

Airport Management Advisory Committee
Minutes of Meeting – September 17, 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: Kent Feuerring, Steve Tuma, David Gruber, Munir Saltoun, Charles Ehren, and Arthur Malman, and ex-officio members, Jeff Bragman, Councilperson and Board liaison for the AMAC and Rebecca Hansen, the Town’s Chief Budget Officer.

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

Among others attending for all or part of the Zoom meeting were Kathee Burke-Gonzalez, Town Board member, Cate Rogers, candidate for the town board, Michael Wright of the Express News Group, Eric Jungck, Brian Prosser, software developer of new complaint system to be demonstrated at the meeting, Jill Scheerer, Sean Collins, Erin Sweeny, executive director of the EH Community Alliance, John Kirrane of the Sag Harbor/Noyac Civic Association, Sherly Gold 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”), Bernadette Ruggiero, controller of Sound Aircraft, Carolyn Gluck, Chair of Wainscott CAC 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.

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:

October 15, November 12, December 10.

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

The draft minutes of the August 13, 2021 meeting, previously distributed to members, were approved.

Steve Tuma, David Gruber and Bernadette Ruggiero had been working on a new, more sophisticated and accurate complaint system. Brian Prosser, the system developer demonstrated the operation, reporting and data collection of the system. Bernadette Ruggiero noted that to contain costs, directly reporting airports were ringfenced into a couple of hundred miles, but showed how flight plans could be accessed for aircraft originating or landing at out of area airports—and most jets and helicopters routinely file flight plans.

David Gruber pointed out that before a beta test, a small number of people should try the system in ways the developers might not have anticipated to better understand some limitations or changes needed. Steve Tuma thought that this limited testing could start within a month and then could be followed by a broader beta test once revisions were made based on the first tests.

Arthur Malman noted that the Town had not been involved in the development of this system and it would be up to the Town Board whether to adopt it and/or continue or discontinue other systems. If airports outside the ringfenced area adopted the systems, original data from those systems could be imported rather than relying on flight plans.

James Brundige distributed his monthly update to members prior to the meeting and is attached as Exhibit A. James Brundige noted that operations seem to be returning to pre-covid levels but that increases in jet operations were making up from drops in other categories. It was noted that the Supervisor had issued a press release earlier in the week showing a disturbing increase in positive covid tests in East Hampton and Montauk; Jeff Bragman noted that this spike was around Labor Day.

Sheryl Gold asked if Jim Brundige's monthly reports could be posted for the public prior to meetings rather than having the public wait until AMAC minutes were posted. Arthur Malman indicated that these reports are usually generated a day or two prior to the AMAC meeting but that pre meeting posting could be done; he suggested that Jeanne Hutson could routinely send these to frequent AMAC attendees on her email list and the reports could be posted independently on the Town Website on the airport section.

A comparison of landing fees for helicopters at nearby airports had been prepared and is attached as Exhibit B. Arthur Malman noted that the landing fee for a B-407 (5000 lb) helicopter, the primary type flown by Blade, was only \$100 at HTO but ranged from \$175 to \$350 at the other airports, making HTO the most profitable airport for Blade landings. Since this was contrary to all town policies trying to reduce helicopter noise, it pointed out the need for the town to adjust landing fees based on all HTO costs rather than just weight of aircraft. AMAC members for several years have been urging such a reallocation without success.

The meeting then turned to the newly released diversion study. Jeff Bragman pointed out that this was only a draft and needed further work. Several items were noted that should be fixed in the next draft:

1. The consultants had not talked with any airport managers, FBO's, passengers or local people and so did not understand actual operating procedures and facility availability
2. The unavailability of bathrooms, terminal facilities and car rentals at MTP were irrelevant to passengers who could arrange for Ubers and alternate facilities-- when the choice was a 4 hour car ride. Also when the HTO terminal building was closed for covid and then reopened the terminal/lavatory availability or non availability had no discernable effect on operations.
3. Using Mattituck as a diversion alternative was unrealistic since, the driving time from that airport with limited facilities was about 1 ½ hours during peak travel time –roughly the same as Islip and somewhat more than Gabreski, which were full service
4. The Bistran sandpit airport on Springs Fireplace road was omitted. Jeff Bragman said it was in a residential zoned area and could not be used for commercial flights. The point was made that the airport might be non commercial for zoning if landing and take offs were offered without charge to “family and friends” of the owners and this should be evaluated.
5. If aircraft charter companies could not use HTO they could change the mix of their fleet to better fit the parameters of MTP and this issue was never addressed

