

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
April 9, 2024

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

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: Rich Lasdin McFarland-Johnson, Jim Soukup Weston Solution.

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 03/12/24, and 3/20/24 Draft minutes; hearing none, the Draft Minutes were adopted by unanimous consent.

Ms. Topham made a **Motion** to ratify the 03/13/24, and 03/27/24 Warrants **Second** by Ms. Planzer and **Passed** by the following roll call vote:

Ms. Planzer - Aye
Ms. Topham – Aye
Mr. Marks - Aye
Mr. Gasbarro - Aye

Public Comment:

Meredith Lepore asked if the LED Lighting questions would be covered under the South Apron Ramp Expansion Agenda item. Mr. Gasbarro announced that there will be a follow-up on all public comments and that will be covered in the South Apron Ramp section.

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

- ➔ **United State Postal Service** – Lease Agreement to extend the Lease for an additional five (5) years. New Term and Lease rate to start April 1, 2027, in the amount of \$60,000.
- ➔ **American Airlines, Inc.** – Non-Signatory Lease Agreement in the amount of \$41,759. Additional fees for Landing, Ramp baggage, and Overnight Fees.
- ➔ **On Island Chef's** – Catering License Agreement in the amount of \$1,500 Business Fee.
- ➔ **McFarland-Johnson, Inc.** – Contract Amendment to Task Order No. MJ-PA -04 to extend Term of Agreement. No Cost Change Order.
- ➔ **McFarland-Johnson, Inc.** – Contract Amendment to Task Order No. MJ-PA -02 to extend Term of Agreement. No Cost Change Order.
- ➔ **Southworth – Milton, Inc.** – Contract for new Skid Steer in the amount of \$169,150.

Mr. Marks made a **Motion** to approve the lease, 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
Ms. Planzer – Aye
Mr. Marks - Aye
Mr. Gasbarro - Aye

062023-06 South Apron Expansion Project

Mr. Karberg gave an update that the project is on Day thirty-five (35) of one hundred and fifty (150). The Airport recently extended the closure of Taxiway Echo to April 19th. to accommodate all relevant lighting and electrical work in that area. The Catch Basin replacement will start on May 5th. The Airport is taking delivery of P-209, which is a subbase that is placed under the new asphalt. The Airport is working to complete the derange parts of the project, that will improve the existing site drainage and retain all the storm water.

040924-01 Noise Barrier Pre-Scoping Discussion

Mr. Karberg held the pre-scoping meeting with McFarland and Johnson. The goal of this meeting was to develop a list of draft design criteria for the noise barrier. Mr. Karberg would direct the consultant to develop a formal scope and fee for design, bidding, construction administration, and any other services. Mr. Karberg's recommendation for McFarland and Johnson is that they develop a linear concrete-style Highway noise barrier

with post and shaft construction similar to Highway walls. The wall will be designed based on acoustical review and constructability alternatives.

Mr. Lasdin from McFarland and Johnson added that they looked at a variety of different wall configurations and different materials. The most common construction method for that is either wood or pre-cast concrete. From a structural point of view, there will be some geotechnical investigation into the foundation design and how the wall will be constructed.

Mr. Gasbarro was interested in knowing more about the sound fighter option and why it was not a feasible alternative. Mr. Lasdin will follow up on that further.

Mr. Marks added that the concrete alternative is proven in the long term and has some good attributes. Mr. Marks thinks that the end of the wall should be extended to cover the end where the aircraft will park on the grass, this will help to mitigate the sound.

Public Comment:

Doug Kappel suggested the commission give it the mandate to design a noise barrier that reflects what the Airport is going to look like ten (10) years from now.

Ayesha Khan asked a question about what will happen with the locations where the barrier ends, and if the decibel increases where it cuts off.

In response, Mr. Gasbarro stated that the Airport will work with a professional noise consultant that the engineers would collaborate with, and that modeling will be done to examine that.

Bob Walsh does not support the idea of parking small airplanes on the grass. Walsh also added that there should be no Jets waiting in this area, and there will be no noise coming from this area.

Mollie Glazer asked is there nothing in place for any noise abatement this summer?

Mr. Gasbarro answered that the Ramp Expansion Project will not be operational for this summer season, and the existing Ramp is going to be operated as it has in the past. The Airport staff is working to improve overall ramp management operations.

Jack Halliwell suggested all returns be put on the end, facing in towards the field.

