had commenced although there was a problem with the asphalt plant and yesterday's paving would be rejected and removed. If, however, the weather changed for the worse, the substandard paving would be left for the winter and redone in the spring.

- Mr. Flynn reviewed light placement and snow bank regulation.

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- A few change orders have increased costs but other areas are in residual so a slight savings was predicted.
- Mr. Flynn planned both a daylight and nighttime tour of the improvements for the Martha's Vineyard Airport Commission (MVAC).
- Mr. Flynn, Mr. Jeff Freeman and Ms. Beth Durawa attended the National Business Aircraft Association Convention in Orlando, FL and staffed the MV Airport booth, (as paid for by the Chevron Texaco fuel contract – see 12/1/04 Minutes p.4) Mr. Flynn commended Mr. Freeman, and Ms. Durawa for doing a great job of representing the Airport above and beyond their usual duties.
- Mr. Flynn found the Convention productive and recommended participating again next year, in which case the Airport would pay part of the cost.
- During the Convention Mr. Flynn met with Net Jets which buys 25% (\$1,300,000) of the Airport fuel. Net Jets requested a different configuration of the pricing structure which would not alter the price but would increase Net Jet's internal efficiency.
- Net Jets offered to place sales on 0% credit card which would eliminate the Airports 2-3% processing cost. In return they requested the waiving of landing and rent fees (about half the amount of the credit fee savings).
- The agreement needed further work to increase Airport guarantees.
- The deal would be advantageous if fuel sales volume remained constant but as no contract per se would be signed the arrangement could not be cut off if fuel sales dropped.
- Micro-jets were likely to be certified shortly and Mr. Flynn projected two effects of increased micro-jet traffic at the Airport:
 - a probable reconfiguration of tie downs to accommodate their greater wingspan, and
 - an acceleration of the fuel sales shift from Avgas to jet fuel.
- Other trends included the rise of Net Jets, or shared ownership planes. This resulted in an increase in the number of private planes and a decrease in the number of passengers they were carrying with the result that Airport traffic numbers rose.
- Mr. Flynn emphasized that the Airport was a transportation terminal that was driven by the needs of Vineyard residents and visitors.

New/Old Business

Summer noise complaints were high for the Deep Bottom development and Mr. Flynn and the chief pilot of Cape Air met with one of the residents. Otherwise noise complaints were down and involved mostly Cape Air flights or flights out of Katama Airfield. There were very few jet complaints, most of them for late night landings and take offs—90% of which were medical flights.

The Financial Administrator / Senior Financial Clerk job description has been modified taking into account some of Mr. Davis' comments (see 8/24/05 Minutes p.1-2 #2). Pay scales/job descriptions for similar positions on Nantucket and Hyannis have been solicited for comparison.

There was a brief discussion on the pilot involved in the no-gear landing (see 8/3/05 Minutes p.2 #3) who had other or similar incidents at the MV Airport and the Katama Airfield.

7. Adjournment

MR. MILL MOVED TO ADJOURN; MOTION SECONDED AND PASSED BY CONSENSUS.

Documents on file: Agenda 11/16/05