

Nantucket ATCT User Meeting

Presented to: Users of Nantucket Memorial Airport

By: Patrick Topham, Air Traffic Manager, Nantucket ATCT

Date: April 13, 2022



**Federal Aviation
Administration**

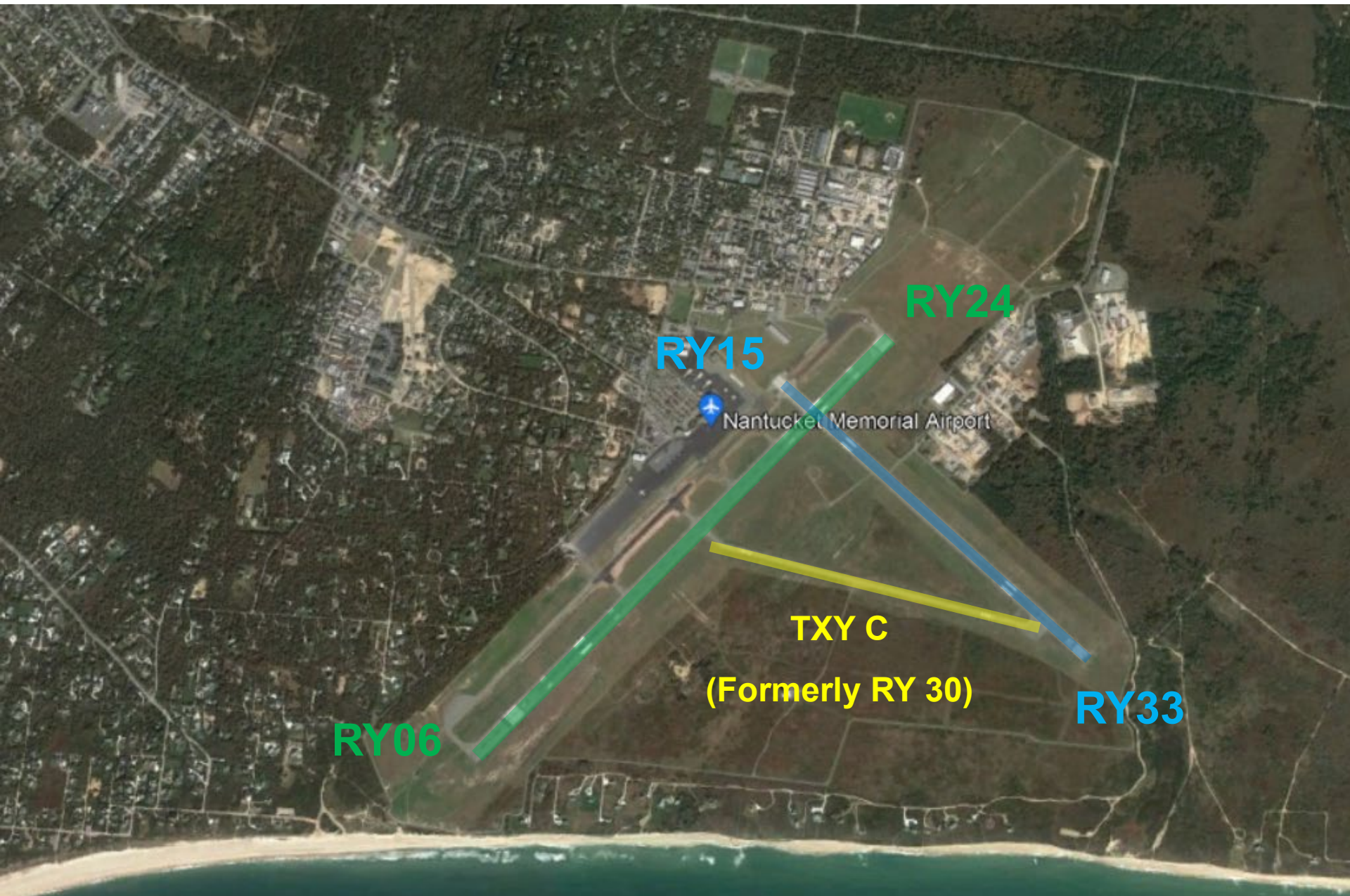


Agenda

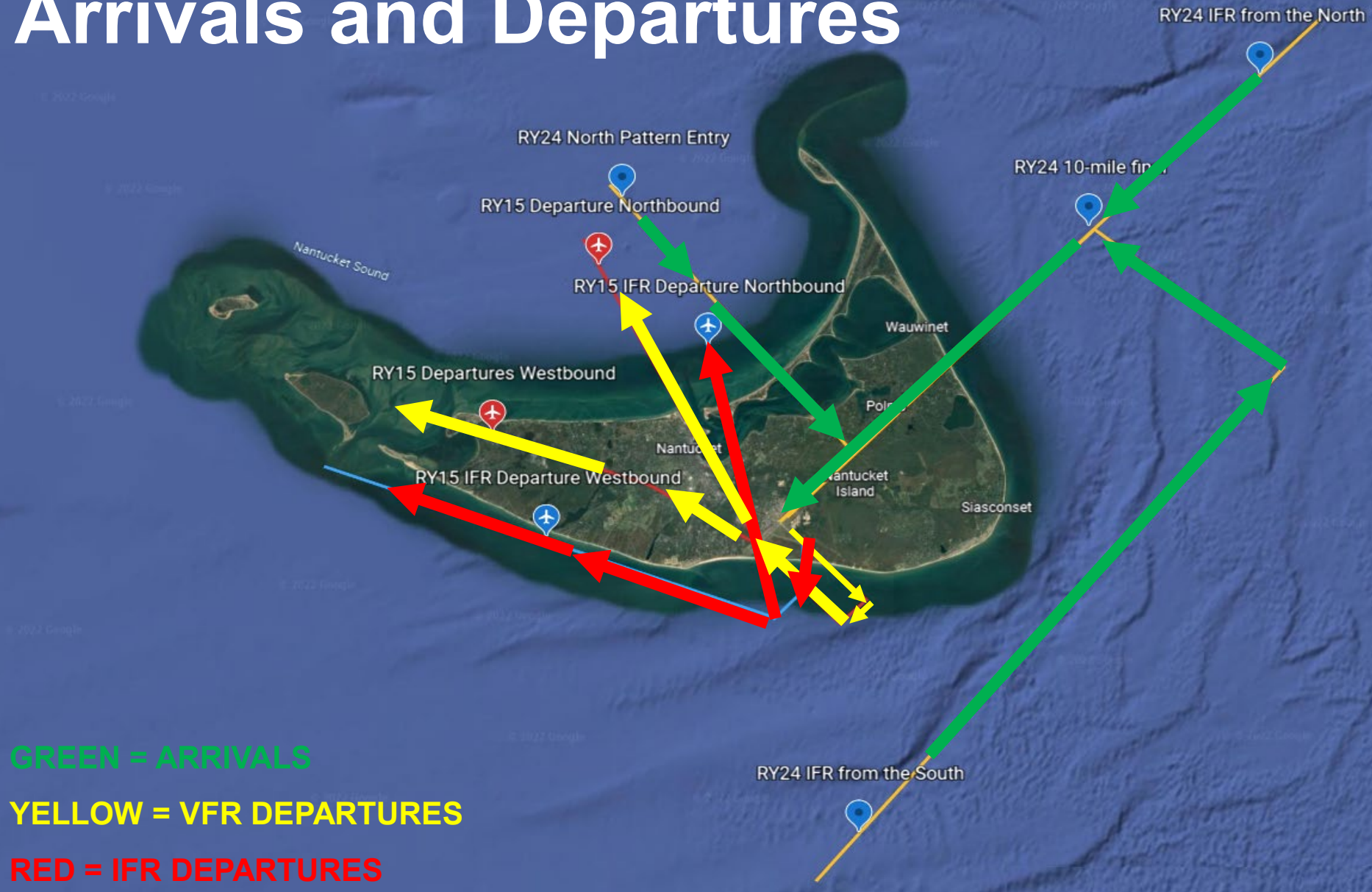
- **Arrival and Departure Flow Changes**
- **Surface Changes**
- **Expectations**
- **Partnership**
- **Resources**



Airport Layout



Arrivals and Departures



Sunday 8/29/21 1800-0200 UTC

RY24 Operation



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New Taxiway Configuration

Taxilane F

Hotspot # 4



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Communications

- **Letter to Airmen (LTA)**
 - LTA-A90-26
- **System Impact Report (SIR)**
 - AS-ACK-22-001
- **Notice to Air Mission (NOTAM)**
 - 03/044 (KACK-A0563/22)
- **New York Delay Initiative Meeting (DIM)**
- **National Collaboration Forum (NCF)**



QUESTIONS



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Summary

- **Arrival and Departure Flow Changes**
- **Surface Changes**
- **Expectations**
- **Partnership**
- **Resources**



Thank You For Attending RESOURCES

- Questions Mailbox:

9-ANE-RA-Office@faa.gov

- FAQs and slide deck located here:

[https://www.faa.gov/about/office org/headquarters offices/ara/new england](https://www.faa.gov/about/office_org/headquarters_offices/ara/new_england)

- Community concerns including noise and other environmental issues:

<https://www.faa.gov/noise>



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Boston TRACON
25 Robert Milligan Parkway
Merrimack, NH 03054

Issued: 02/15/2022 1721 (UTC)
Boston TRACON

Effective: 02/17/2022 1200 (UTC)
Letter to Airmen: LTA-A90-26

Subject: Summer Flying in the Vicinity of Cape Cod, Nantucket and Martha's Vineyard

Cancellation: 02/17/2024 1200 (UTC)

The intent of this Letter to Airmen is to advise aircraft operators of the seasonal considerations of flying around Cape Cod, Martha's Vineyard and Nantucket from May through September.