David Sculthorpe asked what technology is being used on the Airport side of the wall to absorb the noise from the aircraft so that it is not bounced back onto the field. It will be better if the wall absorbs the sound instead of stopping it.

Peter McKay asked for clarification on one of the graphics included in the packet that there is a potential additional clearing for construction and installation of the sound barrier. Is there going to be more clearing of trees?

Mr. Gasbarro answered that the cleaning will be minimized, but it might need another eight (8) to ten (10) feet to be cleared to build the wall.

MaKay asked the second question: When will the construction start for the sound barrier?

Mr. Gasbarro answered that this would be discussed further.

Matt Peel asked if the Airport is considering the wall to be built between Gate 30B and Gate 35.

Mr. Gasbarro answered that this is not part of the scoping related to the South Apron Expansion Project.

Richard Shen asked if the larger aircraft would be towed into place prior to takeoff.

In response, Mr. Gasbarro said that this might not be the best approach to cut reduction. The goal of this project is to improve the Airport's capacity to shorten ramp runtimes overall.

Mimi Huber asked if there would be additional management involved in planning to plant more trees to hide the noise barrier wall.

Public Comments Follow-up from March Meeting:

Mr. Karberg reviewed the tie-downs and run-up topics. The presentation showed the South Ramp existing at full capacity, twenty-five (25) tie-downs in the grass off the South Ramp, and four (4) corporate aircraft towards the neighbor. The new proposal plan is for twelve (12) tie-downs for the South Ramp Expansion. The Airport relocated thirteen (13) tie-downs to the North Ramp.

Mr. Karberg provided context for the run-up that is designed as a location for pre-flight safety actions. The Airport rules don't allow a run-up on the ramp and tie-down area.

Regarding the Lead topic concern, Mr. Karberg shared some information for the study that shows a location in the highest possible lead impact area, which is in Runway 6-24, where most run-ups occur. The presentation from the study in 2013 showed a concentration of lead at Nantucket Airport of 0.01 micrograms per cubic meter.

Mr. Karberg also presented a study by Yanofsky and Coren from 2022 that analyzed the top one hundred (100) airports in the US, and Nantucket is not on the list. Mr. Karberg also provided what data the state had available from 2022 Annual childhood Lead poisoning surveillance, which puts Nantucket below a high-risk community.

Mr. Marks added that there are a few companies that are developing G100 fuel that has been through a lot of FAA testing to operate in different engines, and it's been pushed hard by FAA, and hopefully soon Nantucket Airport can provide that.

Meredith Lepore added that in the lead levels, it does depend on the time of the year that would do the test. Mr. Gasbarro explained that Jet-A fuel is non-lead.

Doug Kapel read a document from 2023 where the Environmental Protection Agency (EPA) reported a final determination that lead emissions from aircrafts contribute to noise pollution and the lead emissions from the aircrafts are an important and urgent public health issue.

Meghan Perry would like to have an answer to the previously asked questions and to receive documents related to these questions.

Mr. Gasbarro answered that the Airport is going through the process of legally preparing the documents and will respond to the requests.

Ayesha Khan made a comment on the lead concerns that there is no safe level of lead that is known, and there are very harmful effects, especially for children under six (6). Also, the gas sales from 2011 to 2023 have stayed consistent since the EPA report was done.

Meredith Lepore followed up on the question about the South Apron project if it could not be moved to the other side of the Airport.

Mr. Karberg answered that the project was chosen to be on the South side for a safety issue; if a plane were on fire on the other side of the Airport, it would be hard to get the fire truck across the active runway.

Lepore asked how often parked planes or jets burst into flames, and had that happened?

Mr. Karberg answered that in the last five years, the Airport has had three alerts for suspected engine fires.

Lepore asked if she could get more explanation for the sand pit regarding what was discussed earlier. Mr. Karberg said that Mr. Soukup will explain that on the PFAS topic. Lepore asked how many phases the project has.

Mr. Karberg answered that there are no future phases anticipated for this South ramp project.

Lepore asked if the Airport has any data on how many jets are strictly drop-off and go passengers.

Mr. Karberg answered that there are between ten (10) and fifteen (15) aircraft on the crosswind runway, and that affects the ability to try to get in and out of Nantucket.

