

Town of Nantucket
NANTUCKET MEMORIAL AIRPORT
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Nantucket Island, Massachusetts 02554

Warren Smith, Airport Manager
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Commissioners
Arthur D. Gasbarro, Chairman
Andrea N. Planzer, Vice Chair
Anthony G. Bouscaren
Jeannette D. Topham
Philip Marks III

AIRPORT COMMISSION MEETING
July 8, 2025

The meeting was called to order at 5:02 pm by Chairman Arthur Gasbarro with the following Commissioners present: Andrea Planzer, Anthony Bouscaren, and Philip Marks III.

This meeting was conducted remotely by video conference via Zoom app and will be aired at a later date on the Town of Nantucket YouTube Channel.

Airport employees present were: Warren Smith, Airport Manager; Preston Harimon, Airport Assistant Manager; Mariya Basheva, Finance Manager; Vilina R. Ilieva, Office Manager; Elizabeth Reuss, Administrative Assistant; and Madison Collins, Environmental Coordinator.

Also present: Rich Lasdin, McFarland-Johnson; Laura Canham, McFarland-Johnson.

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. Gasbarro asked for comments and concerns on the 06/17/25 Draft minutes; hearing none, the Draft Minutes were adopted by unanimous consent.

Mr. Marks made a **Motion** to ratify the 06/25/25 Warrant. **Second** by Mr. Bouscaren and **Passed** by the following roll call vote:

Ms. Planzer – Aye
Mr. Bouscaren – Aye
Mr. Marks – Aye
Mr. Gasbarro – Aye

Public Comment:

None.

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

➔ **Robert B. Ours, Inc. – Contract Amendment**

Change Order No. 8 to the South Apron Project. The Airport will Receive Additional Funding from MassDOT Aeronautical Division of \$602,721.49.

➔ **McFarland-Johnson – Contract**

Task Order No. MJ-PA-07 Evaluation of the Effectiveness of PFAS Containing Firefighting Foam Treatment System of \$1,441,000.00. This is a 3-Year Contract and MassDOT will not Participate in this Grant.

➔ **Premier Fence, LLC – Contract**

A 2-Year Contract for the South Ramp Sound Barrier Wall Construction Project. The Contract Amount Includes both Design and Construction for \$4,174,438.55.

➔ **Pearl Company – Contract Amendment**

Change Order No. 6 for Basement Steel Column Revisions, Added Height to the Retaining Wall, Split Rail Fence and 600amp Disconnect for \$68,098.83. The New Contract Amount, Including this Amendment, is \$6,447,638.12.

Mr. Smith said there will need to be further clarification of the items outlined in the Pearl Company Change Order, so there will not be a vote made for this Contract Amendment.

Mr. Marks observed that the Premier Fence Contract includes a \$2,500 annual penalty for delays and suggested reevaluating the amount to better reflect the scale of the project.

Mr. Gasbarro reviewed Exhibit A of the Contract, **Liquidated Damages**.

Mr. Lasdin informed Mr. Gasbarro that this should say Two Thousand Five Hundred Dollars (\$2,500) for each calendar day.

Mr. Gasbarro requested that the term “Calendar Year” in the contract be replaced with “Calendar Day”.

Mr. Gasbarro explained that the contract with Premier Fence is for the installation of the Noise Barrier Wall along the South Apron Expansion and the existing tree line, with the goal of minimizing additional disturbances to the public. The fence will stand twenty (20) feet above grade and include a three (3) foot section at the top, angled at forty-five (45) degrees, which will exceed the height of the lights currently installed on the ramp. The wall will span approximately one thousand three hundred (1,300) feet and include a forty (40) foot return at the south end. This design reflects public feedback, which was well received, carefully considered and incorporated where feasible.

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

Ms. Planzer – Aye
Mr. Bouscaren – Aye
Mr. Marks – Aye
Mr. Gasbarro – Aye

070825-01 Airport Master Plan Update, Consultant Presentation

Mr. Smith deferred to Laura Canham, from McFarland-Johnson, to present the Master Plan Update presentation. Ms. Canham reviewed the Master Plan Presentation:

➔ **Master Plan Process** –

The inventory has been completed, realistic forecasts were approved by the FAA, and the environmental overview of facility requirements is in place. As part of the alternatives analysis, build alternatives are being compared with no-build alternatives, an essential component for future environmental review. Implementation and financial planning efforts include phasing of preferred Airport alternatives, evaluating financial impacts over the 20-year planning period, and assessing various base development scenarios. The final product will be an Airport Layout Plan submitted to the FAA for approval. Public outreach has been conducted through the Technical Advisory Committee and board presentations at prior public open houses, with one final open house still to come.

