



Airport Master Plan Frequently Asked Questions

Updated March-2021

As part of the ongoing public engagement progress for the Cape Cod Gateway Airport (formerly Barnstable Municipal Airport), Master Plan Update, the project team has compiled a series of Frequently Asked Questions derived from comments submitted by the public over the course of the project so far. Additional details on the topics, content and materials discussed and referenced in these FAQ's can be found in the draft technical chapters of the report along with the appendices located on the project website: (<https://www.town.barnstable.ma.us/airport/>). Additionally, the airport's YouTube channel (<http://bit.ly/HYAMasterplan>)

Questions have been categorized into the following sections:

- Master Plan Background and Process
- Potential or Anticipated Changes at the Airport
- Environmental and Noise Considerations
- Aviation Demand (Commercial, General Aviation etc.)
- Other Questions

Updates from the February 2021 version are shown in Red.

Master Plan Background and Process

What is an Airport Master Plan?

Cape Cod Gateway Airport (formerly Barnstable Municipal Airport) (HYA) has embarked on the development of a 20-year master plan to ensure that the facility can continue to safely and efficiently meet the aviation needs of the National Airspace System and the surrounding community. The preparation of an airport master plan is required by the Federal Aviation Administration (FAA) in order to plan for the future and highlight airport projects in need of future federal funding, including rehabilitation of existing infrastructure. The master plan will not only consider the needs of aviation (the airfield, local general aviation, corporate aviation, and commercial aviation) over the next 20-years but will also consider the needs of Cape Cod and the local region and economy. The plan will also make recommendations for promoting

compatible land use around the airport and maximize opportunities for non-aeronautical revenues to help support the airport’s financial future.

The goal of the Airport Master Plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic issues.

The Airport Master Plan is the first part of the planning process; environmental review is the second part of the process and finally the implementation and development.

A project stakeholder group comprised of over 40 representatives of airport tenants, users, Town of Barnstable officials, Town of Yarmouth officials, businesses, chambers of commerce, the Cape Cod Commission, civic associations and more will meet over the course of the project to provide feedback and insight for the airport and consulting team as the project is developed.



The public will be involved at key points in the plan. The initial outreach to the public asking for comments and feedback occurred in October 2020. See [“Why wasn’t public input asked for earlier in the process of the Master Plan? How is the airport taking the community impacts into account?”](#) and [“What is the purpose of public meetings?”](#) below. Due to COVID-19 A virtual/live public meeting will be held via Zoom conferencing in March 2021.

Why is Cape Cod Gateway Airport completing an Airport Master Plan?

The FAA recommends that public use airports such as Cape Cod Gateway Airport prepare a new Airport Master Plan every 10 years +/- or as local aviation conditions change. The previous Master Plan was completed in the late 90’s; therefore, the Airport has initiated this Master Plan to ensure the Airport continues to operate in a safe and efficient manner and to address any changes in the aviation industry both locally and nationally.

Who is preparing the Airport Master Plan?

Following a qualifications-based selection process, McFarland Johnson, a national aviation consulting firm specializing in airport planning studies was selected as the general consultant for the airport. This Master Plan is prepared by McFarland Johnson who is assisted by several specialty sub-consultant companies. The process involves the Airport, Federal Aviation



Administration, MassDOT Aeronautics Division, a Planning Advisory Group, and public meetings.

Who is funding the Airport Master Plan?

The FAA provides 90 percent of the project funding, with the remaining 10 percent, 5 percent each, from the Massachusetts Department of Transportation – Aeronautics Division and Cape Cod Gateway Airport. The FAA funding is sourced from the Aviation Trust Fund, which is funded exclusively by various aviation user fees, including taxes on airline tickets, aviation fuel, and some aircraft parts. Cape Cod Gateway Airport is one of nine Enterprise Funds of the Town of Barnstable in which its budget is self-supporting through user-based charges. The Town of Barnstable does not contribute monetarily in running the airport, no General Fund monies or tax revenue are used for Airport operations.

Where can I read/review/comment on the master plan?

Draft chapters are available on the airport website (<https://www.town.barnstable.ma.us/airport/>). Additionally, the airport’s YouTube channel (<http://bit.ly/HYAMasterplan>) features presentations from previous project stakeholder meetings, divided by topic area and developed into short, narrated videos for the public to watch and share. In addition, a dedicated e-mail address HYAMasterPlan@mjinc.com, set up in the summer of 2020 has been activated and ready to receive any questions or comments that the public may have regarding the master plan for the airport.

