



The TOWN OF NORWOOD

Commonwealth of Massachusetts

NORWOOD AIRPORT COMMISSION

Mark P. Ryan, *Chairman*

Michael Sheehan, *Vice Chairman*

John J. Corcoran

NORWOOD AIRPORT COMMISSION

POSTING

NOTICE IS HEREBY GIVEN THAT A PUBLIC MEETING OF THE NORWOOD AIRPORT COMMISSION WILL BE HELD:

DATE: Wednesday, April 7, 2021

TIME: 3:00 p.m.

PLACE: This meeting will be conducted digitally using *Go To Meeting*. Directions explaining how to join the meeting can be found on page two of the agenda.

The Chair reserves the right to call items on the agenda out of order. The listing of matters is those reasonably anticipated by the Chair which may be discussed at the meeting at least forty-eight (48) hours prior to the meeting. Not all items listed may in fact be discussed and other items not listed may also be brought up for discussion to the extent permitted by law. Items listed for executive session may be discussed in open session, in addition to or in lieu of discussion in executive session.

MEETING AGENDA

1. PROJECTS

- N/A

2. MINUTES

- N/A

3. AIRPORT MANAGER'S REPORT

- N/A

4. OLD BUSINESS

- N/A

5. NEW BUSINESS

- Update on federal/state litigation with *Boston Executive Helicopters, LLC* (BEH)
- 4-2-21 letter by R. Maguire, Airport Manager, to Norwood Airport Commission (NAC) re: requests based on conduct of *BEH* employees (see *Correspondence*)

6. CORRESPONDENCE:

- 4-2-21 letter from R. Maguire, Airport Manager, to NAC

7. EXECUTIVE SESSION

- Purpose 3 for executive session (M.G.L. c. 30A, § 21(a)(3)) – To discuss strategy with respect to litigation if an open meeting may have a detrimental effect on the litigating position of the Norwood Airport Commission: *Boston Executive Helicopters, LLC* v. Town of Norwood et al., U.S. District Court-Massachusetts Civil Action No. 1:15-cv-13647-RGS and the Superior Court litigation between BEH and the Town and NAC.

Here is additional information about how to attend the meeting using GoToMeeting:

Norwood Airport Commission, Special Meeting

Wed, Apr 7, 2021 3:00 PM - 4:00 PM (EDT)

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/872277517>

You can also dial in using your phone.

United States: [+1 \(872\) 240-3212](tel:+18722403212)

Access Code: 872-277-517

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The TOWN OF NORWOOD

Commonwealth of Massachusetts

Norwood Memorial Airport

Russ Maguire, A.A.E., ACE, Airport Manager

OFFICE ADDRESS

111 Access Road
Norwood, MA 02062

MAILING ADDRESS

111 Access Road
Norwood, MA 02062

BY ELECTRONIC MAIL ONLY

April 2, 2021

Norwood Airport Commission
Attn: Mark P. Ryan, Chairman
111 Access Road
Norwood, MA 02062

**Re: Conduct of Christopher Donovan, Sr. and Christopher Donovan, Jr, Employees of
*Boston Executive Helicopters, LLC***

Dear Chairman Ryan:

This letter, originally drafted on March 29, is a request to have the Norwood Airport Commission (NAC) convene a special meeting as soon as possible to discuss an e-mail which had been sent by *Boston Executive Helicopters, LLC* (BEH) President, Christopher R. Donovan, Sr. (*Attachment A*) at 2:13 p.m. last Thursday, March 25. It should be noted that, because Mr. Donovan did not include me in the e-mail distribution, I actually received a copy of this e-mail through the Town's Attorney, Mina Makarious. Mr. Donovan did, however, include in his distribution the Norwood Board of Selectmen.

The Donovan e-mail was also sent to the Massachusetts Department of Transportation/Aeronautics Division (MassDOT) since, at 5:46 p.m. last Thursday, I received a notice from MassDOT Inspector, Drew Mihaley, about the e-mail. In a subsequent phone call, Inspector Mihaly stated MassDOT's concern in regard to the last several sentences in the Donovan e-mail:

“...I fear for our facility, aircraft and property. Francis (Mr. Donovan's use of my given name) and others have knowledge that could imperil my life as well as our clients.”

(As an addendum to Donovan Sr.'s March 25 e-mail, this morning I received an e-mail from Christopher Donovan Sr. (*Attachment A-1*) along with photographs which his son, Christopher Donovan Jr., had taken during the events which I will outline, below.)

So in advance of a proposed NAC special meeting, I write this letter to also provide a summary of my activities during the timeline Mr. Donovan references in his e-mail. More importantly, once I've accounted for my activities last Thursday afternoon, I ask that the Norwood Airport Commission (NAC) consider what is enumerated below in light of the Norwood Airport General Regulations, Section XV (Conduct)(3) (*Attachment B*):

1. The conduct of BEH employees, Christopher R. Donovan, Sr. and Christopher Donovan, Jr. last Thursday afternoon, not only as the Donovans' conduct affected my ability to address important business on the Town's airport, but also how the Donovans' conduct might have affected the environmental consultant I was attempting to escort around the airport, to confirm the location the Town airport's storm drains;
2. Thirteen minutes after I had escorted the environmental consultant around the aircraft parking aprons, while dealing with the conduct of Christopher Donovan Sr. and Christopher Donovan Jr, Christopher Donovan Sr.'s fabrication of those events in his March 25 e-mail, which, while distorting and mischaracterizing my activities, he also used as a false basis for his sense of being imperiled; as he attempted to cover up the Donovans' conduct;
3. One hour after the Donovan e-mail was sent, the conduct of Christopher Donovan Jr. while *Flight Level* employees, and the same environmental consultant, were on a *Flight Level* leasehold attempting to conduct business (*Attachment C*)

On 10 a.m. Thursday morning, March 25, I met with *Epsilon Associates'* environmental consultant, Dan Fefer, in the Airport Commission meeting room at 111 Access Road. The purpose of the meeting was to review a draft of the airport's 2021 Storm Water Pollution Prevention Plan (SWPPP). As context: This year, the Airport Commission is required to craft a new SWPPP, and, to file a notice-of-intent (NOI), as mandated by EPA. This is a very important document, for which our consultant had already committed time and begun the work. The Airport Department had a purchase order on file showing the cost of this project, at \$7,500 (*Attachment D*).

During the meeting, which lasted about three hours, Mr. Fefer made it known that his company was no longer interested in considering BEH as a client, given what *Epsilon* had come to know about BEH. As context: In a phone conversation several months prior, Mr. Fefer had said that not only would the NAC need to file a SWPPP/NOI, but any individual business that performed industrial activities such as fueling, on the airport would similarly be required to file a SWPPP/NOI. I informed Mr. Fefer that *Flight Level* was one such company, and, that we had another company—BEH—which had a commercial permit from the NAC to fuel aircraft, though BEH hadn't begun these services yet.

