

Town of Nantucket
NANTUCKET MEMORIAL AIRPORT
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Nantucket Island, Massachusetts 02554

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Commissioners
Arthur D. Gasbarro, Chairman
Andrea N. Planzer, Vice Chair
Anthony G. Bouscaren
Philip Marks III
Michael Leavitt

AIRPORT COMMISSION MEETING
September 9, 2025

The meeting was called to order at 5:00 pm by Chairman Arthur Gasbarro with the following Commissioners present: Andrea Planzer, Anthony Bouscaren, Philip Marks III, and Michael Leavitt.

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.

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 08/12/25 Draft minutes; hearing none, the Draft Minutes were adopted by unanimous consent.

Mr. Marks made a **Motion** to ratify the 08/06/25 and 08/20/25 Warrants. **Second** by Ms. Planzer and **Passed** by the following roll call vote:

Ms. Planzer – Aye
Mr. Bouscaren – Aye
Mr. Leavitt – 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.

➔ **One Sparks Ave, LLC dba Millie's Catering – Catering License Agreement**

A License Agreement for Inflight Catering at the Airport with a \$1,500 Annual Business Fee and 25% Airport Catering Fee.

➔ **GMSTEK-X1 – Contract**

A Three (3) Year Contract for XI FBO Software and Credit Card Processing, Starting October 8, 2025.

➔ **Waterworks of Nantucket, Inc. – Contract**

Installation of a New Irrigation System for the Employee Dormitory Housing, Beginning in September. Pricing Includes Installation of Eleven (11) Zones of Lawn Irrigation.

➔ **Five Star Alliance, Inc. – Contract**

An Emergency Repair Contract for Repair Services and Programming of the Baggage Belt. Amount Includes Travel Expenses.

➔ **Airport Gas Station, Inc. – Landlord Waiver & Agreement**

A Loan Financing Agreement with Rockland Trust Company, Pursuant to a Lease Agreement Dated August 14, 2025, Located at 10 Airport Road.

➔ **Harbor Fuel Oil Corporation – Landlord Waiver & Agreement**

A Loan Financing Agreement with Rockland Trust Company, Pursuant to a Lease Agreement Dated January 22, 2013, Located at 40 Bunker Road.

➔ **Harbor Fuel Oil Corporation – Landlord Waiver & Agreement**

A Loan Financing Agreement with Rockland Trust Company, Pursuant to a Lease Agreement Dated October 8, 2019, Located at 42 Bunker Road.

➔ **Harbor Fuel Oil Corporation – Landlord Waiver & Agreement**

A Loan Financing Agreement with Rockland Trust Company, Pursuant to a Lease Agreement Dated August 13, 2002, Located at 44 Bunker Road.

Mr. Leavitt noted that the GMSTEK-X1 contract includes both software and credit card processing; however, only the software is currently being utilized. Ms. Ilieva confirmed that the contract pertains to software only and stated that she contacted the company to inquire about the terms for adding credit card processing in the future.

Mr. Leavitt also raised concerns about the absence of irrigation in the dormitory contract, questioning whether the architect and OPM may have overlooked its inclusion despite having a landscaping plan. Mr. Gasbarro agreed and recommended reviewing the contract and associated plans further to confirm whether irrigation was ever included as a line item. Mr. Gasbarro also highlighted the urgency due to seasonal timing for grass germination and proposed approving the contract now, with a stipulation that if irrigation is later found to be included in the original scope, reimbursement should be pursued from the contractor.

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

Mr. Bouscaren – Aye

Ms. Planzer – Aye

Mr. Leavitt – Aye

Mr. Marks – Aye

Mr. Gasbarro – Aye

090925-01 Jet Fuel Discussion

Mr. Smith deferred to Rich Lasdin of McFarland-Johnson for the Jet Fuel discussion.

