



C. Appendix C, Presentations & Meetings



This Page Intentionally Left Blank

Airport Master Plan Communication & Coordination

Public involvement is an integral part of any significant airport planning study since it encourages information sharing and collaboration among the community and the airport stakeholders that have a collective interest in the outcome of the study. Stakeholders typically include airport management, the airport sponsor, tenants, users, local businesses and residents, resource agencies, elected and appointed public officials, and the general public. With such a diverse stakeholder group, a variety of forums are often employed to enhance the effectiveness of the project coordination effort.

- A Project Management Team (PMT) was established to provide management and oversight, and to ensure that the AMP is executed within the approved scope of work/budget and on schedule. The PMT included representatives from the Airport Sponsor, the FAA, MassDOT Aeronautics, and the project consultant team.
- A Planning Advisory Committee (PAC) was established to serve as a resource to ensure the Master Plan addressed the key issues facing the Airport and its surrounding community. The PAC membership represented the following:
 - BVY Host Communities (City of Beverly, Town of Danvers, Town of Wenham)
 - Citizens At-Large (City of Beverly, Town of Danvers, Town of Wenham)
 - Beverly Airport Commission (BAC)
 - BVY Management
 - BVY Businesses and Tenants
 - BVY Pilots
 - National Business Aviation Association (NBAA)
 - Aircraft Owners and Pilots Association (AOPA)
 - North Shore Chamber of Commerce
 - Area Employers
 - MassDOT Aeronautics
 - FAA

The role of the PAC membership was to engage in productive conversation regarding the development potential, needs, and challenges of the Airport; review and comment on draft study products; and to provide links to agencies and other constituencies represented by the PAC membership. Three PAC meetings were held throughout the project.

- An online survey of key airport stakeholders (including users, tenants, based aircraft owners/pilots, transient pilots, and airport users at large) was conducted to solicit feedback regarding a variety of topics including Airport strengths and weaknesses, the future of the Airport, as well as their individual activities at the Airport.
- Various public outreach materials were created, and methods employed to generate public awareness of the AMP. The materials and outreach program served as important sources of information for interested parties to keep



them informed of the planning process, to solicit input, and to facilitate decision-making during the process. The outreach materials included a project website, press releases for local media, meeting advertisements, and social media publications.

- Finally, in addition to the PAC, other forms of public involvement included regular public briefings to the Beverly Airport Commission, as well as three community information meetings/workshops. The workshops provided an opportunity to engage the public in meaningful conversation about the Airport and the AMP. Other additional briefings and technical meetings were organized with key agencies, stakeholders, and public officials as required. Copies of these meeting presentations and feedback are included in this appendix.

We need your feedback!

The Beverly Regional Airport (BVY) has started an Airport Master Plan process that will guide BVY through its next twenty years of development. Input is being solicited from based aircraft owners, tenants, and other Airport users to help establish the existing and future needs of the Airport.

Thank you for taking the time to complete this survey. Your input will help shape the future of BVY. If you have questions regarding this survey or would like to discuss any issues regarding the airport facility, please contact Jim Miklas, Airport Master Plan Lead Planner, at jim.miklas@aviation.com or (617) 320 - 0701.

1. This form was completed by:

First Name: _____

Last Name: _____

Email Address: _____

Are you a resident of Beverly Danvers Wenham Other _____

May we contact you to follow up on your survey responses if needed? Yes No



Use your smart phone to scan the QR code to take this survey online

2. If you own one or more aircraft, please complete the following:

Aircraft #1

- Single-Engine Piston
- Multi-Engine Piston
- Turbo-prop
- Jet
- Helicopter
- Other

Make/Model: _____

Aircraft #2

- Single-Engine Piston
- Multi-Engine Piston
- Turbo-prop
- Jet
- Helicopter
- Other

Make/Model: _____

Aircraft #3

- Single-Engine Piston
- Multi-Engine Piston
- Turbo-prop
- Jet
- Helicopter
- Other

Make/Model: _____

3. Do you anticipate purchasing and/or upgrading your aircraft within the next five (5) years? If so, please specify:

4. What are your current or projected primary destinations? _____

5. Approximately how many operations (takeoffs & landings) did you conduct at BVY in 2018? _____

in 2019? _____

6. Please estimate the percentage of your aircraft operations for each type of activity:

_____ % business _____ % recreational _____ % training

7. If the future (2020-2024), do you anticipate your number of annual aircraft operations to (check one):

_____ Increase _____ Decrease _____ Remain about the same



8. Please share why you currently fly out of BVY (e.g., proximity, flight training, services, etc.):

9. Is/are your aircraft based and/or hangared at BVY?

Yes If Yes, please indicate your current lease type and expiration date: _____
If you project needing additional based aircraft space at BVY, please describe the hangar(s) or apron that you would require as well as the ownership / leasing arrangement: _____

No If No, please answer the following questions:
a) Where is your aircraft based? _____
b) Would you be interested in basing your aircraft at BVY in the future? Yes No
c) What might influence you to base your aircraft at BVY? _____

10. Are the existing runways and taxiways adequate for your needs?

Yes No

Plases provide any comments regarding length, width, location, orientation, etc. _____

11. Are the Airport Management services and communications provided adequate for your needs?

Yes No

Are there additional services and communications the Airport should provide to better serve you or others?

12. Are the current FBO services provided adequate for your needs?

Yes No

Are there additional services and communications the FBO should provide to better serve you or others?

13. What facilities, activities, or capabilities do you consider essential for BVY to provide?

- | | |
|---|---|
| <input type="checkbox"/> Aircraft Fueling Services (Self-Service, FBO Fueling) | <input type="checkbox"/> Based Aircraft Tie-downs/Hangars |
| <input type="checkbox"/> FBO Services (deicing, catering, lavatory, pilot lounge, etc.) | <input type="checkbox"/> Overnight Aircraft Tie-downs/Hangars |
| <input type="checkbox"/> GA Terminal Facilities | <input type="checkbox"/> Rental / Crew Cars |
| <input type="checkbox"/> Air Traffic Control | <input type="checkbox"/> Aircraft Maintenance |
| <input type="checkbox"/> Instrument Approach with Vertical Guidance (e.g., LPV) | <input type="checkbox"/> Aircraft Rentals/Charter |
| <input type="checkbox"/> Restaurant | <input type="checkbox"/> Flight Instruction |
| <input type="checkbox"/> Other (Please Specify) _____ | |

14. Please rate the following categories based on your experience(s) at BVY and indicate which three elements you believe are of the highest priority and require the most immediate attention.:

	Poor										Excellent										Priority
Runway Orientation	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Runway Length	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Taxiway Efficiency	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Condition of Pavements	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Instrument Approaches	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Visual / Navigational Aids	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Hangar Space	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Tiedown Spots	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Lease Rates	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Fuel Prices	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
FBO Services	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Airport Management	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Airport Communication	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Airport Security	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Future Development Areas	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>
Other _____	1	2	3	4	5	6	7	8	9	10	1	2	3	4	5	6	7	8	9	10	<input type="checkbox"/>

15. Based on your responses from the previous question, please elaborate on your selection of priorities. Why are these the most important to you?



16. Please describe how you see the Airport contributing to your individual business and/or the local economy. How does it improve the quality of life for you, area residents, and visitors?

17. Please provide any additional thoughts or concerns regarding BVY’s facilities, services, and future.

18. Are there any other issues, challenges, or insights that you would want to share with the Airport Master Plan project team to help in moving this process forward?

Thank you for participating in this survey!

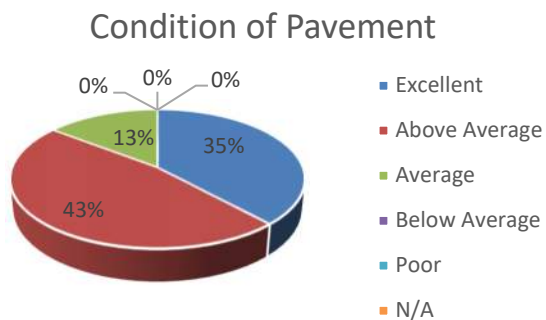
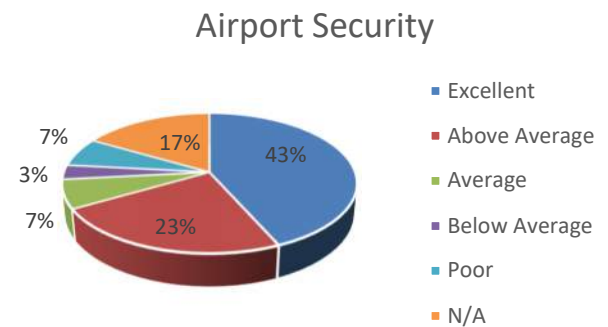
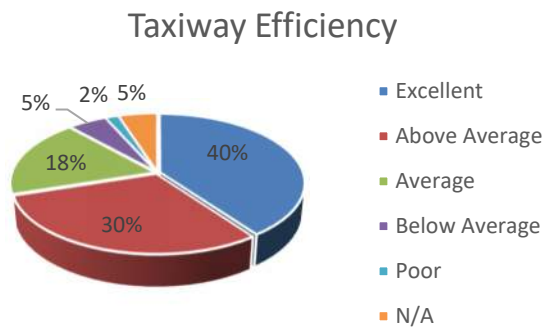
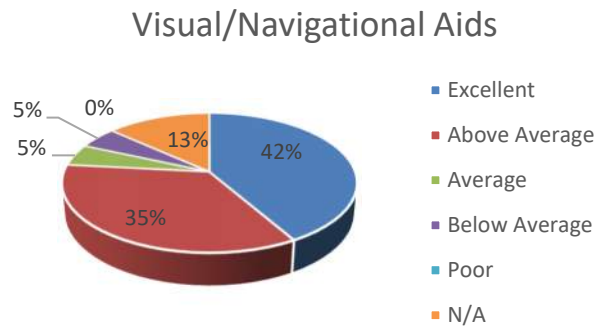
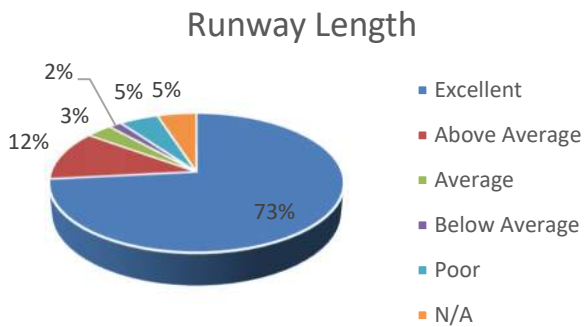
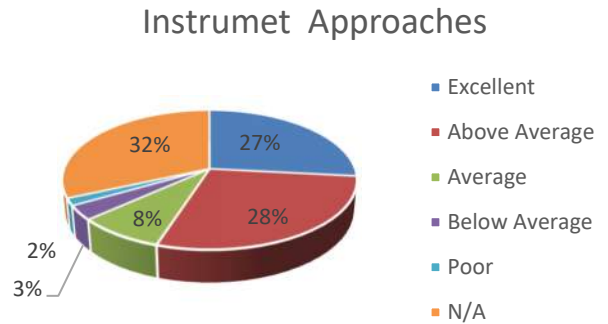
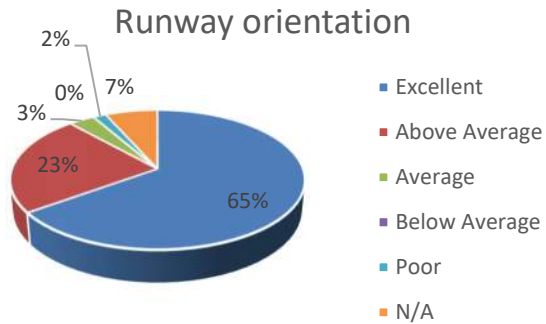
Please submit your completed survey to one of the following:

1. To the business who provided the survey
2. To BVY Administration (in the terminal building)
3. To the Airport Master Plan project team at jim.miklas@jviation.com

Survey: Beverly Regional Airport

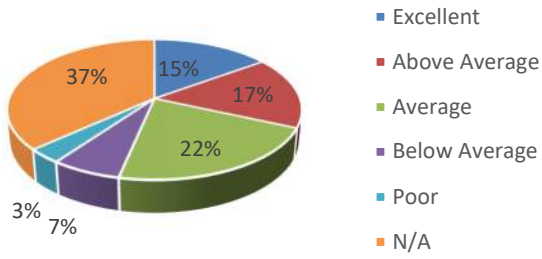
Survey Summary Report - 2020

Section A: Overall Operations, Safety, and Efficiency

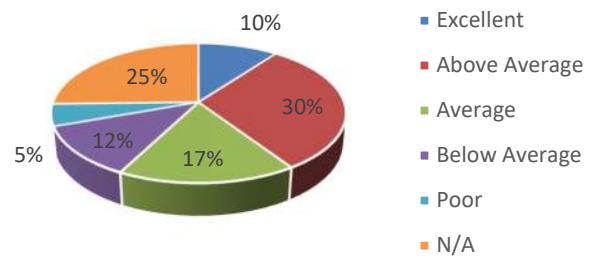


Section B: Airport Business/Management

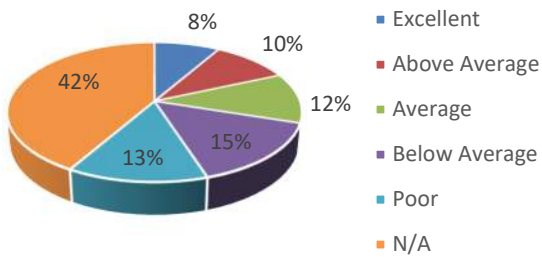
Tie-Down Spots



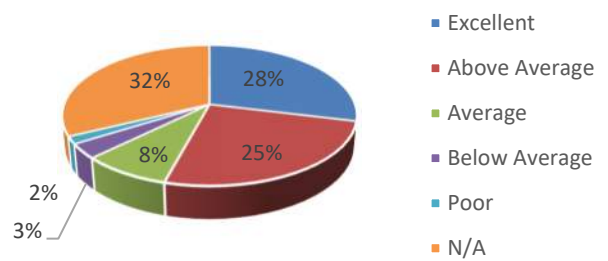
Fuel Prices



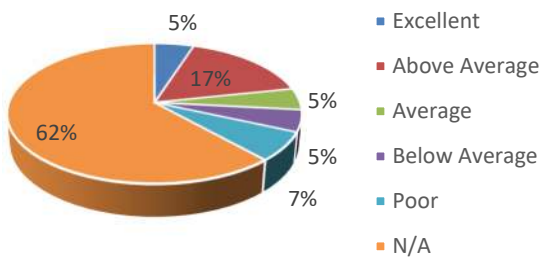
Hangar Space



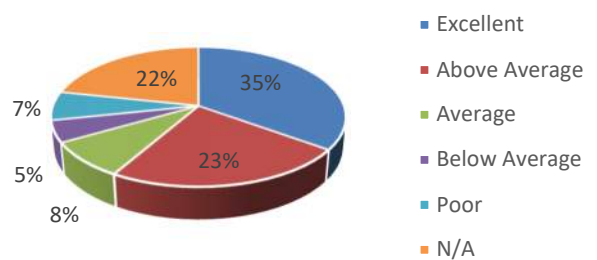
FBO Services



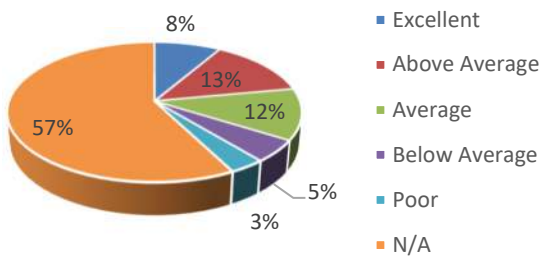
Lease Rates



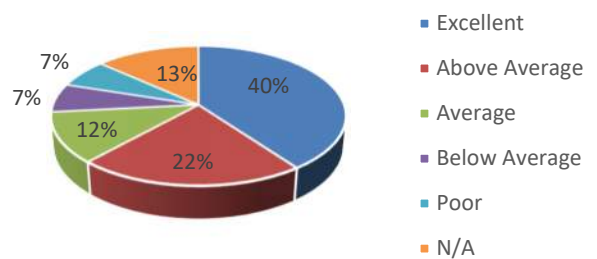
Airport Management



Future Development Areas

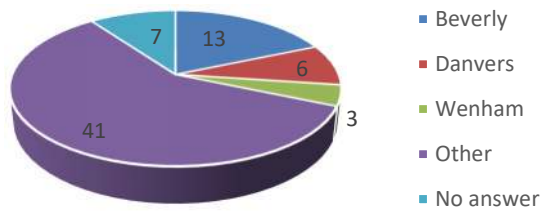


Airport Communication

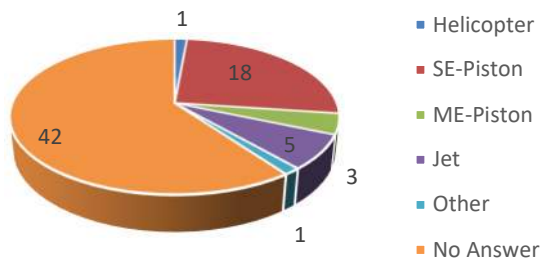



Section B: Demographics

Resident City of Respondant



Aircraft Types of Respondants






BVY AIRPORT MASTER PLAN

City of Beverly Community Meeting

January 21, 2021



1

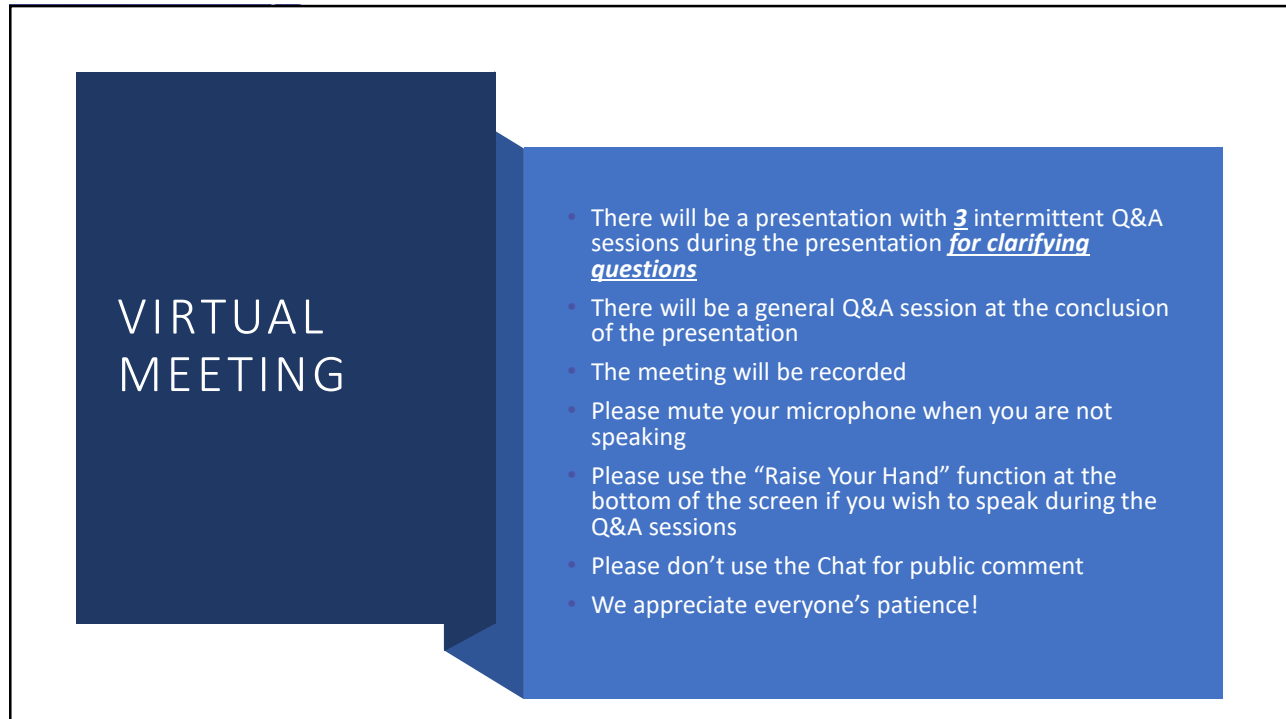


MEETING OBJECTIVES

Today we will leave with:

- A review of the inventory and forecast elements of the Master Plan
- Knowledge of the facility requirements, development alternatives, and recommended development concept
- An awareness of next steps
- An understanding of comments, questions, concerns

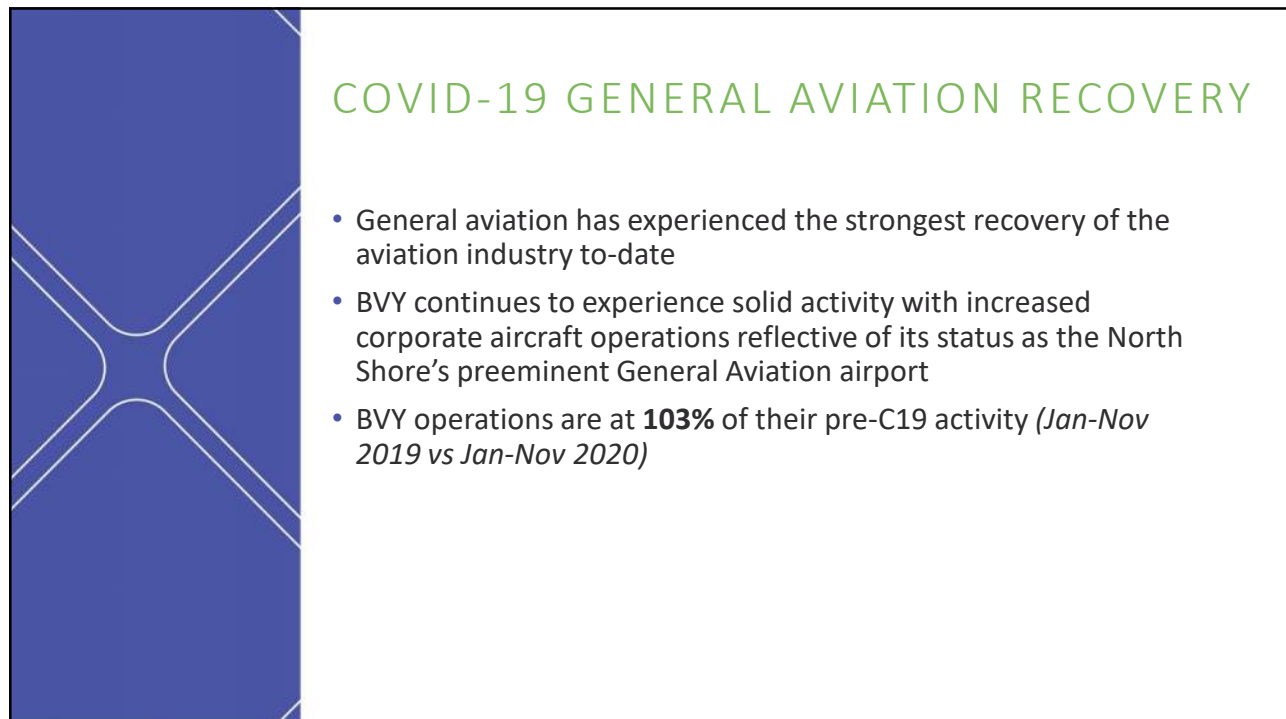
2

A slide titled "VIRTUAL MEETING" with a list of instructions for attendees. The title is in a dark blue box on the left, and the list is in a lighter blue box on the right.