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

The presentation can be found on the website,
www.ack-pfas.com.

i. 031224-01 – IRA Status Report No. 15: Miss. Woods introduced Jum Soukup from Weston Solutions. Mr. Soukup presented the presentation with a summary of that. Nearly seven hundred (700) residential well samples have been tested to date. The sampling is focused on Madequecham Valley Road and the West side of the Nobadeer Way area. There are twenty-two (22) homes along Madequecham Road in total, seventeen of those have been connected to the town water line, and don't require any additional monitoring. On the Nobadeer area, there is no further sampling currently planned for this area.

The results of the Fuel Farm Investigation revealed that a small amount of diesel fuel spilled during transfer at the Fuel Farm area. There was no release of fuel into the environment. Weston Solutions conducted soil sampling in three (3) areas at the Runway 15 approach area, Monohansett Rd. area, and Sun Island Road areas to define the extent of soil impacts. Weston Solution collected seventy (70) samples from twenty-three locations. Groundwater sampling was conducted at the Runway 15 approach, Strojny Lot, and Sun Island Road areas to complete the horizontal delineation of the plumes.

The Full Summary Presentation from Weston Solution can be found on the website:
www.ack-pfas.com.

ii. 031224-02 Phase II Status Report: Mr. Soukup presented the Phase II Status Report and explained that this is an environmental investigation of PFAS at the Airport. The work has been completed over a three-year period and during that process. Over 1,600 groundwater samples were collected and tested for PFAS. In part of this process there were identified sources of where the PFAS came from, and there were three (3) sources that were identified and mitigate. There is no ongoing release of PFAS to the environment.

The Full Summary Presentation from Weston Solution can be found on the website:
www.ack-pfas.com.

Public Comment :

Emely Molden asked if there were any plans for how those plumes would continue to be monitored and how the groundwater in the plume would move in the future. Secondly, Molden added how the ongoing monitoring of the plume in the wellhead contribution Zone two to the North will take place and what will be done. Molden is also curious about long-term plans for future sampling around residents' areas.

Mr. Soukup summarized that the Weston Solution will continue the monitoring around the plumes. In the second question about monitoring zone two, Mr. Soukup answered that Weston Solutions will develop a long-term monitoring program that will be focused on this zoning area. Mr. Soukup answered the third question regarding residential water sampling. Weston Solutions is currently not required to do any additional sampling on the West side.

Ayesha Khan suggested that it would be great if the Airport possibly had a plan that could work towards using lead-free gas in the future.

David Sculthorpe made a comment: if the PFAS is stopped from going into the ground, the plumes should be remediated, and if this would be a major part of the next phase study.

Mr. Soukup acknowledged that this will be an option to consider the hotspot removal of the soil and allowing the groundwater to clean up.

Mr. DeRensis asked if better construction procedures would be implemented for the South Apron Expansion Project, like impervious liners being placed under every stockpile to keep the soils separate, and if the Contractor could cover those piles with protective liners during storms and at the end of every construction day. DeRensis also requests that air monitoring equipment be used to give an update to the public and residents about the quantity of wind blowing soil.

Mr. Soukup responded that they collected twenty-six (26) soil samples within the area of the South Apron Expansion. The PFAS concentrations in this area are very low.

According to the regulations, those soils do not need to be covered.

a. 050923-01 Crew Quarters Project

Mr. Karberg reported that the Airport has the RFP on the Town website available. The proposals are due on April 29th. The Airport held a pre-bid meeting on April 4th and will hold a second on April 11th.

b. 021324-01 Terminal Optimization

Mr. Karberg gave an update that the subconsultant is nearing completion of the Revit model, and the Airport is looking forward to proceeding with the design process.

Finance

- a. 031224-03 Final Financial Statement Audit FY2023** – The Airport audited Financial Statement which is included in the packet for commissioner's review.
- b. 031224-04 Final Passenger Facility Charge Audit** – Mr. Karberg reported that this is included in the packet for the commissioner's review, and no motion is needed.
- c. 040924-03 FY26 Potential Capital Project and Schedule** - Mr. Kaberg reported that the Airport has three months to review the Capital requests for

fiscal year 2026, and the Airport will begin the Capital Committee, Finance Committee, and Annual Town Meeting review process. Mr. Karberg reported that the drafted requests for review are included in the packet.

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.

040924-04 Discuss in Person, Hybrid and Remote Meeting Alternatives – Mr. Karberg gave an update, saying that the SB has requested that regulatory boards move to a hybrid format. The Airport Meetings can be held on the traditional second Tuesday of each month at the Trailer.