Who was included in the Planning Advisory Group (PAG)?

The PAG was comprised of a focus group of different stakeholders. These include:

- Town of Barnstable Town Council,
- Town of Barnstable Town Manager,
- Town of Barnstable Department Heads,
- Town of Yarmouth Town Administrator,
- Greater Hyannis Civic Association,
- Hyannis Park Civic Association, Airport Commissioners
- Town of Yarmouth Representative on the Airport Commission,
- FAA New England Region,
- MassDOT Aeronautics Division,
- HYA Air Traffic Control,
- Airport Staff,
- Airport Tenants,
- WS Development,
- Cape Cod Commission,
- Cape Cod Chamber of Commerce,



- Hyannis Chamber of Commerce,
- Yarmouth Chamber of Commerce,
- Woods Hole Oceanographic Institute,
- Cape Cod Healthcare,
- Steamship Authority General Manager.
- Cape Cod Young Professionals,
- Cape Cod Regional Transit Authority,
- MassDot Highway District 5 ,

Why wasn't public input asked for earlier in the process of the Master Plan?
How is the airport taking the community impacts into account?

As part of the Master Plan, public input is an integral part of the process; it is welcomed and encouraged throughout the duration of the project. The public outreach aspect began as soon as draft project materials from the initial chapters were available as the development of the master plan is still underway. This includes the inventory, forecast and environmental overview chapters. Public engagement will continue with facility requirements, development alternatives and the implementation plan as the project progresses. The public was informed via e-mails, social media, press releases, legal ads, postcards to businesses and residents within a 1-mile radius of the Airport and various news/media articles. The initial outreach occurred in October 2020 asking for feedback and comments on various documents and videos developed for the master plan and made available for public consumption via the project website (<https://www.town.barnstable.ma.us/airport/>). Additionally, the airport's YouTube channel (<http://bit.ly/HYAMasterplan>) features presentations from previous project stakeholder meetings, divided by topic area and developed into short, narrated videos for the public to watch and share.

Over 20 media sources covered the outreach efforts and the Airport's request for information and feedback from the community on the master plan; this included coverage in the Cape Cod Times, the Barnstable Patriot, Newsradio 95 WXTK, The Yarmouth Register, Barnstable E Weekly Newsletter, CapeCod.com, Cape Cod Daily News, The Patch Yarmouth, The Patch Barnstable, Hyannis Park Association Email notification, and others. Additionally, the Airport Manager was a guest on Spectrum with Leo Cakounes on Radio 106 WCOD on November 22, 2020 speaking about the Airport Master Plan and asking for the community to get involved. See "What public outreach has been done to inform the surrounding area on the airport plans?" below.



Future meetings for the master plan will be announced in the same manner; through various media sources including the Airport website, social media, local news sources and postcards being sent to residents and businesses within a 1-mile radius of the Airport.

In addition to feedback provided by the community, the Master Plan also incorporates goals of the Town of Barnstable Town Council Strategic Plan, including finance, communication, public health and safety, economic development, communication, regulatory process and performance, education, infrastructure, and environment and natural resources. After the completion of the Airport Master Plan, the environmental assessment process will commence and further analyze community impacts.

What is the purpose of public meetings?

As a publicly funded project at a publicly owned, public use airport, transparency and public engagement is of the utmost importance. To accomplish this, airport management crafted a public engagement plan that includes outreach to not only airport stakeholders, but the general public as well. A project stakeholder group, the Planning Advisory Group, which acts as a steering committee for the project, is comprised of over 40 representatives of airport tenants, users, civic associations, Town of Barnstable officials, Town of Yarmouth officials, businesses, chambers of commerce, the Cape Cod Commission, and more will meet four times over the course of the project to provide feedback and insight for the airport and consulting team as the project is developed. See, “[Who was included in the Planning Advisory Group \(PAG\)?](#)” above. The first of four meetings was held in person, with the second and the third being conducted virtually. The remaining meeting will be held in person in May if possible, otherwise it will be held virtually as well.