VIRTUAL MEETING

- There will be a presentation with **3** intermittent Q&A sessions during the presentation for clarifying questions
- There will be a general Q&A session at the conclusion of the presentation
- The meeting will be recorded
- Please mute your microphone when you are not speaking
- Please use the "Raise Your Hand" function at the bottom of the screen if you wish to speak during the Q&A sessions
- Please don't use the Chat for public comment
- We appreciate everyone's patience!

3

A slide titled "COVID-19 GENERAL AVIATION RECOVERY" with a list of key statistics. The title is in green text, and the list is in black text. A blue decorative graphic is on the left side.

COVID-19 GENERAL AVIATION RECOVERY

- General aviation has experienced the strongest recovery of the aviation industry to-date
- BVY continues to experience solid activity with increased corporate aircraft operations reflective of its status as the North Shore's preeminent General Aviation airport
- BVY operations are at **103%** of their pre-C19 activity (*Jan-Nov 2019 vs Jan-Nov 2020*)

4

MASTER PLAN PROCESS



5

WHY DO WE MASTER PLAN AIRPORTS?

The Master Plan is a **20-year plan** to understand the needs of current and future users of the airport. It is important to ensure:

- *safe and orderly development*
- *reflective of the community's values and goals*
- *through a purposeful, inclusive, and educational process*

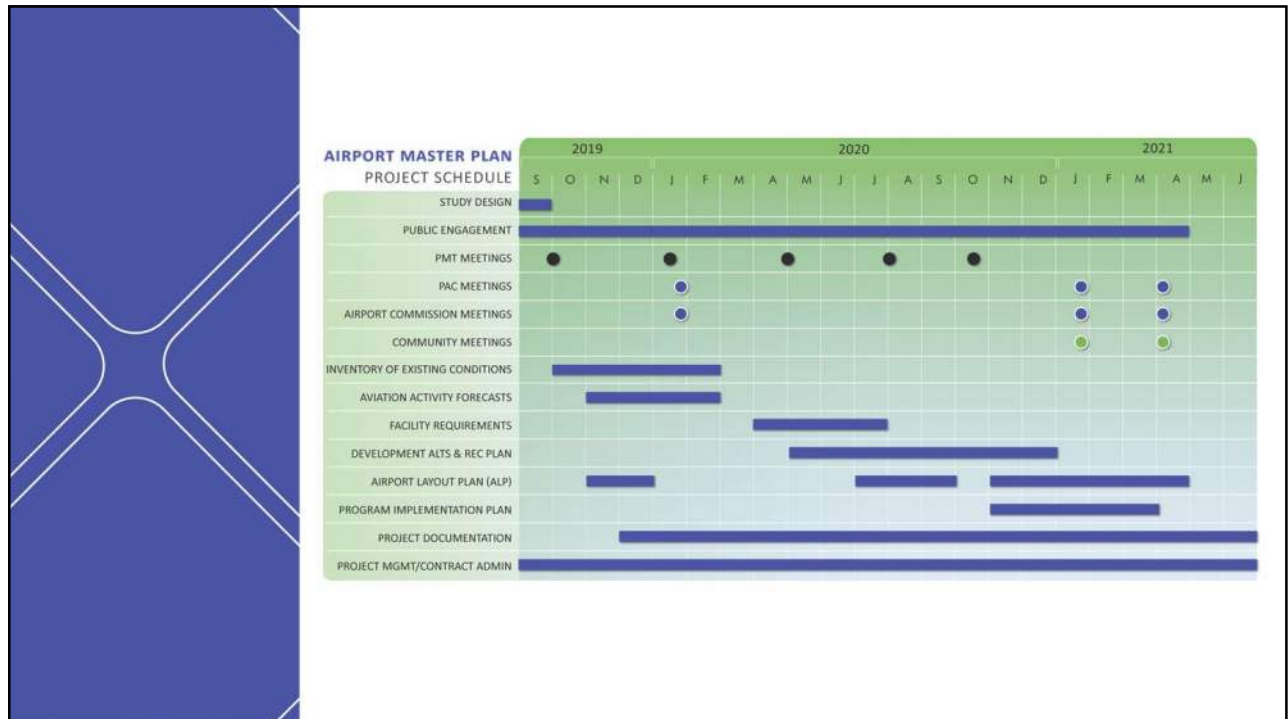
The Plan must be based on current conditions, community input, and forecasts

- The Master Plan process cannot have a pre-determined outcome

6



7



8

CLARIFYING QUESTIONS - SESSION #1



- Please use the “Raise Your Hand” function at the bottom of the screen when you want to speak
- We will be keeping track of individuals who want to speak and will let you know when it is your turn
- Please don’t use the Chat for public comment
- Please mute your microphone when you are not speaking

9

AIRPORT INVENTORY

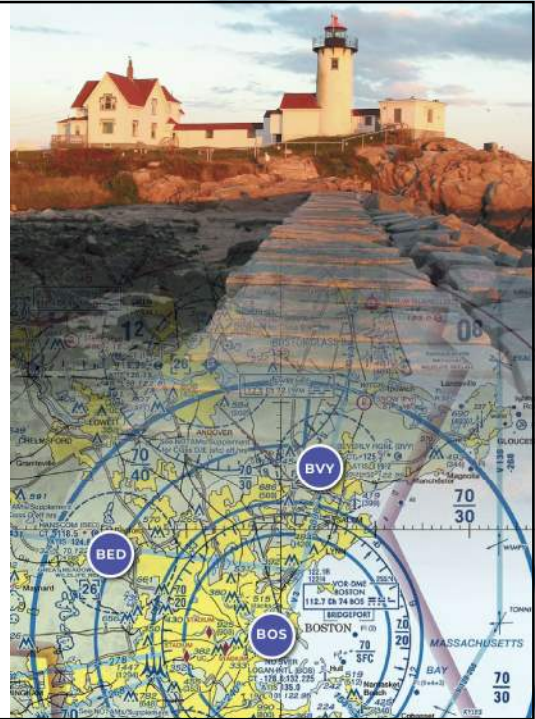


10

SERVING THE NORTH SHORE

- Established in 1928
- Operated by the U.S. Navy during World War II (Naval Auxiliary Air Facility)
- Decommissioned in 1945 and returned to the City of Beverly in 1950
- Roles:
 - FAA NPIAS: General Aviation Regional Reliever
 - MassDOT MSASP: Corporate/Business Airport
- Governed by the Beverly Airport Commission appointed by the Mayor of Beverly
- BVY serves a primary role in regional economic activities, connected to state and national economies
 - Total Jobs (direct/indirect) = 269
 - Total Annual Payroll = \$11.6 M
 - Total Annual Economic Output = \$34.3 M

(2019 Massachusetts Airport Economic Impact Study)



11



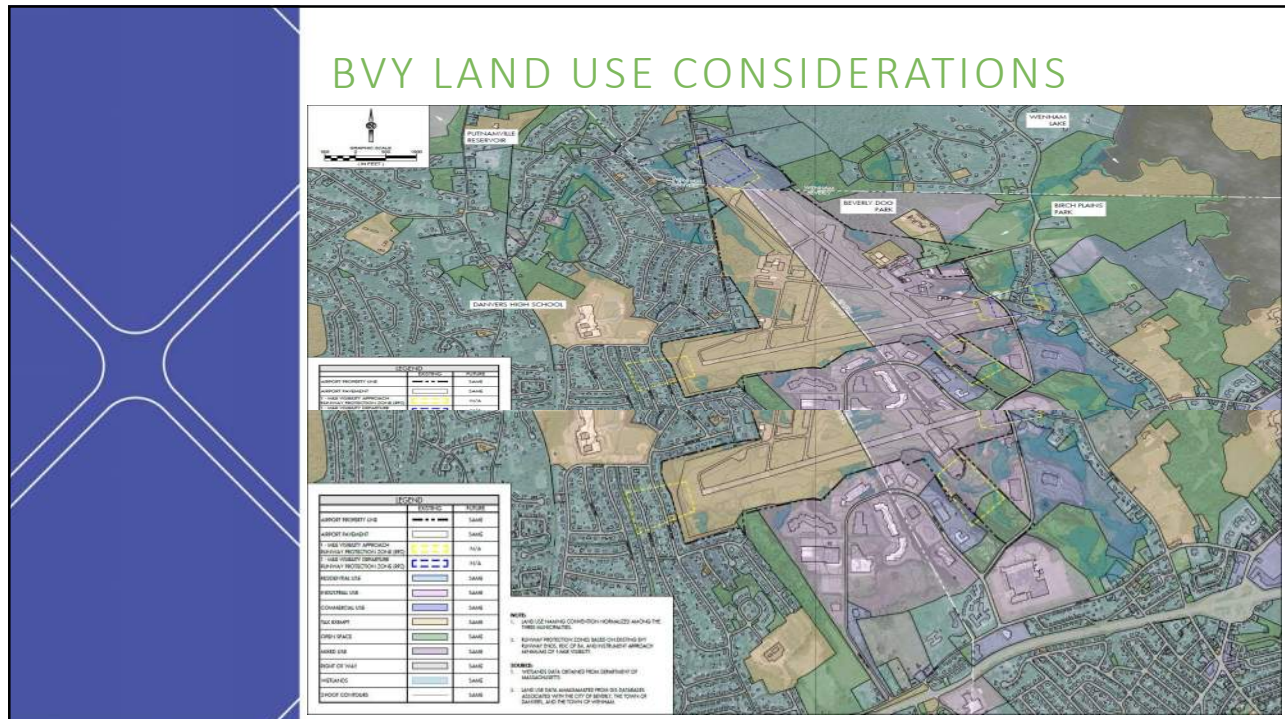
BEVERLY REGIONAL AIRPORT

- Located in **three** jurisdictions: City of Beverly, Town of Danvers and the Town of Wenham
- 470 acres
- Services: FBO, Flight Training, Aircraft Management Tie-Downs, Hangars, MRO
- 105 based aircraft
- 2020 annual Operations = 69,117 (3.5% increase over 2019)
- Air Traffic Control Tower hours: 0700-2100 (6 mon/yr summer) and 0700-2000 (6 mon/yr winter)
- Per the 2019 Statewide Economic Impact Study, BVY's impact is **\$34,300,000**

12



13



14

ENVIRONMENTAL REVIEW

- 20 environmental categories are reviewed in context of potential impacts associated with the alternatives
 - Categories include such things as air quality, surface and groundwater, noise, light emissions, etc.
- The Airport is currently undertaking a noise study to look at noise contours today and into the future
- Any future development project(s) will have to undergo federal and state environmental review and approval before proceeding



15

OUR
COMMITMENT
TO
SUSTAINABILITY



- Sustainability is a holistic approach to our efforts
- Working to ensure an ongoing commitment throughout our decision-making and our actions
 - Energy Efficient Airport Administration Building - have achieved significant reduction in energy use
 - Allow temporary use of facilities for community events
 - Enhanced marketing strategies to increase rented lands and improvements
 - Provide regular airport updates to area conservation agencies
 - Will be upgrading to LED lighting system with upcoming runway project

16

AVIATION ACTIVITY FORECASTS



Photo Credit: gbouillon

17

BVY MARKET AREA

- Beverly
- Lynnfield
- Revere
- Boxford
- Malden
- Rowley
- Burlington
- Manchester-by-the Sea
- Salem
- Chelsea
- Marblehead
- Stoneham
- Danvers
- Medford
- Topsfield
- Essex
- Melrose
- Wakefield
- Everett
- Middleton
- West Newbury
- Georgetown
- Nahant
- Wenham
- Gloucester
- Newbury
- Wilmington
- Groveland
- Newburyport
- Winchester
- Hamilton
- North Andover
- Woburn
- Ipswich
- North Reading
- Lexington
- Reading
- Lynn

Based on 30-minute drive time



18

FORECAST CONSIDERATIONS

- National General Aviation trends
 - Business Use
 - General Aviation Piston Operators
- Regional trends
 - Population
 - Employment
 - Personal Income
 - Economic Developments
- FAA Terminal Area Forecast (TAF)



19






Forecast	Current (2020)	Annual Average Growth Rate
Based Aircraft	105	1.2%
Aircraft Operations	69,117	1.12%

- Airports should be designed to meet the needs and requirements of the aircraft that operate at them
- FAA AC 150/5000-17, *Critical Aircraft and Regular Use Determination*, provides for an airport’s design be based on the most demanding or critical aircraft that operates regularly at that airport (500 annual operations or takeoffs/landings)
- Larger aircraft can still operate on the runways
- **At BVY, B-II remains the current airport reference code represented by the Cessna Citation Latitude**

AVIATION DEMAND FORECASTS

20

CLARIFYING QUESTIONS - SESSION #2



- Please use the “Raise Your Hand” function at the bottom of the screen when you want to speak
- We will be keeping track of individuals who want to speak and will let you know when it is your turn
- Please don’t use the Chat for public comment
- Please mute your microphone when you are not speaking

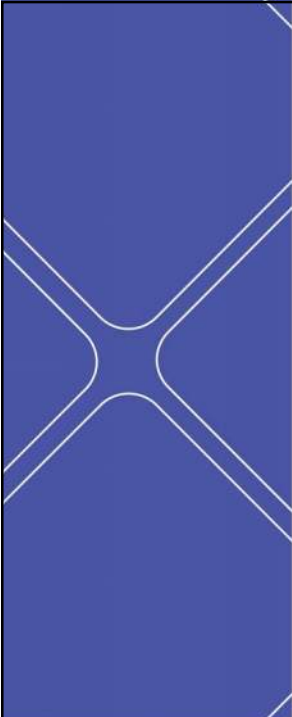
21

FACILITY REQUIREMENTS



Photo Credit: gbouillon

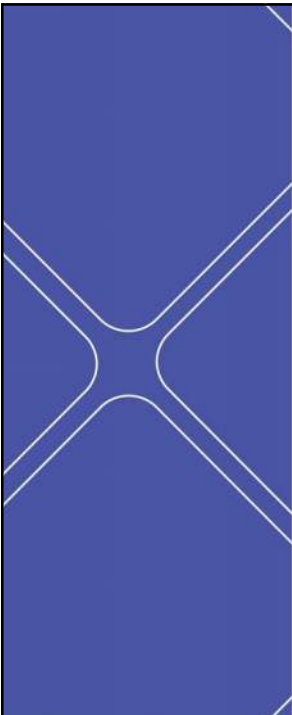
22



AIRFIELD FACILITY REQUIREMENTS

- Airport User Input
 - User Survey
 - Pilot Focus Groups
- FAA Requirements
 - Airfield Facility Requirements
 - Landside Facility Requirements
 - Airport Support Facilities
- Other Inputs
 - Regional Airport System Plan
 - Other Planning Studies

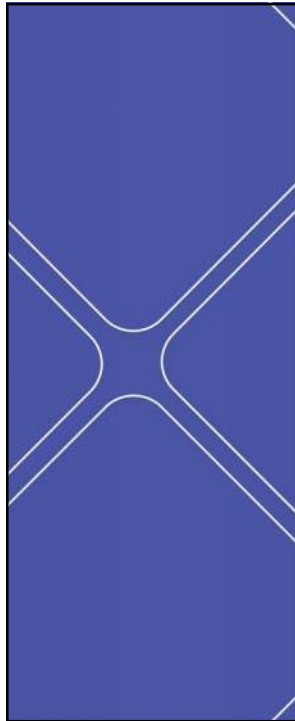
23



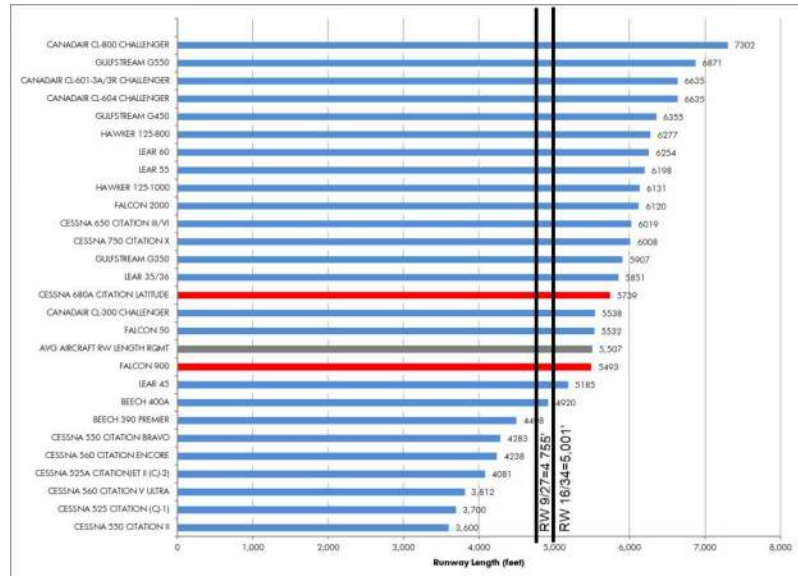
AIRFIELD FACILITY REQUIREMENTS

Facility	
Airfield Demand Capacity	• No action needed
Airport Design Standards	• No action needed (RDC remains B-II)
Runways	• Identify opportunities for increased runway departure length on Runway 16/34 without triggering significant impacts
Taxiways	<ul style="list-style-type: none"> • Update fillet standards per FAA AC 150/5300-13A • Eliminate direct access from apron to runway via Taxiways A and G per FAA AC 150/5300-13A • Resolve potential operational conflicts on Taxiway E at Taxiway H • Install full-length parallel taxiways for both runways, if practicable • Improve taxiway layout efficiency

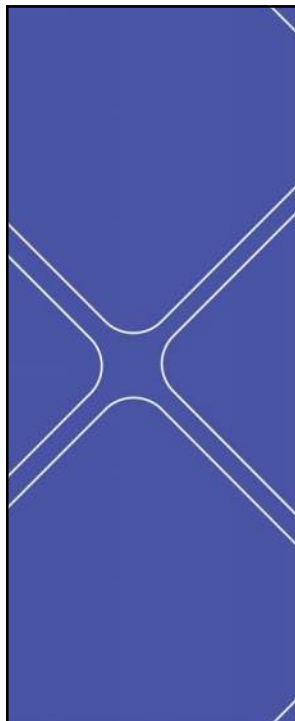
24



RUNWAY LENGTH ANALYSIS



25



AIRFIELD FACILITY REQUIREMENTS

Facility	Identified Requirement
Airfield Pavement	<ul style="list-style-type: none"> Investigate and confirm pavement strength of Runway 16-34 and Runway 9-27 Investigate potential strengthening of taxiways to support Runway 16-34
Airfield Visual Aids	<ul style="list-style-type: none"> Update Airport lighting to LED as able
Navigation Aids (NAVAIDs)	<ul style="list-style-type: none"> Add PAPIs to Runway 34
Obstruction Removal	<ul style="list-style-type: none"> Incorporate recommendations into the Airport Layout Plan set

26

LANDSIDE FACILITY REQUIREMENTS

Facility	Identified Requirements
Terminal/Administration Building	<ul style="list-style-type: none"> No action required
Aircraft Hangar	<ul style="list-style-type: none"> Preserve and prepare for T-hangar development Preserve and prepare for medium and large corporate hangar development Identify airport areas for potential future development
Aircraft Parking Aprons	<ul style="list-style-type: none"> Preserve and prepare for additional apron space as growth occurs Identify airport areas for potential future development
Landside Access and Parking	<ul style="list-style-type: none"> Improve way-finding signage around airport from major streets

27

AIRPORT SUPPORT FACILITIES

Facility	Identified Requirement
Vehicle Service Road	<ul style="list-style-type: none"> Construct vehicle service road to enhance safety (e.g., fuel truck crossings)
Fuel Storage	<ul style="list-style-type: none"> No action required; possible long-term Jet-A expansion
Deicing	<ul style="list-style-type: none"> No action required
Air Rescue Firefighting/Snow Removal Equipment (SRE) Storage	<ul style="list-style-type: none"> Expand SRE/maintenance building
Airport Equipment	<ul style="list-style-type: none"> Replace SRE and maintenance vehicles as they reach their useful life, as reflected on the Capital Improvement Plan (CIP)
Utilities	<ul style="list-style-type: none"> Generate utility plan for west side

28

ALTERNATIVES ANALYSIS



Photo Credit: gbouillon

29

ALTERNATIVES CONSIDERATIONS

- **Goals**

- Meet FAA/MassDOT airport design safety standards which are based on upon the weight, size and frequency of aircraft that typically use BVY
- Support or enhance BVY's existing operational safety and efficiency
- Address needs of aircraft operators and tenants
- Maximize airport business development opportunities
- Minimize impacts to neighbors and environment

