

# On the Approach



*Christopher Willenborg, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator.*

## Administrator's Message

Greetings from the Massachusetts Department of Transportation (MassDOT) Aeronautics Division and welcome to 2012!

The MassDOT Aeronautics Division is off to an exciting start in 2012 following a year that was filled with numerous announcements and accomplishments highlighting the importance of aviation at our public-use airports in the Commonwealth.

On November 15, 2011 at New Bedford Regional Airport, Governor Deval L. Patrick presented a proclamation to Ann Mollica, Deputy Regional Administrator for the Federal Aviation Administration (FAA) New England Region and MassDOT Secretary and CEO Richard A. Davey recognizing the month of November as "General Aviation Month". During the visit at New Bedford Regional Airport, Governor Patrick, Secretary Davey, and Deputy Regional

Administrator Mollica toured the Bridgewater State University Flight Training Facility and even had some flight time in one of the University's flight simulators. It was a great event! See page 8 for more information.

Also in November, the MassDOT Aeronautics Division formally released the Statewide Airport Economic Impact Study for the 39 public-use airports throughout the Commonwealth. The study found that Massachusetts public-use airports generate \$11.9 billion in total annual economic activity, including \$4.9 billion in total annual payroll resulting from over 124,000 jobs, which can be linked to the aviation industry. The consultant team led by Scott Sanders of Wilbur Smith Associates utilized an FAA approved eco-

nomie multiplier to determine the direct and indirect economic impacts of the public-use airports. I would like to sincerely thank the Project Management Team that worked diligently in providing feedback throughout the study process:

- Federal Aviation Administration – Michelle Ricci and Lisa Lesperance;
- MassDOT Aeronautics Division – Denise Garcia, Steve Rawding, Katie Servis, Tom Mahoney, and Lorraine Bohannon;
- Massachusetts Port Authority – Flavio Leo;
- Massachusetts Airport Management Association – Russ Maguire and David Dinneen;
- National Business Aviation Association – Dean Saucier;

### Inside this issue:

<i>Just Plane Folks</i>	2 - 3
<i>Standardized Airport Signage</i>	4
<i>GreenDOT's Environmental Fact Sheet</i>	4/5
<i>General Aviation Airport Emergency Plan Template</i>	6
<i>FAA Waypoint</i>	7
<i>Distinguished Guests Visit the New Bedford Regional Airport</i>	8
<i>Airport Directory</i>	9
<i>New State Grant Request Form</i>	9
<i>Photo Wrap</i>	10
<i>Upcoming Events</i>	11

### TOTAL ECONOMIC IMPACTS OF MASSACHUSETTS' PUBLIC-USE AIRPORTS



Total Jobs  
**124,369**



Total Payroll  
**\$4.9 billion**



Total Economic Activity  
**\$11.9 billion**

*The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.*

- Aircraft Owners and Pilots Association – Craig Dotlo;
- Massachusetts Office of Business Development – Arthur Robert;
- Commissioner of the former Massachusetts Aeronautics Commission – William Benjamin;
- Massachusetts Business Aviation Association – Tobias Kleitman; and
- The Consultant Team: Wilbur Smith Associates, Airport Solutions Group, The Louis Berger Group, and Spotlight Communications.

In December, at the Radisson Hotel in Plymouth Harbor we



*Richard I. Bunker celebrates at the Radisson Hotel (Plymouth Harbor) during his retirement party with (left to right) his son, Adam; daughter-in-law, Ashley; and wife, Linda.*



*MassDOT Secretary and CEO Richard A. Davey and Christopher J. Willenborg, MassDOT Aeronautics Division Administrator, during their visit to Westfield-Barnes Regional Airport.*

bid farewell to

Richard I. Bunker (Dick), our State Aeronautics Inspector, in his retirement with over 44 years of service to the Commonwealth of Massachusetts. All of us wish Dick the best in his retirement and thank him for his dedicated service to the Commonwealth. A special thanks to “Team Dinneen” of the Massachusetts Airport Management Association (Kelly and David Dinneen) and Lorraine Bohannon of the MassDOT Aeronautics Division for their efforts in planning and preparing for the festive event in Plymouth.

Lastly, our new MassDOT Secretary and CEO Richard A. Davey is quickly learning about aviation and our statewide system of airports. To date, he has visited six airports since becoming Secretary of Transportation last September. Hopefully we will be visiting your airport soon.

