

APPENDIX B. TENANT INTERVIEWS

Early in the development of this plan, meetings with several of the airport's tenants, including the air traffic control staff and city employees were held to solicit information from each group's viewpoint concerning the airport, its layout, operations, and facility needs. This information was used by the consultant in developing the ALP and this technical report. Interviews were conducted with following organizations.

Organization	Interviewee	Date	Page
Air National Guard	Lt. Col. Jeremy Dugan	August 7, 2017	B.3
Air National Guard	Sargent Brian Mapel	August 29, 2017	B.5
Army National Guard	Chief Warrant Officer Dave Picard	August 8, 2017	B.7
City of Westfield	Joe Mitchell, City Advancement Officer	August 29, 2017	B.9
Gulfstream	Fran Ahern and Mark Herthington	August 8, 2017	B.11
Retrix	Keven Bradley, CEO	August 8, 2017	B.13
Air Traffic Control	Art Lustenberger, Tower Chief	August 7, 2017	B.15
Whip City	Dwight Klepacki	August 29, 2017	B.17





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Westfield-Barnes Regional Airport ANG Interview

Project: Airport Layout Plan Update

Stantec Project Number 195210988

AIP Number: 3-25-0052-51-2017

Date/Time: August 7, 2017 9AM

Place: Westfield-Barnes Regional Airport Conference Room

Attendees: Maj. Jeremy Dugan, Katie Hogue, Pete Enzien, Erv Deck (by phone)

This interview was conducted to discuss the future of the Air National Guard at Westfield-Barnes over the next 10-15 years. The following information will be reflected in the ALP Update and Narrative as the current ALP and Master plan dates to 2004.

- **Is your current footprint adequate or do you need to expand?**
 - Looking to add 25 acres
 - Move main entry control point (definite move, AF property agency office)
 - Easement adjustment
 - Increase leasehold
 - Pending Approval
 - Plans provided by Maj. Dugan on August 8, 2017, via email
- **What are the lease agreements currently in place with the airport (plowing runway & ARFF services for example)?**
 - Two agreements (provided by Maj. Duncan on August 8, 2017, via email)
 - Munitions area
 - Main lease area
 - Airport Joint-use Agreement
 - Expires in 2019; HQ working to renew
 - "S" taxiway possible expansion of services
 - Will get electronic copy from Eric Billowitz, Airport Manager
 - Real property manager
- **What new airfield infrastructure do you need to complete your current and future mission? This includes access roads, new runway arresting cables, taxiways, etc.**
 - Taxiways "H" and "J" (Stantec designing)
 - Arresting cable marker signs. Not in compliance. Stantec will consider this. Too far away, but ok with
 - The Southern portion of Taxiway "B" does not meet UFC criteria- ANG has a waiver.
 - If the Taxiway "J"- Nav aids on East side of the runway were relocated, allowing space for growth and additional space between taxiways



- **Upcoming/future capital improvement projects on the base (new main entrance, etc.)?**
 - Designing new engine shop which is located at the Northwest property
 - New entrance
 - Solar Array
 - Design requires glare analysis
 - Plan to move HQ facilities out of the movement area
 - Room for new hangar space
 - 10 years out

- **How many ops/year?**
 - 16 sorties a week (average), Mon-Thurs
 - Check with Brian Mapel regarding operations (Pete Enzien, Project Manager also has data)

- **How many aircraft are on the base?**
 - 20 (Brain Mapel can answer)
 - Itinerant aircraft

- **Is there a timeline for the 104th to see a new aircraft type (talk of F-35) and if so, are you evaluating the infrastructure compatibility for this future aircraft?**
 - Up in the air
 - Different operational periods (2021-2022)
 - 2025
 - 2027
 - Funding depends on Congress
 - Relatively enough hangar space for the F-35
 - Possible modification to runway ends (all concrete)
 - F35 rotation point



Westfield-Barnes Regional Airport Stantec-ANG Interview

Project: Airport Layout Plan Update

Stantec Project Number 195210988

AIP Number: 3-25-0052-51-2017

Date/Time: August 7, 2017 9AM

Place: Scarborough Office – Conference Call

Attendees: SGT. Brian Mapel (by phone), Katie Hogue, Pete Enzien, Erv Deck, Janice Bland

This interview was conducted to discuss the future of the Air National Guard at Westfield-Barnes over the next 10-15 years. The following information will be reflected in the ALP Update and Narrative as the current ALP and Master plan dates to 2004.

