

**BEVERLY AIRPORT COMMISSION
MINUTES OF MEETING
NOVEMBER 14, 2022**

LOCATION: 50 L.P. Henderson Rd., Beverly Airport East Side

PRESENT: Commissioners Paul Trefry, Aaron Henry, Peter Gentile, Paul Brean, Josh Doxie and Jeffry Schlichte

OTHERS PRESENT: Steven Rawding

ABSENT: Matt Mozur

PUBLIC: Mark Zuberek, Ton Bettencourt, William Kossowan

RECORDER: Christine Martin Barraford

A. CALL TO ORDER

Mr. Trefry called the meeting to order at 6:02PM, which is being audio and video recorded as a hybrid meeting.

1. Pledge of Allegiance

Mr. Trefry led those in attendance in the recitation of the Pledge of Allegiance.

2. Public Comment

Mr. Trefry invited public comment.

Mr. Zuberek of Danvers appeared before the Commission. He submitted documents to the Commission that he said clearly defined the responsibilities of the Beverly Airport Commission with respect to the master plan and the increased traffic, noise and toxic lead emissions from aircraft. It is imperative that an agreement is reached on the master plan, which is now under review by the FAA. He stated his frustration that no one responded to the residents' comments on the master plan.

Mr. Trefry stated that he will review the documents submitted by Mr. Zuberek. He added that nothing has been enacted in the new master plan and the airport is still operating under the old master plan which is causing confusion.

Tony Bettencourt appeared before the Commission. He stated that it is a conflict of interest to serve on the Commission and be the manager of a competitive airport twenty-five miles away. He asked for his resignation as he is "taking away business" from the Beverly Airport.

Commissioner Paul Brean stood up and resigned from the Commission effective immediately.

A quorum was still maintained as Josh Doxie was a recently appointed sworn in member of the Commission.

Mr. Bettencourt stated that he witnessed three touch and go's between 11:00PM and 1:00AM. Even though the Tower is not manned at those hours, the software Flight Aware tracks all flights. Mr. Trefry asked for the number of the aircraft for further discussion of violation sanctions. He

pointed out that the airport has been without a manager for two years and “business is not getting done.”

3. Acceptance of Minutes – October 11, 2022

Upon motion duly made by Mr. Henry and seconded by Mr. Schlichte, it was unanimously voted to approve the above minutes as amended. Commissioners Paul Trefry-Y, Aaron Henry-Y, Peter Gentile-Y, Josh Doxie-A and Jeffry Schlichte-Y. Motion passed 4-0-1.

4. Reading of the Financial Report – Mr. Rawding

Mr. Rawding reported the following revenues for October, 2022 as compared with October, 2021: a) fuel flowage fee at \$8,451.00 represented a decrease of \$385.00; b) traffic count at 7,960 represented an increase of 542; and c) landing fee revenue at \$13,137.00 represented a decrease of \$2,628.00 with 155 landing fees collected.

5. Airport Solutions Group Presentation – Mr. Schuster

In Mr. Schuster’s absence, Mr. Rawding reported that the final master plan has been submitted to the FAA and MassDOT for review and copies of the plan are on the website.

All invoices for permitting of the perimeter fence have been submitted to MassDOT. Once MassDOT processes invoices then a check will be sent to the city for disbursement. This applies to the noise modeling study as well.

Based on the October 21st email from Colleen Mailloux, FAA Head Planner for Massachusetts Airports, describing revisions to the CIP, the data collection for permit support for reconstruction of RW 17-34 and Taxiway E has been moved to fiscal year 2024.

The original CIP had the environmental assessment (EA) and environmental notification form (ENF) and permitting as one project. Based on the Mailloux memo noted above, the FAA decided to split the EA/ENF project in 2023 and then permitting to 2024.

The last aeronautical study for runway 16-34 and 9-27 was completed in 2010. To support the reconstruction and extension of Runway 16-34 the FAA is requiring the airport to perform an aeronautical study for both runways as a 2023 project.

The runway 16 localizer needs to be studied for potential relocation due to the proposed Runway 34 300-foot extension. This would put an end of the runway too close to the localizer exposing the localizer to jet blast. The airport will front the cost of the project through an FAA reimbursable agreement through the FAA grant process.

The cold storage building is on hold per MassDOT pending it being shown on the airport layout plan and as discussed in the master plan document. There is no federal assistance and the state stepped in with AMP assistance.

ASG provides airport management services two days/week.

6. Airport Manager’s Report

The present focus is on winter preparedness, and the necessary equipment has been repaired. Contact is being made with the on-call snow removal operators and a refresher training will be conducted. The proper notifications to all stakeholders will be made on airport conditions.

There was a backlog on issuance of security badges which has now been rectified.

Mary Parsons, Air Traffic Control Manager, hosted a forum for boy scouts of Malden who had w wonderful experience touring the tower and grounds.

Mike Collins and his crew came out and handled a recent security issue with one of the access gates.

B. NEW BUSINESS

Review and Vote of the Proposed Airport Rules and Regulations

Beth Oldmixon, Assistant City Solicitor, appeared before the Commission. She reviewed the final changes to the proposed airport rules and regulations. Upon vote of the Commission, the document will be submitted to the State Commission.