Traditionally, airport master plans will hold public workshops in the form of an open house once or twice during the course of the project. These workshops act as forums for members of the general public to learn about the airport, the master plan, and proposed improvements and provide feedback in the form of comments to the project team. With the ongoing Covid-19 precautions and because the airport and project team anticipate a high degree of interest from the surrounding community and in the interest of public safety, the content for the first public workshop has been placed online. The airport’s YouTube channel (<http://bit.ly/HYAMasterplan>) now features presentations from previous project stakeholder meetings, divided by topic area into short, narrated videos for the public to watch and share. In addition, a dedicated e-mail address HYAMasterPlan@mjinc.com has been set up to receive any questions or comments that the public may have



regarding the master plan for the airport. Airport Master Plan documents can also be viewed and downloaded via the airport website (<https://www.town.barnstable.ma.us/airport/>).

Comments and questions received will be included in a response to comments and a question/answer video will be added to the YouTube channel. Anyone requesting special accommodations to watch, listen or learn from the YouTube video content can contact the airport at 508-775-2020.

What public outreach has been done to inform the surrounding area on the airport plans?

Press Releases: In addition to placing public notices in the Cape Cod Times (Oct. 19, 2020), the Airport has issued press releases that were picked up by many media outlets in a month-long communications protocol plan to get the word out about the plan and desire for community feedback.

Project Website: The following project website was created at the start of this project to keep anyone interested on the status of the Airport Master Plan up-to-date:
<https://www.town.barnstable.ma.us/airport/MasterPlan.aspx>.

YouTube Channel: Public information videos can be found here:
<https://www.youtube.com/channel/UC9s8cjMPaw40tHNVgihN1IA/featured>.

Email: To further enhance future communication on airport planning/development related matters, the project team has been assembling an e-mail list from commenters to further enhance direct communication with interested parties.

The following is a list of other outreach efforts:

- ➔ Postcards delivered to residences and businesses within a 1-mile radius of the airport requesting feedback and involvement
- ➔ Frequent Social Media Posts
- ➔ Radio spots - the Airport Manager was a guest on Spectrum with Leo Cakounes on Radio 106 WCOD on November 22, 2020 speaking about the Airport Master Plan and asking for the community to get involved.

A Planning Advisory Group was created and meets periodically to discuss progress and provide feedback on the Master Plan. This group includes a variety of stakeholders includes representatives from the Town of Barnstable, Town of Yarmouth, local, state and federal agencies, and airport



tenants. A full listing of the PAG members was shown previously in the question: “Who was included in the Planning Advisory Group (PAG)?”.

What is the FAA’s role in the Airport Master Plan?

The FAA has two official roles during the Airport Master Plan study:

- FAA reviews and approves the aviation forecasts (the projected growth of airport services) that will be prepared as part of the master plan process; and
- FAA formally approves the Airport Layout Plan (ALP) for airspace and design standards.

In addition, the FAA has a supportive and advisory role during the preparation of the Airport Master Plan. The FAA may provide comments on Airport Master Plan findings, recommendations and deliverables, and may offer technical assistance and support. The FAA does not formally approve the Airport Master Plan since it is considered a local policy or guidance document.

Why is this plan only in English?

Translation of the plan was not included in the scope of this project as the FAA generally only produces master plans and environmental reports in English. Specific inquiries or special needs can be directed to the airport managers office at 508-775-2020.

Who is the FAA contact for the project?

The FAA Planner for the Master Plan is Michelle Ricci who can be reached at michelle.ricci@faa.gov. The FAA Environmental Planner for the future Environmental Analysis is Richard Doucette who can be reached at richard.doucette@faa.gov

Potential or Anticipated Changes at the Airport

Are any project approvals associated with the Plan?

No actions, or specific implementation of projects, are approved as result of the master planning process, the public meetings reflect the plan itself with alternatives presented to address the airport’s future needs. Development alternatives will be presented in the coming months, for which there will be additional comment periods. Any recommended expansion coming as result of this plan will need to undergo an environmental review process



which looks at both on airport and off airport impacts. This study will need to be conducted and completed before any expansion will take place. Development of various projects can only begin after the master plan study and subsequent environmental analysis is complete, for which there will be additional comment periods.

Would any of the proposed changes increase the airports capacity?

No new runways or taxiways are being needed (nor proposed) that would boost the capacity of the airport. Forecast annual activity levels are expected to remain below 50% of the overall annual airport capacity. A longer runway, if recommended, would not offer additional operational capacity for the airport and any taxiway improvements would be on the basis of safety and airfield geometry

Would proposed improvements allow for larger aircraft? What size planes are anticipated?

