



## Plymouth Airport Community Advisory Committee

Thursday, April 25, 2025 | 6:00 PM

Hybrid Meeting – Airport Conference Room

PLYMOUTH MUNICIPAL AIRPORT, 246 S. MEADOW ROAD, PLYMOUTH, MA 02360

The Plymouth Airport Community Advisory Committee (CAC) held its monthly meeting on this day in the Plymouth Airport Conference room. The following appointed members were present in person: Adam Bond, Alan Costello, Tony Caruso, Dan Ryan, Justin Fosdick, Kyle Bodell, Paul Worcester, Robert Perry, Steve Lantange, Travis Ouellette, Joe Ricci Jr. (Non-Voting Member), and Matt Cardillo (Non-Voting Member, Airport Manager), and Peter Conner attended virtually. Kyle Hass was excused due to travel, and Timothy Helm was absent.. Also present were Guy Rouelle and Jen Ricciardi (Airport Engineers) of Dubois & King. Guests from the community, in person, were Lorraine Ramsey, Lisa Lantagne, Elizabeth Forst, and Jeremy Forst.

**Disclosure:** These minutes are not verbatim – they are the Secretary's interpretation of what took place at the meeting. – Open Meeting Law, M.G.L. c. 30A§22. Additionally, PYM is the IATA Airport Code & FAA LID for the Plymouth Municipal Airport, and will be used in these minutes to refer to the airport.

**OPEN MEETING** – Due to remotely connected committee members, the chairman conducted a roll call meeting to order at 6:00 PM.

### **ANNOUNCEMENTS**

Minutes of this meeting were recorded, and the meeting was held through Zoom.

### **ACCEPTANCE OF MINUTES:**

March 20, 2025, Meeting Minutes – Adam Bond made a motion to approve the minutes. Dan Ryan seconded the motion, and no changes were noted. Alan Costello expressed uncertainty about his comments on page 2 and wanted to confirm if someone else had made those comments. As no one else claimed responsibility, Alan accepted his comments. The vote by roll call was unanimous.

**APPOINTED MEMBER ETHICS & OPEN MEETING LAW COMPLIANCE** – Member Paul Worcester informed the committee that the Plymouth Town Clerk and Executive Assistant are currently auditing those who need to complete the State Member and Open Meeting Law Training. All members may continue voting.

### **APPOINTMENTS**

**Plymouth Airport Engineers Jen Ricciardi & Guy Rouelle (Dubois & King)** – The presentation is included as an additional resource.

#### **Airspace 101:**

**Classification:** Plymouth Airport is classified as a General and Regional Airport. A general airport is defined as a public-use airport that either a) does not have scheduled service, or b) has scheduled service with fewer than 2,500 passenger boardings per year. A regional airport is defined as an airport in a metropolitan area that serves a relatively large population and supports regional economies with interstate and some long-distance flights. These airports have high levels of activity, including some jets and multi-engine prop airplanes. Anthony asked if scheduled flights could be made to PYM. Jen Ricciardi said it is possible, as nothing is restricting scheduled flights. However, there are currently no plans for scheduled flights, and they are unlikely to succeed due to the lack of market demand. Paul Worcester mentioned

that this has been attempted in the past with Cape Air (surviving just one season) and Tailwind Air (managing to survive two seasons).

Airspace Surrounding PYM: There are two general types of airspace around PYM, Controlled & Non-Controlled. Controlled is an area controlled by air traffic control (ATC), and non-controlled is where the pilot is responsible, but procedures exist. Class B exists as a ring approximately 20 miles around Logan, which requires all aeronautical traffic to be controlled by ATC, so mostly all traffic north of PYM is controlled. Up to 700 feet above PYM is Class G, which is not controlled. Above 700 feet above PYM is Class E, which is controlled. Adam commented on the space being about 2 football fields wide. Jen Ricciardi went on to say that ATC sets the path above 700 feet and in controlled airspace. Paul Worcester said to think of it as an upside-down layer cake, regarding ATC. Additionally, Paul said that by law, the FAA controls the airspace rules, and legislation must be applied, but it is extremely complicated. PYM can suggest, monitor, and report, but cannot enforce.

