

# 8

## Airports



2016 Regional Transportation Plan

## 8 Airports

There are two public-use airports located in Franklin County. They are the Orange Municipal Airport in Orange and Turners Falls Airport in Montague. A map showing the locations of these airports is located at the end of this chapter. These public-use airports benefit the region in several ways. Primarily, local airports are part of a national air transportation system, which provides intermodal connections and alternatives for fast, efficient transportation of people and goods. The economic benefits of local airports include supporting existing businesses and attracting new businesses by providing convenient access to and from the area. Local airports also provide public safety services, such as emergency medical air transportation. In addition, the popularity of aviation-related recreational activities, such as parachuting, generates tourism activity that brings many visitors to the area.

According to the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems, both the Turners Falls and Orange Municipal Airports are classified as “general aviation” airports. General aviation airports provide facilities for privately owned personal and corporate aircraft, and are also used for a variety of other aviation activities, such as flight instruction, charter services, aerial agricultural spraying, aerial photography, parachuting and similar activities. Both airports are expected to remain general aviation airports in the future, and are not expected to expand into commercial airports with scheduled passenger or freight service. At the same time, neither airport is at capacity, and both airports could accommodate increased business and flight activity.

Both airports are viewed as important economic resources for their towns and for the region overall. Both airports are located adjacent to industrial parks to facilitate and promote their use by local businesses. In Turners Falls, there is the 225-acre Airport Industrial Park. In Orange, there are two industrial parks, the 57-acre Orange Industrial Park to the east of the airport and the 59-acre Randall Pond Industrial Park to the west of the airport. While both the Airport Industrial Park and Orange Industrial Park are nearly built out, the Randall Pond Industrial Park has some vacant land that can accommodate new development. In addition, areas near the Orange Airport have been identified by the Town as potential sites for future industrial and/or commercial development.

The Orange Municipal Airport and the Turners Falls Airport are each directed by an Airport Commission with the day-to-day management by an Airport Manager. Airport Commission members are appointed by the Select Board. Both airports have engaged in long-term

planning regarding improvements and expansions to their facilities and use, including activities to attract additional business.

An Airport Master Plan is a comprehensive study of a particular airport as it plans for its future growth and development. The community planning processes to create an Airport Master Plan involve coordination among the consultants preparing the plans, the Airport Commissions, municipal boards and officials, the general public, regional planning and economic development organizations, and State and Federal agencies.

Under the direction of the Airport Managers and Airport Commissions, the airports have each used a community planning process to create Airport Master Plans in the late 1990s and early 2000s. As part of the master planning process, an Airport Layout Plan (ALP) was prepared for each airport. An ALP is a detailed drawing of current and planned airport facilities. The planning process also included the creation of a Capital Improvement Plan (CIP), which is a schedule of prioritized improvement projects with their estimated costs. An airport's Capital Improvement Plan is updated annually to reflect completed projects and to prioritize future projects. As both airports are scheduled to update their Airport Master Plans in the next few years, the FRCOG anticipates actively participating in these processes as it has in the past.

Improvements that are specifically aviation-related may be eligible for funding by the FAA's Airport Improvement Program (AIP). The purpose of the AIP is to provide assistance to public-use airports across the country to maintain a safe, secure, and efficient national civil aviation system. The costs for AIP eligible projects are divided between the FAA, the Massachusetts Department of Transportation (MassDOT), and local communities. The federal cost share of these projects is 90 percent, with MassDOT and the local airport sponsor each providing 5 percent. Relevant projects eligible for the FAA's AIP funding include facilities or equipment associated with the construction or reconstruction of an airport. AIP funding is not available for routine maintenance projects. The Airport Safety and Maintenance Program (ASMP) of MassDOT provides funds for projects, such as routine maintenance, that are not eligible for AIP funding. Matching funds from the local sponsor (usually the municipality) are also required for ASMP projects. All airport improvement projects, whether AIP eligible or ASMP eligible, must be listed on a statewide Capital Improvement Plan which includes the airport specific CIPs filed with MassDOT.