Be safe and let’s hope Mother Nature continues to spare our airports of snow and ice! ■

## *Just Plane Folks - Featuring Len Bedaw*

*By: Katie R. Servis (Airport Planner/ Airport Environmental Analyst - MassDOT Aeronautics Division)*

Driving westbound on Massachusetts State Highway Route 2 with my window open a crack on an unusually warm, bright sunny January day, I exit the highway bound for Orange Municipal Airport (ORE) in Orange, MA. Within minutes, I am at the airport’s main entrance, I turn off my car and I head into the airport’s administration building.

The administration building is an unassuming structure that is old yet neat and clean, small yet comfortable, a public facility yet very homey with aviation paraphernalia posted along the length of it’s walls. I walk to the back of the lobby and turn right to enter the airport manager’s office. There on the phone, sitting behind his desk, I find Len Bedaw, Orange Municipal Airport’s manager for nearly 20 years.

While he is on the telephone, I sit down in one of two available office chairs and have a look around. The office is like a flashback to the 1970’s with wood paneled walls, several retro cherrywood color laminate office desks, and vintage office chairs that swivel on metal casters. Strangely, Austin Powers and my parent’s living room comes to mind. But I digress. My thoughts are soon interrupted as Len hangs up the phone.

He greets me with a warm smile and handshake just as a tenant pops into the office to chat. After a few moments however, we are on our way to conducting the interview for this article.

Being the only employee at the airport, I knew Len’s time was limited so prior to the interview I purposefully jotted down a few questions that I knew would only take an hour or so to get through. Well, one hour turned into four. Len says that he is a shy guy, but you get him talking, and forget about it!

I asked him how it was possible for one man to run a 580-acre airport with over



100 tenants. He looked baffled for a moment then his eyes brightened, he smiled, leaned back in his chair, clasped his hands together and gently said with heartwarming appreciation, “I cannot take all the credit for operating the airport because it is the people on this field, the 100 or so airport tenants, and even non-tenants such as our airport neighbors that run Orange Airport with me. Sure, there are days when I must wear several hats from airport manager to mechanic to snow plow operator; but it is the people, my friends here at the airport, and I can truly call them all my friends, that make this airport what it is.” He went on to describe the airport as a small village, a tight knit community, a place where everyone helps and cares for each other. Len said that not only do the tenants help him by repairing airfield buildings or cutting grass and clearing brush outside of the airport operating areas but they also help each other by repairing one another's hangars or helping fellow tenants with a project. Just as Len was describing how the airport is managed, a tenant walked into the office just to say hello and to see if Len needed anything. As the tenant left the building, Len explained that the gentleman was a retired pilot who does some of the grass cutting on the field. Ah, a nice example of that airport community Len was speaking so highly of! We then rolled into my next interview question...

I asked Len how he got into the aviation business. He smiled warmly and said that his passion for aviation truly started with a gentle push from his grandmother, Winifred Bedaw, a woman that Len described as kind, caring, and extremely intelligent. You could clearly see how much Len appreciated and cherished his grandmother as he spoke of her.

Len was raised by his grandparents and it was his grandmother that saw that the aviation industry would be a good outlet for this young, somewhat troubled, yet thrill-seeking kind of kid. She enlisted the help of her son, Phil, a military officer who flew the McDonnell Douglas F-4 Phantom, to take Len for his first flight. Uncle Phil and Len strapped into a rented Cessna 150 and flew from Orange Municipal Airport to Turners Falls Airport in Montague, MA. At the age of 12, that inaugural flight so captivated Len that he knew right then and there that aviation would always be a part of his life. With much enthusiasm, as if he were 12 again, Len jumped right into various stories about aviation and explained how different experiences and jobs within the industry wove themselves into his life. The timeline provides some of that detail.

**Age 12** - Len took his first aircraft flight. Flew with his uncle Phil from Orange Airport to Turners Falls Airport.

**Age 16** - Len took a hang glider lesson at the Franklin County Fair. He loved every minute of it - felt like he was flying like a bird. He proceeded to travel around the country hang gliding and bought his own glider before he bought a car.

**Age 30** - Len took part-time jobs at both Worcester and Orange Airports. He realized after working at both facilities that a general aviation facility was a better fit for him.

**Age 15** - Len saved pennies from his paper route (\$65) and biked to Turners Falls to parachute out of a plane. He was scared to death and had to be pushed off the strut of the aircraft. He landed in some trees 20 feet above the ground but was still ready to jump again!