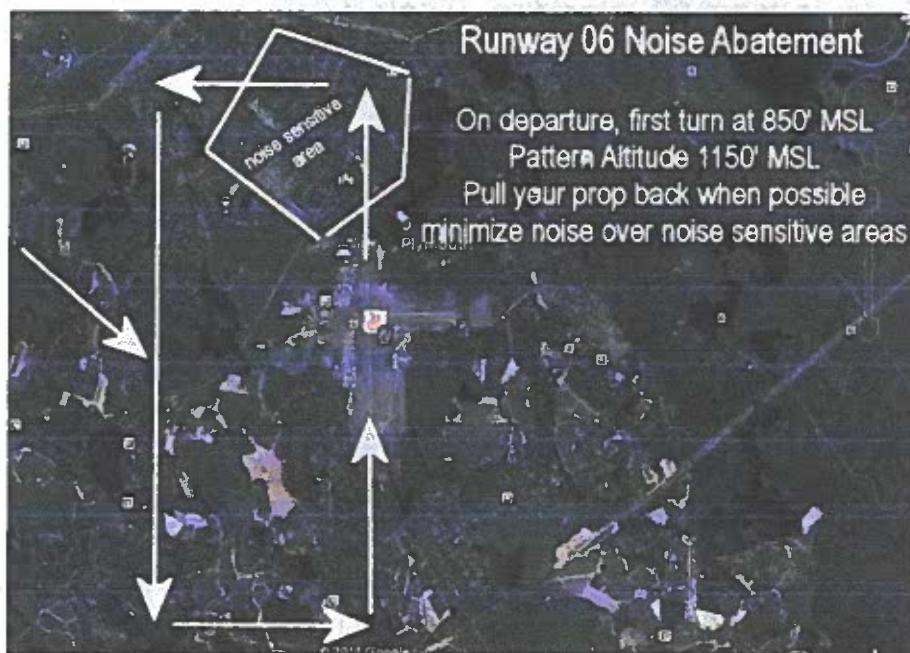
VFR Flight Paths and Operations: Visual Flight Rules (VFR) are the regulations and practices under which a pilot operates an aircraft in weather conditions that allow for visual navigation, meaning that the pilot can see where they are going and can avoid obstacles visually. VFR is generally determined by their routes by pre-flight planning or with in-flight navigational systems, and factors such as real-time weather must be considered.

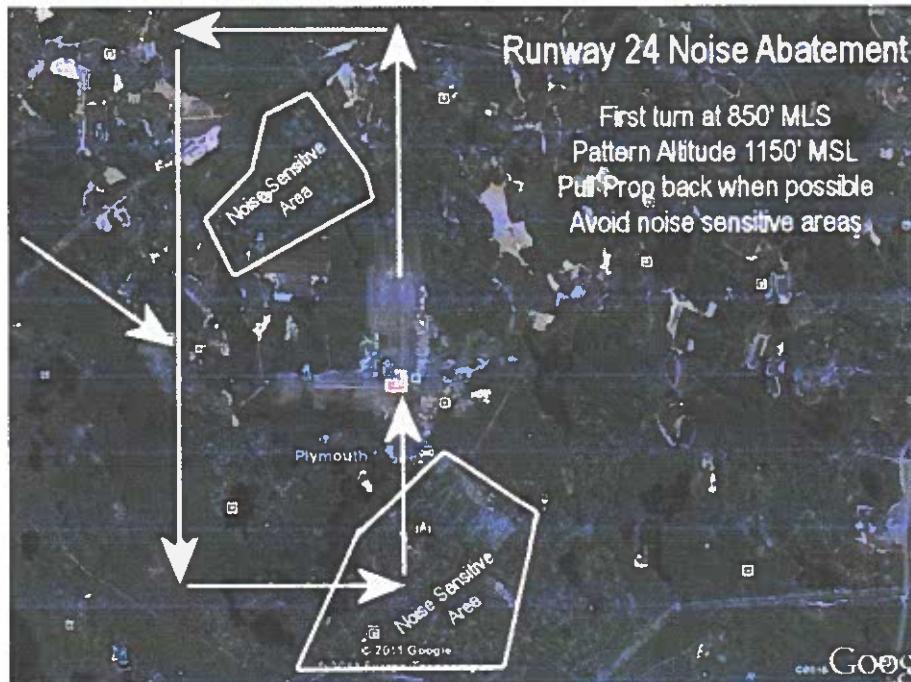
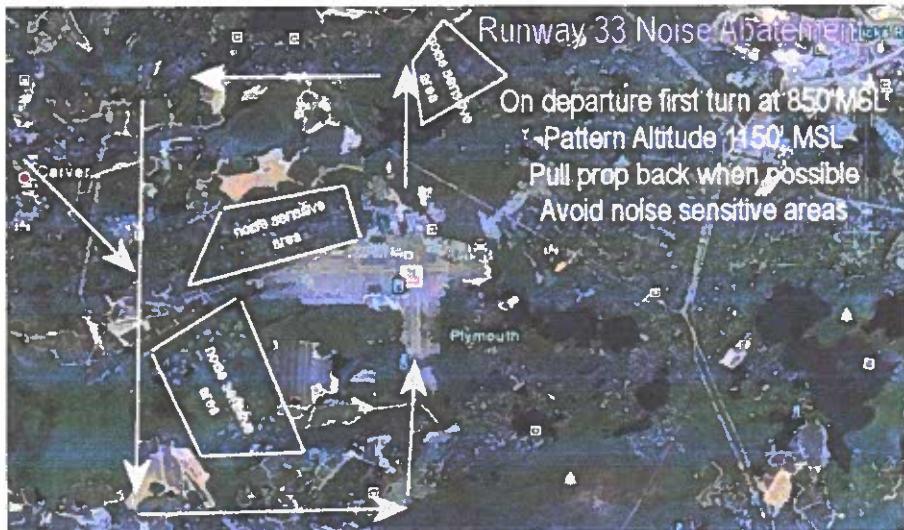
Runway Selection: When pilots choose a runway at an airport, they will generally take off and land into headwinds. Headwinds reduce ground speed and increase lift, making for a safer operation. Landing with a tailwind can increase ground speed, which leads to a longer landing distance and diminished control. Pilots also try to minimize crosswinds. However, due to the three pilot training schools at PYM, pilots will occasionally land and take off with crosswinds to practice. Steve asked how planes choose the runways, and how they'll inform other pilots. Jen Ricciardi said it was generally self-announcements. In theory, it's self-coordinated by pilots. Usually, pilots will tell if they are landing other than the active runway, and will often self-correct. Steve also asked how pilots choose which runway to land on. Jen Ricciardi stated that there are system broadcasts over the radio frequencies, with the wind information on each runway. Specifically, our area is known for having winds change multiple times daily. Adam asked what is required in aircraft. Jen Ricciardi said that different things are required for each airplane, per the FAA. Steve Lantange asked if 14 CFR Part 91 governs airspace and the ground in uncontrolled airspace. Paul Worcester stated that it is very restricted based on what you can and cannot do. ATC on-site will restrict most things. The regulations are similar to the rules of the road. Jen Ricciardi specifically said that the rules are like driving rules times a thousand. Paul Worcester stated that ignorance is not an excuse for breaking rules. A discussion began about plane radios. Steve asked if the FAA doesn't require radios in certain situations. Jen Ricciardi stated that she flies to a very rural airport, and most pilots operate without radios; however, most pilots at PYM are likely to have radios. Matt Cardillo stated that only one pilot has not had a radio during his tenure at PYM.

