massDOT
Massachusetts Department of Transportation
Aeronautics Division

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On the Approach

Administrator's Message

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

Inside this issue:

Greetings from the Massachusetts Department of Transportation (MassDOT) Aeronautics Division!

The traditional winter weather of New England is back. Over the past several months, airport snow removal teams have been working diligently in keeping the snow and ice off the runway pavements while maintaining a safe aircraft operating environment particularly during Winter Storm Nemo. On behalf of the MassDOT Aeronautics Division, I would like to sincerely thank the men and women for their dedication in keeping our airports safe during the challenging winter weather.

Above: snow clearing efforts at Minute Man Airfield (Stow). Right: snow trench at Westfield-Barnes Regional Airport.

On Monday January 14th, Governor Patrick and Secretary Davey released the MassDOT "The Way Forward: A 21st – Century Transportation Plan". The plan provides the roadmap to address the gap between our transportation resources and our needs, prioritize investments into our infrastructure, and create a world-class transportation system that strengthens our economy and improves our quality of life. Included in the proposed funding section of the plan is $125M for the MassDOT Aeronautics Division to address the critical infrastructure improvements at the 36 public-use general aviation airports throughout the Commonwealth. The proposed funding levels will allow the Aeronautics Division to invest into statewide airport system programs such as the Statewide Pavement Maintenance/ Markings Program, Sustainable Airport Programs, and the Statewide Terminal/ Administration Building Program. Over the next several months, the State Legislature will debate on how to fund "The Way Forward: A 21st – Century Transportation Plan". If you would like to learn more about the plan, please visit MassDOT's website at www.massdot.state.ma.us or http://www.massdot.state.ma.us/

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.

MAMA EVENT

The Massachusetts Airport Management Association will be hosting their "MAMA On The Hill Day" on Monday, May 13, 2013 at the State House.

Portals/0/docs/infoCenter/docs_materials/TheWayForward_Jan13.pdf for a copy of the report.

On Wednesday, February 13th, MassDOT hosted a "Transportation On the Hill Day" at the State House. Governor Patrick and State Senator Thomas McGee, Chairman of the Joint Committee on Transportation, were among the various speakers touting the importance of transportation in the economy of the Commonwealth. With the strong support of the Massachusetts Airport Management Association (MAMA), National Business Aviation Association (NBAA), and Massachusetts Port Authority (Massport), aviation was well represented at the event. We greatly appreciated the support and collaboration of our aviation partners at the State House. For more information about the event and for photos, please see the article on page 4. By the way, the Massachusetts Airport Management Association will be hosting their "MAMA On The Hill Day" on Monday, May 13, 2013 at the State House.

On a somber note, last month we lost a true gentlemen and advocate for the Massachusetts statewide system of airports, Warren "Smitty" Smith. I had the honor and pleasure to work with Smitty since 1999. I will always be grateful for his sound advice and strong stewardship of MAMA funds during his term as Treasurer. Our thoughts and prayers go out to the Smith family during this difficult time.

Remember, be safe and thank you for your continued support of the Aeronautics Division. ✈

Just Plane Folks - Featuring Barbara Patzner

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

Barbara Patzner, Director of L.G. Hanscom Field in Bedford, MA

Photo courtesy of Massport

Barbara Patzner has been the Director of L.G. Hanscom Field in Bedford, MA since 1987. But after completing 25 years of service, Barbara has decided to begin anew. At the end of February 2013, Barbara will initiate the next chapter in her life – retirement. I recently had a chance to catch up with Barbara and learned about her start in aviation and her near-term plans for the future. The article below highlights our chat.

From a dairy farm in Wisconsin to an office desk in New York

One of ten children, Barbara was born in Wisconsin, where her family owned and operated a dairy farm. Upon graduation from high school, Barbara was given a plane ticket as a gift from her sister, a Pan American World Airways (Pan Am) employee, to fly to New York City for a short visit. This short jaunt turned into quite a journey that quickly launched Barbara into the world of aviation and her long-lasting career in the industry.