**Age 26** - Len took his first flight lesson at ORE with Dave Mroczek, a retired Air Force Captain, and then continued with Roger Atwood.

**1992** - Len became the full-time airport manager at Orange Municipal Airport and still holds that title today after 20-years!

I asked Len why general aviation (GA) airports sparked such an interest for him. Len said that it was the diversity of GA that drew him in. In one day at a GA airport you can experience anything from vintage aircraft and sky divers operating on the field to corporate jets popping in to do business in town. Len has met and flown with ace acrobatic pilots; flew in various vintage aircraft such as the Russian Antonov An-2 “Colt”, the world's largest single-engine bi-plane, a Stearman, a Douglas DC-3, and many more; and also had the opportunity to fly a sailplane. Len said that these are experiences he never would have had outside of a GA facility.

As I began to wrap up the interview, Len receives several phone calls. He answers the office phone as if he were at his home: warm, inviting, friendly, as if everyone that called was an old friend. It brings me back to the beginning of our interview, back to when Len said that the airport is a small village, a tight knit community, a place where everyone helps and cares for each other. Well, perhaps that has something to do with the airport manager. His dedication to the airport and aviation in general, his passion for his job, his easy-to-be-around qualities, and his overall kindness possibly have become infectious in this little community! ■





## Standardized Airport Signage

By: Kathleen Mahoney (Airport Engineer - MassDOT Aeronautics Division)

Have you ever had someone walk into your airport declaring they didn't even realize there was an airport in town, made one too many U-turns trying to find an airport, or wondered why a Boeing 747 was used as a visual indication to the public that a tiny general aviation (GA) airport was located off the next exit? The folks at the Massachusetts Department of Transportation (MassDOT) Aeronautics Division have and decided it was time to install standard airport wayfinding signs on our highways and secondary roadways to direct the community to our public-use airports.

In keeping with the spirit of MassDOT's transition into "One Transportation Organization", we partnered with the MassDOT Highway Division to produce and install standard airport wayfinding signs. It started with a meeting of Aeronautics Division staff and Sign Shop managers, Patrick Ryan and Scott Wilson. Together we designed directional signs depicting both regional jet and general aviation aircraft. For signs located on major roads, we also included the airport name in addition to a directional marker.

Airport managers were asked to work with city officials to review the sign plan template for the airport, installation location of the signs and the overall approved plan. The final plans were then sent to the MassDOT Sign Shop and quickly fabricated and installed. The hardworking MassDOT Sign Shop was able to create and install 153 signs for 13 airports in 53 days! Sign plans for the other airports are currently being developed and will be ready for installation in the spring.

Feedback from the airports has been great. Tom Maher, Airport Manager of Plymouth Municipal Airport said, "[The Project] came together very fast and efficiently. The signs look wonderful and should make it significantly easier and safer for the general public to find the Plymouth Airport... the cooperation of MassDOT Highway and MassDOT as a whole has been most beneficial to the community of public-use airports in the Commonwealth."

Little did we know while undertaking this challenge that we were continuing a legacy created by the former Massachusetts Aeronautics Commission (MAC) in 1975. A project very similar to this one found that standard airport directional signs did not exist and MAC developed their own scheduled service and GA airport signage, almost identical to the images being used today. At the time, MAC partnered with the Massachusetts Department of Public Works and had the signs fabricated and installed.

So as you are driving along and you see a brand new airport directional sign, remember the hard work that went into putting that sign in place. Also remember the continued tradition from the MAC to MassDOT of installing standardized wayfinding signs to help the citizens of Massachusetts find their airports. Think of the people who will discover the airport in their backyard that they never knew existed, the new business that may be attracted to your airport, or the spark that may be ignited in those wishing to learn how to fly. ■



## GreenDOT's Environmental Fact Sheet

Featuring the expansion of the solar panel system installed at Northampton Airport

By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)

As indicated in past issues, GreenDOT is the Massachusetts Department of Transportation's (MassDOT's) comprehensive environmental responsibility and sustainability initiative designed to make MassDOT a national leader in "greening" the state transportation system. The GreenDOT policy was adopted in June 2010 and has three primary goals, which are:

1. Reduce greenhouse gas (GHG) emissions;
2. Promote the healthy transportation options of walking, bicycling, and public transit; and
3. Support smart growth development.