30

PROPOSED AIRPORT ACTIONS

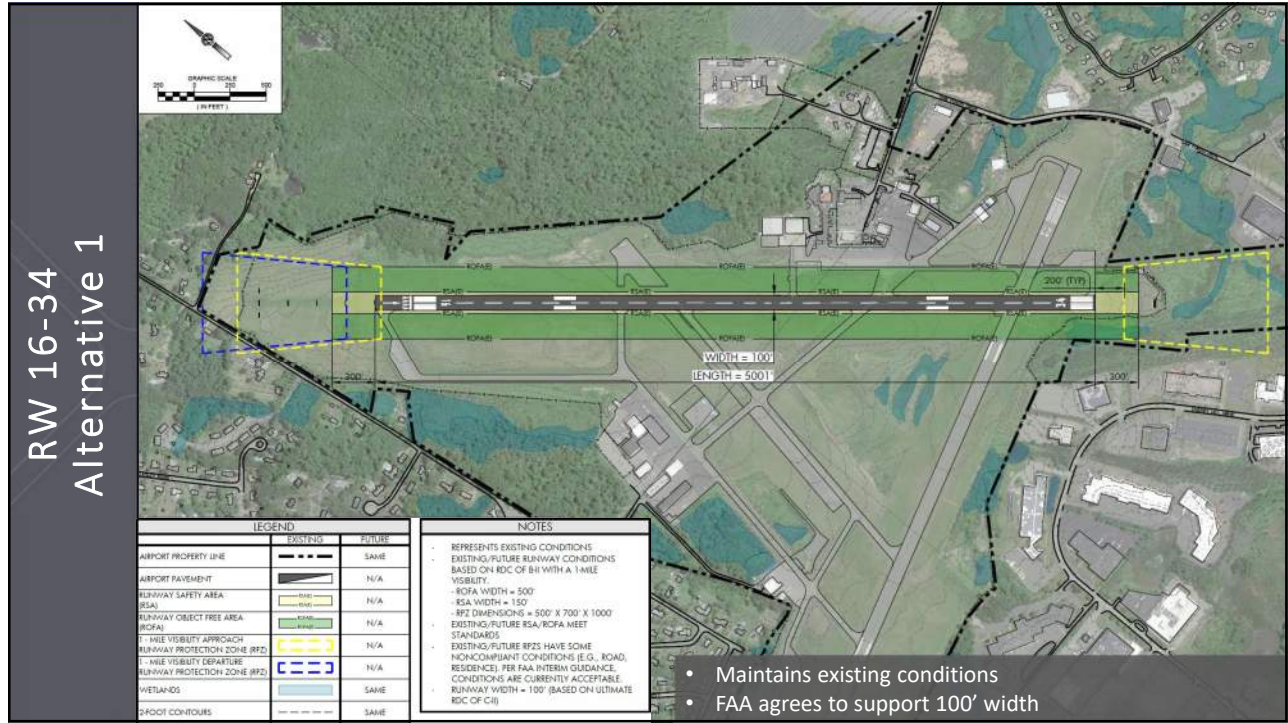
Key Improvements	Key Points
Increased RWY 16-34 Length for Departures	<ul style="list-style-type: none"> Enhances aircraft operational safety factors Promotes effectiveness and benefits of newer GA aircraft
Narrowing width for RWY 9-27	<ul style="list-style-type: none"> Reduce pavement width per FAA design standards
Taxiway Realignments	<ul style="list-style-type: none"> Increases operational safety and efficiency for aircraft
Impervious Surfaces	<ul style="list-style-type: none"> Existing airfield pavement to be removed: 586,085 s.f. Future airfield pavement to be added: 482,210 s.f.
Landside Development	<ul style="list-style-type: none"> Maximizes financial sustainability for BVY and development potential for area businesses Constructed only if and when demand occurs
Vehicle Service Road	<ul style="list-style-type: none"> Enhanced operational safety and security as well as increased efficiency Utilization of recycled mill material from runway project
Environmental	<ul style="list-style-type: none"> Wetlands: Minimal impacts Noise: No significant change anticipated; study underway Lighting: Progressive upgrade to LEDs (incl. RWs & TWs) Waste: Recycling/reuse program

31

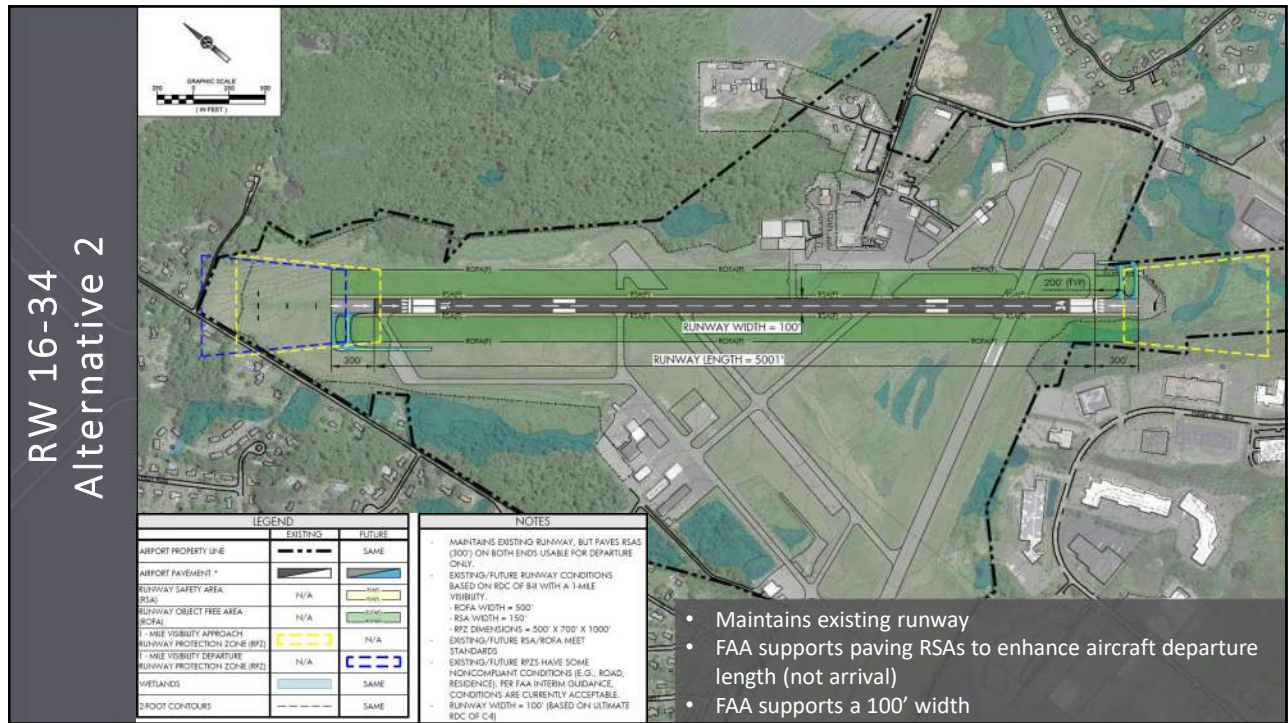
IN SUMMARY –
PREFERRED
ALTERNATIVES

- **Runway 16-34 maintains existing status as a B-II runway**
 - Pave existing Runway Safety Areas (300' each end), enhancing operational safety margins; operational benefits only for departing aircraft; landing lengths remain the same
 - Maintain existing Runway 16-34 width of 100'
 - Supported by FAA and MassDOT with accompanying grant offers
- **Runway 9-27 maintains existing status as a B-II runway**
 - Runway maintains existing length of 4,755'
 - Runway width is reduced to 75' in conformance with FAA minimum width requirements

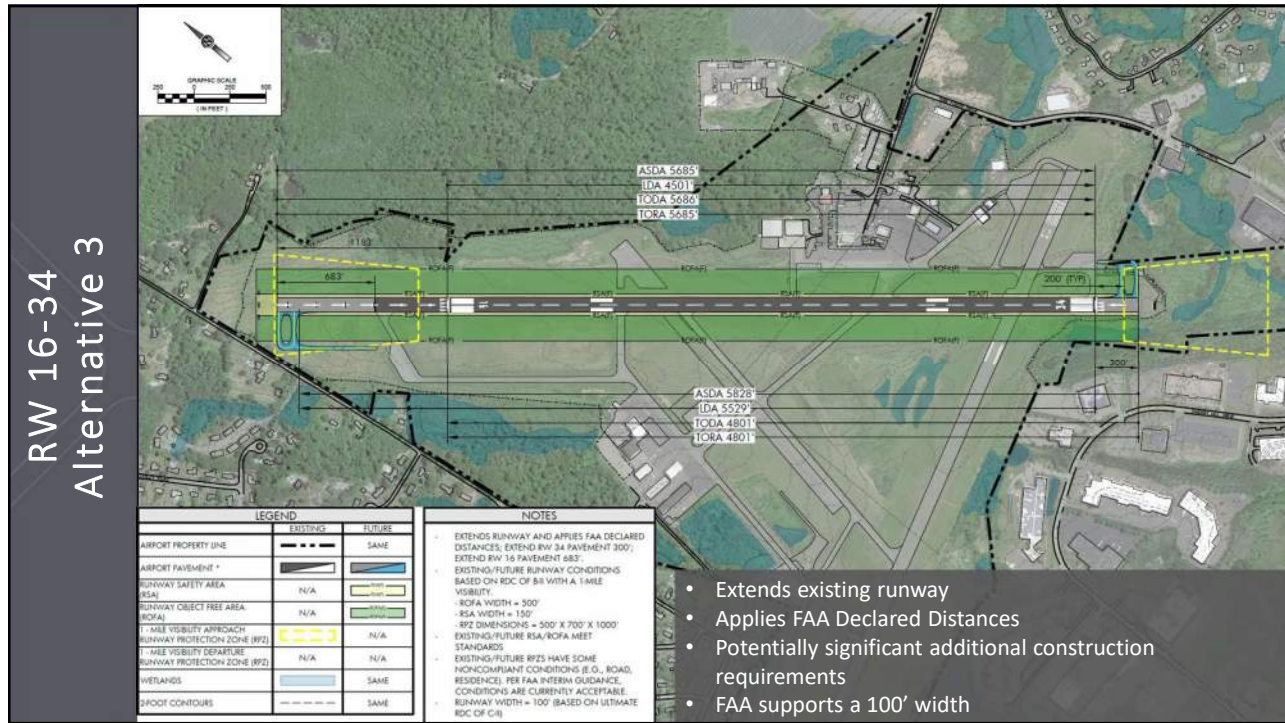
32



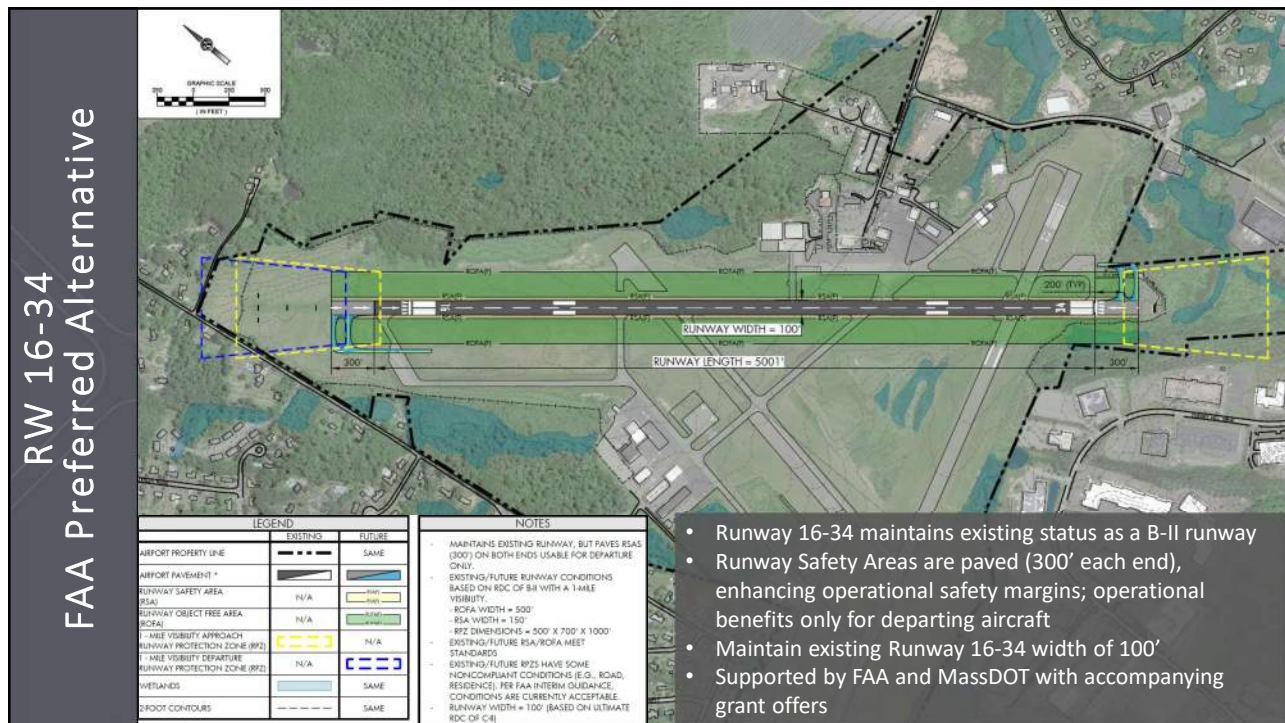
33



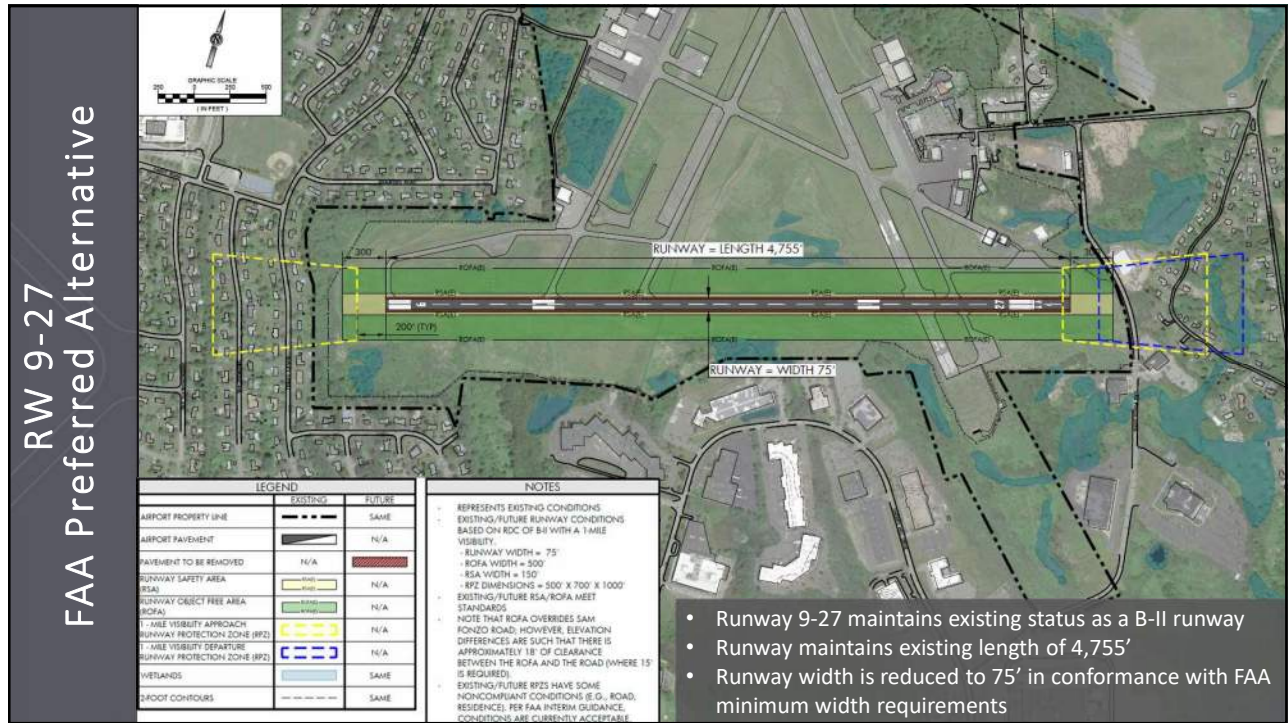
34



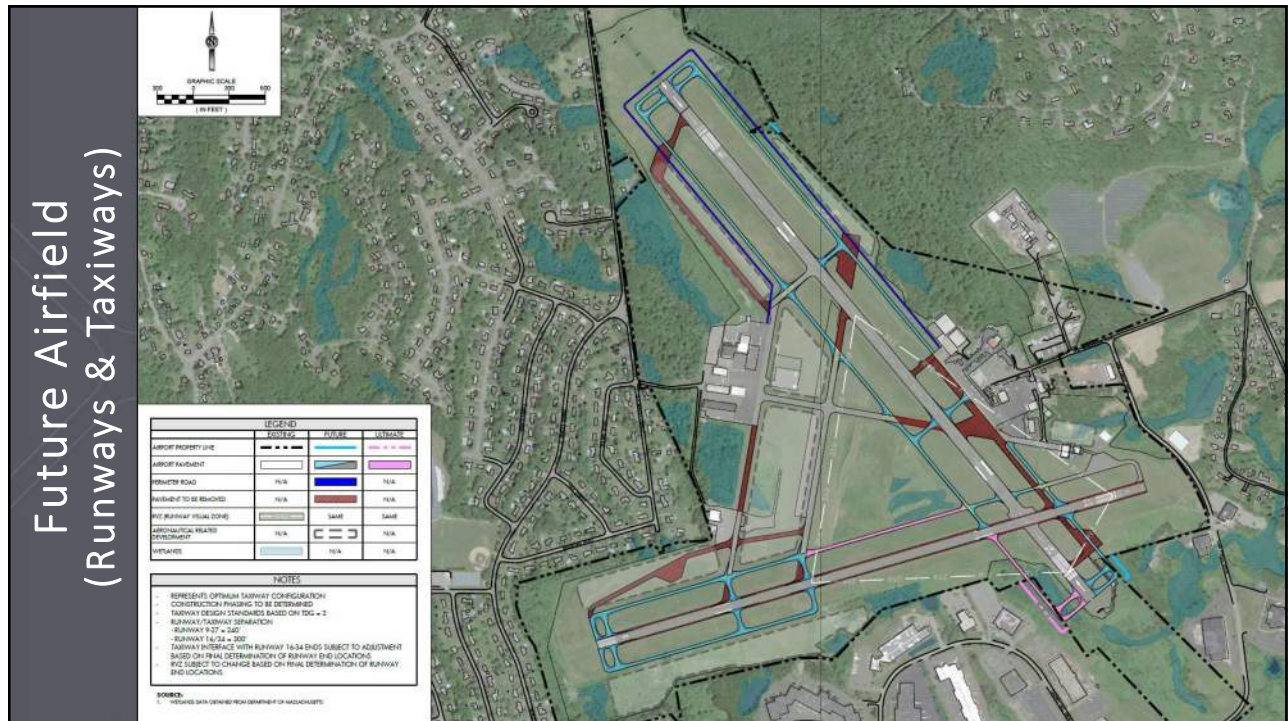
35



36



37



38

CLARIFYING QUESTIONS - SESSION #3



- Please use the “Raise Your Hand” function at the bottom of the screen when you want to speak
- We will be keeping track of individuals who want to speak and will let you know when it is your turn
- Please don’t use the Chat for public comment
- Please mute your microphone when you are not speaking

39

NEXT STEPS



Photo Credit: gbouillon

40



41

NEXT STEPS

- Presentation and draft chapters 4 and 5 are available now online at www.beverlyairport.com (see Master Plan tab)
- Virtual Community Meetings 6-8pm: Beverly (1/21), Danvers (1/26) and Wenham (1/27)
- Development of Implementation Plan and Airport Layout Plan (ALP)
- Completion of noise contours

Please submit comments by ***February 26, 2021***

Email: jim.miklas@woolpert.com

Mail: Beverly Regional Airport Administration, 50 L.P. Henderson Road, Beverly, MA 01915


42

PROPOSED AIRPORT PROJECTS

Key Improvements	Key Points
Increased RWY 16-34 Length for Departures	<ul style="list-style-type: none"> Enhances aircraft operational safety factors Promotes effectiveness and benefits of newer GA aircraft
Narrowing width for RWY 9-27	<ul style="list-style-type: none"> Reduce pavement width per FAA design standards
Taxiway Realignments	<ul style="list-style-type: none"> Increases operational safety and efficiency for aircraft
Impervious Surfaces	<ul style="list-style-type: none"> Existing airfield pavement to be removed: 586,085 s.f. Future airfield pavement to be added: 482,210 s.f.
Landside Development	<ul style="list-style-type: none"> Maximizes financial sustainability for BVY and development potential for area businesses Constructed only if and when demand occurs
Vehicle Service Road	<ul style="list-style-type: none"> Enhanced operational safety and security as well as increased efficiency Utilization of recycled mill material from runway project
Environmental	<ul style="list-style-type: none"> Wetlands: Minimal impacts Noise: No significant change anticipated; study underway Lighting: Progressive upgrade to LEDs (incl. RWs & TWs) Waste: Recycling/reuse program

43

QUESTION & ANSWER SESSION



- Please use the “Raise Your Hand” function at the bottom of the screen when you want to speak
- We will be keeping track of individuals who want to speak and will let you know when it is your turn
- Please don’t use the Chat for public comment
- Please mute your microphone when you are not speaking

Please submit comments by **February 26, 2021**

Email: jim.miklas@woolpert.com

Mail: Beverly Regional Airport Administration, 50 L.P. Henderson Road, Beverly, MA 01915

44



Thank You!

Gloria Bouillon
Airport Manager
gbouillon@beverlyma.gov

Jim Miklas
Lead Planner
jim.miklas@woolpert.com

BVY Master Plan - Beverly Community Meeting Public Comment Log - 01.21.2021

Date Received	Nature of Issue/Comment	Stakeholder
01.21.2021	Nature of noise study. Do you go to the different neighborhoods to do this?	Citizen #1
01.21.2021	Supportive of VSR - is it a priority?	Citizen #1
01.21.2021	Noise and jet fuel penetrating home (summer with all home windows open); aircraft staged for 30 minutes (Rwy 9-27); are there any types of barriers in the plans; seems to be increased frequency of instances; had sent previous email to airport with unsatisfactory response.	Citizen #2

BVY Master Plan - Beverly Community Meeting Public Comment Log Addt'l Comments - 01.21.2021

Date Received	Nature of Issue/Comment	Speaker
3/12/2021	LED Lighting for KBVY - I pulled your email from the KBVY Master Plan and Webinar to contact you for any questions. I live in Beverly and I am interested in the plan to convert to LED lighting at KBVY. I believe a proposal has or is going out on this initiative. My question: Is there FAA guidance on what LEDs can be used? Also, has a vendor been selected?	Speaker #1
3/15/2021	Watches DCAT (Danvers Community Access Television). Recent episode of 'Topics of the Town' co-hosted by Mark Zuberek, he mentioned 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

BVY Master Plan - Beverly Community Meeting Public Comment Log - 01.21.2021

Date Received	Nature of Issue/Comment	Speaker
3/12/2021	LED Lighting for KBVY - I pulled your email from the KBVY Master Plan and Webinar to contact you for any questions. I live in Beverly and I am interested in the plan to convert to LED lighting at KBVY. I believe a propsoal has or is going out on this initiative. My question: Is there FAA gujidance on what LEDs can be used? Also, has a vendor been selected?	Speaker #1
3/15/3032	I appreciate the reply! I was curious because I live in Beverly and work in the IoT field for Smart Airports. This implies using IoT technology to solve some of the apparent issues facing airports today, including drone mitigation and detection. Mostly on the FAA research side of the business. I am hoping KBVY is on track to benefit from the new cosst saving tech that is available like LED lighting. I will keep an eye out on the developments, please let me know (if you remember) when the proposal is out! Feel free to connect on LinkedIn if you like (XXX). Best.	Speaker #1

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

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

Date Received	Nature of Issue/Comment	Speaker
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

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

Date Received	Nature of Issue/Comment	Speaker
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

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

Date Received	Nature of Issue/Comment	Speaker
2.26.2021	<p>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.</p>	Speaker #8
2.26.2021	<p>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.</p>	Speaker #6
2.26.2021	<p>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.</p>	Speaker #8
2.26.2021	<p>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.</p>	Speaker #12

BVY Master Plan - Danvers Community Meeting Public Comment Log Addt'l Comments - 01.26.2021

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 mentioned 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 instructed to obtain that information from you.	Speaker #3

BVY Master Plan - Danvers Community Meeting Public Comment Log Addt'l Comments - 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

BVY Master Plan - Danvers Community Meeting Public Comment Log Addt'l Comments - 01.26.2021

Date Received	Nature of Issue/Comment	Speaker
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



Town of Danvers

Office of the Town Manager

Steve Bartha | Town Manager
1 Sylvan Street, Danvers, Massachusetts 01923 | p: 978-777-0001 | f. 978-777-1025
www.danversma.gov | sbartha@danversma.gov

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.