While visiting with her sister, she knew that she had two options: to either get a job or to go back home to Wisconsin. She opted for a job and within two weeks of pounding the pavement day-after-day in New York City, she landed a position with Trans World Airlines (TWA) as a secretary in their John F. Kennedy Airport offices.

As a secretary with TWA, she quickly realized that she wanted to learn more about other aspects of the airline and wanted to take on more by holding different positions within the company. She set her sights on ticketing and customer service. As she walked past the customer service staff working at the ticket counter everyday she thought, "I want to do that, I want to work with the customers, I want to manage a customer service team". However in the 1970's, such positions were not routinely offered to women and with only a high school diploma in hand, she decided to go back to school to continue her education.

As an undergrad at Fordham University, Barbara shifted her focus from a possible business management degree to something she always had an interest in – Political Science and Law. Although her educational interests had shifted slightly, Barbara was still involved in the airline as she remained working at TWA to cover her tuition costs. Staying at TWA paid off in more ways than one. In a twist of fate, TWA politics began to shift and the airline began promoting women from within into management positions. Barbara thought, "this is my chance, this is my opportunity".

From secretary to airline management

Barbara finished her degree at Fordham University and soon started applying for various management positions at TWA. Her perseverance paid off and she was selected for the position as Manager of Passenger Services for TWA at LaGuardia Airport.

During her time as manager for TWA, the airline industry was changing and one of the most dramatic events in airline history took place - the Airline Deregulation Act of 1978. This act removed government control over fares, routes and market entry and changed the face of the airline industry forever. Without government controls over airlines and their route structures, the airline business became a more competitive industry. Airlines dropped unprofitable routes which were no longer subsidized in favor of more profitable routes and new airlines sprung up to take advantage of the new markets.

During this time of change in the industry, Barbara got a call from a headhunter looking to hire her to open and manage operations at Newark Liberty International Airport for a startup airline, New York Air, owned by Texas Air Corporation. According to New York Air history, it was the second of America's post-deregulation airlines and began offering hourly flights in 1980 between New York, Boston and Washington-Reagan National from LaGuardia Airport.

Barbara saw promise in this airline; it was new, had fresh ideas for growth, and was more laid back in its policies than the legacy carriers. She also saw opportunity for her professional growth. With that, she accepted the position and in 1981 consequently became the first female airline manager at Newark Liberty International Airport.

Within two weeks of taking the reins, more change came and it came quick…

From New York to Boston

The Professional Air Traffic Controllers Organization (PATCO) strike occurred within two weeks of Barbara arriving at her new post with New York Air (August 1981). This strike and an existing poor economy badly hurt New York Air's first several months of operation as it's flight operations at Newark Liberty International Airport were slashed in half. The airline had to borrow money just to survive and problems for New York Air were mounting with severe problems in baggage handling.

With reduced flight activity at Newark Liberty International Airport, Barbara suggested that she work part-time in customer relations to resolve the issues they were having in baggage handling. Within four to five months the issues were resolved, flight operations started to increase again, and the company asked Barbara to become the Manager of Operations and Reservations at Logan International Airport in Boston.

In 1982, Barbara made the move north and again made history by becoming the first female airline manager at Logan International Airport. Barbara felt that she achieved one of the most significant accomplishments in her aviation career as the Manager of Operations and Reservations at Logan International Airport. It was in this position that she was given the unique opportunity and leeway to truly mold her staff. She took the time to cross-train her employees and to help them learn about various aspects of the industry. She made them multi-disciplined and then watched them grow in their careers. She said that she felt like a kid in a candy store. She had all these people at her fingertips – eager to learn and grow. It was rewarding!

From airline to airport

In 1987, Barbara was offered and accepted the position of Aviation Director (Airport Manager) for Hanscom Field in Bedford, MA and again made history as one of the first airports in the country to have a female director. It was at Hanscom Field that she worked for 26 years. Barbara said that this was one of her most challenging as well as most interesting careers. However, after 26 years, it was time to hand the reins over to someone else.

