



Federal Aviation Administration

September 03, 2020

TO:
Westfield-Barnes Regional Airport
Attn: Christopher Willenborg
110 Airport Road
Westfield, MA 01085
cwillenborg@barnesairport.com

CC:
Stantec Consulting Services
Attn: Ervin Deck
482 Payne Road
Scarborough, ME 04074
ervin.deck@stantec.com

RE: (See attached Table 1 for referenced case(s))
\*\*FINAL DETERMINATION\*\*

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Row 1: 2020-ANE-1426-NRA, WESTFIELD/SPRINGFIELD,MA, 42-09-28.60N, 72-42-57.10W, 1, 271

Description: ALP Update

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Runway Data table: Include a separate line for NAVAIDS to list PAPIs, REILs and SSALSR. These are not approach lighting system elements.

List a MALSR as an existing approach lighting system for RW 20.

The ALP drawing shows a proposed set of REILs on RW 2 End but these are not shown in the Runway Data Table; please add.

The Runway Data Table lists the Displaced Threshold Distance for RW 15 as 0'. This is not consistent with the FAA Chart Supplement which lists the RW 15 Displaced Threshold Distance as 490'. Confirm the correct displaced threshold distance and revise as appropriate.

NAVAIDS: The dimensions of the BAF Side Band Reference Glide Slope's critical area needs to be verified, and the shape corrected. The 1000' radius clear zone around the BAF VORTAC needs to be added to the ALP.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on March 3, 2022 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lisa J. Lesperance (781)238-7616 [lisa.lesperance@faa.gov](mailto:lisa.lesperance@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-ANE-1426-NRA.

Lisa J. Lesperance

DivUser

**Signature Control No: 444339733-450108489**

**cc:**

Denise Garcia, MassDOT/Aeronautics