Historically the traffic volume and demand for services for the Cape and Islands airports increases during the summer months. Coinciding with these traffic demands, is an increase in the number of inclement weather and IFR condition days. Historically heavy traffic demand periods for summer traffic are as follows:

- Thursdays from 5 PM to 8 PM EST
- Fridays from 1 PM to 8 PM EST
- Sundays from 1 PM to 8 PM EST
- Mondays from 6 AM to 9 AM EST

The combination of IFR weather conditions along with the increased demand for air traffic services may sometimes cause a significant delay in your ability to obtain an IFR clearance to the Nantucket (ACK), Martha's Vineyard (MVY) or Hyannis (HYA) airports. To minimize your potential for significant delays, it is strongly recommended that you plan your arrival and departure times during those periods when the demand for services is lower.

To balance demand with capacity to the ACK, HYA and MVY airports, Boston TRACON will be utilizing various traffic management initiatives. These initiatives may include, but are not limited to a miles-in-trail (MIT) aircraft spacing program or minutes-in-trail (MINIT) aircraft spacing program. These programs are designed to provide a safe and orderly flow of traffic to the ACK, HYA and MVY airports. When demand exceeds capacity, delays may occur due to these initiatives.

Boston TRACON is often unable to issue IFR clearances to airborne aircraft during the summer months due to the increase in traffic demand and inclement weather conditions. There is also a strong possibility that air-filed flight plans will not be accepted or issued to aircraft flying into the Cape and Islands airspace under VFR conditions. Rapidly changing weather conditions associated with Cape Cod, Nantucket and Martha's Vineyard indicate that all pilots should be prepared to encounter IFR weather during the summer months. On the ground at non-controlled airports, you may obtain your clearance through Lockheed-Martin FSS via 1-800-WXBRIEF, Boston TRACON's recorded number: (603) 594-5554; or through available Remote Communication Outlets (RCOs) associated with the departure airport.

Clearances may be obtained prior to departure for Boston TRACON's uncontrolled airports on the following frequencies:

AIRPORT	FREQUENCY
Plymouth	127.75
Provincetown	120.65
Chatham	127.3

Practice instrument approaches are either approved or disapproved by the Boston TRACON personnel subject to workload conditions. When weather, workload conditions, or anticipated workload conditions dictate, a local advisory NOTAM is issued regarding "no practice instrument approaches in the Boston TRACON Cape and Islands airspace

area." The local advisory NOTAM serves as a traffic management tool and it notifies the pilot that, in all likelihood, practice instrument approaches will be disapproved. Upon receipt of the NOTAM, pilots should anticipate the need to make alternative plans regarding practice instrument approaches.

Coleman G. Hartigan
Air Traffic Manager, Boston TRACON

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

Nantucket Tower
14 Airport Road Unit 14
Nantucket, MA 02554

Issued: 04/13/2022 1305 (UTC)
Nantucket Tower

Effective: 04/13/2022 1600 (UTC)
Letter to Airmen: LTA-ACK-1

Subject: Runway 12/30 Closed

Cancellation: 04/13/2023 1600 (UTC)

BACKGROUND: Runway 12/30 at the Nantucket Memorial Airport (KACK) is permanently closed. This runway was primarily used by smaller aircraft to land on during summer months when arrival demand was high and Visual Metrological Conditions existed.

INFORMATION: When arrival demand is high, aircraft that would have landed Runway 30 will now be sequenced to land runway 24 when the wind is from the southwest. As the arrival demand for runway 24 will increase, aircraft operators arriving runway 24 may expect to fly an extended downwind leg. Departure aircraft may also expect to be assigned runway 15, including times when a tailwind component is present. Departures off runway 15 can anticipate making a climbing right turn over top of the airfield at or above 2,500 feet. Arriving aircraft on the left downwind for runway 24 should use caution for aircraft departing runway 15.

Patrick Topham
Air Traffic Manager, Nantucket Tower



Electronic System Impact Report

AT facilities must coordinate with their TMU or overlying TMU for developing an electronic system impact report for all planned outages/projects/events that could cause a significant system impact, reduction in service, or reduction in capacity (for example, air shows, major sporting events, space launch/reentry operations, business conventions, runway closures, and procedural changes affecting terminals and/or ARTCCs). **Technical Operations is responsible for reporting all unplanned outages that pertain to FAA equipment.**

FORWARD COMPLETED FORM TO ARTCC TRAFFIC MANAGEMENT

1. Airport/Facility ID:
2. Overlying ARTCC:
3. Scheduled Dates/Times: to
4. Outage/Project/Event:
5. Operational Impact:
6. Recall Available: **N/A** **YES** **NO**
7. Flight Check Requirement: **NO** **YES**
8. Anticipated Delays:
9. Anticipated Traffic Management Initiatives:
10. Customer Coordination:
11. General Information:
12. Contact Information: **Name:**
Phone:
13. Date/time of Scheduled Teleconference (s): **N/A**

ARTCC TMU will forward to appropriate Deputy Director of System Operations/ OSG.

Reference: FAA JO 7210.3, Para 18-5-13



Federal Aviation Administration

!ACK 03/044 ACK RWY 12/30 CLSD 2203281100-PERM

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