- **Is your current footprint or lease area adequate or do you need to expand?**
 - Current footprint adequate for F15s. (Primary Authorized Aircraft)
 - 18 total F15s plus 2-3 spares while other aircraft are under maintenance
 - Alert aircraft are included in the total
 - Some depot level maintenance, mainly engine repair in phases
 - Any repairs done are strictly only aircraft that operate out of BAF and
 - Extension on Taxiway 'S' for larger ramp would help with transient aircraft
- **Does the airfield's infrastructure meet the guard's current requirements?**
 - Yes, there are enough parking spots for all aircraft
 - Hangar space and 14 parking spots on the ramp which meet UFC (United Facility Criteria) wing tip clearance requirements
- **Any operational challenges that would change the requirements?**
 - No changes for the F15
 - F35 or F22 may require changes because of UFC requirements, such as new striping for apron parking
 - Room for expansion if there are minimal changes in the aircraft – F22 has larger wing span than the current F14 parking space
 - Fueling points – nothing can happen within a 50ft circle. F22 could encroach on that area to keep the 50 ft. arc clear for fueling
- **What typical support, itinerant, or transient aircraft do you have visit the base?**
 - C130 – C17 aircraft support deployed overseas, and C5s
 - C5 parks near Taxiway B North of H east of ramp area
 - C17s are parked in the de-arm area, can also stagger park them around the airfield
 - Civilian property around the airport allows additional parking if needed
- **How many ops/year?**
 - Last year (2016) just under 1200 for the F15 alone. Doesn't count transient aircraft + about 50 additional – 2015 had around 1900 ops, 1300-1400 average over the years



- **Is there a timeline for the 104th to see a new aircraft type (talk of F-35)?**
 - Depends on when the next BRAC or aircraft realignment happens
 - F-15 has been in operation a long time, but they still do a good job
- **Any definitive airside capital improvement infrastructure changes?**
 - "S" "H" ramp extension
 - Taxiway "J" apron
 - Long-term- Taxiway "B" South 75ft wide-Year 2027 based on UFC criteria.
 - Arresting cables- replacing them in 2018, keeping same system
 - Deployment next year – barriers – upgrade the entire system (BAK-14 Retractable Hook-Cable System)



Westfield-Barnes Regional Airport – Army National Guard

Project: Airport Layout Plan Update

Stantec Project Number 195210988

AIP Number: 3-25-0052-51-2017

Date/Time: August 7, 2017 9AM

Place: Westfield-Barnes Regional Airport Conference Room

Attendees: CW5 Dave Picard, Katie Hogue, Pete Enzien

This interview was conducted to discuss the future of the Army National Guard at Westfield-Barnes over the next 10-15 years. The following information will be reflected in the ALP Update and Narrative as the current ALP and Master plan dates to 2004.

- **Is your current footprint adequate or do you need to expand? Talk of replacing interim LAM shelter with a new hangar building.**
 - Extending arresting pad?
 - Light on road to increase visibility
 - Current plan to expand where the LAM shelter is.
 - Extending near cold storage
 - Aircraft maintenance phase maintenance area for workable apron space
 - AVCATT/NMC3/LUH Simulator pad and electrical hookups- possibly inside AM?
 - New construction for AASF expansion/Addition

- **What new airfield infrastructure do you need to complete your current and future mission? This includes access roads, taxiways, etc.**
 - C26 at Cape Cod
 - Longevity related to Coast Guard keeping the facility open
 - Facility might close; may relocate aircraft to Westfield or Hanscom
 - Not enough space in Westfield

- **Do you anticipate an increase in your current fleet or change aircraft type in the next 10 years or so?**
 - Not now

- **Under a recent project, stripping for a Hoverpoint was marked on your apron, does the MAANG have any interest in expanding this to be a full helipad with official published routes/TLOF/FATO, etc.?**
 - No real need to publish routes
 - Avoid ridge along 33 to avoid residential areas due to noise
 - Helps for clear approach for medical flights
 - Must ask for permission to taxi past gate
 - If leaving the gate, no need to contact ground control



- **What are the lease agreements currently in place with the airport?**
 - Operational; Noise abatement routes
 - No real restrictions with tower
 - Doesn't think there are any other
 - Keep dialog open with Airport
 - MOU with Airport manager
 - ANG plows their own area up to Taxiway "G."



