

## BVY Master Plan - Danvers Community Meeting Public Comment Log - 01.26.2021

Date Received	Nature of Issue/Comment	Speaker
2.26.2021	Not heard anything about the accomplishments of the last Master Plan of 20 years ago or how effective that plan was to make the airport any less intrusive to the residents of Beverly, Wenham and Danvers.	Speaker #1
2.26.2021	As a result of compiling this Master Plan that you have in placed in front of us, I would have thought that we would have looked at what has been accomplished with the previous Master Plan because there have been changes made during the airport's existance over the last 20 years. I was on the Board of Selectmen at that time and we were debating on how far this airport will go and what kind of an infraction this will have on the residents of Danvers. Specifically, you are flying out of the Danvers side or landing from both sides. I'm concerned about the amount of traffic that already exists and the amount of accidents. We had an accident where a plane fell into a neighborhood. That is why I am concerned and that is why I think we need to look at what has been accomplished during the last 20 years and how has that affected Danvers residents specifically.	Speaker #1
2.26.2021	Regarding a future plan to assess noise, is part of that a survey on noise level and insuring that in the future it is, hopefully, not increased and, if anything, will the noise decrease? Will there be consideration for insuring that the night skies and neighbors are not impacted. We have had several businesses around going to LED lighting and they seem to crank up the illumination level because it is not as expensive to put in huge lights with LEDs.	Speaker #2
2.26.2021	In lieu of taxes, are you going to pay taxes on this now that you are doing all of this remodeling? Are you going to give us more tax money? We do not get any right now, but Danvers does. We get is \$1,400 and two Reps instead. You folks got \$32M; are we going to get any of that? 75 decibels is the loud level that that airport is supposed to concentrate on, is that right? Do you have a method of knowing how much noise is developing around the airport? I have been dealing with this airport for 15 year and we never get answers or call backs. I have a problem with helicopters, too. Do they use the runways when they come in?	Speaker #3
2.26.2021	I am a long time aviation person; was in civil air patrol, flew out of Beverly at one time and I have watched ***** Airforce Base change from a reserved base and now it is flying commercially, US Air, with jets. In your long term plans, are you looking forward to increasing your size of aircraft and frequency in use? Does your MP address that? I have noticed an increase in noise since 2006. I don't want to have my investment in my property lost like what has happened in East Boston by air traffic starting to come in with the airport being used, like East Boston. Is the Master Plan going to address the drop in real estate values in Beverly and Danvers if the airport changes it's nature?	Speaker #4

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2.26.2021	The aircraft are supposed to use Runway 16/34 and they are mostly using 9/27. Incessant plane usage, morning until night. According to the Good Neighbor Policy, they are supposed to try to minimize the noise and if anything, it has gotten worse. The last 6 months, the noise has been intolerable. Were the Reps, Kearns and Lovely invited to the meeting?	Speaker #5
2.26.2021	Wants to acknowledge that she and Senator Lovely have been trying to be responsive. I know this is a Master Plan meeting, but I hope that in terms of process, it has to find a way to give voice to peoples' concerns and to address them in a concrete way with a plan for noise abatement. I think that is what folks are looking for and I have had other people inquiring as well. I can not overstate the frustration of the neighbors with the noise. We are greatly concerned that the Master Plan will only add to it.	Speaker #6
2.26.2021	Noise study; with the procedure for that study be made public?	Speaker #7
2.26.2021	Is the noise study being done at the airport or in the neighborhoods of Utley Airport (?) which is where most of the noise comes from?	Speaker #8
2.26.2021	The airport is operated by the City of Beverly; please clarify the representative from Danvers, how he got appointed, what manner of government controls the airport? How is the size of the aircraft regulated; who decides what aircraft can be operated; what permitting takes place? What percentage of the land of the airport is Beverly, what percentage of the land is Danvers and how much exactly in dollar value does Danvers benefit from the operation of the airport?	Speaker #4
2.26.2021	What is happening right now about the noise with the high volume of touch-and-go's as they are all flying over this residential area of the town. Understanding that the airport is being prepared for the future, however what is being done for the neighbors who are being inconvenienced now?	Speaker #5
2.26.2021	69,117 operations: What is considered an operation? One operation for take-off and one operation for a landing? Two main runways, 16/34 and 9/27, are they both used equally?	Speaker #9
2.26.2021	Is a touch-and-go considered an operation? If not, do we have historic and current data on that? Do we have historic and current data on each individual runway? I also live in the Anthony Lane area and there have been conversations over the past year about how much more aggressive the noise has been - it has never been like it is now. Speaking for his entire neighborhood, he would like to suggest that that information is tracked, if possible.	Speaker #10

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2.26.2021	<p>The residential neighborhoods surrounding the airport should take precedence as far as what should and/or should not be going on in that airport as far as expansion goes. I've been in the mortgage business for many years so I understand what airport contours can do to property valuation and property sales in specific markets; even in a hot market, or in a slow market. One of the things that airports do is noise mitigation. I have heard a lot of lip service tonight and I can already see where this is going from a developmental process. What can you provide us; (because I do not believe in the modeling, modeling is only as good as the individual entering the data into the actual modeling system that is going to be used to generate the results that are then used to create the noise mitigation) what are some examples (because I'm assuming it would have to be employed at some point if you expand the way you guys are talking about expanding) of noise mitigation that the FAA (since this is such a valuable resource to their operation in this market) of noise mitigation that would have to be employed in the surrounding neighborhoods. What are some examples of noise mitigation procedures? Are we talking physical large barriers, like 128 or 95; are we talking tree installation? What are we talking about as far as noise mitigation goes? My point is that the presence of physical barriers would be incrementally detrimental to the residential neighborhood because of the decision to expand operations and inventory of types of planes that would be going in. Had I known that there was a Master Plan in 2018 when I purchased this place, for the expansion of the airport, I would not have bought my house where I am at. Moving forward, I am going to be paying close attention to this particular project.</p>	Speaker #11
2.26.2021	<p>Inequity of distribution out at the airport. What is the calm winds runway? There is too much noise. If you go to Beverly, there is never any noise in Beverly. They have to ask permission to fly over the Beverly center. There is a gas tax in Danvers. The Reps are not responsive to the community. I'm referring to you folks selling the fuel over there, \$0.10 of the tax goes into the revenue and Danvers gets nothing - all we get is the noise. You have planes departing at 7AM at 73 decimals. It's ridiculous. You say that you care, but you don't.</p>	Speaker #3
2.26.2021	<p>You have done noise studies in the past, but they haven't accomplished anything. We get noise levels from Logan Airport. Thurs-Mon, the jets are running in the same pattern to Beverly Airport. We have heard a lot of comments regarding the noise levels in the adjacent neighborhood, but this is throughout the entire town. We hear that noise all over. You have identified your fleet mix and the fleet mix seems to be the same as the last Master Plan. Why are we going to expand our fields by 300 feet on one side and 300 feet on the other? In the 1998 Master Plan (I was involved in that) there was clearing that was going to be done. That clearing was for obstructions for their take-offs and landings. Now, we're paving that and that will become a 5,601 foot runway. Are we planning to land and take-off Boeing 737's - that is what we have been told.</p>	Speaker #1

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2.26.2021	Clarification on touch-and-gos. If the Beverly flight center takes off and does a series of touch-and-gos from 10AM to 11AM and there are 15 touch-and-gos in that 1 hour period, is that one take-off and one landing? Then your operations numbers are significantly understated because what we hear in our neighborhood is 15 take-offs. I was one who counted the number of take offs last year and all of this noise has started since this past summer. There was a day during the summer (more the norm than the exception) I recorded 85 flights going over my back yard, my neighbor's backyards and over our rooftops, at maybe the height of 150 feet, was so loud that you couldn't sit in your back yard or entertain outdoors. Couple that with the safety issue of that many flights going over our homes, there is going to be a disaster some day. Well over 100 flights throughout the day with flights starting at 7AM through 11PM with total disregard for the neighborhood. Last summer was bad. I hope we don't have to put with the same noise again.	Speaker #8
2.26.2021	There was a 3% increase in operations in 2020 and there were 69,000 of them? So, that's another 2,000 operations in 2020, right? That might be why Mr. Barrows was able to track additional air traffic over his house to the tune of 85 flights in one day and night. Is that a reasonable conclusion? The only way to deal with the noise is to address the number of take-offs and landings. What is the process for responding? Will you address the information Mr. Barrows presented at the end of the meeting? What is the plan forward with addressing noise? Can you consider ways that might reduce some of this noise - now? You don't need the FAA to tell you what we just heard.	Speaker #6
2.26.2021	Surprisingly, the planes that are the loudest are the small single props because they fly lower and when they are taking off, the rev from the engines is absolutely incredible. They fly so close to the top of our houses, you can't hear yourself think. It has gotten out of hand.	Speaker #8
2.26.2021	Can we keep the griping to a minimum and just get through the Master Plan presentation so we can tend to our children and various things and save your complaining for the appropriate forum like the airport commission meetings.	Speaker #12

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Date Received	Nature of Issue/Comment	Speaker
2.3.2021	Watches DCAT (Danvers Community Access Television). Recent episode of 'Topics of the Town' co-hosted by Mark Zuberek, he mentiond something about a fuel spill or toxic waste spill at the airport, and that he was monitoring the situation - due to the fact that wells located near the airport are where Danvers gets its drinking water, I was wondering what you could tell me about that.	Speaker #1
2.8.2021	Comments from Danvers community have not been addressed; No resolution to Danvers community concern with safety issues; Safety of airport expansion is objective of the plan; Cutting trees for safety purposes; Paving for safety purposes. Does FAA have address to send comments? Does not know where to send comments. Wants comments from community meeting sent to FAA. What is real reason for the extension of the runway? Everything in the news media is claiming it is for safety reasons; why aren't flight schools prohibited? (see Comments in: 05 Public Comments Log - 02210226/PDFs Public Comments Recd/Mark Zuberek Comments and Questions)	Speaker #2
2.23.2021	Will be submitting comments to you on Beverly Airport and the Master plan by this Friday, 2/26. I would also like to submit my comments to the liaison at the FAA who is working with Beverly Airport on the Master Plan. During our January 26th virtual call, I was told to contact you to obtain their contact information.	Speaker #3
2.24.2021	As requested in my email to you yesterday, please provide the contact information for the FAA liaison that is working with you and Beverly Airport on the Master Plan. During our virtual call, I was instrucgted to obtain that information from you.	Speaker #3

## BVY Master Plan - Danvers Community Meeting Public Comment Log - 01.26.2021

Date Received	Nature of Issue/Comment	Speaker
2.25.2021	<p>I am writing to express our concerns with the Airport Master Plan that was presented to the Danvers residents via video presentation on 1/26/21. 1) We have contacted the airport manager several times over the past year regarding the current issues of increased noise and traffic along the 9/27 Rwy. In 38 years, this is the first year we are finding an issue with the repeated touch and gos from the airport. They begin early in the morning and continue until late in the evening: 7 days a week. We feel that NO Master Plan should be rolled out or approved until the current neighborhood issues are resolved or addressed. 2) During the presentation, we asked about the existing noise and were told that the FAA and MassDot would be involved in a Noise Abatement study to be done at the airport. Perhaps one or some of the representatives should come to our neighborhood and sit with us for several hours to listen to the noise that is affecting our quality of life. 3) We are also concerned about the construction on the 34/16 Rwy. During construction, would you be deferring all traffic to the 9/27 Rwy that travels over our neighborhoods, therefore, increasing the amount of traffic and noise? What is the timeframe or expected completion of the construction of the 34/16 Rwy? 4) Why is the 9/27 Rwy being narrowed? We are finding the smaller planes are noisier and more bothersome to the neighborhoods in question.</p>	Speaker #4
2.25.2021	<p>I am forwarding my observations and comments to the master plan your company developed and presented on January 26th. I included several observations from individuals present on the remote version of a public meeting. The problem I have is that there are no instructions as to where to send these coments. Please forward the attached comments to the FAA and the MDOT Aeronautics Admin. These extensions of the airport are proposed for only one reason, to increase the volume of flights and the permitted size and weight of commercial jets. These two organizations need to see the comments from residents because the constand reference is that the FAA is requiring these runway extensions and safety measures. So please, either forward these comments to the agencies or advise what and who can consider these issues. Who do we send these comments to and obtain some solutions.</p>	Speaker #2
2.26.2021	<p>Jim thank you very much for forwarding the report to the FAA and the MAAS Aeronautics. I appreciate your cooperation in this matter and hopefully we can get together soon to address these comments and infractions.</p>	Speaker #2
2.26.2021	<p>Attached are my comments on the Beverly Airport Master Plan. Thank you for the opportunity to comment. (see Comments in: 05 Public Comments Log - 20210226/PDFs Public Comments Rcvd/Robert Barrows Comments and Questions)</p>	Speaker #3

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2.27.2021	<p>I am a resident of Danvers, a neighbor to the airport and recently attended the 1/26/21 presentation for the Airport Master Plan. Just quickly reviewed the Master Plan on the airport website and I have a question regarding security at the airport. During the 1/26 meeting I don't believe the subject of security at the airport was covered. As a neighbor to the airport and a concerned Speaker, I would like to know what the current security is at the airport and what changes are planned in the 20 year Master Plan. One of the questions that comes to mind is, are planes permitted to take off and land when the Air Traffic Control office is not in operation? Another question is to inquire if there are any measures in place to minimize the possibility of terrorist activity. I know this question may seem extreme, but we all know that Boston did not make out too well during 9/11 and unfortunately, we exist in very uncertain times. I look forward to hearing from you.</p>	Speaker #4