➔ **Facility Requirements** –

Facility Requirements identified in the Master Plan focus on the Airport's operational infrastructure needs, based on FAA standards, airspace reviews, and the impacts approved forecasts may have on the Airport.

Enhancing the runway safety area has been a longstanding priority for the FAA and is a significant factor influencing the Runway 6-24 alternatives. Runway CAT II approach procedures are being evaluated. The Airport currently has a special authorization CAT I approach; a significant improvement compared to the start of the project when it wasn't available. This progress supports continued enhancement of instrument approach procedures.

Terminal overcrowding during peak travel times highlights the need to repurpose existing space, assess improvements to the building footprint within a 20-year planning period, and address access roads, circulation, and associated parking.

General Aviation key action items include hangars, based and seasonal tie-downs, apron space, and the Airport Administration and Fixed Base Operator building. The current ramp management plan has already made a strong impact. Space estimates are based on forecasted demand and may shift over time. When space is designated for aircraft use, ramp management plays a key role in refining allocations and maintaining flexibility.

Support Facilitates improvements include installing cameras to enhance visibility for air traffic control staff as well as technology upgrades and the tower itself, SRE building updates, routine vehicle replacements, and improvements to fuel storage and potential electric charging stations.

➔ **Runway 6-24 Alternatives** –

The primary focus of Runway 6-24 was to identify the best approach to meeting the runway safety area requirements, with particular attention to coastal erosion concerns, to ensure the runway remains operational for the next twenty (20) years. After selecting the preferred alternative for Runway 6-24, planning efforts expanded to include the full airside of the Airport, followed by evaluation of landside alternatives, resulting in a comprehensive preferred alternative for the entire Airport.

The Runway Safety Area (RSA) is a top priority for the FAA. Its primary functions are to reduce the risk of aircraft damage during overruns or overshoots, provide space for aircraft to safely stop, and ensure emergency vehicles can access the area during an emergency. The FAA has issued a Runway Safety Area Determination confirming the Airport operates at an acceptable level of safety, planning studies often explore whether full-dimensional RSA standards can be achieved or if there are incremental improvements driven by evolving technologies, operational needs, and environmental changes. Nantucket presents a unique challenge due to these episodic coastal erosion impacts. In some areas, it's simply not feasible to extend or fill the RSA due to natural boundaries. As part of the study, we examined coastal erosion data, projecting where the shoreline could be in twenty (20) years if current rates continue. These projections help provide a standard RSA.

Per FAA guidance, a range of alternatives must be reviewed when addressing Runway Safety Area concerns, which include:

- Existing Conditions
- Achieving Full RSA Dimensions in Place
- Reducing Runway Length
- Shifting the Runway Along its Centerline
- Rotating the Runway Orientation
- Installing an Engineered Materials Arresting System (EMAS) – a crushable surface designed to slow aircraft quickly in limited space, similar in concept to truck escape ramps on highways.
- Exploring Relocation of Runway 6-24 to Accommodate Full RSA Compliance

Shifting the runway along its current alignment deemed the most feasible alternative. This approach supports construction feasibility, minimizes environmental and operational impacts, enables full RSA compliance, and helps address long-term coastal erosion.

➔ **Preferred Whole Airport Alternative** –

The evaluation began with Runway 6-24, followed by an assessment of the broader airside layout to ensure compatibility with additional facility needs. Future development of hangars and apron

areas will follow an as-needed schedule. While the preferred alternative does not fully satisfy all facility requirements identified, there is opportunity to optimize and reconfigure space, apply administrative strategies such as the existing ramp management plan, and enhance operational efficiency within the available footprint.

After identifying the aeronautical activities and airside requirements, along with the landside needs of the Airport, areas suitable for non-aeronautical development were assessed. It's essential that airside aviation considerations are prioritized before evaluating opportunities for non-aeronautical use.

