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

Preston Harimon, Airport Manager
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Commissioners
Andrea N. Planzer, Chair
Michael Leavitt, Vice Chair
Anthony G. Bouscaren
Philip Marks III
F. Scott Wilson

AIRPORT COMMISSION MEETING
August 18, 2026

The meeting was called to order at 5:00 PM by Chair Andrea Planzer with the following Commissioners present: Anthoney Bouscaren, Philip Marks III, Michael Leavitt, and Scott Wilson.

This meeting was conducted via Zoom Webinar and broadcast live on the Town of Nantucket YouTube channel.

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

Also present: Rich Lasdin, McFarland-Johnson; and Philip Cox, Cox Aviation.

Ms. Planzer read the Town's virtual meeting statement.

Ms. Planzer announced the meeting was being audio and video recorded.

Ms. Planzer asked for comments on the Agenda; hearing none, the Agenda was adopted.

Ms. Planzer asked for comments and concerns on the 07/14/26 draft minutes.

Mr. Wilson requested that future meeting minutes indicate which attendees participated remotely via Zoom and which attended in person. Ms. Ilieva agreed this can be included in future minutes.

Mr. Marks made a **Motion** to approve the 07/14/26 draft minutes. **Second** by Mr. Bouscaren and **Passed** by the following roll call vote:

Mr. Bouscaren – Aye
Mr. Marks – Aye
Mr. Leavitt – Aye
Mr. Wilson – Aye

Ms. Planzer – Aye

Ms. Planzer asked for comments and concerns on the Executive Session minutes for review and release, dated 07/14/20, 08/11/20, 09/28/20, 10/13/20, 11/10/20, 12/08/20, 01/12/21, 02/09/21, 03/09/21, 04/13/21, 05/11/21, 06/08/21, 07/13/21, 08/10/21, 09/14/21, 10/12/21, 11/09/21, 12/14/21, 01/11/22, 02/08/22, 03/08/22, 03/28/22, 04/12/22, 05/10/22, 07/11/23, 08/08/23, 09/19/23, 10/10/23, 11/14/23, 12/12/23, 01/09/24, 02/13/24, 03/12/24, 04/09/24, 05/14/24, 06/11/24, 07/09/24, and 08/13/24.

Mr. Wilson inquired whether the Executive Session minutes considered for release were part of a catch-up process and sought clarification that the matters discussed had been resolved. Ms. Planzer explained that Executive Session minutes are released only when the issues discussed, such as litigation or other sensitive matters, have been resolved or are no longer active.

Mr. Leavitt stated that he would recuse himself from voting because the sessions occurred before he joined the Commission. Mr. Wilson recused himself from voting, citing a lack of familiarity with the matters discussed.

Mr. Bouscaren made a **Motion** to approve the Executive Session minutes as enumerated on the agenda for release. **Second** by Mr. Marks and **Passed** by the following roll call vote:

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

Mr. Leavitt questioned a nine thousand dollar ($9,000) expense for installing additional washer and dryer hookups in the new dormitory, noting that such work might have been expected as part of the original project. Mr. Harimon explained that the original design included laundry hookups on the first floor, but an additional set was later approved in the basement at the request of tenants to meet capacity needs. Ms. Basheva stated that the expense covered plumbing work only, with Airport maintenance staff completing the remaining work, and confirmed that no additional invoices related to the installation were expected. Mr. Leavitt questioned whether the dormitory washer installation expense should have been funded through the capital budget. Ms. Basheva explained that the cost was appropriately charged to the operating budget as a post-construction maintenance and improvement expense.

Mr. Leavitt questioned the purchase of two (2) mooring buoys included in the warrants. Mr. Harimon explained that the buoys were purchased as a wildlife mitigation measure recommended during an Federal Aviation Administration (FAA) inspection to prevent ospreys from building nests on the runway glide slope equipment.