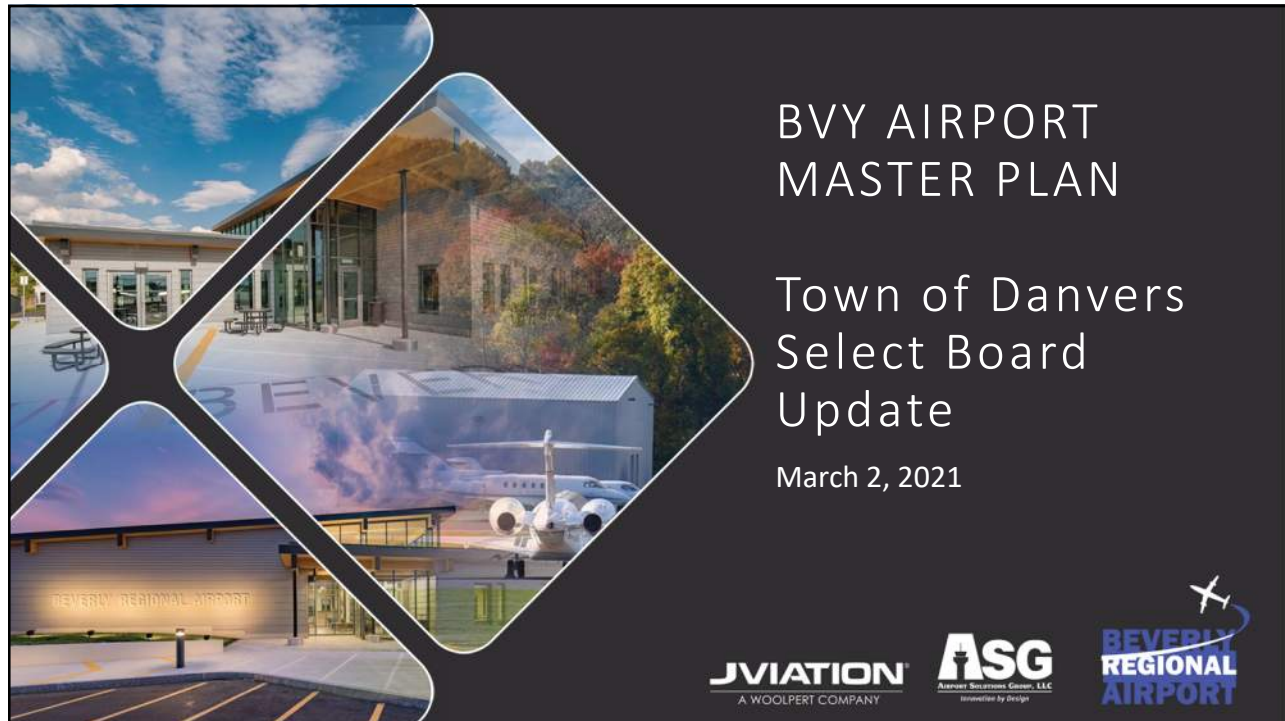
cc: BAC (Danvers) representatives: Aaron Henry & Matthew Mozur

BVY Master Plan - Wenham Community Meeting Public Comment Log - 01.27.2021

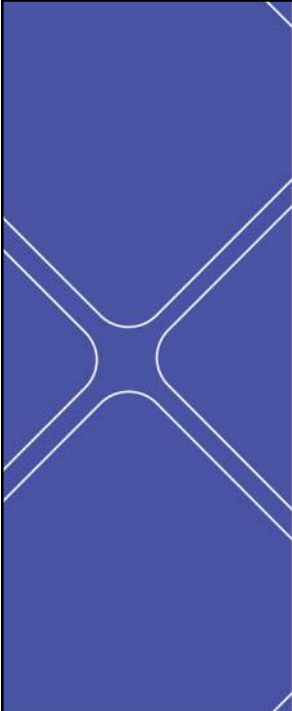
Date Received	Nature of Issue/Comment	Speaker
01.21.2021	Will there be an increase in the number of corporate jets added to the airport? They seem to create the most noise issues.	Speaker #1
01.21.2021	What controls are in place regarding warm-up times for the particularly loud jet aircraft.	Speaker #2
01.21.2021	Has a statement/comment to present from the Town Assessor, when would it be an appropriate time to do this.	Speaker #3
01.21.2021	Are there gig construction plans for the East Side Development Area and what would they be?	Speaker #4
01.21.2021	How does sustainability relate to maintaining the renting and/or use of property? So it's Fiscal Sustainability.	Speaker #5
01.21.2021	The smaller aircraft that are being used for lessons; each take-off and landing is considered an operation?	Speaker #5
01.21.2021	Is there a no fly zone around the autobahn or anywhere else? You can't go 3 or 4 minutes on a weekend without a plane going over.	Speaker #5
01.21.2021	Airport Hours of Operation; Typical Corp Jet flight schedules	Speaker #5
01.21.2021	Are there any plans to change the orientation of the runways?	Speaker #6
01.21.2021	Reasoning for the secondary runway being narrowed; so, no change in which aircraft use which runway at this time?	Speaker #7
01.21.2021	Expansion of the pavement by 300'. Given that the capacity can go up to the BII aircraft, will volume of aircraft also increase? How much of the 1.2 growth is predicated on the increased length of the runway?	Speaker #4
01.21.2021	1) Resurfacing of certain paved areas will it have any particulate impacts in the area and during what period will the construction occur? 2) LEDs - where will they be used as they are incredibly bright.	Speaker #8
01.21.2021	Noise Contour Study; Will the new Noise Contour Study as well as the previous study that was done 20 years ago be available for review?	Speaker #2
01.21.2021	When you apply for project permitting, do you just go through local conservation or do you have to go through BEP or FAA for anything in particular?	Speaker #3
01.21.2021	Paving of the road for the field tracks, etc. Is that price included in your overall pavement cost?	Speaker #5
01.21.2021	As a former member of the Logan ***, I'm aware of some of the things that were just referenced and the significant ways noise impacts were continually brought to me *** operations. I would hope that with the noise contour study, we'll have an opportunity to look at that prior to any final decisions being made regarding what's going on at the airport and the anticipated or expected growth of traffic over time.	Speaker #2

BVY Master Plan - Wenham Community Meeting Public Comment Log Addtl Comments - 2021

Date Received	Nature of Issue/Comment	Speaker
1.28.2021	My concern/question for you is separate from the Master Plan review. I am disappointed with the abutters notification process. I will use a specific example to illustrate. One night in July, 2020, we heard a large boom and our house vibrated. Our neighborhood text chain lit up. After several days, calls to the Town Manager and much digging, we found out the State Police had detonated an explosive device on airport grounds. While none of us had any objection to the safe detonation of the device, we were dismayed that our investigations revealed that abutters in Beverly and Danvers were notified prior to the detonation but not Wenham abutters. It calls into question the communication chain with Wenham abutters in general. The postcard regarding the Master Plan meeting last night is the first communication our neighborhood has received from the airport even though many of us are longer term residents and did sign up for notifications. I would appreciate if you would investigate the notification system to determine if the Wenham abutters are appropriately signed up to receive communications/robocalls.	Speaker #1
1.28.2021	Please let me know if we are on the list and, if not, what I and my neighbors can do to insure that we are properly listed and receive active notifications. I await further information regarding the noise contour study and other elements of the Master Plan and will communicate any concerns once those are available.	Speaker #2
1.28.2021	I had to leave the meeting after 30 minutes due to a previously scheduled meeting. I concur with Ms. Romano's concerns for neighborhood notification. It would be appreciated by the Town and myself if the communication process with the neighborhood abutters could be enhanced to allow greater information flow amongst everyone involved. I look forward to continued discussions and involvement in the master planning process.	Speaker #3
1.28.2021	<i>Due to a prior commitment, I needed to leave the meeting last night at 6:45; here is a copy of my comments that were read by Margaret Hoffman, Wenham Town Planner. I will be happy to discuss any or all the points I've raised. Best Wishes, Steve Ozahowski.</i> As the Assessor for the Town of Wenham, and as a licensed real estate appraiser for over 30 years, I have an awareness of property values and what has an impact on them. The proposed expansion of Beverly Airport will have a significant negative impact on property values for homes in its immediate vicinity - and the large majority of these residential properties most affected are located in Wenham and Danvers. Indeed, when aircraft take off and land in the direction of Beverly, they typically come in over Rt 128 and Cherry Hill, or over Wenham Lake, with minimal impact on Beverly residential properties. When they approach or take off in the other directions, they are flying directly above or in close proximity to numerous residences in Wenham and Danvers. In short, this expansion will affect residential properties (and their occupants) in Wenham and Danvers more than it will Beverly. The proposed expansion is clearly designed to accommodate the increased traffic of small jets, which generate significantly more noise than passenger planes. As a resident in Hamilton, less than two miles from the airport, I have already noticed the increased noise these aircraft create. These jets are coming in low and loud. In addition, they often park on the ground for hours while their passengers attend meetings and return, with their engines running the entire time. You are proposing to increase the volume of these flights, and are having meetings to give the appearance of being a good neighbor. Let's be frank; these hearings are to give the impression that input from neighbors will be utilized, when it will likely end up in the circular file. Regardless, I would like to point out that MassPort (for decades) has had a remediation program for residents in Winthrop and East Boston which provides for the installation of additional insulation as well as new windows, for those dwellings most affected by flight paths. I request you offer something similar. In addition, I recommend that you limit the flights to reasonable hours, say 7AM to 8PM. This might help to minimize the impact of the increased jet traffic you are planning to attract by expanding the airport. The enjoyment of sleeping on warm summer nights with windows open will be diminished with jets coming and going at 2 AM. Further, perhaps a rule that if a jet is going to be on the ground for more than an hour, the engines need to be off. Respectfully submitted, Steve Ozahowski, Principal Assessor, Wenham	Speaker #4
2.24.2021	I am contacting you to follow up on the email chain I sent you in January after the Airport Master Planning meeting. The email chain is below for your reference. You had initially responded to me that you would forward my specific concerns to the Airport. I have not had a response. I would appreciate receiving a response from you regarding where we stand with correcting this issue especially given the importance of our input, as abutters, in the Master Plan process.	Speaker #2
2.24.2021	Gloria, the event Ms. XXX is talking about did not happen on airport grounds. We were caught unaware as well. I think it happened at FEMA? We did not send out any notification and do not have a communication system (robocalls) in place. Maybe the City or FEMA does and they sent it out? I think she is confusing the notification for the Master Plan meeting with a notification system from the City or FEMA. I am assuming your Master Plan team sent the postcards out?	Speaker #5



1



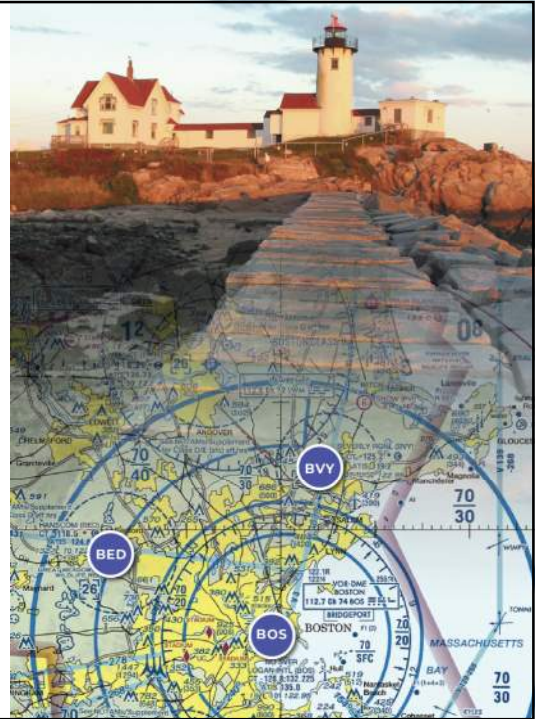
MEETING OBJECTIVES

- Airport Background
- An overview of the ongoing Master Plan process
 - Facility requirements
 - Development alternatives, and
 - Recommended development concept
- Discuss the concerns raised by 13 residents (25 attendees)
 - Extension of Runway 16-34 (Master Plan related)
 - Usage of 9-27 vs 16-34 (operations relations)
 - Use of LED lighting/night skies (Master Plan related)
 - Impact on property values (operations related)
 - Increase in operations (operations related)
 - Noise from repetitive “touch and go’s” (operations related)
- Next steps

2

History & Governance

- Established in 1928 in association with the City of Beverly
- Operated by the U.S. Navy during World War II
- Turned over to the City of Beverly in 1950
- Governed by the Beverly Airport Commission appointed by the Mayor of Beverly
 - 1986 – Town of Danvers waived its statutory PILOT payment for two seats on the Commission
 - 2021 = approximately \$6,700
- Roles:
 - FAA National Plan of Integrated Airport Systems: General Aviation Regional Reliever
 - MassDOT Aviation System Plan: Corporate/Business Airport



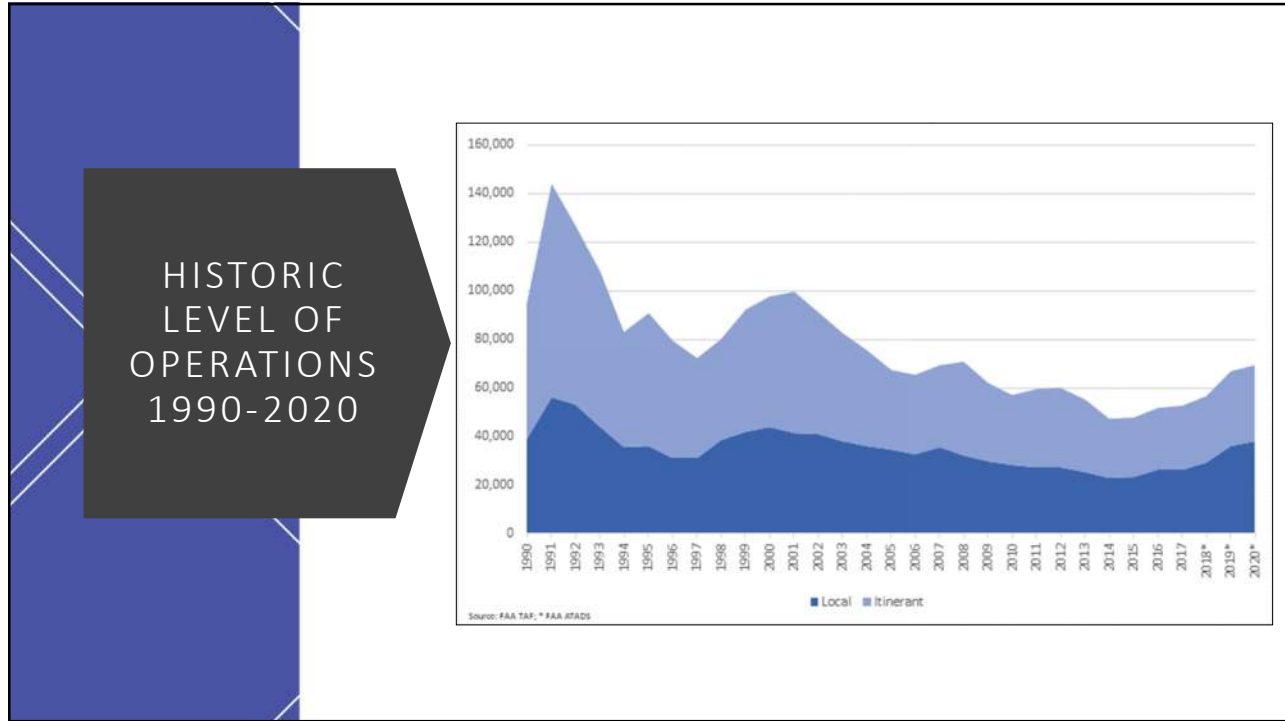
3

BEVERLY REGIONAL AIRPORT

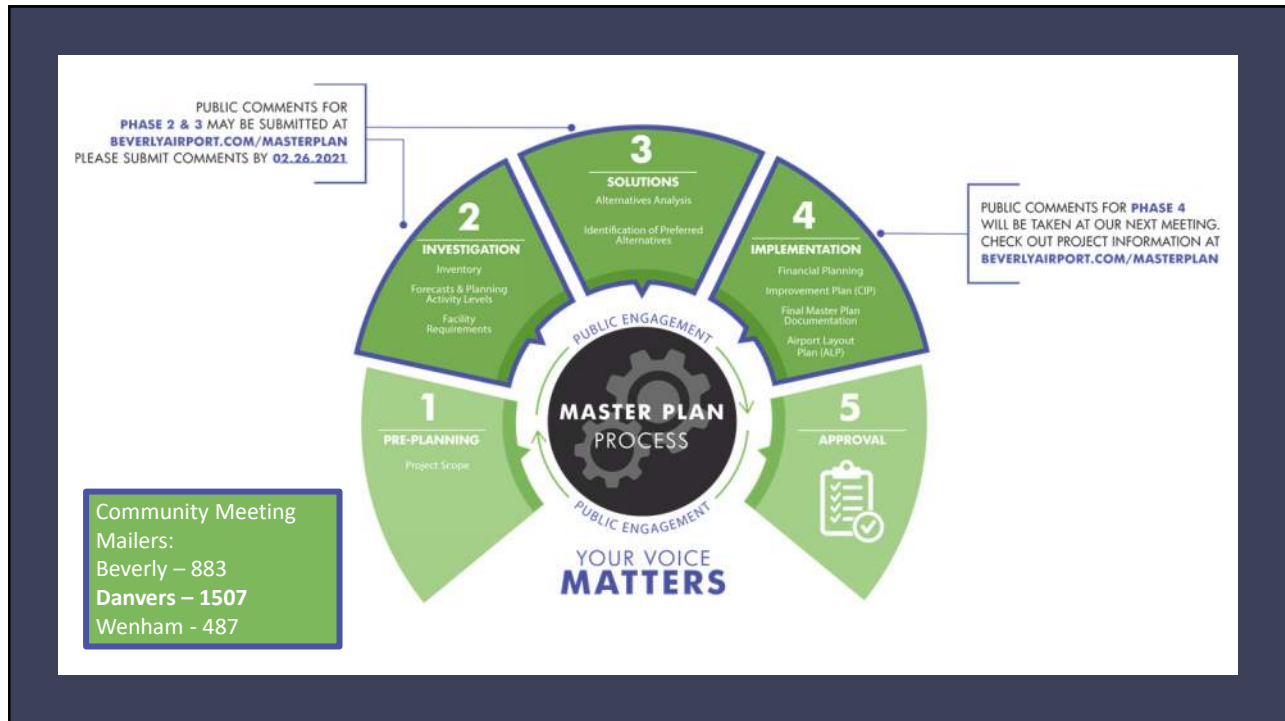


- Services:
 - Fixed Based Operator
 - North Atlantic Air
 - Flight Training
 - Beverly Flight School
 - Avier Flight School
 - Aircraft Tie-Downs & Hangars
 - Aircraft maintenance and repair
- 2020 Annual Operations = 69,117
 - BVY highpoint = 144,156 (1991)
 - 3.5% increase over 2019
 - Last time operations at this level = 2008
- Air Traffic Control Tower hours:
 - 7:00 AM – 9:00 PM (summer)
 - 7:00 AM – 8:00 PM (winter)

4



5



6

JURISDICTIONAL ROLES & RESPONSIBILITIES

<div style="background-color: #4CAF50; color: white; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center; margin-bottom: 10px;">1</div> <p style="text-align: center; margin: 0;">FAA</p> <p style="text-align: center; margin: 0;">Regulator, Funder</p>	<div style="background-color: #4CAF50; color: white; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center; margin-bottom: 10px;">2</div> <p style="text-align: center; margin: 0;">MassDOT</p> <p style="text-align: center; margin: 0;">Regulator, Funder</p>	<div style="background-color: #4CAF50; color: white; border-radius: 50%; width: 40px; height: 40px; margin: 0 auto; display: flex; align-items: center; justify-content: center; margin-bottom: 10px;">3</div> <p style="text-align: center; margin: 0;">AIRPORT COMMISSION</p> <p style="text-align: center; margin: 0;">Operator, Regulator, Landlord</p>
<ul style="list-style-type: none"> • Preemptive authority on safety • Regulates <ul style="list-style-type: none"> ○ Airspace ○ Aircraft operations ○ Aircraft noise • Prescribes airport design standards • Administer the Airport Improvement Program (AIP) 	<ul style="list-style-type: none"> • Promotes aviation safety, aviation education and development • Provides guidance to Sponsors • Leads other initiatives that benefit aviation • Partners with FAA for programming AIP funds • Funds projects through the federal and state aviation grant programs 	<ul style="list-style-type: none"> • Final decision-making responsibility for the management, operation, and maintenance of the airport including: <ul style="list-style-type: none"> ○ Safe and efficient - highest priority (based on standard of care) ○ Maintenance of all assets – infrastructure and equipment ○ Sound fiscal management in compliance with federal and/or state grant assurances