From airport to retirement

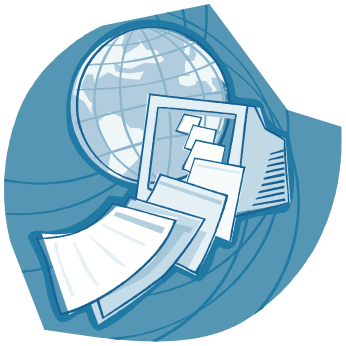
With Barbara's departure from Hanscom at the end of February 2013 and the start of the next chapter in her life – retirement, I asked her what her near-term plans were for the future. She said, her plans were to travel to Asia (China, Cambodia and Vietnam were the first on her list), to relax a bit, and to take some well-deserved time off and do all those things she wished she had time for during her 40+ years in the aviation industry. ✈

ADVICE TO OTHER WOMEN

During our interview, I indicated to Barbara that the number of women in leadership rolls in the aviation industry were still quite low, I asked what advice she would give to young women today considering a career in aviation. She said that you need to diversify your skills, become well-rounded in the industry and take any opportunity you can to learn and grow. Take jobs that will build your resume and your experience.

Airport Information Management System Replacement

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



Airplanes are one of the greatest products of the Industrial Age. From a small purely mechanical wooden and fabric airplane to the new Boeing 787 Dreamliner, where every intricate detail of the aircraft and its flight are monitored through computers; airplanes have made the shift from the Industrial Age into the Information Age.

The Massachusetts Department of Transportation (MassDOT) Aeronautics Division made a somewhat similar shift in the late 1990s. The Division went from collecting and recording all statewide aviation related information on paper to digitally organizing it onto a computer network and more specifically, through various pieces of software and the creation of a Microsoft Access Database called the Airport Information Management System, or AIMS. It was quite a step for the Division, to transition from paper records and paper filing to a much more sophisticated computerized system. However, as with aircraft technology, the technology for information management has changed dramatically since the 1990s and now in 2013 it is time to upgrade our system.

The system now in use is limited. Only MassDOT staff can view and manipulate the data. It also has shortcomings when it comes to extracting information in a format customized for specific requests. Our vision with the new system is that it will be web-based and allow each airport manager and their consultant the ability to manipulate certain data and view information on their airports with a simple username and password to log-in. Wouldn't it be nice if when the airport commission, town manager, mayor, or a state senator or representative calls your airport to acquire a specific set of information, that they would have one place to go to download the data in the format needed? Our goal with the updated system is to accomplish just that!

While the project and implementation is still in the very early stages, the plan is to keep a lot of the same features that exist within our current system. These features include general airport information, grant data, registrations, airport inspections, airspace reviews, accident investigations, and more. In addition, there are some new features we hope to add like electronic grant applications and payment voucher submissions, fuel excise tax tracking, links to master plans and airport layout plans, cross-referencing of based aircraft and past year registrations with current year registrations, a user's manual, and a better ability to create customized reports.

Through collaboration with a diverse team of individuals we hope to develop a system that will meet the needs of not just MassDOT but of airports and their consultants as well. During the process of developing the system, the consultant selected may want to interview airports or their consultants to help develop a system that's both user-friendly and beneficial for all. If you have any suggestions or ideas for the system, please feel free to contact Kathleen Mahoney at kathleen.mahoney@state.ma.us to discuss its feasibility. The target is to have an upgraded wed-based system in place and available to everyone for use by the end of the 2013 calendar year.