The existing critical design aircraft (largest aircraft regularly using the airport) for the Airport is the Embraer 190 which is the aircraft that JetBlue currently operates into HYA from May to September. JetBlue has publicly stated they intend to retire the Embraer 190 aircraft within the next five years and replace it with the slightly larger (9-ft longer) Airbus 220-300 which is the future critical design aircraft. This aircraft is slightly longer with a wider wingspan, however it does have newer, more fuel efficient and quieter engines.

The need for a runway extension however is not directly the result of the larger JetBlue aircraft but rather a family of aircraft that share similar design characteristics (design Group C-III). This family of aircraft represents both business aviation aircraft such as the Gulfstream V/G500 and Global Express which already use the airport today also the JetBlue E190 and A220. In addition, this family of aircraft also includes other regional commercial aircraft what would allow the Airport to maintain similar service levels and meet the local market demands as the commercial airline industry evolves. The general aviation aircraft family (GV/Global Express) represents the same size aircraft as existing operations.

As Cape Cod evolved into a more year-round community, something that has been expedited during the Covid-19 pandemic as more people live and work from what were previously second homes, summer peak level activity is expected to smooth out into the shoulder and off-seasons. The existing general aviation fleet mix using the airport in the summer months, now



needs to factor in winter operational performance such as snow and ice events which increase runway requirements.

With the current runways being short for existing users, the proposed improvements would also allow existing users to fly to further destinations outside of the northeast and also within enhanced safety margins during winter weather as Cape Cod looks to enhance year-round viability beyond just the summer season.

Is a runway extension being proposed? Are details Available?

A runway extension was proposed previously as part of the 2008 Master Plan. This Airport Master Plan Update analysis concluded that such a runway extension is still needed. The facility requirements chapter of the report identified that additional runway length is needed to provide operational flexibility for both existing general aviation and commercial aircraft. In addition a longer runway would also allow existing users (both commercial and general aviation) to fly to further destination outside of the northeast and also within enhanced safety margins during winter weather as Cape Cod looks to enhance year-round viability beyond just the summer season. In the next phase of the project, the alternatives analysis, different runway extension options will be explored and analyzed based on the identified facility needs.

What other changes to the airfield can be anticipated?

As part of the plan, alternatives will be presented to address the airport's future needs. Any recommended expansion coming as result of this plan will need to undergo an environmental review process which looks at both on airport and off airport impacts. This study will propose the following:

- Proposed modifications to the taxiway system on the premise of safety and meeting FAA design standards only (i.e. geometry improvements creating 90-degree intersections).
- Proposed runway modifications to include expansion potential.
- Proposed airport access modifications.
- Proposed hangar development.
- Proposed renewable energy development such as additional solar or wind energy.

How do the future projected activity levels compare to the existing number of flights? Is this plan going to increase air traffic throughout the year?

Overall operational levels are forecast to be well below the level of activity experienced at the Airport during the 1990's and early 2000's when the



airport had over 138,000 annual operations (over 200 takeoffs per day during the peak season). The forecast of activity shows some growth from existing levels (50% of previous peak) however, it is expected that annual operations counts through the forecast period will be below those levels in years prior. On an average daily basis, the forecast projects the equivalent of 5 additional takeoffs per day, up from the current average of approximately 95 with most additional operations being recreational and corporate aviation. Even the most robust commercial service forecast scenario for HYA would entail less than 4 average daily departures.

Will air traffic patterns change at the Airport?

Since aircraft takeoff and land into the wind, air traffic patterns are primarily a function of weather conditions. Prevailing winds are a function of the regional topography and climate therefore changes in operational traffic patterns at the airport are not anticipated. Even with a runway extension, the majority of users and operations will use the same runways as they do today for the wind and climate factors mentioned.

Should Runway 15-33 get extended, this would mean aircraft taking off on the Runway 15 that no not require the longer length would be higher (and quieter) over the areas south and east of the airport. The same is true for aircraft departing Runway 33 towards Barnstable Village. With an extension the estimate is that 10% of the total operation would shift to 15-33, reflecting those operations needing the longer length. This shift translates into an average of 8-9 total departures for Runway 15-33 throughout the course of the day, or less than one per hour, with the overall airport operations growing by an average of 5 daily.

How do you plan to control safety with an expanded Airport in a constrained area?

Any future recommendation, if built, will be done in accordance with FAA design standards and requirements to ensure a continued safe operation for the airport and surroundings.

Are other locations being considered to accommodate the necessary demand for the Cape?