At that time, which was in January 2021, Mr. Fefer said I was welcome to extend an invitation, on *Epsilon's* behalf, to both *Flight Level* and BEH should either company be looking for a

consultant to do the SWPPP/NOI work. *Attachment E* shows my January 27, 2021 e-mail to Christopher Donovan Sr., of BEH, and Mike Krawczyk, of *Flight Level*. *Attachment F* shows my March 5, 2021 follow-up e-mail to Christopher Donovan, Sr., of BEH. *Flight Level* chose to select *Epsilon Associates* as its consultant. BEH, on the other hand, never indicated an interest in selecting *Epsilon*, in spite of the two e-mails I'd sent Christopher Donovan Sr.

Again, during our in-office meeting last Thursday, several months after initially expressing interest, Mr. Fefer made it clear that *Epsilon* had re-considered, and the company was no longer interested in taking on BEH as a client.

Around 1 p.m., about three hours after we had first met, Mr. Fefer said he would need to conduct a site inspection of each storm drain marked on his plan, to confirm its location. So we left the office sometime after 1 p.m., agreeing to travel in two separate vehicles due to the Covid-19 restrictions. I was in the Town vehicle. Mr. Fefer was in his vehicle.

We first confirmed the location of storm drains on *Flight Level's* lots A,B,C leasehold, followed by the storm drains at *Flight Level's* lot 6 and lot 7, as well as the storm drains on the *Flight Level/BMA* lot 5.

It was when we came to the BEH leaseholds at the DC-3 apron and West Apron that we were confronted, first, by Christopher Donovan Jr, then, by Christopher Donovan Sr. and Christopher Donovan Jr. Here, it should be noted, that most of my airside activities while escorting Mr. Fefer were being archived in the airport's security camera system, which also was capturing some of our movements on *Flight Level* lots W,X,Y leasehold. During this time, the cameras also recorded enough of the movements by Christopher Donovan Sr. and Christopher Donovan, Jr. to provide an understandable record of who was actually attempting to confront whom. The security camera footage also shows how much more confrontational the situation might have been had we continued with our inspection without altering course to avoid a conflict.

Attachment G is a summation of time-stamped activities captured on airport's security video, which is also outlined below:

Security Gate 3 PTZ Camera

1:45:34 p.m.	Dan Fefer, of <i>Epsilon Associates</i> , and (Francis) Russ Maguire, can be seen with their parked vehicles on the east edge of DC-3 apron, on foot outside of the two vehicles, inspecting a storm drain(s)
1:45:45 p.m.	Chris Donovan, Jr. is seen on west edge of DC-3 apron, looking east, where he has been shadowing/filming Maguire and Fefer

(Off camera, Donovan Jr. is also moving in a half-circle around Dan Fefer and I, filming us with his cell phone. Donovan Jr. comes within about 40-45 feet of us, before heading in a westerly direction back toward the BEH t-hangar, located just west of the west apron.)

1:48:07 p.m.	Fefer and Maguire, in separate vehicles, are seen traveling north along the east edge of west apron
1:48:16 p.m.	Fefer and Maguire, in separate vehicles, are seen travel on the north/south taxi-lane abeam <i>Flight Level's</i> maintenance apron (Lots W,X,Y)
1:48:26 p.m.	Maguire, in the Town vehicle, is seen on the east edge of <i>Flight Level's</i> maintenance apron

West Apron Security Camera

1:51:50 p.m.	While Maguire and Fefer are on the east side of <i>Flight Level</i> maintenance apron, Christopher Donovan Sr. and Christopher Donovan Jr. can be seen on foot leaving the BEH t-hangar, moving east/northeast, in the direction of Maguire and Fefer
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Security Gate 3 PTZ Camera

1:52:20 p.m.	Maguire and Fefer are still seen outside their vehicles at east edge of <i>Flight Level</i> maintenance apron
1:53:00 p.m.	Donovan Sr. and Donovan, Jr. can be seen on the gate 3 taxi-lane (now well beyond the BEH leaseholds and on a public way), moving east, looking toward Maguire and Fefer. From the south side of <i>Flight Level's</i> maintenance hangar, the Donovans are actually following Maguire and Fefer who are driving around the north side of <i>Flight Level's</i> maintenance hangar, headed west).

1:55:41 - 1:58:25 p.m. Donovan Sr. and Donovan Jr. are seen standing on the centerline of the gate 3 taxi-lane, abeam *Flight Level's* Lot G building. They're oriented generally west, waiting for Maguire and Fefer, expecting that Maguire and Fefer will come fully around the west side of the *Flight Level* maintenance hangar, and onto the gate 3 taxi-lane

1:58:35 p.m. Donovan Jr. moves farther west along the gate 3 taxi-lane, looking in the direction where Maguire and Fefer had been driving and inspecting storm drains. Both Donovans remain either on, or close to, the taxi-lane centerline.

(Off camera: I suspected that the Donovans would try to intercept and confront Dan Fefer and I. To avoid a potential conflict, I told Dan, who had wanted to proceed onto the gate 3 taxi-lane—to inspect the storm water culverts at gate 3—that we should back-track.)

1:59:22 p.m. Both Donovans are seen moving off the gate 3 taxi-lane, headed east, crossing the northwest corner of the west apron

(Off camera: Dan Fefer and I, still in separate vehicles, have back-tracked by heading east along the north side of *Flight Level* maintenance hangar, then south along the north/south taxi-lane.)

1:59:40 p.m. Maguire in the Town vehicle comes into view on the north/south taxi-lane, abeam the gate 3 taxi-lane, headed south

1:59:45 p.m. Fefer in the *Epsilon* vehicle comes into view on the north/south taxi-lane, headed south

2:00:58 p.m. Both Donovans, still on foot on the west apron, can be seen walking west, back toward the BEH t-hangar. In the background, at the south end of the north/south taxi-lane, is the Town vehicle

From 1:45 p.m., until the time that Dan Fefer and I passed east of the BEH leaseholds, around 2 p.m., we were being harassed or followed by the two BEH employees. Any Town official reviewing this video would only have to note the body language of both Christopher Donovan Sr. and Christopher Donovan Jr., and their track, to arrive at the conclusion that they were seeking to escalate the situation.

There are several points to consider:

1. Christopher Donovan Sr.'s e-mail (*Attachment A*) states that he had attempted to speak with me, "however Francis drove away, and then maneuvered to avoid me." This is correct. I, along with Dan Fefer, intentionally maneuvered away from both Donovans to avoid a conflict. That's because, in the several minutes that Mr. Fefer and I were looking at storm drains on the DC-3 apron, Christopher Donovan Jr. had already marched across the west apron and was filming us in close proximity. Donovan Jr. then walked back across the west apron, apparently, to get Donovan, Sr., who then began yelling to Mr. Fefer and I from across the west apron. I noted that Mr. Fefer was visibly nervous. Therefore, if my consultant and I had maneuvered away from Christopher Donovan Sr. and Christopher Donovan Jr., why was it that Christopher Donovan Sr. stated in his e-mail:

"...I fear for our facility, aircraft and property. Francis and others have knowledge that could imperil my life as well as our clients."