Upon motion duly made by Mr. Henry and seconded by Mr. Schlichte, it was unanimously voted to approve the final draft of the airport rules and regulations. Mr. Trefry-Y, Mr. Henry-Y, Mr. Schlichte-Y, Mr. Gentile-Y and Mr. Doxie-Y. Motion passed 5-0, unanimous.

Update on the Airport Manager Position Vacancy

Mr. Trefry reported that he had consulted with the HR Department on filling the airport manager position. The position will be posted with the same job description as the previous vacancy and the job salary is currently under review. Although somewhat constrained by the timing due to the holiday season, the HR Department is cognizant of the need to fill the position as soon as possible.

Update on Recruiting Members to the Commission

Mr. Trefry reported that he had sent a letter as Acting Chair of the Commission to all airport business owners and pilots encouraging them to step up and invest in the future of the airport by considering filling one of the three vacancies (2 Danvers and 2 Beverly residencies) on the Commission. He has also been in touch with the Mayor about the need to find qualified Commissioners. He welcome the newest Commissioner Josh Doxie.

Briefings from the Tower

Mr. Trefry stated he is seeking to meet in a non-quorum situation of the Commission of non-pilots with airport tower management staff for the purpose of being brought up to the speed on the protocols used to determine flight activity and patterns. The public expects the Commission to be in a position of knowledge with regard to the operations of the tower. In some instances technology has afforded the average resident to obtain air traffic information on the internet. Mr. Rawding will arrange for a mutually convenience time to meet.

Lease of Building 45

Mr. Trefry reported that his requests for meetings with the Mayor have gone unheeded. There is someone presently interested in leasing a portion of the building, and he had heard that the City may need space during the renovation of City Hall. He expressed frustration that the matter has not been resolved.

Proposed Conversion from Leaded to Unleaded Jet Fuel

Mr. Trefry reported that he had received a letter from the Danvers Board of Selectmen that it is pursuing legislative avenues promoting the nationwide attempt to convert from leaded to unleaded jet fuel, and asked for the Commission's support in the development of that proposal.

Discussion ensued. The FAA has set a target goal of universal conversion by the year 2030. While the Commission supports the retirement of leaded aviation as soon as practicable, the airport is not in a position of control in enacting the policy. Infrastructure issues and conversion of aircraft would need to precede the implementation of the policy by elected officials. The policy would reflect a phased-in approach that considers all the changes that would need to be made.

It was the consensus that the Commission supports the development of unleaded fuel when made viable by the direction of the FAA. Mr. Henry will draft a more detailed motion to that effect and present to the Commission for vote at its next meeting.

C. OLD BUSINESS

Noise Abatement and Good Neighbor Policy

Mr. Trefrey began the discussion on the noise abatement policy and the good neighbor policy that the Commission needs to review in detail. This is a priority as the updated information will need to be shared with the new airport manager, who will be in a position to represent the Commission's stand on all the relevant issues.

Mary Parsons, Air Traffic Control Manager, appeared before the Commission. She stated that the policy of the tower is, that provided the wind is calm, runway 1364 is the preferred runway. This of course can vary depending on weather and other discretionary factors made on the part of the tower.

Discussion ensued. Mr. Schlichte reported that he had done a cursory review of the noise abatement policy, and gave his opinion as a pilot on the various inconsistencies in the policy, including the use of runways. He suggested condensing the policy down to a list of requirements that pilots can easily follow and adhere to in good faith. He reviewed the map of runways and the impact and level of noise of general aviation aircraft to the neighborhoods below. He also stated that the pilot needs to be able to have a reasonable flight plan that can accommodate any emergency situation that requires an emergency landing.

Mr. Trefry stated that it is the Commission's responsibility to take the technical knowledge defined by Mr. Schlichte above on what the reality is of what is being done, and should be done, and reflect that practicality in the noise abatement policy. The difficult part for the Commission is to figure out what it can do, even in incremental steps, to address noise specifically over certain neighborhoods. Practical application of knowledge is the first step in finding solutions.

Mr. Trefry noted that both the noise abatement policy and the good neighbor policy need to reflect the present and consistent perspectives. The flight schools both have different good neighbor policies on their websites. Both flight schools can be invited to workshops to go over the realities of the situation and specific ways to address problems.

Mr. Henry shared his views on the policies from an on the ground non-pilot point of view. Mr. Trefry suggested sharing all edits with Nichelle and having her redraft both policies for further review by the Commission and Ms. Parsons from the safety point of view as the traffic manager under FAA guidelines. Any policy will not compromise the tower's focus on safety.

Discussion ensued on addressing the occurrences of violations, including the illegal flights after midnight, up to and including warnings and assessment of fines.

A timeline over the next three to twelve month period needs to be developed for review and finalization of both documents, each being distinctive. Mr. Henry and Mr. Schlichte will submit their various edits to Nichelle for redrafting and initial review by Mr. Doxie before review by the Commission at the next meeting.

D. ADJOURNMENT TO EXECUTIVE SESSION

Upon motion duly made by Mr. Henry and seconded by Mr. Gentile, it was unanimously voted to adjourn. Mr. Trefry-Y, Mr. Gentile-Y, Mr. Schlichte-Y, Mr. Henry-Y and Mr. Doxie-Y. Motion passed 5-0, unanimous.

The meeting adjourned ta 9:41PM.