I heard a quote from an unknown source that said, "You can't do today's job with yesterday's methods and be in business tomorrow." It may not be as glamorous as the unveiling of the newest model aircraft but our hope is that with this 21st century system, we will make our jobs a little easier so time can be spent on accomplishing far greater successes within our airport system. ✈

MassDOT "Transportation on the Hill Day"- February 13, 2013

By: Denise J. Garcia (Manager of Aviation Planning - MassDOT Aeronautics Division)

Govenor Deval Patrick reaffirmed his call for upgrading the Commonwealth's aging transportation system during an annual MassDOT "Transportation on the Hill Day" event recently held at the Statehouse. The Governor was joined by State Senator Thomas McGee, Chairman of the Joint Transportation Committee; Massachusetts Department of Transportation (MassDOT) Secretary and Chief Executive Officer (CEO), Richard Davey; administrators from each of MassDOT's transportation divisions; Massachusetts Port Authority (Massport) CEO, Thomas Glynn; and the Worcester Regional Transit Authority (WRTA) Administrator & Massachusetts Association of Regional Transit Authorities (MARTA) president, Stephen O'Neil. Each representative spoke on the distinct roles their sectors

Right: Christopher J. Willenborg, MassDOT Aeronautics Division Administrator, and Don McPherson, Owner and Operator of Minute Man Airfield in Stow, at the MassDOT "Transportation on the Hill Day".

MassDOT Secretary and Chief Executive Officer (CEO) Richard A. Davey speaks at the MassDOT "Transportation on the Hill Day"

play in transportation and the importance of investing in a transportation system that will promote and sustain growth in the Commonwealth while serving the needs of the traveling public today and into the future.

The MassDOT Aeronautics Division, Massport, and the Massachusetts Airport Management Association (MAMA) were well represented with exhibits that highlighted the role and importance of public-use airports across the Commonwealth. The event was well attended by state legislators and airport stakeholders. Many enjoyed the opportunity to learn more about aviation and to test their hands-on skill (or sometimes the lack thereof) at flying the Aeronautics Division's Microsoft Flight Simulators. ✈

Steven L. Rawding, MassDOT Aeronautics Division Aviation Planner, provides instruction on the flight simulator at the MassDOT "Transportation on the Hill Day"

Real World Design Challenge 2013

By: Steven Rawding (Aviation Planner - MassDOT Aeronautics Division)

The Real world Design Challenge (RWDC) 2013 is off and running! 2013 marks the 5th year of competition with Massachusetts, one of the founding states, participating since the beginning of the program.

The RWDC is an annual competition that provides high school students, grades 9 – 12, with the opportunity to work on real world challenges that face one of the Nation's leading industries. The challenge is aimed at enhancing science, technology, engineering and mathematics (STEM) education in high schools. The RWDC provides the opportunity for students to work on real world engineering challenges in a team environment.

Students utilize professional engineering software to develop their solutions and will also generate presentations that convincingly demonstrate the value of those solutions. The RWDC provides students with opportunities to apply the lessons of the classroom to the technical problems that are being faced in the workplace.

The focus of this years challenge was two-fold: an Aviation Challenge and a Surface Challenge. The aviation challenge is to design a Small Unmanned Aircraft System (sUAS), which includes one or more fixed-wing Unmanned Aerial Vehicles (UAVs), and to develop a business plan in support of commercial applications based on the mission scenario. See box on the right.

This year, Massachusetts had 15 teams registered representing a total of 12 schools including: Agawam High School, Blackstone-Millville Regional High School, Lowell High School, Malden High School, Marlborough High School, Montachusett Regional Vocational Technical High School, Newburyport High School, Randolph High School, Santa Fe Community School, Swampscott High School, Tahanto Regional High School and Winchester High School.

The State projects were judged by Dr. Jeffrey A. Hoffman, Professor of the Practice of Aerospace Engineering, Director of the Massachusetts Space Grant Consortium, and Space Shuttle Astronaut having flown on 5 different missions. The first place winner and State Champion was Marlborough High School, second place was Newburyport High School and third place was Lowell High School.