Mr. Lasdin stated that during the previous Commission meeting, there was a discussion regarding the potential expansion of the Airport's fuel farm. The proposed location for the expansion is the overflow parking lot currently utilized by the rental car companies. This area is ideal due to its close proximity to the existing fuel farm, fire suppression system, distribution infrastructure, and loading racks. However, the project would involve excavation and relocation of the perimeter fence to accommodate an additional one hundred thousand (100,000) gallons of Jet A storage. Mr. Lasdin contacted Code Red and Wilcox & Barton, the consulting team that previously upgraded the existing fuel farm, to provide input on the expansion. The plan includes installing four (4) above-ground, twenty-five thousand (25,000) gallon tanks, which would require a land use permit from the town as well as permitting from the state fire marshal. Fortunately, the existing fire suppression system was designed to support future expansion, eliminating the need for upgrades. However, monitoring and metering systems would require reprogramming, and relocating the perimeter fence would prompt revisions to the Airport Layout Plan, security plan, and other administrative documents. Preliminary cost estimates, based on input from Titan Fuels and other sources, suggest the expansion would cost approximately \$22 million.

Mr. Gasbarro emphasized that the fuel farm expansion would be a self-funded project and recommended evaluating cost-saving alternatives, such as installing infrastructure for full capacity but initially installing two (2) fifty thousand (50,000) gallon tanks.

Mr. Marks questioned the \$22 million cost estimate, citing the relatively low price of individual fuel tanks and concrete. Mr. Lasdin explained that Titan Fuels provided a programmatic cost estimate of approximately \$1.5 million for a fully installed twenty thousand (20,000) gallon tank on the mainland, including piping and controls.

Mr. Lasdin noted that costs on Nantucket are typically 50-75% higher due to public works and location-specific factors and that the quoted figure reflects complete installation and broader infrastructure requirements.

Mr. Gasbarro raised concerns about assigning a specific cost estimate to the fuel farm expansion in the capital project request, noting that the upcoming CapCom process requires careful consideration of the proposed figure. A lower estimate—closer to \$12 million rather than \$22 million—was suggested to reduce hesitation, and listing the project with a TBD amount or cost range was recommended to reflect ongoing evaluation.

Mr. Bouscaren opposed incurring \$22 million in debt without ALP funding, stressing the importance of protecting retained earnings.

Mr. Gasbarro acknowledged the concern and pointed to potential revenue generation from the expansion.

Mr. Leavitt proposed leasing additional refueling trucks as a flexible, low-cost alternative to expanding the fuel farm during peak season, which could provide up to one-hundred thousand (100,000) gallons of fuel without incurring long-term debt.

Mr. Lasdin said he would need to consult with Code Red to determine if there are any concerns.

Mr. Harimon explained that the refueler trucks must be parked ten (10) feet apart, which would require additional space for more vehicles. There is no limit on the number of trucks that can be used, and Mr. Harimon plans to contact World Fuel to confirm availability for seasonal leasing.

Mr. Leavitt asked whether available Customer Facility Charges (CFCs), which are restricted to rental car improvements, could be used to build a new car rental parking facility without impacting other budget areas.

Mr. Lasdin confirmed that the CFCs can be used for rental car improvements, though the exact amount available is currently unknown.

Mr. Gasbarro initiated discussion on whether it would be practical to convert a second twenty thousand (20,000) gallon Avgas tank to Jet A, considering current fuel usage and turnover. This would leave one (1) twenty thousand (20,000) gallon Avgas tank still available.

Mr. Harimon reported unusually high Avgas usage in August, totaling twenty-one thousand (21,000) gallons, with current daily demand reaching seven hundred (700) gallons. The possibility of relying on a single twenty thousand (20,000) gallon tank was questioned.

Mr. Leavitt identified transportation as a major barrier to fuel delivery, noting that only about 75% of reservation requests with the Steamship Authority are fulfilled. Increasing requests may not improve outcomes, especially when demand from other parties is high.

Mr. Harimon added that last year, sixteen (16) weekly reservations for August were requested but only fourteen (14) were granted, and a similar approach is expected this year.

Mr. Marks suggested requesting more than needed to offset potential cuts and emphasized working closely with Noonan, which has stronger influence with the Steamship Authority and can secure reservations as part of its fuel hauling service. This arrangement could streamline logistics and reduce the burden of managing reservations internally.

