

Nantucket Memorial Airport Open House Presentation

Thursday, August 15, 2013



Agenda

- Introductions
- Airport Background
- Current Services and Trends
- Operating the Airport
- Being a Good Neighbor
- Future Operations/Master Plan



Nantucket Airport Leadership

Airport Commission

- Daniel W. Drake, Chairman
- Arthur D. Gasbarro, Vice Chair
- David C. Gray, Sr.
- Andrea N. Planzer
- Jeanette D. Topham

Airport Management

- Thomas M. Rafter, A.A.E, Airport Manager
- David Sylvia, Compliance Officer
- Janine Torres, Office Manager
- Ashley Christ, Business Manager
- Noah Karberg, Environmental Coordinator
- Robert Tallman, Security Coordinator



Nantucket Airport Background

- 1927 Boston to Nantucket Seaplane Service
- 1941 Airport was acquired by Town
- 1941-1945 Airport used by US Navy during WWII
- 1947 Jean Adams Cook first airport manager
- Nantucket Airport second in volume only to Boston



Current Airport Services and Trends

- Scheduled airlines and general aviation
- Since 2009 air traffic is fluctuating
- General Aviation aircraft growing
- Parking congestion due to larger aircraft
- Flight school reinstated in 2013
- Public & emergency services



Current Airport Services and Trends

Fleet Mix is changing from small Single Engine planes to large Corporate Jets



South Apron Parking

as designed



as currently used



Tight Taxiway at South Apron



Current Airport Services and Trends



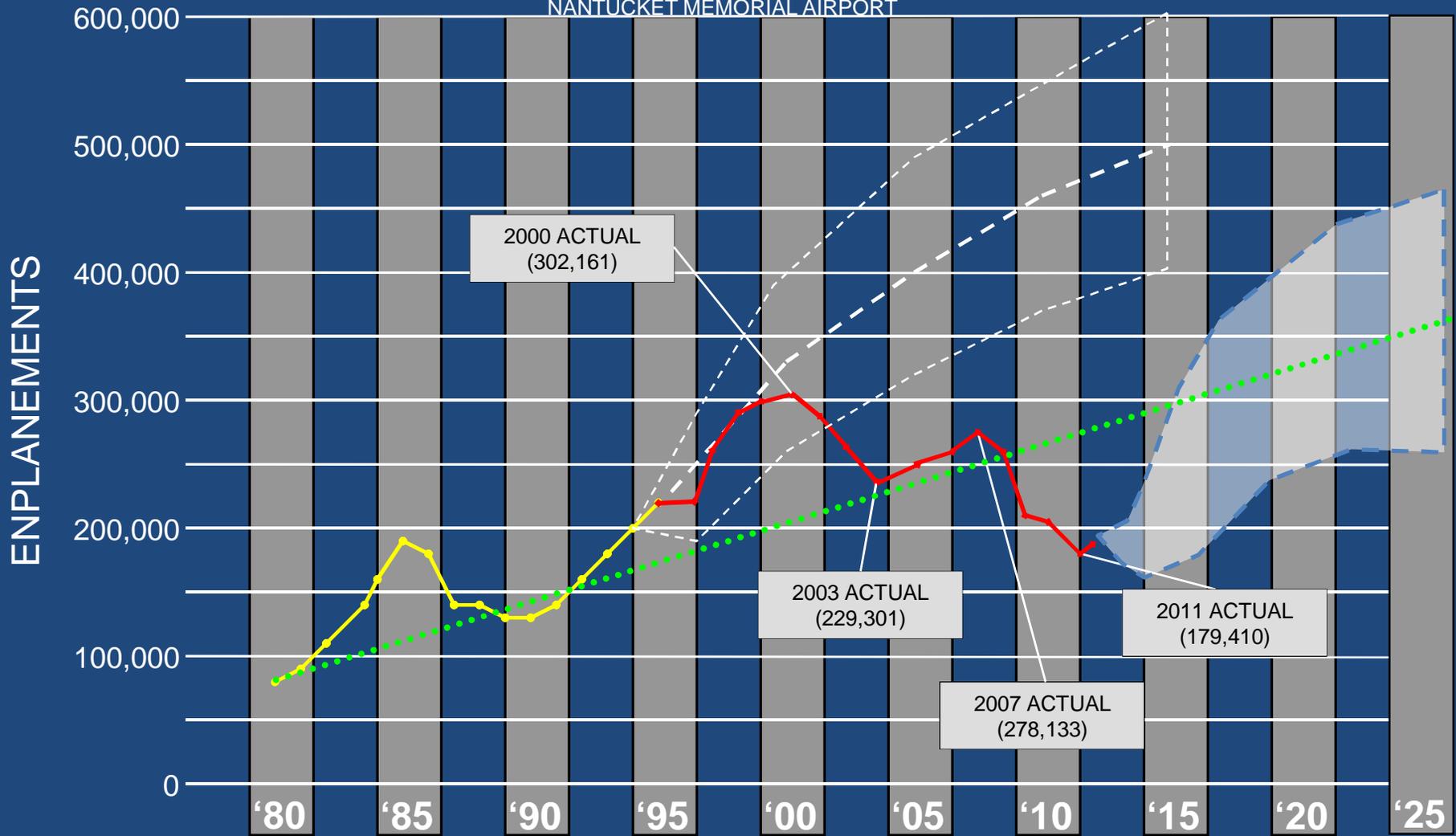
- 1,200 acres
- 24 based aircraft
- 125,960 aircraft operations