Mr. Leavitt asked whether the twenty-three thousand dollar ($23,000) expense related to aircraft refueling damage represented the total cost of the incident. Mr. Harimon confirmed that it was the only invoice associated with the damage. Ms. Basheva added that the expense was paid directly by the Airport because the cost fell below the Airport's twenty-five thousand dollar ($25,000) insurance deductible.

Mr. Bouscaren made a **Motion** to ratify the 06/30/26, 07/22/26, and 08/05/26 Warrants. **Second** by Mr. Wilson and **Passed** by the following roll call vote:

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

Public Comment:
None.

Pending Leases/Contracts Mr. Harimon 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 Catering at the Airport with a $1,500 Annual Business Fee and 25% Airport Catering Fee.
- ✈ **McFarland-Johnson – Contract Amendment**
  Amendment No. 4 to PFAS Phase III Task Order MJ-PN-22 Reducing the Contract By $9,645.59, Resulting in a New Total Contract Value of $1,458,389.31.
- ✈ **Aero Specialties, Inc. – Contract**
  Contract for the Supply and Delivery of Two (2) GPUs, 409-E-CUP-28, and Supply of One (1) Generator Replacement for GPU JG900 for $225,201.81, Expiring August 30, 2027.
- ✈ **Code Red Consultants, LLC – Contract**
  Contract for an FAA Part 139 Full-Scale Triennial Emergency Exercise Planning, Coordination, and Evaluation Services for $53,200.

Mr. Wilson raised concerns regarding the indemnification and insurance provisions in the Aero Specialties contract, noting that the language limited the contractor's liability to the extent of its insurance coverage. Mr. Wilson recommended revising the clause to provide full indemnification and suggested increasing the required liability insurance coverage beyond one million dollars ($1,000,000). Ms. Ilieva noted that the contract used was the Town of Nantucket's standard form and that any revisions would require consultation with the Town. Mr. Harimon agreed to review the issue internally and consult with the Town regarding available options. Ms. Planzer agreed to postpone action on the Aero Specialties contract.

Mr. Leavitt inquired about the delivery timeline for the new ground power units (GPUs) and whether additional units were anticipated. Mr. Harimon stated that delivery was expected in approximately eighteen (18) weeks and that no further GPU purchases were currently anticipated. Mr. Leavitt suggested delaying delivery until closer to the start of the next season, and Mr. Harimon agreed to contact the vendor to determine whether a later delivery date could be arranged.

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

Mr. Bouscaren – Aye
Mr. Marks – Aye
Mr. Leavitt – Aye
Mr. Wilson – Aye

Ms. Planzer – Aye

071426-01 Election of Officers
Ms. Planzer initiated the nomination process for Vice Chair.

Mr. Marks made a **Motion** to nominate Michael Leavitt, as Vice Chair. **Second** by Mr. Bouscaren and **Passed** by the following roll call vote:

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

071426-01 Grant Signing Letter of Authorization
Ms. Planzer presented the Letter of Authorization allowing the Chair, or the Vice Chair in the Chair's absence, to sign federal and state contracts, grants, and other agreements of fifty thousand dollars ($50,000) or more on behalf of the Commission for projects previously approved by the Commission.

Mr. Bouscaren made a **Motion** to approve the Letter of Authorization. **Second** by Mr. Wilson and **Passed** by the following roll call vote:

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

081826-01 Ratification of Acting Airport Manager Appointment
Mr. Bouscaren made a **Motion** to ratify the Commission's previous vote appointing Preston Harimon as Acting Airport Manager and establishing an annual salary of two hundred thousand dollars ($200,000) retroactive to the date of appointment. **Second** by Mr. Marks and **Passed** by the following roll call vote:

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

<u>Pending Matters</u>:

071420-03 Per-and Polyfluoroalkyl Substances (PFAS) Investigation
Mr. Harimon deferred to Ms. Collins, the Airport's Environmental Coordinator, to provide an update on the PFAS investigation. Ms. Collins provided an update on IRA Status Report No. 20 and the fuel farm remediation project funded by a one million four-hundred-thousand-dollar ($1,400,000) grant. The first round of sampling has been completed. The connection to Town water at 1 Nobadeer Farm Road has been completed and is awaiting final Town plumbing inspection, and bottled water service has been discontinued. Reimbursement invoices have been

received from 90 Skyline Drive and are being processed. The property at 6 Evergreen Way remains the only residence awaiting connection to Town water.

Mr. Harimon deferred to Philip Cox, the Airport's Terminal Owner's Project Manager (OPM), to provide an update on the Airport's geothermal water treatment system. Mr. Cox provided an update on the geothermal system, reporting that negotiations with Weston Solutions were discontinued due to costs exceeding estimates. McFarland-Johnson is evaluating alternative design options with Tetra Tech and exploring solutions that would retain equipment in the terminal basement, potentially reducing project costs by approximately two million dollars ($2,000,000) by avoiding construction of a new building. Additional options under consideration include a containerized system and various PFAS mitigation technologies. Site visits and discussions have been conducted with Ground/Water Treatment & Technology (GWTT), Xylem, and Newterra to evaluate treatment system options, and ongoing reviews of the terminal's geothermal and HVAC systems have identified opportunities for improvements to be incorporated into the terminal design.

021324-01 Terminal Optimization Project
Mr. Harimon deferred to Philip Cox, the Airport's Terminal Owner's Project Manager (OPM), to provide an update on the Terminal Optimization Project. Mr. Cox provided an update on the Terminal Optimization Project, noting that meetings were held with Delta Air Lines, JetBlue, McFarland-Johnson, and Fennick McCredie to review the project design and operational impacts. The design includes a four (4) gate terminal addition, common-use check-in counters, self-service kiosks, and a grab-and-go concession area. Airlines were briefed on the current design and invited to provide comments for consideration.

Mr. Cox reported that design and project management meetings focused on finalizing the project scope and preparing documents for an Independent Fee Estimate (IFE). The scope was completed and submitted for review, with negotiations anticipated if required. Additional meetings were held regarding the Capital Improvement Program (CIP), including discussions on potential future housing projects.

Mr. Cox and Mr. Harimon also attended the Massachusetts Airport Managers Association quarterly meeting, where MassDOT Aeronautics reported delays in the grant processing system that may affect Fiscal Year 2026 funding availability. Mr. Cox noted that the Airport may still be eligible for reimbursement of up to ninety-five percent (95%) of the housing project costs if funding becomes available. Mr. Harimon added that the Airport had received two hundred seventy six thousand dollars ($276,000) in MassDOT funding for dormitory-related work completed in Fiscal Year 2026.

Mr. Marks emphasized the importance of coordinating PFAS treatment system design with the Town's existing resin-based treatment technology to help streamline future media replacement and potentially reduce costs. Mr. Cox responded that several treatment media options, including resin, carbon filtration, and newer technologies, are being evaluated and confirmed that coordination with the Town would be considered during the design process.

Mr. Leavitt asked whether the overall estimated cost of the terminal project had changed from the figures previously presented to the Commission. Mr. Cox explained that current efforts are focused on finalizing the design scope and negotiating the design contract with McFarland-Johnson and Fennick McCredie, rather than updating the overall project budget. While a cost estimate was developed at the twenty percent (20%) design stage, additional elements such as ramp electrification have since been identified and may affect future estimates. Mr. Cox emphasized the importance of controlling project scope and evaluating certain features as optional items to help manage costs. Mr. Lasdin further explained that the Independent Fee Estimate (IFE) process is used to verify that design fees are fair and reasonable and serves as the basis for contract negotiations with the design team.