Mr. Marks proposed separating fuel purchasing from transportation by negotiating directly with World Fuel for pricing and contracting Noonan for delivery based on projected usage plus a buffer. This approach leverages Noonan's familiarity with Nantucket logistics.

Mr. Gasbarro suggested reviewing the current World Fuel contract from a legal and financial perspective to understand obligations and explore whether transportation could be contracted independently and raised the possibility of appealing directly to the Steamship Authority for reservation support.

Mr. Leavitt cautioned that separating fuel and transportation may not lower costs due to ferry capacity constraints and emphasized the need to assess internal logistics capabilities. It was noted that World Fuel currently manages both fuel and transportation coordination through its dispatch system.

Mr. Gasbarro emphasized the importance of understanding how the Steamship Authority allocates limited hazmat slots. With only fourteen (14) of sixteen (16) requested reservations fulfilled during peak season, the resulting one-hundred thousand (100,000) gallon shortfall highlighted the need for a clearer strategy. Mr. Gasbarro proposed using this summer's data to support future requests and called for documented evidence to strengthen the Airport's position.

Pending Matters:

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 the Immediate Response Action (IRA) Status Report #18 was completed ahead of schedule on August 24, 2025, and is due to MassDEP by October 1, 2025. Internally, the bidding process has begun to clean the remaining ARFF firetrucks, with Revive and Clean Harbors under consideration. Forensic analysis of PFAS fingerprints is ongoing and expected to conclude next week. Meanwhile, Andrew Shapero, the Town's Environmental Coordinator for PFAS, has applied for a technical assistance grant to increase MPC involvement and improve understanding of vertical PFAS contamination. Lastly, bottled water was delivered to four (4) residents in August; one (1) resident, already connected to town water, continued receiving bottled water as a precaution, but deliveries will now cease with the end of the peak season.

Mr. Harimon shared that Clean Harbors was awarded the contract, and negotiations are currently underway.

Mr. Smith added that, following the last Commission meeting's discussion with legal counsel, the Phase 4 deadline extension was submitted to MassDEP two (2) weeks ago. MassDEP has acknowledged receipt and is currently under review.

090925-02 IRA Status Report No.18

Ms. Collins reported a major finding from the report: a significant spike in PFAS 6 levels at the sand pit stockpile, rising from non-detect to 942 parts per trillion. Weston Solutions plans to conduct soil accounting to determine the cause. Weston Solutions also completed groundwater sampling at Statue Park, confirming PFAS levels consistent with historical data and verifying that groundwater flows north to south—from Old South Road to Airport Gas.

050923-01 Crew Quarters Project

Mr. Smith provided an update on the Crew Quarters Project, noting that three (3) final punch list items remain. The lawn reseeded is scheduled for September 30th, and electric vehicle chargers are expected to arrive next week for installation. The final item concerns the arc fault labels, which have been installed per the contract; however, there is a discrepancy between the contractor and the electrical inspector regarding whether the labels meet the required specifications.

Mr. Marks shared an explanation he received from the wiring inspector concerning the 400-amp disconnect. The panel contains a 600-amp breaker, installed in anticipation of a potential future basement addition, but only 400-amp conductors were run from the street. While the breaker can be adjusted down to 400 amps, the inspector expressed concern that it could be increased later without upgrading the conductors, posing a safety risk. Mr. Gasbarro expressed concern that the current 400-amp conductors may not support future basement development, a key part of the

overall project. A formal request for information to the project designer was suggested to confirm whether the installed electrical service meets anticipated power requirements.

Mr. Leavitt inquired about updates regarding project delays and associated penalties. Mr. Smith stated that the matter is currently under review by legal counsel to ensure full understanding of the contract, with an update expected in the next couple of weeks.

