

Runway Safety Action Plan

New Bedford Regional Airport (EWB) New Bedford, MA

9 August 2022



Approved by: _____ Date: _____

Kevin J. Winn (Chairperson)
Air Traffic Manager, New Bedford FCT

The LRSAT chairperson is the ATCT manager or designee, and they approve the RSAP by signing this document.

Accepted by: _____ Date: _____

Regional Runway Safety Program Manager

I. Introduction

A. General Description of the Airport

- FCT Tower
- Tower Hours of Operation: 6:30 am – 10:30 pm (L)
- FAR Part 139 Airport: Yes
- Airport Hot Spot: No
- Line Up and Wait (LUAW): No
- Multiple Runway crossings: No
- Flight Training: Yes

II. Historical Information / Event History

The previous Runway Safety Action Team Meeting was conducted on August 10, 2021

A. OPSNET (12-month count)

Total airport operations for the 12-month period prior to the Runway Safety Action Team meeting, from **August 2021 through July 2022**

Tower Operations – 57,199

B. Surface Events since last RSAT meeting

Runway Incursions (RIs)

None

Surface Incidents (SIs)

None

Runway Excursions (REs)

One; EWB-M02021/08/27-0001-OTH-001. Aircraft landing runway 14 and exited the runway on the north side of the runway prior to the intersection of Runway 5/23.

III. Meeting Overview

On August 9, 2022, the Runway Safety Action Team (RSAT) convened at the New Bedford Air Traffic Control Tower (EWB FCT) via ZOOM meeting. EWB FCT welcomed everyone to the meeting and made appropriate introductions. Participants are listed in Section VIII of this plan.

We discussed the agenda for, and the goal and purpose of the EWB RSAT meeting emphasizing our obligation to view Runway and Surface Safety as a top priority. We committed to being open, honest, collective, and objective to achieve the best possible outcome for safety.

The RSAT team discussed the RSAT process and reviewed surface incidents during FY2021-2022. The last RSAT occurred on 10 August 2021.

EWB is a FAR Part 139 airport with Midwest ATC Services providing Air Traffic Service.

Meeting Overview:

- We discussed common RSAT definitions
- we covered national statistical data and system wide trend information
- Mr. Brown, FAA Runway Safety spoke about outreach, educational programs and initiatives including “FAAST”. He discussed the “From the Flight Deck” training videos of which we will try to create for the New Bedford Airport.
- Mr. Scot Service, New Bedford Regional Airport Director discussed the ongoing airport repaving project for the parking ramps. He also spoke about the increased user traffic at the airport including “Southern Airways”, new Air Taxi service at EWB.
- Mr. Michael Crane, Assistant Airport Manager, discussed the airport’s driver training program for all personnel operating on the airport. This

program includes computer-based instruction, airport familiarization, and ongoing training. Mr. Crane also spoke about wildlife hazards and mitigation procedures including working with the USDA to control the different populations at EWB.

- We recapped current action item of a service road.
- The group spoke about hot spots and decided not to add any at EWB.
- We covered current Letters of Agreement
- We discussed winter operations and snow removal

IV. Runway safety concerns, issues, or problems

- A. **Hot Spots** – None
- B. **Construction Discussion** – New ramp construction for Sept/Oct 2022
- C. **Surface safety issues** – Runway crossings outlined in current action item.
- D. **Weather** – We live in New England and the weather is constantly changing. We make it one of our top priorities to make sure everyone has the latest weather conditions including PIREPS and significant weather.
- E. **Vehicles** – as noted above in the meeting overview; Section III.
- F. **Wildlife** – as noted above in the meeting overview; Section III.
- G. **LOAs** – as noted above in the meeting overview; Section III.
- H. **Special Events** – none

V. Best Practices – in use by New Bedford FCT.

Airport Tours/accompany Airport Management on field checks.

Tower Tours.

Use airfield “Area Designations” chart developed by Airport Management.

Hold each other accountable w/respect to distractions in the tower.

Good phraseology & constant situational awareness

Scan, Scan, Scan – all runways

Open & honest communications with all concerned.

VI. Action Items

Review of Previous Action Items

The perimeter road action item EWB RSAP Action Item 2019-001 was reviewed. The addition of 9 new hangers being built in fall of 2021/spring of 2022 will add to the need for the perimeter road.

Open Action Items:

Perimeter road

EWB RSAP Action Item 2019-001

ISSUE: Due to a lack of a perimeter road connecting the south ramp and north ramp, fuel trucks must cross the Runway 5/23, which is EWB's main/active runway. This runway/taxiway intersection is also a designated hot spot at EWB. These fuel trucks cross the active runway multiple times daily. In addition, airport operations and maintenance trucks also cross at this intersection daily. With the Bridgewater Flight School now established, and the addition of two more T-Hangers on the north ramp, these crossings will not only continue, but will continue to increase in the future.

SOLUTION: A Perimeter Road is needed to eliminate having fuel trucks and all the other vehicular traffic crossing active runways. This road may need to transit the Runway Safety Area, due to environmental limitations and constrictions.

1. **Responsible Party for the Action:** FAA Airports Division
2. **FAA Point of Contact:** John Merck, FAA Airports Division
3. **Expected Start Date:** 12/01/19
4. **Expected Action Completion Date:** This item will be reviewed every year at the EWB RSAT meeting. Expected completion date is 12/01/23.

Recently Closed Action Items: EWB RSAP Action Item 2021-001 and 2021-002 were closed after review. FAA trying to reduce making new hot spots.

New Action Items

None

VII. Recommendations: none

VIII. List of participants, their affiliation, and email contact information

(Insert/ paste attendee list, table, pdf here

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