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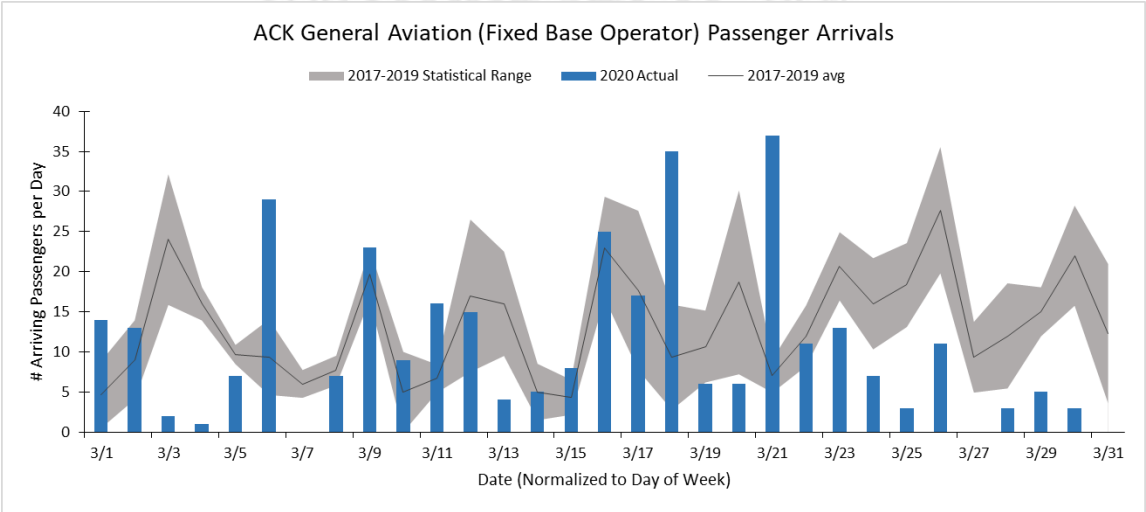
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**Airport Statement: Update on March Traffic Activity**

[Nantucket, MA 4/3/2020] Nantucket Memorial Airport has compiled March aeronautical activity information for the Fixed Base Operation (FBO). The FBO is the airfield business entity that provides aeronautical services for arriving private aircraft, crew and passengers. This market segment activity has been the subject of speculation from both national media outlets and local social media groups who have respectively reported increased private aircraft traffic of “wealthy virus refugees” numbering in the “hundreds or even thousands.” This statistical report updates the Airport’s 3/15/2020 statement, provides activity metrics for March 2020, and estimates COVID-19 related migration.

The graphic below provides daily March passenger activity in the context of the previous three (3) year average and a statistical margin of error. Specifically, three data sources are represented. The black line shows the previous 3-year average of daily arriving FBO passengers. The grey area surrounding the black line is the statistical margin of error for those three years (technically, the average +/- the standard error). The blue bars show the 2020 actual daily passenger arrivals.



The Airport is providing this graph and the raw data (appended) so that interested individuals may make and report their own conclusions. However, the airport offers the following experienced interpretation of the data:

- 1) March FBO passenger arrival data is highly variable. The statistical margin of error is most variable on weekends, since local weather is the greatest determinant on passenger elective travel plans. As such, the airport considers deviations from the margin of error on weekdays to be conspicuous.
- 2) There are two days that draw attention. On Wednesday 3/18/2020, 35 passengers arrived to the FBO, an increase of 19 above the margin of error. On Saturday 3/21/2020, 37 passengers arrived, which is an increase of 28 above the margin of error.
- 3) Between the two dates discussed in #2, 47 passengers arrived in excess of any underlying information known to the Airport.
- 4) Based on ratios of arriving private aircraft to arriving FBO passengers, the Airport reports an average of 2 passengers per arriving aircraft – or an average household size of 2 persons.

Ultimately, the Airport is not a Customs and Border Protection facility, and does not collect unique passenger arrival information on stay purpose and duration. This data would be necessary to opine with any certainty regarding the topic of private aviation contribution to COVID-related migration. However, the Airport is in a position to provide an educated (though still uncertain) estimated range of COVID-19 related migration.

The activity of 3/18 and 3/21 is considered anomalous by the Airport, with 47 passenger arrivals above statistical expectations. The Airport has assumed that 67% of these arrivals comprised non year-round resident arrivals that have remained on Island, with the remaining 33% returning residents and their children following school cancellations. The suggestion of the Airport is that 31 passengers (which likely represent 15 individual households), is both a lower-end and reasonable total estimate of a migration figure.

A higher-end estimate for a migration figure is more speculative and involves assigning further assumptions. The Airport has calculated this upper bound figure with the following assumptions. Daily passenger totals from 3/10 through 3/23 were utilized: previous to 3/10 pandemic awareness was low, and since 3/23 FBO passenger counts have dropped remarkably (and consist predominantly of local/resident commuters). For daily arriving passenger counts within that period, known local commuters were removed from the total. The result is 97 arriving passengers (or 48 households). For the purpose of informing a true high-bound figure, the Airport assumes that 100% of these passengers remained on Island, and none returned to their origin.

The resulting range of **31 to 97 arriving passengers (or 15 to 48 households)** is provided as an informed estimate on the contribution of private aviation to Nantucket COVID-19 non-resident migration. This estimate is provided with acknowledgement by the Airport of the assumptions and uncertainty inherent to these calculations, but with belief that the lowest quartile of the given range is the strongest statistically-supported interpretation. Tabular data is provided for those wishing to draw a different conclusion.

<END>

Date	DOW	2017 PAX	2018 PAX	2019 PAX	2020 PAX	2017-2019 avg	StDev	StEr
3/1	Sun	13	0	1	14	5	7	4
3/2	Mon	17	10	0	13	9	9	5
3/3	Tue	22	39	11	2	24	14	8
3/4	Wed	19	17	12	1	16	4	2
3/5	Thu	8	9	12	7	10	2	1
3/6	Fri	0	15	13	29	9	8	5
3/7	Sat	9	3	6	0	6	3	2
3/8	Sun	10	9	4	7	8	3	2
3/9	Mon	25	20	14	23	20	6	3
3/10	Tue	0	0	15	9	5	9	5
3/11	Wed	6	4	10	16	7	3	2
3/12	Thu	7	36	8	15	17	16	10
3/13	Fri	9	29	10	4	16	11	7
3/14	Sat	12	2	1	5	5	6	4
3/15	Sun	7	6	0	8	4	4	2
3/16	Mon	23	34	12	25	23	11	6
3/17	Tue	4	37	12	17	18	17	10
3/18	Wed	6	0	22	35	9	11	7
3/19	Thu	13	2	17	6	11	8	4
3/20	Fri	12	41	3	6	19	20	11
3/21	Sat	4	11	6	37	7	4	2
3/22	Sun	11	6	19	11	12	7	4
3/23	Mon	15	29	18	13	21	7	4
3/24	Tue	8	27	13	7	16	10	6
3/25	Wed	10	28	17	3	18	9	5
3/26	Thu	13	40	30	11	28	14	8
3/27	Fri	11	16	1	0	9	8	4
3/28	Sat	7	25	4	3	12	11	7
3/29	Sun	17	9	19	5	15	5	3
3/30	Mon	19	34	13	3	22	11	6
3/31	Tue	16	32	1	0	12	15	9
	Sum	353	570	324	335	412		