I believe that Christopher Donovan Sr. worded his March 25 e-mail in an attempt to leverage support for he and his company, while showing me in a negative light. However, this was a complete fabrication of the events that occurred, as shown by the airport's security video. He, along with his son, had clearly been the aggressors.

2. Donovan Sr.'s e-mail states that he "did not receive any notice" that Mr. Fefer and I would be looking at the storm drains on the DC-3 apron and the West Apron. From Donovan Sr.'s e-mail, this apparently was grounds to harass and confront us. Mr. Donovan is incorrect on this assumption, as evidenced by Section XVII of both the DC-3 apron and West apron leases (*Attachment H*), which he both initialed and signed. The lease excerpt reads: "Lessee shall permit Lessor, its agents, attorney, or employees to enter the Leased Premises at all reasonable times for the purpose of inspecting the same..." There is no requirement for a notice. Additionally, the storm drain inspection of both aprons lasted no more than several minutes, at a time when neither apron was encumbered by a single aircraft (see *Attachment A-1*, Christopher Donovan Jr.'s photos).

In contrast, it's important to note that both Christopher Donovan Sr. and Christopher Donovan Jr. routinely drive across *Flight Level's* leaseholds, and this often occurs daily. Both Donovans have also parked for indefinite periods on the *Flight Level* leaseholds.

Given this information, in addition to my request for a special meeting, I ask that the NAC also support a full investigation by the Norwood Police Department specific to the March 25 events involving myself, the Airport Department's environmental consultant, Christopher Donovan Sr. and Christopher Donovan Jr. I would encourage the Norwood Police Department to review our archived security video. Subsequent to this, I'm requesting that a Norwood Police Department report be filed and that a copy be sent to the NAC, Board of Selectmen and General Manager, as well as MassDOT/Aeronautics (Attn: Jeff DeCarlo); and FAA Airports Division (Attn: Gail Lattrell).

Perhaps most importantly, given the totality of past actions by Christopher Donovan Sr. and Christopher Donovan Jr. during BEH's 11-year tenure on the Norwood Airport, I also request that the NAC support a more comprehensive investigation by the Norwood Police. In particular, I'm asking that the Police investigation consider BEH's actions in light of current federal, state and local regulations, standards, guidelines and recommendations that address safety in the workplace. I would hope that such an investigation would include an overarching safety/security risk assessment of the two BEH employees—Christopher Donovan Sr. and Christopher Donovan Jr.—for their actions both on and off-airport, in light of, but not exclusive to, the following:

1. The routine shadowing and filming of the NAC Chairman and myself, among others, by Christopher Donovan Sr. and Christopher Donovan Jr. when we're seen on the airport.
2. Stalking the NAC Chairman at his personal residence, more than 70 miles from the airport, as evidenced by a recent photo attachment which Christopher Donovan, Sr. shared along with his March 23 e-mail.
3. BEH's practice of mailing its legal filings to the private residences of current and former Airport Commissioners, and myself
4. On several occasions, Christopher Donovan, Sr.'s use of the BEH helicopter to perform low-level overflights of the private residences of Chairman Ryan and former Airport Commissioner—now Norwood Light Department Superintendent—Kevin Shaughnessy, as evidenced by the FAA Flight Standards District Office investigation beginning in June 2020
5. The unauthorized use of photos showing several Airport Commissioners and myself on a web site (norwoodairport.com) controlled by Christopher Donovan Sr.
6. The posting of Airport Commissioner, Michael Sheehan's divorce proceedings on the web site (norwoodairport.com) controlled by Christopher Donovan Sr.
7. The never-ending harangue of bizarre, accusatory Christopher Donovan Sr. e-mails, often sent to many, or all, Town Meeting members, Selectmen, other Town officials, as well as officials from MassDOT and FAA, in which Donovan Sr. targets Airport Commissioners and I.
8. Norwood Police Report #15-164-OF (*Attachment I*)
9. Norwood Police Report #07-2186-OF (*Attachment J*)
10. Memo to File (*Attachment K*)

Chairman Ryan, as you know: Town management and the Town's attorneys have been well aware of BEH's history and its activities for some time. This includes the BEH activities described in *Attachments I, J and K*.

Pending the Norwood Police Department investigation(s), I would ask that the NAC re-consider the un-escorted access privileges of both Christopher Donovan Sr. and Christopher Donovan Jr., given that both men have fully enabled security badges. Additionally, the board should consider whether these BEH employees should have gate-opening 'clickers' for security gate 3, per the settlement agreement, as well as a man-gate/security camera adjacent to the BEH hangar, also installed per the settlement agreement.

In closing, this is one of the smallest departments in the Town, with only two employees—and we're tasked with the myriad responsibilities required to keep this public use airport running safely, securely and efficiently. Over the years, an inordinate amount of our time has been spent countering the baseless claims of BEH, to include personal attacks, provocations and mischaracterizations of myself, current and former Airport Commissioners, the Town Manager and Assistant Manager, among other Town officials. This most recent personal attack and mischaracterization by Christopher Donovan, Sr. is evidenced by his March 25 e-mail. Unfortunately, to address all of the aforementioned requires time and energy—finite resources that, ideally, could be applied to more productive ends. In this light, inaction by the Town at this point would likely constitute a continuation of the same. So I make my requests—for a special NAC meeting; support of the NAC to have the Norwood Police fully investigate BEH's actions, and, pending the investigation, re-consideration of the Donovans' security badges and access control equipment—for two reasons:

1. To address a chronic business tenant issue which has both distracted and hampered my department's ability to perform at an optimum level;
2. To proactively address further conflicts involving BEH which might otherwise occur

I believe the NAC's consideration would be in the best interest of the Town, its employees, the general public, our airport businesses and their employees, and our airport users.

Sincerely,

A handwritten signature in cursive script that reads "Russ Maguire".

Russ Maguire, Manager
Norwood Memorial Airport

Attachment A: Christopher Donovan Sr.'s March 25, 2021 e-mail to T. Mazzucco
Attachment A-1: Christopher Donovan Sr.'s e-mail, with photos, to R. Maguire
Attachment B: Norwood Airport General Regulations, Section XV(3)
Attachment C: *Flight Level* letter, March 26, 2021
Attachment D: Purchase order #21005572
Attachment E: 1-27-21 e-mail from R. Maguire to C. Donovan Sr.
Attachment F: 3-5-21 e-mail from R. Maguire to C. Donovan Sr.
Attachment G: Transcription of airport security video on 3-25-21 from 1:45 p.m. to 2 p.m.
Attachment H: DC-3 Apron/West Apron, executed leases excerpt, section XVII
Attachment I: Norwood Police report, #15-164-OF
Attachment J: Norwood Police report, #07-2186-OF
Attachment K: R. Maguire Memo to File, 1-8-13, following phone call with FAA

Cc: Norwood Airport Commission; Norwood Board of Selectmen; Norwood General Manager, Tony Mazzucco; Norwood Police Chief, William Brooks; Mina Makarious, *Anderson Kreiger*; David Mackey, *Anderson Kreiger*; Gail Lattrell, Manager of Airports Division, FAA, New England Region; FAA, Boston Flight Standards District Office; Jeffrey DeCarlo, Administrator, MassDOT/Aeronautics Division; Andrew Mihaley, Inspector, MassDOT/Aeronautics Division; Tracy Klay, General Counsel, MassDOT; Michael Pendergast, President, *Boston Metropolitan Airport, Inc.*; Mike Krawczyk, General Manager, *Flight Level*