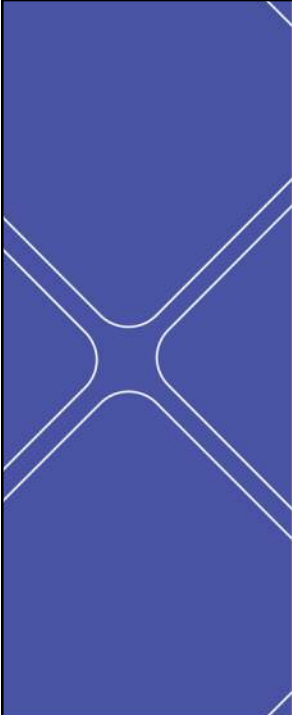
7

UNDERSTANDING GRANT ASSURANCES

- Federal law requires that airport sponsors agree to certain conditions in exchange for financial assistance
 - Thirty-nine Grant Assurances
 - Many focused on specific project receiving funding; others apply generally to operation of airport
 - Typically expire after 20 years, except where grants used for land acquisition

KEY GRANT ASSURANCES	
Assurance 4 - Good Title	Assurance 23 - Exclusive Rights
Assurance 5 - Preserving Rights and Powers	Assurance 24 - Fee and Rental Structure
Assurance 19 - Operation and Maintenance	Assurance 25 - Airport Revenues
Assurance 22 - Economic Nondiscrimination	Assurance 29 - Airport Layout Plan

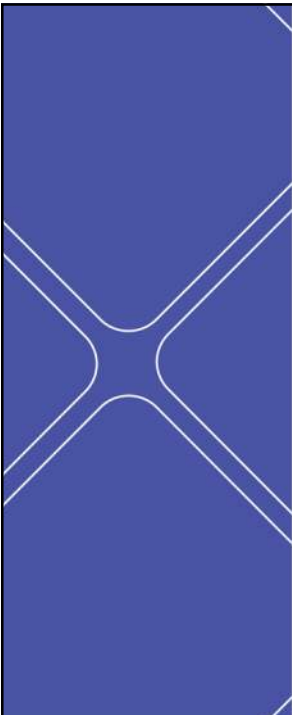
8



IMPLICATIONS OF GRANT ASSURANCES

- Obligations are not scaled based on size of airport or volume of traffic
- No obligation to grow; obligation to maintain
- Airports can be subsidized, but cannot divert revenue
- Airports cannot allocate traffic with very rare exceptions
- Airports cannot share revenue

9




PILOT-IN-COMMAND

- Pilot-In-Command
 - Final authority and responsibility for the operation and safety of the flight
 - May deviate from any FAA Rule if experiencing an in-flight emergency that requires immediate action and to the extent required to meet that emergency
- What does this mean for flight operations at BVY?
 - The pilot has the ultimate decision regarding which runway they choose to use for departure or landing – usually taking into account wind direction, speed, load factor, runway length, available fuel, etc.
 - The FAA Tower can request a pilot to use a certain runway but the pilot has final authority
 - On occasion a pilot may be held for takeoff due to weather or air traffic issues occurring at their destination airport


10

AVIATION DEMAND FORECASTS


- Airports should be designed to meet the requirements of the aircraft that operate at them
- FAA AC 150/5000-17, *Critical Aircraft and Regular Use Determination*, provides for an airport's design be based on the most demanding or critical aircraft that operates regularly at that airport (500 annual operations or takeoffs/landings)
- Larger aircraft can still operate on the runways
- **B-II remains the current airport reference code (represented by the Cessna Citation Latitude)**




A-I
CESSNA 150



A-II
AERO COMMANDER



B-I
CITATION CJ1



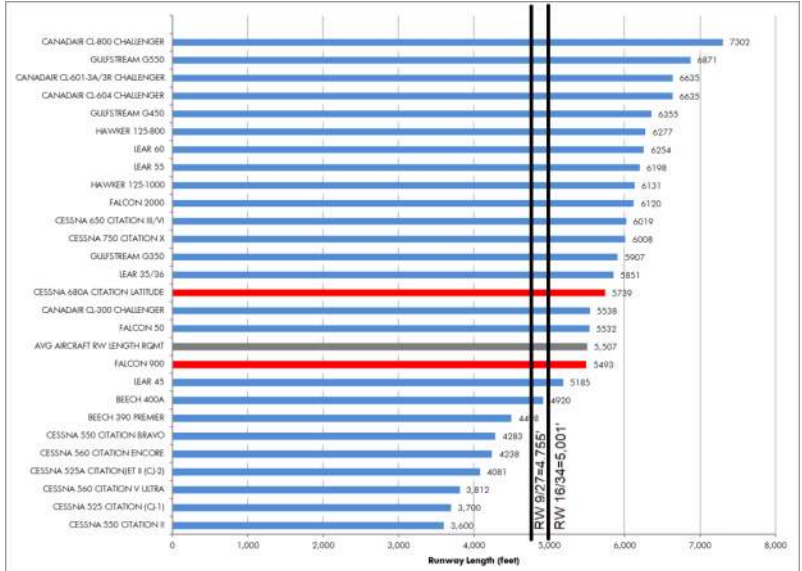
B-II
CESSNA CITATION LATITUDE

Forecast	Current (2020)	Annual Average Growth Rate
Aircraft	105	1.2%
Operations	69,117	1.12%

11

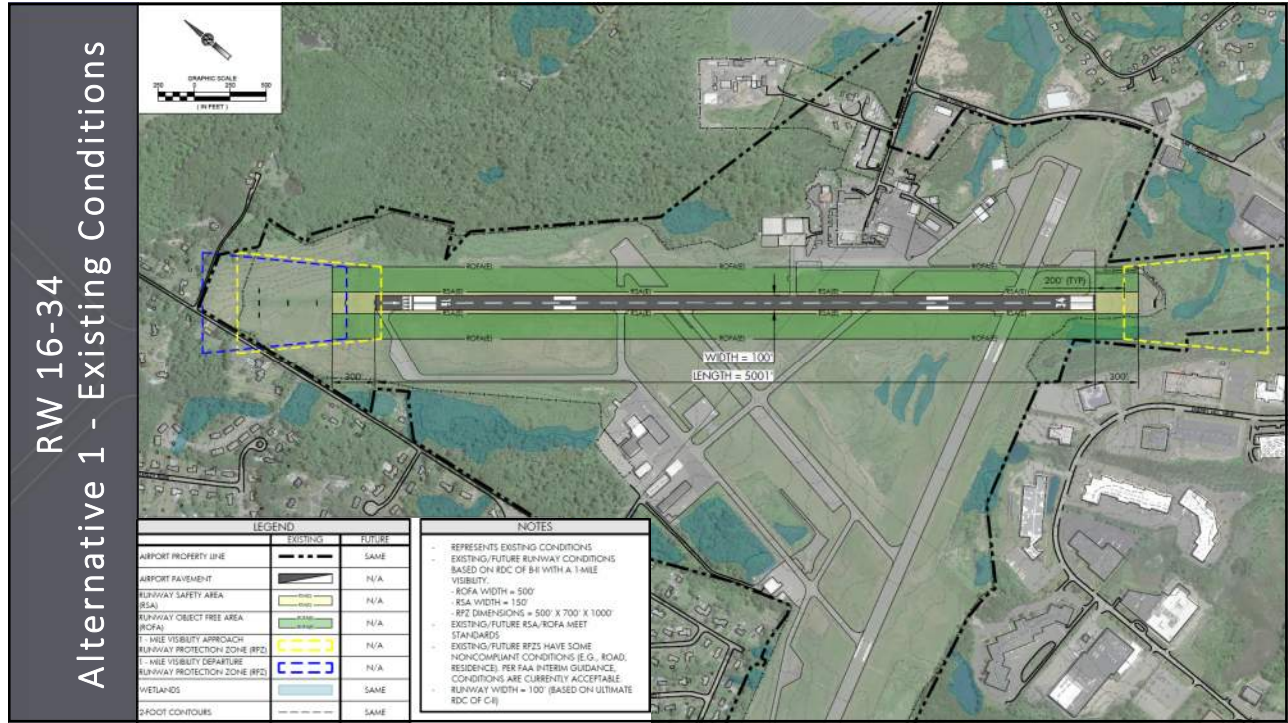
RUNWAY LENGTH ANALYSIS

Aircraft Currently Operating at BVY

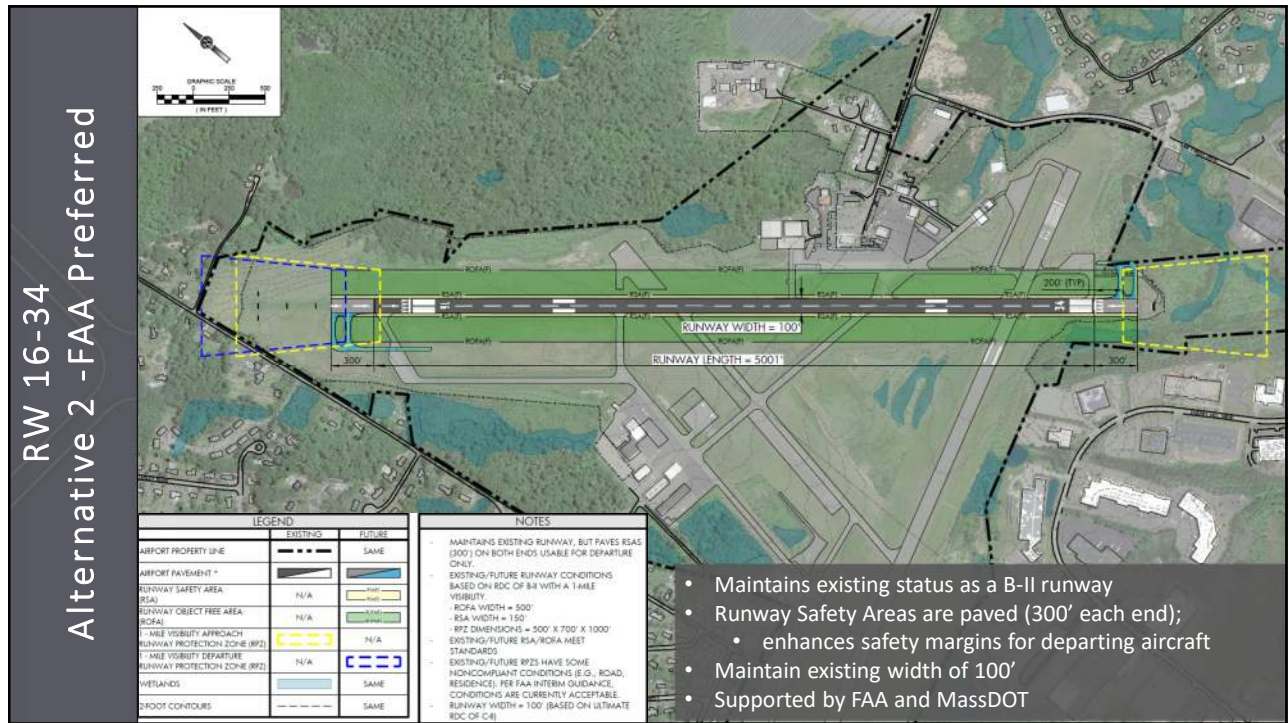


Aircraft Model	Runway Length (feet)
CANADAR CL800 CHALLENGER	7302
OLUFSTREAM O550	6871
CANADAR CL601-3A/3R CHALLENGER	6635
CANADAR CL604 CHALLENGER	6635
OLUFSTREAM O450	6355
HAWKER 125-800	6277
LEAR 60	6254
LEAR 35	6198
HAWKER 125-1000	6131
FALCON 2000	6120
CESSNA 650 CITATION II/VI	6010
CESSNA 750 CITATION X	6008
OLUFSTREAM O350	5907
LEAR 35/36	5851
CESSNA 680A CITATION LATITUDE	5739
CANADAR CL300 CHALLENGER	5538
FALCON 50	5532
AVG AIRCRAFT RW LENGTH REQD	5,507
FALCON 900	5493
LEAR 45	5185
BEECH 400A	4920
BEECH 390 PREMIER	4488
CESSNA 550 CITATION II/AVO	4283
CESSNA 560 CITATION ENCORE	4238
CESSNA 525A CITATION II (CJ-2)	4081
CESSNA 560 CITATION V ULTRA	3,812
CESSNA 525 CITATION (CJ-1)	3,700
CESSNA 530 CITATION II	3,600

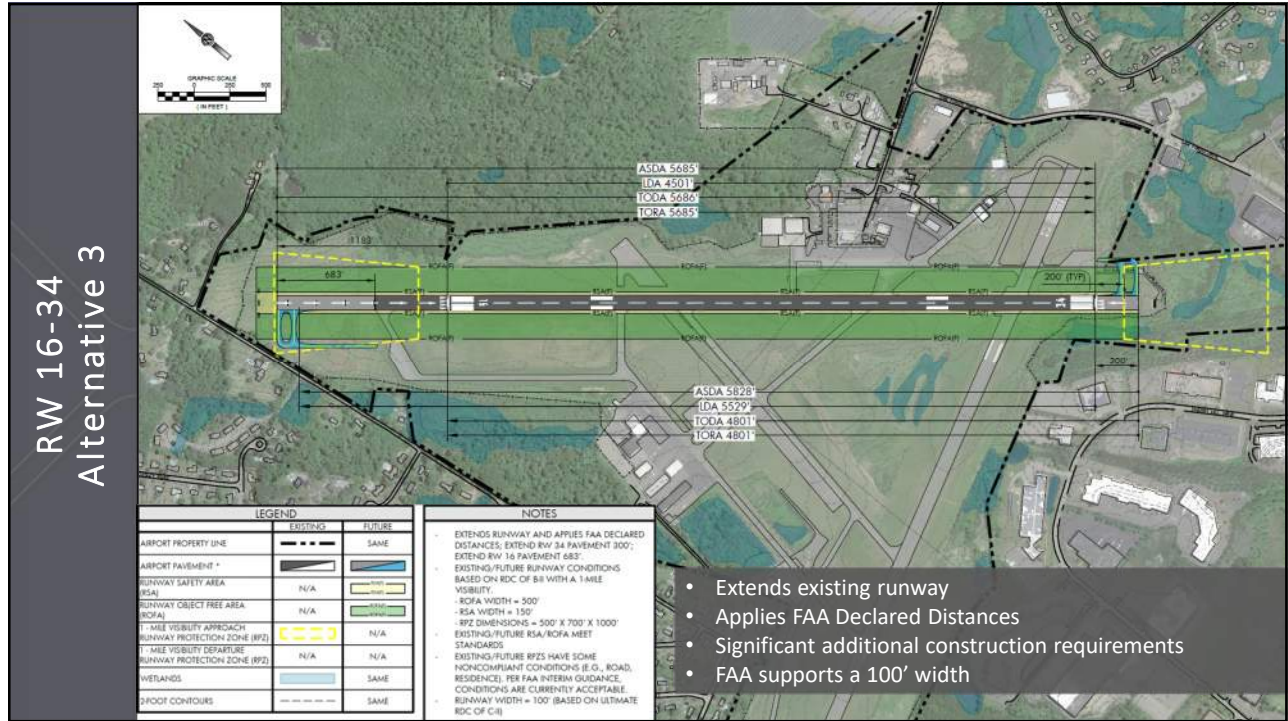
12



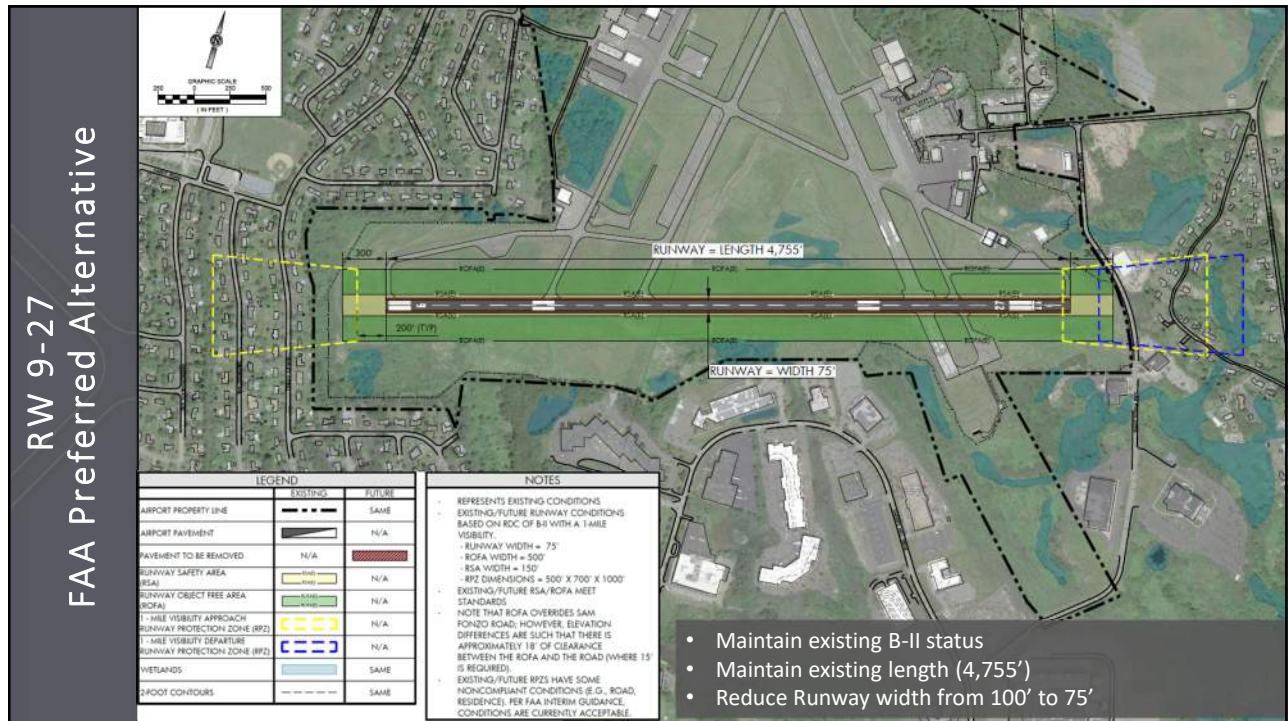
13



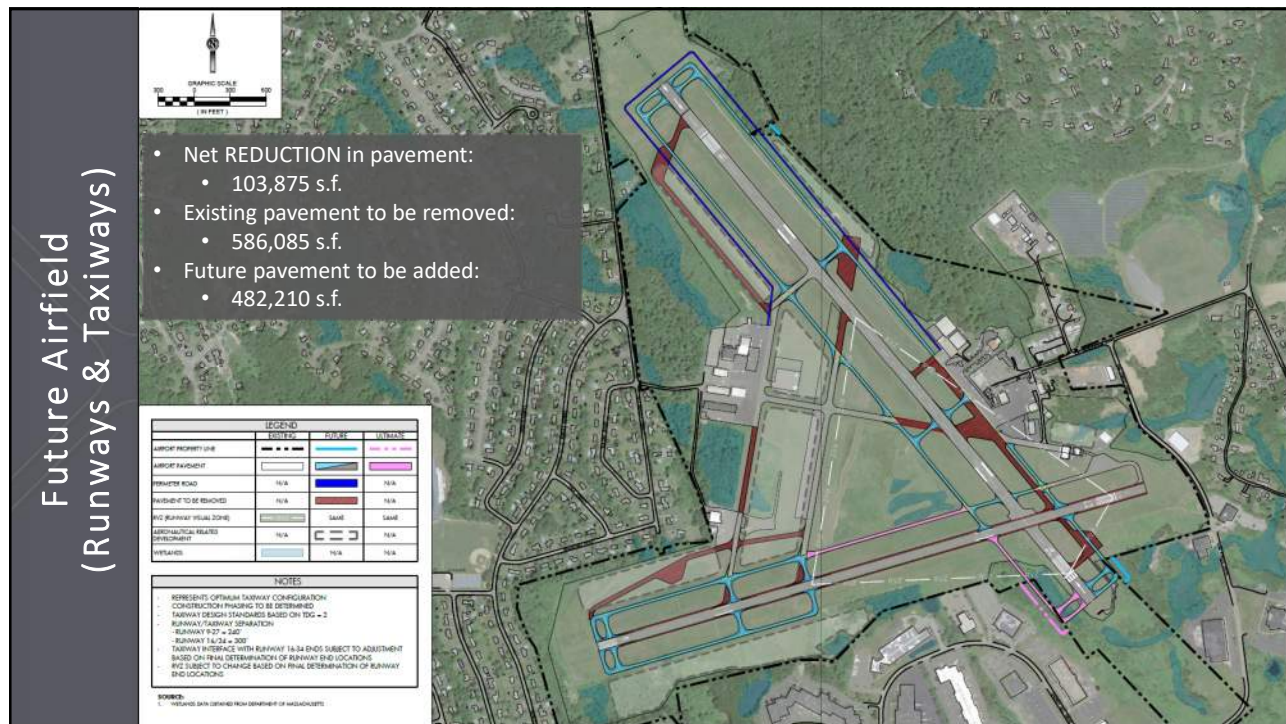
14



15



16



17

PROPOSED RUNWAY CHANGES

- Maintain Runway 16-34 status as a B-II runway
 - Maintain existing runway width (100')
 - Pave existing Runway Safety Areas (300' each end)
 - enhances operational safety margins
 - operational benefits only for departing aircraft
 - landing lengths remain the same
 - Supported by FAA and MassDOT
- Maintain Runway 9-27 status as a B-II runway
 - Maintain existing length of 4,755'
 - Reduce runway width from 100' to 75' in conformance of FAA design standards

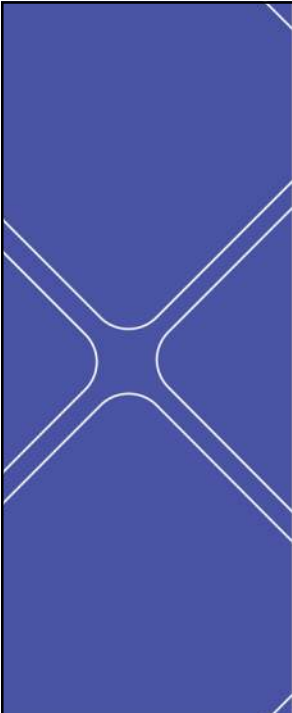
18



PROPOSED AIRPORT IMPROVEMENTS

Key Improvements	Key Points
Increased RWY 16-34 Length for Departures	<ul style="list-style-type: none"> Enhances aircraft operational safety factors Promotes effectiveness and benefits of newer GA aircraft
Narrowing width for RWY 9-27	<ul style="list-style-type: none"> Reduce pavement width per FAA design standards
Taxiway Realignments	<ul style="list-style-type: none"> Increases operational safety and efficiency for aircraft
Impervious Surfaces	<ul style="list-style-type: none"> Existing airfield pavement to be removed: 586,085 s.f. Future airfield pavement to be added: 482,210 s.f.
Landside Development	<ul style="list-style-type: none"> Maximizes financial sustainability for BVY and development potential for area businesses Constructed only if and when demand occurs
Vehicle Service Road	<ul style="list-style-type: none"> Enhanced operational safety and security as well as increased efficiency Utilization of recycled mill material from runway project
Environmental	<ul style="list-style-type: none"> Wetlands: Minimal impacts Noise: No significant change anticipated; study underway Lighting: Progressive upgrade to LEDs (incl. RWs & TWs) Waste: Recycling/reuse program

19



NOISE STUDY

- The Airport is currently undertaking a noise study to look at noise contours today and into the future
- The study methodology is in conformance with FAA guidelines
- The study results will be presented at the next series of community meetings to be held in late April
- The Airport is developing methods to educate and share information about noise with airport operators and the community

20



**THE MASTER PLAN
RESOURCES | NEXT
STEPS**

- Presentations and **draft** chapters 1-5 are available online at www.beverlyairport.com (see Master Plan tab)
- Development of Implementation Plan and Airport Layout Plan (ALP)
- Completion of noise contours study
- Virtual community meetings to be held in late April

21



Thank You!