Marlborough High School's UAV design

MISSION SCENARIO

Search for a missing, injured and immobilized child with a blue jacket during the day at the Philmont Ranch in a designated 2-mile radius circular search area. This area is sized to allow line-of-sight contact between the operator and aircraft to be maintained, per FAA guidelines. Teams should refine the vehicle design, sensor payload selection, search pattern, best altitudes for the selected sensor payload, and associated ground equipment to find the child in the minimum time while also minimizing cost.

Marlborough's team "WingIt" will compete in the national challenge and fly to Washington D.C. to compete for the top National title in April 2013. Congratulations Team "WingIt"! ✈

Statewide Runway Marking Project

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

While the memories of last year's statewide marking project may be fading from your mind as quickly as the paint is fading from your runways, do not despair for the Massachusetts Department of Transportation (MassDOT) Aeronautics Division would like to refresh both! If you haven't guessed, this year's statewide project will be to re-mark our runways.

By FAA definition, a runway is simply "a defined rectangular surface on an airport prepared or suitable for the landing or takeoff of aircraft." But we all know at most airports, there is nothing simple about a runway and much more goes into defining such a surface. One of the most important parts of a runway, outside of the pavement, is the runway markings. Among other things, these markings help pilots identify the runway, know where to touchdown or takeoff, find the turnoff to a taxiway, and realize when to stop. Unfortunately, time and the New England weather fade such markings rather quickly making it difficult for pilots to use them at all.

A project to re-mark runways at 29 public-use airports went out for bid with proposals due on February 22, 2013. Once awarded, the project will get started as soon as the weather permits with completion planned no later than June 30, 2013. With the exception of a few runways that have recently been remarked and a few that will soon be reconstructed, all of the State's public-use runways will be re-marked in their entirety.

The plan is to execute this project very similarly to last year's taxiway marking program. Project management and resident engineering services will be accomplished through a project management contract obtained by MassDOT Aeronautics Division to oversee a pavement markings contractor. All work will be closely coordinated with airport managers to ensure limited disruption to operations. We ask the airport managers to assist the resident engineer and the contractor in gaining access to the airfield.

The goal of this project is to help remove one of the many challenges airports face in maintaining their facilities and to increase runway safety throughout the state. With the support and teamwork of all involved I know this will be accomplished. ✈

The Aeronautics Division Continues it's Aviation Internship Program

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

Undergraduate student internships are the best way to introduce college students to various career opportunities available within their chosen course of study. Internships provide students with an opportunity to enhance their scholastic knowledge with a real day-to-day professional learning experience. In keeping with the Program that began in 2011 with aviation management students, the purpose has been modified for 2013 to include engineering and is as follows:

To help Aeronautics Division with tasks related to the operation, planning, civil engineering design and construction at the 36 Public-Use Airports within the Commonwealth of Massachusetts and to give a deserving college student the ability to enhance their scholastic engineering knowledge with a real-world professional learning experience in airport engineering.

To help us meet that goal, MassDOT Aeronautics Division is soliciting Massachusetts Colleges and Universities with the hope of finding a civil engineering student who wants to broaden his/her horizons in the field of aviation as well as gaining valuable engineering experience with this internship. The unpaid internship program is designed to provide students with the opportunity to learn more about:

- MassDOT Aeronautics Division's management and operational philosophy;
- Government, airport and public relations;
- Airport funding and grant programs;
- Airport obstruction analysis;
- Airport inspections, maintenance and construction procedures;
- Airport design and engineering;
- Airport land use and master planning; and
- Airport environmental planning.

This will be accomplished by having students attending training sessions and various airport and Federal Aviation Administration (FAA) meetings with Aeronautics Division staff. Additionally, the students will conduct airport site visits and airport inspections so that they can see their area of study used in a real environment. During the month of March 2013, resumes will be collected and scored and in April 2013 the Aeronautics Division staff will conduct interviews. Ultimately one deserving student will be selected to join our aviation family for the summer. ✈

FAA Waypoint - FAA's Risk Model Policy: What is it and why are we doing it?