ATTACHMENT A

From: Christopher Donovan <christopherdonovan1@gmail.com>

Sent: Thursday, March 25, 2021 2:13 PM

To: Tony Mazzucco <tmazzucco@norwoodma.gov>

Cc: Mina S. Makarious <mina@andersonkreiger.com>; selectmen <selectmen@norwoodma.gov>; William J. Plasko <wplasko@norwoodma.gov>; Thomas Maloney <tmaloney@norwoodma.gov>; mlane@norwoodma.gov; dhajjar@norwoodma.gov; Helen A. Donohue <hdonohue@norwoodma.gov>

Subject: Unknown individual on BEH ramps today with Francis Maguire, March 25, 2021

Tony,

Francis Maguire was just on the BEH leased DC-3 and West ramps, with an unknown individual. I did not receive any notice. I would like to know who was with the Airport Manager and what exactly they were doing on the ramps leased to BEH please.

I attempted to speak with him however Francis drove away, and then maneuvered to avoid me. I do not trust him or anyone from the NAC with their continued games and retaliation toward BEH.

With the continued attacks on BEH and our operations I am asking that the Town, through the Board of Selectmen, appoint a member of the Board of Selectmen or an independent third party to oversee the Manager, NAC, and the airport, to insure communication with BEH.

I will also be making all lease payments in the future via certified mail to the Chairman of the Norwood Board of Selectmen.

I have found NAC members on our property before, working with FLN, unannounced. I fear for our facility, aircraft and property. Francis and others have knowledge that could imperil my life as well as our clients.

Thank you,
Christopher

--

Christopher R. Donovan
President, Boston Executive Helicopters
781-603-6186
www.Bostonexecutivehelicopters.com

ATTACHMENT A-1

Zimbra**rmaguire@norwoodma.gov****Fwd:**

From : Christopher Donovan
<christopherdonovan1@gmail.com>

Mon, Mar 29, 2021 10:18 AM

9 attachments

Subject : Fwd:

To : Russ Maguire, A.A.E. ,ACE
<rmaguire@norwoodma.gov>

Good Morning Francis,

On March 25, 2021 you were on the West and DC-3 ramps. This unannounced visit was accompanied by another unknown individual who was later with FLN, and then the FLN fuel farm, working with FLN.

With all that is going on I am asking why you were in our leased areas with someone working with FLN, and who the individual was, please. Clearly you were escorting this person, who appears to be working for FLN. You scampered away in your vehicle when I attempted to approach you and ask what was going on.

This appears to be part of the plan between FLN and the NAC, including you, under the Joint Defense Agreement, against BEH.

Christopher











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Christopher R. Donovan
President, Boston Executive Helicopters
781-603-6186
www.Bostonexecutivehelicopters.com

All quotes are subject to change based on known or unknown conditions. All flights are subject to cancellation for weather, maintenance or Temporary Flight Restrictions (TFR) which may be in effect with short notice. All flights conducted in VFR weather conditions. All flight times, departure times and arrival times can vary due to WX, ATC and/or other factors

beyond our control. The Pilot in command is the ultimate authority regarding all flight operations, routes, etc. All flights must be paid in advance unless credit terms are arranged & approved by Boston Executive helicopters. BEH assumes no responsibility for consequential damages caused by delays.

ATTACHMENT B

2. No person shall place, discharge or deposit in any manner offal, garbage, or any refuse on the Airport premises, except in receptacles provided for that purpose.
3. No person shall enter the Airport premises with an unrestrained domestic animal. All pets, except a "seeing eye" dog, shall be under leash at all times while on the Airport premises. For public safety, in the Airport's buildings, lessees shall exercise discretion and be exclusively responsible for ensuring that animals are properly restrained, confined and/or segregated from the public.
4. Per the Airport's Security Plan (*Attachment E*), passengers shall not be permitted to enplane or deplane except in the presence and under the escort of authorized FBO or SASO personnel, or a certificated and badged pilot. Except in the unrestricted Airport operations areas identified in *Appendix A* of the Airport Security Plan, all escorts must be in possession of, and display, a current security identification badge issued by the Massachusetts Aeronautics Commission.

XV. CONDUCT

1. No person shall, at or upon the Airport, do or omit to do any act if the doing or omission thereof endangers or is likely to endanger persons or property.
2. No person, unable to give satisfactory explanation of his/her presence, shall loiter in or about any common area, corridor, stairway, lobby, waiting room or other appurtenance of the Airport.
3. No person shall commit a disorderly, obscene, indecent or unlawful act; commit any nuisance; or abandon personal property on the Airport premises.

XVI. PRESERVATION OF PROPERTY

1. No person shall destroy, injure, deface or disturb, tamper with, or attempt to destroy, injure, deface or disturb any building, sign, equipment, fixture, marker, paved surface, other structure or property at or on the Airport.
2. No person shall injure, or deface, destroy, or disturb the trees, flowers, shrubs, or other vegetation, or trespass on lawns or seeded areas at or on the Airport.

ATTACHMENT C



FLIGHTLEVEL
A V I A T I O N

MAINTENANCE
PHONE: 781.769.8680
FAX: 781.769.7159
www.flightlevelaviation.com

March 26, 2021

Dear Russ,

As requested,

Yesterday Kevin Putman and I met with Dan Fefer a representative from Epsilon Associates to discuss the upcoming StormWater plan to submit to the EPA. We met in my office approximately 2:10 pm with the meeting ending at 3:10 pm.

We then drove down to the fuel farm so Dan could take a look at it. The route we drove was within FlightLevel's leasehold.

Upon exiting the vehicles Chris Donovan Jr. began filming us with his phone. And I assume recording the conversation we were having between the three of us. During the conversation that lasted about 15 minutes Dan Fefer became very nervous being recorded. I apologized for the actions taken by Chris Donovan Jr and said unfortunately this is the environment we are in.

In my opinion the actions taken by Chris Donovan Jr. create a hostile atmosphere that any guest to the airport should not be subject too.

Respectfully,

Mike Krawczyk

General Manager

FlightLevel Norwood

ATTACHMENT D



Norwood Town Hall
566 Washington St., 3rd Floor
Norwood, MA 02062

Bill To
AIRPORT COMMISSION
ATTN: RUSS MAGUIRE
566 WASHINGTON STREET
NORWOOD, MA 02062

Ship To
AIRPORT COMMISSION
ATTN: RUSS MAGUIRE
566 WASHINGTON STREET
NORWOOD, MA 02062

Vendor 32070
EPSILON ASSOCIATES, INC
3 CLOCK TOWER PLACE
SUITE 250
MAYNARD, MA 01754

Fiscal Year 2021

Page 1 of 1

Purchase Order Number **21005572**
Purchase Order Date **02/05/2021**
Department **AIRPORT**
Required By **02/05/2021**

Questions? Purchasing- 781-762-1240 x6036 or x6037

VENDOR PHONE NUMBER	VENDOR FAX NUMBER	VENDOR NUMBER	REQUISITION NUMBER	BUYER NAME	DELIVERY REFERENCE
978-897-7100		32070	7247	Russ Maguire	

NOTES

Development of SWPPP, NOI

The Above Purchase Order Number Must Appear On All Correspondence - Packing Sheets And Bills Of Lading

PAYMENT TERMS: Net 30 Days Unless Otherwise Noted in Contract. Norwood is Tax-Exempt. Exemption Certificate Number is E04-6001-254.