➔ **Non-Aeronautical Development Areas** –

Once aeronautical activities and airside requirements were established, attention shifted to landside needs related to the Airport. From there, areas suitable for non-aeronautical development were identified. With the preferred alternative now in place, the next step involves phasing the projects, assessing associated costs, reviewing funding availability, and prioritizing needs based on feasibility and impact.

Projects have been organized into three (3) phases:

- ➔ Phase I: Short-term initiatives planned within a one-to-five-year timeframe.
- ➔ Phase II: Mid-term projects scheduled for years six (6) through ten (10).
- ➔ Phase III: Long-term efforts projected for years eleven (11) through twenty (20).

These timelines are estimates and subject to change based on factors such as funding availability and the reprioritization of needs. The goal is to provide a flexible framework that allows for adjustments over time, ensuring no critical elements are overlooked. A holistic approach was taken to ensure coordination across all components. One example is the rehabilitation and reconstruction of Runway 6-24. This project includes a concurrent shift of the runway, divided into segments due to cost considerations.

➔ **Sustainability Initiatives and Noise Reduction** –

In addition to development planning, the Airport continues to advance sustainability and noise reduction initiatives, including:

- Geothermal heating and cooling
- PFAS contamination identified in 2020 – waterline extension project started May 2022
- Continued PFAS monitoring
- Noise compatibility program approved by the FAA in 1989
- The “Good Neighbor Fly Friendly” initiative

➔ **Future Sustainability Initiatives and Noise Reduction** –

Several projects are already underway or completed, including the ARFF truck, which has been replaced and is currently in use:

- Constructing the sound barrier
- Considering a voluntary Part 150 noise study
- Coordinating with the tower and the FAA on potential new flight paths

- Considering unleaded aviation fuel storage
- Considering electric aircraft and vehicle charging stations

→ **Capital Improvement Plan Costs** –

Now that projects are being organized by phases, a preliminary cost estimate has been completed to approximate the expected expenses. The figures shown reflect Airport-generated revenue being reinvested into the facility. The ASMP (Airport State Matching Program) is a source of state funding. Currently, only two (2) Phase I projects have been identified as eligible for ASMP support. Phase II entry projects do not qualify at this time. However, as priorities shift or new projects emerge, ASMP funding should be used whenever feasible. Pavement maintenance projects are excluded from this list, which primarily includes additional items.

When evaluating the short-term outlook, the Airport's historical financial performance shows strong net income. Ongoing non-operating revenue continues to support project funding, adding to the financial strength. During the five (5) year forecast period, current trends suggest that many planned projects can be funded using capital reserves, operating revenue, and a combination of federal, state, and local funding sources—including FAA programs. Net income is anticipated to be sustained throughout the next five (5) years, with continued projections for the next twenty (20) years. Although the scope may seem extensive, the forecast demonstrates financial capacity to support both short- and mid-term projects. Additionally, the Airport is ahead of schedule in collecting Passenger Facility Charges (PFCs), creating an opportunity to revise collection plans and increase funding availability for local project shares.

→ **Airport Layout Plan** –

The final step in the master planning process is the Airport Layout Plan (ALP). This sheet illustrates all proposed projects and designates non-aeronautical areas on an FAA-approved layout. While the ALP is the only sheet signed by the FAA, a complete sheet set accompanies the master plan and is submitted for full review and comment. Once the sheet set is signed, the final public open house will take place, tentatively scheduled for August 5th. Following that the plan will be submitted for FAA approval and the final master plan report will be issued.

Mr. Gasbarro would like the Commission to be provided with the current Airport Layout Plan to Begin reviewing it and prepare any questions or comments.

Ms. Canham informed Mr. Gasbarro that it is not quite ready yet for review, as it is currently undergoing internal quality control. Final checks are being made to ensure it reaches a suitable standard for presentation and will be provided prior to the Public Open House.

Mr. Gasbarro would also like the Ramp Management Plan to be included in the existing Sustainability Initiatives and Noise Reductions section, specifically noting 'Active North and South Ramp Management for Operations'.

Mr. Gasbarro addressed concerns about the timing of the Public Open House, due to high traffic and crowding in the terminal in early August, where it will be held. Suggestions were made to reschedule the event for September, when activity begins to slow down but seasonal homeowners are still on the island. Alternative locations and evening hours were also discussed to improve accessibility and manageability.