The economic benefit of the airports include the direct benefits of the activities on-site at the airport (such as airport workers' salaries), indirect benefits from off-site activities attributable to the airport (such as airport worker, pilot, and passenger spending), and a

multiplier effect known as induced economic impact that results from the economic growth and activities induced by the airports' presence. A recent statewide economic impact study<sup>1</sup> of public use airports found that they contributed over \$16.6 billion to the Massachusetts economy in 2014, including \$6.1 billion in payroll for over 162,000 jobs. This study also estimated the annual economic impact for each public use airport. For the Turners Falls Airport, it was estimated that it resulted in 14 jobs and \$498,000 in payroll and contributed \$1,801,000 in annual economic output. The Orange Municipal Airport was estimated to result in 147 jobs and \$4,849,000 in payroll and contributed \$13,992,000 in annual economic output.

The planned improvements at the Turners Falls and Orange Municipal Airports will increase these facilities' current utility and safety, and will address the projected future aviation needs in the region. These improvements will also promote economic development by enhancing the quality of aviation facilities in the region for use by existing businesses and prospective businesses that may be seeking to locate in Franklin County. For example, some of the business growth at the industrial parks near the airports could be induced by the airports' facilities and services. The airport expansions and related business growth are not currently anticipated to generate significant levels of increased traffic on nearby roadways. However, the FRCOG will continue to monitor the impact of the airport projects on area traffic and area roadways, and to recommend improvements, if necessary, at a future date.

### **Orange Municipal Airport** **Existing Conditions**

The Orange Municipal Airport (airport code ORE) is the largest airport in the northwestern area of the Commonwealth. Located in the Town of Orange on the eastern edge of Franklin County, the airport is surrounded by two industrial parks, one on each side, and by forest land. The airport property abuts Route 2 and its entrance is approximately two miles from this highway. As mentioned previously, the Orange Municipal Airport is classified as a general aviation airport, which provides facilities for personal and corporate aircraft, and offers a variety of aviation and aviation-related activities.

The airport was built in 1929 as the Orange-Athol Airport. During World War II, the airport was significantly upgraded for potential military use. The airport's triangular runway configuration is a remnant of this update. Currently, the airport has two active runways. The third discontinued runway is now a taxiway.

---

<sup>1</sup> Massachusetts Statewide Airport Economic Impact Study Update, Executive Summary. MassDOT Aeronautics Division. 2015.

The airport's primary runway is runway 01-19, which measures 5,000 feet long and 75 feet wide. The airport's secondary runway 14-32 measures 4,801 feet long and 75 feet wide. Both runways have an asphalt surface. Recent improvements to the condition of the pavement on the runways were completed at the Orange Municipal Airport due to a \$500,000 federal American Recovery and Reinvestment Act (ARRA) award.

The runways' lengths enable the Airport to accommodate a wider variety of aircraft than smaller airports in the greater region, such as in Turners Falls, Gardner, and Fitchburg. In addition, the Airport has both Jet and 100LL aviation fueling capability on-site, which can be an important feature for pilots choosing where to land.



**Aerial view of the Orange Municipal Airport  
(Source: MassGIS)**

Current Airport tenants include two aviation maintenance facilities, flight instruction business, two flying clubs, and a prominent skydiving business, as well as non-aviation entities such as a solar power company, graphic design company, an antique gas and steam engine club, a municipal dog park, and youth recreation programs.

A good demonstration of how one aspect of the airport's use can be an economic driver for the region is the popularity of Jumptown, a parachuting club based at the Orange Municipal Airport and the site of the nation's first commercial skydiving center. In recent years, 2,000 to 3,000 people annually parachute with Jumptown. It is estimated that approximately 3% of these people are from the North Quabbin region, while the rest travel from the Berkshires, the Boston metropolitan area, New Hampshire, Vermont, Connecticut and New York, according to the Jumptown Manager. As a result, Jumptown is a major attraction for visitors coming to the North Quabbin area. Not only do these visitors pay for Jumptown's services, they may also spend money to stay, eat, and shop at local businesses.

According to the Airport Manager, nearly all the major employers in the region use the airport on a regular basis. These employers range from locally based businesses to national

corporations. In addition, the airport is also used by state and federal military and public safety agencies as well as by groups providing medical services.

The runways at the Orange Municipal Airport can accommodate virtually all types of general aviation including jet traffic operations. An “operation” is defined as a landing, takeoff, or touch-and-go procedure by an aircraft at an airport. The estimated number of annual operations at the Orange Municipal Airport for 2014 was 39,620. This is a sharp increase from 25,000 in 2009, and above the pre-recession figure of 36,000 operations in 2006. According to the Airport Manager, airports are a good barometer of the economy, the recent decrease in operations is directly related to the national financial crisis of 2008. Airports across the state reported a decrease in operations of up to 50 percent. As can be seen in the recent figures, the number of operations have steadily increased and surpassed pre-recession levels.

