NANTUCKET MEMORIAL AIRPORT

Master Plan
Working Group Workshop

Thursday, December 18, 2014

*Updated for corrections 12/22/14
Meeting Agenda

Thursday, December 18, 2014

1. Welcome & Introductions

2. Review of Master Plan Status

3. Master Plan Improvement Concepts
   ✓ Safety and Security
   ✓ Capacity
   ✓ Efficiency
   ✓ Revenue Enhancement
   ✓ Environmental/Sustainability

4. Priorities Table/Discussion

5. Next Steps
Safety and Security Concepts
Terminal Apron Repaving

Recommended: Apron Repaving in 7 Phases - Alternate Years

Pros:
- FAA AIP eligible
- Identified on prior CIP
- Minimizes disruption to airside operations

Cons:
- Construction season to work around peak season traffic and winter conditions
- Prioritize in context with financials and other CIP projects

Bottom Line: Phase 1 is needed due to Apron PCI condition in Terminal Area, addresses the need for additional air carrier jet parking spot at Terminal Building
Terminal Apron Phase 1 – New Parking Position

*Recommended:* Create New Jet Airline Parking Position

**Pros:**
- Meets need for second E-190 parking position for growing NYC market
- Complies with Part 77 Regulations

**Cons:**
- Modifies current aircraft parking
- Loss of GA tiedowns

**Bottom Line:** Immediate action is necessary to prevent the current E190 parking position from penetrating the Part 77 Transitional surface by up to 7ft.
South Apron Redesign

**Recommended:** South Apron Redesign in 5 Phases – Alternate Years

**Pros:**
- Phasing allows for CIP prioritization
- Meets FAA taxilane standards for increasing wingspans
- Minimizes ramp and apron congestion

**Cons:**
- Requires EA/EIR Permitting (Year 2)
- Construction season to work around peak season traffic and winter conditions
- Prioritize in context with financials and other CIP projects
- Lower priority for FAA funding

**Bottom Line:** Reduces ramp congestion, meets FAA design standards
Separation of Taxiways ‘E’ and ‘G’

**Recommended:** Separate Taxiways ‘E’ and ‘G’

**Pros:**
- Relocating Taxiway ‘G’ centerline will bring separation into FAA compliance
- Allows two E-190’s to pass
- Eligible for FAA funding

**Cons:**
- Construction season needs to work around peak season and winter conditions
- Permitting and mitigation for potential impacts to habitat for listed species

**Bottom Line:** Increases operational efficiency, non-compliant per AC 150/5300-13A.
Runway 24 Exit Taxiway

**Recommended:** RW 24 High-Speed Exit

**Pros:**
- Enhances safety and minimizes delay
- Reduces taxi times, fuel use, emissions, and sound
- Assists Air Traffic Controllers

**Cons:**
- Somewhat higher costs than right-angle alternative
- Permitting for environmental (Year 2)
- Concrete Pad at TW ‘E’ intersection

**Bottom Line:** Increases safety, reduces noise and improves operational efficiency
Information Technology and Security System Upgrades

**Recommended: Terminal PA System/FIDS**

**Pros:**
- Integrate PA with FIDS automated flight announcements
- Low maintenance and minimal support
- Enhanced reliability

**Cons:**
- Brief system outage during setup
- Ties-in to Passur Feed
- High initial costs ($375K)

**Recommended: Vehicular and Pedestrian Access Controls**

**Pros:**
- Central control and administration
- Positive access control
- Consolidate access cards/keys to a single system
- Simplify and streamline access badging
- Wildlife protection

**Cons:**
- High initial costs ($300K)
Information Technology and Security System Upgrades

**Recommended: Consolidate Communications Facilities - Main Terminal**

**Pros:**
- Single location for all data/security systems
- Provide clean, environmentally controlled space for all equipment
- Access controlled equipment space

**Cons:**
- Cutover and system downtime will need to be closely coordinated
- Initial upfront Costs ($100K)

**Recommended: New Communications Pathways - Terminal to SRE Building IT Communications Link**

**Pros:**
- Enhance communications to SRE building
- Provide path for security data to central system
- Relatively inexpensive to implement
- Simplified setup and configuration
- Low maintenance and minimal support