**BVY Master Plan - Danvers Select Board Meeting Public Comment Log - 03.02.2021**

Date Received	Nature of Issue/Comment	Speaker
3.2.2021	<p>I live in the Anthony Lane section of Danvers. Thank you to all of you for coming here and listening to our concerns, all of the elected representatives and everybody else who is here. When I was listening to Mr. Miklas, I'm having a little hard time agreeing with him in that he said that the airport is an asset to Danvers, because of late, it certainly hasn't felt that way. It's felt like we were on the end of a bombing run in our neighborhood. It's just incredible that ... I bought my house over 36 years ago and I hardly even knew that the airport existed. In fact, once in a while, it was nice to see a plane go by. Now, there isn't a day that goes by, even when it's super still and it's not even much a crosswind or whatever else, we have plane after plane after plane going over our neighborhood. How many here have seen Pearl Harbor? (raise of hands) Well, that's what it feels like. These planes continually fly over our heads minute after minute. It's a disgrace. We can't even hold a family bar-be-que or whatever because the drone of these piston driven planes fly overhead, like as if any second they were going to drop bombs on us, then they make their turn and as they make their turn over our neighborhood, the engines just get louder and louder. It totally disturbs our peace; our quality of life. It just isn't fair. Put yourselves in our place, those of you who aren't in this position, how would you like it if where you live, I take my Harley Davidson and spin around your house over and over again just because I can. How about a little bit of human compassion for what we're up against. It just isn't fair. The fact that I bought my house next an airport, that doesn't hold any water. That doesn't hold any water. I'm sure there were homes that were here before the airport. Plus, we never experienced this kind of activity until this past summer, 2020. Plane after plane, not even 10 or 15 minute intervals, minute intervals. You try to talk, you can't even talk. My friend and neighbor here will tell you just about how many he counted in just one given day and this happens every day. I don't care what you can do about the rules or whatever, but you've got have a little human compassion for what we feel with planes continually going over our head, one after the other. One time, my friend said he counted 88 flights over our houses, 88 flights in a 5-1/2 hour period. Can you imagine that? How would you like that? You can't even communicate to your friends or have a party. You have to go indoors and when you go indoors, you can hear it. This is not make believe. I've never complained about the airport before. This has got to stop. This is crazy. No one should be subjected to this. This is intolerable. I don't know how anybody with any kind of human compassion could say, well the FAA says this, the FAA says that. Forget about the FAA. Show a little human concern for your fellow person. As I said, how would you like it if I ran through your neighborhood with my Harley Davidson. Yeah, I could do it legally, but it wouldn't be very nice, would it? So, why don't you try to keep that in mind before you come down with all your FAA regulations and things you're doing according to the FAA. We haven't had any input at the FAA. When do we get our chance? It's not right. Any time you don't think this is what's going on, please feel free to come in my backyard at 9AM in a mask and I will be more than happy to have you have to hear what we have to go through every day this past summer. It didn't happen before. I've been in my home for 36 years and never did I even know the planes existed half the time. Thank you for your time.</p>	Speaker #1
3.2.2021	<p>Joe stole some of my thunder, giving out some of my stats, I'm the numbers guy. On occasion, I get so flustered during the day with the noise. I work from home. I've worked from home for the last 6 years, so when people tell me the story, well, it's just because you're home more often now that you hear this stuff. No, that's not the answer. I work from home and for the past 6 years; can't do conference calls because of the noise and I listen to it day in and day out. And, the issue is the single prop planes that are leaving off of RW 9/27, and as Joe mentioned, I've lived in my home for 33 years and before this past summer, I would say that I count more on a daily basis today than the 32 years prior. It's ridiculous. You can't spend any time in your yard. You can't have a bar-be-que in your backyard. You can't sit down and watch TV at night. It's just crazy. We have no quality of life whatsoever. And, again, these planes and this activity started this past summer and it's the single engine prop planes taking off of RW 9/27. The other thing I'd like to mention is now we're heard about a noise study. That noise study pretty much takes place at the airport. I think it should be considered that at these noise sensitive areas that are outlined in the noise abatement program, that noise studies be done at these neighborhoods. Those are my comments, my concerns. Hopefully, we'll be able to do something about this. I'm very hopeful that we're not going to have to spend the summer this year like we did last year. Thank you.</p>	Speaker #2
3.2.2021	<p>It's been said and I've heard the Airport Director say it too, that the preferred runway, and according to the good neighbor policy of the Beverly Airport, the preferred RW is 16/34. Well, you could have fooled me, all we see is them coming off of 9/27, zooming up over our heads and being so close, we can almost wave to the people inside. You talk about the discretion of the pilots, or whatever, they know they are flying over a very thickly congested neighborhood. You'd think they would look down and say you know we've been going over this same neighborhood all day long, 88 missions, or whatever you call them, operations. All I know is that they keep on flying over. Gee, let's instead of doing 9/27, let's do 16/34, let's fly up over the woods, nah, it's better to fly over Danvers where you can aggravate the residents there. What do we get out of it as Danvers? Do we get any revenue even? All we're getting is headaches. Please keep that in mind. Thank you.</p>	Speaker #3
3.2.2021	<p>I live on Phillips Circle, a lifelong resident of Danvers. The biggest goal of this airport right now is to bring in bigger jets. That is a definite safety hazard. It's got to be. Thickly settled neighborhoods all around this airport. You have the Danvers High School at the end of one runway, the Forbes School, industrial park, the high school, what, 1400 kids plus faculty. It's a disaster waiting to happen. You mentioned about B11 aircraft, that they're not going to have bigger jets than that. I'd like to know, what is the maximum weight of the B11 aircraft and is that the max with this plan going forward?</p>	Speaker #4
3.2.2021	<p>Is there a simple answer to that?</p>	Speaker #5
3.2.2021	<p>Thank you. Anyway, the biggest thing is it's a real risk to the residents of Danvers. So thickly settled and the aircraft speeds going down the runway, half-way, three-quarters of the way, at a 175 MPH, you're not going to stop it. It's going to somewhere in the neighborhood or a school or something like that. Talking about the 69,000 take-offs and landings, I firmly believe where people are getting aggravated is to get those numbers up, for the FAA to say how vibrant Beverly is, the traffic pattern is being cut short, the altitude cutting short, the downwind, crosswind, final approaches, are constantly being cut short, so you can get more take-offs and landings in per day, per week, per month. So, that's why it's aggravating a lot of people. Helicopters, jet helicopters, they take off utilizing the proper runways in the morning, coming back at night at a lower altitude, not going on the approach, mostly we've noticed that they come down lower and a lot of people have complained that their houses are shaking. So, there's a lot of things that this town really needs to think about in allowing the expansion of this airport. It's going to bring in bigger jets, heavier jets, bigger speeds, approach speeds, take-off speeds, and you're not going to be able to stop something if there is a problem. That's my concern. I care about this town very much and the students and schools and thickly settled areas around it. So, we really should take a hard look at that. Thank you.</p>	Speaker #4



**BVY Master Plan - Danvers Select Board Meeting Public Comment Log - 03.02.2021**

Date Received	Nature of Issue/Comment	Speaker
3.2.2021	I moved to Danvers in November after 35 years in Salem and I'm on the tail end of Burley Street. The airport is right there. Through my kitchen you can see the blue/white lights. There was talk about the LED lighting that can go up. Mr. Pinot said it very well. Any time, and I know very well, from the expansion that Salem has gone into and all of the building that's gone on in Salem, that's primarily the reason why my family and I moved out, was all of the building that's going on in Salem. Any time any kind of expansion is going to happen, re: Beverly Airport, it's going to bring in bigger jets. Just like if a school needs to be revamped, a park needs to be revamped, a basketball court needs to be revamped, an airport runway, their vision is big. Anybody who has a little bit of common sense, the vision is big here. It's going to be big. Once they get a little bit more, it's going to be a little bit more. I wanted to move into a neighborhood, where I knew what I was moving into. It is quiet there at night time after a certain time. But, the propeller planes, go by minute after minute. I can see where they take off. When you see a few, sometimes you feel like you're in Maine, it's pretty nice. But, minute, after minute, after minute, I've been here since November and I hope we made the right decision and I think we did. It is going to bring in bigger jets, there's no doubt about it. In time, it's going to become something that will create more revenue for the airport and the community. This is all about money. I strongly oppose it just for the peace and quiet – it's all about the noise. I'll be keeping track of it. Thanks for your time.	Speaker #6
3.2.2021	Meeting member, Precinct 4 – I also live on the corner of Anthony Lane and the majority of my neighbors are here. Bought house in 2008 and was a stay at home Dad with my kids, outside all of the time. From 2001 until about six years past that, and I can tell you right now, our neighborhood is nothing like it used to be. It used to be very quiet, very calm. This was really brought to my attention by a lot of people in the neighborhood and it was talking to them in their own driveways, trying to have a regular conversation and having to stop every 90 seconds, wait for 20 seconds for the plane to fly by and then continue on our conversation that made me realize how different life is in our neighborhood right now as opposed to how it was. A lot of us understand the operation of the airport and that things need to happen, but there has been a huge change. At the last meeting, I asked, is there a record of what planes take off of what runways. There is no record between the two only how many were done. So, the drastic change that has happened in our neighborhood has had an incredible negative life impact ***** considered strongly when it comes to the noise study. So, I just want to get behind these guys, they really aren't the types to complain, but they are here now in a group because of how drastic the change has been. Thank you.	Speaker #7
3.2.2021	I live on Burley Street right across from the airport. When the jets come in, they just barely clear my trees. So you have any plans on buying air space or cutting down trees? They bought my neighbors air space, so I was wondering what the plan was there. My trees are tall and I want to leave them tall. I can wave to the pilots when they come through. Just a concern and the noise level and the smell of the jet fuel. It's a concern.	Speaker #8
3.2.2021	I live at 85 Burley Street. I'm a life-long resident of Danvers, attended Danvers High. Twenty-one years ago, I loved from one end of Danvers to another. I do take the onus for not doing my due diligence and not realizing that there was an airport behind my house. I went to open-houses, we did drive-bys, never saw a plane. But, in hindsight, perhaps I should have looked out back or seen what was behind my property, I just saw woods. Thirty days after I got my property, there was a clear-cutting like I've never seen before. It took 14 seconds to cut down a massive tree and shred it into dust. 14 seconds and I watched every tree in my backyard become dust; tree after tree; acre after acre. I saw this machine reach over my fence and take one of my trees. I was lucky enough to have that fence, so every one of my trees was taken. I had neighbors who were not so lucky. Since that time, the airport force-ably took my air space by court and I was told that my trees would be trimmed. I have an email from the Airport Manager, that said, yes, your trees will be trimmed, not removed. I got back from vacation and not only were they removed, but I had significant property damage. Fast forward to 355 days ago, I got a call from a neighbor that an airplane crashed in my backyard. Three hundred fifty-five days ago the value of my property significantly decreased. Three hundred fifty-five days ago I panicked as I drove home wondering what was happening to my house, to my dog, to my daughter. All I heard was, a plane crashed in your backyard. Because of that plane crash, 2 more trees needed to be removed from my property. That night, a Beverly Counselor came to my house, late at night, the backyard was lit up for safety reasons. A police officer was assigned to watch my house. The Counselor said, thank god you had that tree. If it wasn't for that tree, that plane would have been in your house. And he wasn't the first person to say it. The Airport Manager was standing right next to me when he said it and I said, that has come up in conversations before and it was downplayed. It would never happen. It's never going to happen. You could remove all the trees from your property and your property will be fine. I now have no trees in my backyard that protect me from the airport. It was our last possible stance, for a plane hitting my property. Not only is the noise there, which is enormous, I worry far more about a plane coming into my property and I worry about that jet fuel. When that jet fuel goes off, any time you have open windows, you hear those engines roaring and everyone in the house rushes to close every single window, because if you don't, and you're at work and you've left your windows open for some fresh air, you can come in and you can feel the grime on your property, you can feel it on your outside furniture. I don't know what the statistics are for cancer rates in any of our neighborhoods who have that take-off and landing, but it seems significant to me. So, I didn't prepare anything, I didn't know until yesterday that this was happening, I just wanted to bring up a few things that have happened to me, my property, my concerns, safety, crashes, air quality, property values and especially the whole cancer part really frightens me. I probably made a big mistake 21 years ago in buying where I bought, unfortunately, our house is our biggest investment, like most of us, and I think I made a wrong decision.	Speaker #9
3.2.2021	I am here representing Princeton Street, Trinity Street, and Auburn Street residents. I want to make the comment that we are nervous and worried about extension and elongation of the runway. The noise has increased and we've had other issues in the neighborhood and you mentioned on one of your slides that there were only a couple of people that complained at a meeting out of 25 attendees. At meetings now, there are only 25 attendees allowed, so I don't know if that's a great percentage to put up on a slide. We're concerned. We know that the airport needs to be updated, but one of your slides showed the size of the plane that can land at the airport as the extension is implemented, and you're already allowing planes in that are allowed over the current length. It worries us.	Speaker #10
3.2.2021	I also live at XX Burley Street where the plane crashed. Part of my big concern would be if you're going to expand the 16 RW, I live off of the 9/23 RW, once that plane crashed, bigger planes are going to come in you're going to eventually shrink the other one and you can't determine what planes can land on what runway, these bigger planes are going to try to land on my runway. If they don't make it, they don't stop, they're going into my house. If you're not going to buy my house, I am now in fear of living every day, wondering if another plane is going to crash right through my house. If there's no barrier, there's nothing between us and the airport. It's scary. It was a terrifying call when we got that phone call saying a plane crashed into your backyard. Thank god, the pilot was okay. Thank god it didn't go into my house. Next time, we won't be so lucky. We have a neighbor who, this is his second plane crash. It's not like it's a once in a lifetime type of thing. It's going to happen again. And, it's going to happen if bigger planes are coming in and they're not extending both runways and buying up more property and expanding everything around them. If they're just trying to expand the runways and keep the houses where they are, plane crashes are going to start to happen more and more often.	Speaker #11

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Date Received	Nature of Issue/Comment	Speaker
3.2.2021	Town meeting out of Precinct 1 – I’m very old. When I was young, Beverly’s airport was a municipal airport. Since then, I think it acquired Reveres Airport and it’s continued to grow. As it’s grown, it’s drawn more traffic in. More traffic means the airport has to grow. The airport grows, more traffic comes in. It’s the dog chasing its tail. How far can they go before they have to stop? Are they going to take over Woodville? I watched Woodville being built, that’s how old I am. Where does it stop? Again, it gradually grows, more traffic. More traffic, it grows. It grows more traffic. Where does it stop? How does it stop? How are residents around it supposed to be protected? If you have a plane crash in your backyard, what protection? Thank you.	Speaker #12
3.2.2021	Senator Lovely initiated conversations between us and airport folks and the neighbors and I think tonight’s testimony from neighbors has been very compelling. I have a question. Beyond the questions of whether there is a public good that accrues my town from the airport, what will the increase be in operations, either take-offs or landings with that 1.2% increase that someone referenced? I think it’s about 800 additional take-offs and landings. We’re hoping to get answers about the noise and I would like to know what is in store for us with this proposed expansion? Is it about 800 additional take-offs and landings per period of time? Can you identify that?	Speaker #13
3.2.2021	We have met with the neighbors of Anthony Lane and we have met with the airport personnel as well. It appears that from what the neighbors on Anthony Lane are telling us is that this increase in noise has happened over about the last year. Last summer was pretty significant. Why is it for some of these residents who have been there for over 30 years that the noise has really increased in the last year or so? That is something that we’ve talked with the commission about this afternoon and that we’re hoping that with this noise study reveals some of that information so adjustments can be made because obviously it is a problem for not just Anthony Lane, but we’re hearing from Burley Street and others who are living in the area. So, we will stay involved, your Rep. and I and with the Commission and with the Board to be able to get some of those answers. Thank you.	Speaker #14
3.2.2021	It would be great if you could just quickly confirm the number that I mentioned about the increase in take-offs and landings.	Speaker #13
3.2.2021	We need an FAA Noise Impact Study done because Part 6. Gloria already said that the FAA doesn’t want to do it. Well, they have to do it. That’s what we need. We need the FAA to come in here and do an impact study, a noise study, and then from there, we see where everything goes. This is dangerous what’s going on around here. The town can’t let this happen anymore. You folks know how long I have been coming, complaining to you guys and nothing’s been going on. When I first started complaining, Ted S. was involved. The town did nothing. Mac got ahold of Mrs. Macgossia from Mac and Donna ***** from FAA. He met with Barbasetty, and he met with the tower chief. It got good for a while. Then, all of a sudden, it’s been terrible. Then, the last 2 years, the same thing all over again. They’re flying around, too tight, making all kinds of noise. There were touch and goes at 4 minutes, which is very dangerous. The noise levels are out of control. The noise levels at my house are 72-73 decibels and I’m a quarter of a mile away. If I’m not mistaken, 75 decibels is not supposed to leave that airport. Thank you.	Speaker #15
3.2.2021	Town Meeting Member – A former selectman that was involved in the past Master Plan that was developed when we had all this tree cutting, runway expansion, interference with noise through the neighborhoods, and now, we’re planning the same thing again. One of the things that I noticed in being in the other room, isolated from the rest of the public, is that there was a comment made about the trees that were cut over night. In 24 hours, they were all cut and disposed of and people didn’t even know. In this current Master Plan, that we’re looking at, and we have just had a presentation, there are items in there that are very similar to what happened in the past Master Plan. Therefore, when I sat through the community meeting with the Danvers residents, I made up a list of comments that were very relevant to what was going on. And, basically, what it is, is it’s the runway that is being expanded by 300 feet on each end; a football field length. The problem is that nobody wants to take into account that by extending that runway and paving it, we’re moving the jets and the piston planes 300 feet closer to our neighbors, in our neighborhood. The same issue is happening in Beverly. I listened to the Beverly community meeting and there was a comment made by a young lady, I guess she had a jet sitting close to her area where she lives, and it was there for 30 minutes, revving up the engines and not being able to take off because there were too many planes in the way and the tower was holding it up. What I’m bringing to the table is that there are many, many comments that have been made by neighbors and these are not new, they’ve been made before, the problem is that nobody ever did anything about it. There is a noise abatement plan that was presented to us back in 2006 by Mr. Missetti, he was the Airport Manager at that time. Those were supposed to be policies that were to be implemented so the noise levels in our community would be reduced or eliminated. But, now what we’re planning is expanding the runway, making the planes take off closer to our neighborhoods and making more noise. My neighborhood is nowhere near the airport. I’m over down by Middleton, but the planes that come across town from the NW, the jets absolutely travel over our neighborhood which is totally remote from the airport. Now I know how people feel as to the noise level at their homes when they’re close by in the proximity. I believe that the Master Plan was prepared and presented as a contract made by a consultant for basically, the claim is, that it is done for security and safety of the airport and is directed by the FAA. Sooner or later we’re going to have to decide on how big the airport is going to be and what size of planes it will be able to accept because we are not Logan. We already have noise from Logan, but like I was told by Mr. Bradstreet, a dog chasing its tail is exactly what we’re in. We need to address this issue so we can resolve this problem for our residents and provide safety, not just for the planes and the pilots, but safety and noise control for our neighbors. Thank you.	Speaker #16
3.2.2021	I was one of the people that was excluded from notification of this meeting because I’m not an abutter. I am in Precinct 5 and I am bothered by the noise from the airport. I have lived here for 65 years and last summer, I found it almost impossible to have any peace to work in my gardens or in my yard. I had to go inside as soon as my headaches started. There are helicopters and planes there and I get the double whammy when the winds blow in a certain way, the planes going into Logan. I saw in the presentation tonight that there was an increase in the plane activity for Beverly Airport. While usually it’s good, if you have an increase in any sort of business, wouldn’t it be great and make people happy and why can’t we take that and work with that? I see the Master Plan as wanting more. I see it as wanting to have more planes. You know the size of the planes that are going to be coming in here. You have to in order to make a Master Plan. You’re skirting around the issue in my opinion of saying they are going to be the planes I’m envisioning, from what you said tonight, that the planes are going to be UPS and Amazon and those are some pretty big planes that carry cargo and not people. Yet, I didn’t hear you say any size of any jet, anything that they are going to carry, so I have no context. I am a nurse, I save lives. I have no clue about planes other than I get on one and it brings me somewhere, I’m on vacation and I come home. That’s all I need to know about them. I rely on experts like you to tell me about them, but I’m not hearing what I need to hear here tonight to make an informed decision. What I am hearing is in the last year, it’s interrupted the quality of my life so much so that I feel it’s decreasing the property value of my home and I’m not happy about that. Why don’t you just be happy with what you’ve got; you’ve got increased business, redo the tower on the runway and call it a day.	Speaker #17

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Date Received	Nature of Issue/Comment	Speaker
3.2.2021	<p>I want to provide some perspective on some of my opinion. I live at 13 Boden Street and my front porch actually watches the flight path for 9/27 as it comes in and sometimes when it takes off. There is a lot of commentary and lot of discussion about some perceptions. I think the Beverly Airport, as someone who owned a business for many years, growth and development and expansion is always something that a business tries to do. There are numerous examples of businesses across the U.S. that were just not able to do so. They were not able to grow or expand their operations for a variety of reasons. Sometimes, it's geographical limitations and I think that is what we have here. We have a geographic limitation for its expansion for this particular entity, the Beverly Airport. Unfortunately, I think you have to find another way to be more efficient with your revenue or your expenses or whatever it might be while maintaining a safe environment. I'm not saying you bypass that. That's one piece. I've also seen, heard, and read some commentary in social media today that the increase is sort of COVID-infested because we're all home. And that's true, we've all been home the last 12 months. For someone who's been in the mortgage business for nearly 20 years, I've been able to work remotely from home for the last 10 almost 11 years, and I think Selectwoman Bernard can attest to that as someone who is in the same industry as I am. We have the ability to work remote. There's an unquantifiable number of individuals within my precinct in this area, the impact zones, that have been working from home and these experiences of increased noises are true; they're factual, they're not manifested by a COVID pandemic. You have no ability to quantify that particular number. I'm actually one of the few that knew I was buying a house on Boden in 2018 and that there was an airport there. I purchased that knowing that. As someone in the mortgage business, I understand that the noise topography lines can impact different types of financing, specifically FHA, which is a perfectly good and acceptable type of financing to make home ownership affordable, but it can have an impact on financing and Selectwoman Bernard knows this. I knew I was buying here, I bought it with the airport, and I can tell you emphatically, in 2018 and 2019, we had no issues. We'd see the occasional airplane come down and land and it was cute, it was nice. You could see the numbers on the wings you could see the landing gears etc. But then in 2020, it was an exponential increase as far as the sound, the irritant, the disruption for my wife, my daughter and myself. It happened. I wanted to put some perspective out there as we have some residents in my precinct that have been there for 60 years and I know a little bit of the history of Woodville. We've heard from some people that have been there for one year. I've been there for three years and I think as a town meeting member, that I had several constituents say, Rick, could you please show up and voice your opposition towards this. And, I said, absolutely, I'm 100% against this particular expansion in the Master Plan, but I understand the intent of the Master Plan is to get bigger, make more money, make more revenue, increase salaries, whatever. However, I think, unfortunately, for the Beverly Airport, you're geographically limited and you can't do it. I will never support this particular edition. Lastly, I haven't been involved until 2018 because I didn't have to because it wasn't an issue in 2018 and 2019 and I saw it get worse and now I'm here. I would ask the Select Board that your decision is to go against this particular Master Plan and represent your constituents and hear these concerns. Thank you.</p>	Speaker #18
3.2.2021	<p>First of all, as far as only notifying abutters, noise travels and I think that's been proven by everyone that's complained about the noise situation. When the airport notifies people about such things, you should notify the entire town because we're all affected by it, not just abutters. I've lived in Danvers almost my entire life. We have a beautiful yard that we have spent almost every waking minute in, in the good weather. Three years ago, the small planes became such an issue, I couldn't stand it. I worked in the medical field for years. I used to like to come home and sit in my backyard, read a book, relax, have dinner outside. We had to stop talking, constantly. I have emailed people at the airport. I have emailed Selectmen. I have made phone calls. I've done everything. The only person that ever got back to me was Mr. Henry, two years ago. He said he would look into the matter and that's where we stand. The noise has gotten so much worse from these small airplanes. Our houses are directly underneath the loop when they come around. I have several neighbors here with me, we hear constant, constant whining of these small airplanes. We have to stop talking in our own yards. We can't enjoy our yards. We can't even sit out there. You can't read a book. I have a pool and grandchildren who can't hear me if I yell at them because it's a safety issue. So, now it is a safety issue. It's gotten worse. I believe I read online that last year there was an increase of 96,000 touch and goes. It's ridiculous. It's not only the Anthony Street area, Beaver Park is being inundated with it all day long on the weekend, well into the evening. We cannot open our windows. We can't enjoy any peace and quiet. Basically, we are paying a lot of taxes for land that we cannot use, which should qualify for a pretty good-sized abatement. It's become unbearable. I really hope the town does something to stop this. I'm not asking the airport to stop making money or to stop giving lessons; alternate the flight path. Aggravate everybody instead of just a few small communities. Do something. Answer emails. Get back to the people. You keep saying that you're good neighbors – you're not. You're horrible neighbors. You really don't care about the people in town and that's the impression we have. I would like to be able to go back to using my yard. I'd like to be able to come home, sit out there and relax, read a book, enjoy and play with my grandchildren. Instead of telling my husband that I want to go out and buy a bazooka gun of some kind to shoot these planes out of the sky. Seriously, it's come to that. I really hope the town can listen to the people in this town. There is a major problem and if you had to listen to this whining noise, all day long, all through the evening, all weekend long, and many times during the week, you would be the first to complain. Thank you.</p>	Speaker #19
3.2.2021	<p>We'll go to Board members for comments. Board members, it's upon us now to bring up and think about concerns and comments that we want to pass on as a Board to the airport commission. Any comments you have that you want us to put into writing officially (and I think Mr. Henry will take notes for us so that we have a good record). And I'll start with Selectman Clark.</p>	Speaker #5

