

**From:** Linda Morad <lindamoradatlargecouncillor@aol.com>  
**To:** Imorse <lmorse@mikalix.com>  
**Cc:** lindamoradatlargecouncillor <lindamoradatlargecouncillor@aol.com>  
**Subject:** Fwd: Narrowing Runway at KEWB  
**Date:** Fri, May 19, 2017 4:44 pm

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Dear Mr. Morse

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  
Councillor At Large  
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-----Original Message-----

**From:** Lee Morse <lmorse@mikalix.com>  
**To:** Jon.Mitchell <Jon.Mitchell@newbedford-ma.gov>; Linda.Morad <Linda.Morad@newbedford-ma.gov>  
**Sent:** Wed, May 17, 2017 12:00 pm  
**Subject:** Narrowing Runway at KEWB

Dear Mayor Mitchel,

I am a frequent user of the New Bedford airport. My business turboprop aircraft (a Pilatus PC-12) frequently uses runway 14/32 due to wind/weather conditions making runway 05/23 unsuitable. Narrowing runway 14/32 would render landings less safe under conditions of high wind speed and variable directions which are typical particularly during the winter and early spring months in New England.

Choosing KEWB is not a matter of simple convenience (KPVD and KBED are both equally proximate to my business clients). I choose KEWB because of its excellent customer service, efficiency of operations (e.g. IFR arrivals and departures) and cost effectiveness of the airport's fee structure.

Additionally, KEWB is a particularly safe airport operationally given its excellent tower operation. If traffic significantly decreases due to concerns about the narrowing of runway 14/32, future justifications for maintaining the tower could be questioned.

In conclusion, narrowing runway 14/32 by 50%, would limit the runway's utility under adverse wind conditions, and unnecessarily narrow the margin of safety we've all become accustomed to operating at KEWB. If runway 14/32 is narrowed, we would in all likelihood relocate our base of operations while in New England to KPVD or KBED.

Thank you for considering our opinion regarding this important matter.

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Respectfully,

M Lee Morse  
President  
MIKALIX Aviation Group  
140 River Park Lane  
Great Falls, VA 22066

703-725-1471

Sent from my iPhone