IFR Flight Paths & Altitudes: Instrument Flight Rules (IFR) are the rules that govern flying an aircraft when visual reference with the ground is insufficient; typically due to clouds or other adverse weather conditions. ATC provides clearances that pilots must adhere to, and they exist at PYM. IFR procedures may inadvertently affect noise by involving lower altitude approaches or more complex maneuvers. Only one plane can land at a time at PYM while using IFR. Steve Lantange asked where we could find the procedures. They are available online, and they are titled "FAA Chart Supplements." They can slightly change every 56 days.

They are evaluated by a team from Atlanta approximately every month and a half. Additionally, there are missed approach procedures and departure procedures as well. Jen Ricciardi stated that pilots have to stick to these procedures. Tony Caruso asked if the local populations are considered when evaluating and adjusting these flight paths. Jen Ricciardi stated that the evaluation team is mostly looking for obstructions. Guy Rouelle added that it can be a struggle around housing and businesses that are neighbors to the airport. Travis Ouellette asked Jen Ricciardi and Guy Rouelle if they use VFR or IFR when flying at night. Both Guy and Jen stated that they use IFR at night. Kyle Bodell asked if IFR could be used in experimental planes. Rules still apply to these planes. Jen Ricciardi stated that the use of IFR or VFR depends on the pilot. Guy Rouelle added that the planes that are doing touch-and-gos could not fly IFR. Additionally, planes and pilots must be certified for VFR and IFR.

**Noise Abatement Procedures:** Detailed and specific noise abatement procedures exist at PYM to help reduce noise above sensitive areas, which are mostly neighborhoods. However, specifically for Runway 6/24, it is impossible to avoid the noise-sensitive area at the end of the runway. Additionally, these procedures are voluntary, but are encouraged by airport staff. The traffic patterns, as shown in the images below, can be shortened or increased depending on wind and weather conditions.





Questions from Committee Members: Steve Lantange asked what the minimum height planes can fly at. Guy Rouelle answered 1000 feet above the ground. Jen Ricciardi added that flight instructors teach not to cause undue harm to the public. Justin Fosdick asked if airports can provide recommendations, because they cannot enforce regulations. Paul Worcester stated that uniformity is required, and the airport's design airplane will designate the recommendations, but the ultimate goal is to keep everyone safe. Guy Rouelle said that the airport can enforce rules and regulations for flight schools. Adam Bond asked if the airport has regulations for flight schools. Matt Cardillo confirmed that the airport does, but they are only suggestions, and they are posted on the airport website. Jen Ricciardi stated that the rules and regulations only apply to standard landings. Steve Lantange asked if the flight schools' flight paths change. Guy Rouelle confirmed that they can potentially change multiple times a day, based on weather and wind changes. Steve Lantange then asked if something different had changed, as residents want to know based on increased noise. Jen Ricciardi said that for safety, everything looks about right. Again, flight paths may slightly change based on wind and weather conditions, as well as airplane type. Tony Caruso said that most residents complain about only one runway being used. Matt Cardillo stated that it is very rare that a day is fully

calm enough for one runway to be used. Guy Rouelle suggested pulling Automated Surface Observation Systems (ASOS) data for PYM. Paul Worcester stated that the Airport Commission is currently doing this.

**Technical Master Plan Project Briefing:** Tabled due to lack of time, and will need to be rescheduled in the future.

The committee thanks Jen Ricciardi and Guy Rouelle for presenting at this meeting and for the work that went into the presentation and educating the committee.

## **OLD BUSINESS**

**PYM CAC Plan Update:** A short discussion occurred about focusing on the needs of the public.

**Establish Meeting Dates (Finalize Concurrence):** The committee confirmed that all future meetings will be scheduled on the 4th Thursday of the month at the Airport's Conference Room, at 6 pm. The next meeting will be on May 22. It was additionally recommended by Paul Worcester to schedule a meeting in Carver in the future.