Pending Matters:

062023-06 South Apron Ramp Expansion Project Updates

Mr. Smith provided an update on the South Apron Ramp Expansion Project, noting that the fence relocation on the south end of the Airport was officially completed last week –just ahead of the June 30th deadline. Successful coordination among stakeholders made it possible to meet the goal.

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

Mr. Smith deferred to Ms. Collins, the Airport's Environmental Coordinator, to provide an update on the PFAS investigation. Ms. Collins reported that bottled water deliveries are ongoing, with two (2) additional homes added this past month, bringing the total to eight (8) homes: five (5) on Monohansett, one (1) on Nobadeer, and two (2) on MVR. Ms. Collions shared that Andrew Shapiro has been appointed as the new Town PFAS Coordinator and will be hosting an internal meeting with select town departments later this month, which the Airport has been invited to attend. Additionally, the lysimeters are scheduled for installation during the week of the 14th to support further testing as part of the Phase IV PFAS remediation. The lysimeters will help guide future remediation strategies, including soil excavation and treatment methods.

Mr. Marks shared his research and concerns regarding PFAS contamination in the shallow wells at the Airport, noting that the Town wells have also been affected. Mr. Marks spoke with Mark Willette, who invited him to tour a recently installed treatment system capable of processing one thousand five hundred (1,500) gallons of contaminated water per minute. The \$1.4 million system uses a media expected to last four (4) to five (5) years. It features a resin bed designed to remove both long- and short-chain PFAS, although only long-chain contaminants are currently present at the Airport. The Maine-based company that designed this system is already approved by the state of Massachusetts, streamlining the installation process. Mr. Marks emphasized the need for a more proactive approach to PFAS remediation, suggesting that adopting a proven treatment system would be more effective and cost-efficient than disturbing contaminated soil through excavation.

Mr. Lasdin added that in previous discussions regarding the terminal, it had been decided not to move forward with the geothermal system and to hold off on any projects until the notice of funding opportunity became available, and if the Airport was able to receive federal funding for terminal improvements.

Mr. Gasbarro clarified that the hold on the geothermal system had been due to a proposed shift to a closed loop system. Mr. Gasbarro acknowledged that Mr. Marks has conducted extensive research on this topic and expressed interest in preparing a design and estimating the cost while waiting for the funding opportunity. Mr. Gasbarro suggested checking in with Wannacomet Water to confirm if the same technology is used, and if not, to consider adopting it, even if it is a partial design to help evaluate general support and coordinate with Weston Solutions.

Mr. Smith added that the new lysimeter wells will be installed in Statue Park as well as by Airport Gas, who have agreed to assist with the installation and cleaning of those wells. Mr. Smith is also working with MassDEP on documenting an extension of the phasing timeline for PFAS remediation, in response to the Massachusetts Contingency Plan (MCP) and a recent notice of finding.

050923-01 Crew Quarters Project

Mr. Smith provided an update for the Crew quarters project, noting that the certificate of occupancy is still pending. As-built drawings were recently received from Bracken Company early July 8th; however, the required affidavit was not included, and some site-specific as-builts are still in progress, according to Pearl Construction's latest update. Mr. Smith will continue coordinating with the team to secure the necessary affidavits and documentation in order to meet the August 1st deadline.

Mr. Smith clarified the recent issue regarding responsibility for watering the hydroseeded area. Following a contract review, it was confirmed that the contractor is responsible for irrigation until germination begins. The contractor was contacted and is now arranging temporary hoses and sprinklers to maintain proper irrigation. In the meantime, Airport staff have been ensuring the area is watered during permitted hours, in compliance with the Town's Level 1 Drought restrictions, which limit lawn irrigation to Tuesday's and Thursday's between 5:00 p.m. and 9:00 a.m.

Mr. Gasbarro expressed concern about the dorm irrigation situation, noting that the contractor left the hydroseeded area dry for an extended period, well before any drought advisories were issued. Mr. Gasbarro emphasized the importance of proper watering and stated that if the seed fails to germinate, the contractor will need to redo the work.

021324-01 Terminal Optimization Project

No update.

051325-01 High Mast Lighting

No update.