The follow-on environmental analysis will consider alternative locations to meet facility requirements.



Environmental & Noise Considerations

What environmental studies have been conducted at the airport?

The Master Plan itself contains an Environmental Overview, which is a chapter summarizing existing environmental conditions on and around the Airport. This chapter can be viewed on the Master Plan website: <https://www.town.barnstable.ma.us/airport/MasterPlan.aspx>. Additionally, one of the alternative reviews is its impacts on the environment. Several studies have been conducted in recent years including:

- Stormwater Pollution Prevention Plan/Spill Prevention, Control, Countermeasure
- Per- and Polyfluoroalkyl Substance (PFAS) Mitigation and continued reporting

This list identifies just a few of the environmental studies that have been completed prior to the Master Plan, most of these studies can be found on the airport website or by contacting the airport managers office at 508-775-2020:

What are the different types of environmental reviews? Why are there different types?

The National Environmental Policy Act contains 3 types of approvals – Categorical Exclusion, Environmental Assessment, and Environmental Impact Statements. In general, Categorical Exclusions are used for specific categories of actions that meet certain criteria. An example of a Categorical Exclusion would be rehabilitation of an existing facility. Environmental Assessments are for projects that do not qualify for a Categorical Exclusion and for projects in which the effects are not significant or can be mitigated as such so as to not be significant. Environmental Impact Statements are for projects where environmental impacts are significant and can't be mitigated. Refer to FAA Orders 1050.1F and 5050.4B for a complete explanation.

Will the Airport reduce the hours of operation at the Airport for aircraft flying very late or very early?

The airport receives millions of dollars annually (on average) for capital infrastructure construction and maintenance. When receiving these federal funds from the FAA, one of the grant assurances requires that the airport be open to the public and accessible 24 hours per day, 7 days per week. The grant assurance is generally summarized as follows:



The Sponsor must operate the airport at all times, with due regard to climactic and flood conditions, in a safe and serviceable manner meeting FAA, state and local standards. The Sponsor must not permit activity that would interfere with airport use. The Sponsor is not required to keep the airport open when severe flooding, snow or other weather conditions would prevent safe operations. This requirement includes the operation of any airfield lighting on a 24-hour basis or when needed.

Regarding flight times for scheduled service, those are dictated by the airlines as a function of their national network. For the most part it is anticipated that new service would consist of a daytime “turn”, meaning the aircraft will land and depart within an hour. Under the forecast scenario of year-round regional airline service, it is possible that a flight would depart before 8am and arrive after 10pm to attract cape-based business travelers.

Are the commercial (airline) aircraft louder than the corporate aircraft?

Aircraft noise is not commensurate with aircraft size. In many cases, modern commercial jetliners are quieter and more environmentally friendly than many of the recreational and corporate aircraft flying at the Airport today. The aircraft flying today are significantly quieter than the aircraft of the 1990’s.

To what extent can the airport dictate flight paths near the airport? Can they be moved to avoid flying over residential areas?

The flight paths around the airport are designed to safely and efficiently line aircraft up with the runway for arriving aircraft and integrate with the broader regional airspace network for departing aircraft. Changing where these aircraft depart to may be limited by airspace structure and arriving aircraft need to be lined up with the runway miles in advance during periods of low visibility and/or poor weather.

The airport has established the Fly Neighborly Program and has established voluntary quiet hours between 10 p.m. and 6 a.m. During these times, airlines and general aviation operators are encouraged to limit their flights so that citizens in neighboring communities are not disturbed during normal sleeping hours. Also, training, touch- and-go and certification flights are prohibited without approval of the airport management.

While the quiet hours are voluntary, operations that do occur during this time are carefully monitored and recorded. Fortunately, flights during quiet



hours are kept to a minimum. They usually consist of flights resulting from weather delays, emergency medical flights or early-morning aircraft repositioning flights.

Please keep in mind that the FAA does not allow the airport to mandate these quiet hours or allow the airport to violate anyone not complying with the airport's request.

Additional Noise Specific FAQ's can be found on the airport's website.

Will effort be made to reduce noise? Will sound proofing windows be provided to community members around the Airport? Has HYA planning included future aircraft technology in their noise mitigation plan?

Both the existing fleet mix and future operation levels and flex mix will be used to develop noise contours to inform the land use plan for the Master Plan. These noise contours are developed for informational and reference purposes only, however, should noise levels beyond FAA established thresholds extend beyond airport property, then additional analysis and study may be conducted. Noise will also be considered in any subsequent environmental assessment.

