

Town of Nantucket
NANTUCKET MEMORIAL AIRPORT
14 Airport Road
Nantucket Island, Massachusetts 02554

Noah Karberg, Airport Manager
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Commissioners
Arthur D. Gasbarro, Chairman
Andrea N. Planzer, Vice Chair
Anthony G. Bouscaren
Jeanette D. Topham
Philip Marks III

AIRPORT COMMISSION MEETING
February 13, 2024

The meeting was called to order at 5:00 pm by Chairman Arthur Gasbarro with the following Commissioners present: Anthony Bouscaren, and Jeanette Topham.

This meeting was conducted remotely by video conference via Zoom app and posted after the meeting on the Town of Nantucket YouTube Channel.

Airport employees present were Noah Karberg, Airport Manager, Preston Harimon, Assistant Airport Manager, Boyana Stoykova-Nelson, Office Manager, Jamie Sandsbury, Business Finance Manager, Cameron Woods, Environmental Coordinator and Vilina R. Ilieva, Administrative Assistant.

Also present: Philip Cox, CHA Companies, Rich Lasdin McFarland-Johnson, Austin Anderson - Anderson and Kreiger, Mina Makarious – Anderson and Kreiger.

Mr. Gasbarro read the Town's virtual meeting statement.

Mr. Gasbarro announced the meeting was being audio and video recorded.

Mr. Gasbarro asked for comments on the Agenda; hearing none, the Agenda was adopted.

Mr. Bouscaren made a **Motion** to approve the 01/09/24 Draft minutes. **Second** by Ms. Topham and **Passed** by the following roll call vote:

Ms. Topham – Aye
Mr. Bouscaren – Aye
Mr. Gasbarro - Aye

Ms. Topham made a **Motion** to ratify the 01/10/24, 01/24/24, and 02/07/24 Warrants **Second** by Mr. Bouscaren and **Passed** by the following roll call vote:

Ms. Topham – Aye
Mr. Bouscaren – Aye
Mr. Gasbarro - Aye

Public Comment:

None.

Pending Leases/Contracts Mr. Karberg presented Exhibit 1 for approval of the following contracts, leases, contract amendments.

- **Johnson Controls Fire Protection, Inc** – Contract for Fire Alarm, Sprinkler System and Elevator Inspection System in the amount of \$38,656.56
- **MTE Equipment Solutions, Inc** – Contract for supply and delivery of one (1) new GO-4 Electric Parking Enforcement Vehicle in the amount of \$45,155.82
- **Victor-Brandon Corporation** – Contract Amendment Change Order No. 5 for Gate Hardstands in the amount of \$962,659.00.

Mr. Bouscaren made a **Motion** to approve the leases, contracts and contract amendments as set forth in Exhibit one (1). **Second** by Ms. Topham and **Passed** by the following roll call vote:

Ms. Topham – Aye
Mr. Bouscaren – Aye
Mr. Gasbarro - Aye

062023-06 South Apron Expansion Project

- a. Project Update
- b. Berm Expansion Evaluation

Project Update - Mr. Karberg gave an update on the general project, saying that the mobilization continues with the delivery of materials. Mr. Karberg had some concern that delivery of materials had altered the grade inside the fence at Gate 30B and increased water runoff to the low point on Monohansett Rd. Mr. Karberg directed McFarland and Johnson to investigate this. The company had the surveyor on hand to shoot the grades to assess this. Mr. Karberg didn't have an outcome on that, but McFarland and Johnson directed Robert B. Ours to maintain the grading to capture rainfall on site during construction for the stormwater improvements are in place and functioning. The construction for this project will start on March 4th, and the Airport has the standard preconstruction meeting on February 20th. with FAA, MassDOT, Engineers, Contractor, and Subcontractor. With this meeting the Airport will have the final schedule with the following details:

- o Vegetation clearing for the berm footprint will take place in March to April. Specifically, as a result of the Airport permitted Section seven (7). The consultation process under the Endangered Species Act with USFWS, we will complete that work prior between March 4th and April 14th in deference to the Northern Long eared Bat breeding and activity cycle.