Westfield-Barnes Regional Airport Stantec-City of Westfield Interview (Joe Mitchell)

Project: Airport Layout Plan Update

Stantec Project Number 195210988

AIP Number: 3-25-0052-51-2017

Date/Time: August 29, 2017, 10AM

Place: Conference Call

Attendees: Joe Mitchell (by phone), Katie Hogue, Pete Enzien, Erv Deck, Janice Bland

This interview was conducted to discuss the future of the Westfield-Barnes over the next 10-15 years and gain insight from the City of Westfield's City Advancement Officer's perspective. The following information will be reflected in the ALP Update and Narrative as the current ALP and Master plan dates back to 2004.

- **Explain the city's vision of the airport in terms of what they need or don't need? How has this changed in comparison with the last ALP?**
 - In terms of the last ALP – area in front of the terminal building and the tower, proposed area is “nice”- may be practical for the duration of ALP (20 years)
 - Shows new terminal building- which did get built
 - Hope is to demonstrate Rectrix will expand as larger FBO similar to Bedford
 - City wishes that Rectrix will have a 3M investment- City wants to show expansion on ALP so that the plan can move forward
 - It would be great if in the long term North East Helicopter, helicopter school or Air Methods potentially taking over the “Five-Star” land to the west of their T-hangars, or the area beyond “Five Star's” property (toward the approach end of Runway 15)
 - As far as long term planning, the city agrees that the aforementioned proposals should be shown on the new ALP
 - Whip City's lease plan is to expand with another 5-6 tenant T-hangar- plan had a few Planning Board issues, but believe they have been resolved and the plan may move forward to fulfill obligation for investment
 - Current ALP area of “future aeronautical” is slated to become a 100x100 area for a cell tower. Need for a few corporate box hangars near Hangar 3.
 - Sees area for corporate hangars in the Cersosimo Lumber area on the south end of Runway 2-20 for long term planning . (Air Methods in the immediate future)
 - Land near Cersosimo Lumber (100 Sgt. T.M Dion Way, Full Cycle Composting, Parcel 51R-17, owned by Jason Vaillancourt) keep as a future acquisition- keep in the ALP for land purchase in the future of the lumber area – quick access for T-s or hangars even non-aviation

- **Does future demand exceed the airport's capacity for development and growth?**
 - As far as talk of the corporate hangar concept- Places like Teterboro, White Plains are at 150% capacity- Also Danbury CT; people keep their aircraft there
 - With a relatively short flying time of 15 minutes or less, rent is cheaper, cost of living is less- concept works, just need to justify to FAA
 - Economic Director feels that he could help justify demand exceeds capacity and need for more land is needed



- **Any input on Gulfstream plans?**
 - Gulfstream has a lease-option on 5 acres to the south of existing parcel for expansion
 - Also, location to the north where the future industrial park is-
 - Gulfstream has an interest in parcel for warehousing before the 5-acre expansion
 - Raw materials come in and drive all the way through the complex.
 - Expects growth and getting larger
 - Facility in the industrial park would complement the traffic
 - City likes the prospect of a Gulfstream presence there as there is a high likelihood for the airport industrial park – for aviation use
 - Preliminary stages- but has plans to share with Stantec- 40 acres around future proposed RPZ

- **Other plans?**
 - Area north of north road – 35-acre parcel - area has been previously cleared and re-grown- that the airport owns potential non-aviation use – airport compatible use
 - 2016 solar project no longer happening
 - Hope for future solar in this area as it is a compatible use
 - Since clearing, a lot of the trees have regrown
 - Pete - MassDOT vegetation management – 5-year plan - most airports can't go out and do the additional clearing- MassDOT with that program trying to upstart the program. Once plan is put together, MassDOT will pay 100% of clearing the first year

