

**DRI 725: HANAGAR WRITTEN RECORD MEMO:
SUMMARY OF OFFERS AND RESPONSES TO COMMISSIONER QUESTIONS
DATE: 7/28/2022**

The project would like to provide the following information for the written record for DRI 725 following the discussion at the public hearing on Thursday July 21st.

Summary of Offers

1. Solar Panels on the Hangar

The project will incorporate solar panels on the roof. After consultation by the Martha's Vineyard Airport with the Federal Aviation Administration (FAA) regarding solar panel regulations, it has been determined that a glare study is not required for the installation of solar panels. The solar panels will be installed compliant with the requirements of the FAA and will be acceptable in proximity to aviation activities.

2. Dual Electric Vehicle Charging Station

The project will incorporate a dual electric vehicle charging station in the parking lot for the Hangar.

3. All Electric Heat

The project will incorporate all electric heat in the proposed Hangar.

**4. Response to the Martha's Vineyard Commission Housing Policy for the 5
Aviation Jobs created**

The project offers the following:

The Proponent shall meet its obligations under the MVC's DRI Review Housing Policy by making a one-time monetary mitigation payment of \$7,648 (as required by Section 3A.2 of the Housing Policy) to the Dukes County Regional Housing Authority or to such other appropriate housing entity identified by the MVC. Payment will be made prior to the issuance of a certificate of occupancy for the Development.

Commissioner Questions

1. Statement as to why both the helicopter and vessels are needed for the windfarm O&M. What benefits does the helicopter offer that the vessels do not, and vice versa.

Historical weather data indicates the helicopter can access the wind farm more days annually than Crew Transfer Vessels (CTV) can. The Helicopter can provide emergency response quicker in certain weather conditions and can dispatch technicians when trouble shooting is required. The CTVs, unlike the Helicopter, have the ability to carry the majority of spare parts, consumables, equipment, and supplies that are critical for the maintenance of the wind farm in addition to the technicians. As previously discussed, the project has time of year vessel speed restrictions from November 1 - May 1 to protect the endangered North Atlantic Right Whale. It is during those times that the helicopter is most advantageous. Outside of the time of year and weather restrictions, the CTVs are an optimal and regular solution to access the wind farm and to transfer technicians.

2. Clarify why the ground-based traffic projections only cover 180 days per year, while the helicopter is expected to operate up to 300 days per year.

Traffic has not been modelled on a 180-day basis at the airport. The traffic is based on a year-round operation. Regarding the details of the ground-based traffic, please see the clarification response in Question 3.

Historical weather data indicates the helicopter could transit to the wind farm approximately 300 days per year. However, with the use of the vessels in combination with the helicopter, we anticipate the helicopter will transit to the wind farm approximately 251 days per year. The actual number of days of operation will vary depending on maintenance activities, weather and accessibility conditions, safety circumstances, and the ability of the vessels to operate.

3. Confirm that the current traffic projections are correct

Find below the ground-based traffic predictions specific to the hangar that was submitted previously. This is the data that was submitted to the MVC and has remained consistent and is noted in the [DRI 277-M Tisbury Marine Response to Commissioner and Staff Questions \(with attachments\) 2021-9-22](#) and [DRI 277-M Tisbury Marine Staff Report 2021-10-7](#) (copied in below as well as links provided).

Martha's Vineyard Airport: ~33 average daily one trips annually

All Year (251 days): 17 average daily trips annually

- 2 deliveries daily from the O&M Support Building
- 5 Aviation Staff [Heli maintenance crew and Heli operators] - 5 persons daily

November 1 - May 1 (180 days): 15 average daily trips seasonally

- On helicopter weather accessible days (115) 12 technicians will report to the airport
- May 1 - November 1 (180 days) 17 average daily trips seasonally
- 12 technicians arrive to the Airport for work for 126 days [other 12 technicians will report to the O&M Support Building]

The above information was reviewed by Mike Murrow and his recommendation that there was no need for a traffic study was confirmed in the vote by the LUPC on June 27, 2022.