- Concurrent with and immediately following that work, construction of the drainage and infiltration system will take place from approximately March 5th to April 2nd.
- The construction of the berm will take place in May and into June. The berm will be constructed as soil is excavated from the project footprint: first from drainage areas, and then from the ramp footprint. At this time, Mr. Karberg doesn't know if the berm is going to be built linear to full height from NE to SW or will be built-in full-length lifts.
- Paving would begin in June and last into July. The Airport would also install ramp cameras and noise monitoring stations at this time, which are additional items the Airport is committed to doing.
- The painting and punch list would be completed by late July.

Mr. Karberg specified that the contractor has requested to work six (6) days a week during a typical time from 7:30a.m until 5:00 p.m. workday. Mr. Karberg denied Sunday's work to the contractor. Mr. Karberg added that he received a variety of public comments, questions, and some media requests for the Commission to consider. Mr. Karberg received one call from an individual strongly in favor of the project.

The Airport had an email exchange with a resident strongly against the project. Mr. Karberg characterization of the exchange was that the resident's most vocal concern was that we should not be "catering to the rich", and its ultimately a position we could not impact.

Mr. Karberg received an email comment in support of expanding the berm to the southwest. The Airport responded but deferred substantial engagement, other than notifying the resident of the next agenda item discussion.

Mr. Karberg had an email exchange with a neighbor, and he thinks that email was also reflected by an article in the I&M. Mr. Karberg said that he appreciates the dialogue, as this neighbor has lived in this location, fairly in peace with ACK for 30 years, and he can't find a correspondence history with ACK until PFAS era in 2019. Mr. Karberg thinks there are 2 concerns expressed. Specifically, the resident is not in favor of removal of the existing vegetation to accommodate the berm. Mr. Karberg added that's a useful point to consider if there is a discussion form and function of any berm expansion later. The other major point was less specific but speaks to me of the residents being dissatisfied with airport engagement and recognition of their concerns. And again, per the I&M article, Mr. Karberg thinks the Airport just has a difference of expectation of style of engagement on development and permitting.

Mr. Karberg received an email expressing concern that the Airport would utilize PFAS-containing soil in the berm. The Airport is still working with that resident to explain the current in situ origin of PFAS contaminated material/clean material that makes up 98% of the berm. Mr. Karberg disagreed with this opinion.

Public Comment:

Emily Molden asked how the Airport will monitor and mitigate the emissions, how the berm will be revitalized, and if there will be any options for replacing some of the forest habitat. Mr. Gasbarro answered on the point of monitoring that the Airport is working on enhanced ramp monitoring, and management will go over not only the expanded area but the overall ramp. Mr. Gasbarro added that part of Mr. Karberg's presentation was the noise monitoring station and cameras that personnel and staff will be able to see in real time over the entire ramp to improve their ability to manage that. In terms of the berm and the revegetation, Mr. Gasbarro said that the berm will look like grassland and the fully established vegetation will take a few years. Ms. Molden added a question regarding the encapsulated sediment and how monitoring and keeping it separate from the ground below will prevent potential problems through leeching. Mr. Gasbarro addressed that to Mr. Lasdin, who answered that the ground will be lined with fabric before the soil is placed on top of it, which will keep the water from getting into it, and stop the leeching out. There will be vents in the berm, allowing the berm to breathe, made from Organics materials. The long-term monitoring of this fabric encapsulating the soil, Mr. Lasdin said this encapsulation process is what is used across the country when closing landfills and he will provide information at a later date as to how the monitoring process will be conducted.

Doug Kepple asked the Airport if they would consider extending the berm South and turning it east to cradle the last aircraft with the berm. Kepple said this modification would limit the amount of noise traveling beyond the airfield to neighboring properties. Mr. Gasbarro said that this will be discussed on the next Agenda item.