**Setting Agendas:** The committee began a discussion on how the agendas of future meetings will be in the future. Adam Bond recommended that all the Public Comment period be held at the beginning of the meeting, and then move forward from there. It was also recommended that the committee visit areas where the most noise complaints are coming from. Justin Fosdick asked if the number of complaints could be given to the committee. Matt Cardillo confirmed that this could be done in the future. Additionally, a discussion occurred on how to reach out to members of the public. Multiple members said they would announce our meetings at both Plymouth and Carver Select Board Meetings. Another idea that was presented was to post on social media. Paul Worcester stated that he believed that the education of committee members needed to come first, before the committee could work on issues. Paul additionally asked that everyone in meetings have mutual respect, including the public attending meetings.

## **NEW BUSINESS**

There was no new business at this time.

## **PUBLIC COMMENT**

The Committee opened the floor to members of the public.

Lorraine Ramsey spoke first, asking, "Who are the primary users of the airport?" Matt Cardillo answered that flight schools, private aircraft, and transient aircraft are the primary users of the airport. Ms. Ramsey also asked if the airport could have quiet times. Jen Ricciardi answered that safety is paramount, and Ms. Ramsey clarified, asking specifically if flight schools could have quiet times. The answer was that if the airport were to implement quiet hours for flight schools, it would only apply to flight schools that are based at PYM. If an aircraft that was from a flight school not based at PYM, it would be considered a transient aircraft.

The committee was asked if someone from the FAA could come in. Jen Ricciardi answered that a member of the Flight Standards Division could come and speak.

Lisa Lantagne spoke next, and stated that planes have become louder, and that most of the community are worried about the expansion and jets. Adam Bond said that it needs to be discussed in the future. Paul Worcester added that assumptions need to be qualified. Additionally, Guy Rouelle added that the public needs to understand the small aircraft operations versus the large aircraft operations, which have brought jobs to the airport and the local area. Adam Bond stated that both sides need to be discussed.

**ADJOURN**

Committee member Steve Lantagne made a motion to adjourn. Tony Caruso seconded the motion. A roll call vote to adjourn was unanimous.

As there was no further business at this time, the meeting adjourned at 8:37 PM.

Approved

A handwritten signature in blue ink, appearing to read "Adam Bond".

Adam Bond  
Chairman

Attachments: Presentation from Dubois & King (Jen Ricciardi & Guy Rouelle) for April 24, 2025 Meeting

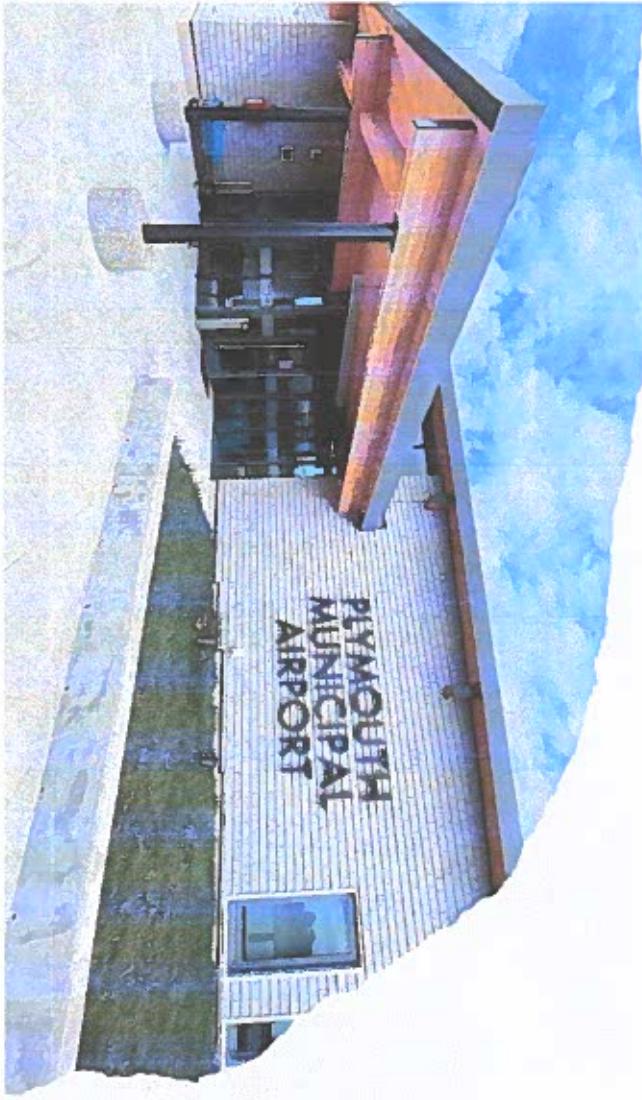
# Understanding Airspace: How It Shapes Traffic at Plymouth Municipal Airport (PYM)

Jen Ricciardi  
Guy Rouelle

April 24, 2025



# PYM and its Role in Aviation



- PYM is classified as a General Aviation Airport and a Regional Airport
  - General Aviation Airport – public use airport that either A) does not have scheduled service or B) has scheduled service with less than 2,500 passenger boardings each year
  - Regional Airport – an airport in a metropolitan area that serves a relatively large population and supports regional economies with interstate and some long-distance flying. They have high levels of activity including some jets and multiengine prop aircraft
- Purpose of this presentation
  - Inform the community about airspace requirements
  - How they affect flight operations