According to the FAA, there are different types of operations. Generally, a local operation is performed by aircraft that remain in the local traffic pattern or practice within a 20 mile radius of the airport. An itinerant operation is performed by an aircraft arriving from outside the area or leaving the airport area. Other operations include air taxi, which carries passengers or cargo for hire, as well as military and medical related operations. Table 8-1 shows the number of and type of operations conducted at the Airport in 2014.

**Table 8-1: Orange Municipal Airport Operations by Type**

| Type of Operation | Number of Operations |
|-------------------|----------------------|
| Itinerant         | 17,000               |
| Taxi              | 13,000               |
| Local             | 9,000                |
| Military          | 600                  |
| Medical           | 20                   |

Source: Orange Municipal Airport, Annual Report, December 31, 2014.

As of 2014, the mix of aircraft using the Airport consists predominantly of single-engine airplanes (65% of the annual operations), with some small multi-engine corporate airplanes (20%), typically used for skydiving and charter activities, and large corporate aircraft (15%) such as small jets including Gates Lear Jets and Cessna Citations. Multi-engine and larger corporate aircraft use of the airport has increased over the past ten years. The number of aircraft based at the airport as of 2014 is 74, which is 23 percent more than were based in pre-recession 2006. Of the aircraft based at Orange Airport in 2014, 84 percent are single-engine, 4 percent are multi-engine, and 9 percent are ultralight aircraft.

The Airport continues to expand its capacity for aircraft on the ground. The Airport currently has 30 hangars, which is four more than in 2006, with more hangars planned. However,

increased costs to access utilities on the west side of the airport has hindered development and deterred potential business development.

### Current and Future Activities

The Orange Municipal Airport has continued to enhance its facilities over the years by installing new security fencing and gates, and enhancing the pavement condition of the runways.

Future priorities include the reconstruction of Taxiway D, constructing obstruction lights, and reconstructing Runway 01-19. In addition, an Airport Master Plan Update is scheduled for federal fiscal year 2017. The original Master Plan was completed in October 2000. In the following table is the Airport’s Capital Improvement Plan, which identifies the priority projects to be undertaken in the next five years (see Table 8-2).

**Table 8-2: Orange Municipal Airport Capital Improvement Program**

| <b>Project</b><br>(with expected federal fiscal year of the start of construction) | <b>Projected Total Cost</b> | <b>Federal Funding</b><br>(90% of cost) | <b>State Funding</b><br>(5% of cost) | <b>Local Funding</b><br>(5% of cost) |
|--|-----------------------------|---|--------------------------------------|--------------------------------------|
| Reconstruct Taxiway D (FFY2016)  | \$1,858,000                 | \$1,672,200                             | \$92,900                             | \$92,900                             |
| Airport Master Plan Update (FFY2017)   | \$325,000                   | \$292,500                               | \$16,250                             | \$16,250                             |
| Part 77 Aeronautical study for Runways 1, 19 & 32 (FFY2017)                        | \$255,500                   | \$229,500                               | \$12,750                             | \$12,750                             |
| Construct Obstruction Lights – Phase I (FFY2018)                                   | \$870,000                   | \$783,000                               | \$43,500                             | \$43,500                             |
| Construct Obstruction Lights – Phase II (FFY2019)                                  | \$1,000,000                 | \$900,000                               | \$50,000                             | \$50,000                             |
| Reconstruct Runway 01-19, Route 2 Tree Clearing, Gravel Access Road (FFY2020)      | \$4,710,000                 | \$4,239,000                             | \$235,500                            | \$235,500                            |

Note: FFY = Federal Fiscal Year (October 1<sup>st</sup> through September 30<sup>th</sup>)

Source: Orange Municipal Airport, October 2014.

Projects that are currently not in the Orange Municipal Airport’s Capital Improvement Plan, but have been identified for future implementation, are the establishment of a large corporate aircraft hangar, a smaller aircraft T-hangar (with approximately eight bays), and a new Terminal Building. The construction of the Terminal Building is scheduled for 2017. This construction is part of MassDOT’s five-year plan announced in May 2014 to build and renovate administration facilities at 15 general aviation airports across the Commonwealth.

For Orange, the approximately \$3 million in state funds have been obligated to construct the Terminal Building.