Richard Sheehan shared his displeasure with the eradication of the woodland habitat directly behind his home and noted that the airport is destroying nature in order to make room for the private aviation sector. Mr. Sheehan and his wife, Mimi Huber, asked why the other side of the Airport was not being considered, why the Airport is inviting larger jets to the island, and why the Airport is not limiting the size and number of jets.

Mr. Gasbarro explained that during the period of time to fly those aircraft here, if the Airport doesn't park them, they are going to drop off people and go to park somewhere else, then come back and wait for operations to load the plane and go again. That will increase operations services.

Peter MacKay acknowledged that the Airport doesn't give the opportunity for opinion when this location is chosen. MacKay and his wife Alison asked if the Airport would consider a compromise to leave half of the trees. Mr. Karberg responded that the Airport looked at alternative locations for moving the ramp back to at least from 2014. Mr. Karberg said that the other location is more biologically valuable, and the split of Commercial and General aviation uses should be on two different sides of the Airport. Mr. Karberg added that the project was looked back in 2014 and the Environmental impacts end up being more.

Bob Thomas asked if the Airport would keep expanding if more private planes kept coming to Nantucket. Mr. Gasbarro and Mr. Karberg responded that the Airport cannot stop landings and the goal of this project is to enable the Airport to handle larger planes rather than more of them. Mr. Karberg explained that the FAA has never granted public-use Airports the ability to dictate which aircraft can and cannot utilize the airport.

Standing as a representative of the Surfside Association, Tom Quigley said the group has been working with the Airport Commission on this entire expansion area for years and that they are in favor of the proposal. According to Mr. Quigley, the association had long since asked that the berm be constructed in order to reduce pollution and noise.

There was a concern that the berm was going to be constructed with PFAS soil that is contained at the Airport until the Association reviewed the construction drawings and found that the encapsulation process is very unique and very good. Quigley said he urged any neighbors, even those who are not Surfside Association members, to get in touch if they have any questions or concerns.

Meridith Lepore would like to know if the Airport can have research and give information that the berm will cut the sound and emissions down. Mr. Gasbarro answered that the Airport is working to improve the ramp management plan and how to effectively reduce the running time on the ground.

Meghan Perry asked the Airport to give more information to the neighbors about any future projects. Perry also asked did Natural Heritage association recommend this as a better location than Bunker Road? Mr. Gasbarro answered that there is not just one piece from the ramp, it is all of the impacts related to the overall infrastructure that is required to size of the area and utilize that ramp. A lot of the natural heritage is related to numbers of acres and comparisons. Mr. Karberg added that Natural heritage doesn't recommend locations they evaluate the work. Meghan Perry asked, on average, how large the Jets will be and how tall their exhausts are related to the size of the berm. Mr. Lasdin answered that the top of the berm is fifteen (15) feet, and there is no standard height on the engines and tails across the manufactures. Perry also asked if there would be another public meeting to discuss this project. Mr. Gasbarro answered that there is a public comment at the beginning and end of every meeting, and everyone is welcome to speak. Peter MacKay asked if there would be any moderation of the berm and if most of the trees would be left uncut. Mr. Lasdin answered that the idea behind the berm is to have a gentle enough slope that will not fail over time. Mr. Lasdin added that some of the trees have to be removed because of the ramp itself. The Airport and the engineers will look to see if some of the trees can be left uncut.

Mimi Huber had a concern regarding the lights that will be installed in the expansion and how tall they will be. Mr. Gasbarro answered that the lights will have louvers and shields to direct them in a proper direction and individual controls. These improvements will also be for the overall ramp.

Mimi Huber asked who will be controlling and monitoring the jets that are landing and taking off and the number of running engines at all hours at night. Mr. Gasbarro said that there is no curfew that says they cannot operate and land at the Airport. Mr. Karberg added that the Airport has staff who operate 24/7.

Cameron Woods added a comment regarding the six-acre area and what it looks like. The six acres are defined as the action area for the project, and the definition of that is all areas to be affected directly or indirectly by the federal action and not the immediate area involved in the action. This has been surveyed and analyzed.