Finance:

051325-04 FY27 Capital Project Request

Mr. Smith provided an update on the FY27 Capital Project Request, noting that he met with Mr. Harimon and Ms. Basheva to finalize figures for the proposed projects. Most quotes appear reasonable; however, the quote for the additional skid steer is still pending. The Airport is required to submit the completed proposals to the Town by the July 18th deadline. Before the proposals can be presented to the Capital Committee, the Town Manager has requested a preliminary meeting with Airport Management to review and discuss the proposed projects.

Ms. Basheva added that the pricing for the IT and Associated Equipment Upgrades has been updated, with the request increased to \$100,000 to account for the replacement of two (2) servers. The existing servers are from 2012, and each new unit is estimated to cost approximately \$25,000. All other items were presented at the last commission meeting.

Mr. Marks inquired whether the Airport is required to maintain on-site servers and whether a virtual server could serve as an alternative to physical hardware.

Ms. Basheva confirmed that those three (3) servers are specifically used for security and training purposes. In terms of security, they appear to be necessary, though the IT consultant would be better positioned to provide a more definitive answer. The Town maintains its own servers for

various departments, including police and fire. During a recent meeting, the Town IT Director strongly recommended that the Airport replace its current servers, suggesting that the upgrade is likely required.

Manager's Report - Mr. Smith reported on:

Project Updates – AIP

- ➔ **Airport Master Plan Update** – The master plan presented by Miss Canham included a public open house originally scheduled for August 5th; however, that date is now subject to change.
- ➔ **Continued Environmental Monitoring** – No update.
- ➔ **PFAS Mitigation Grant** – No update.
- ➔ **Airport DBE Program Meetings** – A successful public meeting focused on Disadvantaged Business Enterprises (DBEs) and Airport Concession DBEs was held on June 24th, led by the Airport's consultants, McFarland-Johnson. Each session averaged five (5) to six (6) attendees, and overall, the outreach was well received. Future meetings are expected to be held more regularly, either quarterly or biannually, to provide ongoing opportunities for registered DBEs to gain awareness of and potentially bid on upcoming Airport projects.
- ➔ **MEPA NEPA Updates** – No update.
- ➔ **Ramp Lighting** – No update.

Project Updates – Non-AIP

- ➔ **Fence Relocation: South Shore** – The Fence Relocation Project was completed and finalized prior to June 30th.
- ➔ **Electric Aircraft Charging Station** – Mr. Smith and Ms. Collins, the Airport's Environmental Coordinator, recently met with Beta Technologies, who provided a firm construction timeline for the installation of the new charging unit, currently targeted for spring 2026. Recently, Beta Technologies successfully completed a flight of their CTOL (conventional takeoff and landing) electric aircraft last month. This milestone presents promising potential for future deployment of their EVTOL (electric vertical takeoff and landing) aircraft at the Airport. The installation of the charging station marks a significant step toward supporting electric aviation and enabling the first electric aircraft to operate from the Airport.
- ➔ **ARFF Transition** – The ARFF transition plan is progressing well. Assistant Manager, Mr. Harimon, has led the initiative and developed a comprehensive design scope for the project. The Request for Proposals (RFP) is expected to be issued by the end of the month or early August, with a planned start date of September 15th. As noted, the final two (2) ARFF trucks require transitioning, which includes professional cleaning prior to installing the new SFFF foam.
- ➔ **Tenant Alteration Applications** – No update.

RFP/Bid Status:

- ➔ **RFP – IT Support Services:** The IT Support Services Request for Proposals (RFP) closed on June 30th. A committee has been selected to begin the Final Evaluation of the submitted proposals.