By: Bryon H. Rakoff (Manager, Planning and Programming - (FAA) New England Region)

In early February, you all should have received a letter or email from Federal Aviation Administration's (FAA's) Airport Division about our new national risk model for grant oversight. I'm sure that many of you want to know just why we are doing this and what it entails.

Some History

In the early part the last decade, FAA's Airport Improvement Program (AIP) was audited by the Department of Transportation's Office of the Inspector General (OIG). The purpose of the audit was to review how FAA handled the grant program and to determine if there were ways to insure that grants were being properly managed. As public servants, one of our key jobs is to properly spend the public dollar. Both FAA and the OIG wanted to be sure that grant funds were being handled correctly.

The OIG audit recommended that FAA improve its grant oversight and monitoring of sponsor activities. As a result, we issued a Program Guidance Letter (PGL) 07-01, *Revised and Updated Requirements for Airport Improvement Program Grant Management*, on January 11, 2007.

The PGL created the concept of a "risk level" for each sponsor. These levels were used to determine the degree of oversight a sponsor will receive with respect to their grant management responsibilities. Three levels were established as outlined in the box to the right.

FAA's risk model was an internal tool, and we have used it since 2007. As we expected, the vast majority of our sponsors were identified as nominal risk, and none were seen to be an elevated risk. It has been an effective tool for helping us focus our work on those sponsors that might need the most help in the grant process.

The 2010 OIG Audit

In 2010, the OIG again reviewed the AIP program. Based on this new audit, the OIG recommended that FAA enhance and strengthen its risk management procedures. Specifically, we needed to make the risk assessment process more consistent nationwide, more

RISK LEVEL

Nominal Risk: The Nominal Risk rating is the baseline level for airport sponsors. A sponsor within this classification is assumed to pose a minimal risk for grant management and oversight issues. Most airport sponsors are assigned this risk rating.

Moderate Risk: A sponsor within this classification is assumed to pose an increased risk for grant management and oversight issues.

Elevated Risk: A sponsor within this classification is assumed to pose a significant risk for grant management and oversight issues.

quantitative and robust, and to provide a better record of how the risk assignments were made. At the time this recommendation was made, FAA Airports was already working to reassess our guidance and to strengthen the FAA grants oversight program.

On October 1, 2012, the FAA Office of Airports (ARP) issued PGL 13-01, *Airport Improvement Program (AIP) Grant Oversight Risk Model Policy*. The PGL superseded PGL 07-01, and improves ARP's risk-based approach to grant oversight and associated documentation requirements of the AIP.

Like all PGLs, this is an interim revision to the AIP Handbook (FAA Order 5100.38C). We are required to comply with its provisions. The PGL 13-01 is available online at http://www.faa.gov/airports/aip/guidance_letters/.

The New Risk Model

ARP developed the new risk model with the help of a nationally recognized financial auditing firm. The new model includes a computer tool for completing the risk assessment. It still uses the previously established three-tier risk ranking system (nominal, moderate, and elevated). As before, we will use this ranking system to guide our administrative and financial oversight of AIP grants.

The new risk model is a Microsoft Excel-based tool, developed and maintained on a national level. Sponsors are assigned a risk level based on an assessment of three risk categories:

- **Sponsor Policies and Information Technology (IT) Structure:** The model considers what policies or procedures a sponsor has regarding grant oversight, procurement, grant payments, and other factors. In addition, the model looks at the sophistication of a sponsor's IT capabilities relating to grant management.
- **Sponsor Past Performance:** The model considers a sponsor's history of completing projects on time, on budget and on schedule (excepting conditions outside their control). It also considers the sponsor's history of meeting grant assurances, making prompt payments, providing timely closeouts, and related factors.
- **Sponsor Demographics:** Finally, the model looks at the expertise and experience of the sponsor in handling grants. For example, is the sponsor a first-time recipient of an AIP grant? Is there a staff experienced in handling grants?