- 175,420 passenger enplanements
- 7 airlines
- 2.4 million pounds freight



Commerical Passenger Enplanement Forecast

NANTUCKET MEMORIAL AIRPORT



HISTORICAL



1995 FORECAST



ACTUAL SINCE MASTER
PLAN FORECAST (1995)



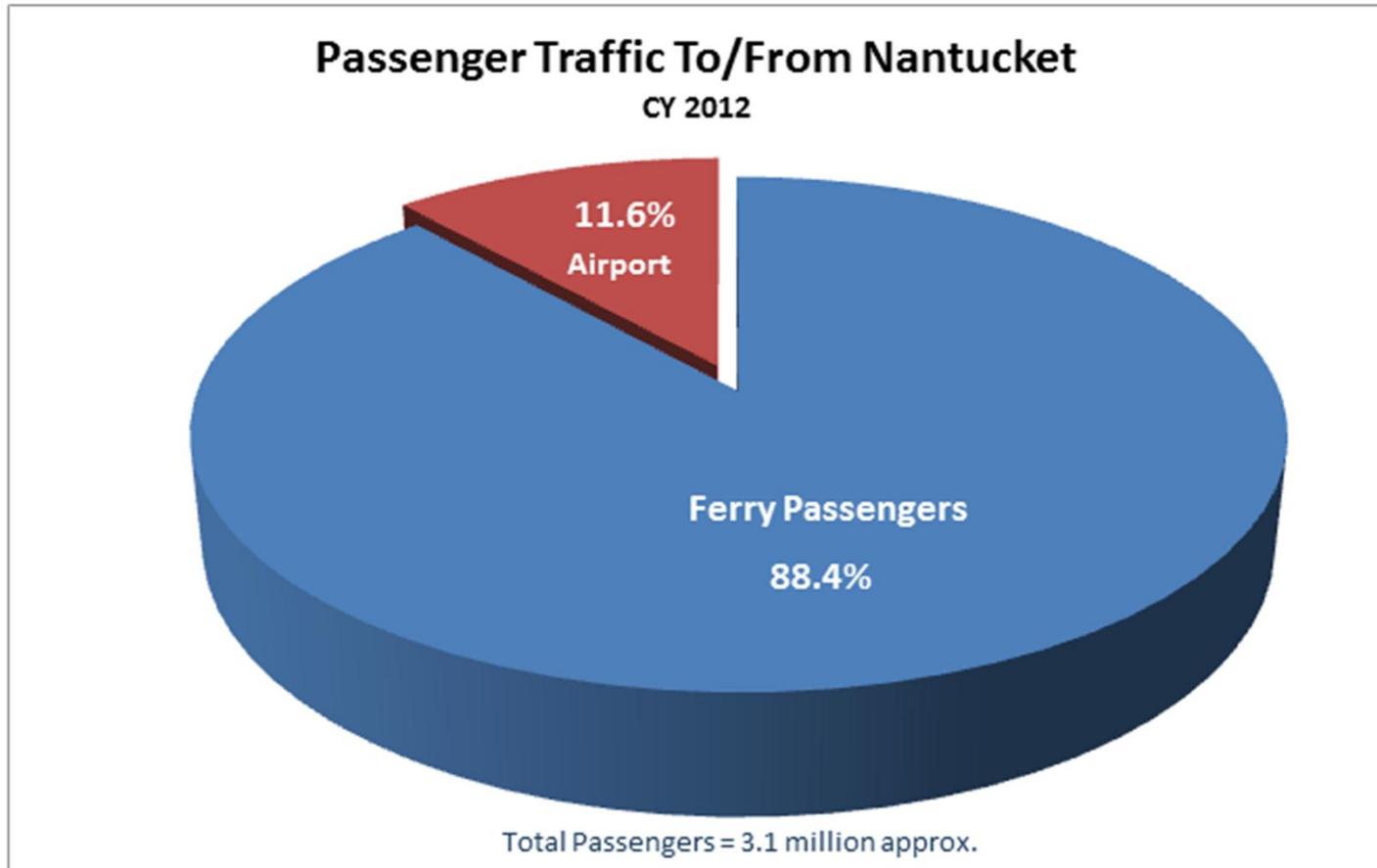
ENPLANEMENTS TREND LINE



POTENTIAL TREND LINE RANGE



Current Airport Services and Trends



Operating Nantucket Airport