021324-01 Terminal Optimization Project

Mr. Smith provided an update on the Terminal Optimization Project, noting that the notice of funding is still pending. A recent meeting with consultants focused on terminal optimization, including geothermal filtration, common-use areas, hold room repurposing, and curb design. It was agreed to separate the geothermal filtration system from the main project and to develop individual plans for each component if grant funding is not received.

Mr. Lasdin outlined the federal funding timeline, stating that a grant application with contractor bids is due by June 30th, requiring completed design work by April. If the funding notice is not released by the end of this month, a grant decision may be delayed until January, which would impact the design and bidding schedule.

Mr. Gasbarro suggested considering additional design work now to better prepare for future steps. Mr. Lasdin agreed, noting that design could begin under the assumption that a grant will be awarded, but acknowledged time constraints if funding confirmation is delayed.

Mr. Gasbarro emphasized that the Commission will need to review and determine the design elements for the revised scope of the Optimization Project and provide direction accordingly. Mr. Lasdin summarized the report's recommendations, which include three (3) main areas: repurposing the basement to reduce or eliminate use of the tent by relocating airline back offices and TSA baggage screening; implementing common-use terminal equipment to streamline airline operations through a shared IT network; and improving the curbside area for better traffic and pedestrian flow.

Mr. Marks asked how gate scheduling is determined and whether the commission has any input, particularly the daily arrival times, noting that many flights seem to arrive around 4:00 PM.

Mr. Harimon said due to dual operations by JetBlue this year and the potential for American Airlines to follow, the Airport plans to implement a gate management plan through Veoci, which provides this service.

051325-01 High Mast Lighting

Mr. Smith reported no major updates since the last Commission meeting, noting that construction remains scheduled to begin in early spring and the grant has been signed.

Mr. Gasbarro suggested removing this item from the list of pending matters and addressing future updates under the Manager's Report.

090925-03 South Apron Sound Barrier

Mr. Smith reported that a kickoff meeting was held on August 14th with Premier Fence. The contractor has completed initial site visits and badging, and approval was given to pour the barrier bases in the fall, with installation planned for late spring.

Mr. Gasbarro suggested removing this item from the list of pending matters and addressing future updates under the Manager's Report.

090925-04 Geothermal Wells

Mr. Lasdin explained that the geothermal wells installed in 2008 operate as an open-loop system, drawing and returns groundwater for heating and cooling. Several options were considered, including replacing the system entirely, switching to a less efficient closed-loop system requiring numerous additional wells, or treating the water before heat exchange. Treating the water is feasible and could provide community and environmental benefits, aligning with phase 4 of the PFAS mitigation effort. Mr. Lasdin proposed using the system to help treat water from a contaminated plume near runway 15, though this would require extensive infrastructure upgrades.

Mr. Gasbarro stated that pursuing the plume treatment option would be premature given the current status with MassDEP. He recommended focusing on installing an inline filtration system for the existing geothermal setup and notifying MassDEP. If required by Phase 4, a second, focused filtration system could be installed near the wells instead of running extensive piping. Mr. Marks suggested incorporating tees and valves into the initial system design to allow future integration of additional wells, providing flexibility without the need to build a separate filtration system later.

Mr. Gasbarro expressed support for proceeding with the installation of an inline filtration system connected to the existing geothermal setup, recommended notifying MassDEP, and suggested requesting a new task order from Weston to initiate design work. Mr. Lasdin and Mr. Marks discussed the types of PFAS treatment systems available, confirming that the system utilized by Wannacommet uses resin, which effectively removes all PFAS compounds, not just AFFF. The system requires a boost pump and experiences head loss. Mr. Lasdin noted that all treatment systems—including resin and granular activated carbon—generate contaminated filter media, resulting in long-term disposal costs.

Additionally, Mr. Lasdin noted the need for a weathertight, climate-controlled enclosure for the filtration device, suggesting a location near the electric vault on the north ramp. Mr. Gasbarro agreed with the proposed placement.

Finance:

051325-04 FY27 Capital Project Request

Mr. Smith stated that the capital projects presentation to the Capital Committee is scheduled for October 9th.