Rick Atherton is curious if the Airport Commissioners can accomplish and discuss any limits for the airplanes.

Meghan Perry asked if the FAA requires the Airport to do something because of the grants that it's applied for. Mr. Gasbarro answered that the Airport accepted money from the FAA to improve all kinds of projects for over a decade.

Berm Expansion Evaluation:

Mr. Karberg gave an update on One question raised in the January 11th meeting and public comment was a request that we evaluate the feasibility of a berm expansion. Mr. Karberg presented three (3) points for a process recommendation provided by the engineers:

1. There were concerns about what kind of material would be used in the berm. Mr. Karberg doesn't see a current consensus design, but it is possible the Airport can achieve that with more work.
2. Significant additional material is needed. This is both a cost and a timing issue, as it is a significant project cost.
3. Significant mitigation required. This is an opportunity to align mitigation with the upcoming Federal Fiscal Year permitting project. A well-planned project could align these needs in phases.

Mr. Lasdin reviewed the first figures that are included in the packet. If the berm is turned toward and built closer to the runway, that will not violate the FAA protected space. The figure showed that the berm can be built in a rounded shape. This option for the berm will cost \$1,700,000.

Mr. Lasdin presented option two (2), which is turning the berm in ninety (90) degrees and has a smaller tree habitat and will be built remarkably close to the runway. This option will require more material to construct. The total cost for this option will be \$1,500,000.

The options will be discussed by airport management.

Matt Peel made the comment that a noise-reflecting wall would be more efficient and eliminate the noise better than a berm. Mr. Gasbarro answered that this is not a suitable alternative because of the height at which it would need to be structured. Mr. Lasdin added that there had been discussion about the berm and the wall. The concerns were the visual aesthetic of the wall and the cost.

Adam Ross suggested using the current habitat as the only buffer and completely abandoning the berm.

Doug Kepple asked if the Airport would consider extending the berm South and turning it East to cradle the very last aircraft. Mr. Gasbarro thinks that was not a fair characterization to have a profound impact on saving people on the beach. Mr. Gasbarro said that the Airport will continue to look on that as a future project.

Rick Atherton asked if Article forty-nine (49) which calls for zoning change is related to this project. Mr. Gasbarro answered that this change doesn't have to happen for the project to proceed.

Pending Matters

- a. **071420-03 Per-and Polyfluoroalkyl Substances (PFAS) Investigation Update**

- i. Gate 30B Monohansentt Road Update
- ii. Geothermal Wells Sampling Update
- b. **050923-01 Crew Quarters Project**
- a. **021324-01 Terminal Optimization**

a. 071420-03 Per-and Polyfluoroalkyl Substances (PFAS) Investigation

Ms. Woods gave an update that the GAC filter had been installed three (3) weeks ago. The filter was evaluated, and samples were submitted to the laboratory for analysis. The full presentation can be found in the Agenda Packet, or via the website, www.ack-pfas.com.

- i. **Gate 30B Monohansentt Road Update** – Several samples were taken from Gate 30B soil along Monohansentt Road. Weston Solution collected the samples on February 9th.
- ii. **Geothermal Wells Sampling Update** – Ms. Woods reported that the Airport has an open geothermal well system that pumps water from three (3) wells in the parking lot along with the Nort Ramp. All wells are 150 to 200 feet deep. There were two (2) supply wells sampled on January 17th. Ms. Woods will keep reporting to the commission with any updates.
Mr. Gasbarro had a question on Gate 30B if there is any opportunity to advance the study of the soil on that spot. Ms. Woods responded that there is a window for possibility, but it will require a lot of permitting and investment processes.

b. 050923-01 Crew Quarters Project

Mr. Karberg received a positive motion from the Capital Committee, which will bring the project to the Finance Committee for review.