Can Cape Cod Gateway Airport Strike a Balance Between Growth and the Environment?

To date, the Airport and its tenants have implemented a number of projects or purchases that help reduce environmental impacts, help offset carbon emissions, and help us do our part as environmental stewards and stakeholders within the community as we grow. Similar actions will continue as the Airport looks to implement projects in the future.

- ✔ 2011 enhancements in stormwater infrastructure including installation of stormwater treatment facilities for road and parking areas and pre-treatment of stormwater using Vortech Stormwater Treatment Systems - a shallow treatment unit that traps and retains trash, debris, and sediment prior to stormwater runoff.
- ✔ 2015 development of a 7 megawatt 20-acre solar array
- ✔ 2015 airport upgrade of street and parking lot lights to LED using Cape Light Compact's lighting program
- ✔ Upgrade of leased facility lighting to LED using Cape Light Compact's lighting program for Cape Air and Rectrix – a 75% savings of energy used for lighting.



- ✦ Execution of a 0.5 megawatt rooftop solar array system in coordination with Cape Air on two existing aircraft hangars owned by the airport making Cape Air, a net zero electricity user in Barnstable and saving over \$1 million between 2010 and 2020
- ✦ Upgrade of insulation in its leased facilities from R-8 to R-30 as well as upgrading its furnace allowed Cape Air using the MasSave program, to install a 95% more efficient direct vent gas unit.
- ✦ Installation of 8 electric vehicle (EV) charging stations using Massachusetts' charging station program.
- ✦ 2015 removal of a 20K gallon underground JetA fuel tank, replacing it with a new aboveground fuel farm with secondary containment and 24/7 monitoring
- ✦ 2015 removal of a 250 gallon underground diesel tank, replacing it with a natural gas-powered airport emergency generator
- ✦ 2015 installation of a centralized aircraft washing and deicing pad that drains to the Barnstable Waste Water Treatment Plant
- ✦ 2018 procurement of an ecologic unit that eliminates the need for ground deployment of firefighting foam (known source of Per- and Poly-Fluoroalkyl Substances (PFAS)) during annual federally required firefighting equipment testing; the airport was the first airport in Massachusetts to purchase such a unit!
- ✦ 2018 enhancements in stormwater infrastructure by installing Vortech Stormwater Treatment Systems beneath the parking lot leased by Griffin Avionics to pretreat stormwater.
- ✦ 2019 paper reduction in the Airport Administration Office by moving to a digital footprint in various processes and purchasing reusable plates, cups and cutlery for in-office staff use.
- ✦ 2020 procurement of propane and battery operated-solar powered airfield mowers through the Massachusetts Department of Transportation – Aeronautics Division (MassDOT) Leading by Example Greenhouse Gas Reduction Initiative.
- ✦ Modification of the Airport's Guidelines for Construction for Airport tenants to include "green" design and implementation of "green" airport buildings as well as improvements for resource-efficient operation and management of various facilities from a life-cycle perspective.

Are Additional Studies Needed Before the Airport Proceeds with a Recommended Construction Project?

Yes. Approval by the FAA of the ALP means only that there are no safety concerns related to the proposed Airport Master Plan and that the depiction is in general conformance with FAA standards. Additional studies may be necessary before a project depicted on the Master Plan is implemented. At



a minimum, these usually include NEPA documentation and any other studies needed to satisfy required permit applications.

[Where is there access to the Environmental Impact Report?](#)

Once the Master Plan is complete, a more thorough environmental analysis, an Environmental Assessment, developed in accordance with NEPA guidelines, will be conducted for short term projects identified in the recommended plan. As part of the Master Plan, an environmental overview will be completed. The environmental overview provides a high-level review to inform the master plan but does not satisfy the requirements for any development under NEPA.

[What is the Airport doing to protect against contaminated water on Cape Cod?](#)

The Airport has a stormwater pollution prevention plan (SWPPP) and a spill prevention, control, and counter measures plan (SPCCP). The SWPPP identifies potential sources of stormwater pollutants and methods to minimize/eliminate the potential for off-site discharge of stormwater pollutants. The SPCCP identifies bulk fuel storage and transfer locations at the Airport and provides information critical to the prevention of, and response to, potential releases of OHM. The Airport has purchased an ecological cart that eliminates the need to use aircraft fire fighting foam (AFFF) during equipment testing. AFFF has not been used for annual testing since 2015. Two areas on the Airport have identified PFAS in soil and groundwater from historical applications of AFFF and both sites are going through a mitigation process.