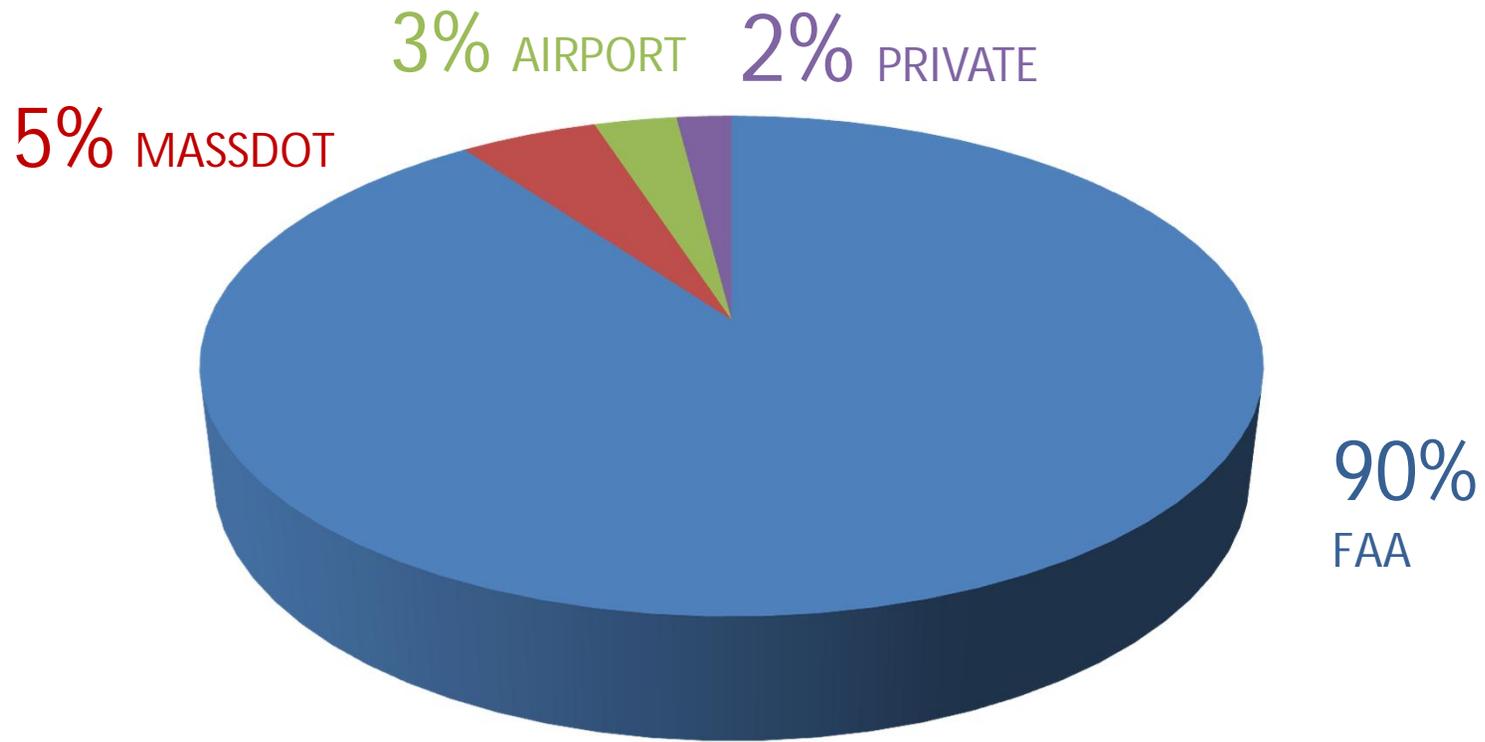
Federal Obligations

- 291 new requirements adopted in 10 years (one new requirement every two weeks)
- Exclusive Rights Not Allowed
- Annual FAA Inspection/200 page Certification Manual
- Promote Compatible Land Use
- Airport Should be Financially Self-Sufficient
- Rates and Charges Must be Fair & Reasonable
- Cannot Limit Access by Type of User or Aircraft