Operations Updates

- ➔ **Ramp Management Plan** – A meeting regarding the Ramp Management Plan was successfully held with key Airport stakeholders. Procurement efforts are underway for two (2) new Ground Power Units (GPUs) for the Airport. During discussions, it was noted that some larger, newer aircraft—such as Globals and newer Gulfstreams—are not adequately supported by the current GPUs. As a result, operators continue to run their Auxiliary Power Units (APUs), citing operational limitations, which contributes to excessive ramp noise. To address this issue, two (2) additional GPUs are being sourced to support aircraft of all types and sizes. These units will facilitate complete power-down procedures, reduce noise levels, and enable jump-start capabilities for the aircraft. Mr. Harimon is assisting in the development of an enhanced enforcement plan for ramp management. The proposed plan includes potential restrictions on catering services and escorting privileges for individuals who repeatedly fail to comply with established APU regulations. These actions will be evaluated and implemented on a case-by-case basis.
- ➔ **Airline Service** – All airlines are currently operating under their full summer schedules. A meeting is scheduled for July 10th with airline managers to discuss operational matters, establish individual working relationships, and review any future ideas or initiatives they may wish to explore with the Airport. One anticipated topic is the proposed adjustment to the lease renewal timeline. Airlines have expressed interest in reducing the required notice of renewal from six (6) months to three (3) months.
- ➔ **Baggage Belt System** – Just prior to the Fourth of July holiday, a malfunction occurred in the terminal's baggage belt system. The segment from the TSA scanning machine to the end of the belt remains operational, allowing TSA to feed bags through the X-ray system and conduct checks with reduced need for manual handling. However, the belt segment running from the ticket counter to the screening machine has experienced intermittent failures. The system operates for approximately twenty (20) minutes before shutting down for extended periods, then sporadically restarts for short durations, disrupting consistent baggage flow. SIG Aviation FiveStar, the vendor responsible for maintaining the baggage system has been contacted, along with TSA personnel, and is scheduled to arrive today, July 8th, to begin troubleshooting. Initial assessments suggest that the software system installed in May might be contributing to the malfunction. Technicians will examine both software and hardware components, including fuses, and will bring spare parts to facilitate immediate repairs and restore full functionality.
- ➔ **Vice Presidential Visit** – It has been officially confirmed that the Vice President will visit Nantucket from July 22nd through the 23rd. Local police have notified the Airport of a confirmed demonstration planned for July 17th, with the possibility of additional demonstrations occurring during the visit dates. The Airport will uphold the current agreement in place, designating Statue Park as the approved area for First Amendment activities. If demonstrations occur within or directly adjacent to the Terminal, law enforcement will be contacted to remove them, as those locations are not permitted under

the agreement. Mr. Smith will continue to keep the Commission informed of any updates received from the Secret Service and the White House that are authorized to be shared.

Mr. Harimon added that a scaled-down TFR will be in place during that time. While some level of restrictions will apply, TSA screening will not be required.

- ➔ **Fuel Deliveries** – The barge that typically transports the fuel experienced a mechanical issue this morning. Fuel tanks and inventory are now being closely monitored, and potential restrictions are being proactively forecasted.

Mr. Harimon added that the delivery of 20,000 gallons of fuel had been scheduled for this morning; however, the freight boat reportedly encountered a mechanical issue. This has put a significant dent in inventory, with current fuel sales approaching 20,000 gallons per day. A decision regarding possible restrictions is expected tomorrow, July 9th. Restrictions will begin with GA corporate operations, reserving sufficient fuel for airline usage. If inventory reaches critically low levels, general aviation will be limited to conserve fuel for airline operations. The remaining 5,000 gallons will be reserved strictly for emergency use.

Mr. Marks informed Mr. Harimon that he could contact the Steamship Authority and request to replace those reservations due to them being essential deliveries.

- ➔ **Drone Sightings** – Two (2) drone sightings were reported over the weekend near the beach. According to the Air Traffic Control Manager, drone activity tends to increase during this time of year; however, it's important to emphasize the safety risks involved. Drones pose a serious danger to aircraft operators, passengers, and individuals on the ground should an aircraft collide with one. Operating drones within a 5-mile radius of the Airport is strictly prohibited. This restriction effectively covers most of the island and drone usage requires FAA registration and prior approval from the FAA.

Statistics:

Mr. Smith reviewed the May 2025 Statistics:

- ➔ Operations: Up 6%, up 11% YTD
- ➔ SW Ramp Operations: Up 7%
- ➔ Enplanements: Down 23%, up 8% YTD
 - Cape Air: Up 24%
 - BOS up 33%
 - EWB down 21%
 - HYA up 7%
 - MVY up 132%
 - JetBlue: Down 71%
 - BOS up 25%
 - HPN down 45%
 - Delta: Up 15%
 - JFK down 6,120%
 - LGA up 81%
 - Tradewind: Up 254%