Mr. Gasbarro asked the Commissioners if they agreed with the shift to Hybrid Meetings at the trailer or if they would like to see a different format. There was no objection, and the Airport will start the Hybrid meetings in June at the trailer.

Manager's Report - Mr. Karberg reported on:

Project Updates – AIP

- ➔ **Taxiway Golf (TW G)** – The work will start on April 15th. with some adjustments of some TW edge lights, and a second coat of markings.
- ➔ **North Ramp Hardstands** – The work will start on April 15th.
- ➔ **Master Plan** – The Airport will hold TAC Hybrid meeting on May 15th from 1PM to 3PM. The second meeting on May 15th will be Master Plan Process Public Open House and will be hold on the main terminal from 6PM to 8PM.
- ➔ **Geometry Project** – No project update.
- ➔ **Terminal Optimization** – Discussed previously at the meeting.
- ➔ **ARFF Truck** – The ARFF truck will be purchased on the AIP Grant. The new truck will only contain Florine Free Foam.
- ➔ **Runway 6/24 Centerline** – The Airport is anticipating two 3-days closures this Fall to accommodate work.

Project Updates – Non-AIP

- ➔ **Hangar Development** – The Airport is reviewing the status of freight hangar and will report back in May.
- ➔ **Fence Relocation on Bunker Road** – No update.
- ➔ **Fence Relocation South Shore** – No update.
- ➔ **Fuel Farm Loading Rack** – The Airport experienced a concrete spall under a loadbearing beam in the fuel farm loading rack. The well was evaluated, and the concrete was pre-failure. It is safe to use, but the Airport will continue monitoring and scoping repairs.
- ➔ **Lightning Arrestors** – Trask Petroleum to be installed on a Fuel Farm.
- ➔ **Rates and Charges** – The Airport has been granted a single Airline Lease.

RFP/Bid Status:

- ➔ **RFP 33 Bunker Rd.** – The RFP is available to the public. Proposals are due on May 8th.
- ➔ **IFB Brush Cutting Services** – The Airport received five (5) bids, and they are internal review.
- ➔ **IFB Runway 6-24 Centerline Rehabilitation** – The IFB is available to the public.
- ➔ **RFQ Replacement of Geothermal Heat Pump** – The Airport is seeking a quote for ordering and installation of a new compressor. Quotes are due on April 26.
- ➔ **RFP Valet Parking** – No action.

Operations Update

- ➔ Triennial Drill – Canceled due to weather and rescheduled for April 10th.
- ➔ Fuel Supply – The Airport received, reviewed, and responded to the proposed term sheet.
- ➔ Rates and Charges – Become effective April 1st.
- ➔ The Airport is hosting a tour for a Steam event later in April.
- ➔ One of the two electrical parking charges is not working. This is under investigation.
- ➔ Security software – There will be a firm to test and update the software. The Airport lost a few cameras during weather conditions.
- ➔ Annual Foam Testing has been completed.

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

Personnel Report - Mr. Karberg welcomed Adison Falconer into his new role as Operation Supervisor.

Roxanne Bailey is returned as a seasonal FBO employee.

Chrissy Clark will start on April 22nd as a seasonal FBO employee.

Mr. Karberg announced that the Airport received a resignation letter from Preston Planzer.

Commissioners' Comments.

None.

Public Comments

Hearing None.

Having no further business for Open Session, Mr. Marks 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.

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

Ms. Topham - Aye
Ms. Planzer – Aye
Mr. Marks - Aye
Mr. Gasbarro - Aye

The meeting adjourned at 8:15 pm.

Respectfully submitted,

Vilina R. Ilieva, Recorder

Master List of Documents Used:

04/09/24 Agenda including Exhibit 1
Agenda Protocol
03/12/24 and 3/20/24 Draft Minutes
03/13/24 and 3/27/24 Warrant Approvals
Exhibit 1
United State Postal Services – Lease Amendment
American Airlines – Airline Lease Agreement
On Island Chef’s – Catering Agreement
McFarland-Johnson – Contract Amendment
McFarland-Johnson – Contract Amendment
Southworth-Milton – Contract
Lead Study Guidebook
Turf Tie-Downs Figure
Sound Barrier Summary including Figure
Public Comments – South Apron Project
PFAS Investigation Status
Financial Statement FY23
Passenger Facility Charges Audit FY23
Potential Capital Request Listing for FY26
Picture of Fuel Farm Rack Repair
TON Field Trip Dates
LEO Reimbursement Program Letter
February Monthly Statistics