Gloria Bouillon
 Airport Manager
gbouillon@beverlyma.gov

Aaron Henry
 Airport Commission
ahenry@danvers.gov

Matt Mozur
 Airport Commission
matt.mozur@gmail.com

Jim Miklas
 Lead Planner
jim.miklas@woolpert.com



22

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

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

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 Revers 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

BYV Master Plan - Danvers Select Board Meeting Public Comment Log - 03.02.2021

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

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'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</p> <p>(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 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

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 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. 1) 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. 2) 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. 3) 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. 4) 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. 5) 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. 6) 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. 7) 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>	

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


Date Received	Nature of Issue/Comment	Speaker
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



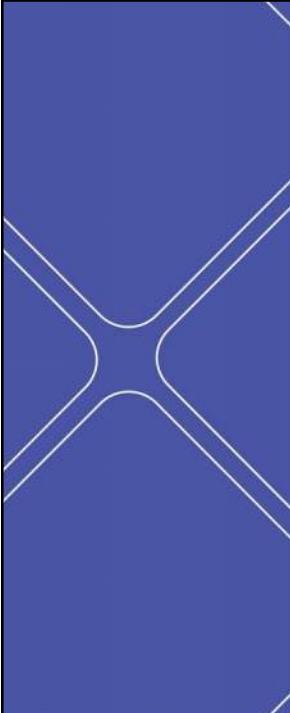
BVY AIRPORT MASTER PLAN

City of Beverly Community Meeting

April 29, 2021



1

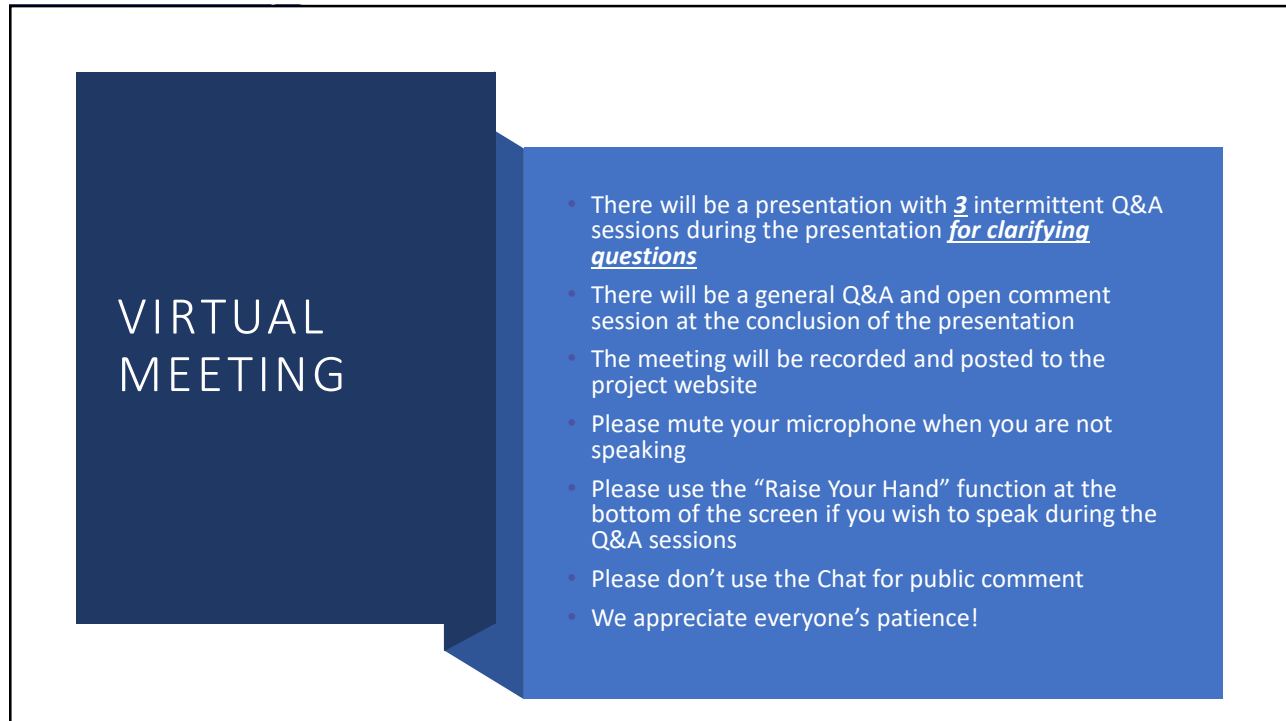


MEETING OBJECTIVES

Today we will leave with:

- As awareness of the public comments received to-date
- An understanding of steps undertaken by the Airport regarding noise issues
- Knowledge of the updated noise study and findings
- A review of the implementation elements of the Master Plan
- An awareness of next steps
- An understanding of comments, questions, concerns

2



VIRTUAL MEETING

- There will be a presentation with **3** intermittent Q&A sessions during the presentation for clarifying questions
- There will be a general Q&A and open comment session at the conclusion of the presentation
- The meeting will be recorded and posted to the project website
- Please mute your microphone when you are not speaking
- Please use the “Raise Your Hand” function at the bottom of the screen if you wish to speak during the Q&A sessions
- Please don’t use the Chat for public comment
- We appreciate everyone’s patience!

3



WE HEARD FROM CITIZENS!

- We appreciate all the comments and input that we have received to-date
- We heard from **54** citizens and the Danvers Board of Selectmen
- The project communication log includes comments heard during our community meetings in January and comments we received via email
- The communication log will be published tomorrow at www.beverlyairport.com (see the Master Plan tab)
- We have removed names and addresses for privacy purposes

4



PUBLIC COMMENT - THEMES

COMMUNITY COMMUNICATION

- Request for advance notification of anticipated events
- Request for routine communication to all surrounding communities about airport activities

ECONOMIC BENEFIT/PROPERTY VALUES

- Lack of economic benefit to all the communities
- Lack of economic benefit to communities other than Beverly
- Concern about property valuations decreasing due to airport activities

5



PUBLIC COMMENTS - THEMES

NOISE

- ***Overwhelming number of comments pertained to existing noise issues***
- Additional comments expressed concern of increased noise related to proposed runway extension

SAFETY

- Concern of jet fuel odors
- Concerns regarding aircraft accidents
- Impact of LED lighting

6

AIRPORT ACTIONS - NOISE

- Formation of Airport Commission Noise Subcommittee
 - Routine review of complaints
 - Meet with airport operators
 - Provide updated voluntary noise abatement procedures for locally based pilots and transient pilots
 - Provide routine update at Airport Commission meetings
 - Enhance internal process for reviewing noise complaints
 - Requested municipalities to designate participants
- Significantly enhanced noise and safety webpage:
 - Voluntary Noise Abatement Procedures
 - FAA Noise Guidance link, FAA Noise Basics link and other resource links
 - FAA Noise Ombudsman contact information
 - [Airport Noise and Safety Information | Beverly Regional Airport \(beverlyairport.com\)](https://www.beverlyairport.com/airport-noise-and-safety-information)
- Ongoing discussions with FAA Air Traffic Control Tower, Flight Schools, and major operators
- Review of 2020 operation increase was likely related to the 3-month closure of all flight schools resulting in a pent-up training demand during a flight compressed season

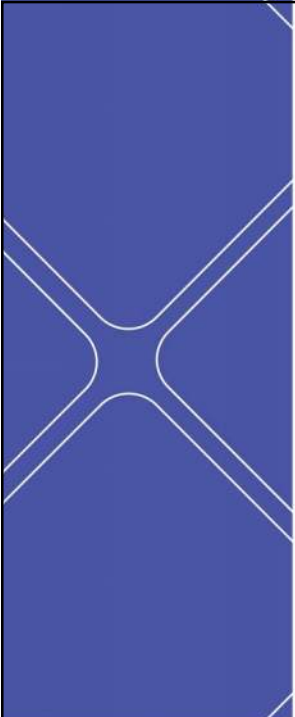
7

AVIER FLIGHT SCHOOL

Newly introduced **Good Neighbor Policy**

- *We encourage full length departures, at BVY which maximizes elevation when crossing the airport boundary.*
- *Patterns are flown at reduced RPM (within operational limits) once pattern altitude is achieved.*
- *Departures from the area will maintain Vy for as long as operationally feasible, to at least 2,000 feet.*
- *Touch and Go landings are only used rarely at our school. We favor full stop landings with taxi back for quality of training; but the additional benefit is that we are not departing from mid-field.*
- *We have implemented a curriculum that favors cross country scenario-based training which, in addition to the educational benefit, also serves to dilute our local operations.*
- *We have begun development of a carbon reduction initiative that is resulting in education of our clients in the area of reduced power settings and improved fuel leaning procedures. This reduction in power also results in a reduction of sound.*

8




OTHER AIRPORT ACTIONS

- The Airport will continue to communicate operational issues to the FAA Air Traffic Control Tower
- The Airport will continue to meet all federal and state safety requirements
- The Airport's will ensure that the future airfield LED lighting project matches the existing airfield lighting brightness
- The Airport will work with Commission representatives to ensure routine communications with elected officials and municipalities
- The Airport will continue to post activities on their website and Facebook page and will develop a semi-annual community newsletter about airport activities
- The Airport will explore establishing a communication system to advise citizens of airport events
- The Airport has posted MassDOT Aeronautics Economic Impact Study to the airport's website for further information

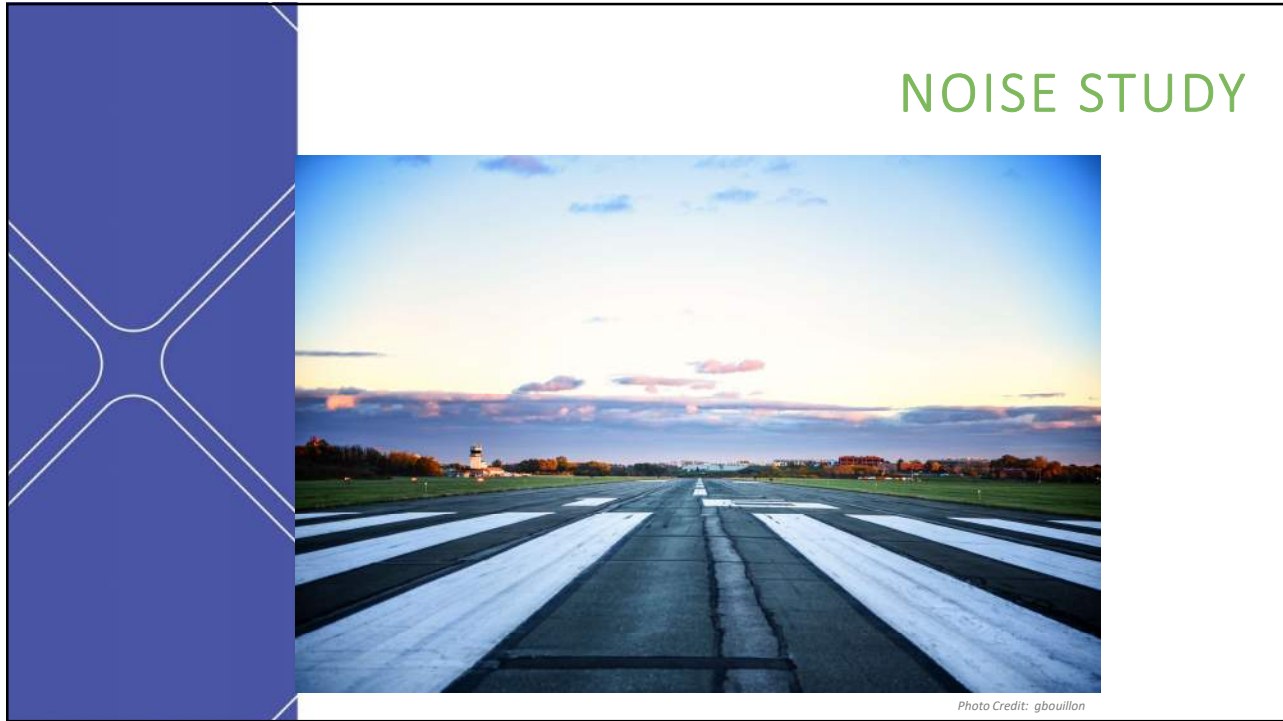
9

CLARIFYING QUESTIONS - SESSION #1



- Please use the "Raise Your Hand" function at the bottom of the screen when you want to speak
- We will be keeping track of individuals who want to speak and will let you know when it is your turn
- Please don't use the Chat for public comment
- Please mute your microphone when you are not speaking

10



NOISE STUDY

Photo Credit: gbouillon

11

FAA LAND USE COMPATIBILITY GUIDELINES

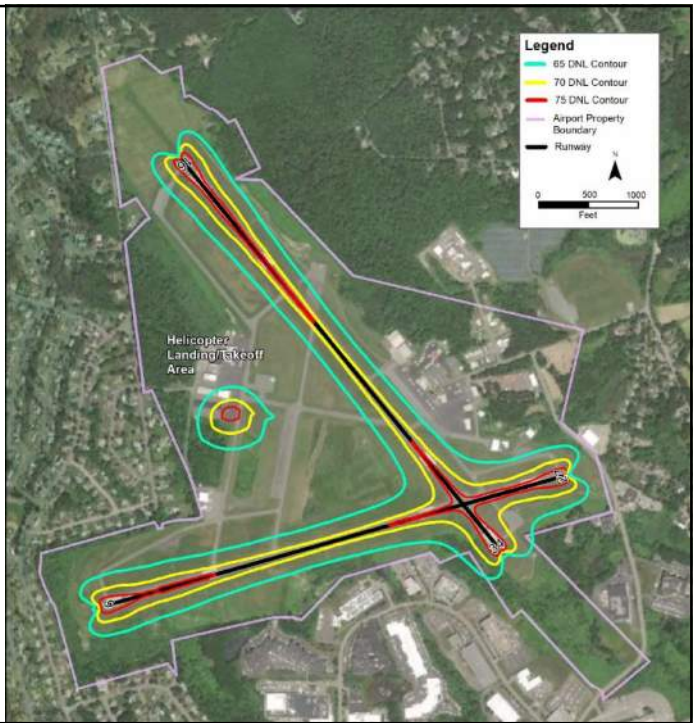
- FAA guidance identifies uses within designated noise contours based on **Yearly Day-Night Levels (DNL)** decibels
 - The FAA methodology annualizes single noise events
- Identified land uses include:
 - Residential
 - Public Use (schools, churches, etc.)
 - Commercial Use
 - Manufacturing and Production
 - Recreational
- ***In most instances, residential in areas of 65 DNL and up should be prohibited***
- ***Residential uses in areas below 65 DNL are compatible***
- The complete noise study will be posted at www.beverlyairport.com (see Master Plan tab)

Land Use	Yearly Day-Night Noise Level (DNL) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail - building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade - general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheatres	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

*Numbers in parentheses refer to notes.

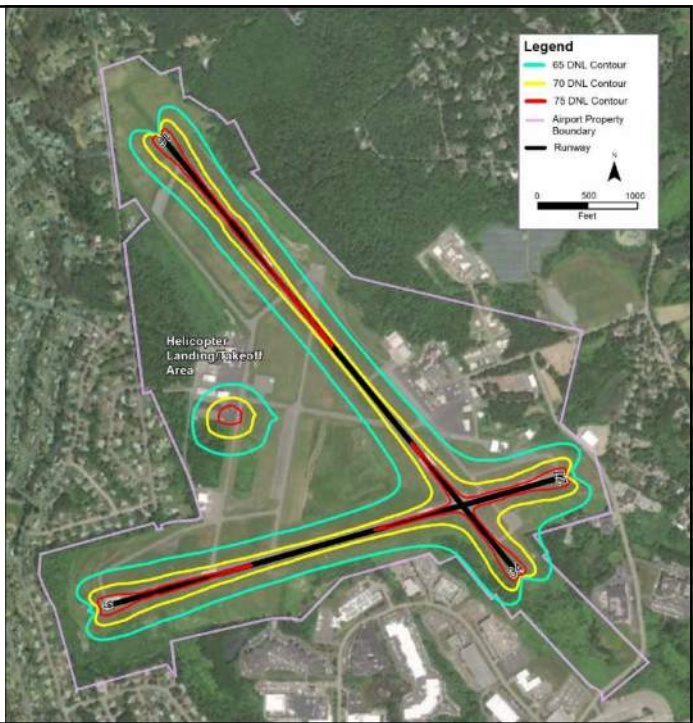
12

2019 DNL CONTOUR Existing Airfield



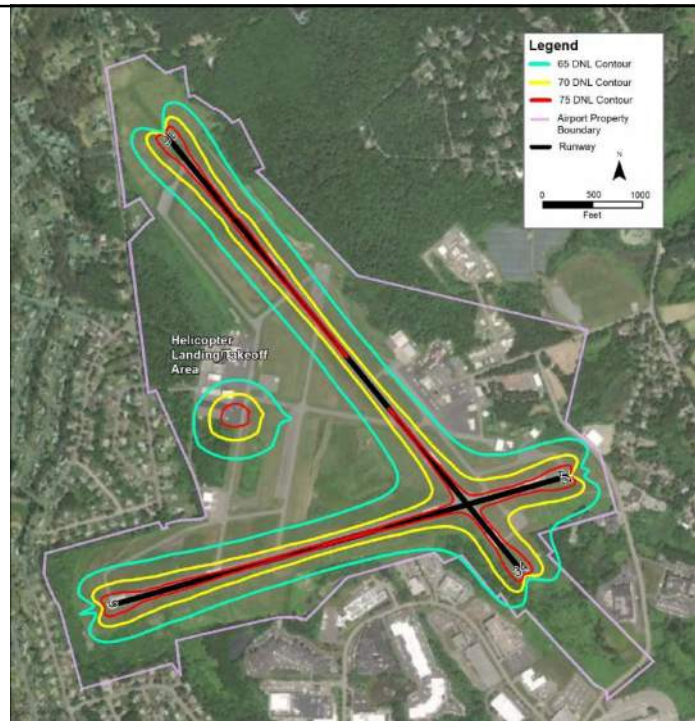
13

2029 DNL CONTOUR Includes Runway 16/34 Extension



14

2039 DNL CONTOUR Includes Runway 16/34 Extension



15

CLARIFYING QUESTIONS - SESSION #2



- Please use the “Raise Your Hand” function at the bottom of the screen when you want to speak
- We will be keeping track of individuals who want to speak and will let you know when it is your turn
- Please don’t use the Chat for public comment
- Please mute your microphone when you are not speaking

16

MASTER PLAN PROCESS



Photo Credit: gboillon

17

WHY DO WE MASTER PLAN AIRPORTS?