- **Does the motorcycle training group pay for the use of the area?**
 - Yes, the group does pay per use – about once a weekend, unless it was a MAANG drill weekend. Brian Barnes had a good relationship. It is revenue generating
 - Access is confusing – does not know how they get there

- **Etc?**
 - Look at a few ideas for a separate taxi lane south of B4
 - Possible expansion area to the west of B4 plus road access
 - Water treatment plan
 - Municipal use near approach end of Runway 33
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- **What is the overall mood of the community around the airport?**
 - Generally speaking, the community loves the airport and loves 104th Fighter Wing
 - The Only exception is some people that are part of the FAA noise mitigation Program. Some are not happy because of how long it takes and the confusion, misunderstanding
 - City Government knows the airport is an economic engine with potential for growth
 - Westfield is very fond of the airport

Westfield-Barnes Regional Airport – Gulfstream

Project: Airport Layout Plan Update

Stantec Project Number 195210988



AIP Number: 3-25-0052-51-2017

Date/Time: August 7, 2017 10AM
Place: Westfield-Barnes Regional Airport Conference Room
Attendees: Fran Ahern (by phone), Mark Herthington, Katie Hogue, Pete Enzien

This interview was conducted to discuss the future of the Gulfstream Facility at Westfield-Barnes over the next 10-15 years. The following information will be reflected in the ALP Update and Narrative as the current ALP and Master plan dates to 2004.

- **Is your current footprint adequate or do you need to expand? Talk of expanding facility to the north toward the industrial park.**
 - Over the last 4 years business has gotten busier
 - Not yet open 24/7
 - Footprint currently adequate, and likely for the next 3 years
 - After another 3-5 years there will be a need for an additional facility
 - Current lease extends to the land west of RW 20 and south of Taxiway "F"
 - G550 is the highest tail on the ramp, limited by transitional surface
 - Stockroom maxed out
 - Consideration of shipping & material receipts will be needed to best determine how stockroom would expand in an expansion case
 - Possible north expansion would require Airport Industrial Rd to be relocated

- **Is the current airfield infrastructure adequate or are there aspects of the environment that adversely impact your business?**
 - No complaints regarding Runway length and width
 - Going forward with where future buildings go, an additional taxiway may be needed that goes North and South to the runway
 - Aircraft test flights for certain avionics installations we perform are currently required due to BAF not having certain infrastructure to allow necessary operational tests to be performed with aircraft on ground. (requires special antenna). All other airports where GAC facilities are located have this equipment for aircraft handled the Savanna Georgia HQ- requires special antenna.

- **Currently your maintenance crews use Taxiway Sierra to perform engine runups and compass checks - are there any plans to more this aspect of your work to on-site to avoid towing aircraft to Sierra?**
 - There was a run-up pad at the 1st expansion – not built due to budget constraints
 - Aircraft taxi, not towed- They use a compass rose
 - Cannot tow aircraft on the active runway

- **Is your clientele directed to your through the Aircraft manufacturer, jet shares, or private owners primarily?**



- All three contribute to the clientele
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- **How often are aircraft ferried here under waivers due to mechanical problems (i.e. the benefit of the 'larger' runways (including the long cross-wind))**
 - 6-10 times a year for mechanical problems
 - Most maintenance business is due to geographic location
- **With Gulfstream rolling out several new models, do you see a change in the maintenance schedule for these newer types or will business remain consistent?**
 - Business should remain consistent – doesn't see any reason the schedule would decrease



Westfield-Barnes Regional Airport – Rectrix

Project: Airport Layout Plan Update

Stantec Project Number 195210988

AIP Number: 3-25-0052-51-2017

Date/Time: August 8, 2017, 10AM

Place: Westfield-Barnes Regional Airport Conference Room

Attendees: Kevin Bradley, CEO of Operations, Katie Hogue, Pete Enzien (by phone), Ervin Deck (by phone)

This interview was conducted to discuss the future of the Rectrix Facility at Westfield-Barnes over the next 10-15 years. The following information will be reflected in the ALP Update and Narrative as the current ALP and Master plan dates to 2004.