The Orange Municipal Airport property contains a diverse and unique mixture of grassland, farmland, and forest areas, which provide important habitats for a wide diversity of plant and animal species including a number of rare grassland birds. The Airport is well known as an important birding site in the region. The Town of Orange recognizes the wildlife value of the airport property, and has worked with the Massachusetts Natural Heritage & Endangered Species Program, to ensure that the improvement and expansion projects do not negatively impact important habitats located on the site.

The Orange Municipal Airport property also contains a portion of an aquifer Zone II recharge area. The aquifer recharge area is strictly regulated in terms of drainage, stormwater discharge, and allowed developed land uses. Airport and town officials cooperatively recognize the sensitive environmental nature of this area, and as a result, the plans for future airport expansions and construction projects leave this area undisturbed.

Since 2004, the Airport has been financially self-sufficient, and does not rely on municipal subsidies for its operation. This self-sufficiency was achieved years earlier than initially projected and reflects the skilled management and numerous projects completed to update and expand the airport's infrastructure. This has resulted in growth in use and demand for the airport's facilities and services.

With Orange located along the Route 2 corridor and within an easy drive of the Boston metro area, the Orange Municipal Airport has been able to attract a number of tenants and other airport users from eastern Massachusetts. The Orange Municipal Airport competes for potential users from eastern Massachusetts with the general aviation airports located east along Route 2 in Gardner and Fitchburg. However, the Orange Municipal Airport is the only public-use airport along the Route 2 corridor to have a 5,000-foot runway, a feature which continues to attract users and which allows it to serve a more diverse mixture of aircraft than other airports nearby.

### **Turners Falls Airport** **Existing Conditions**

The Turners Falls Airport (airport code OB5) is a general aviation airport located in the Town of Montague. The property is bordered by an industrial park, the regional vocational high school, and forest land. Interstate 91 and Route 2 are both within a close distance to the airport.

The Turners Falls Airport has one runway (Runway 16-34) and a parallel taxiway. The paved runway is 3,200 feet long and 75 feet in width, and can accommodate small single engine and multi-engine piston aircraft, and small jets such as the Cessna Citation. The runway approaches are visual. The Turners Falls Airport has a fixed base operator on-site that provides various services including maintenance, flight instruction and fuel.



**Aerial view of the Turners Falls Airport  
(Source: MassGIS)**

Most of the current users of the Turners Falls Airport are recreational flyers. Students and families of students from the multiple independent boarding schools in the region use the airport to travel between school and home. There are also some business-oriented travelers. A local manufacturer has used the airport for transporting personnel back and forth between the local plant and the corporate headquarters in a nearby state. Pioneer Aviation is located adjacent to the Airport property and runs a flight school and offers services for pilots.

The Turners Falls Airport completed an Airport Master Plan in 1990. The Plan was updated in 1999. The update examined the current and projected levels of use of the airport, and concluded with recommendations to extend the existing runway and upgrade various facilities. As a follow-up to this update, a Runway & Terminal Area Study and Airport Layout Plan (ALP) Update were created by Gale Associates, Inc. for the Montague Airport Commission in 2002. The ALP proposed various improvements, some have or will be soon completed and others are not to be pursued at this time. A complete update to the Master Plan is scheduled to be undertaken in FFY2016.

The FAA defines an operation as a landing, takeoff or touch-and-go procedure by an aircraft at an airport. According to the FAA's Airport Master Record, the annual operations at the Turners Falls Municipal Airport in 2014 was approximately 17,600. However, the Airport Manager believes that this estimate may be high.

As of 2014, the mix of aircraft using the Turners Falls Airport continues to be predominantly single-engine aircraft (96%) with some multi-engine aircraft (4%). However, with planned improvements to increase the runway length and install navigational aids, the aircraft mix is expected to show a moderate shift to decrease the percentage of single-engine aircraft and increase the percentage of multi-engine, turbo and potentially jet aircraft. At the same time, however, it is unlikely that the airport will attract and maintain bulk airfreight services in the foreseeable future due to its proximity to larger airports such as Barnes Municipal Airport in Westfield, Westover Metropolitan Airport in Chicopee, and the Orange Municipal Airport in Orange.

Airport operations are currently split 71 percent local and 28 percent itinerant, with the remaining operations being taxi or for other purposes. This ratio of local and itinerant is expected to continue. The predicted mix of local and itinerant operations is an important factor in determining how much short-term parking and long-term storage of based aircraft will be needed at the airport in the future.