Some of this information is available through FAA's database, but some data has to come from the sponsors directly. To do that, we will be asking you to complete a sponsor certification, which covers the sponsor's policies and information technology structure. We have previously sent you a copy of the sponsor certification form. You don't have to fill out this form, unless we ask you to.

Each risk category is weighted (past performance being the most important factor) and the model generates a risk rating for the sponsor. The finalized risk ratings can range from 0-100 points. The risk level ratings are: Nominal (0-30), Moderate (31-70), and Elevated (71-100).

How are We Implementing the Risk Model?

The original risk review process was a simple in-house exercise. This new risk assessment process takes time to complete. Thus, we will be implementing the updated risk model over the next 3 years, with at least 1/3 of our sponsors receiving assessments in Fiscal Year 2013. You should have already been contacted by mail and email if we need you to complete your assessment this fiscal year. If you are asked to do a sponsor certification, we will need it by May 1, 2013. The form should be forwarded to Lisa Lesperance, your Massachusetts FAA planner.

After we complete your initial assessment, we will generally conduct future assessments every three years. Again, if you are not directly contacted by us, you are not required to complete a certification this year.

If you have any questions or need assistance with completing the sponsor certification, please feel free to contact Lisa at lisa.lesperance@faa.gov or me at bryon.rakoff@faa.gov. ✈

SPONSOR CERTIFICATION

If you are asked to do a sponsor certification, we will need it by May 1, 2013. The form should be forwarded to Lisa Lesperance, your Massachusetts FAA planner.

Plymouth Municipal Airport Gate Dedication - December 17, 2012

By: Thomas J. Maher (Airport Manager - Plymouth Municipal Airport)

The Wright Brothers were the first to fly but it was after his famous 1927 Trans Atlantic flight that Charles Lindberg became the promoter of "Airports" in the United States. Town planning for an airport in Plymouth started soon after Lindberg's celebrated flight.

Meanwhile, in early 1934, Mr. Edward Griffith constructed the airport by clearing a section of an old apple orchard on the Craig Farm on South Meadow Road in Plymouth. On May 17, 1934, shortly after noon, a Mr. Alton Sherman was the first person to land at the new airport. A few weeks later, on May 28, Mr. Sherman transformed the land into a private airport, and called it Sherman Field.

Above: Photo taken by the Massachusetts Aeronautics Commission (circa 1946).

Right: Photo from Google Earth (circa 2013).

In 1942, the Department of the Navy purchased Sherman Field and used it as a training base for Navy pilots until the town bought the airport from the Navy in 1952 and called it Plymouth Airport.

Since then, the 375-acre facility more than doubled in size and became a self-sufficient enterprise with over 140 aircraft, 47 privately constructed buildings and 15 aviation-related businesses employing 225 workers. "Several key players contributed to the success of the Plymouth Municipal Airport", Airport Commissioner Bill Burke said, and the Airport Commission is now honoring them by naming four of the six airport gates after them. See table.

A dedication ceremony took place on Monday, December 17, 2012 in the professional pilots' hanger off Gate 4. Airport Commissioner Ken Fosdick said, "These men each saw the future of aviation and committed personal assets and efforts to make the Plymouth Airport what it is today. It's fitting that future generations will remember our early pioneers each time they enter one of the public gates."

I think it's totally appropriate for a municipality like the town of Plymouth to honor the important people who helped make the airport what it is. These individuals played an important role in the formation of the Plymouth Municipal Airport. The airport is self-sufficient today largely because of these pioneers, particularly Walter Morrison, who encouraged businesses to locate there. Income from these business (leases and fuel sales) are what has enabled Plymouth Municipal Airport to break free from its reliance on town funding. ✈