- **Is your current footprint adequate or do you need to expand?**
 - Our current footprint is adequate as we transferred some of our maintenance work to other airports.
 - There has been very little interest in large aircraft hangar space such as a Gulfstream G-550. In fact, just one over the past 5 years. Further, and if there was a lot of interest, we can already accommodate them now; including of course, Falcons.
 - Existing 5-Star hangar cannot accommodate large aircraft.
 - With regards to our initial plan to construct 40-60,000 sf. hangars in the west ramp area (Parcel B option); there really is no longer any need to do this as there simply is not enough business there.

- **Is the current airfield infrastructure adequate or are there aspects of the environment that adversely impact your business?**
 - The airfield infrastructure is more than adequate given the amount of GA business now and the anticipated growth for the next ten to twenty years,
 - Obviously, like any other airport, there are special events that increase air traffic for a few days, and this impact is easily handled by having the proper amount of manpower and ground service equipment; which we already have in place.
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- **Explain the distinction between Rectrix and Airflyte**
 - There really is no difference except for legal reasons. Rectrix Commercial Aviation Services Inc. is the parent company of all Rectrix entities for which Airflyte is one of them.
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- **When was Rectrix originally established at Westfield?**
 - Rectrix was established at Westfield when the company bought Airflyte on December 31, 2012.

- **Is Rectrix the only tenant that sells fuel?**



- Technically no, Gulfstream also sells to its customers

- **Approx how much fuel (Avgas and Jet) was sold in 2016?**
 - Approximately 600,000 gallons of jet fuel and 150,000 gallons of avgas.
 - Much of which are Rectrix planes coming in for maintenance.

- **Describe the nature of your charter flight business (i.e., is it regional, client based, do most flights originate/terminate at BAF?)**
 - Rectrix Aviation Inc. is a FAA Part 135 Charter Operator for 10 or more seats with worldwide operating authority.
 - Barely any flights originate/terminate from BAF. We just did our 20,000 flight and less than 20 involve BAF.
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- **Do Rectrix have plans to change their current aircraft fleet in any way (aircraft quantity/types?)**
 - Yes. However, as a privately held corporation, we do not disclose particulars about our immediate plans for additional fleet. I can advise you however, that there is not enough business in BAF to do so there.
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- **What are the biggest operational challenges Rectrix operates with at BAF?**
 - Obtaining new business. Although BAF is a decent location, the business climate for corporate jets, just isn't there.



Westfield-Barnes Regional Airport ATCT Tower Chief Interview

Project: Airport Layout Plan Update

Stantec Project Number 195210988

AIP Number: 3-25-0052-51-2017

Date/Time: August 7, 2017 4PM

Place: Westfield-Barnes Regional Airport Conference Room

Attendees: Art Lustenberger, Tower Chief, Katie Hogue, Pete Enzien, Erv Deck (by phone)

This interview was conducted to discuss the existing conditions of the Air Traffic Control Facility at Westfield-Barnes in addition to any inadequacies that impact aircraft operations. The following information will be reflected in the ALP Update and Narrative as the current ALP and Master plan dates to 2004.

- **Obtain flight patterns, procedures, helicopter routes**
 - Mainly left traffic
 - Landing on the ramp for helicopters @ own risk (Air methods and Northeast Medevac)

- **Are the noise abatement procedures listed on the Airport's website accurate and current?**
 - Yes- as far as he (Art Lustenberger) knows
 - Not everyone follows the procedures

- **Are there any airfield infrastructure issues that impact the tower? Taxiway, layout, runway lighting issues, etc.**
 - A parallel TW Between the Gulfstream and Taxiway "S" on the east side would be beneficial to controllers procedurally
 - During snow events, the current Glideslope will become inoperative when if there is a minimum of 6 inches of snow on the ground
 - Westfield-Barnes is inheriting the glideslope from Worcester airport which has a higher 24" snow minimum before becoming inoperative
 - Lighting project was not tied into Army National Guard on Taxiway "G"
 - Pilots don't always see the hold short line on Taxiway "A" when taxiing to Runway 15 because it is in a unique location which is further away from the runway than usual.
 - Due to the 3-degree glide path and approach path to Runway 15 and the 500ft displaced threshold
 - Wigwag lights may help resolve the visibility issue