Mr. Gasbarro explained that the capital project list remains unchanged from the previous meeting but was kept on the agenda for further discussion. The fuel farm project has recently emerged as a potential addition, while the geothermal initiative can be funded through existing PFAS remediation appropriations and does not require a new line item. With no Commission meeting scheduled before the Capital Committee meeting and a presentation to the Select Board approaching, any changes, especially for fiscal year 2027 planning, should be flagged now. If the fuel farm is to be included, a cost estimate must be developed quickly, ideally by November, to support a recommendation. Without solid cost data, gaining support will be difficult. Housing is another major item and will also require thorough justification.

Mr. Leavitt cautioned against submitting an underdeveloped fuel farm proposal to Capcom and the Finance Committee, warning it could undermine the credibility of the entire budget. Instead of including a premature estimate, it would be more effective to mention during the oral presentation that the project is still under review and may require a supplemental request later.

Mr. Gasbarro agreed and emphasized keeping the discussion open for Commission input. Given staff limitations and timing, short-term focus may shift toward exploring fuel farm expansion design, securing boat reservations, and identifying temporary storage options that meet code compliance.

Mr. Harimon whether the Fuel Farm Project should be moved to FY2028 in the Capital Improvement Plan if it is postponed. Mr. Gasbarro agreed, noting that while additional fuel storage is clearly needed, the project must be developed more before advancing.

Mr. Leavitt noted that fuel farm estimates are inconsistent, ranging from \$1 million to \$22 million, with \$5 million already allocated in the FY29 budget for tank installations. Mr. Gasbarro suggested refining the CIP by consolidating the fuel farm project into a single year and adjusting the timeline accordingly. This would allow for a comprehensive review of the overall plan, which aligns well with the ongoing master plan process. Mr. Leavitt raised concerns about discrepancies between the capital budget and the master plan, questioning whether the two (2) are properly aligned. Mr. Gasbarro acknowledged the lack of perfect alignment and recommended finalizing the CIP first, then syncing it with the master plan before its adoption. Mr. Leavitt asked whether the master plan should guide budgeting decisions or if the budget is being set first and the master plan adjusted to match. Mr. Lasdin explained that the fuel farm numbers are still being developed and will eventually align across both documents. The challenge is the rapidly rising costs on Nantucket, making it difficult to track accurate figures. Work is still ongoing to finalize both the CIP and the Master Plan.

Mr. Lasdin asked Mr. Smith whether there were any updates from the FAA regarding the CIP meeting. Mr. Smith. shared that the preliminary meeting is scheduled for October 2nd, with MassDOT attending in person and the FAA potentially joining remotely. Mr. Lasdin explained that the CIP is undergoing its first review with the FAA and the state, describing it as a fluid document subject to ongoing adjustments. Finalization is not expected until December or January.

Mr. Leavitt raised concerns about the \$6 million estimate for building six (6) bedrooms in the employee housing project, noting it appears significantly higher than comparable local developments. Additional concerns included whether six (6) bedrooms would meet long-term needs and whether a broader strategic housing plan should be considered, including the possibility of renting excess capacity if not immediately needed.

Mr. Lasdin explained that municipal construction must follow public bidding laws, prevailing wages, and Massachusetts Chapter 149 requirements, which significantly increase costs. A master plan for employee housing exists, and the next phase includes two three-bedroom townhouses, as outlined in the original design. Regarding potential rental use, the airport has a letter from the FAA permitting housing only for airport employees or public safety personnel, such as police and fire, listed under the airport's emergency plan. Use by other town entities or members of the public is not allowed.

Mr. Gasbarro described the Airport's housing strategy as a phased approach shaped by years of discussion and resource limitations. The plan began with seasonal housing in the dorm, followed

by townhouses, and potentially replacing the Thompson House. The recent purchase of a manager's house shifted priorities, prompting questions about next steps.