The Master Plan is a **20-year plan** to understand the needs of current and future users of the airport. It is important to ensure:

- *safe and orderly development*
- *reflective of the community's values and goals*
- *through a purposeful, inclusive, and educational process*

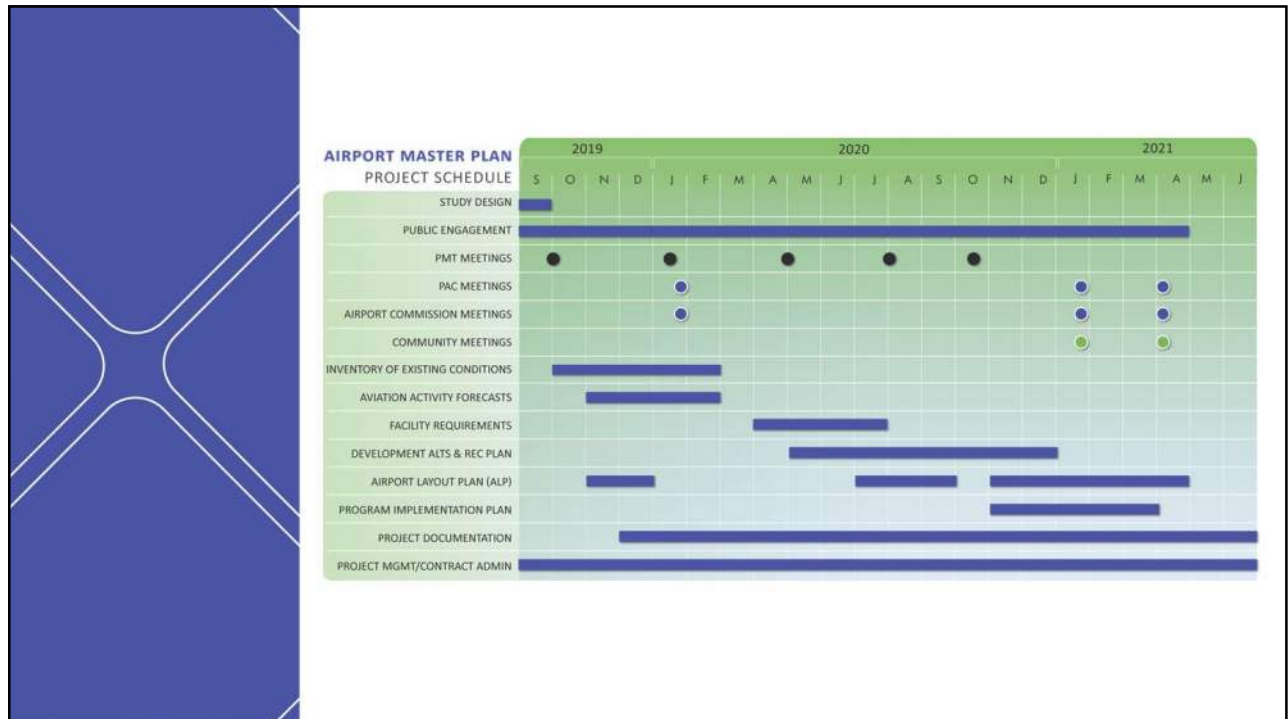
The Plan must be based on current conditions, community input, and forecasts

- The Master Plan process cannot have a pre-determined outcome

18



19



20

IMPLEMENTATION PLAN



Photo Credit: gbouillon





21

CONSIDERATIONS FOR RECOMMENDATIONS

• Goals

- Meet FAA/MassDOT airport design safety standards which are based on upon the weight, size and frequency of aircraft that typically use BVY
- Support or enhance BVY's existing operational safety and efficiency
- Address needs of aircraft operators and tenants
- Maximize airport business development opportunities
- Minimize impacts to neighbors and environment

22

Forecast	2019*	2020**	2024	2029	2039
Based Aircraft	100	105	106	112	125
Aircraft Operations	66,949	69,117	70,765	74,800	83,571

* Forecast Base Year
** Actual

AVIATION DEMAND FORECASTS

At BVY, B-II remains the current airport reference code represented by the Cessna Citation Latitude

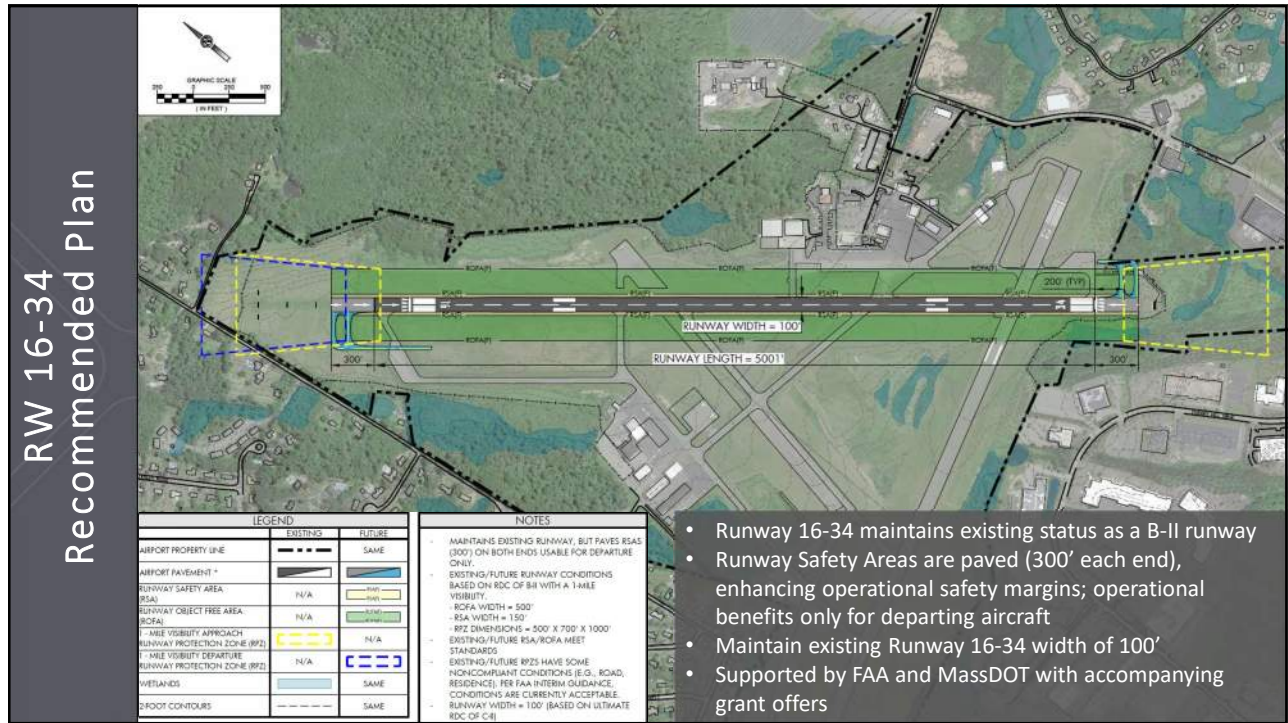
23

X

PROPOSED AIRPORT PROJECTS

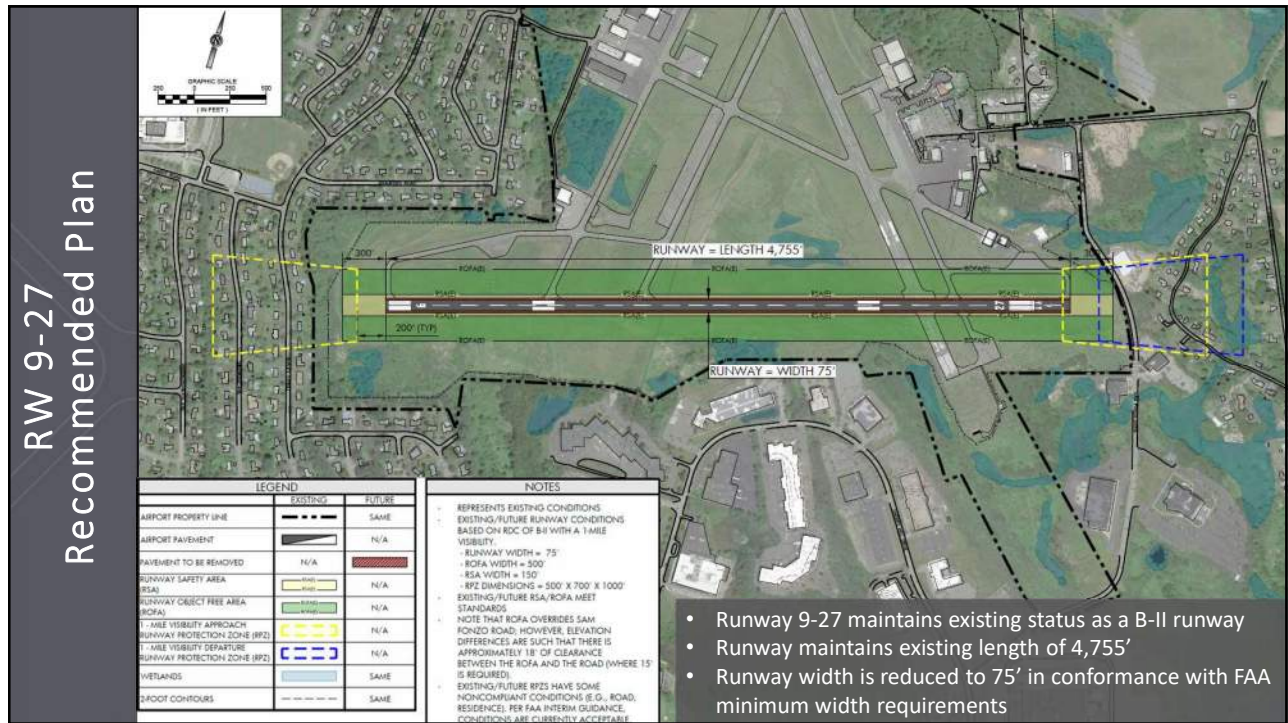
Key	Key Points
Increased RWY 16-34 Length for Departures	<ul style="list-style-type: none"> Enhances aircraft operational safety factors Promotes effectiveness and benefits of newer GA aircraft
Narrowing width for RWY 9-27	<ul style="list-style-type: none"> Reduce pavement width per FAA design standards
Taxiway Realignments	<ul style="list-style-type: none"> Increases operational safety and efficiency for aircraft
Impervious Surfaces (Includes Vehicle Service Road)	<ul style="list-style-type: none"> Existing airfield pavement to be removed: 701,835 s.f. Future airfield pavement to be added: 782,533 s.f.
Landside Development	<ul style="list-style-type: none"> Maximizes financial sustainability for BVY and development potential for area businesses Constructed only if and when demand occurs
Vehicle Service Road	<ul style="list-style-type: none"> Enhanced operational safety and security as well as increased efficiency Utilization of recycled mill material from runway project
Environmental	<ul style="list-style-type: none"> Wetlands: Minimal impacts Noise: No significant change anticipated; study underway Lighting: Progressive upgrade to LEDs (incl. RWs & TWs) Waste: Recycling/reuse program

24



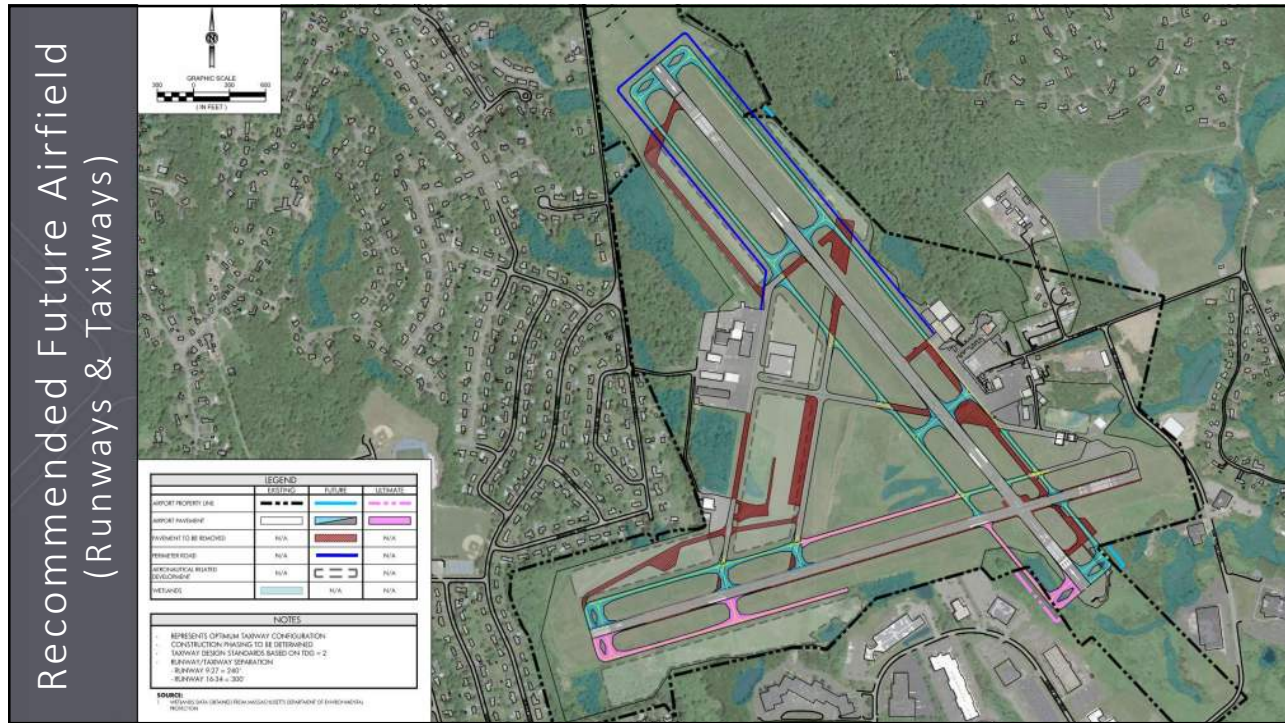
- Runway 16-34 maintains existing status as a B-II runway
- Runway Safety Areas are paved (300' each end), enhancing operational safety margins; operational benefits only for departing aircraft
- Maintain existing Runway 16-34 width of 100'
- Supported by FAA and MassDOT with accompanying grant offers

25



- Runway 9-27 maintains existing status as a B-II runway
- Runway maintains existing length of 4,755'
- Runway width is reduced to 75' in conformance with FAA minimum width requirements

26

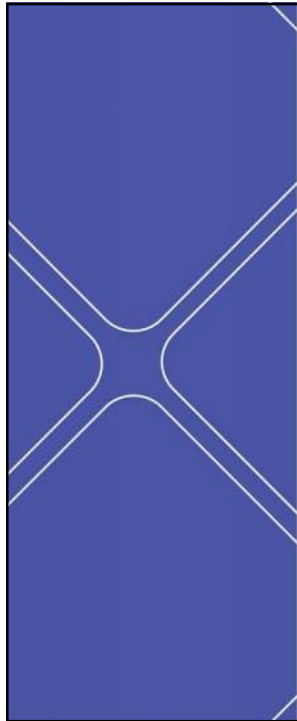


27

IMPLEMENTATION PLAN

- Identifies phased plan for implementation of recommended projects over a 20-year period
 - Phase I – first 5 years
 - Phase II – second 5 years
 - Phase III – last 10 years
- Identifies potential funding sources for projects
 - Federal – FAA
 - State - MassDOT
 - Local – Airport

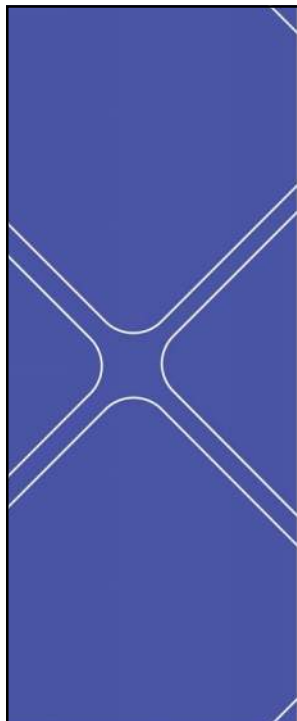
28



OVERALL FINANCIAL REVIEW

- Reviewed key Airport documents
- Interviewed Airport management
- Analyzed historical and current operating revenues and expenses
- Reviewed Capital Improvement Plan (CIP), cost opinions, and development schedule
- Analyzed sources and timing of capital funding
- Reviewed rates and charges
- Provided revenue enhancement recommendations

29

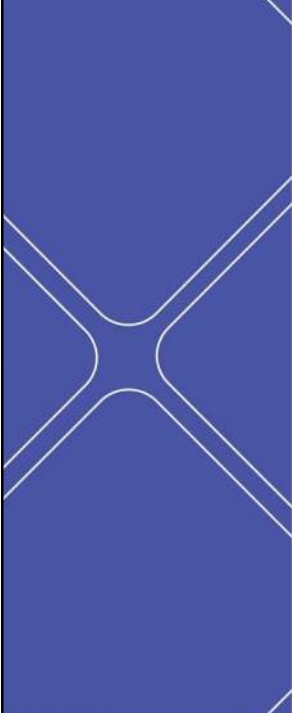


FAA AIRPORT IMPROVEMENT PROGRAM (AIP) FUNDING

- The FAA generally provides 90% funding of AIP eligible projects
- Revenue for the AIP is the Airport and Airway Trust Fund (AATF)
- The AATF collects its revenue from the following sources:

Domestic passenger ticket tax	Domestic commercial fuel tax
Domestic flight segment tax (excluding flights to/from rural airports)	Domestic general aviation gasoline tax
Tax on flight between continental United States and Alaska or Hawaii	Domestic general aviation jet fuel tax
International arrival/departure tax	Tax on domestic cargo or mail
Frequent flyer tax	

30

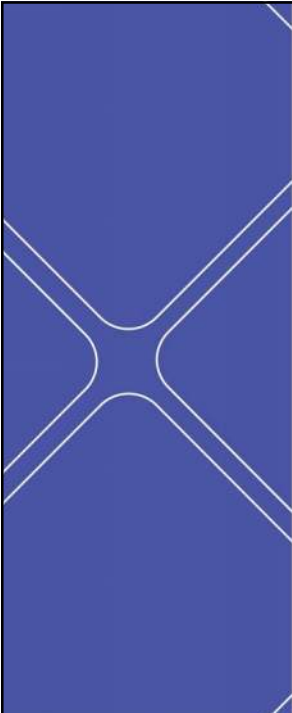


MASSDOT AERONAUTICS FUNDING

- MassDOT typically provides 5% matching grants for AIP eligible projects
- MassDOT also provided funding for non-eligible AIP projects through the Airport Safety and Maintenance Program (ASMP)
- MassDOT funding is from the following sources:

Aircraft registration fees	Aviation gasoline tax
Fees for air transportation charged to other state agencies	Biennial Transportation Bond

31



BVY FUNDING

- Beverly Regional Airport provides 5% of funding for AIP eligible projects
- Non-eligible AIP projects are funded through additional MassDOT funding or airport revenues
- The airport is an enterprise fund and receives no funding from the City of Beverly or any other municipality
- BVY collects its revenue from the following sources:

Fuel flowage fees	Landing fees
Land leases	Aircraft tie-down and other user fees

32

PHASE I: 2021-2025

CIP ID	PROJECT	PRIMARY FUNDING SOURCE	ESTIMATED CAPITAL COSTS*	FUNDING SOURCES			
				FEDERAL	STATE	LOCAL	OTHER/PRIVATE
A	Update SWPPP & SPCC	FAA	\$75,000	\$67,500	\$3,750	\$3,750	\$0
B	Preliminary Design/EA/ENF/Permitting for Reconstruction of RW 16-34 (Ph 1)	FAA	\$144,200	\$129,780	\$7,210	\$7,210	\$0
C	Construct Hangar Building(s)/Apron	Other	\$1,000,000	\$0	\$0	\$0	\$1,000,000
D	EA/ENF/Permitting for Reconstruction of RW 16-34 (Ph 2)	FAA	\$341,555	\$307,400	\$17,077	\$17,078	\$0
E	Design, Reconstruct, Mark, Light, Groove, and Pave RSAs for RW 16-34	FAA	\$16,350,000	\$14,715,000	\$817,500	\$817,500	\$0
F	Construct Hangar Building(s)/Apron	Other	\$1,000,000	\$0	\$0	\$0	\$1,000,000
G	Purchase Front End Loader	State	\$672,000	\$0	\$537,600	\$134,400	\$0
PHASE I PROGRAM TOTALS			\$19,582,755	\$15,219,680	\$1,383,137	\$979,938	\$2,000,000

33

PHASE II: 2026-2030

CIP ID	PROJECT	PRIMARY FUNDING SOURCE	ESTIMATED CAPITAL COSTS*	FUNDING SOURCES			
				FEDERAL	STATE	LOCAL	OTHER/PRIVATE
H	Preliminary Design/EA/ENF/Permitting for TW E Extension, TW B Relocation, & Perimeter Road	FAA	\$575,000	\$517,500	\$28,750	\$28,750	\$0
I	Construct Hangar Building(s)/Apron	Other	\$1,000,000	\$0	\$0	\$0	\$1,000,000
J	Extend TW E (North) & Construct Perimeter Road (Ph 1)	FAA	\$7,375,000	\$6,637,500	\$368,750	\$368,750	\$0
K	Construct Hangar Building(s)/Apron	Other	\$1,000,000	\$0	\$0	\$0	\$1,000,000
L	Relocate TW B & Construct Perimeter Road (Ph 2)	FAA	\$9,610,000	\$8,649,000	\$480,500	\$480,500	\$0
M	Airport Master Plan	FAA	\$508,000	\$457,200	\$25,400	\$25,400	\$0
N	Construct Hangar Building(s)/Apron	Other	\$1,000,000	\$0	\$0	\$0	\$1,000,000
PHASE II PROGRAM TOTALS			\$21,068,000	\$16,261,200	\$903,400	\$903,400	\$3,000,000

34

PHASE III: 2031-2040

CIP ID	Project	Primary Funding Source	Estimated Capital Costs*	Funding Sources			
				Federal	State	Local	Other/Private
O	Preliminary Design/EA/ENF/Permitting for TW E Extension & Reconstruct RW 9-27	FAA	\$520,000	\$468,000	\$26,000	\$26,000	\$0
P	Extend TW E - South	FAA	\$4,655,000	\$4,189,500	\$232,750	\$232,750	\$0
Q	Construct Hangar Building(s)/Apron	Other	\$1,000,000	\$0	\$0	\$0	\$1,000,000
R	Reconstruct RW 9-27	FAA	\$11,120,000	\$10,008,000	\$556,000	\$556,000	\$0
S	Construct Hangar Building(s)/Apron	Other	\$1,000,000	\$0	\$0	\$0	\$1,000,000
T	Preliminary Design/EA/ENF/Permitting for TW D Relocation & Construct TW J	FAA	\$740,000	\$450,000	\$37,000	\$253,000	\$0
U	Relocate TW D	FAA	\$6,191,000	\$5,571,900	\$309,550	\$309,550	\$0
V	Construct Hangar Building(s)/Apron	Other	\$1,000,000	\$0	\$0	\$0	\$1,000,000
W	Construct TW J	FAA	\$5,495,000	\$4,945,500	\$274,750	\$274,750	\$0
X	Construct Hangar Building(s)/Apron	Other	\$1,000,000	\$0	\$0	\$0	\$1,000,000
PHASE III PROGRAM TOTALS			\$32,721,000	\$25,632,900	\$1,463,050	\$1,652,050	\$4,000,000

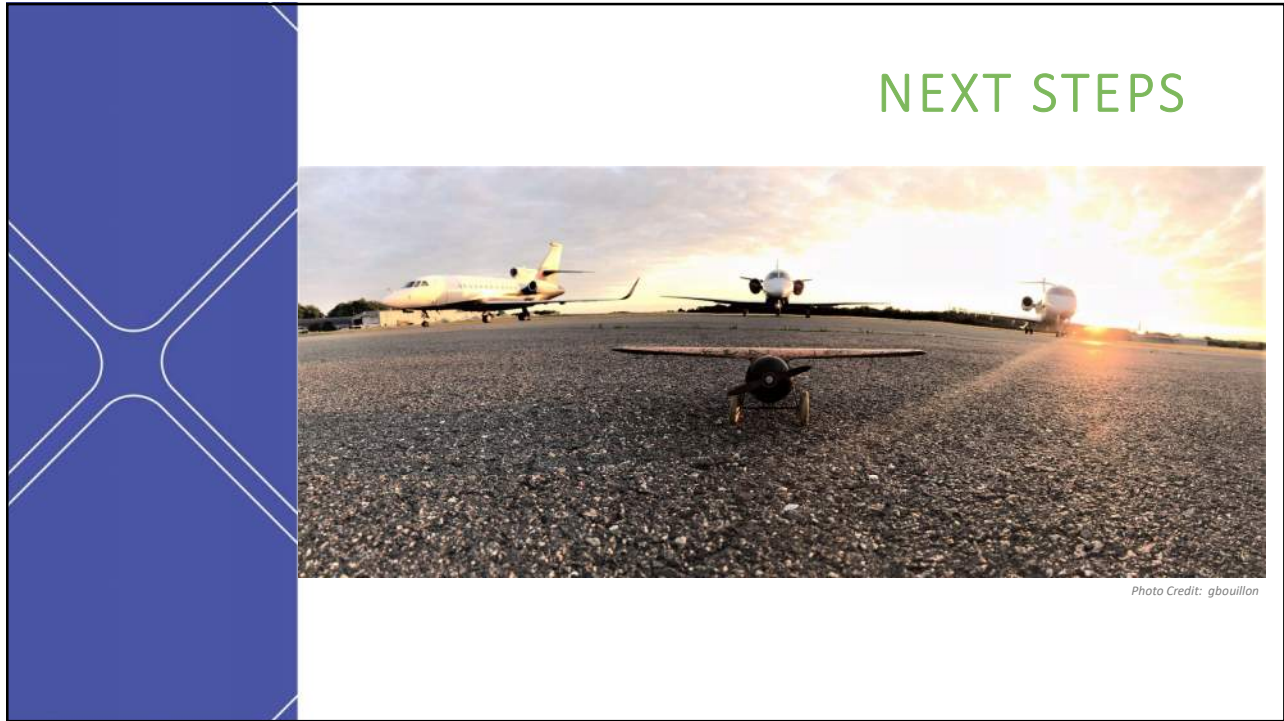
35

CLARIFYING QUESTIONS - SESSION #3



- Please use the “Raise Your Hand” function at the bottom of the screen when you want to speak
- We will be keeping track of individuals who want to speak and will let you know when it is your turn
- Please don't use the Chat for public comment
- Please mute your microphone when you are not speaking

36



37



38




NEXT STEPS

- Presentation and draft implementation chapter will be available tomorrow online at www.beverlyairport.com (see Master Plan tab)
- Virtual Community Meetings 6-8pm: Danvers (4/27), Wenham (4/28), and Beverly (4/29) – *see website for meeting links*
- Review and comment by FAA of Airport Layout Plan (ALP)
- Production of Final Report
- Presentation of Master Plan to Airport Commission for consideration of approval and adoption

Please submit comments by **May 28, 2021**
Email: jim.miklas@woolpert.com
Mail: Beverly Regional Airport Administration, 50 L.P. Henderson Road, Beverly, MA 01915

39

QUESTION & ANSWER SESSION



- Please use the “Raise Your Hand” function at the bottom of the screen when you want to speak
- We will be keeping track of individuals who want to speak and will let you know when it is your turn
- Please don’t use the Chat for public comment
- Please mute your microphone when you are not speaking

Please submit comments by **May 28, 2021**
Email: jim.miklas@woolpert.com
Mail: Beverly Regional Airport Administration, 50 L.P. Henderson Road, Beverly, MA 01915

40



Thank You!