- **Technologically- is the tower adequately supported by the FAA?**
 - Yes



- **In your experience, is the current infrastructure for instrument approaches adequate at BAF, are there particular runway ends that would benefit from additional, or improved minimums as far as recurring limitations to aircraft operations?**
 - On low IFR to Runway 02, the minimums are the same as ILS, but F-15's don't have GPS.
 - Wind greater than 15kts or low visibility prevents F-15s from landing and requires them to relocate to Westover.
 - This does not happen very often because they will cancel their operation prior to the weather event.
 - An ILS approach to RW 2 has been spoken about in the past, but a tower atop Provin Mountain in Southwick, MA penetrates airspace preventing a clear approach. (Stantec to take a closer look at this and talk to FAA)

- **With Westfield's unique protected species, have you noticed any trends in wildlife hazards for aircraft?**
 - High grass hides a lot of wildlife to the controllers in the tower and to pilots.
 - Mainly hawks, groundhogs, coyotes, foxes
 - There has been an increase in the amount of birds
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- **What is the estimated runway usage in terms of percentage by runway?**
 - Runway 2 – 35%
 - Runway 20 - 45%
 - Runway 33 – 15%
 - Runway 15 – 5%



Westfield-Barnes Regional Airport Stantec-Whip City Interview

Project: Airport Layout Plan Update

Stantec Project Number 195210988

AIP Number: 3-25-0052-51-2017

Date/Time: August 7, 2017 11AM

Place: Scarborough Office – Conference Call

Attendees: Dwight Klepacki (by phone), Katie Hogue, Pete Enzien, Erv Deck, Janice Bland

This interview was conducted to discuss the future of Whip City over the next 10-15 years and gain insight on plans of Whip City. The following information will be reflected in the ALP Update and Narrative as the current ALP and Master plan dates to 2004.

- **Explain your role and when were you established at the Airport?**
 - Established by the end of 2014, but had been approached by the airport a few years prior, saying that existing hangars needed quite a bit up updating and that there was no money due to the runway resurfacing project, air national guard relocation
 - Previous partner approached by the city – would grant whip city a lease if willing to spend money on hangars
 - Bumps in the road - partner removed in 2016
 - Progressing along with recently amended lease
 - Includes existing hangar south of tower
 - Built one new hangar
 - Was going to build a new hangar but on the back burner.
- **Explain footprint – what hangars do you own and operate?**
 - Hangar 4 – East parallel
 - Hangar 5 – West parallel
 - Hangar 6 - Hex
 - Hangar 7- in row of 3 eastern closest to runway
 - Hangar 8- older one with open doors
 - Hangar 9 – newest
- **Is your current footprint adequate for hangar expansion?**
 - No plans currently. Land was relinquished area for land banking to FAA
 - Looked extensively at economics east of hangar 4 made most sense – many water lines, electrical, endangered species act
 - Nixed at the end based on site work did not make sense economically. Not without extensive review
 - Interested in future development of an additional hangar. But there are no plans to make any additional hangars – will be a separate issue/Lease
 - Spent \$40,000 in soft costs to try to develop it, but it destroys the economic value
 - Would request area north of Rectrix hangars north of Runway 15, second best place east of Hangar 4
- **Is the current airside infrastructure adequate or are there aspects of the environment that adversely impact your business?**



- Economics evaporates with building hangars – Ability to satisfy FAA requirements with asphalt and open lanes, and drainage control. Hope for future solar in this area as it is a compatible use
- Site Development Cost over \$400,000. Could not be built economically to meet FAA requirements
- If to build hangars, corporates style hangars to meet Whip City's needs- would not build T-Hangar style
-
- **What are your leases?**
 - 35 years with 3 year leases
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- **Is there a CPI adjustment built into the lease?**
 - Does not know- should ask
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- **Anything else?**
 - Working with FAA controlled property takes patience
 - General aviation future is questionable due to aging pilots – those that keep and maintain aircraft are decreasing.
 - Struggle to keep hangars filled because of wavering interest in aviation