The only change to the above traffic information as we confirmed in the Helicopter Memo dated 7/14/22 is the following: Rather than the 2 daily deliveries stated above, we expect a reduced 1 delivery per day. Truck traffic will be scheduled to avoid peak-hour traffic. The project has assumed 1 delivery daily to be conservative. The deliveries to the hangar will primarily be small deliveries from the O&M Building and are expected to utilize a standard pick-up truck.

Therefore, in summary the traffic to Martha's Vineyard Airport (DRI 725) is estimated to be less than 33 average daily one-way trips annually. This traffic prediction assumes everyone has their own vehicle and we expect carpooling.

Links:

 [DRI 277-M Tisbury Marine Response to Commissioner and Staff Questions \(with attachments\) 2021-9-22](#) (please see pages 12 & 13)

 [DRI 277-M Tisbury Marine Staff Report 2021-10-7](#) (please see pages 19 and 11)

4. Confirm that the proposed helicopter is an AW169 (twin engine, 10 seats, 9920 lbs.).

The project anticipated the AW169 to be the initial helicopter of choice for the operations.

5. Confirmation from FAA that solar panels can be added to the hangar roof (or evidence that this is permissible).

The project will incorporate solar panels on the roof. After consultation by the Martha's Vineyard Airport with the Federal Aviation Administration (FAA) regarding solar panel regulations, it has been determined that a glare study is not required for the installation of solar panels. The solar panels will be installed compliant with the requirements of the FAA and will be acceptable in proximity to aviation activities as has been demonstrated across numerous airfields. For example, Hyannis Airport has a solar farm along its runway, and there are numerous buildings in the Martha's Vineyard Business Park with solar panels located on their roof (see below, solar panels indicated in yellow).

Hyannis Airport:



Martha's Vineyard Airport Business Park:



6. Please clarify the extent of the air traffic control area as it applies to the helicopter and proposed MOU.

Air traffic control (Class D) is 4.2 Nautical Miles and up to but not including 2500 feet.

7. Clarify which trees on the site will be removed

The three cedar trees located on the leased site will be removed as requested by the airport for safety purposes and for the construction access by the contractor. These are noted on the *Existing Condition Site Plan* Dated June 20, 2022, with an arrow and a note reading "Existing Trees to be Removed". They are pictured below.



8. Briefly, when, and how was the site tested for PFAS?

Atlantic Design Engineers, Inc. (Atlantic) was contracted by Vineyard Wind 1, LLC to perform a Phase I Environmental Site Assessment (ESA) for the property at 17 Hangar Road North in West Tisbury, MA. Atlantic recommended a Phase II Limited Subsurface Investigation (LSI) be performed at the Site to assess subsurface soils conditions at the property. The Phase II LSI was initiated on June 8, 2021, and included the completion of four (4) soil borings with in-field analysis and analytical testing of soils.



Samples were submitted to Con-test Analytical Laboratory (Con-test) for analyses of PFAS and New England Testing Laboratory (NETLab) for analyses of contaminants of concern which included Extractable Petroleum Hydrocarbons (EPH), Volatile Petroleum Hydrocarbons (VPH), Volatile Organic Compounds (VOC), and RCRA 8 Metals (arsenic, barium, cadmium, chromium, lead mercury selenium & silver).

No PFAS were detected in the soil samples. Laboratory testing results obtained from NETLab indicated concentrations, if detected, of EPH, VPH, VOC, and RCRA 8 Metals were present below all associated standards. (MassDEP RCS-1, RCS-2, S-3/GW-1, and S-3/GW-3 Standards as listed within the current update of MassDEP's Interim Guidance on Sampling and Analysis for PFAS at Disposal Sites Regulated under the Massachusetts Contingency Plan and 310 CMR 40.0000.)