Airport Management Advisory Committee
Minutes of Meeting – April 16, 2021 at Town Hall

Arthur Malman, Chairman of Town of East Hampton's Airport Management Advisory Committee ("AMAC"), called the meeting to order at 10 AM via Zoom meeting.

The following members of the AMAC were present: voting members: Munir Saltoun, Charles Ehren, Steve Tuma, Kent Feuerring, and Arthur Malman, and ex-officio members, Jeff Bragman, Councilperson and Board liaison for the AMAC James Brundige, Airport Director and Len Bernard, the Town's Chief Budget Officer.

Absent were, David Gruber and Pat Trunzo III, voting members, and John Mak, a non-voting member.

Among others attending for all or part of the telephone meeting were Michael Wright of the Express News Group, Bill Dunn of the Aircraft Owners and Pilots Association, John Kirrane of the Sag Harbor/Noyac Civic Association, Sherly Gold and Patricia Currie of Say No to KHTO, John Cullen a member of the Northville Civic Council and the Riverhead Noise Task Force, Alex Gersten, Director of Airports and Ground Infrastructure for the National Business Aviation Association ("NBAA"), Jim Stone, a resident of North Sea, Jeff Smith of the Eastern Regional Helicopter Council, Michael Hanson of the Wainscott CAC, Bernadette Ruggiero, controller of Sound Aircraft and other residents of EH and neighboring towns who have aviation interests and/or who have been working toward helicopter and/or jet noise reduction over their homes and other members of the public and media.

Len Bernard noted that he would be retiring in July and Arthur Malman asked if his successor, Becky Hansen, now his Deputy Budget Officer and who had previously worked for the Village of East Hampton, could overlap at an AMAC meeting or two with him---he would try to see if they could schedule that.

The agenda had been previously distributed to members and made available to the public by the town prior to the meeting.

The next meetings are SCHEDULED for the following Fridays, at TEN (10) AM:

MAY 7, JUNE 11

Arthur Malman noted that it was likely that all these meetings would be on Zoom.

The draft minutes of the March 12, 2021 meeting, previously distributed to members, were approved.

Arthur Malman explained that the pilot who had flown dangerously low over Sag Harbor has been reported to the FAA for disciplinary action, and the Village of Sag Harbor was taking action as well. There was some discussion of whether or not the FAA had sole jurisdiction, but Sag Harbor was considering various aspects of reckless endangerment. Kent Feuerring explained how he and other local pilots had been disgusted by this conduct and that the East Hampton Aviation Association has called a meeting to discuss his continued membership.

James Brundige's monthly update was distributed to members prior to the meeting and is attached as Exhibit A. He explained the trends on operations, noting that total operations for March 2021 were 1,210 versus 796 for March 2020, an increase of roughly 50% (a typo on Exhibit A erroneously shows 7%) with Jets up substantially by 98% in March 2021

over the same month in 2020 and helicopters up 36%. It was pointed out that March 2020 was chaotic since it was the middle of that month that widespread Covid shutdowns started.

Arthur Malman pointed out that some letters to the press had claimed that there had been very sharp increases in operations at EH airport in recent years. He had asked James Brundige to go back as far as possible to find reliable data. Reading from charts sent to AMAC members and attached to these minutes as Exhibit B, Arthur Malman stated that the following were the data for 2018 and 2019 (pre covid) and 2007 –the earliest year that James Brundige felt that the town had reasonably accurate data:

Year Operations (a landing and takeoff by the same aircraft equals 2 operations)

2019 32,471 (Jets 4,322, Helicopters 9,056, Seaplanes 3,296)

2018 27,664 (Jets 4,156, Helicopters 9,098, Seaplanes 2,942)

2007 29,820 (Jets 3,599, Helicopters 6,788) (seaplanes operations were not yet broken out in this period).

It is not yet possible to predict what will happen as the Covid emergency subsides, but several possibilities were suggested, including:

*more executives living year-round on the East End and travelling to NYC or other locations by Jet and helicopter as well as, with more executives living for longer periods on the East End, they may take fewer NYC trips.

*people being reluctant to share the close quarters of a Blade helicopter or a seaplane even for a short trip and driving or taking more, but less crowded helicopters and seaplanes at higher prices per trip

*businesspeople travelling less as zoom meetings are more accepted, but perhaps travelling more immediately after covid restrictions are lifted to catch up on missed meetings.

Jim Brundige had been asked to analyze the statements that Southampton Town is bearing the primary burden of EH airport. He reported that, based on his review of Vector archived flight tracks, the opposite was true.

1/3 of HTO helicopter flights are over North Sea/Noyak, almost all of which are helicopter arrivals, while 2/3 of HTO helicopter flights are over the Town of East Hampton, Wainscott, East Hampton Village and the Springs.