**** Please return to Department, Do not mail ****

ITEM #	DESCRIPTION	QUANTITY	UOM	UNIT PRICE	EXTENDED PRICE
1	Environmental consultant development of EPA-mandated 2021 storm water pollution prevention plan, and notice of intent GL #: 014822 - 524200	1.0000	EACH	\$7,500.0000	\$7,500.00
					\$7,500.00

Constance A. Carney
Contract Administrator

Thomas J. McNeill
Director of Finance & Accounting

Total Ext. Price \$7,500.00

Purchase Order Total \$7,500.00

ATTACHMENT E

Zimbra

rmaguire@norwoodma.gov

Norwood Airport; 2021 EPA Multi-Sector General Permit Coverage -- Creation of New Storm Water Pollution Prevention Plan; Filing of NOI

From : Russ Maguire <rmaguire@norwoodma.gov>

Wed, Jan 27, 2021 09:22 AM

Subject : Norwood Airport; 2021 EPA Multi-Sector General Permit Coverage -- Creation of New Storm Water Pollution Prevention Plan; Filing of NOI**To :** chris <chris@BostonExecutiveHelicopters.com>, Chris Donovan <christopherdonovan1@gmail.com>**Cc :** Mike Krawczyk <mikek@flightlevelaviation.com>**Bcc :** Mark Ryan <mryan@norwoodma.gov>, Michael Sheehan <msheehan@norwoodma.gov>

Good morning Chris,

On January 15, EPA signed and issued the 2021 Multi-Sector General Permit (MSGP) for industrial storm water discharges. This replaces the 2015 MSGP.

To receive permit coverage, the 2021 MSGP requires the airport to craft an updated storm water pollution prevention plan (SWPPP) and to file a notice of intent (NOI) with EPA. For this reason, through the airport authority's environmental consulting firm, we've begun to plan for the crafting of a new SWPPP. To meet the permit's requirements, Flight Level has similarly requested the services of our environmental consulting firm. Is Boston Executive Helicopters also interested in collaborating in the creation of the new SWPPP?

The SWPPP document must be completed prior to Epsilon's filing of an NOI, with the NOI deadline being May 30, 2021. So we'll need to know very soon whether BEH intends to participate in a collaborative SWPPP document.

Please advise as soon as possible.

Thanks--

Russ

--

Russ Maguire, Manager
Norwood Memorial Airport

ATTACHMENT F

Zimbra

rmaguire@norwoodma.gov

Re: Gate 3 Controls, SWPPP and EPA Permit Requirements, Gate 3 Light Cover, Use of Conduit, Access to Power

From : Russ Maguire
<rmaguire@norwoodma.gov>

Fri, Mar 05, 2021 03:43 PM

 3 attachments

Subject : Re: Gate 3 Controls, SWPPP and EPA
Permit Requirements, Gate 3 Light
Cover, Use of Conduit, Access to Power

To : Chris Donovan
<christopherdonovan1@gmail.com>

Cc : Mark Ryan <mryan@norwoodma.gov>,
John Corcoran <jcorcoran@mbta.com>,
Michael Sheehan
<msheehan8@gmail.com>, Michael
Sheehan
<msheehan@norwoodma.gov>, Tony
Mazzucco
<tmazzucco@norwoodma.gov>, Fran
Jessoe <selectmen@norwoodma.gov>

External images are not displayed. [Display images below](#)

Good afternoon Chris,

- Per your request, please see the attached file which is the signed proposal agreement between the Norwood Airport Commission and *Galaxy Integrated Technologies*. This document includes the warranty information. There's no responsive document for a wiring diagram.
- As for the soon-to-be-superseded SWPPP, this document has been on the Town web site for some time. Here's the link:http://cms5.revize.com/revize/norwoodma/document_center/Airport/Storm%20Water%20Pollution%20Prevention%20Plan.pdf
- With regard to the drafting of a new SWPPP, and, the filing of a NOI with EPA, there is no 'RFP' between the Norwood Airport Commission (NAC) and *Epsilon Associates*. However, a consulting agreement is under review by Town Counsel. Separately, *Flight Level* may, or may not, have such an agreement with *Epsilon*. In any case, if BEH still plans to perform aircraft fueling on the Norwood Airport, this is an industrial activity for which EPA has permit coverage requirements. These include the creation of a

SWPPP and the filing of an NOI. You're certainly welcome to address these requirements yourself, or, through another environmental consultant, or, through *Epsilon*. If you'd like to work with *Epsilon* and need a point-of-contact, please advise.

- The gate 3 light cover has been repaired.
- Your assertion--that the (DC-3 apron and/or west apron) underground conduits are 'open and available'--is incorrect. As communicated to you in my January 5, 2021 e-mail (attached), these are dedicated utilities for the NAC. On this matter, the NAC's position hasn't changed: The conduits remain off limits to private interests.
- To provide clarity and closure on the ownership/control issue with respect to electrical equipment: During two separate site visits, on January 8, and again on January 9, it was explained to you by Norwood Light's Jason Haber and Dan Morrissey that Norwood Light only owns the two transformers on airport property (one, by the main windsock; the other, just north of *Flight Level's* Lot G facility), these, relative to the gate 3 taxi-lane, west apron and DC-3 apron. Otherwise, the conduits in question, along with any wiring, man-holes, etc., are owned by the Town of Norwood, under the direct control of the NAC.
- Finally--on, or after January 8, you were sent Jason Haber's recommendation showing a marked-up aerial (attached) that depicts how BEH might access power. This document can assist BEH in developing a site plan for review by the NAC.

Russ

ATTACHMENT G

Gate 3 PTZ Camera

1:45:34 p.m. Dan Fefer, of *Epsilon Associates*, and (Francis) Russ Maguire, seen with their parked vehicles on the east edge of DC-3 apron, on foot outside of the two vehicles, inspecting a storm drain(s)

1:45:45 p.m. Chris Donovan, Jr. is seen on west edge of DC-3 apron, looking east, where he has been shadowing/filming Maguire and Fefer

(Off camera, Donovan Jr. is also moving in a half-circle around Dan Fefer and I, filming us with his cell phone. Donovan Jr. comes within about 40-45 feet of us, before heading in a westerly direction back toward the BEH t-hangar, located just west of the west apron.)