As a member of MassDOT's Sustainability Committee, I, as well as others within the Committee have been developing fact sheets that highlight "green" initiatives or projects that have been implemented within the transportation system.

In this issue, our featured fact sheet is the expansion of the solar panel system installed at Northampton Airport. See the GreenDOT Fact Sheet on the following page. ■





Deval L. Patrick, Governor  
Timothy P. Murray, Lt. Governor  
Richard A. Davey, Secretary & CEO



**massDOT**  
Massachusetts Department of Transportation

## Description

**Project Name:** COMMUNITY HANGAR SOLAR PANELS -

In May 2010, the Northampton Airport installed 48 Kyocera 210 solar modules on the roof of the community hangar. According to a system status report generated by Solectria Renewables ([www.solrenview.com](http://www.solrenview.com)) on January 19, 2012 the solar panel system's lifetime energy generated equaled 16,312 kWh (since May 2010).

Recent discussions with the airport indicate that 138 additional solar modules (Astronergy 225) were added to the rooftop in October 2011. According to a system status report generated by Solectria Renewables ([www.solrenview.com](http://www.solrenview.com)) on January 24, 2012 the solar panel system's lifetime energy generated equaled 6,024 kWh (since September 2011).

### GreenDOT Goals and Targeted Outcomes:

**1. Reduce greenhouse gas (GHG) emissions**

The project anticipates a lifetime CO2 emission offset of 30,000 pounds for the 138 additional models and 7,419 pounds for the original 48.

**2. Promote the healthy transportation options of walking, bicycling, and public transit**

Not applicable to this project

**3. Support smart growth development**

Not applicable to this project

## Actions to Date

### Responsible Agencies:

Northampton Airport  
Elm Electrical Inc.  
Solectria Renewables

### Contact Person(s)/Phone #/Email:

Bob Bacon, Airport Owner, 413-568-0905/413-584-7980  
[rbacon@elmelec.com](mailto:rbacon@elmelec.com)  
Rich MacIssac, Airport Manager, 413-387-7980 x 101  
[richm@fly7b2.com](mailto:richm@fly7b2.com)

### Partner Agency Contact:

Katie Servis, MassDOT-Aeronautics Division 617-412-3690  
[Katie.servis@state.ma.us](mailto:Katie.servis@state.ma.us)

### Completed Actions/Outcomes to Date:

1. The airport qualified for a state grants and federal rebates for the installation and use of the solar panels.
2. The panels have produced an excess of power for Airport's needs

*Original 48 Kyocera 210 solar modules on the roof of the community hangar*



## General Aviation Airport Emergency Plan Template

By: Jerry Dimandja (Intern - MassDOT Aeronautics Division)

As the Massachusetts Department of Transportation (MassDOT) Aeronautics Division's intern, I was given the opportunity to create the General Aviation Airport Emergency Plan (AEP) Template for use by GA airports within the Commonwealth. Typically, an AEP is developed for airports holding an Airport Certificate per Code of Federal Regulations Part 139.325, which states that certificated airports must, "develop and maintain an Airport Emergency Plan (AEP) designed to minimize the possibility and extent of personal injury and property damage on the airport in an emergency". However, all airports regardless of size or activity are subject to emergencies and incidents. Therefore, a template was developed to provide GA airport managers with a tool to develop their own AEP.

The template outlines the typical elements of an AEP to assist airports in creating and/or developing their own written plan. The template includes the following elements:

- A Basic Plan providing an overview of the airport's emergency response organizations and policies;
- A section providing critical information regarding the command, control and communication procedures necessary to respond to an airport-related emergency situation;
- A Hazard-Specific section providing detailed information applicable to the performance of a particular function in support of a particular hazard; and
- A supplementary explanations for a better understanding of the document.

Ease of use was one major theme behind the development of this document. MassDOT Aeronautics Division understands how busy our airport managers are and trying to create and/or develop an AEP from scratch can be time consuming. Therefore, a template was designed and hopefully will be very easy to use and to comprehend. Our goal was to provide our managers with an important tool to effectively and efficiently develop an AEP.

Each item in each section of the template contains a brief explanation of what the section should address, what should be included, and provides a few examples of items one can typically find in these sections as an example. By having a brief explanation, a detailed description, and a few examples, airport managers will be able to easily understand what is needed in each section and what is needed for their airport.