The Airport is working with the architect and OPM to finalize the technical specifications and any code review elements prior to issuing the RFP for eligible bidder review on March 11th. The goal is to allow enough time for the development, receipt, and review of bids so that the Airport can enter the Annual Town Meeting with an understanding of the cost requirements relative to our available funding and supplemental funding requests. The previous RFP, which was for a modular unit only, came in high. The Airport is reissuing this RFP as a combined modular. Currently, the internal estimates are in the \$6.5 to \$7 million range. With the Annual Town Meeting approval, Mr. Karberg believes the Airport has just over \$7 million available.

c. 021324-01 Terminal Optimization

Mr. Karberg gave an update – Engineers and the subconsultants have been on site to begin terminal walk-throughs, surveys, and laser scanning. The goal is to build an appropriate level of existing condition information to develop a Program Definition Report (PDR) with a 10% level of design. The Program Definition Report is to control costs by making sure the sponsor's goals meet their intended purpose. It is possible to have further discussions in March, Mr. Karberg said. With the PDR, the Airport will have updated cost estimates and a more refined set of plans for the Commission to review. The Airport will also have the choice to authorize further investment in design

plans. At this time the Airport has authorized \$17million for design and construction and committed \$692,000 to the PDR.

Finance

- a. **021324-02** - FY25 Budget Presentation to the Finance Committee on January 27th Mr. Karberg made the annual budget presentation to the Finance Committee, specifically for the upcoming FY25 budget. The Committee was interested in electric aviation, both as a concept and as a replacement for Commuter air service to Hyannis.
- b. **021324-03 2nd Quarter Report FY24:** Mr. Karberg reported revenue of \$19.6 million, expenses of \$11.1 million, and net earnings of \$8.5 million. The Airport generated 108% of their budget revenue and 60% of the expenses. Mr. Karberg gave more detailed information on the Revenue: the 3rd quarter will not move a lot on revenue. The fourth quarter will provide significant additional income. For Expenses, Mr. Karberg said that the FY usually starts with expenses higher than would be expected. Net Earnings are consistent between the end of the first and second quarters. For the Fuel Revolver Cap Mr. Karberg said the Airport needs to raise the cap to buy more fuel at the end of FY. This will be put on the Agenda as an item for the April or May meeting.

011024-02 Ratify MassDOT Grant Award – AIP82 – South Apron Expansion Project BIL AIG Funding State Share _ \$156,854.00 - pending.

011024-03 Ratify MassDOT Grant Award – AIP85 – South Apron Expansion Project Entitlement and Discretionary Funding State Share _ \$1,643,769.00 - pending.

021324-04 Tenant Alteration Application, Airport Gas – pending. Mr. Karberg attended the Planning Board Hearing on Monday, February 11th, regarding the Airport Gas planning submission. Mr. Karberg also submitted written comments that focused on a strong positive relationship with the tenants. The Planning Board continued the Airport Gas proposal until its next meeting.

Manager's Report - Mr. Karberg reported on:

Project Updates – AIP

- ➔ **Taxiway Golf (TW G)** – The Project will resume with environmental monitoring and a second coat of paint on the related markings in Spring.
- ➔ **North Ramp Hardstands** – Mr. Karberg gave an update earlier and asked for approval on the Change Order.
- ➔ **Master Plan** – The next public meeting will be on May 15th.
- ➔ **Geometry Project** – The Airport had supplied comments on alternative chapter and Airport Layout Plan.
- ➔ **Terminal Optimization** – Discussed previously at the meeting.
- ➔ **ARFF Truck** – No update.

- ➔ **Runway 6/24 Centerline** – The Airport is anticipating two separate 3-day closures in the Fall. When this information is available the Airport will have an Outreach meeting with the Airlines.
- ➔ **Drainage and Electrical Structure Replacement** – Scheduled as one-off work associated with the Sout Ramp project. One drainage structure at the time would be replaced.
- ➔ **Environmental Permit Monitoring** – The Airport will continue various capital projects and schedule a review with MESA.

