

**BEVERLY REGIONAL AIRPORT MASTER PLAN****PROJECT ADVISORY COMMITTEE****MEETING 1****JANUARY 16, 2019; 12:00 PM EST****MEETING NOTES****ATTENDEES:**

Name	Affiliation
Gloria Bouillon	BEVERLY REGIONAL AIRPORT (BVY)
Michelle Ricci	FEDERAL AVIATION ADMINISTRATION (FAA) (VIA PHONE)
Chris Willenborg	AIRPORT SOLUTIONS GROUP (ASG)
Hilary Fletcher	JVIATION
James Miklas	JVIATION
Aaron Clausen	CITY OF BEVERLY
Aaron Henry	TOWN OF DANVERS
Arne Nordeide	BEVERLY FLIGHT CENTER
Greg Wyler	CHERRY HILL INDUSTRIAL PARK
Jim Iacono	CITIZEN AT LARGE: BEVERLY
John Messenger	NORTH ATLANTIC AIR
John Singleton Jr	BEVERLY FLIGHT CENTER
Margaret Hoffman	TOWN OF WENHAM
Paul Beaulieu	AVIER FLIGHT CENTER
Paul Trefry	AIRPORT COMMISSION
Robert Bradford	NORTH SHORE CHAMBER
Wade Burritt	AXCELIS
Charlene Chase	CAT AVIATION
Ace Chase	CAT AVIATION
Tom Bear	AIR BEAR AVIATION
Nick Burlington	NORTH ATLANTIC AIR
Wes Rosen	BVY ATCT
Peter Simpson	
Silas Nory	

ATTACHMENTS:

The following are attached to this document:

1. A copy of the presentation can be found at beverlyairport.com (Master Plan tab/Meetings)

MEETING PURPOSE / AGENDA:

This was the first meeting of the Project Advisory Committee (PAC) for the Beverly Regional Airport (BVY) Airport Master Plan (AMP). The primary purpose of this meeting was to serve as:

1. A project “kickoff” and an introduction of the master planning process for the PAC membership;



2. A review of the airport inventory effort completed to date;
3. A review of the airport forecasting effort completed to date;
4. An opportunity for the PAC to ask questions and offer opinions/information/feedback with respect to the Airport and/or any topics of conversation that arose during the meeting; and
5. A description of the next steps in the process.

PROJECT INTRODUCTIONS:

Gloria Bouillon (BVY) welcomed the PAC membership in attendance and initiated introductions. She noted that Chris Willenborg (ASG) is the Project Manager, who was being supported by Hilary Fletcher and James Miklas, both of Aviation, Inc. and who would be leading the meeting/presentation.

POINTS OF DISCUSSION:

Ms. Fletcher and Mr. Miklas gave a presentation to facilitate group discussion. General points of discussion and comments are encompassed in the following:

- Ms. Fletcher emphasized to the PAC that the AMP process should result in a plan that reflects the long-term vision and direction of the Beverly Regional Airport. To achieve this, it was critical that the PAC be active participants in the planning process. A primary role of the PAC members will be to serve as project advisors to ensure the BVY Master Plan addresses the key issues facing the Airport today and into the future. There will be a total of three (3) PAC meetings (including this meeting). It is also important that PAC members serve as liaisons to their particular agency, group, constituency, etc.
- Ms. Fletcher defined an airport master plan as 20-year plan designed to consider current and future users of the airport in order to ensure safe and orderly development that reflects the community's values and goals in a purposeful, inclusive, and educational process.
- Ms. Fletcher provided an overview of the Master Planning process. This included the various steps to be undertaken, the meetings anticipated and the project deliverables. She also noted that while the FAA must ultimately approve the forecast and the Airport Layout Plan (ALP), the master plan is the Airport's plan and should reflect the results of this local planning effort.
 - It was also noted that if local conditions/needs change soon after the Master Plan is completed, there are avenues to update the ALP, including "pen-and-ink" changes and ALP Update processes.
- Ms. Fletcher provided an overview of the community outreach program including a reminder to promote the ongoing airport user survey that both can be found at www.beverlyairport.com. She also noted that the first two draft chapters of the AMP have been made available on the project website (link to project website can also be found on the airport website) and she invited the PAC to review and provide comments on those documents. Ms. Fletcher also asked any member of the PAC who would like an airport tour to advise her by the end of the meeting.



- Mr. Miklas provided an overview of BVY's physical facilities including current airside and landside facilities, several FAA airport design standards, airfield hot spots, and airspace structures.
- Mr. Miklas noted that the Master Plan must result in 20-year forecasts that are both reasonable and defensible. Additionally, forecasting is particularly important in that the forecasts themselves must be formally approved by the FAA during the course of the AMP. (He presented the DRAFT forecasts that have been submitted to FAA for formal review.) This included a discussion of the existing critical design aircraft.

General Comments:

- Airport is generally viewed as an asset to the community/region and that it is growing.
- The Airport is generally not discussed very much, but most of what you hear about the Airport is about noise – there is not a lot of good explanation about the value that the airport brings to the communities and the region.
- BVY is becoming a destination airport for both business and tourism and it is important that the public recognize that.
- There is an understanding that BVY is starting to naturally draw traffic from BED (due to service availability, access to the North Shore, etc.).
- Business community views BVY as an important asset and an economic development tool. There is more awareness of the importance of BVY to the economic development of the region. Corporate executives want to fly into BVY as opposed to BOS or BED.
- As the Airport changes and develops, it will be important for the surrounding community to understand changes in traffic types/patterns as well as noise implications.
- It was noted that there are very few noise complaints from traditional neighborhoods; most are from new residents. Many originate in Danvers off the approach end to Runway 9.
- Business aircraft have been becoming progressively quieter; most of the noise concerns at BVY are related to flight training activities (touch-and-go's).
- The profile/awareness of the Airport is slowly being raised. It was noted that social media can play a role in educating and keeping the public informed.
- It was recognized that Boston-focused economic growth and development is rapidly spreading to the North Shore. The area is experiencing significant demand for growth, employees, access, etc.
- The Airport is a major factor in companies choosing to base in the area. If the Airport were to go away, many of those companies could easily go away.
- Demand for commercial airline service at Logan Airport is progressively pushing general aviation out of BOS. That will generate greater demand for area reliever airports such as BVY, BED, and OWD.
- Business aircraft operators suggest that the Airport's primary runway should be at least 5,600 feet long to meet current and future demand for international markets. Generally, Part 135 operators need a minimum of 5,000 feet of runway. (Runway 16/34 is currently 5,000 feet long.)
- For the Airport to remain sustainable and to assist in local economic development, it should encourage the development of larger hangars and a longer runway to support business aviation.



- It was noted that larger hangars have proven to be effective noise barriers for neighborhoods that abut airports around the country.
- Neighbors will be concerned that a larger runway will bring in more jet noise.
- BVM is a great place to bring kids for public events (e.g., open house, touch-a-truck, airshows, etc.) - a restaurant would be a big asset for the Airport and the community,

The meeting adjourned at approximately 1:30 PM EST.

These meeting notes have been respectfully compiled by James Miklas (Jviation).

Please forward any comments/corrections to Jim Miklas at jim.miklas@jviation.com