1:48:07 p.m. Fefer and Maguire, in separate vehicles, travel north along the east edge of west apron

1:48:16 p.m. Fefer and Maguire, in separate vehicles, travel on the north/south taxi-lane abeam *Flight Level's* maintenance apron (Lots W,X,Y)

1:48:26 p.m. Maguire, in the Town vehicle, seen on the east edge of *Flight Level's* maintenance apron

Fuel Farm Camera

1:51:50 p.m. While Maguire and Fefer are on the east side of *Flight Level* maintenance apron, Chris Donovan Sr. and Chris Donovan Jr. can be seen on foot leaving the BEH t-hangar, moving east/northeast, in the direction of Maguire and Fefer

Gate 3 PTZ Camera

- 1:52:20 p.m. Maguire and Fefer are still seen outside their vehicles at east edge of *Flight Level* maintenance apron
- 1:53:00 p.m. Donovan Sr. and Donovan, Jr. can be seen on the gate 3 taxi-lane (now off the BEH leaseholds and on a public way), moving east, looking toward Maguire and Fefer (the Donovans are following Maguire and Fefer who are driving around the north side of *Flight Level's* maintenance hangar, headed west).
- 1:55:41 - 1:58:25 p.m. Donovan Sr. and Donovan Jr. are standing on the centerline of the gate 3 taxi-lane, abeam *Flight Level's* Lot G building. They're oriented generally west, waiting for Maguire and Fefer, expecting that Maguire and Fefer will come fully around the west side of the *Flight Level* maintenance hangar, and up the gate 3 taxi-lane
- 1:58:35 p.m. Donovan Jr. moves farther west along the gate 3 taxi-lane, looking in the direction where Maguire and Fefer had been driving and inspecting storm drains. Both Donovans remain either on, or close to, the taxi-lane centerline.

(Off camera: I suspected that the Donovans would try to intercept and confront Dan Fefer and I. To avoid a potential conflict, I told Dan, who had wanted to proceed onto the gate 3 taxi-lane—to inspect the storm water culverts at gate 3—that we should back-track instead.)

- 1:59:22 p.m. Both Donovans are seen moving off the gate 3 taxi-lane, headed east, crossing the northwest corner of the west apron

(Off camera: Dan Fefer and I, still in separate vehicles, have back-tracked by heading east along the north side of *Flight Level* maintenance hangar, then south along the north/south taxi-lane.)

- 1:59:40 p.m. Maguire in the Town vehicle comes into view on the north/south taxi-lane, abeam the gate 3 taxi-lane, headed south
- 1:59:45 p.m. Fefer in the *Epsilon* vehicle comes into view on the north/south taxi-lane, headed south

2:00:58 p.m.

Both Donovans, still on foot on the west apron, can be seen walking west, back toward the BEH t-hangar. In the background, at the south end of the north/south taxi-lane, is the Town vehicle

ATTACHMENT H

EXECUTION COPY

It is understood that the Lessor shall not be liable in any way to the Lessee, its agents, representatives, or employees for any injury to persons or damage to property resulting from the sinking or settlement of the land or from any change in the physical condition of the land or from any change in the physical condition of the land caused by the elements, erosion or deterioration.

XV. **TAXES:** Real estate taxes, if any, on the Leased Premises will be the obligation of the Lessee.

XVI. **TERMINATION BY LESSOR:** Lessee hereby covenants with Lessor, its successors and assigns, that it will pay hereof unto the Lessor the monthly rent upon the days appointed for payment, and also all taxes and assessments, including any penalties of whatever nature. If the Lessee fails to make payments due within thirty (30) days on the date on which payment is due, Lessor may, at its option, terminate this Lease and take possession of the Leased Premises. Lessor shall have the right to terminate this Lease in the event that the Lessee, its agents or employees cause the Leased Premises to strip, waste or commit any breach of the covenants of this Lease, and the Lessee shall have the right to remove its building or property not held by the Lessor for security of payment.

XVII. **LESSOR'S RIGHT OF ENTRY:** Lessee shall permit Lessor, its agents, attorney, or employees to enter the Leased Premises at all reasonable times for the purpose of inspecting the same, or for the purpose of posting notices of non-responsibility for alterations, or repairs, without any rebate of rent and without any liability to the Lessee for any loss of occupation or quiet enjoyment of the Leased Premises thereby occasioned.

XVIII. **RE-ENTRY AND REPOSSESSION ON DEFAULT:** Lessor may terminate this Lease pursuant to Article XV, or for non-payment of taxes, assessments, or other payments obligated hereunder, or if the Leased Premises are abandoned or vacated by the Lessee during the term thereof.

XIX. **LESSEE'S RIGHT TO TERMINATE:** In the event the Airport or the Leased Premises shall for any reason become unsuitable by reason of any law or regulation now or hereafter enforced affecting the Lessee's business, the Lessee shall have the right to terminate and cancel this Lease upon giving the Lessor thirty (30) days' notice in writing, provided, however, that the Lessor may within such time, remove such cause for cancellation by placing the Leased Premises in suitable and safe condition so as to comply with the law and regulation affecting the same.

ATTACHMENT I

Norwood Police Department
NARRATIVE FOR PATROL JAMES PAYNE

Page: 1

Ref: 15-164-OF

Entered: 02/16/2015 @ 1050	Entry ID: JP99
Modified: 02/16/2015 @ 1155	Modified ID: JP99
Approved: 02/16/2015 @ 1413	Approval ID: DB82

On 02/16/15 at approx. 0915 Ofc. Costa and I (Ofc. James Payne), while in full uniform assigned to the B Sector of the 8am to 4pm shift in marked cruiser #669, were dispatched to 125 Access Rd. for a report of a past illegal dumping report.

Upon our arrival we spoke with the Chief Operating Officer of Flightlevel Aviation Michael Delaria. Delaria told me that he is in the middle of a property dispute with Christopher Donovan. Donovan is the owner of Boston Aviation.

Delaria told me that on Friday (02/13/15) he hired a company to put up barriers between the Flightlevel Aviation property and Boston Executive Helicopters property. Delaria said that the barriers contained a mixture of water and glycol. The placement of the barriers was a result of a property dispute between the two companies. Delaria told me that he had video surveillance of the barriers. Delaria said that the video surveillance shows two individuals knocking over the barriers and spilling the contents of the barriers. Delaria said that he believed that the two individuals on the video surveillance are Donovan and another employee Robert Silva. Delaria also told us that a clean up crew was contacted by the Norwood Memorial Airport staff. Due to the hazardous material a specialized crew was required and also the Federal Government was contacted. Delaria told us that an investigation into the incident would be conducted by a federal agency

I then spoke with Flightlevel Aviation Steve Desrosiers. Desrosiers was able to review the video surveillance footage with me on his computer. Desrosiers was able to copy the video surveillance footage to a disk for me.

Ofc. Costa and I then went to the Boston Executive Helicopters Hangar to attempt to speak to Donovan. At the hangar we were advised that Donovan was not at the business but Silva was present. I explained to Silva as to the reason why we were at his business. Silva told me that he is aware of the property dispute between the two businesses and he said "they don't like us." Silva was referring to Flightlevel Aviation. Silva then requested that we speak to his boss and that his attorney was involved. Silva refused to speak with us about the incident and referred to his attorney.