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Date Received	Nature of Issue/Comment	Speaker
3.2.2021	<p>I've lived in this town longer than most of you have here in town except for David Mills. When I was a young boy, I worked outside at a farm most of my life, at least during the summer. I can remember the aerial acrobatics that used to go on over my house and the planes that were there. I also taught TV production at the high school and we had a major production done about the airport in 1981. I remember the person who did the production found out that there were 81,000 activities that year. My first job for the town, when I was in high school, was rebuilding old Burley Street one summer from a grant that the federal government had given the town when they cut off Burley Street during WWII. Mr. Bradstreet and myself were students at Danvers High School the first year it opened. I can remember not being able to have classes on one of the wings of the high school because the planes they had there in the winter at the time, they were Coast Guard four-engine drummond planes and they would sit there and idle and it was unbelievably loud. It got a lot better. My house is right under one of the flight paths now that they go over and go by Donna Trask's house a half mile away, but I can see the people in the windows of the plane when they come in. I wait for 42 seconds after they go by my house, I hear the backwash of the engine over on the airport when they are trying to slow down to land on the shorter runway. It's a problem. Fifteen years ago when I was first on this Board, we had several people coming to us on a regular basis and one of the members of the Board and that year actually it was the Chairman, was very involved with it because they had a crash in his backyard. One of the incidents I remember on this airport when I was teaching at the high school is one of the accidents they had, a plane came down on Mass Avenue and two of my students walking home from school saw the people inside the plane burn to death, yelling and screaming to get out of the plane and couldn't do it. That always impacted me big time. The problem is, and I think Mr. Bradstreet might have mentioned it pretty well and I think Mr. Van Court did, we don't usually agree, but we do on this one, there is a problem with geography here. You're trying to grow and you're surrounded by people. I can't believe people buy houses over there and don't know that it's there. It's called due diligence in the real world. However, I think it's a responsibility that the airport has to have now. To be a good neighbor, to try to see what they can do to minimize the impact on the community. One of these problems that I see occurring and people complaining about the noise, it seems to be, and I'm not a pilot, but it seems to be that pilots have told me this that they've shortened the distance of the circle on the touch-and-goes when they come in. They used to come in and turn around near my farm which is 2 miles west of the airport, they now turn around closer to LaFayette Street, which someone was mentioning, which saves about a mile in their turnaround space so they can get more turnarounds per hour for their students when they are learning how to land and takeoff. That impacts the entire downtown area of town because if they take a left-hand turn off of that runway, they come right over Beaver Park, they come around downtown down through the back bay and turn around and come back and land. I know this is a runway you want to expand, but actually the impact and probably in Beverly more because that's where the expansions are, there not in Danvers, but I just know the impact of our runway we have in Danvers is pretty tough. I, as a Selectman, I have a deep feeling and frustration with the fact that we can't get any tax revenue out of this airport. They can have businesses run over there that are not related to airports at all, but they're getting rent from those businesses and they're not paying any property taxes in this town. And, we went around like this 13 or 14 years ago on a regular basis, three or four times, our hands are tied. People in this town don't realize, we don't have any jurisdiction over this. This is a jurisdiction by the airport commission, by the City of Beverly, by the FAA for anything off the ground and we're stuck with this problem. I do hope and I've heard that the Senator and Representative may file some legislation to try to mitigate our problem somewhere, but that's the only route we have. We've seen Mr. Bettencourt here for fifteen years talking to us about this airport. We've seen Mr. Zuberek here, he's almost a mile further away than I am and he still hears the planes. He doesn't like the helicopters when they went off from Beverly Airport, then they went off to the 95 to do their traffic reports. We've got a problem. I hope when you came here 3 years ago, you realized there was a problem and it's a great challenge for you to try to mitigate this somehow that would help the residents in Beverly, Danvers and to a lesser degree, Wenham (there's a lot fewer incidents in Wenham), but they are definitely going to be affected by your expanded runway apron because when you sit there and idle that plane, it's going to idle right into the yards of those houses over there on old Burley Street. I'm frustrated. I feel for the people</p> <p>in town who are affected by this more than I am. I don't think there's an answer from us, from the Board Selectman standpoint. You've got to go to the FAA; you've got to go to the Alderman in the City of Beverly and you've got to go to the meetings of the Beverly Airport Commission. Thank you.</p>	Speaker #20
	<p>Thank you to the representatives of the airport who have been articulate in their detail and I appreciate the Speakers' concerns. Six or seven years ago, when I first became a Selectman, I had lived with the Beverly Airport as a very separated Speaker. I remember it growing up, I remember looking at the planes. I didn't live over there and I didn't have to listen to it. I also, initially said, what in heavens name, does Danvers need an airport for? It became clear to me that there is legitimate, economic, social advantage to our town and the City of Beverly and to the commerce in this area to have an airport. The next thing that comes to my mind as I'm sitting here, is the people who have spoken with real agony in their voices tonight are talking about their homes, their nests. It reminds me of my house that I had, not so bad in the last couple of years, always slept in the back bedroom because the motorcycles, and I heard motorcycles mentioned tonight, going up and down Silver Street were absolutely outrageous. I inquired and there was really nothing I could do about it and it has subsided, fortunately. But, I heard very clearly, a Speaker tonight use the analogy of a motorcycle and I heard him very clearly. I also am mindful that when we are dealing with the regulation of government of something like this which has interstate commerce aspects to it, it has federal, state and local aspects, it is possible for decision makers to get tired and to hide behind the government made me do it. Or, I can make this decision because the government gives me the power. I think it is essential that in the listening that the airport administrators must do with the neighbors is to listen and not just listen with the ear, but to listen with the heart and to understand what these people are talking about and hopefully, get it across to them that you are understanding, not just with words, not just with a memo, not just as an article for the newspaper, but genuinely engage and plug in with them and if they are not completely satisfied, that the airport people have done anything and everything possible to mitigate the horror of the noise, then it is never going to be a peaceful relationship between Danvers and the airport and the neighbors and residents of Danvers and the airport. And, that is not a good thing for any of use. But, finally, coming here tonight, I'm saying what authority do I have as a Selectman to use the power of this office or this government to plug in and engage with the neighbors who have these excruciating concerns about their nest. I've been 51 years in my house and that's my nest and probably if I'm lucky, that's where I'm going to die. People have homes that have lived in this area for that long, probably feel the same way about their nest as I do about mine. I never want to forget that when I am listening to my Danvers constituents, whether they live on Chase Street or Burley Street or up at Danvers Islands and I wish I could say something more that was helpful to the people who have come here tonight to tell their stories of discomfort. Thank you.</p>	Speaker #21