031026-02 Fuel Subcommittee Update
Mr. Leavitt reported that the Fuel Subcommittee had not met since the previous Commission meeting due to summer scheduling conflicts but provided an update on fuel inventory and sales trends. Fuel inventory levels remained below storage capacity throughout much of the summer, although inventory generally stayed above minimum level. Mr. Leavitt noted that the Airport experienced a brief fuel uplift restriction due to tight supply conditions but was able to secure additional fuel deliveries, expressing appreciation to Mr. Marks for assisting with several of those ferry reservations.

Mr. Leavitt further reported that fuel sales continued to follow expected seasonal patterns tied to major island events, with demand peaks occurring around events such as the Boston Pops concert and the Boys & Girls Club fundraiser. Efforts to align fuel deliveries more closely with sales have helped reduce the gap between fuel received and fuel sold compared to the previous year. Ongoing challenges include limited fuel storage capacity and difficulties securing sufficient ferry reservations for fuel deliveries. Mr. Leavitt added that the Fuel Subcommittee is continuing work on the fuel supplier Request for Proposals (RFP), which is expected to be issued this fall.

Mr. Harimon reported that the fuel supplier RFP is being drafted by Ms. Ilieva and is currently under review. Following administrative review, the draft will be forwarded to legal counsel and then to the Fuel Subcommittee for further review. Mr. Harimon also noted that McFarland-Johnson, along with subconsultants Wilcox & Barton and Code Red, is preparing the task order and performance specifications for the proposed fuel farm expansion project.

Mr. Marks asked whether the temporary fuel trucks should be returned, noting that they were unlikely to be refilled and questioning whether their removal could reduce costs. Mr. Harimon explained that the trucks are being transported using existing Steamship Authority reservations and that the Airport plans to begin returning them after Labor Day, while retaining them through the holiday period as a precaution.

051226-02 Investigation of Solar Installation Alternatives Update
Mr. Harimon reported that Airport staff have been working with the Town's Energy Coordinator, Lauren Sinatra, to evaluate potential energy-saving initiatives, including solar installations, a solar carport, rooftop solar arrays, possible participation in the Town's proposed net metering program, and battery energy storage systems designed to reduce peak electrical demand and related costs. Ms. Collins provided an update on discussions with Clear Skies, noting that the company was determined not to be a suitable option due to concerns regarding its understanding of the Airport's specific operating and procurement circumstances. Mr. Harimon also proposed a meeting with the Environmental Subcommittee and the Town's Energy Coordinator to discuss potential next steps before presenting recommendations to the full Commission, and Mr. Wilson expressed support for participating in such a meeting.

Mr. Leavitt asked whether the Airport was consulting with other regional airports regarding renewable energy initiatives and noted that the Airport's circumstances differ from those of the Town. Ms. Collins reported that discussions had been held with Hyannis Airport, which operates a ground-mounted solar array; however, she explained that a similar approach is not feasible at Nantucket Airport due to priority habitat restrictions. Mr. Marks noted that several buildings at Hyannis Airport utilize rooftop solar and offered to share information from a solar installation on his own property. Ms. Collins further explained that prior evaluations of rooftop solar at the Airport identified structural and engineering limitations on many Airport buildings, though some facilities may be suitable for future solar installations and are being further evaluated.

Finance:

060926-02 FY2028 Capital Project Requests

Mr. Harimon reported on a CIP meeting held with the FAA and MassDOT on August 3, attended virtually by Airport staff due to weather conditions, with representatives from McFarland-Johnson participating in person on the Airport's behalf. As a result of federal funding constraints and entitlement caps, the FAA indicated that only one (1) primary Airport Improvement Program (AIP) project can be supported per federal fiscal year, resulting in several Airport projects being deferred. The current schedule includes the Runway 24 high-speed exit taxiway in FY27, replacement of the Airport snow blower in FY28, an aircraft charging station in FY29, and the Runway 6-24 reconstruction and related taxiway improvements between FY30 and FY32. Mr. Harimon also noted that the FAA is not committing discretionary funding beyond FY30 and encouraged the Airport to explore additional grant opportunities for future projects.