At this time we responded back to Flightlevel Aviation and retrieved a DVD copy of the video surveillance from Desrosiers.

Upon returning to Norwood Police Headquarters I reviewed the video surveillance footage. The first video segment begins on 02/13/15 at 18:50:42. The video shows two individuals at the barriers that then enter the Boston Aviation Hangar at 18:51:50. The two individuals then emerge from the hangar at 18:52:48 and return to the barriers. I observed that the second video segment is from 02/13/15 and starts at 18:52:57. The video surveillance depicts the Boston Executive Helicopters Hangar and the orange barriers that were placed between the property. The video shows two individuals at the far end of the barriers. The individuals appeared to be inspecting the barriers. At 18:54:34 an individual walks over to the Boston Executive Helicopters Hangar and then walks back to the barriers. At 18:55:18 the two individuals begin to tip over the barriers and continue tipping over each barrier. The individuals stop tipping over the barriers at 18:57:00. The individuals are then depicted entering the Boston Executive Helicopters Hangar at 18:57:23. The video continues with no further activity.

Norwood Police Department

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NARRATIVE FOR PATROL JAMES PAYNE

Ref: 15-164-OF

Entered: 02/16/2015 @ 1050	Entry ID: JP99
Modified: 02/16/2015 @ 1155	Modified ID: JP99
Approved: 02/16/2015 @ 1413	Approval ID: DB82

A third video segment is from 02/13/15 at 19:06:37. The video shows a single individual at the barriers. The individual walks back and forth from the barriers and the Boston Executive Helicopters Hangar several times. The individual is then observed on video entering the Boston Executive Helicopters Hangar at 19:09:00. The video continues with no further activity.

I am unable to identify the two individuals on the video surveillance due to the distance. I was then contacted by an Attorney Kathleen Kelly over the phone. Kelly told me that she is representing Donovan and Boston Executive Helicopters. She requested that if I was able to share any information with her that I contact her directly. I advised Kelly that the incident was under investigation and could not provide any further information.

The DVD was then placed into evidence.

Norwood Police Department

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SUPPLEMENTAL NARRATIVE FOR PATROL JAMES PAYNE

Ref: 15-164-OF

Entered: 02/17/2015 @ 1257
Modified: 02/17/2015 @ 1451

Entry ID: JP99
Modified ID: JP99

On 02/17/15 at approx. 1220 I (Ofc. James Payne), while in full uniform assigned to the B sector of the 8am to 4pm shift in marked cruiser #662, responded to the Norwood Police Headquarters for a follow up investigation.

Upon my arrival I spoke with Michael Delaria. Delaria provided me with another DVD copy of video surveillance. Delaria told me the video surveillance depicted individuals entering/exiting the Boston Executive Helicopter Hangar. Also depicted in the video are two motor vehicle's leaving the area of the hangar. Delaria told me that he had positively identified the motor vehicle's as being Christopher Donovan's and Robert Silva's vehicles. Delaria told me that Donovan drives a Jeep Wrangler that has an extended cab. Delaria said that Silva drives a small sedan.

I then reviewed the video surveillance footage. The video surveillance footage is broken into several segments and contains different scenes throughout the evening of 02/13/15 and the morning of 02/14/15. The segments were labeled by Delaria indicating the contents of the video.

I observed on the video surveillance footage the video segment labeled "Chris D Leaving Building" begins dated 02/13/15 starting at 19:44:15. The segment shows an individual leaving the Boston Executive Helicopter Hangar and walking out of view. The segment ends at 19:44:38. The next segment is labeled "Chris D driving off" and starts at 19:44:39. At 19:44:47 there are headlights visible in the video surveillance. At 19:44:57 a Jeep Wrangler with an extended cab is seen driving towards the exit of the airport property.

Another segment is labeled "Rob leaving building." The segment shows an individual leaving the Boston Executive Helicopter Hangar at 20:02:05. The individual walks out of camera view and the video ends at 20:03:10. A segment labeled "Rob driving out" starts at 20:03:10. At 20:03:18 a sedan is seen driving towards the same exit previously used by the Jeep Wrangler.

A segment labeled "Rob coming back 2.13.15" begins at 22:32:09 and shows a sedan driving from the area of the runway towards the Boston Executive Helicopters Hangar. The sedan appears to be the same vehicle that was previously viewed in the "Rob driving out" segment. The video ends at 22:32:37 with the sedans lights activated at the side garage door of the hangar. The next segment is labeled "Rob closing door" and shows the side garage door closing at 22:39:49.

The final segment labeled "2.14.15 Rob comes out drives truck" is dated 02/14/15 and begins at 10:37:50. The video shows an individual leaving the Boston Executive Helicopter Hangar and entering a fuel truck parked along side of the hangar. The fuel truck then begins to travel forward.

Delaria told me that he is aware that Silva stays and lives out of the Boston Executive Helicopter Hangar. The video surveillance shows the individuals dumping out the barriers and the individuals entering the hangar. The individuals are then depicted leaving the hangar walking off camera view and headlights from vehicles being activated. Then it shows vehicles driving across the video surveillance footage towards the exit of the airport. Delaria identified the Jeep Wrangler as Donovans' vehicle and the sedan as Silvas' vehicle.

The video surveillance DVD was later placed into evidence locker 007.

ATTACHMENT J

NARRATIVE FOR PATROL DANIEL J KEHOE

Ref: 07-2186-OF

Entered: 11/21/2007 @ 1519 Entry ID: DK30
Modified: 12/10/2007 @ 1139 Modified ID: DK30

On Wednesday, 11/21/07 at approximately 1425 hours I spoke with Leonard Carroll at the station. Mr. Carroll is the Eastern Air Center facility manager. He wanted to report an incident that occurred today at the airport. The incident involved Christopher Donovan. Mr. Donovan is employed by Helicopter Inc. Helicopter Inc. has a contract with FOX 25 NEWS. Mr. Donovan is the pilot for the FOX 25 NEWS helicopter. Mr. Carroll related the following.

He stated that it was brought to his attention by Mr. Powers that Steve Boatwright was washing his personal vehicle in one of the aircraft hangers. The hanger door was open. Mr. Boatwright is a friend of Mr. Donovan and also the owner of Blue Hill Helicopters. Mr. Carroll stated that washing personal vehicles is prohibited in the lease agreement, although it is allowed sometimes when permission is granted by Mr. Carroll or another airport supervisor.

Mr. Carroll stated that he went to speak with Mr. Donovan at Mr. Donovan's office at Swift Aviation. He said he brought a blank copy of the lease to show Mr. Donovan that using the hangers to wash personal vehicles is prohibited. He stated that Mr. Donovan took exception that he was bringing this up considering other employees have done this in the past. After they exchanged a few words Mr. Carroll said he began to walk away and Mr. Donovan grabbed his arm to keep him from leaving so they could further discuss the matter. Mr. Carroll said that he told Mr. Donovan not to touch him. He said Mr. Donovan released his grip on his arm as he requested. He then left Mr. Donovan's office without further incident. There were no threats made by Mr. Donovan.

