



# **FAQs for Nantucket Air Traffic Procedure Briefing**

## **April 8, 2022**

- 1. Can FAA provide any background reasoning as to why this change is taking place at Nantucket Memorial Airport (ACK)?**
  - Notice to Air Missions (NOTAM) 03/044 closing Runway 12/30 permanently was issued on March 21, 2022 and notification to pilots on the permanent runway closure began on March 28, 2022.  
To review NOTAM please use the following link: ↓  
<https://notams.aim.faa.gov/notamSearch/nsapp.html#/>
- 2. FAA is saying this is okay, but we are hearing from other people that it is unsafe – which is it?**
  - We would not allow an unsafe operation. Air traffic's job is to safely blend traffic to and from the airport. We make adjustments all the time for weather, congestion or even airfield changes due to construction and we will continue to do that here at Nantucket.
- 3. You saw the delays last summer when the planes just sat. Why would you compound that by closing this runway when we need it?**
  - Historically, Nantucket Airport has experienced delays for both inbound and outbound aircraft during the busy season. The loss of Runway 30 does reduce airport capacity, which we anticipate to manage through arrival and departure flow changes, and the increased use of time-based scheduling (TBS). TBS is an efficient tool that schedules arrivals to the runway threshold. Other Traffic Management Initiatives (TMI) to manage demand such as miles-in-trail (MIT), Ground Delay Programs (GDP), Ground Stops (GS), and airborne holding may be utilized as needed.
- 4. How can you do this without consulting anyone? It sounds like you don't have all the information.**
  - The Airport, local Air Traffic and other officials have been discussing the closure of this runway since 2018. There were many alternatives considered, and this was the best option for the future of the airport.

- 5. So, now you are going to hold flights over my house because of this decision?**
  - Every effort will be made to balance the needs of the residential community with the needs of the aviation community. In the past landing aircraft were divided between Runway 24 and Runway 30, but during high demands periods, most aircraft will be sequenced to Runway 24. This may cause the holding of aircraft at different locations than in previous years. Departing aircraft typically utilize Runway 24 and Runway 15, so you should notice little difference.
- 6. Why don't you just close it during the winter months when we don't need it?**
  - It has to be decommissioned. It will not be wasted – it will serve as a needed taxiway.
- 7. Are you shutting the runway down because you don't want to spend the money?**
  - No. The pavement will continue to be used for its intended purpose, which is a taxiway. The existing pavement is signed, lighted and otherwise designed as a taxiway. It has been marked (painted) and used as a landing surface for a number of years, yet meets none of the FAA's established dimensional criteria for a runway.
- 8. How much does it cost to maintain the runway? Who pays? Is this just because you don't want to pay anymore?**
  - Runway 12/30 is not eligible for Federal Airport Improvement Program (AIP) funding to maintain the pavement as anything other than a taxiway. Even if someone else paid for it, it would need to meet the FAA's dimensional criteria to be used as a runway.
- 9. Can Runway 33 replace Runway 30 for landing aircraft to maintain previous capacity?**
  - When landing Runway 30, aircraft were able to exit at the end and the next aircraft could land – allowing Air Traffic Control (ATC) to run a sequence to the runway. Runway 33 has no exit points prior to the Land and Hold Short Operation (LAHSO) point, and as a result, traffic must remain on the runway until conflicts are resolved for the aircraft to cross Runway 6/24 and fully taxi off of Runway 33. This operation is less efficient, and as a result, precludes ATC from being able to sequence multiple arrival aircraft to Runway 33.
- 10. Will there be additional delays due to the Runway 30 closure?**
  - Historically, the Nantucket Airport has experienced delays for both inbound and outbound aircraft during the busy season. The loss of Runway 30 does reduce airport capacity, and we will efficiently manage that capacity through arrival and departure flow changes, and the increased use of time-based scheduling (TBS). TBS is an efficient tool that schedules arrivals to the runway threshold. Other Traffic Management Initiatives (TMI) to manage demand such as miles-in-trail (MIT), Ground Delay Programs (GDP), Ground Stops (GS), and airborne holding will be utilized as needed.

**11. What is the best time to fly to Nantucket?**

- Per Letter to Airmen LTA-A90-26, it is strongly recommended that you plan your arrival and departure times during those periods when the demand for services is lower. Peak demands are on the Friday before a holiday weekend, and the Monday after. Also Thursdays from 5PM to 8PM, Fridays from 1PM to 8PM, Sundays from 1PM to 8PM, and Mondays from 6AM to 9AM.

**12. How can I contact the FAA if there is noise in my neighborhood?**

- You can contact the FAA at [9-ane-noise@faa.gov](mailto:9-ane-noise@faa.gov) for noise inquiries and questions. Additional information can be found at [www.faa.gov/noise](http://www.faa.gov/noise).

**13. There was a lot of information to take in, where can I find information about this change?**

- We've posted Frequently Asked Questions (FAQs) on our Regional webpage at [www.faa.gov/go/ane](http://www.faa.gov/go/ane). We'll also post a copy of the final user briefing.