Mr. Leavitt reiterated concerns about the \$6 million estimate, noting that other island entities, including the hospital and the town, have built similar housing for roughly half the cost per bedroom. He suggested reconsidering building on airport land and exploring more cost-effective alternatives, such as purchasing units on the open market or building elsewhere with greater flexibility. Mr. Gasbarro agreed that the \$6 million figure seemed unrealistic, especially with infrastructure already in place, and noted that earlier work with Mr. Karberg had reduced the estimate to \$4.5 million. Mr. Lasdin explained that the CIP pricing was based on a 3,600-square-foot build at \$1,000 per square foot, with additional costs for site work, engineering, architecture, and contingencies. Supporting documentation is included in the CIP spreadsheet, which outlines the methodology behind the estimates.

Mr. Gasbarro and Mr. Leavitt proposed revising the housing capital request to reflect a flexible strategy—allocating \$6 million to either build or acquire ten (10) bedrooms, rather than committing to a \$6 million duplex. This approach would allow time to develop a strategic housing plan over the next year and better align future budgeting with actual needs.

090925-05 Preliminary FY27 Budget Review – Pending

Manager's Report – Mr. Smith reported on:

Project Updates – AIP

- ➔ **Continued Environmental Monitoring** – Environmental monitoring is ongoing, with a Technical Advisory meeting planned for late October or early November. Discussions with McFarland-Johnson regarding the concrete hard stands at Airport gates—specifically Gate 1, which currently lacks concrete, and Gate 2 Alpha, which is only partially concrete. As airlines consider upgrading to larger aircraft such as the A220 and A319, ensuring structural integrity of these gates is essential. Plans are also underway for a new ground support equipment building behind the ARFF station, with construction tentatively slated for August of FY28. This timeline reflects budgetary concerns raised by Mass DOT, which has requested the project be deferred to next year.
- ➔ **Airport Master Plan Update** – Mr. Smith announced the final public open house for the Master Plan Project is scheduled for Thursday, September 11th from 5:00 to 7:00 PM at in the Airport Main Terminal, inviting the public to discuss future projects.
- ➔ **PFAS Mitigation Grant** – No update.
- ➔ **MEPA NEPA Updates** – No update.
- ➔ **Ramp Lighting** – No update.

Project Updates – Non-AIP

- ➔ **Electric Aircraft Charging Station** – No update.
- ➔ **Sound Barrier Noise Wall** – Previously discussed.
- ➔ **ARFF Transition** – Previously discussed.
- ➔ **Tenant Alteration Applications** – No update.

RFP/Bid Status:

- ➔ **RFP – Aircraft Boarding Ramp:** The scope of work has been completed, and the IFB is expected to be released in the coming weeks.

Operations Updates:

- ➔ **Ramp Management Plan** – No update.
- ➔ **Airline Service** – American Airlines is in preliminary discussions about upgrading one of their aircraft to an Airbus A319, while also exploring remain overnight (RON) options and dual operations. Logistics concerning aircraft size, gate capacity, and operational feasibility are currently under evaluation in coordination with consultants.
- ➔ **Baggage Belt System** – There have been no reported issues with the bag belt over the past month since the last incident.
- ➔ **IT System Upgrades** – All departmental computers, including those used in the FBO, SRE, and administration, have been successfully upgraded to Windows 11, with the janitor's office being the final location pending update. All security servers managing access to doors, gates, workstations, and cameras have been upgraded to Windows Server 2019. The mobility server has also been upgraded to Windows Pro 11, with an expected service life of approximately ten (10) years.
- ➔ **Town of Nantucket Roadway Project** – The Nantucket DPW has begun preliminary work on the Surfside enhancement project near Lovers Lane and Airport Road. Tree clearing is expected to begin soon, and increased activity around the Airport is anticipated. The fuel farm gate will remain open to ensure uninterrupted fuel deliveries.
- ➔ **Fuel Sales** – Fuel sales continue to break records. A one (1) day fuel uplift was implemented on August 30th but concluded early due to decreased demand.
- ➔ **Filming in the Main Terminal** – NBC Peacock will be filming a short scene for the new Elin Hilderbrand series *The Five Star Weekend* in the Main Terminal tomorrow, September 10th near Gate 1. Cape Air departures will temporarily shift to the arrivals area. Filming is expected to last only a few hours, and all required permits and fees have been secured.
- ➔ **TSA Moment of Silence** – TSA will observe a moment of silence on September 11th at 8:45 AM and 1:00 PM, pausing operations for approximately four (4) minutes to honor those who lost their lives twenty-four (24) years ago.
- ➔ **Airport Management Association Annual Meeting** – The Massachusetts Airport Management Association's annual meeting and workshop will take place in October at Margaritaville in Hyannis. Commissioners are invited to a half-day workshop on Sunday, October 19th from 10:00 AM to 2:30 PM.