# Airspace Surrounding PYM

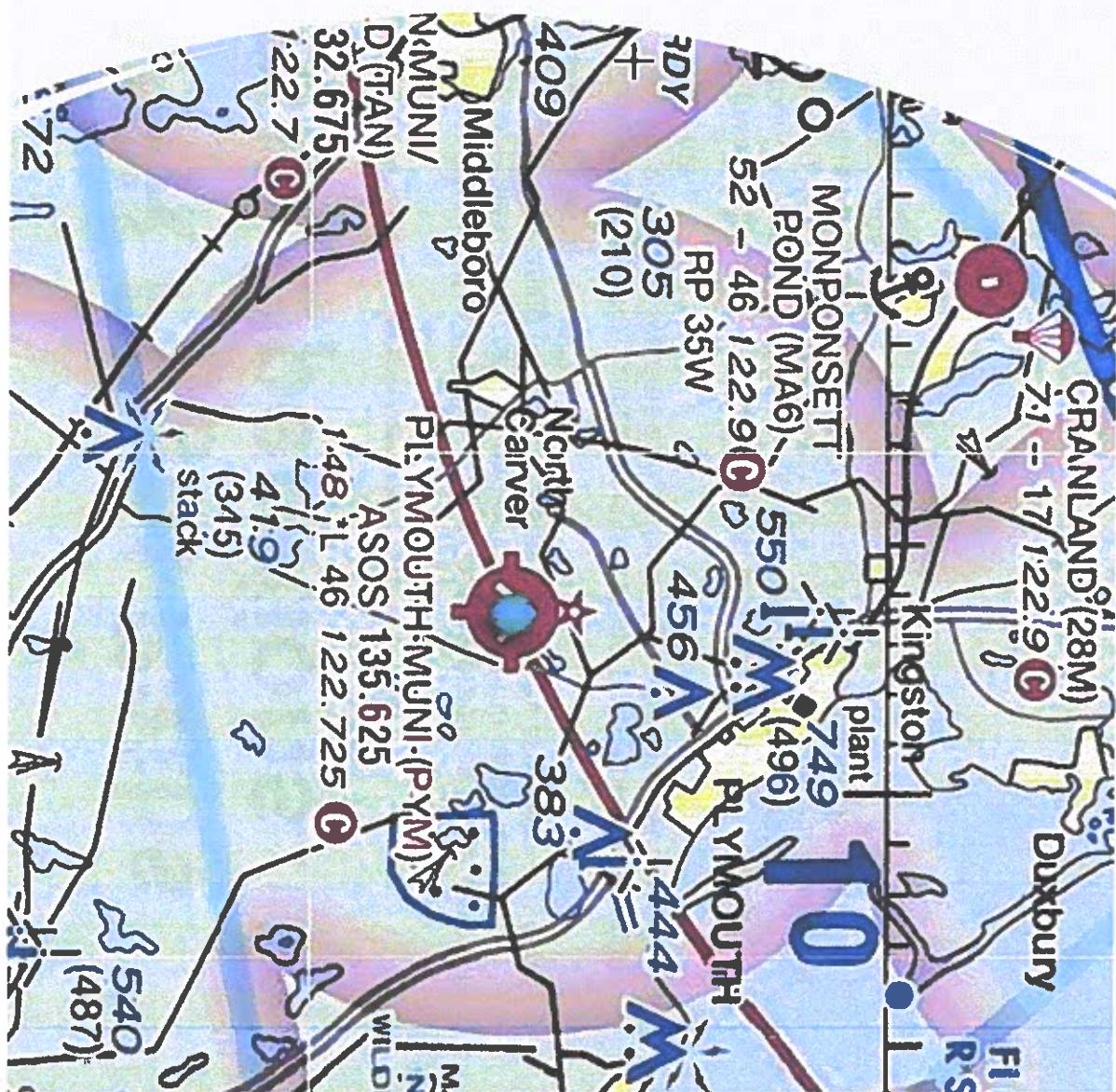
- Classification of airspace

- Controlled
- Non-Controlled

- (Class E, and G)