The template is designed to include all information one can typically find in an AEP; however, it is not meant to be all inclusive. Simply filling in the blanks and putting the plan in place is not what this template was designed for, since each airport is different and should have a unique emergency response procedure in place. Therefore, not all of the guidelines in the AEP template are meant to be appropriate for all GA airports within the Commonwealth. Instead, the template provides directions and recommendations necessary to help airport managers create and/or develop an AEP tailored to best suit their respective airports.

The recommendations and guidelines found in the template are in accordance with the Advisory Circular (AC) 150/5200-31C, *Airport Emergency Plan*, and the requirements in Title 14, Code of Federal Regulations (FAR) Part 139.325 (14 CFR Part 139.325). Reference to documents from organizations such as the Federal Emergency Management Administration, the National Incident Management System, the National Response Framework and others are also included.

MassDOT Aeronautics Division's persistent concern over the safety and security of the 36 public-use airports led to the development of this template. Being given the opportunity to work on such an important project was not only an honor, but also a wonderful and professional learning experience that I will forever cherish.

Airports, regardless of size or activity, are important facilities that not only fulfill the transportation needs of communities within their vicinities, but also contribute to the economic prosperity of the Commonwealth and the entire nation. Caring about their safety and security with projects like these will surely help us provide the safest and most efficient aerospace system in the world.

The template will be emailed to airports within the Commonwealth within the next month! ■



*Jerry Dimandja (Intern - MassDOT Aeronautics Division).*





## FAA Waypoint - Construction Safety and Phasing Plans

By: John Merck (Civil Engineer, FAA) & Michelle Ricci (Environmental Protection Specialist, FAA)

### What is a Construction Safety and Phasing Plan (CSPP)?

Construction, while greatly beneficial to the improvement of airports, often introduces significant impacts to safe airport operations. Fortunately, construction activities can usually be forecast well before they affect the airport. This allows the airport operator to tailor a specific airport operations plan for the construction period. The plan determines what airport operations may (or may not) continue during the proposed construction period and what provisions are required to ensure the safety of such operations. This plan is referred to as the Construction Safety and Phasing Plan (CSPP).

Development and implementation of CSPPs is a requirement of FAA Advisory Circular 150/5370-2F, *Operational Safety on Airports During Construction*,<sup>1</sup> which was released on September 29, 2011. While CSPPs are not new, AC 150/5370-2F introduces new content requirements for CSPPs. It also provides guidelines for writing CSPPs. While CSPPs compliant with AC 150/5370-2F are recommended for all airport construction, they are required for projects funded by the FAA's Airport Improvement Program (AIP) and Passenger Facility Charge (PFC) program.

AC 150/5370-2F establishes 18 subjects, which each CSPP must address as indicated in the table.

### How to Write a CSPP

Keep in mind that each of the 18 subjects, as written in the CSPP, must relate to both airport operational safety and construction. For example, every airport operator is responsible for Foreign Object Debris (FOD) management.

Coordination	Phasing	Areas and Operations Affected by the Construction Activity	Navigational Aid (NAVAID) Protection	Contractor Access	Wildlife Management
Foreign Object Debris (FOD) Management	Hazardous Material (HAZMAT) Management	Notification of Construction Activities	Inspection Requirements	Underground Utilities	Penalties
Special Conditions	Runway/Taxiway Visual Aids	Markings and Signs for Access Routes	Hazard Marking, Lighting, and Signing	Protection of Runway and Taxiway Safety Areas	Other Limitations on Construction

What the CSPP should address is specific FOD management relative to the construction: construction site housekeeping, routine runway sweeps, construction vehicle tire inspection, and etcetera. Similarly, general construction safety practices, such as permitted confined space entry, electrical lock-out/tag-out procedures, and fall protection usually have little to do with the safety of airport operations. While such safety practices may be included in a contractor's Occupational Safety and Health Administration (OSHA) plan, they should not be included in the CSPP. The various elements of crane safety, for example, illustrate the difference. Requirements regarding proper crane loading, crane inspections, and protection of operators belong in the OSHA plan. While, the marking and lighting of cranes, timely submission of FAA obstruction analysis (7460 OE/AAA cases) and Notices to Airmen (NOTAMs) for the deployment of cranes belong in the CSPP.

The key to writing effective CSPPs is to coordinate desired airport operations with required construction activities. This usually requires close coordination between the airport operator, who is familiar with the airport's daily operations, and the engineering consultant, who understands the necessary construction. Other stakeholders are airport users and tenants, including the FAA's Air Traffic Organization. Development of the CSPP should begin at the project scoping meeting and should proceed in concert with the project design effort.