- Cannot Impose Curfews
- Cannot Dictate Flight Paths



Operating Nantucket Airport

Typical Estimate of Capital Costs



Operating Nantucket Airport

Airport Improvement Program (AIP) Grants

Discretionary funds are for eligible capital improvements

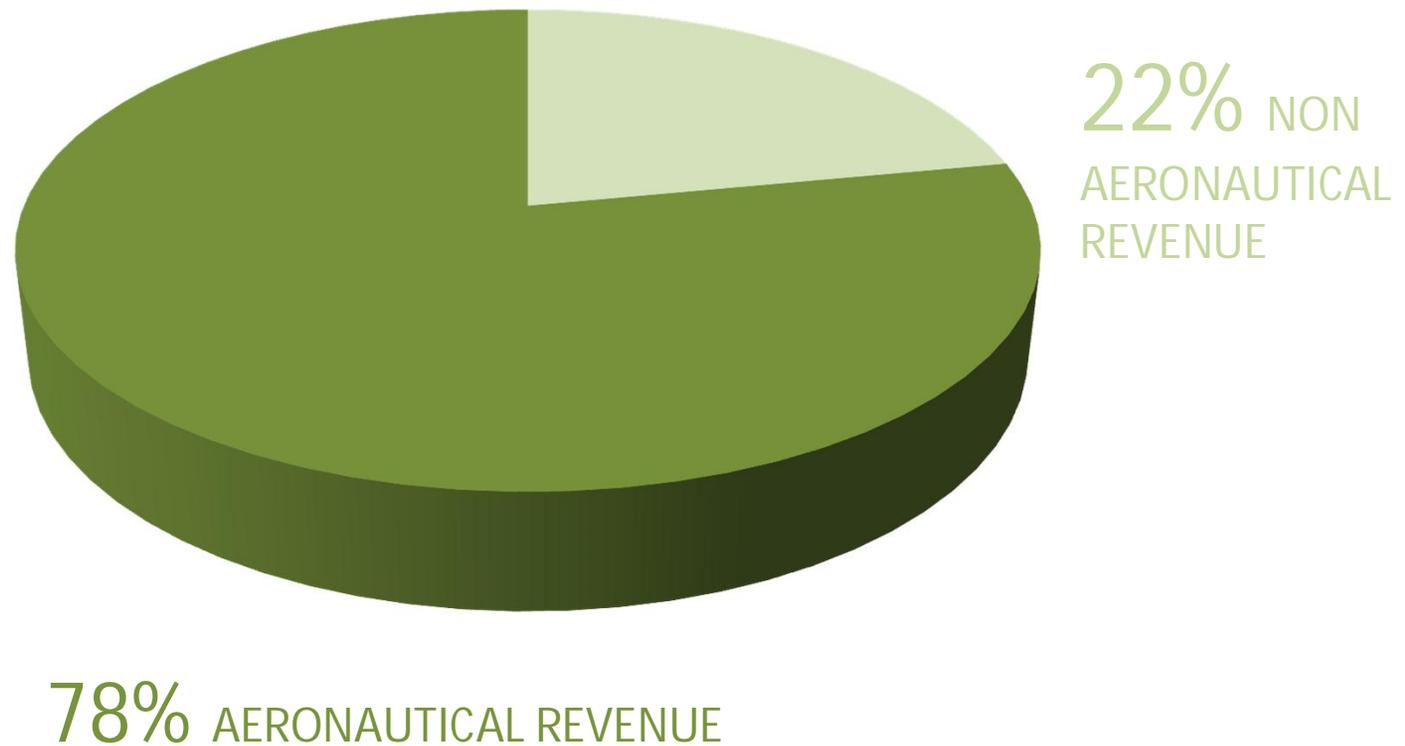
- safety
- capacity
- security
- environmental concerns
- competitive on a national basis