**Cons:**
- None
Terminal and Airfield Capacity
Temporary Tent/Secure Hold Room

Recommended: Temporary Tent/Secure Hold Room

Pros:
- Airport previously used tent as solution for secure airside holding room
- Meets growing needs of NYC market
- Low cost
- Meets temporary code issues for seasonal overcrowding
- Allows arriving passengers to access main terminal thru “402” gate or bag claim gate
- Potential MassDOT ASMP 80% Funding

Cons:
- Short-term solution
- Expansion into airside

Bottom Line: Immediate cost effective solution to temporarily address seasonal congestion
Terminal 10 Year Plan

**Recommended:** Convert Bag Claim to Second Hold Room and Build new Bag Claim – Mid-Term

**Pros:**
- Long-Term Solution
- Addresses seasonal secure Hold Room congestion for growing NYC Market
- Addresses secure side concession needs
- Address increased secure side restroom facility needs

**Cons:**
- High Costs ($5 Million estimated)
- No significant increase in TSA screening area
- Effect on North Ramp airline GSE area

**Bottom Line:** Long-Term Solution to address seasonal congestion
Terminal 20 Year Plan

**Recommended:** Long-Term Major Terminal Renovation/Expansion

**Pros:**
- Ultimate Long-Term Solution
- Adds concession, TSA, and Hold Room space
- Adds Airport Security Office space
- Expands restroom capacity
- Addresses seasonal congestion

**Cons:**
- Highest cost ($8 Million +)
- Effect on North Ramp airline GSE area

**Bottom Line:** Long-term solution that will address all spatial needs for the 2025 forecast
Efficiency/Accessory Needs
ACK Fund Phase 2 of Tower Rehab

- Lack of Local Funding – Requires $1 Million
- Exceeds Balance of OTA Earmark
- Need to use Annual FAA Entitlement $?
- Financial impact on 5 Year CIP funding
Airport GSE Storage Building

Recommended: Build new Airport GSE Storage Garage

Pros:
• Provides adequate space for all GSE
• Protects the condition and airport’s investment in equipment.
• Potential MassDOT 80% ASMP Grant

Cons:
• Not FAA AIP Eligible
• Cost ($312K)

Bottom Line: All GSE Equipment should be stored in one location at South Ramp
SRE Storage Building Addition

Recommended: Build new Addition to SRE Garage

Pros:
- More space for SRE, eliminates existing fragmented storage
- Protects Airport’s investment in SRE
- Extends life of SRE
- Potential MassDOT 80% ASMP Grant

Cons:
- Modifies current aircraft parking
- Loss of GA tiedowns
- Cost (up to $1.4M)

Bottom Line: All GSE Equipment should be stored in one location
Need for Manager's House/Thompson House Rehab

*Recommended:* Relocate/Rehab House for Manager’s Use

**Pros:**
- Rehab building as Manager’s House or create new structure
- Costs offset by lease of other non-aviation surplus parcels ($750K+)

**Cons:**
- Recent ownership/title issues
- Requires FAA approval
- Potential environmental permitting

*Bottom Line:* Addresses immediate need to provide use for seasonal employees, or to create a new Manager’s House
Potential New Non-Aviation Revenue Sources

- Lease Non-Aviation Surplus Parcels

Potential New Aviation Revenue Sources

- Potential GA Hangar/Commercial Combo Space
- Benchmarking comparable airports’ rates and charges
- Equitable restructuring of ACK rates and charges (landing fees, weight based, ground leases etc.)
Potential Non-Aviation Surplus Parcels
Expand Bunker Area Industrial Development

**Recommended:** Expand Bunker Area Industrial Development

**Pros:**
- Generates sustainable revenues to airport
- Compatible with proposed solar development area limits

**Cons:**
- FUDS clean-up
- Potential habitat permitting issues

**Bottom Line:** Addresses island-wide demand for light industrial sites and provides additional source of Airport revenue
Bunker Road: Remote Commercial Vehicle Parking Area