[How is the Airport trying to reduce its impact to the environment -specifically deforestation?](#)

Per FAA safety regulation, the Airport is required to remove any obstructions to the safety areas and departure and approach surfaces. This frequently includes trees. See question: [“Can Cape Cod Gateway Airport Strike a Balance Between Growth and the Environment?”](#) For a list of projects and purchases initiated by the Airport to improve the sustainability of the Airport and reduce environmental impacts.

[Aviation Demand \(Commercial, General Aviation and Traffic\)](#)



Will lower airfare options become available at the Airport? Will any additional flights be added?

Lower airfares are often a direct result of enhanced competition and more choices. The airport meets with airlines regularly and has recently updated its incentive program with the goal of making the service options, and subsequently the airfares, more competitive. However ultimately, the Airport has no control over airfare prices. This is solely determined by the airlines.

What is the Airport doing to support year-round activity to respond to year-round resident need for air transportation? What is being done to enhance service to meet the community needs?

The Airport, along with the Town of Barnstable have the goal of enhancing year-round commercial service options to both service the existing needs of the residents and businesses on the Cape and also make it more appealing to year-round residents. In recent years, the airport has increased these efforts by meeting with existing and prospective airlines and enhanced their incentive program.

HYA competes with airports across the country for new service as airports vie against one another for limited aircraft resources from nationally focused carriers. Once new air service is achieved, it is then up to the community to support it locally and not drive to Boston for air service needs.

The tourist level has been decreasing on Cape Cod why do we need to increase Cape Cod's commercial airport traffic?

Tourists accessing the Cape by air has grown in recently years with JetBlue extending their season slightly each year. As local businesses grow and more people work from home, demand will increase for Cape-originating passengers, not just inbound tourists.

Recent studies completed in 2018/2019 show that approximately 215,000 Cape Cod residents access the air transportation system via off-Cape airports, and another 200,000 arrive on Cape Cod, again using off-Cape airports. Providing more opportunity for commercial traffic will accommodate these users and reduce roadway use by multiple vehicles to drive to those other airports. The Airport's Business Plan and Marketing Plan goals, developed in June 2018, are to identify better opportunities to accommodate these Cape Cod residents and visitors at the Cape Cod Gateway Airport by working with our existing and new potential airlines partners to enhance existing and develop new commercial service moving into FY2022 and beyond. The following table highlights the top 20 cities



where travelers are flying from with the final destination being Cape Cod, over 98% of these passengers (many of whom are Cape residents) currently use Boston or other airports.

Additional details on the Airport’s market can be found in the forecast chapter located on the project website: (<https://www.town.barnstable.ma.us/airport/>).

1st Quarter			2nd Quarter			3rd Quarter			4th Quarter		
Rank	Origin Airport	Passengers	Rank	Origin Airport	Passengers	Rank	Origin Airport	Passengers	Rank	Origin Airport	Passengers
1	ORD	1,620	1	ATL	2,798	1	JFK	7,306	1	ATL	2,441
2	ATL	1,585	2	LAX	2,684	2	DCA	4,208	2	ORD	2,314
3	DCA	1,492	3	ORD	2,555	3	ORD	3,321	3	LAX	2,309
4	LAX	1,432	4	DCA	2,455	4	ATL	3,284	4	DCA	2,072
5	BWI	1,396	5	JFK	2,441	5	LAX	3,219	5	SFO	2,058
6	LGA	1,340	6	SFO	2,376	6	LGA	2,790	6	BWI	1,994
7	SFO	1,253	7	LGA	2,106	7	SFO	2,697	7	LGA	1,778
8	PHL	1,211	8	BWI	2,087	8	BWI	2,335	8	PHL	1,749
9	EWR	1,001	9	PHL	1,805	9	PHL	1,931	9	MCO	1,568
10	MCO	926	10	MCO	1,454	10	DEN	1,868	10	DEN	1,384
11	FLL	836	11	DEN	1,427	11	MSP	1,855	11	EWR	1,327
12	DFW	786	12	DFW	1,419	12	MCO	1,747	12	TPA	1,322
13	DTW	769	13	EWR	1,353	13	DFW	1,738	13	FLL	1,303
14	RDU	736	14	MSP	1,338	14	TPA	1,661	14	MSP	1,245
15	TPA	731	15	FLL	1,326	15	DTW	1,571	15	DFW	1,238
16	CLT	726	16	DTW	1,281	16	FLL	1,554	16	CLT	1,203
17	DEN	711	17	RDU	1,275	17	CLT	1,483	17	DTW	1,170
18	MSP	624	18	TPA	1,263	18	RDU	1,438	18	RDU	1,168
19	SEA	554	19	CLT	1,169	19	SEA	1,345	19	SEA	979
20	PIT	505	20	SEA	1,050	20	EWR	1,342	20	PIT	771

Where are these commercial jets coming from and going to?