Mr. Lasdin explained that project schedules are largely driven by FAA and MassDOT funding priorities and noted that the Airport had previously received significant federal funding for major projects. Mr. Lasdin reported that FAA regional officials have indicated the project is unlikely to be funded through traditional regional discretionary funding sources. As a result, the Airport has been pursuing alternative federal funding opportunities, including congressional directed spending, and has initiated outreach to Congressman Keating's office to seek support for the project.

Mr. Wilson requested clarification regarding the runway reconstruction project. Mr. Lasdin explained that the project involves reconstructing the Airport's main runway and shifting its centerline approximately four hundred (400) feet farther from the ocean. The project is necessary not only because of the runway's age, but also because current FAA design and safety standards differ from those in place when the runway was originally constructed. In addition, ongoing coastal erosion has reduced the runway safety area below current standards. Mr. Lasdin noted that the FAA has determined that any federally funded reconstruction project must include relocating the runway rather than rebuilding it in its current location and also explained that while the Commission establishes project priorities, FAA funding decisions can affect the timing and sequencing of capital projects, particularly as federal funding levels have become more constrained following the expiration of COVID funding programs.

Mr. Leavitt questioned changes to the CIP, specifically the reduction in the employee housing project estimate from approximately six million one hundred thousand dollars ($6,100,000) to three million four hundred thousand dollars ($3,400,000). Mr. Harimon explained that Hoyle Tanner had been asked to evaluate employee housing options, including construction of a duplex adjacent to the existing dormitory and the potential purchase of an existing home, and that the revised estimate reflected a duplex construction option. Mr. Leavitt expressed concern that pursuing additional housing construction was inconsistent with prior Commission discussions and local approval challenges, suggesting that purchasing existing housing would be a more practical approach. Mr. Bouscaren agreed, stating that further efforts to evaluate new housing construction were unnecessary given past experience and anticipated approval obstacles.

Mr. Cox explained that discussions with Hoyle Tanner focused on evaluating employee housing options and the challenges associated with acquiring housing through the public procurement process. Concerns were raised that purchasing an existing home may be difficult due to the timing of approvals required for property acquisitions. Mr. Leavitt questioned the value of further consultant involvement in evaluating housing construction options, citing local approval challenges and prior Commission discussions. Mr. Bouscaren expressed opposition to spending additional funds on consultant studies related to housing construction and suggested that the Commission discontinue further investigation of that option. Mr. Leavitt indicated support for that position and stated an intention to propose a motion to prohibit consultant expenditures for investigating new housing construction.

Mr. Wilson asked whether the Airport was obligated to continue paying consultants for employee housing evaluations. Mr. Harimon explained that Hoyle Tanner is under contract to provide planning services for several Airport projects, including the ground service storage facility, employee housing evaluations, potential expansion of the Snow Removal Equipment (SRE) building, and future administrative and FBO facility planning. Ms. Basheva added that the proposed employee housing allocation was reduced from approximately six million dollars ($6,000,000) to three million four hundred thousand dollars ($3,400,000) because additional direction from the Commission was needed regarding housing objectives. The lower figure was intended to better reflect current housing market conditions and provide supportable documentation for review by the Capital Program Committee, which requires detailed justification rather than placeholder estimates.

Mr. Leavitt questioned the reduction of the PFAS remediation project estimate from approximately twenty-two million dollars ($22,000,000) to ten million dollars ($10,000,000) in the CIP and requested clarification regarding the basis for the change. Mr. Harimon explained that the revised estimate reflects a more limited project scope that would not include certain previously considered treatment and piping components. Mr. Lasdin noted that the earlier twenty-two million dollar ($22,000,000) figure may have represented the long-term cost of constructing, operating, and maintaining a treatment system over its lifespan rather than construction costs alone. Ms. Basheva added that the twenty-two million dollar ($22,000,000) estimate had originally been used as a placeholder based on prior discussions and presentations, while the revised ten million dollar ($10,000,000) estimate was provided by McFarland-Johnson as a more appropriate planning figure until a final remediation approach is selected. Mr. Leavitt requested additional information on the change at the next Commission meeting.

