

From: Linda Morad <lindamoradatlargecouncillor@aol.com>
To: n292pc <n292pc@gmail.com>
Cc: lindamoradatlargecouncillor <lindamoradatlargecouncillor@aol.com>
Subject: Re: Airport Runways
Date: Fri, May 19, 2017 4:32 pm

Dear Mr. Martin:

Thank you for taking the time to submit your comments regarding the resurfacing of runway 14/32 at the New Bedford Regional Airport and the proposal to reduce the runway width during the reconstruction and resurfacing. I concur with your opinion and assessment as to the negative effect this will have on our Airport.

I have submitted your letter / e-mail as part of the official record of the Council and will be sure to reference your comments in any future conversations regarding this project.

Thank you again for your valuable input. Should you wish to discuss this issue further please call or e-mail me. My direct contact information is noted below.

Linda

Linda M. Morad
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508-995-8009
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-----Original Message-----

From: Sea & Air Operations <n292pc@gmail.com>
To: Ian.Abreu <Ian.Abreu@Newbedford-ma.gov>; Naomi.Carney <Naomi.Carney@Newbedford-ma.gov>; Debora.Coelho <Debora.Coelho@Newbedford-ma.gov>; Brian.Gomes <Brian.Gomes@Newbedford-ma.gov>; Linda.Morad <Linda.Morad@Newbedford-ma.gov>; james.Oliveira <james.Oliveira@Newbedford-ma.gov>; Steve.Martins <Steve.Martins@newbedford-ma.gov>; Hugh.Dunn <Hugh.Dunn@newbedford-ma.gov>; Dana.Rebeiro <Dana.Rebeiro@newbedford-ma.gov>; Kerry.Winterson <Kerry.Winterson@newbedford-ma.gov>; Joseph.Lopes <Joseph.Lopes@newbedford-ma.gov>
Sent: Tue, May 16, 2017 5:52 pm
Subject: Airport Runways

Honorable Councillors;

Attached you will find an important letter regarding the runway resurfacing project at New Bedford's airport. Could you please do me the honor of reading it and considering its contents. If you have any questions or would like further information please feel free to contact me.

Thank you.

Kindest Regards

Tom Martin
Chief Pilot Sea & Air Inc.
1475 Airport Road
New Bedford, MA 02740
N292PC@Gmail.com

Sea & Air Inc.
1475 Airport Road
New Bedford, MA 02746

Monday, May 15, 2017

To The Esteemed City Councilors of New Bedford, MA;

My name is Thomas Martin. I am the Chief Pilot of Sea & Air Inc., which operates a Falcon 50 business aircraft out of the New Bedford Regional Airport.

I would like to address the upcoming runway renovation at the airport. Currently the runway is 150 feet wide and almost 5000 feet long. the runway is scheduled for a renovation which will reduce its effective width by 50% or 75'.

As a highly experienced pilot I would like to inform you that I think that reducing the width of the runway is very dangerous and as a result there will probably be a reduction in aircraft using the airport, including the possibility of no company providing airline service.

When the FAA certifies larger aircraft such as our business jet, the manufacturer must show that the aircraft will "drift" no more than 30 feet from the centerline in the event of an engine failure on takeoff. Taking into consideration the the landing gear on our aircraft is almost 8 feet from the centerline, a 30 foot drift would result in the landing gear a few inches off the runway. A quick survey of business aircraft (jets and propeller planes) will show that the main landing gears are between about 15 and 18 feet wide. This means that in this scenario, after the 30 foot drift, the aircraft would be either right along the edge of the runway or off the runway. And of course this depends on perfect technique, recognizing a problem and reacting to it within 2 seconds, a dry runway, perfect lineup on the centerline, etc.

This is just one problem with a narrow runway. Other problems include wind gusts or wind shear on take off or landing pushing the airplane off centerline, sliding off centerline in slippery conditions, patchy snow or puddles which can cause one side of the landing gear wheels to turn slower that the other, and more obscure problems such as landing hard, especially at night due to the obstacle illusion created by a runway narrow for its length making the aircraft seem higher than it is.

That is why the National Business Aircraft Association recommends a minimum runway width of 100 feet on any length runway. If you look at most airports served by *business* aircraft and small airlines with runways over 4500 feet long or longer you will find most

runways are at least 100 feet wide.

I would like the city to investigate the possibility of funding the runway renovation for a runway at at least 100 feet wide. The airport an the city could investigate ways of directly recouping some or all of this cost from the users of the airport. Additionally, the city would recoup the remainder of the cost through the current system of taxes and fees paid by an increase users of the airport and the city would benefit from the projected airline service at the airport.

We at Sea & Air feel so strongly about the importance of a wider runway that we would rather see the project abandoned then to end up with such a narrow runway effectively making it unusable.

Regards;

Thomas F. Martin Jr.
Chief Pilot, Sea & Air Inc.

P.S. A sad postscript to this letter happened as it was being written. A business jet crashed into some buildings at the Teterboro airport. Whilst we certainly cannot make a direct comparison between the crash at TEB and the dangerous, of a narrow runway at EWB, we can be aware of the impact of accidents not on just the operators of the aircraft but of the community in which it happens. I do not think it is in the cities best interest for New Bedford airport to get a reputation as a dangerous airport.