O&M Hangar at Martha’s Vineyard Airport

LUPC: June 27, 2022
MVC Hearing: July 21, 2022
Agenda

1. Project Team Introduction & Operations
2. Project Location & Existing Conditions
3. Proposed Conditions, Drainage, and Utilities
4. Exterior Elevation Views
5. Hangar Design
6. Project Schedule
Project Team Introduction

- **Vineyard Wind 1** – Applicant and developer of an 800 Mega Watt wind farm planning to base its operations on Martha’s Vineyard. Holds 20-year lease agreement for hangar property with Martha’s Vineyard Airport Commission.

- **Sourati Engineering Group LLC** – local engineering firm supporting the island of Martha’s Vineyard with expertise in civil engineering, environmental permitting, land surveying, structural engineering, and marine engineering.

- **Dellbrook JKS** – construction management firm supporting with expertise in civil design and construction planning. Previous work includes the Air rescue fire station at Martha’s Vineyard Airport, Oak Bluffs Fire Emergency Medical Services Facility, Oak Bluffs Town Hall, Chilmark Emergency Medical Services.

- **Vineyard Power** – goal is to work with federal, state agencies (and developers) to ensure opportunities for islanders to benefit from wind generation projects being considered offshore near the island.

- **Geoff Freeman (Martha’s Vineyard Airport Commission)** – property owner representative, Deputy Airport Director
The Operations

The O&M setup is based on proven solution used across wind farms in Europe

- Technicians and materials will be deployed to the wind farm by crew transfer vessel and/or helicopter
- In 2021, the airport totaled around 43,000 operations including landing and take offs. Vineyard Wind’s operations will be a small fraction of the existing operation.
- The supporting helicopter will be used to access the project year-round. The project estimates on average two to four round trips a day annually
- The operations will be in accordance with FAA regulation and contingent on weather, seasonal variability, safety, and maintenance requirements.
- Vineyard Wind and the helicopter operator will be a part of the airport’s voluntary Noise Abatement ‘Fly Friendly’ Program.
The Development Project Site

The project site is located at 17 Hangar Road, West Tisbury, MA and is approximately 0.44 acres.
Existing Conditions

- The existing hanger on the site is a ~50 years old 8,058-square foot pre-engineered metal building with an office area, bathroom, breakroom, and storage.
- To date, the hangar has been utilized primarily for airport maintenance equipment storage and miscellaneous aviation storage.
- The hangar is in very poor condition and doesn’t have a fire protection system, closing doors or proper foundation.

Interior

Front Elevation (South) – View from Hangar Road/entry road

Rear Elevation (North) – View from the Airport Apron
Existing and Proposed Conditions Site Plans
On-site drainage system serving roof gutters and parking area designed to accommodate 25-year storm event
Utilities Plan

- Electric will be underground
- Domestic water and fire suppression service will be provided
- Sewer will be gravity tie-in into existing sewer infrastructure
Exterior Elevation Views

Front Elevation (South) – View from Hangar Road/entry road

East Elevation – View driving to the private hangar park
Exterior Elevation Views

Rear Elevation (North) – View from the Airport Apron

West Elevation – View driving away from the private hangar park
Exterior Hangar Drawings

Front (street-facing) and Side (east-facing) View

Color chosen to be consistent with abutting Air Rescue Fire Fighting.
- Roof/Wall Panel Color Ash Grey
- All Trim Polar White
Hangar Design

- Reconstruction of the hangar that will include:
  - a designated area for the protection and maintenance of a helicopter
  - a specified area for spare part and maintenance equipment storage
  - helicopter operator and technician support facilities, including welfare facilities, office space for flight planning, briefing room for toolbox talks, and other safety training
  - The fireproofing system will be a standard water suppression system in compliance with the Group 3 Aircraft Hangar classification. (National Fire Protection Association 409 Section 9.1.1)

- Sufficient parking to support the personnel
- Integration of proper site security measures including lighting to meet FAA requirements
- Incorporation of green energy objectives into design, construction, and operation of the hangar including solar panels, EV charging, and all electric heating
Permit Timeline & Project Schedule

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Questions?