- ➔ Fuel:
 - Jet A up 6.4% over the 3-year average, YTD. Also, up 12.8% over the previous 3-month average and up 6.5% over the previous month's average.
 - 100 LL is up 1.7% over the 3-year average, YTD. Also, up 11.3% over the previous 3-month average and up 32.2% over the previous month's average.
- ➔ Freight:
 - Up 24% for May and down 9% YTD.
 - Cape Air and USPS freight was up. FedEx and UPS freight was down.
- ➔ Four (4) Noise Complaints were received in May. One (1) complaint was from the same resident in Plymouth, MA regarding a certain flight path over their house. They requested no follow up from Airport staff. Two (2) noise complaints were received from island residents regarding IFR flights over their homes. The other noise complaint was received from an island resident who called twice about low flying aircraft.
- ➔ Airport Operations logged twenty (20) APU Action Entries in May, issuing eighteen (18) initial warnings and two (2) second warnings to pilots in command (PICs). According to Airport Operations, pilots have been respecting the fifteen (15) minute APU usage limit on the ramp and utilizing the GPUs that are provided to them. The APU Log entries have decreased based on the warnings the pilots are receiving.
- ➔ Mr. Harimon added that the new GPUs have a 32-week lead time, so the Airport won't receive them in time for this summer season. An internal meeting is being held with Mr. Smith and the Operations Superintendent to explore the possibility of renting a few units for the remainder of the season and a couple of companies have already been contacted to request price quotes.

Personnel Report

Mr. Smith said all seasonal staff have been hired and the Airport is operating at full capacity.

Commissioners' Comments

Mr. Gasbarro reflected on a previous meeting where he asked for feedback on how the Commission could be more helpful with staff indicated needs for that GPU. The goal of the Commission is to equip everyone with the tools they need. Additionally, Mr. Gasbarro raised concern about the North Ramp, pointing out that some lease conditions require commercial operators to provide their own GPUs, and questioned whether that requirement is being met.

Public Comments

Kevin Kuester, a Nantucket resident, described challenges accessing medical care off-island following their partner's lung transplant. Due to limited services at the local hospital, travel to Hyannis is necessary for certain medical tests. Mr. Kuester expressed concern that during July, no same-day flights between Nantucket and Hyannis are available, which poses health risks due to exposure on ferries and long wait times. Mr. Kuester urged the Commission to raise the issue in discussions with airlines, emphasizing that many island residents face similar medical travel needs and wish to remain on Nantucket despite these logistical barriers.

In response to Mr. Kuester's concerns, Mr. Gasbarro expressed well wishes to both him and Miss Dylan and recommended exploring the Angel MedFlight service and a new airline, Gull Air, which currently offers limited flights and hopes to expand. Mr. Gasbarro acknowledged that travel to

and from the island has become increasingly difficult due to high demand. While the Airport functions primarily as a landlord to the airlines, efforts are made to promote year-round service with hopes that expanded flight options to Hyannis could become a reality in the future.

Mr. Marks suggested asking airlines during an upcoming meeting, to consider periodically reserving seats for medical-related travel, similar to how the Steamship Authority sets aside daily slots for emergencies and essential needs.

Having no further business for Open Session, Mr. Bouscaren made a **Motion** to go into Executive Session, under G.L. c.30A, §21 (a), 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 Pursuing Legal Claims against Manufacturer of Polyfluoroalkyl Substances (PFAS) and other potential sources of PFAS, where the Chair has Determined that an Open Meeting May have a Detrimental Effect on the Litigating Position of the Airport Commission.

Clause 3: To Discuss Strategy with Respect to Potential Litigation, where the Chair has Determined that an Open Meeting May have a Detrimental Effect on the Negotiating or 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.

Second by Mr. Marks and **Passed** by the following roll call vote:

Ms. Planzer – Aye
Mr. Bouscaren – Aye
Mr. Marks – Aye
Mr. Gasbarro – Aye

The meeting adjourned at 6:35 pm.

Respectfully submitted,

Elizabeth Reuss, Recorder

Master List of Documents Used:

07/08/25 Agenda
Agenda Protocol
06/17/25 Draft Minutes
06/25/25 Warrant Approvals
Exhibit 1
Robert B. Ours, Inc. Contract Amendment
McFarland-Johnson Contract
Premier Fence, LLC
Pearl CO #6

Master Plan Presentation
PFAS Table
CIP FY2027
May 2025 Statistics
May 2025 APU Log Summary