Presently, JetBlue operates one daily flight to and from JFK International Airport during the summer months. Additional non-jet commercial service options are available year-round on Cape Air which flies to Nantucket (with continuing service to JFK) and Boston, where passengers can transfer to other flights to hundreds of destinations.

Additionally, the Airport caters to a vast array of commercial charter passenger services, general aviation activities that include private and corporate passenger, freight services, and other aviation flight services not identified by the FAA as “commercial”; these operations provide travelers with a number of flight opportunities to local, national and international destinations.

Where can the market studies be accessed?



Highlights from the market study can be found in the forecast chapter on the project website. Other reports and studies conducted by the airport can be found on the airport’s website or by contacting the airport managers office at 508-775-2020.

Is there any proposed hangar development?

The future hangar needs of the Airport were analyzed as part of the facility requirements. It was recommended the Airport plan for up to 6 additional individual hangars and 8 new conventional hangars. This will be a business decision by the Airport constructed as demand warrants.

Is there a plan to allow transient GA access to the terminal?

With secure commercial operations using the terminal on a daily basis, TSA regulations and operating requirements limit the airports ability to safely integrate general aviation into the passenger terminal. The airport is however working on one of their business plan goals to enhance the customer experience for general aviation users across the airport and looking a modifications that can enhance access to the terminal area.

Other Questions

Can the Airport add landscaping along the perimeter fences to improve the aesthetic?

The Airport is required to keep the fence clear of all vegetation per TSA regulations.

Are Martha Vineyard and Nantucket expanding their airport also?

The Master Plan for HYA being completed independently of any other Airport. However, it is worth noting that the primary runway at both Martha’s Vineyard and Nantucket are each longer than either of the runways at HYA. Both airports have also recently completed master plan updates.

How is the Airport going to handle increased vehicle traffic?

The master plan is limited to on-airport facilities and recommendations, as FAA regulations require that airport revenue can only be spent on airport property. The airport can be an advocate and stakeholder for off airport improvements to help ensure that recommendations are in the interests of



all parties. This master plan will identify opportunity areas for improvements, but detailed study and roadway alternatives will not be included in this particular plan.

What are some of the safety protocols used by the Airport?

Safety is the Airport’s top priority. The Airport continually improves safety at every chance. The Airport has the following safety procedures in place:

- Every runway end has FAA approved runway safety areas.
- Runway 6 has an Engineered Materials Arresting Bed (EMAS), which consists of crushable concrete blocks that functions much like a runaway truck ramp, just for stopping aircraft to minimize the risk of a runway overrun in constrained areas.
- There is a 24-7 Aircraft Rescue and Fire Fighting unit available at the Airport.
- The Airport meets Federal Aviation Regulations Part 139 requirements for training, maintenance of facility requirements, annual inspections, etc. and implement an array of safety protocols.
- There is an FAA approved Airport Emergency Plan in place that includes table top exercises, accident drills, etc.

Similar to airports, aircraft are required to have regular inspections to make sure all equipment is fully functional and safe and to ensure staff are trained in safety protocols. Just like with cars, aircraft fluids and equipment need to be replaced on a regular basis. Similar to cars, things still occasionally go wrong or do not function like they are supposed to. Unlike cars, though, aircraft cannot just pull over; they need to figure out how to land. Incidents such as these occur at all airports and every pilot from small, single-engine private pilots to commercial pilots are trained in landing aircraft without engine(s) working. While the hope is to incur as few of these incidents as possible, Cape Cod Gateway Airport is fully equipped to handle these situations when they arise. For serious mechanical defects, the FAA get involved and works with the pilot and aircraft manufacturer and develops airworthiness directives for known technical issues. Because those issues only involve the pilot and the aircraft itself, the airport is often not involved beyond ensuring a safe airfield for operations.