

Martha's Vineyard Airport

Annual Report

Fiscal Year 2009

The Airport Structure and History

The Martha's Vineyard Airport Commission is responsible for the care and operation of the Airport, and the one square mile of land upon which the airport is located. The seven member volunteer commission is appointed to three-year terms by the County Commission, representing a cross section of experience and backgrounds. The Airport Commission has sixteen full-time and up to eight part-time and seasonal employees who operate the airport, its service components, water and wastewater departments that implement policy, and ensure compliance with state and federal guidelines.

Originally constructed by the Navy as a training field for pilots during World War II, the airport was transferred to Dukes County for the purposes of operating a civilian airport. Since 1947, the property has served this role, and hosted many other tenants and activities. The property had remained largely unchanged until the late 1990's, when the construction of a new passenger terminal building and airport business park was completed. The airport now hosts more than 75 private business with a combined peak employment of nearly 750 people. Annually the airport serves approximately 200,000 passengers and has approximately 46,000 aircraft operations.

The Martha's Vineyard Airport continues to update and modernize airport facilities, equipment and processes to increase safety, improve customer service, and administrative efficiency. The Airport Commission, Management and Staff are dedicated to providing a safe, reliable and efficient travel option to the public, while remaining a self-sufficient asset for the island. The Airport is financially self supporting, with revenues offsetting annual expenses. Private construction and development on Airport property also generates tax revenues directly for the Town of Edgartown and West Tisbury, and provides significant direct and indirect economic benefit for all of the island's towns.

The Martha's Vineyard was host to the President of the United States and the various support groups including, Marine One, Air Force One, Army, Navy , Coast Guard, Secret Service and the Department of Homeland Security.

Grant Funded Capital Improvements

The Martha's Vineyard Airport was awarded several Airport Improvement Program (AIP) planning grants during Fiscal Year 2009, which centered on the final design and construction of standard safety areas for runway 6-24.

AIP Grant funds in the amount of \$6,743,913 were received from The Federal Aviation Administration (FAA) and the Massachusetts Department of Transportation Division of

Aeronautics (MassDoT) to complete the final design and begin the construction of standard safety areas for runway 6-24.

The Federal Aviation Administration's Airport Improvement Program (AIP) is a national program for airport infrastructure and development. The AIP is funded through aviation system user fees, including airline ticket taxes, and taxes on aviation fuels to maintain and develop the infrastructure to meet present and future demand. Projects are then ranked on a nationwide basis according to priorities contained within the appropriating legislation and FAA policy. Eligible project expenses are then typically reimbursed by the FAA at 95% or 95 cents on the dollar, with a 2.5% matching grant provided by the Massachusetts Department of Transportation Division of Aeronautics (MassDoT). Revenues generated by the Martha's Vineyard Airport are then budgeted to fund the remaining 2.5% share of the total project cost.

Aviation Activity

The aviation industry began a decline associated with a worldwide recession, however the Martha's Vineyard Airport remained less affected than many airports of comparable size. The Airport has experienced a decline in aircraft operations for the year ending June, 30, 2009.

Airline Service

Airline service during the year declined slightly with Cape Air remaining the predominant carrier serving Boston, Providence, New Bedford, Hyannis, and Nantucket. Boston and now Providence's Green Airport continued to offer the mainstay of connections for both the business and pleasure traveler. Cape Air remains the vital year round link and continues to be the Airport's primary carrier accounting for nearly 80% of all the airport's scheduled airline passengers.

US Airways Express carriers Colgan Air and Air Wisconsin returned with seasonal service to the Vineyard from Washington DC (DCA) and LaGuardia (LGA). These routes were served with higher capacity turbo-prop and Jet aircraft in the 35-50 seat range. Increasing demand during peak periods and the increases in terminal capacity has allowed for the super quiet "regional jets" to serve the Vineyard, which are capable of carrying 50-100 passengers. The new aircraft are extremely popular with travelers because of reduced travel time and increased comfort and cabin space.

Car Rental Services

Budget and Hertz Car Rental continued to provide rental car services at the airport.

Aircraft and Flight Services

The Airport continues to host several aviation service businesses at the Airport, including Direct Flight, Flywright Aviation and J&B Corporate Jet Services. These

businesses provide air charter transportation, air craft management and aircraft catering services to the public.

Customer Service, Sales and Processing

Staffing and equipment continues to have a positive impact on customer satisfaction and has resulted in an increase of aviation fuel sales.

Aviation fuel sales, a primary source of the revenue used to offset airport operations expenses, showed continued stability as a result of staff's customer focused efforts. Sales of aviation gasoline and jet fuel declined during the year and totaled more than 707,500 gallons. This is a year over year decrease of nearly 24%, however, the net revenue from fuel sales was similar to FY 2008.

Non-Aviation Development

The Massachusetts Aeronautics Commission, through previous and continuing capital investments made during in the early 1990's to study, design and construct infrastructure associated with the Airport and Airport Business Park development, considers the Airport Business Park project to be a tremendous success. The original concept of deriving revenue from non-aviation property leases to offset Airport operating expenses, while accommodating commercial development not well suited for in-town locations, has proven viable and is being replicated throughout the state.

The Airport has 50 Non-Aviation leases with many playing host to one or more subtenants.

Airport Commission Members

John Coskie, Chairman
Constance R. Teixeira, Vice Chairman
John Alley, Commissioner
Fred Condon, Commissioner
James Coyne, Commissioner
James Craig, Commissioner
Norman L. Perry, Commissioner

Airport Staff

Sean C. Flynn, C.M. Airport Manager
Deborah H. Potter, C.M. Assistant Airport Manager
Michael Eldridge, Water & Wastewater Chief Operator
Elaine L. Graves, Financial Administrator
Kim Chandler-Elias, Administrative Assistant
Beth Durawa, Airport Operations Clerk

Darren Gilbert, Airport Operations Clerk
Geoffrey Freeman, Airport Operations Supervisor/Firefighter
Eric Hatt, Airport Operations Supervisor/Firefighter
Richard Michelson, Airport Operations Specialist/Firefighter
E. Ralph Smith, Airport Operations Specialist/Firefighter - Coordinator
Marques Rivers, Airport Operations Specialist/Firefighter - Coordinator
Gary Coates, Airport Operations Specialist/Firefighter
Jesse Olson, Airport Operations Specialist/Firefighter
Ryan Collins, Airport Operations Specialist/Firefighter
Adam Friedman, Airport Operations Specialist/Firefighter
Steven Mathias, Airport Operations Specialist/Firefighter
Paul Ronhock, Airport Operations Specialist
Ralph Grant, Ground & Facilities