

Nantucket Noise Advisory Committee

Meeting Minutes

10/24/07

I. Call to order

Chairman Arthur Gasbarro called to order the regular meeting of the **Nantucket Noise Advisory Committee** at **10:00 a.m.** on **October 24, 2007** in Snow Removal Equipment Building on the Bunker Road.

II. Roll call

No roll call was conducted. The following persons were noted as present:

Airport Manager Al Peterson (AP)
Airport Commissioner Dual MacIntyre (DM)
Airport Commissioner Finn Murphy (FM)
Airport Environmental Coordinator Jack Wheeler (JW)
Peter Morrison (PM)
Liz Trilios (LT)
Lili Baker (LB)
Arthur Gasbarro (AG)

Audience:

Carl Vogel (CV) – Island Airlines – Chief Pilot
James Mullen (JM) – Concerned Surfside Resident

III. Previous Meeting Minutes

Minutes from 8/15/07 & 9/24/07 approved by unanimous consent.

IV. Public Comment

JM expresses concern and dismay with the volume and level of the airplane generated noise in his neighborhood. He states that the noise abatement routes are not being regularly adhered to, especially by the commercial air taxi operators.

V. Noise Report

JW gave brief noise & early morning compliance report. There has been a reduction in summertime noise complaints possibly attributable to the morning noise abatement incentive program.

VI. Morning Noise Abatement Incentive Program

DM – Early Morning Noise Program – trial basis is nearing the end (October). He is seeking input on the program, and plans to meet with the air taxis for input. The next step will be for the Airport Commission to consider any revisions or improvements to the system.

PM – Important to publish the data for residents to see which operators are making the best effort to comply. Suggests a newspaper ad.

JW – Airport considering placing their own ads in the paper that show the compliance with the program.

FM & DH – Airport should fund the ads.

PM – Suggests a “self-financing” plan with the incentive program reward divided into monetary and non-monetary. The latter being such as newspaper ads congratulating the airline with the best compliance record.

CV – Supports the newspaper ad of a chart with each airline’s compliance.

JW – Citizens that he has had contact with suggest increasing the time block for early morning as opposed to having another block of time with the same program.

VII. Old business

A). Fuel vs. time for over-the-top routes

CV – There is a fuel savings to go over the top instead of around the Island using over water routes.

Standard operating procedure and the preferred method per a letter from the current ATC Manager Patrick Topham is for aircraft departing R15 to go over the top.

The air taxis are in direct competition with the fast ferries, and any realized cost savings contributes helps them. Therefore there is economic incentive for them to not follow the noise abatement routes if they can save even one-gallon of fuel per trip by not doing so. This is also creating friction with their upper level management.

Transient workers are driving the early morning demand, especially to get there quickest and cheapest.

He believes that Island Airlines lost a long-time, large customer to the Nantucket Shuttle as a result of their following the noise abatement rules, while their competition does not.

B). Voluntary Restriction to Nighttime Flying

DM – What would we need to do to institute the formal program?

FM - Concentrate on early morning program for the present time.

AG – Table matter until the spring.

VIII. Adjournment

Arthur Gasbarro adjourned the meeting at **11:20 a.m. +/-**.

Minutes submitted by: Arthur Gasbarro

Minutes approved by: