

**BEVERLY REGIONAL AIRPORT MASTER PLAN****PILOT FOCUS GROUP 2****MARCH 27, 2010; 12:30 P.M. EST****MEETING NOTES****ATTENDEES:**

<b>Name</b>	<b>Affiliation</b>
Gloria Bouillon	BEVERLY REGIONAL AIRPORT (BVY)
Chris Willenborg	AIRPORT SOLUTIONS GROUP (ASG)
Craig Schuster	AIRPORT SOLUTIONS GROUP (ASG)
Hilary Fletcher	JVIATION
James Miklas	JVIATION
Thomas Bear	MAINTENANCE OPERATOR
Jim Iacono	PILOT
Greg Wyler	PILOT

**GENERAL NOTES**

- Goal: Information on use of Runway 16/34
- FAA/previous master plan determined that Runway should be 75' wide. That created issues for users leading to the need for a new master plan to define critical aircraft
- Meeting safety and design requirements – this may lead to a need for a runway extension. Our steps have looked at typical methodologies and show a wide range of runway lengths
- Anecdotal information strengthens our case for additional runway length

Three questions for group:

1. Runway length requirements:
  - a. In agreement that additional length would be helpful
  - b. Distressed and repo aircraft operator – wide range of aircraft types
  - c. Hawker 1000 and Challenger 605 have to perform high risk analysis required for Part 139 operations, results in reduced aircraft weight/loads
  - d. Maintenance operators would prefer the greatest length possible – to bring larger aircraft. Can't service G-VI. Maintenance operator is qualified for mid and large cabin corporate aircraft
  - e. Longer the runway – the greater the margin of safety
2. What benefits would 5,600' produce:
  - a. Helps bringing in aircraft and loading pax
  - b. More people would base their aircraft at BVY with additional length
  - c. Financial gain for Airport and surrounding cities
  - d. Increased weight and load options will realize a big benefit to users, pax, etc.
  - e. 5,600' take-off length would open up operations to a much wider range of aircraft
  - f. Increased range of service options to customers
  - g. Relieves congestion at Bedford and Logan



- h. Could increase maintenance workforce by 15-20 employees
- 3. What impacts would result if we don't achieve additional length:
  - a. Logan and Bedford not an ideal option due to limited apron space
  - b. Bedford does not have room for landside development, BVY may be more accommodating for future development/investment
  - c. Other airports have limited accessibility to clients within the region, this limit of accessibility would continue
  - d. Limited use of BVY and greater use of other airports
  - e. Limited reach for larger aircraft – intermediate fuel stops
  - f. One tenant, Challenger 300, goes to SFO weekly or every other week and can't go direct. Another tenant goes to Bahamas and has limitations.