### What A CSPP should Accomplish

Perhaps the most effective means of proving a safe environment for airport operations during construction is strategic "phasing" of the construction activities. Dividing the project scope into phases allows the airport operator to maintain safe separation between airport operations and construction activities throughout the project. Construction phases are usually best portrayed by developing construction safety drawings, which are considered part of the CSPP. Construction safety drawings illustrate the scope of each construction phase and identify key phase elements: access routes, stockpile locations, temporary markings, and barricade locations. The best CSPPs balance optimal construction activity with minimal impact to safe airport operations.

CSPPs are operational plans and are not, by themselves, contract documents. However, construction contracts should require contractor adherence with the CSPP. Contractor compliance is further ensured by means of a Safety Plan Compliance Document (SPCD). Through the SPCD, the contractor provides supplemental CSPP information, such as the contractor's emergency contact personnel, and certifies to the airport operator that all requirements of CSPP will be met.

Regardless of the multiple parties involved, it remains the airport operator's responsibility to maintain operational safety on the airport during construction. The CSPP should describe how the airport operator will do just that. Please contact John Merck, Civil Engineer/Project Manager, 781-238-7623 for additional information. ■

<sup>1</sup> [www.faa.gov/airports/resources/advisory\\_circulars/index.cfm/go/document.information/documentID/1019533](http://www.faa.gov/airports/resources/advisory_circulars/index.cfm/go/document.information/documentID/1019533)

## *Distinguished Guests Visit the New Bedford Regional Airport*

*Governor Deval Patrick and MassDOT Secretary and CEO Richard A. Davey visit New Bedford Regional Airport in November*  
*By: Denise Garcia (Manager of Aviation Planning - MassDOT Aeronautics Division)*

Governor Deval L. Patrick and Massachusetts Department of Transportation (MassDOT) Secretary and CEO Richard A. Davey visited the Bridgewater State University (BSU) Flight Training Center<sup>1</sup> at New Bedford Regional Airport on November 15th for a tour of the facility. During his visit, Governor Patrick proclaimed November 2011 as “General Aviation Month” in the Commonwealth; thus making Massachusetts the 34th state to recognize the importance of general aviation. He also announced the results of the recently completed Statewide Airport Economic Impact Study completed by the MassDOT Aeronautics Division with the assistance of the Federal Aviation Administration (FAA).

Governor Patrick addressed the audience at the BSU Flight Training Center regarding the Statewide Airport Economic Impact Study and stated that “...the economic impact of aviation here in the Commonwealth, is a point not to be understated. The aviation industry is the catalyst for growth in Massachusetts and has been for some time now. Our 39 public-use airports generate \$11.9 billion in annual economic activity and support 124,000 jobs. Our airports – from Great Barrington to Newburyport, from Marshfield to Gardner to



*Massachusetts Governor, Deval L. Patrick, addresses federal and state agencies, elected officials, and Bridgewater State University (BSU) students and staff at an event at the BSU Flight Training Center at New Bedford Regional Airport on November 15th.*



*Bridgewater State University (BSU) student and New Bedford Regional Airport intern, Mike Crane, sits in the right seat as Governor Deval L. Patrick learns to fly in the BSU Flight Training Center simulator.*

Logan, which is represented here today – attract tourism and commercial travel and activity, as well as training and educational facilities like the one we’re visiting here today.” Governor Patrick also stated that “New Bedford Airport is one of many great examples of the importance of aviation facilities to our economic strength.” MassDOT Secretary and CEO Richard A. Davey followed by stating that “New Bedford Regional Airport is an economic engine for southeastern Massachusetts, with an annual economic output of \$26 million.”

During his visit, Governor Patrick invited three BSU students to accompany him and his party on a tour of the BSU Flight Training Center. The students selected were two of our recent MassDOT Aeronautics Division interns, Gilberto (Gil) Cardenas and Jerry Di-mandja and New Bedford Regional Airport’s student intern, Mike Crane.

When asked their impression of the Governor’s recent tour, Jerry stated: “We showed him everything from the preflight briefings, dispatch and weather information to the preflight inspection of one of our Cessna 172s out on the ramp; he seemed very interested and fascinated by what he was seeing.” Gil further stated that: “It was fun and he got to meet a few cool people and realized that the New Bedford Regional Airport is a critical part of transportation and business for their community and that it needed to be recognized by the Governor and the people in the community.”