Project Updates – Non-AIP

- ➔ **Hangar Development** – No Update on this project.
- ➔ **Fence Relocation on Bunker Road** – The Airport is still waiting for MESA comment.
- ➔ **Fence Relocation South Shore** – The Airport directed processing as an emergency request under MESA with potential FAA and State support. This project is already permitted and is considered to have a technical issue on how to advance it quickly.
- ➔ **Fuel Farm Loading Rack** – The Airport is waiting until the GAC filter is back in service.
- ➔ **Lightning Arrestors** – Trask Petroleum will install a surge protection device on the Fuel Farm. Local electricians will install the devices on the gates, doors, and around the Terminal.
- ➔ **Rates and Charges** – Leases and Proformas have been sent out to Airlines.

RFP/Bid Status:

- ➔ **RFP for 33 Bunker Road** – The Airport is holding it and will make it an internal priority to reissue it for RFP.
- ➔ **Valet Services** – The Airport is considering pursuing Valet and Concierge Services.
- ➔ **Brush Cutting Services** – The Airport is developing an IFB.

Operations Update

- ➔ **ATM Article 49** – Mr. Karberg discussed earlier.
- ➔ **Fuel Supply** – The Airport continue to discussions renewal terms with World Ful Services for fuel supply and mobile refueler agreements.
- ➔ **Reservations** – The Airport received the initial assignment of reservations from the Steamship. The season will start at 90% capacity. Extra reservations will be needed and will be programmed accordingly.
- ➔ **Fire Suppression system leak in ARFF station** – The Airport has an issue that does not appear to be freezing-related. There was an emergency repair, and the issue was fixed.
- ➔ **Notice of new Freight Operator** – Mountain Air will be taking over the FedEx and UPS routes for Wiggins Airways.

- ➔ Formal notice from JetBlue – The Airport is expecting A220, which is on their schedule for Labor Day and will remain until the Fall.
- ➔ Wanna Commet Water Company – The Airport is coordinating the work with them. One tap is completed, and one more is scheduled.
- ➔ TSA submitted a request for a lightning replacement. The Airport is installing some of the lighting in the screening area. TSA also submitted a request for painting in the private screening area.
- ➔ Hangar Two EV Charger – The Airport will reconfigure the EV Charger for NRTA's use.

Mr. Karberg asked the Chairman to wave the Statistic Report.

Personnel Report - Mr. Karberg reported that Leonel Almonte will start work on February 19th in operations. Kevin Gordan started work in Maintenance on February 5th.

Commissioners' Comments.

None.

Public Comments

Hearing None.

Having no further business for Open Session, Mr. Bouscaren made a **Motion** to go into Executive Session, under G.L. Chapter 30A, Section 21A, not to return to Open Session, to review Executive Session Minutes as enumerated on the Agenda for possible release; Clause 3: To Discuss Strategy with Respect to the Litigation Regarding Walsh, where the Chair has Determined that an open session may have Detrimental Effect on the Litigating Position of the Airport Commission.

Clause 3: To Discuss Strategy with Respect to the potential Litigation Regarding TURO, where the Chair has Determined that an open session may have Detrimental Effect on the Litigating Position of the Airport Commission.

Clause 7: To Comply with, or act under the authority of, any general or special law or federal grant-in-aid requirements.

Second Ms. Topham and **Passed** unanimously, by the following roll-call vote:

Ms. Topham – Aye

Mr. Bouscaren – Aye

Mr. Gasbarro - Aye

The meeting adjourned at 8:25 pm.

Respectfully submitted,

Vilina R. Ilieva, Recorder

Master List of Documents Used:

02/13/24 Agenda including Exhibit 1

01/09/24 Draft Minutes
01/10/24, 01/24/24, and 02/07/24 Warrants Approvals
Delta Airline Comment on Rates and Charges
Exhibit 1
Johnsons Control Fire Protection, Inc Contract
MTE Equipment Solutions, Inc Contract
Victor-Brandon Corporation Change Order No.5
Berm Extension Figure – Option 1
Berm Extension Figure – Option 2
PFAS Investigation Status
Second Quarter Report FY24
Airport Comments addressed to Planning Board regarding Airport Gas Station
Planning Board Special Permit for Airport Gas