Statistics – Mr. Smith reviewed the July 2025 Statistics:

- ➔ **Operations:** Up 7%
- ➔ **SW Ramp Operations:** Down -6%
- ➔ **Enplanements:** Up 3%

Cape Air: Up 36%

- BOS Up 18%
- EWB Up 104%
- HYA Up 50%
- MVY Up 109%
- OWD N/A

United Airlines: Down -19%

- EWR Down -20%
- ORD Down -14%

Delta Airlines: Up 9%

- JFK Up 13%
- LGA Up 110%

JetBlue Airways: 0%

- BOS Down -2%
- DCA Down -12%
- HPN Down -2%
- JFK Up 21%
- LGA Down -14%

Tradewind Aviation: Up 10%

American: 0%

- CLT Up 2%
- DCA Down -10%
- LGA
 - (76 Seats) Down -32%
 - (69) Seats Down -45%
- PHL Up 4%
- ORD Down -34%

➔ **Fuel:**

- **Jet A Gallons Sold:** Up 19.6% over the 3-year average (YTD), up 15.4% over the previous 3-month average, and up 23.7% over the previous month's average.
- **100 LL Gallons Sold:** Up 207.4% over the 3-year average (YTD), up 43.7% over the previous 3-month average, and up 48.7% over the previous month's average.

➔ **Freight:**

- Up 42% for July
 - Cape Air, USPS, and FedEx freight was up. UPS freight was down.
- ➔ Twenty-eight (28) noise complaints were received in July. Two (2) complaints were regarding Airport APU operations. Five (5) complaints were regarding multiple overhead aircraft events over a duration of time. Three (3) complaints were received from the same complainant regarding IFR operations. Eighteen (18) complaints were received from the

same complainant regarding VFR operations. Follow-up communication was provided for all twenty-five (25) complaints, ensuring a 100% response rate.

- ➔ Airport Operations logged forty-six (46) APU Action Entries in July, issuing forty-five (45) initial warnings and one (1) second warning 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.

Personnel Report:

Interviews are underway for an Airport Operations Specialist in the ARFF station and an FBO Customer Service Representative

Commissioners' Comments

Mr. Gasbarro expressed concern about commercial operators remaining overnight at the Airport, noting it marks a significant shift in gate usage and could create logistical challenges, especially during morning fog. Mr. Leavitt responded that the change could help spread peak traffic earlier in the day and benefit island residents by enabling same-day travel, though acknowledged fog will always be a factor.

Public Comments

None.

Mr. Marks made a **Motion** to adjourn the meeting. **Second** by Ms. Planzer and **Passed** by the following roll call vote:

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

The meeting adjourned at 7:40 pm.

Respectfully submitted,

Elizabeth Reuss, Recorder

Master List of Documents Used:

09/09/25 Agenda
Agenda Protocol
08/12/25 Draft Minutes
08/06/25 and 08/20/25 Warrant Approvals
Exhibit 1
Millie's Catering Agreement
GMSTEK Contract

Waterworks of Nantucket Contract
Five Star Alliance Contract
Airport Gas Waiver – 10 Airport Road
Harbor Fuel Waiver – 40 Bunker Road
Harbor Fuel Waiver – 42 Bunker Road
Harbor Fuel Waiver – 44 Bunker Road
Fuel Farm Expansion
PFAS Table
CIP FY27
July 2025 Statistics
July 2025 APU Log Summary