HTO Jet and Turboprop traffic is primarily over the Town of East Hampton, except for arrivals from the west that descend over the Town of South Hampton while maneuvering for landing at HTO.

On the question of the environmental study, one of those expected as a step in re-envisioning the airport after FAA grant restrictions expire later this year, Jeff Bragman reported the Town was still not ready to release the draft parameters of the proposed study which was still being worked on with the town's aviation attorneys.

Since Sheryl Gold had been frustrated in her FOIL attempt to get the backgrounds of potential environmental consultants previously distributed to AMAC members several months ago, Jeff Bragman was asked if one of these three was the one chosen. He responded that it was a wholly different consultant, and he would follow up to see why the FOIL request response was still not available.

A discussion also ensued on an economic study for this re-envisioning effort, and it was pointed out that the study parameters would need to be set now and a consultant engaged if any meaningful data would be collected from arriving passengers this summer. There were several questions about the validity of the assumptions in the East Hampton Community Alliance economic report recently released.

Jeff Bragman explained that the AMAC' s detailed recommendations for questions and procedures for a town sponsored economic study as well procedures for all airport re-envisioning studies had been sent to the Town's aviation attorneys who were using it in connection with their recommendations for a suite of studies.

In regard to re-imagining the airport, Arthur Malman noted, whether the airport stays open or is closed, based on his work for many years with lenders on environmentally challenged sites, it would be almost impossible to get institutional lenders to grant mortgages for construction on areas of the airport property recently designated superfund sites and would often be very difficult for other areas close by as well.

Some non- AMAC members thought this was not accurate and was meant to dissuade consideration of alternate airport uses. He explained that his statements applied to any new improvements to be financed on airport property—whether aeronautical or non-aeronautical.

Returning to noise complaint systems Arthur Malman explained that, after Sheryl Gold's request that AMAC members try the currently used systems for HTO noise reporting, the systems were found deficient in many ways.

David Gruber and Steve Tuma have been working to develop a new complaint system, using existing, more up to date technology, to better pinpoint complaints relating to specific aircraft using HTO (versus overflying), identifying those particular helicopters not following voluntary routes etc.—all with the goal of giving more useful data not only for recording noise events, but also for adjusting routes and understanding specific models of types of aircraft (e.g. models of helicopters, jets, seaplanes) that caused the most disturbance to residents.

This project is proceeding and, in a couple of months should be operational on a prototype basis. At the point beta testing is to begin, we would be asking Sheryl Gold, who suggested the complaint system inquiry and a few other regular attendees at AMAC meeting to try using the new system to see if it is easy to use, accurate and gives us the data we are hoping for. If the tests are successful, it would be up to the town board whether or not to replace the current complaint systems.

Jim Brundige had recommended a few months ago improving safety by increasing somewhat the period of weeks and the hours during the days when the tower is operational. However, Jim Brundige explained that FAA procedures for this change would take almost as much time and effort as was needed to originally establish the tower and it is unlikely that the approval from the FAA would not be forthcoming until 2022. Committee members endorsed this initiative and recommended that Jim Brundige seek Board approval to start the process now since it would take a year to complete.

Jeff Bragman said he did not support expanding tower coverage since he thought it would encourage more flights, analogous to the way he thought improvements in coal mining decades ago in England encouraged more use of coal. Arthur Malman disagreed, the tower improves safety by organizing operations and by increasing separations between landings which sometimes decreases the maximum number of aircraft that can land during busy period and felt that when someone is deciding to take a 45 minute helicopter flight to EH from NYC rather than driving for hours, they were not going to be influenced by whether the tower was open and, in any event, the additional hours we were suggesting

were not the most popular. It was determined to devote a segment of the next AMAC meeting to a deeper discussion of the issue.

The meeting adjourned at 11:30 AM.

Respectfully submitted, Arthur Malman

Exhibit A

AMAC Meeting
Airport Director's Update
April 16, 2021

		Source		Total Operations by type					
YEAR **2021**	Total Ops	Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets	Unknown Mode C	Seaplane*
Mar	1,210	660	550	760	68	184	198		4
YEAR **2020**	Total Ops	Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets	Unknown Mode C	Seaplane*
Mar	796	450	346	530	50	116	100		0

Helicopters: up 60% Jets: up 98% Turboprop: up 36% Seaplane: up 400% Piston: up 43%

Total Ops in Mar 2021 vs Mar 2020 up 7%

Operations through March are up 39%

		Source		Total Operations by type					
YEAR **2021**	Total Ops	Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets	Unknown Mode C	Seaplane*
Feb	890	494	396	604	38	154	94		1
2020	**Total Ops**	**Source** Local	Transient	**Total Operations by type** Piston	Turboprop	Helicopters	Jets		Seaplanes
Feb	834	506	328	624	16	144	50		0

Helicopters: up 7% Jets: up 88% Turboprop: up 137% Seaplane: up 100% Piston: down 3%

Total Ops in Feb 2021 vs Feb 2020 up 7%

Operations through February are up slightly, but not at the rate of January.