Entitlement funds are allocated based on Number of passengers or amount of cargo.

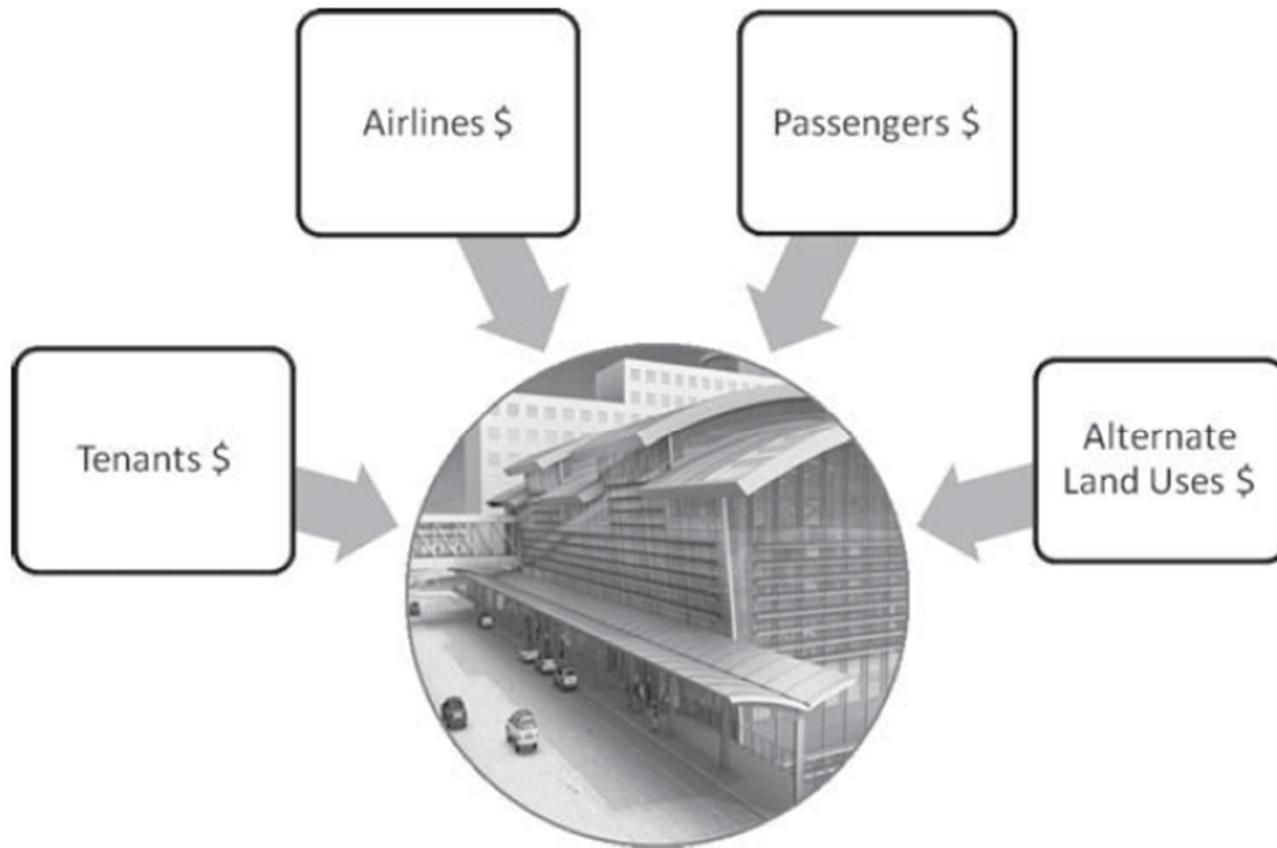


Operating Nantucket Airport

Operating and Maintenance Costs



Operating Nantucket Airport Users Pay



Operating Nantucket Airport

Passenger Facility Charges (PFC's)

- PFC's are added to each ticket
- Congress capped PFC's at \$4.50 more than a decade ago
- The majority (98%) of airports charge \$4.50
- PFC's can only be spent on improvements at the airport that collected them
- PFC's can't be spent on revenue generating projects such as garages or concessions



Nantucket Airport is also the Fixed Base Operator (FBO)

- Sell & pump aviation fuel – revenue generation
- Park aircraft & collect fees
- Service & Support Pilots & Passengers
- Manage & Operate GA Terminal



Being a Good Neighbor

Sustainability / Environmental Stewardship

- Promoting sustainability through design and operations
- ACK was recently chosen by MassDOT to implement a pilot program to become nation's first Carbon Neutral Airport



Being a Good Neighbor

Sustainability / Environmental Stewardship



- Ongoing management for state protected plant, moth, and bird species
- ACK's seed harvester equipment is shared with other on island conservation groups to promote propagation of listed species