As of 2014, there were 33 aircraft based at the airport, which is a slight increase from recent years but still less than the number reported in 1999 (48 based aircraft). One issue in increasing the number of aircraft based at the airport has been the limited amount of hangar space. The airport currently has 8 hangars which can accommodate up to 22 aircraft.

### **Current and Future Activities**

The capital improvement activities at the Turners Falls Airport continue to focus on implementing the recommendations of the 1999 Airport Master Plan Update and 2002 Runway & Terminal Area Study and Airport Layout Plan (ALP) Update. These recommendations addressed facility improvements, including extending the length of the runway and improving associated facilities.

The ALP was created through a community planning process guided by a Technical Advisory Committee consisting of residents, local officials, regional officials, and State agencies appointed by the Montague Airport Commission. The FRCOG participated in this planning process. The ALP update was approved by both the FAA and MassDOT, and allowed relevant projects to be eligible for FAA funding through its Airport Improvement Project (AIP). Completed improvements at the airport based on the recommendations of these plans include the construction of a new security fence along Millers Falls Road and the first phase of the runway extension which added 200 feet on the west end to total a length of 3,200 feet. Part of this first phase included installing navigational lighting and a rotating beacon.

A future, second phase extension is proposed to extend the runway by an additional 1,000 feet. This second phase is contingent on funding and designing the expansion so it avoids environmentally sensitive areas, an area of sacred Native American sites, and other areas that need to be protected.

The consultants who created the 1999 Master Plan recommended expanding the runway length and width to accommodate all aircraft in the category of B-II general aviation aircraft (30,000 pounds in weight or less) with less than ten passenger seats. Presently, the Airport can only accommodate B-I general aviation aircraft (weighing 12,500 pounds or less). There are multiple environmental conditions and aircraft characteristics that determine appropriate runway length requirements for any given aircraft. The proposed second phase of the runway extension would need to address these factors.

During the permitting process for the first phase of the airport's runway reconstruction and expansion project, areas of environmental sensitivity and archeological concern on the airport property were identified. Meetings were held with representatives of the Narragansett tribe and friends of Wissatinnewag regarding Native American relics on site. It was determined in 2008 that the Native American sites were eligible to be included on the National Register. Discussions were also conducted with State environmental officials on how to protect the grasshopper sparrow and frosted elfin butterfly habitats that were found. Any proposed reconstruction and expansion of the runway will need to take these environmental and archeological factors into consideration so that the project avoids impacting these areas.

Additional recommended improvements in the ALP included work on the runway's associated taxi lanes and taxiways, upgrades to the runway approach, improvements to the apron, as well as perimeter fencing and other security recommendations. Many of the improvements recommended in the ALP have been implemented while some are in process or have been found not to be needed.

Recommendations completed in recent years include the acquisition of private property in the Runway 34 approach, improvements to the apron, and an extension of the runway by 200 feet. By the end of 2015, work will be completed to shift and extend the taxiway, so that it ties in to the runway closer to the ends and will be in compliance with its distance from the centerline.

Future planned projects are outlined in the airport’s Capital Improvement Plan (see Table 8-3). These projects include the proposed extension of the runway by 1,000 feet, and the necessary archeological and tribal investigation, design and permitting with the project. Other major projects include Terminal Building improvements and perimeter fencing. As the state announced in 2014, a program to improve administration facilities at general aviation airports across the Commonwealth, an expanded Terminal building at the Turners Falls Airport has been proposed. Funding still needs to be secured and a timeframe confirmed for this project. The Airport Manager is also exploring options to use underutilized areas of the property for revenue generation, so as to help the airport become more self sufficient. Project such as these or other additional projects may be identified as a Master Plan update is scheduled to be undertaken in FFY2016, which will look at the improvements that have been completed in recent years and identify what is needed in the future.