Mr. Carroll does not wish to pursue the matter any further. He only wanted to document the incident in a police report. He was advised that he could file a criminal complaint in Dedham District Court for assault & battery. I will follow this up by speaking with Mr. Donovan.

On Monday, 12/10/07 I recieved a written statement from Mr. Donovan explaining his version of the incident. The following is an excerpt from Mr. Donovan's statement. Mr. Donovan stated the following;

"Mr. Boatwright called to tell me Mr. Powers (The person who originally observed Mr. Boatwright washing his vehicle) had come by and asked that the hanger door be kept closed, Mr. Boatwright complied. At approximately 1:47 PM I recieved a call from Mr. Carroll. Mr. Carroll was clearly upset that Mr. Boatwright was washing his vehicle. I have washed my vehicle as well as Steve on many occasions. Mr. Carroll was both abusive and yelling, he stated that nobody can wash their car. I asked why, we had washed our vehicles over the past four years with no problems? Mr. Carroll became further enraged and I pointed out that he has discriminated against Mr. Boatwright in the past. He was clearly out of control and I informed him I would not listen to his abuse and we could discuss the matter when he was under control and rational. Mr. Carroll stated he would have to "come down and straighten me out".

"Approximately three minutes later, while in my office on private property Mr. Carroll showed up in front of me. Mr. Carroll was clearly out of control and had some papers rolled up which he began to thrust toward me. I asked Mr. Carroll to leave my office and we could discuss this matter of his obvious discrimination toward Mr. Boatwright when he was in control. Mr. Carroll refused. He was waving his hands and "ranting" that the lease prohibited washing your car. I continued to ask Mr. Carroll to leave my office and he continued to take an aggressive stance toward me, he was irate and would not listen. I attempted to leave my office and when I reached the hall he followed me, he then left the office after many

Norwood Police Department

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NARRATIVE FOR PATROL DANIEL J KEHOE

Ref: 07-2186-OF

Entered: 11/21/2007 @ 1519 Entry ID: DK30
Modified: 12/10/2007 @ 1139 Modified ID: DK30

requests by me". Mr. Donovan also stated that he was "shocked at his lies about my touching him". "He came down looking for trouble and when he could not provoke me he became further enraged".

Mr. Donovan also stated that Mr. Carroll's actions by filing a false police report have risen to a level of harming his character and reputation, a reputation he values and will not allow to be tarnished. He also stated that he is shocked at the actions of Eastern Air Center in attempting to cover up the actions of Mr. Carroll.

Mr. Donovan's complete statement are attached to this report.

RECORD OF EVENTS 11/21/07

(Page 1 of 2 Pages)

From: Len Carroll

Reference: Incident between the above and Mr. Christopher Donovan

.....

At approximately 1:00 PM on Wednesday, November 21, 2007, I received a telephone call from Robert Powers, (Line Service Manager) that a non-tenant was in a hangar bay washing a private vehicle and had left the doors to the hangar open, which is a non-compliance issue based on costs incurred to heat the hangar. (Outside air temp was reported as mid thirties) It was determined that the person involved was Mr. Steven Boatwright, who is a business associate of Mr. Donovan, and operator of Blue Hill Helicopters of Norwood, MA.

I called Mr. Donovan to explain the facts about vehicle washing and leaving the hangar doors open. At this time, Mr. Donovan did not want to talk about this and stated that we allow other people to do same. I then terminated this conversation with the statement that we needed to talk further about this problem.

At 1:15 PM, I retrieved a copy of our standard hangar lease and went to the office of Mr. Donovan to explain our procedures. (The hangar rental is to Helicopters, Inc, of Illinois, who had recently taken over this contract from Helinet Inc, to provide helicopter services to Foxx TV *Ch 25) about a month prior.

Before I could get into a meaningful discussion with Mr. Donovan, he went into a yelling and profane tirade about his mental state, that he could not talk with me in that state, and ordered me out of the building. I was shocked that a professional person would demonstrate such rude and uncontrolled behavior. He would not accept the hangar lease form and it was not forced upon him in any way.

I left his presence and proceeded to the stairwell, with him following and continuing his tirade. After a couple steps down the stairs, he grabbed my arm (and I believe he was trying to push me down the stairs at this time), I turned to him and stated in an authoritative manner not to touch my body, and that I considered this to be a criminal assault and battery, and left the premises.

After thinking this matter over and reviewing the events that took place, I decided to make an official record with the Norwood Police Department. At the Police Department, I had an initial conversation with Officer Kevin Grasso. At this time, Officer Grasso wanted to know if I needed medical assistance as he indicated that I appeared to be in distress. I declined the offer although I was experiencing some anxiety,

(Page 2 of 2 Pages)

some dizziness, and I could sense my blood pressure going off the high end. (These are medical conditions of which I am under a Doctors care). I later talked with Officer Dan Kehoe who conducted an interview and took an official statement. Officer Grasso stated that the procedure to follow to file in an assault and battery charge was that I had to go to the Dedham Courthouse and file same. (Being later in the afternoon on Thanksgiving Day Eve, I thought it would be much to time consuming and I was not feeling well at that time).

On return to the airport, I advised Mr. Bishay, Executive Manager of Eastern Air Center, Inc., of the proceedings and went home to take additional medications and rest.

////

This statement is true and correct to the best of my recollection .

Len Carroll
160 Connell Street
Quincy, MA

ATTACHMENT K



NORWOOD MEMORIAL AIRPORT

MEMO

TO: Memo to File
FROM: Russ Maguire
RE: 1-8-2013 Phone Conversation with Mary Walsh,
Director, FAA Airports Division
TODAY' S DATE: January 8, 2013

According to FAA's Mary Walsh, the purpose of her phone call was to warn me and the Norwood Airport Commission about the actions and "bizarre behavior" of *Boston Executive Helicopter's* (BEH) President, Chris Donovan. Apparently, Mr. Donovan had recently been in communications with FAA regarding an FAA e-mail, dated January 2, 2013, and authored by Barry Hammer, which set down FAA's recommendations (and caution) regarding a proposed sub-lease term to BEH.

In all of her years at FAA, Ms. Walsh said that she had "never seen anything like this." She characterized Mr. Donovan in the following manner:

- "bizzare behavior"
- "not normal behavior"
- "very paranoid"
- "bordered on intimidation"

Apparently, Mr. Donovan—along with his accountant, Patrick O'Malley--were berating Ms. Walsh and Mr. Hammer with a string of phone calls and e-mails (25 e-mails, over the course of an estimated 12-hour period), charging FAA with incompetence. Ms. Walsh said that she felt compelled to contact FAA's Security Division regarding this.

According to Ms. Walsh, Mr. Donovan also stated to her that both I and the Norwood Airport Commission "had it out for him (Donovan)." As a result, Ms. Walsh said: "I would have concerns about you and the Airport Commission given what he (Donovan) said."

In an effort to move the process in a productive direction, Ms. Walsh did say that FAA would be open to a meeting with both the Airport Commission and BEH.