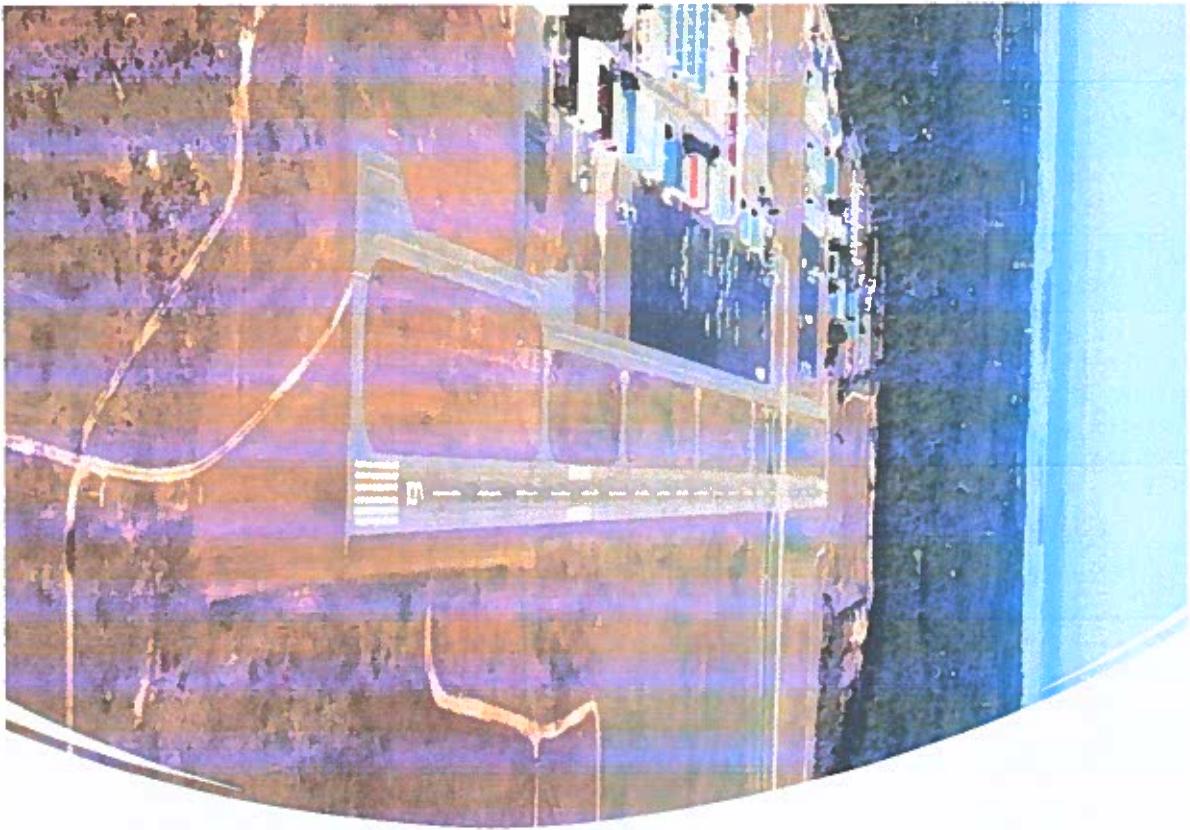


- Nearby Airspace: Boston Class B



# VFR Flight Paths and Operations

- **Visual Flight Rules (VFR)** - regulations and practices under which a pilot operates an aircraft in weather conditions that allow for visual navigation, meaning the pilot can see where they are going and can avoid obstacles visually
- Pilots determine their routes by planning pre-flight, but also using in-flight navigational systems and considering factors like weather in real time
- Runway selection – taking off and landing into headwind reduces ground speed and increases lift, making for a safer operation. Landing with a tailwind can increase ground speed, which leads to a longer landing distance and diminished control. Pilots also try to minimize crosswind.



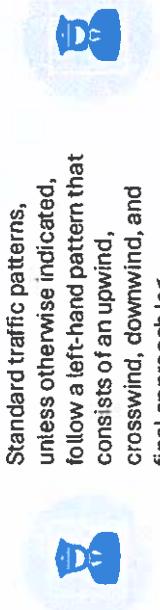
- PYM is Class G Airspace, with overlying Class E beginning at 700' AGL
- Plymouth Municipal is classified as a General Aviation Facility, with Regional Service to the surrounding area
- Plymouth allows for flight operations under both Visual and Instrument Flight Rules
  - VFR: Visual Flight Rules apply in weather conditions that allow for visual navigation
  - IFR: Instrument Flight Rules apply when visual reference to the ground is insufficient due to weather conditions
- Noise Abatement exists at PYM to encourage pilots to voluntarily reduce activity in sensitive areas and to fly neighborly
- Traffic follows a standard lefthand pattern for each runway
- Wind can affect which runway a pilot chooses to land on, and can also affect noise

# Summary

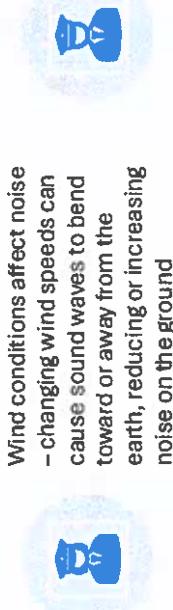
# Traffic Patterns and Wind Effects

Standard traffic patterns, unless otherwise indicated, follow a left-hand pattern that consists of an upwind, crosswind, downwind, and final approach leg

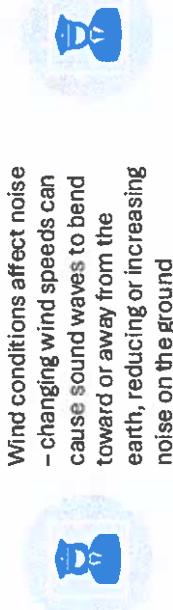
In instances of significant crosswind, pilots must use special maneuvers to maintain stability during takeoff and landing