### **Airport Security**

Since September 11, 2001, greater attention has focused on security at the nation’s major airports. In Massachusetts, attention on airport security has included the state’s smaller, general aviation airports as well. MassDOT oversees and regulates the 39 public-use airports in Massachusetts, including the Massachusetts Port Authority (MassPort) oversight of the Boston Logan International Airport, Laurence G. Hanscom Field, and Worcester

**Table 8-3: Turners Falls Airport Capital Improvement Program**

| <b>Project</b><br>(with expected federal fiscal year of the start of construction) | <b>Projected Total Cost</b> | <b>Federal Funding</b><br>(90% of cost) | <b>State Funding</b><br>(5% of cost) | <b>Local Funding</b><br>(5% of cost) |
|--|-----------------------------|---|--------------------------------------|--------------------------------------|
| Airport Master Plan Update (FFY2016)   | \$300,000                   | \$270,000                               | \$22,500                             | \$7,500                              |
| Terminal Building Upgrade (FFY2017)  | N/A                         | N/A                                     | N/A                                  | N/A                                  |
| Archeological & Tribal Investigation for Runway Extension (FFY2017)                | \$240,000                   | \$216,000                               | \$12,000                             | \$12,000                             |
| Design & Permitting for Runway Extension (FFY2018)                                 | \$600,000                   | \$540,000                               | \$30,000                             | \$30,000                             |
| Extend Runway 1000' (FFY2019)  | \$4,500,000                 | \$4,050,000                             | \$225,000                            | \$225,000                            |
| Relocate Access Road (FFY2019)   | \$300,000                   | \$270,000                               | \$15,000                             | \$15,000                             |
| Property Acquisition (FFY2020)   | \$550,000                   | \$495,000                               | \$27,500                             | \$27,500                             |
| Perimeter Fencing Phase II (FFY2021)   | \$950,000                   | \$855,000                               | \$47,500                             | \$47,500                             |
| Install Automated Weather Observation Station (FFY2022)                            | \$600,000                   | \$540,000                               | \$30,000                             | \$30,000                             |

Note: FFY = Federal Fiscal Year (October 1<sup>st</sup> through September 30<sup>th</sup>), N/A = Not Available

Source: Turners Falls Airport, October 2014.

Regional Airport. As noted previously, the two public-use airports in Franklin County are the Orange Municipal Airport in Orange and the Turners Falls Airport in Montague.

Since 2001, MassDOT established a number of policies and programs to increase airport security. MassDOT funded security enhancements at municipal airports including security fencing, access control systems, and video monitoring. MassDOT also implemented a statewide badge program for aircraft users and airport tenants, and all badges have been entered into centralized state database. Additionally, MassDOT requires each public-use airport to develop and implement an airport security plan, and that the plan be consistent with MassDOT security guidelines and regulations.

Both the Orange Municipal Airport and the Turners Falls Airport have created airport security plans for their facilities. They have both implemented the use of badges for aircraft users, and made security improvements onsite, including new perimeter fencing and gates at vehicle access points. Additional security measures undertaken at the Orange Municipal Airport include:

- Improved lighting in high security areas;
- Airport staff meets regularly with local law enforcement officials to discuss airport security issues; and
- Local police increased the number of patrols to the airport during the day and evening.

### **Recommendations**

- Complete short-term projects (within 0-3 years) which are included in the Orange Municipal Airport's Capital Improvement Plan (CIP) or programmed for implementation, such as the reconstruction of a Taxiway D and complete the Airport Master Plan Update and Part 77 Aeronautical Study, as well as the construction of a new Terminal Building.
- Implement mid-term projects (within 4-6 years) which are included in the Orange Municipal Airport's CIP, such as the construction of obstruction lights.
- Continue pursuing long-term (beyond 6 years) improvements at the Orange Municipal Airport, including the reconstruction of Runway 01-19, Route 2 tree clearing and gravel access road.
- Complete short-term projects in the Turners Falls Airport's CIP, such as completion of taxiway improvements and completion of the Airport Master Plan Update.
- Implement mid-term projects (within 4-6 years) which are included in the Turners Falls Airport's CIP, such as the archeological and tribal investigation, design and

permitting and construction for the proposed 1,000 foot runway extension, and the relocation of the access road.

- Continue pursuing long-term improvement projects at the Turners Falls Airport, such as the property acquisition, Phase II of perimeter fencing and the installation of an automated weather observation station.
- Completion of Airport Master Plan Updates and continued review and updating of the Capital Improvement Plans for the Turners Falls and Orange Municipal Airports as necessary to reflect changing airport conditions, updated funding and cost figures, and revised project timetables.
- Continue promoting the expansion of activities and facilities at the Turners Falls Airport and Orange Municipal Airport, within the framework of the airports' plans, that will help promote and sustain the airports' financial self-sufficiency, and that will serve regional business interests and support economic development in the region.



**View of Franklin County from an airplane.**