

**BEVERLY REGIONAL AIRPORT MASTER PLAN****PILOT FOCUS GROUP 1****MARCH 27, 20100; 11:00 A.M. EST****MEETING NOTES****ATTENDEES:**

<b>Name</b>	<b>Affiliation</b>
Gloria Bouillon	BEVERLY REGIONAL AIRPORT (BVY)
Chris Willenborg	AIRPORT SOLUTIONS GROUP (ASG)
Hilary Fletcher	JVIATION
James Miklas	JVIATION
David Sprenger	FISHERIES GLOBAL EXPRESS
John Messenger	PRESIDENT, NORTH ATLANTIC AIR
Brad Rosse	PILOT, CJ-III
Marty Olsen	FISHERIES GLOBAL EXPRESS
Francesco Sabelli	PILOT, CHALLENGER 300
Abigail	ON BEHALF OF DERRELL CRATE, PILOT, TBM-900
Dave Morrison	DIRECTOR OF OPERATIONS, MALIBU FLIGHT DEPARTMENT, GV
Tom Barns	MANAGER OF AVIATION, CHIEF PILOT 2 <sup>ND</sup> CHALLENGER 300
Scott Sheeney	

**GENERAL NOTES**

- Users like BVY because of its small town feel and with recent service upgrades at BVY, this had made using BVY very enjoyable.
- Due to BVY's location and its susceptibility to inclement weather, operators have advised that the 5000ft runway length is barely suitable. They said more corporations are forced to use larger, adjacent airports over BVY because of the shorter runway length and the effect of weather and crosswinds.
- The corporate pilots advised that if they could have one runway length be extended, it would be Runway 34.
- Since BOS Int'l has lost 50% of GA ramp, many corporate jet operators from the North Boston and BVY area have gone to Bedford.
- BVY's FBO advised they have made many investments lately which is also including a new infield apron.
- They advised that the customs, increased security is better now at BVY. People in BVY or BOS are seeing the improvements and coming back to BVY because travel time is same to BED as it is to BVY from downtown Boston.
- A big benefit of BVY over BOS is Less taxi time than Boston Logan. Operators can land and be off the plane and driving home when at BOS you would still be taxiing for 10 minutes. Current state of GA parking at BOS is really bad right now and will be for the next 3 years(construction).
- The pilots advised they would like to see BVY get the capability to chemically treat the runway and improve conditions.

**Neal Singer, Challenger 300 Pilot, based at BVY**

- Extending the runway from 5000ft to 5600ft would let them operate the aircraft at 25-40 degrees warmer at the same load factor
- Their balance Field length now is 4900 at 35 degrees.
- At this point, they are forced to use 16/34 at a higher flap setting due to the shorter runway length of 5000ft. Neal advised that if they had 5600ft, they could use lower flap setting which would increase performance. They also cannot not take full fuel frequently because of 5000ft runway and depending on the destination.
- For the longer flights, they must relocate to Bedford.
- Home base is BVY, so going to BED is a pain. They typically must pay \$1000-\$2000 extra trip dollars for a 10-minute flight because they have to get pilots rental cars, hotels and pay for extra fuel.
- He also mentioned when getting insurance, the premium took into consideration the lack of no ILS and the shorter runway length.

**Francesco Sabelli, Challenger 300 Operator based at BVY**

- They typically only take half fuel and are very limited. He echoed everything Neil said about Challenger 300 limitations at BVY.
- Obstacle clearance improves drastically.
- They do SFO flights a lot and must take on full fuel if the weather is bad. This means that they have to relocate to Bedford to have suitable runway length.
- Francesco advised his owners live 10 minutes from BVY and can be home almost immediately after landing.

**Scott Sheeney, Falcon 900 Operator at BVY**

- Their typical trip is to London which they do 4 times a month. The 5000ft is borderline for them. He mentioned even an extension to 5100 feet would help them and let them do this trip in one shot. Scott advised that an extension to 5600 would be amazing and would make a world of difference regarding their capability.

**Global Express Operator**

- They cannot take off with higher fuel loads at BVY. Any more length would be of great help.
- They have issues coming in at night on 16/34. Any additional length would help.
- Like the other corporate jet operators, they also frequently use Bedford for longer flights.
- If runway was reduced to 75, they would absolutely have to leave the airport.

**Gulfstream G-550 Operator**

- For a Part 91 G-V operator, 5000ft was perfect for landing but narrowing the runway to 75 would make them not use BVY. The 5000ft runway does limit them to 10 hours of flight time. 5600 would give them the capability to take full fuel load and achieve 12-14 hours of flight time
- Part 135 is more restrictive. A 5600ft runway would allow for a lot more Part 135 operators. A wet or snowy runway makes 5000 no good for 135 operators.