



**CITY OF DANBURY**  
DANBURY, CONNECTICUT 06810

Danbury Municipal Airport  
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Paul D. Estefan  
Airport Administrator  
Michael Safranek  
Assistant Airport Administrator

**TO:** All FBO's, Pilots, Charter Operators, Tenants, Flight Schools

**Cc:** John Ashkar, Chairman  
Danbury Aviation Commission Members  
Town Clerk/City of Danbury  
Laszlo Pinter, Assistant Corporation Counsel

**FROM:** Paul D. Estefan – Airport Administrator

**DATE:** April 6, 2015

**SUBJECT:** *Subcommittee Meeting*

Please find attached the minutes from the Subcommittee Meeting held on March 26, 2015, at Exit Aviation.

These minutes are submitted by Commissioners Omasta and Oppermann.

*PDE/ald*  
PDE/ald

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BY: *[Signature]*

DXR Commission Sub-Committee Meeting Report. April 21, 2015

The Danbury Aviation Commission Subcommittee meeting on Thursday, March 26, 2015 located at Exit Aviation LLC. 19 Miry Brook Rd. Danbury, CT. 06810. Was called to order at 12:00pm.

Commissioners Oppermann and Omasta were in attendance. Also Mirash Vatici and Chris Orffici were there.

Now that the snow has mostly abated it was easy to visualize the boundary line. Mirash offered to show us around the disputed property area, which has been cleared of Westconn items other than the electrical outlet boxes. These will be removed soon weather permitting as per Chris. Pertaining to this area the question arose. At Danbury airport is it acceptable for aircraft to park on the grass? The responsibility for these aircraft remains with the aircraft owner and/or the FBO that allowed them to park there. The required clearance between the taxiway and aircraft parking must be maintained. If parking is allowed then an aircraft should be able to transit that grass area to reach the taxiway. We will need clarification from airport Administrators as to the regulations in place for taxiing over a grassy area. This access is not likely in the winter months due to snow.

Also the outdoor chemical toilet was now in a useable area. The reason for this potty, is for customers that arrive late at night and have to relieve themselves, if not being able to access the office facilities. We had the pleasure of meeting with the site manager Ms. Sue Likovic whose office is located upstairs with a view of the immediate ramp area. She advised that her hours there are mostly 9:30am to 5:00pm.

The first floor lobby is small with a counter and a bathroom. We did not notice an area for pilots to do flight planning and did not see a computer available for flight preparation.

Mirash gave us a tour of the fuel farm system and explained that Alex from Executive Aviation monitors the fuel farm as necessary. A copy of the check to World Fuel for \$6,616.39 dated 12-5-14 to resupply the fuel farm tank, was provided. This shows that the fuel from the tank is being used. Mirash said Paul Estefan received additional fuel receipts from him.

Since Mirash is not doing aircraft maintenance he has decided to give up that permit and to do aircraft sales. My question to the commission is: If Exit Aviation is an FBO by the fact that he has fuel sales and aircraft sales. Now if he also paid for a aircraft maintenance permit but did not do any aircraft maintenance would that put his FBO status in jeopardy? It seems as long he is active in two pursuits he meets the requirements for FBO status. Is there a ruling for this? We were showed that Exit Aviation is advertising in at least one publication called the "Controller".

The hangar that is currently being used to house the aircraft owned by Mirash has now been leased to Yllmir Realty Corp. for the storage of their aircraft. This is a 5 year lease.

Very truly commissioners Thomas Oppermann and Mark Omasta