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Date Received	Nature of Issue/Comment	Speaker
3.2.2021	<p>I want to thank everybody that has come up to speak. We are hearing you. I am not happy and I would like my Board members also not be happy with some decisions that the airport is making. I want to try to understand, has there been an impact and a feasibility study? I have a bunch of questions which that I can address to Mr. Henry and put it in writing. I want to know about light pollutions. Has there been a pollution study? Has there been a noise study that a lot of people have brought up? The study done on how it's going to affect the neighbors in Danvers, especially near the airport. That's what we're here about. We're here to help you. I want to talk to my Board members and see what we can do to help you. I'd like to see a full plan and a timeline for the expansion; will it be done in phases? Should there be more than 75 decibels? I'd like to see a schedule of departures and landings. I'm very concerned with the touch-and-goes. I've seen a lot of the planes myself where Chris mentioned she could see the pilot; that woman with her trees and three people died 30 years ago off of Mass Ave. I'm very concerned about the safety. Is the airport going to accept more jets? I think you said 1.2%; the size. I don't know how to predict this, but I'm seeing bigger jets and I'm not happy with that; with the larger jets; are there more plans to accommodate those larger jets? Will there be someone monitoring, controlling the construction during. I think we mentioned about the pilot in command, do we have some guidelines with the pilot in command, so we know exactly what is going on. I watched the January meeting, thank you to DCAT and there was a lot of people talking, but you know what I got out of it? Is what the airport was going to do about the airport, not what the airport was going to do about the neighbors. What's the impact to the neighbors? I never heard an answer to this and that's disturbing to me. They talk about the times, the tower hours, 7A-9P in the summer, 7A-8P in the winter, is that 24/7? Let's put in some regulations or precautions. I'm very concerned with the areas that are highly populated because of safety. I keep hearing about the FAA and I think you said the FAA is the primary regulator of noise and operations. I need some clarification. Someone mentioned safe and orderly control. The airport cannot allocate traffic unless there is a safety component. I want to see some more safety precautions. I want to see some more studies. I don't think it's a good idea. For the record, my father was a U.S. Navy Pilot, so we did fly our whole lives and I understand what the people are saying. I want to thank everybody for coming up and speaking. We have heard your concerns. We've got to talk amongst ourselves, but I'm not happy with this either. I want people to be able to go into their backyards and enjoy it, read a book, spend time with their families. I'm very concerned about the safety and the quality of life for people. To sum it up, what benefit is it? What benefit is this to our town? What does it bring to our town? We don't get taxes. We're going to discuss it more. That's what I'd like to do is have all of us discuss it more, bring our concerns to Mr. Henry. We are hearing you. I thank you for all the time and information. I google things myself and try to watch the meetings. I need more information. I don't know if we can stop it; amend it; change it; let's modify it. Let's put some precautions in here. I'm concerned about the safety. Like they said with the high school is right here. Let's listen to our residents please and see what we can do to help them because I'm concerned about home values in town too, going down. There have been studies that the airport does affect it. We're all about climate control, clean air, pollution. I would like some more information from the airport committee. I've been looking at the website and like I said, there was that plane crash 30 years ago and that's sad. Three people did die. That poor woman coming home, it's terrible. I would like some more updates. I'm new to this Select Board and I need to understand the proper procedures on what we can do as a Select Board to help the residents of Danvers. Thank you</p>	Speaker #22
	<p>Someone in the first group of people who came through from Anthony Lane said, put yourself in our place. Of the people on the Board, I can think that I am exactly in that person's place. I know where he lives. I was on the Airport Commission for four years as a volunteer before I became a Selectman. The reason I was on the Board, was two-fold. One is, the clear-cutting had just happened, just before I was on the Airport Commission that was what is often the same thing that happens in life. It was a decision that was poorly communicated. It wasn't a poor decision. It wasn't a bad decision. It was a decision that was poorly communicated by the Airport Commissioners who were then in place. They were moved, therefore, an opening existed, and I joined. The reason I took an interest specifically in the airport is, from my home, from my kitchen, I'm exactly at eye level with the pilots in the plane. I am directly, 100% directly off of 9/27. Every plane that leaves 9 goes in a straight path goes at my house. The airport is 107 feet above sea level, my house is 102 feet above sea level and when I'm standing in my kitchen I'm looking down at the airport, literally. So, when people talk about, a plane's coming over the house every 5 minutes, any plane they experience, I experience 10 seconds later and 50 feet higher than they were. I come to this from a place of understanding exactly what's happening and seeing what's happening and understanding what's happening. I also have the benefit of being on the Airport Commission for four years and I started out with what is the benefit of airport to Danvers? I learned in that four years and the fifteen years since as a Selectman, there's a tremendous economic opportunity for the town of Danvers in the fact that Cherry Hill would not be as vibrant and full as it is if there wasn't the opportunity for corporate jets. North Shore Music Theater wouldn't blossom the way it has if not for people coming in in jets. And, it is, of course, a recreational airport for people. No different than the port is used by recreational boaters. But there are limitations to what we as a Board can do. We are here to give comment and I'm going to give comment based on reading the Master Plan, the one from 2008 and the one now and the one when I was on the Board before. Some of the information that's come out can be quantified and validated and I'm going to ask for that as part of my comments. But some of the comments that have come out are purely anecdotal or misrepresentations of what's in the Master Plan and what the plans are. The three hundred feet on either end of 16/24 are currently grassy run-off safety areas. In the pavement of 16/24 for safety reasons, they're going to extend that pavement. It will not put planes any closer to the houses in Wenham or in Beverly because the taxiways don't extend to that 300-foot mark. They come up and you take a right or left onto the taxiway. It is a safety zone. I think a lot of people lose the fact that the other plan in place is to reduce the width of 9/27. That's going to reduce the opportunity for larger sized aircraft that can land there to choose that. 16/24 is the preferred runway but as we all know and have heard, and maybe digested it or not, prevailing winds are what dictate what runway you use. There is a cyclical pattern, a natural pattern that happens every year where the winds come from the East sometimes, and then they shift over the air and come from a different direction and 16/24 becomes predominantly used. So, we can offer comment as a Board here, we can't stop the airport from doing its job or doing what it does. And, in fact, and they won't like it when I say this, but the Beverly Airport itself is the landlords and the caretakers of the land and property and buildings and businesses around it. Flight is dictated by the FAA, no different than the trucks on the highway on 95 are dictated by the federal government; what size of truck can be on there; what can travel on there; what size of motorcycle and what size truck. Danvers can ask to patrol the highways, but they can't stop trucks that are legitimate and legal to use that highway. I've heard some people say, well, the airport can reduce the number of flights. The airport can't control and reduce the number of activities that happen there. This is a part of a federal transportation outlet. But, there are things we can do, I'm not saying that there aren't things we can do to make it better for the neighbors. I sit in my sun room, I work from home and some days I have to go to another part of the house in my office because the planes are coming off 9/27 because of predominant winds in that direction. I read the Master Plan, I watched the recording of the Danvers community show on u-Tube and I am struck more and more by people who are promoting inaccurate information. Noise is noise, no doubt</p>	

**BVY Master Plan - Danvers Select Board Meeting Public Comment Log - 03.02.2021**

Date Received	Nature of Issue/Comment	Speaker
	<p>about it. It's a curse(?), I'm not fighting that. And, I'm suggesting there are things we can do alleviate some of that. But, discussions about bigger planes, because I've been into this for four years directly and I've been on the Board for fifteen years, I can read the Master Plan and I can hear when the consultants and when the airport says the designation for 16/34 will remain at 5,001 feet, that's the number the pilots will see when they go into the log books, when they go to their databases, to say, I'm going to fly. Pilots are not going to endanger their own lives. Companies are not going to endanger multi-million-dollar aircrafts by trying to put an unsafe aircraft on the ground at Beverly. We aren't going to get UPS planes, we're not going to get Amazon planes, we're not going to get 737's. If you don't want to hear my interpretation of this, on that very recording at the 1-Hr 49-minute mark, the consultant says, plainly, it states, 737's will never be used at Beverly Airport. That's as a general rule. The thought that this is being expanded to make larger jets come in has been dispelled if you read the document, if you listen to the presentations, including the ones tonight, the consultant said it again tonight, it gets lost in the wash. Size is an issue. Trees are another issue. Trees started this whole thing and started my journey on the Airport Commission, 22 years ago. Trees grow and when I was on the commission, every year we had to talk about flight path cuttings. Trees grow. They grow into the flight path. They have to be trimmed or cut. It's nature, you don't want a tree to grow into the path of a plane. It can be dangerous for the plane and for the people on the ground. What happened 21 years ago needed better communication; needed better involvement with the neighbors. But, that was a by-product of poor communication. Economics. Cherry Hill would not be Cherry Hill without these jets being able to come in. A lot of businesses in the area come here because they can fly in executives, do their work in Lynn and fly back out without having to go to Logan. Logan won't let these small jets in. And when I say small, I mean 9 passenger jets, that's the B11 sizing. Which generally, a B11 is a jet that has 9-10 passengers and a flight crew of 2-3. The airport is being designed and built and continuously being built for that sized craft, not jumbo jets, not 737's, not 747's, it won't happen. And, we are landlocked. There is no place to make it larger. There's no place to go. They're making the preferred runway, from Wenham to Beverly, safer, they're extending the safety zones and you're making the Danvers runway, 9/27, thinner, paving it, but making it thinner. Which changed the profile of the aircrafts. I don't want you</p> <p>to think that I'm all pro-airport and think that they're blameless in this, I have some things to suggest. <b>1)</b> We keep hearing about a great increase in flights, the airport has data and I think we need to break down that data. I would like to see the splits in 2020 of the flights per runway. If 16/34 is predominant and it gets 60% of the flights, that tells me something. If it's predominant and only gets 20% of the flights, that tells me something different. I'd like to see the splits in 2020 between each of the runways. That helps me make a decision. <b>2)</b> There was a 4+% increase in 2020 over 2019. I'd like to know if that increase also was split evenly between the runways or if there is a disproportionate number of flights coming over 9/27. <b>3)</b> I'd like to echo the statement, that if there is a noise study done, it has to extend into not just the Woodville neighborhood, but extend the flight path. One of the reasons I get all of the flights over my house is not only that it's straight up 9/27, but those planes are still on press (?) because at the point of my house, the old Hunt Hospital is the demarcation point for airplanes. Pilots know that if something were to happen to the plane, at the point of the Hunt Hospital, they have enough glide path without power to circle around and get back to the airport. So, until they get over my house, they are still powering off. They are still full throttle. There is a reason that there is a pattern that goes over Beaver Brook, in that area, it's because that is a pattern of I'm getting off, I'm making sure my plane is safe, the engine is running the way I need it to run, off I go. Once I get over the Hunt Hospital, I know I have the safety margin to get back if I have to without power. <b>4)</b> Decibels – I have a decibel meter on this phone and, while we're sitting here in this room, it is 72 decibels right now. So, there are some realities to apply to some of these conversations and comments. <b>5)</b> There are only 105 fixed aircraft at Beverly according to the documents and their website. That 105 did not do 69,000 trips. Beverly Airport, I learned, for many years, is in a classification of airport that brings training flights to it because of its proximity to Logan. The pilots have to train in different classifications of airports they have to do touch-and-gos in different classifications, they have to land and take off. Beverly happens to be the closest to Logan and its classification is one of those that is rare to get to so, all of the training schools in the area, this is the destination airport for their touch-and-gos. And, a touch-and-go, as you heard earlier, is two events. If a plane does three touch-and-gos, you've counted six events. That's how it's easy to see that 69,000 is an achievable number. <b>6)</b> I helped write the original Noise Abatement program. It was a program designed to tell the pilots how to be mindful of the neighborhood. How to fly to go out, what to do, when to turn, and so forth. So, that's also when websites were in their infancy and we were doing the good neighbor policy as well. I've been on the website, and I see that I can register a concern or a complaint about noise. I can put in my name, I can put in information, etc. What I would like to see is the airport publicize those complaints. If a woman complains for the first time, she only sees that she entered a complaint. She never knows that there were 40 complaints that day about the same incident. Or, I know you will follow-up with this woman, but she never sees that someone else in the room complained and their response and or what their result was. I think these need more transparency about the comment and the results section. <b>7)</b> To that end, effectively, giving details about the incidents is critical. I have on my phone, an App, it's free. It's called FlightRadar24. With that, I can tell invaluable information about the plane that just went over my house. So, when I complain, I can say that its this tail number, this type of plane, it went over my house at this time and I don't even have to do it at the time I'm there. It has playback which allows you, as a resident, to accurately complain. It's the difference between calling the police and saying a loud motorcycle went by my house on Saturday and calling and saying this motorcycle with this license plate number at this time, went by my house. They can react to that. If there are enough complaints about a specific plane, it may be a plane that is faulty, it may be a plane that is loud just because of its mechanics. Those things can be acted on. Saying a loud motorcycle went by my house or a loud plane went over my house last Saturday doesn't really provide enough meat for them to react to. But, if you tell them, and I can look now, I can tell you that a plane landed at 6:33 this afternoon, I can tell you the tail number, the manufacturer and type of airplane. If I happen to be in my yard at 1:00 o'clock in the afternoon on Saturday, I'm not going to run and get my phone, I'm going to go back I'm going to hit replay and I'm going to say, Oh, this is the plane and I can put that right in the complaint and it can be acted on more forcefully and more directly. I'm not suggesting there isn't noise, I'm not suggesting that people aren't experiencing what they are experiencing, I'm suggesting there is a heightened awareness sometimes and I'm suggesting how</p>	