Mr. Leavitt questioned significant increases in several CIP estimates, including the terminal parking lot rehabilitation project, which increased from approximately one million dollars ($1,000,000) to two million two hundred thousand dollars ($2,200,000), and requested explanations for substantial budget changes. Ms. Basheva reported that, based on information provided by Dhruv Patel of McFarland-Johnson, the estimated cost of the terminal parking lot rehabilitation project increased because the scope was expanded to include replacement of sixty-two (62) light poles, bases, and fixtures. The original estimate had only included pavement rehabilitation and did not account for lighting improvements.

Mr. Leavitt also questioned the increase in terminal improvements supplemental funding from twenty million dollars ($20,000,000) to twenty-six million dollars ($26,000,000). Mr. Harimon explained that the additional six million dollars ($6,000,000) reflects costs associated with the geothermal water treatment system, including design, construction, and related services. Mr. Lasdin noted that while the geothermal system had previously been treated as a separate project, its costs have now been incorporated into the terminal improvements budget, increasing the overall estimated cost of the terminal project.

081826-02 4th Quarter Report FY26

Ms. Basheva presented the Fiscal Year 2026 fourth (4th) quarter financial report, highlighting significant increases in Airport activity and revenue. Fuel sales revenue increased by approximately four million nine hundred thousand dollars ($4,900,000) compared to Fiscal Year 2025, driven by higher fuel prices, increased fuel markups established by the Fuel Subcommittee, and higher sales volumes. The Airport sold more than two million five hundred thousand (2,500,000) gallons of Jet A fuel, an increase of approximately three hundred fifty thousand (350,000) gallons over the previous year. Passenger activity also increased, with approximately one hundred fifty-six thousand (156,000) revenue enplanements and one hundred fifty-seven thousand (157,000) deplanements, while overall Airport operations rose from approximately fifty-eight thousand (58,000) to sixty-four thousand (64,000). Additional revenue growth was reported in general aviation landing fees, ramp fees, escort services, GPU services, lavatory services, and hangar rentals.

Ms. Basheva also noted several unbudgeted expenses during the fiscal year, including emergency and permanent fence repairs, replacement of SRE building doors, tower glass replacement, ramp noise software, and information technology equipment repairs. Despite these unexpected costs, overall operating expenditures remained within budget, increasing by only about two and one-tenth percent (2.1%) compared to Fiscal Year 2025.

Mr. Leavitt commented that he had reformatted the Airport's financial information using Generally Accepted Accounting Principles (GAAP) to better reflect seasonal operations and to exclude fuel cost impacts, noting that the alternative presentation had been included in the monthly meeting materials. Mr. Leavitt indicated that the revised format provides a different perspective on the Airport's financial performance and acknowledged Ms. Basheva's assistance in developing the information.

Mr. Leavitt also inquired about potential insurance reimbursement for the emergency and permanent fence repairs related to storm damage. Ms. Basheva confirmed that an insurance claim is being pursued through the Town, although additional documentation is still being gathered and no further update on reimbursement is currently available.

Manager's Report – Mr. Harimon reported on:

Project Updates – AIP

- **MEPA/NEPA** – Based on guidance received during the CIP meeting, the FAA has recommended a formal scope change to the FY26 Airport Improvement Program (AIP) grant to remove NEPA environmental review work associated with long-term projects that have been deferred to FY30. These projects include the Runway 6-24 reconstruction, Taxiway Bravo and Charlie offset improvements, Taxiway Charlie reconfiguration, and Phase I of the North Ramp paving project. A meeting with FAA representatives was scheduled to discuss the proposed changes and determine whether these environmental review components should be moved to future project phases.
- **Continued Environmental Monitoring** – Environmental monitoring efforts are continuing, with remaining work focused on the Taxiway Golf and South Apron projects. Brett Trowbridge of VHB conducted site mitigation activities during the week of July 20.
- **South Apron Sound Wall** – Several punch list items remain outstanding for the South Apron Sound Wall project, including reseeding, installation of post covers, and regrading around manholes. The remaining work is anticipated to be completed later in the month, although completion may be delayed until after Labor Day.
- **Commuter Apron** – An Independent Fee Estimate (IFE) for the Commuter Apron project has been completed, and a Record of Negotiation was submitted to the FAA on July 10. The grant application was submitted on June 30, and the project is currently scheduled for construction in spring 2027.
- **Apron Flood Lighting** – The Apron Flood Lighting project has been deferred to spring 2027 due to extended lead times for light fixtures. McFarland-Johnson is currently coordinating with KOBO on a preliminary project schedule.

Project Updates – Non-AIP

- **Perimeter Fence** – The permanent perimeter fence repairs are expected to begin after Labor Day and the Town is continuing to gather documentation to support the related insurance claim.
- **Concreate Hardstands** – The Concrete Hardstand project is planned for spring FY27. McFarland-Johnson recently submitted a task order for the project, which is currently under review.
- **Commercial Apron Painting** – McFarland-Johnson has prepared commercial apron painting plans that include designated GPU safety box markings for airline ground power units. The plans were developed in response to operational issues identified earlier in the season and the absence of ramp markings at certain airline parking positions. The plans will be distributed to the airlines for review, and any pavement marking work is anticipated to be completed as an in-house project during the fall or spring season.

- ✈ **Tank Compliance** – Tank compliance services remain ongoing, with VHB conducting monthly inspections of the Airport's underground storage tanks.
- ✈ **Runway 15 REILs** – The Runway 15 Runway End Identifier Lights (REIL) project is being managed by the FAA. The FAA has submitted the required electrical inspection documentation to National Grid, which must complete meter installation and site activation. Project completion is anticipated by Labor Day.

Tenant Alteration Applications –

- ✈ Unifi, has received approval to replace aging tile flooring with peel-and-stick laminate flooring to refresh the space in the United Airlines office.
- ✈ Airport Gas is installing a concrete pad at its third (3rd) car wash bay to better direct water into the existing storm drainage system.

Mr. Leavitt asked why the concrete hardstand project, which had previously been discussed as a fall project, was now scheduled for spring 2027. Mr. Harimon and Mr. Lasdin explained that although construction was initially considered for the fall, the project could not begin until after the peak operating season because the commercial service apron is needed through Columbus Day. As a result, the project would have entered the winter construction period, which is not suitable for concrete work, and was therefore deferred to spring 2027.

Mr. Leavitt asked why the apron flood lighting project continued to be delayed due to equipment availability after a contractor had already been awarded the project. Mr. Lasdin explained that the delay resulted from the light manufacturer temporarily shutting down its production line for retooling after the contract was awarded. It was noted that no change order is anticipated for the contractor and that the project remains within the federal grant's allowable performance period.

RFP/Bid Status:

- ✈ Requests for Quotes (RFQs) for Japanese knotweed management and restaurant HVAC replacement have been issued, with quotes due August 19.
- ✈ The fuel supply Request for Proposals (RFP) is under staff review and will be forwarded to legal counsel and the Fuel Subcommittee for review.
- ✈ The Victor Brandon lease termination agreement RFP remains under review by legal counsel.

Operations Updates:

- ✈ **Hold Room Concessions** – The current concession lease in the hold room is scheduled to expire in September. A new Request for Proposals (RFP) will be issued, with the procurement process anticipated to take place during the fall or early winter.
- ✈ **Air Traffic Control Tower Lease** – The FAA air traffic control tower lease agreement is scheduled to expire in approximately one (1) year. Initial communications have been received from the FAA, and staff have begun the lease renewal process early to allow sufficient time for completion.
- ✈ **Nobadeer Farm Road and Milestone Road Intersection** – Town of Nantucket and MassDOT officials are evaluating potential improvements to address traffic congestion at the intersection of Nobadeer Farm Road and Milestone Road, including a rotary and an additional turn lane that may extend approximately fifteen (15) feet onto Airport property.