Both the Governor and Secretary Davey had an opportunity to fly a BSU flight simulator while touring the facility. Before his departure, the Governor told the students that he had a lot of respect for them pursuing a career in aviation because he just witnessed how challenging it is to fly an airplane, and seeing young students fulfilling their dreams in the challenging field of aviation definitely gives him confidence about the quality of education in the Commonwealth. ■



*Displaying the General Aviation Month Proclamation. Pictured from left to right: Richard A. Davey (MassDOT Secretary and CEO), Ann C. Mollica (Deputy Regional Administrator - FAA New England Region), Governor Deval L. Patrick, Dr. Dana Mohler-Faria (President of Bridgewater State University) and former Mayor of the City of New Bedford, Scott W. Lang.*

1. The Aviation Science program at BSU offers four-year Bachelor of Science (BS) degrees in Aviation Science, with concentrations in aviation management and flight training and incorporates single engine and multi-engine flight simulator training into their program curriculum. The Aviation Science program was established in 1981 and currently has approximately 140 students enrolled.



## *Airport Directory*

*An updated airport directory covering the 39 public-use airports in the Commonwealth is published in 2011*

*By: Thomas Mahoney (Manager of Airport Engineering - MassDOT Aeronautics Division)*

In September 2011, the Massachusetts Department of Transportation (MassDOT) Aeronautics Division published their latest edition of the Massachusetts Airport Directory. This small, spiral bound, full color document provides pilots with quick reference to aeronautical information such as communications, navigation, and services for the 39 public-use airports in the Commonwealth.

MassDOT and its predecessors have been publishing this type of information for pilots since September 1929 when the Aviation Bureau of the Boston Chamber of Commerce conducted a survey of Massachusetts landing areas (as well as the other New England states) and published a single document of those airports surveyed. Over the years there have been at least eight (8) directories published with the last one completed in 1988. Given the advances in technology, it seemed appropriate for MassDOT to easily publish a updated version.

With the assistance of the entire Aeronautics Division, we were able to combine data, which was gathered from different media files such as printed airport documents already in publication and the internet to pull together the information that would be used in the directory. Data regarding communications, navigational aids (navaids), and fueling capabilities, as well as other pertinent information also came from the Airport/Facility Directory (AFD) prepared by the Federal Aviation Administration (FAA) and internet searches of individual airport's websites. We were also able to incorporate recent aerial photogrammetry from MassGIS. Aerial photographs that were taken in 2008 and 2009 for use by the MassDOT Highway Division (formally the Massachusetts Highway Department) were used as the main graphical feature for each airport.

The Division started working on the directory in mid-August 2011. Kathleen Mahoney, an airport engineer for the Aeronautics Division, and I arranged the airport templates in Autocad while Steve Rawding, our aviation planner, along with our two interns – Gilberto Cardenas and Jerry Dimandja - compiled airport information from the AFD and other resources. With the help of Aeronautics Division staff, MassDOT Highway Division staff and the Massachusetts Bay Transportation Authority (MBTA) Marketing Group, which completed the printing of the document by September 12, 2011, the Directory came together in short order and was available for the Aircraft Owners and Pilots Association (AOPA) Summit held in Hartford, CT on September 21, 2011. The creation of this directory has truly been a cooperative effort, which was only possible by working together as one Transportation Agency. Without the help of everyone involved, we would never have made such a deadline.

We know that the Directory is a living document and will be updated on an ongoing basis; therefore if you find that corrections are needed, please let us know. We are already thinking of ways to improve the next edition. In fact, we intend on discussing the possibility of creating a mobile version, possibly for the IPAD and Smart phones with the MassDOT IT Group. ■



## *New State Grant Request Form*

*The State Grant Request Form has been modified to include a section on green initiatives*

*By: Katie Servis (Airport Planner/Environmental Analyst - MassDOT Aeronautics Division)*

At the October 2011 Massachusetts Airport Management Association (MAMA) Annual Conference, the Massachusetts Department of Transportation (MassDOT) Aeronautics Division presented a modified State Grant Request Form, which included a section on GreenDOT initiatives. GreenDOT is MassDOT's comprehensive environmental responsibility and sustainability initiative designed to make MassDOT a national leader in "greening" the state transportation system. The GreenDOT Vision is to promote the GreenDOT goals and to embed sustainability into all transportation sectors; from strategic planning to construction and system operations.