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3.2.2021	<p>this can be a more effective communication to the airport and part of it can be more clarity about the communication that is coming to the airport as a result of those complaints. 8) I support the Master Plan. I think its an important thing we should do. I think there are measures we should do to help the neighbors in Danvers. I want the airport to grow and thrive. And, when they say grow, most people presume, larger airplanes. They're talking about Fixed Base Operations. They have businesses circling that airport that thrive and bring economic results to the community. When they say, we want to grow, the presumption should not be, we want to grow by getting bigger airplanes. Safer airplanes, more travel, perhaps, but not bigger airplanes. Every business needs to grow. I'm supporting the Master Plan and ask that the airport commission work on some of those remediations I've offered. So, really, there are two issues here. The first is the Master Plan and then it's the ongoing operations. We've heard tonight from many Speakers that for some reason, last year, the number of flights, the noise increased dramatically from previous years. I think it behooves us to for our Board, to find out and ask why the number of flights increased dramatically especially from R/W 9/27; the noise levels, you need to do a noise study, not just at the airport, but in the neighborhoods as well so that you can defend what you're doing or not defend it and we have to say we need some mitigation. I think its very important that you look at what you've been doing and find ways to correct it. These folks aren't making it up. I've heard the traffic, the noise myself. The guys get spread around the Town of Danvers, it's not a neighborhood or two. Yes, it's a quality of life issue. When this first started to boil again, I'm saying to myself, we can't tell people to sell their house and move, we can't tell the airport to shut down, we need to do something in the middle to help these folks in their homes, in their neighborhoods, in our town. I think that is very important. As to the Master Plan, I understand what you're doing. Its about it growing, it's a twenty-year plan. It's important to do. You're not going to be bringing in big jets, despite what some people feel. It's a good plan from what I understand. But you've got to do something to mitigate the noise and the air traffic over our neighborhoods. I hope tomorrow I hope you can give us a synopsis of what we've said so that we can sign off on it and you can bring it to the next airport commission.</p>	Speaker #23
3.2.2021	Thank you for coming tonight and thank you for your presentation. We will be getting the written comments out to you soon.	Speaker #5
3.2.2021	We get no tax money out of that place. We can get tax money. Our tax money should be about \$100K-\$150K a year. I think we should drop our two Reps., get our \$150K a year ....	Speaker #15
3.2.2021	Excuse me - Our tax money, that we would get under a covenant agreement drawn up before 1948 was about \$6,000. That's another discussion for another time.	Speaker #5






# Town of Danvers

## Office of the Town Manager

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### Memorandum

**To:** Board of Selectmen

**From:** Steve Bartha, Town Manager 

**Date:** March 17, 2021

**Subject:** Beverly Municipal Airport Master Plan and Recommended Actions

At the Select Board's meeting on March 2, Board members heard from the Airport's planning consultants and more than a dozen concerned residents. After this listening session was complete, the Select Board discussed several of these points in more depth, raised several additional questions, and discussed potential next steps. This memo summarizes the feedback we heard that evening and, based on the feedback you provided at last night's Select Board meeting, the actions I am asking our Airport Commission representatives [Aaron Henry and Matthew Mozur] to take up with the full Commission.

From the outset, it appeared that most of the concerns raised by residents focused on the overhead noise impacts of propeller planes. While not mutually exclusive, this issue seemed closely correlated to repetitive takeoffs and landings generated by the flight school students. A few comments were related to the proposed changes to the airfield itself, as described in the draft Master Plan.

While the Board acknowledged the role that the Airport plays in the regional economy, the reality is that the negatives associated with the field outweigh the positives for many Danvers residents.

#### 1. Master Plan – Facility Changes

- A. Runway 16/34: The Board was pleased that the FAA didn't change the design vehicle from a B-11 to a larger, heavier aircraft. This is, from the Town's perspective, a positive. Still, the FAA acknowledges that larger aircraft are presently operating on the field. To address this, the FAA recommends that, when Runway 16/34 is reconstructed in the next few years, its con-forming width should be held at 100' and that 300' at either end of the tarmac should be paved. Several citizens voiced concerns that this was a set-up for a future extension of the runway; however, the individual Board members, like the FAA, felt that this was an incremental safety improvement.
- B. Runway 9/27: While it was not brought up in much depth, at least one Board member was pleased with the recommendations regarding this runway. Narrowing the runway from 100' to 75' would further underscore that it is the secondary runway on the field, a key aspect of the previous Master Plan.
- C. Taxiway Reorganization: Like the reduction in the width of Runway 9/27, these changes would seem to help mitigate many of the common complaints the Town receives.



## 2. Noise and Flight Operation Concerns

### A. Noise

- i. To better understand the flight track's noise impact on the ground, it is requested that the noise contour study include contours 45 and 55 day-night average sound levels (DBL). Having this information may better inform the Commission how many properties are affected (and at what level) and inform decision-making on how to minimize the number of affected properties by flight operations.
- ii. Investigate adopting a threshold lower than the FAA's 65 DNL for nearby residential and school land uses. While voluntary, such a standard could establish preferred mitigation measures and best practices.

### B. Flight Tracks

- i. Review and update recommended headings and altitudes for both fixed-wing and helicopter operations. These should be mapped.

### C. Noise Abatement Signage & Marketing Materials

- i. Review and update the Airport's Noise Abatement and Good Neighbor Programs.
- ii. Develop and deploy marketing material (brochures, website, signage), reminding pilots of the Airport's Noise Abatement and Good Neighbor Programs.
- iii. Improve the public accessibility to the Noise Complaint Program.

### D. Touch-and-Go Operations

- i. Clarify what FAA rules and regulations are applicable to the Airport and what policies could be adopted under them related to Touch-and-Go's, e.g. limit operations to specific times or to a number of closed-loop operations. Publish these regulations on the airport website & engage with neighbors.
- ii. Improved data recording. Of particular concern to the community was the lack of more detailed information on the splits between runways. Recording operations by type (arrival, departure, or touch-and-go), runway, and day (tower open) or night (tower closed), would help both the Commission and community better understand the field's usage from now on. This data is recorded at Westover/Metropolitan Airport.

### E. Quarterly Community Workshops

- i. Host quarterly community workshops for residents to meet with Beverly Airport staff and Commissioners to discuss items of interest, areas of concern, etc.

cc: BAC (Danvers) representatives: Aaron Henry & Matthew Mozur