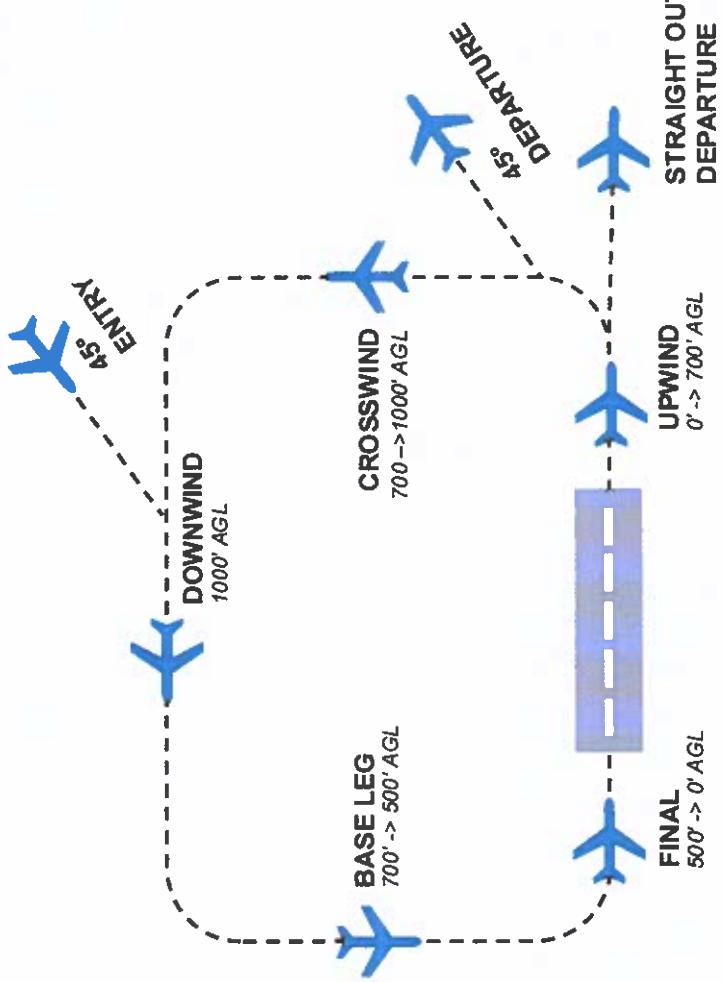
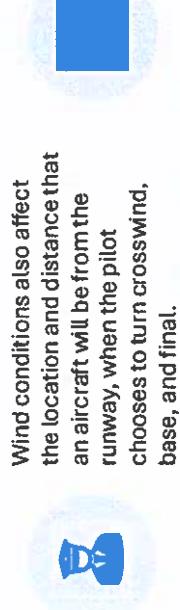
Wind conditions affect noise – changing wind speeds can cause sound waves to bend toward or away from the earth, reducing or increasing noise on the ground



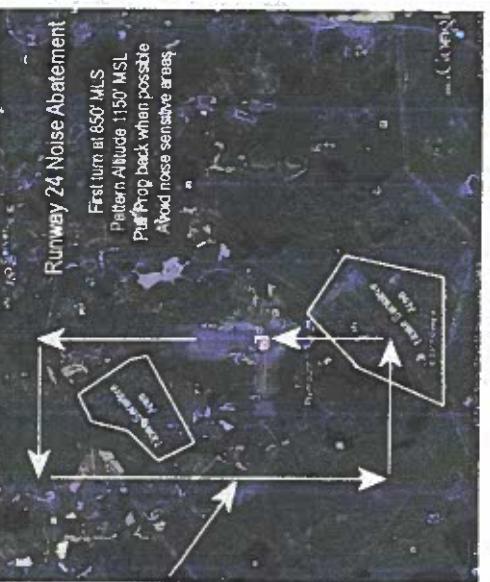
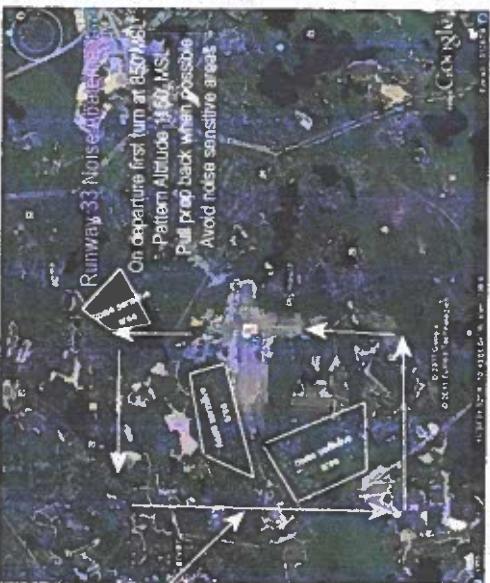
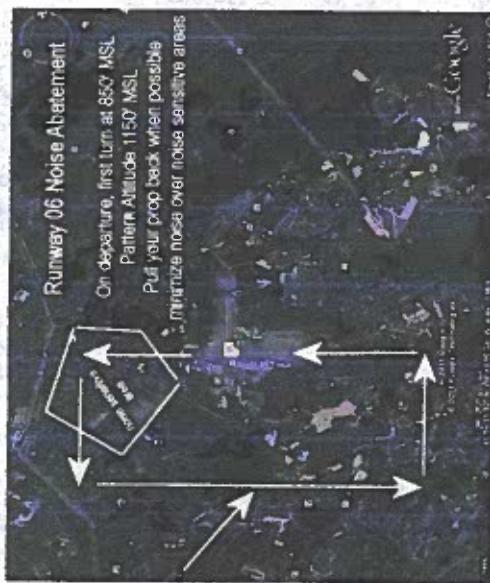
Traffic patterns are one of the first things pilots learn to establish a standard flow that is predictable and easy to navigate, which increases safety and efficiency in the air



Wind conditions also affect the location and distance that an aircraft will be from the runway, when the pilot chooses to turn crosswind, base, and final.