With responsibility for the statewide airport system that includes 36 public-use airports, the MassDOT Aeronautics Division is asking our airports to help us implement the GreenDOT Vision and to "think green" and consider the GreenDOT goals in airport planning, construction, and operations. Therefore, the State Grant Request Form has been modified and requires each airport requesting state funds to identify how their project meets GreenDOT goals. The revised form is available online at [http://www.massdot.state.ma.us/aeronautics/acro\\_forms.aspx](http://www.massdot.state.ma.us/aeronautics/acro_forms.aspx) or staff at the Aeronautics Division can email one to you. Please feel free to contact any of the staff members at 617-412-3680 for a revised form. ■

## Photo Wrap



Ninety plus bid farewell to Richard I. Bunker (Dick) at the Radisson Hotel in Plymouth Harbor on Thursday December 8, 2011 as he prepared to retire on December 31, 2011 with over 44 years of service to the Commonwealth of Massachusetts. The Federal Aviation Administration, Massachusetts Department of Transportation (MassDOT) Aeronautics Division, former Massachusetts Aeronautics Commissioners (MAC) and MAC staff, Massachusetts Airport Management Association



(MAMA), Airport Managers, Airport Consultants, National Transportation Safety Board, Cessna Aircraft Company, and many more wished Mr. Bunker adieu and thanked him for his years of service. It was a beautiful and well attended event and it was evident that Mr. Dick Bunker will be missed by many.

A big hearty thank you goes out to Lorraine Bohannon of MassDOT and

“Team Dinneen” of the Massachusetts Airport Management Association (Kelly and David Dinneen) for making all of the arrangements for the event at the Radisson. A big thanks also goes

out to Thomas Mahoney, also of MassDOT, for taking all of the photos pictured here. You guys all did a fantastic job and Dick said time and time again how much he appreciated all of it! He was so surprised that so many made it out to Plymouth not only from across the Commonwealth but from other states! Richard I. Bunker (Bunkie), you will be missed! ■





## Upcoming Events

Date	Location/Time	Event
Jan 31	Massachusetts State House Boston, MA (1pm)	<b>MassDOT On the Hill Day</b> The four operating divisions of the Massachusetts Department of Transportation (MassDOT), the Massachusetts Port Authority (Massport) and the Massachusetts Airport Management Association (MAMA) join forces to reach out to state legislators at the “MassDOT On-the-Hill” event. The other MassDOT transportation divisions will have displays on hand highlighting their respective transportation sectors; while MassDOT Aeronautics Division, Massport, and MAMA will put on displays at the statehouse highlighting the public-use airports across the Commonwealth and what they have to offer. Event Contact: Christopher Willenborg 617-412-3680 or <a href="mailto:christopher.willenborg@state.ma.us">christopher.willenborg@state.ma.us</a>
Feb 15	Barnstable Municipal Airport (5:30-7pm)	<b>Business Reception</b> Barnstable Municipal Airport is hosting a joint after-hours business reception for members of the Cape Cod Chamber of Commerce, the Hyannis Area Chamber, the Yarmouth Chamber and the Arts Foundation of Cape Cod. New Terminal Building.



We're on the web!

[www.mass.gov/massdot/aeronautics](http://www.mass.gov/massdot/aeronautics)



Hey there! MassDOT is using Twitter, Flickr, and the MassDOT blog to stay in touch. Find out what is happening at MassDOT by clicking on the links below or by typing the URL into your web browser:



[www.twitter.com/massdot](http://www.twitter.com/massdot)

[www.flickr.com/massdot](http://www.flickr.com/massdot)

[www.mass.gov/blog/transportation](http://www.mass.gov/blog/transportation)



Send suggestions for stories to the editor:  
[katie.servis@state.ma.us](mailto:katie.servis@state.ma.us)

Next newsletter - March/April 2012

Published bimonthly

Massachusetts Department of Transportation  
 Aeronautics Division

Logan Office Center  
 One Harborside Drive  
 Suite 205N  
 East Boston, MA 02128

617-412-3680

[www.mass.gov/massdot/aeronautics](http://www.mass.gov/massdot/aeronautics)

Send suggestions for stories or comments to the editor: [katie.servis@state.ma.us](mailto:katie.servis@state.ma.us) or  
 617-412-3690