Discussions have been initiated with legal counsel regarding a potential easement to accommodate the proposed improvements.

- ✈ **ADA Compliance Audit** – The Airport has one (1) remaining item to address as part of the FAA ADA compliance audit. The FAA is currently reviewing amendments submitted to the terminal evacuation plan related to ADA compliance.
- ✈ **MassDOT Funding** – The Airport received two hundred seventy-six thousand dollars ($276,000) in funding from MassDOT for dormitory-related work.
- ✈ **Website Updates** – Mr. Harimon and Ms. Collins have been working with the Town's Communications Coordinator, Florencia Rulo, on updates to the Airport website, including noise-related information. Review and coordination of proposed website revisions remain ongoing.
- ✈ **Fuel Supply** – Fuel activity during the Boston Pops weekend increased significantly compared to the previous year, with gallons pumped increasing by eleven percent (11%) and total fuel sales increasing by thirty-four percent (34%).
- ✈ **Refueling Trucks** – One (1) of the two (2) refueling trucks involved in incidents earlier in the season sustained significant damage to its grille and radiator. An insurance adjuster has inspected the vehicle, and repairs are expected to be completed by the dealer after Labor Day.

Statistics:
Year-to-date aircraft operations increased by approximately ten percent (10%), exceeding sixty-three thousand (63,000) operations, while enplanements increased by approximately five percent (5%), reaching nearly one hundred fifty-seven thousand (157,000) passengers. United Airlines also experienced significant growth in June, with operations increasing by approximately four hundred ninety-one percent (491%) and enplanements increasing by approximately seven hundred nineteen percent (719%) compared to the previous year. The increase was attributed primarily to the airline beginning seasonal service earlier than in the prior year.

Personnel Report:
Liam Stover joined the Airport staff as the new Operations Supervisor, effective August 10.

Commissioners' Comments
Mr. Marks inquired about staffing levels and reduced operating hours at the air traffic control tower. Mr. Harimon reported that, based on discussions with the Air Traffic Manager, the reduced tower operating hours from 10:00 p.m. to 9:00 p.m. are expected to remain in effect for the remainder of the year. Mr. Harimon also indicated that an update on tower staffing levels would be requested and reported at the next Commission meeting.

Public Comments:
None.

Ms. Ilieva clarified that the Aero Specialties contract requires a minimum liability insurance coverage of one million dollars ($1,000,000) and noted that the vendor's actual coverage is five million dollars ($5,000,000). Mr. Wilson responded that the concern was not the vendor's current coverage, but whether the contract should require a higher minimum insurance limit.

Having no further business for Open Session, Mr. Wilson 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 collective bargaining or litigation if an open meeting may have a detrimental effect on the bargaining or litigating position of the public body and the chair so declares – LIUNA;
Clause 2: To Conduct Strategy Session in Preparation for Contract Negotiations with Non-Union Personnel for Airport Manager.
Second by Mr. Bouscaren and **Passed** unanimously, by the following roll-call vote:

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

The meeting adjourned at 6:55 PM.

Respectfully submitted,

Elizabeth Reuss, Recorder

Master List of Documents Used:

08/18/26 Agenda
Agenda Protocol
07/14/26 Draft Minutes
Executive Session Minutes for Release
06/30/26, 07/22/26, and 08/05/26 Warrant Approvals
Exhibit 1
Millie's Catering Agreement
McFarland-Johnson Contract Amendment
Aero Specialties, Inc. Contract
Code Red Consultants, LLC Contract
Contractor Authorized Signatory Listing
Letter of Authorization
PFAS Table
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