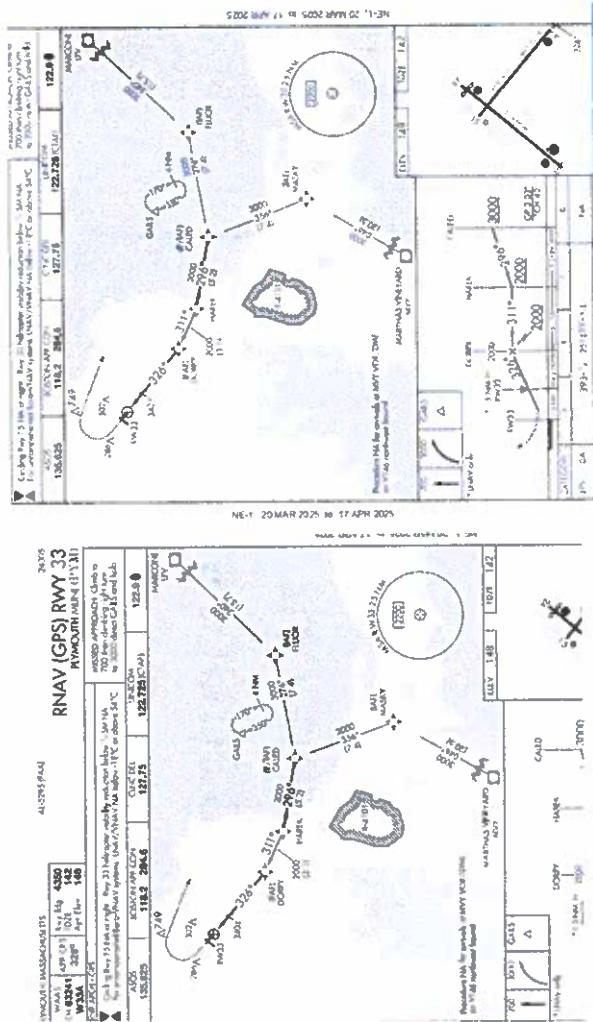
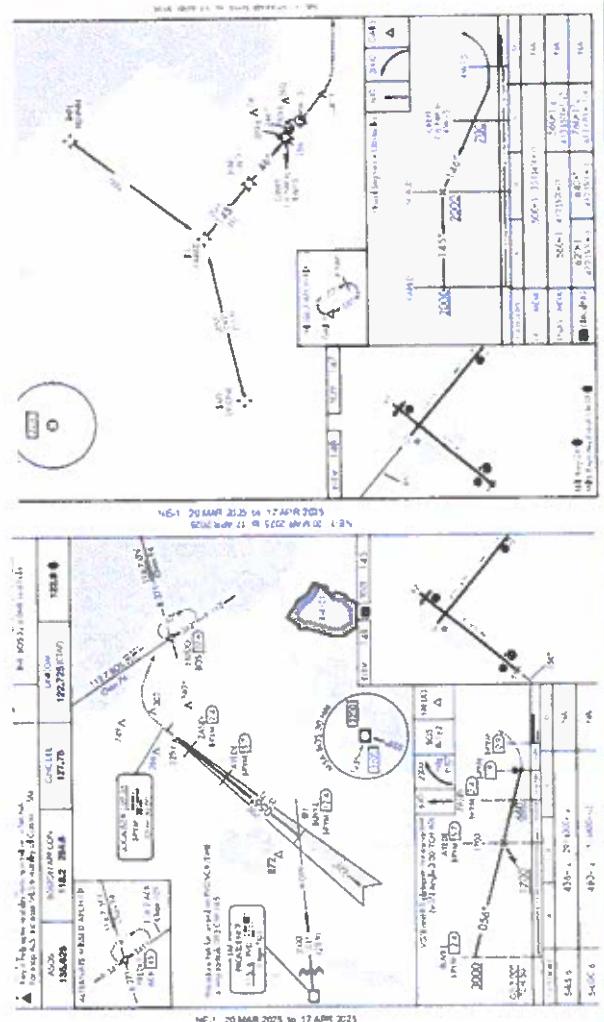


It takes a significant number of takeoffs and landings for student pilots to become proficient in the traffic pattern. Additionally, licensed pilots must practice takeoffs and landings to maintain proficiency.



- Detailed noise abatement procedures exist at PYM to help reduce noise above sensitive areas.
- Noise Abatement is Voluntary.
- When able, pilots attempt to avoid noise sensitive areas. However, for the purpose of takeoff and landing, pilots are required to fly traffic patterns that lead to stabilized approaches and departures which may take them over noise sensitive areas.
- PYM airport staff, PAC and based pilots encourage use of noise abatement procedures

## Noise Abatement Procedures



## IFR Flight Paths and Operations

- Instrument Flight Rules (IFR) - regulations that govern an aircraft flying an instrument approach when visual reference with the ground is insufficient, typically due to clouds or other adverse weather conditions - visibility is below 3 miles and/or the ceiling is less than 1,000 ft above ground level

- Under ATC guidance, pilots receive instructions that include maintaining distance from other aircraft and which route to follow

- ATC provides clearances to pilots that they must adhere to

- Instrument approaches and departure procedures exist at PFM

- IFR procedures can indirectly affect noise by involving lower altitude approaches or more complex maneuvers that expose those on the ground to higher noise