Gloria Bouillon
Airport Manager
gbouillon@beverlyma.gov

Jim Miklas
Lead Planner
jim.miklas@woolpert.com

BVY Master Plan - Beverly Community Meeting Public Comment Log Addt'l Comments - 04.27.2021, 04.28.2021, 04.29.2021

Date Received	Nature of Issue/Comment	
5.27.21	<p>Morning Jim, I am sending this email along to share my thoughts on the Airport. I honestly don't think I would have an issue with expansion, if there was some sort of compromise on the part of the airport, but that doesn't seem likely. Given the complete and total absence of any concern for the surrounding communities I am guessing that expanding will only make it more difficult to properly manage. I'm not sure who is to blame for the outrageous noise from the touch and goes (the airport? Pilots?) I just know it has been completely unreasonable, and outright ignorant to allow it. they have gotten so frequent I can't even hold a conference call without constant comments about where I am. Given the lack of concern the airport has for the citizens in its surrounding communities, I'd prefer to see it closed down than expanded. I realize that is not going to happen but I do hope someone actually cares enough to make some changes with or without the expansion.</p>	Speaker # 1
	<p>Dear Mr Miklas, We are writing to express our concerns with the Beverly Airport Master Plan presented to us over the last several months. We have been expressing our continued unhappiness with the noise over our neighborhood for a complete year and have had no reasonable response to our complaints. We have lived on Anthony Lane for 40 years and have not, until 2020, expressed concern with the air traffic flying over our neighborhood. We still want to know what has changed in the past year to bring about this increase in touch and go traffic over our homes. As of today, the Airport Management has not addressed the concerns of the community regarding the repeated touch and go traffic we are enduring on a daily basis (7 days a week, 12 hours a day). All the management tells us is that it is FAA regulated or pilot discretion. Is there no accountability to the community by the operating businesses at the Airport? We have a right as homeowners and taxpayers to have a peaceful existence and be able to enjoy our outdoor space with family and friends. During your 4/27/21 presentation to the Danvers Residents, we asked several questions and still there has been no solution to the problems we are expressing concern over.</p>	Speaker # 2
5.27.2021	<p>If the Beverly Airport Commission goes forward with this plan, it will only increase the issue of noise in the surrounding residential areas as you will be closing the other runway and redirecting all traffic over our neighborhood. We feel that there should be some resolution to the current Airport noise complaints prior to any further construction being started and strongly oppose any master plan going forward.</p>	Speaker # 3
	<p>Mr. Miklas, I am now a member of a noise subcommittee formed by the head B.A. commissioner Scott Dullea. I also wanted to give you an update regarding concerns of the multiple "touch and go" deafening noise among other related issues that continues to flood the skies with the intolerable noise of propeller driven planes, as they "roar" over our homes on most days. We, (the many tax paying people in our neighborhood) are beyond frustrated with the horrific noise and other airplane related issues. * I've lived in my home for 37 yrs. and never had an issue with touch and goes until the summer of 2020, when all hell broke loose. Any so called pent up demand related to Covid-19, should have been attained half way through the summer, with the hundreds of flights that daily destroyed any sense of peace, all day long. *These beyond annoying touch and goes continue, even as I write down these concerns. * It has been often said by Gloria, (Airport Manager) that we home owners knew we were living next to an airport when we move here, but there was never a problem such as this until 2020. Plus, that argument holds no water, as there were homes already settled their before B.A. moved in. * I'm very anxious to speak with an F.A.A. representative concerning the noise, safety issues, (with so many flights buzzing over our homes, in four or five min. intervals, all day long, into the night hours).</p>	Speaker # 4
	<p>Also, very concerning is the tons of poisonous airplane exhaust that rains down on our children, as they play under the same flight patterns all day long. * Endangering hawk habitats, who often have to scatter, as touch and goes, fly through them, time and time again. * What economic benefit does Beverly Airport contribute to Danvers? (I would like to see actual numbers, not estimates, or wishful thinking. * These constant flyovers will lower our house values, whose hundreds of yearly real estate payments, (in the millions) far outweigh any airport contribution to the town of Danvers. *Going forward, the most often asked question that has never been directly answered, is why for 37yrs, and similar lengths of time for other neighbors, was this drastic onslaught of bombing like runs over our neighborhood, suddenly begin in the summer of 2020? (excluding the feeble answer of Covid pent up demand, that I already addressed earlier) * it is my understanding that before any Beverly Airport Master Plan can move forward, it must be approved by federal, state, and local authorities. Rest assured, I will express my concerns, to all those government officials, especially in regards to the unbearable noise of touch and go fly overs.</p>	Speaker # 5

BVY Master Plan - Beverly Community Meeting Public Comment Log Add'l Comments - 04.27.2021, 04.28.2021, 04.29.2021

Date Received	Nature of Issue/Comment	
5.27.2021	* Be advised, that until an equitable solution, that restores the quality of life that I and my neighbors enjoyed and deserved, prior to the summer of 2020, we will speak with one voice, to stop the self serving, monetary interest of Beverly Airport, at the expense of the peace and tranquility of our neighborhoods.	Speaker # 6
	Dear Mr. Miklas, Below are my comments and concerns relative to the most recent Beverly Master Plan documents that were provided. I continue to have serious concerns about the single engine plane takeoff activity from Runway 9-27 and the resulting noise that is invading our neighborhood. I have mentioned several times that I hope I never again have to experience the noise I experienced beginning in the summer of 2020 which continued throughout the remainder of the year. The responses we have received to prior comments that we have submitted, the 4/27/21 Danvers Presentation and most recent touch and go activity originating from the airport leave me feeling that our concerns are not being adequately addressed and our neighborhood will be experiencing the same, if not worse, takeoff activity this summer and beyond. 1. This past Wednesday takeoff activity over our neighborhood on Anthony Lane started at approximately 7:30 AM and continued well into the afternoon with takeoffs occurring at the rate of every 20-30 seconds during several hours. Why must every takeoff constantly batter the same neighborhood and homes? Why once the wheels leave the ground can't these planes turn slightly north or south so as to minimize the noise levels we are experiencing all the time on Anthony Lane.	Speaker # 7
	2. We requested a noise study in our neighborhood as did Dan Bennett, Danvers Select Board Chairman, during his comments at the end of the Danvers Select Board Meeting on this topic on March 2. The study of the noise levels experienced at Beverly Airport are not an accurate and reliable measurement of the noise pollution that we are experiencing. A noise study commissioned by Master Plan parties whose main mission is to get a Master Development Plan approved lacks credibility and independence. The Town of Danvers should select the consultant/firm to perform the noise study in the neighborhoods most negatively effected by Beverly Airport operations and it should be a cost of the Master Plan project to be borne by the FAA, MA DOT and/or Beverly Airport. 3. Your statement during the 4/27/2021 Danvers Presentation that the Airport is planning to run full operations exclusively on Runway 9-27 during the several month time frame of the Runway 16-34 project is unacceptable and a "project killer". Beverly Airport, the flight schools and private pilots are the primary parties that should bear the brunt of the inconvenience during construction. It should not be "business as usual" during this lengthy time period. Expecting the residential neighbors to bear the full brunt of the extraordinary amount of noise resulting from running 100% of operations on Runway 9-27 is both inconsiderate and arrogant.	Speaker # 8
5.28.2021	Some suggested steps to be taken during the construction period: * Elimination of touch and go operations at Beverly Airport, * Significantly reduce hours of operations at Beverly Airport on weekdays and weekends. * Redirect flight patterns upon takeoff so noise is spread to surrounding towns and neighborhoods. A significant number of the residents in our neighborhood have lived here for over 30 years. Prior to last summer when the touch and go activity increased a hundredfold, we never complained. The intent of our active involvement now is not to be difficult. We want a return to the peace and quiet we once experienced when we were out in our yards and in our homes. My wife and I have invested a lot in our home. We have lived in our neighborhood for close to 35 years and love our neighbors. The value of our homes will be reduced significantly. The sudden desire for significant growth and profits by a business should not take priority over the rights of residents to live in and enjoy the property they have owned for 35 years. I hope some significant action can be taken to address our concerns and ensure that there is no repeat of last summer ever again. Be a Good Neighbor! Sincerely,	Speaker # 9
4.28.2021	Appreciate you hearing the concerns about the sound. My big thing there is mostly about communication and the strategy that I've heard so far and not a dedication to putting money towards improvements that match airport improvements, i.e., barriers or additional trees or I'm not exactly sure all of the options out there to do sound barriers or methods to reduce ground noise or take-off noise. I love to hear more about plans to invest in those options versus just telling us, yes, the noise is going up or letting you know what might be coming for the noise itself.	Speaker # 10

BVY Master Plan - Beverly Community Meeting Public Comment Log Addt'l Comments - 04.27.2021, 04.28.2021, 04.29.2021

Date Received	Nature of Issue/Comment	
4.28.2021	I appreciate the answer. I'll just make one last statement. This is just my own words in that most people accept the air noise of airplanes flying over. I think most of the complaints of people living in the community closest to the airport would be more concerned with the noise that is preventable from take-off/landing or on the ground. Those noise barriers, I hope, are part of that discussion in addition to the education and, of course, having planes use safety measures and take precautions and noise control. Thank you.	Speaker # 11
4.28.2021	Will there be an updated noise sensitive area map published, recognizing there are some limits to what you are allowed to limit for morning and evening operations. We've seen some airports that have been able to implement limitations there, so wondering if that's being looked at, in particular for ground noise in the early morning or during the night. Thank you.	Speaker # 12
4.28.2021	Following up to the previous question about limiting operations in the evening and morning, recognizing that you can't fully limit. I've seen some examples like at Hanscom where they apply additional fees for operations that occur in the evening hours. So, I'm wondering if you're looking into that. I was also wondering if you'll be avoiding evening construction for these projects. None related to this section, just wondering about the hangars, if that's a sign that you're looking to store corporate jets on site as well. Thank you.	Speaker # 13
4.28.2021	Thanks for all those answers. My other question was whether the construction of hangars is related to requests you're getting to have corporate jets able to store their jets onsite. Thank you.	Speaker # 14
4.28.2021	Once the plan is approved and there are construction activities proposed, wouldn't it have to go through some of the municipalities depending on where they are, for approvals? I know a lot of the areas near Wenham are conservation areas near the end of that longer runway. My thought is that if that were to happen, the municipality would send out notices to all of the abutters to let them know that this was going on and then maybe the town could be imposing some limitations on construction hours of operation or some of the activities?	Speaker # 15
4.28.2021	Thanks, Bob, and I think that gives the residents just one additional level of opportunity to speak to projects, too, once they are started.	Speaker # 16

BVY Master Plan - Wenham Community Meeting Public Comment Log - 04.28.2021

Date Received	Transmission Method	Nature of Issue/Comment	Speaker	Response/Follow-Up
4.28.2021	Wenham Virtual Community Meeting	Appreciate you hearing the concerns about the sound. My big thing there is mostly about communication and the strategy that I've heard so far and not a dedication to putting money towards improvements that match airport improvements, i.e., barriers or additional trees or I'm not exactly sure all of the options out there to do sound barriers or methods to reduce ground noise or take-off noise. I love to hear more about plans to invest in those options versus just telling us, yes, the noise is going up or letting you know what might be coming for the noise itself.	Speaker #1	G Bouillon responded during meeting - That's going to be answered a little bit further in the discussion when we actually look at some of the noise models that we've done.
4.28.2021	Wenham Virtual Community Meeting			J Miklas responded during meeting - Airport noise is a challenge because obviously aircraft are in the air flying above homes and residences. It's not like you put a sound barrier up abutting 1/28 or something like that. A good percentage of the noise occurs when the aircraft is in the air and there are no noise barriers that will be able to prevent that. Effectively what's been found within the industry is that the better way to try to mitigate those noise issues is to utilize techniques and tools and education to encourage operators to use the techniques to help minimize noise impacts. I will note that the majority of the noise concerns that have been expressed are related to single engine aircraft or propellor aircraft. Frankly, when it comes to corporate aviation or business jets, those aircraft fall under FAA criteria for helping to minimize noise, to reduce noise and there is definitely technology that is coming into play to help to reduce the noise impacts for those types of aircrafts. The challenge with piston aircraft and propellor driven aircraft is there aren't really tools, techniques or technologies that are available to help reduce the noise. That's another challenge that we run into when it comes to noise. You mentioned about trees and I understand that. The challenge with trees is that another part of the safety factors that we need to consider for airports is that we need to make sure that airspace remains clear. Trees and airports generally can have general conflicts. We need to be very careful about putting up vegetation or promoting growth that could potentially interfere with airspace because we certainly don't want to create an obstruction or obstacle for aircraft flying in the air because that will just make it more dangerous for people in the air and on the ground. That's a long way of answering some of your questions, but at the end of the day, the most effective means of mitigating noise isn't really the physical elements, it's really the operational components.
4.28.2021	Wenham Virtual Community Meeting	I appreciate the answer. I'll just make one last statement. This is just my own words in that most people accept the air noise of airplanes flying over. I think most of the complaints of people living in the community closest to the airport would be more concerned with the noise that is preventable from take-off/landing or on the ground. Those noise barriers, I hope, are part of that discussion in addition to the education and, of course, having planes use safety measures and take precautions and noise control. Thank you.	Speaker #1	
4.28.2021	Wenham Virtual Community Meeting	Will there be an updated noise sensitive area map published, recognizing there are some limits to what you are allowed to limit for morning and evening operations. We've seen some airports that have been able to implement limitations there, so wondering if that's being looked at, in particular for ground noise in the early morning or during the night. Thank you.	Speaker #2	J Miklas responded during meeting - As part of this noise subcommittee, and as part of the voluntary noise abating procedure, there will be an update to the flight tracks and to the noise sensitive area maps that have been developed for the airport. As part of that effort, certainly, those maps will be updated. With respect to limitations on aircraft operations, that is more of a challenge because neither the airport nor the tower really has the ability or the authority to restrict airport operations on the airport as long as the aircraft operating there are operating safely and securely. It's similar to traffic operating on Route 128. While the state owns the land that Route 128 operates on, the state can't govern or specifically restrict traffic to operate on Route 128. They can if the trucks or vehicles are unsafe and certainly they have the ability to do that, just like the airport, but they don't have the ability to discriminate or discern when people are actually driving on the road. It's a very similar situation off of the airport.

BVY Master Plan - Wenham Community Meeting Public Comment Log - 04.28.2021

Date Received	Transmission Method	Nature of Issue/Comment	Speaker	Response/Follow-Up
4.28.2021	Wenham Virtual Community Meeting	Following up to the previous question about limiting operations in the evening and morning, recognizing that you can't fully limit. I've seen some examples like at Hanscom where they apply additional fees for operations that occur in the evening hours. So, I'm wondering if you're looking into that. I was also wondering if you'll be avoiding evening construction for these projects. None related to this section, just wondering about the hangars, if that's a sign that you're looking to store corporate jets on site as well. Thank you.	Speaker #2	J Miklas responded during meeting - There is a process by which an airport might be able to pursue the limitation of operations or impose additional fees for aircraft to be operating at certain hours. The start of that process is this noise study that Mike reviewed earlier today. There is a very formalized/difficult process to try to limit specific types of operations. Because the airport receives funding from the FAA and federal grants, they are obligated to sign a variety of grant assurances that preclude the airport from discriminating against particular types of aircraft, from limiting when those aircraft are operating. There are certainly things the airport can do to encourage operations at certain times and discourage it at other points, but actually formally instituting restrictions, frankly, is a very difficult and long proposition. The best avenue that the airport, from a practical standpoint, can take is these voluntary noise abatement procedures. Regarding construction during the evenings, we do have the engineers, Airport Solutions Group, Bob Mallard on the line here as well and I would invite him to jump in here and answer that one.
4.28.2021	Wenham Virtual Community Meeting			B Mallard responded during meeting - The city has probably a little more discretion when it comes to the hours of construction activity. Some of our other clients, for instance, the City of New Bedford, prohibits construction on Sundays and they limit the hours on Saturdays. During the week, it's never usually a problem, it's our experience the contractors generally finish up around 3:00PM or a little bit later. It's really up to the city in setting hours for that. I'm not aware of any restrictions in place currently, but they could certainly consider doing that. With respect to nighttime work, from the airport's perspective, it's common practice oftentimes to do an intersection, the localized area of an intersection either overnight or sometimes 24/7 to get that done very quickly and open up the other runway for use. That doesn't have to occur that way. The airport can prohibit nighttime construction and limit it to daytime only. That would just extend the construction project out a little bit longer. I believe the city has more discretion and flexibility to impose certain limitations on the contractor. Balancing those limitations may impact the contractor and could lengthen the project and make it more costly, but it's something they have to weigh.
4.28.2021	Wenham Virtual Community Meeting			H Fletcher responded during meeting - There was also a question about hangars and the construction of hangars. Betsy could you restate that question?
4.28.2021	Wenham Virtual Community Meeting	Thanks for all those answers. My other question was whether the construction of hangars is related to requests you're getting to have corporate jets able to store their jets onsite. Thank you.	Speaker #2	G Bouillon responded during meeting - A hangar is really like housing for an aircraft. It's somewhat similar to a garage in the sense that you have an asset and you want to keep it protected from the weather and the elements. As demand comes, hangars could potentially be built. Right now, we're not working on anything that hangars are being built for. For users, it's protection from the elements as well as it does sometimes create a sound barrier to anyone who is on the other side of the hangar. There are a couple of elements that are looked at in the development of a hangar although right now we don't have anything going on in the plans.
4.28.2021	Wenham Virtual Community Meeting	Once the plan is approved and there are construction activities proposed, wouldn't it have to go through some of the municipalities depending on where they are, for approvals? I know a lot of the areas near Wenham are conservation areas near the end of that longer runway. My thought is that if that were to happen, the municipality would send out notices to all of the abutters to let them know that this was going on and then maybe the town could be imposing some limitations on construction hours of operation or some of the activities?	Speaker #3	B Mallard responded during meeting - Certainly, whatever environmental permits or approvals that are required, the airport would go through those steps and whether it's the City of Beverly or the Town of Wenham, they would have to answer to whatever authority was there before, if it's wetlands, if it's the conservation commission, I think it's fair to say, depending on what is required by the activity, yes, they would have to follow the proper procedures.
4.28.2021	Wenham Virtual Community Meeting	Thanks, Bob, and I think that gives the residents just one additional level of opportunity to speak to projects, too, once they are started.	Speaker #3	

BVY Master Plan - Wenham Community Meeting Public Comment Log - 04.28.2021

Date Received	Transmission Method	Nature of Issue/Comment	Speaker	Response/Follow-Up
4.28.2021	Wenham Virtual Community Meeting			<p>Richard responded during meeting - I want to respond to the question about the noise fee at Hanscom that Betsy had asked about. There were a number of airports around the country and the state of California as ***** entity, had the wrong noise restrictions back in the 70's and the 80's and that was what prompted the federal agencies to pass the federal agencies that you heard earlier referenced to Part 150 Noise Studies. That's the standard noise study that is conducted at airports. That enhanced noise penalty is a weight based fee, so if you land at Hanscom and your aircraft is over a certain weight, you pay a fee. The fee is relatively small, and I don't think it does anything to decrease the number of corporate jets landing there. But, that type of fee is no longer lawful. If Mass Port tried to do that now at Hanscom, it would be illegal. So, if any airport tried to pass a noise restriction through like that, it is no longer lawful.</p>



D. Appendix D, Airport Recycling, Reuse, and Waste Reduction Plan



This Page Intentionally Left Blank