Gate Number	Gate 1	Gate 2	Gate 3	Gate 4
Gate Name	Motyka Gate	Petrell Gate	Barufaldo Gate	Morrison Gate
Honoree	In honor of Chester Motyka, who in 1961 opened New England Aero Service – the airport's first full-service airframe and engine repair shop. For more than 50 years, Mr. Motyka serviced planes from all over the region, and maintained a fleet of planes used for fish spotting along the New England coast.	In honor of the late John Petrell, who urged the Board of Selectmen to buy the airport from the Navy in 1952, which the town did for $1. A local businessman and ardent aviator, Mr. Petrell backed initiatives that transformed the airport into more of an economic hub with a diverse mix of flight-related businesses.	In honor of the late Elio Barufaldo, who was instrumental in the early development of the airport and served as its first manager, from 1954 to 1968.	In honor of the dedication of Airport Commissioner Walter Morrison, who has served in this capacity since 1976, and served as chairman from 1983 to 2008. Mr. Morrison supported and spearheaded virtually all of the airport's improvements.

Photo Wrap - New Bedford Regional Airport

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

Runway 5-23 Reconstruction project at the New Bedford Regional Airport is moving to a close with the last piece of the improvements puzzle anticipated to be completed by Fall 2013.

Mitigation construction for Eastern Box Turtle habitat - Photo courtesy of Airport Solutions Group sub-consultant Keville Enterprises, Inc.

The project will expand the safety areas on both ends of the airport's primary runway, retaining the 5,000 feet of existing runway length in either direction, and paving a portion of the turf safety area on both ends of Runway 5-23 to provide a total usable pavement length of 5,400 feet. The current non-standard safety areas will be expanded to meet FAA standard (1,000 feet long by 400 feet wide safety area).

Runway Safety Area and waterline construction at the Runway 23 end - Photo courtesy of Airport Solutions Group sub-consultant Keville Enterprises, Inc.

The project was phased over a three year period and includes four phases:

- Phase I - Vegetation Removal - 100% complete
- Phase II - Mitigation Construction - 95% complete
- Phase III - Runway Safety Area (RSA) Construction - 60% complete
- Phase IV - Runway 5-23 Reconstruction - currently under design. ✈

RSA construction at the Runway 5 end - Photo courtesy of Airport Solutions Group sub-consultant Keville Enterprises, Inc.

Upcoming Events

Date	Location/Time	Event
Apr 27	George Harlow Field/Marshfield Airport (10am - 3pm)	**2nd Annual Marshfield Safety Day** The airport will hold our second annual Marshfield Safety Day. It will feature the United States Coast Guard, Boston Med Flight, Mass State Police Air-wing, MA Air National Guard and the MassDOT Helicopter. We will be teaching people about the helicopters and what they do, have the Massachusetts State Police K-9 unit on hand for demonstrations, the Plymouth County Sherriff's Department fingerprinting kids, FAA safety Seminar on Aircraft ditching, a ½ dozen harbormaster boats, Coast Guard boats, and Fixed Wing USCG Auxiliary on hand. It is open to the public and there will be no charge. Event Contact: David Dinneen at ddinneen@shorelineaviation.net
Jun 15 - 16	Turners Falls Municipal Airport (Sat: 9am - 4pm) (Sun: 10am - 4pm)	**Aviation Weekend at Turners Falls** Please join the airport at for static displays of various aircraft, exhibits and food. Try your luck flying the MassDOT Aeronautics Division Flight Simulator. On Sunday, enjoy demonstrations of radio controlled aircraft at the Franklin County Radio Control Club (enter at Gate 4 on Industrial Blvd.) Event Contact: Micky Logo, Airport Manager at mic4law@comcast.net.
Jun 20	Hanscom Field (8am)	**Safety Seminar - Fatigue** Free of charge, this seminar, although geared toward flight crews, anyone who wants to attend may, as there is a wealth of information on fatigue that will be disseminated. Leigh White of Alertness Solutions (founded by Dr. Mark Rosekind), Internationally renowned researcher and scientist Dr. Melissa Mallis, and Jim Mangie, Delta Airlines pilot responsible for Delta's Fatigue Risk Management will be the featured speakers. Event Contact: Dean Saucier, NBAA Northeast Regional Representative at dsaucier@nbaa.org

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