**Recommended:** Remote Commercial Vehicle Parking Area

**Pros:**
- Revenue source
- Minimal cost to airport
- Meets current need for contractor parking

**Cons:**
- Remote location relative to terminal area
- Environmental permitting
- Habitat replacement

**Bottom Line:** Addresses existing demand for long-term commercial vehicle parking.
Delta Area- Non-Aviation Parcels
Large GA Jet Hangars

Recommended: Large GA Jet Hangars - Private Development

Pros:
• New revenue source
• Potential ASMP pavement grant

Cons:
• Environmental permitting
• Additional habitat mitigation area required
• Not FAA priority for funding

Bottom Line: Addresses long-term potential need for large-sized GA storage hangars and provides additional source of revenue
GA Hangar-Commercial Combo Space

Recommended: North Apron GA Hangars - Year pending Private Development

Pros:
- New revenue source
- Potential ASMP pavement grant

Cons:
- Requires FAA approval for through-the-fence and non-aviation commercial uses
- Environmental permitting
- Additional habitat mitigation area required

Bottom Line: Addresses long-term potential need for GA storage hangars and commercial space and provides additional source of revenue
North Apron GA Hangars

**Recommended:** North Apron GA Hangars - Year pending Private Development

**Pros:**
- New revenue source
- Potential ASMP funding

**Cons:**
- Potential environmental permitting

**Bottom Line:** Addresses current demand for GA hangar space and provides additional source of revenue
Environmental/Sustainability Concepts
Bunker Area Solar Development

**Recommended:** 17 Acre Solar Array Development in Bunker Area

**Pros:**
- Potential revenue source
- Sustainable energy source
- Electric power costs offset

**Cons:**
- Environmental permitting
- Costs of Habitat Mitigation program
- FAA Approvals/FAA glint and glare review
- Limits future aviation use
- Limits future leasing of additional non-aviation industrial parcels

**Bottom Line:** Potential sustainable power source and revenue generation to airport
Runway 24 Solar Development

Recommended: 23 Acre Solar Array Development adjacent to Runway 24

Pros:
- Potential Long-term revenue source
- Sustainable energy source
- Electric power costs offset
- Potentially larger site

Cons:
- Environmental permitting
- Costs of Habitat Mitigation program
- FAA Approvals/FAA glint and glare review

Bottom Line: Potential long-term sustainable power source and revenue generation to airport
Ground Transportation Initiatives

- Promote increased use of NRTA Service
- Preferential parking for alternative-fuel cars/EV charging stations
- Promote increase in use of bicycle transport to airport
- Ramp Lighting /PCL Controls
- Ride-Share
Project Evaluation & Priorities Discussion

- Review Evaluation Matrix (example)
- Review 5 Year Capital Improvements Projects (CIP)
Proposed Projects Priority List
0-5 Years (Sheet 1)

Nantucket Airport Master Plan
MASTER PLAN ALTERNATIVE CONCEPTS - PRIORITY LIST

<table>
<thead>
<tr>
<th>Project Chapter</th>
<th>Section</th>
<th>Project</th>
<th>FAA Eligible</th>
<th>Recommended</th>
<th>Total Time Frame</th>
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Sub Total: $8.56M
Sub Total: $2.09M $1.35M $2.63M $1.8M $710K

AIP ELIGIBLE
## Proposed Projects Priority List

### 0-5 Years (Blank Sheet 1)

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<tr>
<th>Project Chapter</th>
<th>Section</th>
<th>Project Description</th>
<th>Engineers Probable Cost</th>
<th>FAA Eligible</th>
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<th>Total Time Frame</th>
<th>Priority Score</th>
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<td>DELTA Parcel/Parcel Employee Housing/Seasonal Employee Housing</td>
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<td>Revenue and Enhancement Concepts - Block Space Terminal/GA</td>
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<td>Advertise Rental Cars/Taxis/Bikes/Boat courtesy vans/NTA</td>
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Next Steps, Milestones & Schedule

- Finalize 5 Year CIP Improvements Plan
- Develop Financial Plan (PB Aviation)
- Prepare ALP Set for FAA Approval
- Environmental Notification Form for 5 Year Improvements Plan
Discussion
Like us on facebook and follow us on twitter
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info@nantucketairport.com
http://masterplan.nantucketairport.com/