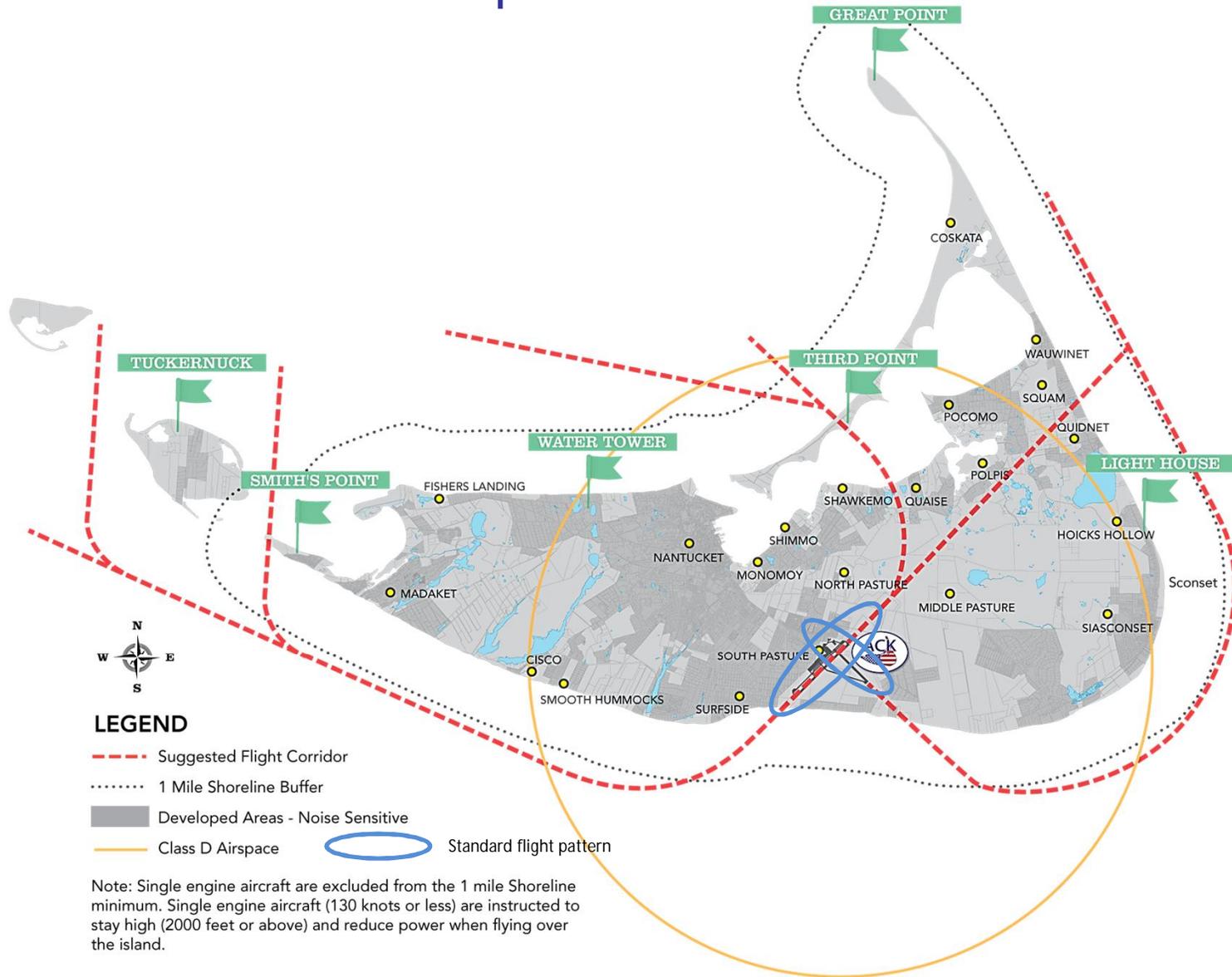
Being a Good Neighbor

Noise and Air

- Encourage jets to park with engines turned from homes
- Educational handout/NOTAM for pilots
- Noise abatement flight tracks
- Changes to flight tracks requires FAA approval
- Air traffic tracking system to help enforce noise policies
- Call-in number and complaints-tracking system
- Opportunities to reduce back-taxi distance and exhaust (new Taxiway D)
- *Overall – safe operations (landings, take offs, and runway movements) in compliance with FAA regulations is our Top Priority*



Voluntary Over-Water Flight Tracks adopted in 1995



Future Planning Issues for Master Plan

- South Ramp Congestion and Taxiing Concerns created by larger corporate aircraft
- RW33 Extension & Need for Parallel Taxiway
- Bunker Area Non-Aviation vs. Aviation Use
- Potential Photo-Voltaic Facility Site
- On-going Noise Mitigation Efforts
- On-going Environmental Monitoring Needs
- Airport Budget & Financial Planning
- Airport Rates & PFC Charges Update
- Comprehensive study of airport's needs



YOUR Role in the Future of Nantucket Airport!



YOUR Role in the Future of Nantucket Airport!

- Help identify & define issues for Master Plan
- Participate in planning process at key milestones
- Get others involved
- Help identify ways we can keep you up to date:
 - Meetings
 - Newsletters
 - Robust airport web page with Master Plan documents and updates
 - Presentations at neighborhood events
 - Participate in the Working Group



Master Plan Working Group

- Purpose of Working Group
 - Provides input to Goals & Objectives and long-range planning
 - Forum to freely present issues, ideas and provide guidance
- Structure of Working Group
 - Discussions related to aviation, flight safety, community concerns, planning, coordination, fiscal and legal issues
 - Provide linkage to various groups that members have been drawn from as communicators to larger Island-wide community
- Composition of Working Group
 - Members from Airport, tenants, users, NPEDC, FAA, MassDOT, community groups and general public
 - Diverse range of community interests and opinions



Schedule

Master Plan

- Fall 2013 create Working Group
- Fall/Spring/Summer Ongoing environmental monitoring
- Winter-Spring 2014 - Identify needs/ priorities/ projects/CIP \$; complete Master Plan/ ENF/
- Summer 2014 - Scope EA/ Permitting Grant
- June 30, 2015 - Complete Environmental Assessment for 5-year CIP Projects

Financial Plan

- July 2013–May 2014 – Draft and final 5-year plan consistent with MP

Public outreach throughout process !





Discussion



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