		Source		Total Operations by type					
YEAR **2021**	Total Ops	Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets	Unknown Mode C	Seaplane*
Jan	1,284	666	618	748	58	266	212		4

		Source		Total Operations by type					
YEAR **2020**	Total Ops	Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets	Unknown Mode C	Seaplane*
Jan	802	482	320	566	22	160	54		6

Helicopters: up 66% Jets: up 290% Turboprop: up 163% Seaplane: down 33% Piston: up 32%

Total Ops in Jan 2021 vs Jan 2020 up 61%

Financials

Gross Landing Fees Billed:

March 2020: $36,650
March 2021: $65,350

Increase: +$28,700 Up 78%

YTD 2020: $ 75,585
YTD 2021: $182,940

Increase: +$107,355 Up 142%

Fuel Sales in Gallons

Mar 2020: 25,962
Mar 2021: 11,936

Decrease: -14,026 Down 54%

YTD 2020: 36,670
YTD 2021 68,126

Increase: 31,456 Up 86%

Gross Revenue to the Town YTD at $.30/gal.: $20,438 Up 86% over last year at this time.

Exhibit B Details of monthly and annual flight operations 2007 versus 2018 and 2019

		Scource		Total Movements				
YEAR **2007**	Total Mvmts	Local	Transient	Twin Engine Prop	Single Engine Prop	Helicopters	Jets	AirScene Other
January	1,230	735	495	59	784	117	90	180
February	1,196	504	692	78	699	151	133	135
March	1,345	751	594	78	820	189	93	165
April	1,484	734	750	96	751	286	118	233
May	2,907	967	1,940	269	1,500	593	257	288
June	4,263	1,368	2,895	430	2,059	1,123	452	199
July	6,027	2,107	3,920	719	2,751	1,529	863	165
August	5,689	1,551	4,138	733	2,628	1,421	798	109
September	3,509	1,687	1,822	303	1,997	711	363	135
October	1,804	870	934	148	1,011	335	171	139
November	1,838	987	851	102	1,176	264	155	141
December	1,179	709	470	61	895	69	106	48
Totals for Year	**32,471**	**12,970**	**19,501**	**3,076**	**17,071**	**6,788**	**3,599**	**1,937**

		Source		Total Operations by type					
		Source		Total Operations by type					
YEAR **2018**	Total Ops	Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets	Unknown Mode C	Seaplane*
Jan	502	214	288	234	24	182	62		0
Feb	436	172	264	224	24	132	56		4
Mar	682	380	302	428	34	176	44		2
Apr	818	320	498	446	50	224	98		20
May	1,998	424	1,574	622	380	664	332		198
Jun	4,058	648	3,410	1,134	892	1,462	570		566
Jul	6,222	710	5,512	1,592	1,508	2,088	1,034		844
Aug	6,884	728	6,156	1,602	1,670	2,394	1,218		928
Sep	2,712	596	2,116	934	482	922	374		252
Oct	1,522	572	950	730	254	368	170		100
Nov	1,052	386	666	458	106	362	126		28
Dec	778	402	376	536	46	124	72		0
Totals for Year	**27,664**	5,552	22,112	8,940	5,470	9,098	**4,156**	**0**	2,942

*Split out from Turboprop

		Source		Total Operations by type					
YEAR **2019**	Total Ops	Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets	Unknown Mode C	Seaplane*
Jan	520	216	304	284	16	152	68		0
Feb	642	330	312	440	28	148	26		0
Mar	716	340	376	436	36	186	58		2
Apr	896	430	466	568	60	192	76		20
May	2,416	626	1,790	910	442	740	324		236
Jun	3,840	708	3,132	1,170	874	1,224	572		538
Jul	6,780	884	5,896	1,744	1,678	2,234	1,124		986
Aug	7,410	992	6,418	1,848	1,918	2,334	1,310		1,072
Sep	3,012	790	2,222	1,124	516	962	410		310
Oct	1,526	684	842	824	188	356	158		102
Nov	1,302	560	742	696	96	384	126		22
Dec	760	394	366	482	64	144	70		8
Totals for Year	**29,820**	6,954	22,866	10,526	5,916	9,056	**4,322**	**0**	3,296

*Split out from Turboprop