

5/12/17

Dear Mayor Mitchell,

As a tenant of the New Bedford Airport it has come to our attention that plans are under way to reduce the width of runway 32/14 from 150 to 75 feet. If I may point out in the 20 year master plan of New Bedford it is our understanding that the airport was considered part of the key element in the future growth of the city. With an increase in demographics around the region I could not agree more and instead of expanding the runways as stated in the plan we are now looking at yet again more restrictions of our runways and resultant loss of revenue.

New Bedford airport has certainly had its share of lost opportunity over the years along with the fishing industry and manufacturing. I feel that the airport is showing strong signs of a turn around with a new hanger now in production that will house a new 45 million dollar jet and new ownership at Noreast aviation with new ideas for the future. We have 3 fixed based operations now on the field and Bridgewater University has committed to an aviation program on the field

Soon a new concept in Charter aviation will be upon us. All of the original fractional ownership purchasers ultimately left the programs when their shares were devalued as a result of fractional providers running up hours and cycles of their customer's aircraft with chartering. Today these same owners are getting into the membership programs such as "wheels up and planesense" that are not as cost prohibitive and with the glut of fairly new business jets this trend is already in expansion mode with the use of business jets. New Bedford is called the gateway city and Martha's Vineyard and Nantucket will always enhance the opportunities for New

Bedford . EAS or essential air service subsidies funding are also becoming a financial burden and cuts in the program will only give more opportunities to membership programs.

With a clear understanding of the positive possibilities for the New Bedford airport I just would like to finish up by explaining my own personal position. We fly a Gulfstream jet and a Challenger jet. Both of these aircraft are much safer on a 150-foot wide runway as opposed to a 75 ft. runway. Certain meteorological conditions such as high winds or ice would deter us from using this type of runway and with winter winds in the northeast my decision to land on runway 32 in New Bedford would not be an option. We would divert to a runway of safer characteristics. Also our small twin-engine aircraft that we house in New Bedford would have an even higher degree of risk due to the controllability characteristics. One strong gust of high force winds could blow us out of the 75 ft. mark

Before moving forward with this decision of runway restrictions I ask that you at least consider options that will keep the airport in growth mode. Lawrence is similar to New Bedford and they are fixing their runways with a 2.3 million dollar upgrade. The federal government is paying for 90 per cent of this upgrade. If New Bedford could realize a deal like this certainly 10 per cent could be raised by the people who use the airport. I hope that you will at least consider not moving forward with this idea and let the fixed based operators come up with a plan that might help deter this decision and present it to you. Possibly the thought of sending a lobbyist to Washington might be an option. Some times projects that are projected to cost too much can be realized with alternative ideas. Thank you for any consideration in this matter . I realize it always comes down to funds . We are slowly losing our general aviation airports throughout the United States

and it would be a shame to see New Bedford added to the list. The decisions you are considering will only enhance our chances of failure and as life time advocate to the aviation community I feel a sense of duty to oppose these type of decisions as they can become irreversible .

kindest regards,
David S. Drake
Office Manager/ Captain
ARC Real Estate Partners LLC