6. Weather was discussed in the report as a limiting factor at MTP. But the study omitted any discussion of the fact that helicopters were exempt from FAA VFR restrictions because of their maneuverability and could scud run into MTP when VFR was not available
7. The study said that MTP requires permission to land. The manager of MTP said that no permission to land is required and pilots only called about weather or parking which is limited. Jeff Bragman insisted that permission to land could be required and that, if permission to land were required the owners of MTP could voluntarily limit permission to helicopters in response to community concerns. Participants challenged Jeff Bragman's assertion and the matter remained unresolved, although he offered to send the AMAC materials supporting his point. Arthur Malman asked if other aviation counsel could weigh in on this issue once these materials are received since it could be of critical importance to Montauk residents.
8. If jets were barred at HTO and most could not land at MTP, passengers might land at Gabreski or Islip and short hope
9. Lack of fueling facilities at MTP are of little importance since helicopters can round trip to and from NYC without refueling, or, if more fuel is desirable, can easily stop at another airport such as Gabreski or Islip once passengers have been discharged
10. Aircraft weight is a minor factor since pilots routinely limit their fuel or other loading items if they are concerned about a shorter runway.

The meeting adjourned at 11:30 AM.

Respectfully submitted, Arthur Malman

AMAC
Airport Director's Update September 17, 2021

| YEAR 2021 | Total Ops | Source | | Total Operations by type | | | | Unknown Mode C | Seaplane* C-208 |
|--------------|--------------|--------|-----------|-----------------------------|-----------------------------|-------------|-------|-------------------|--------------------|
| | | Local | Transient | Piston Engine SE & ME | Turboprop Single Twin | Helicopters | Jets | | |
| Jan | 1,284 | 666 | 618 | 748 | 58 | 266 | 212 | | 4 |
| Feb | 890 | 494 | 396 | 604 | 38 | 154 | 94 | | 2 |
| Mar | 1,210 | 660 | 550 | 760 | 68 | 184 | 198 | | 4 |
| Apr | 1,454 | 598 | 856 | 732 | 80 | 402 | 240 | | 10 |
| May | 2,754 | 898 | 1,856 | 1,138 | 312 | 854 | 450 | | 62 |
| Jun | 4,410 | 934 | 3,476 | 1,420 | 840 | 1,144 | 1,006 | | 418 |
| Jul | 5,758 | 886 | 4,872 | 1,554 | 1,364 | 1,376 | 1,464 | | 576 |
| Aug | 6,138 | 892 | 5,246 | 1,636 | 1,338 | 1,739 | 1,428 | | 560 |
| Total YTD | 23,898 | 6,028 | 17,870 | 8,592 | 4,098 | 6,119 | 5,092 | | 1,636 |

| YEAR 2020 | Total Ops | Source | | Total Operations by type | | | | Unknown Mode C | Seaplane* |
|--------------|--------------|--------|-----------|-----------------------------|-----------------------------|-------------|-------|-------------------|-----------|
| | | Local | Transient | Piston Engine SE & ME | Turboprop Single Twin | Helicopters | Jets | | |
| Jan | 802 | 482 | 320 | 566 | 22 | 160 | 54 | | 6 |
| Feb | 834 | 506 | 328 | 624 | 16 | 144 | 50 | | 0 |
| Mar | 796 | 450 | 346 | 530 | 50 | 116 | 100 | | 0 |
| Apr | 622 | 420 | 202 | 474 | 12 | 70 | 66 | | 0 |
| May | 1,242 | 470 | 772 | 654 | 108 | 166 | 314 | | 34 |
| Jun | 2,650 | 590 | 2,060 | 1,022 | 416 | 526 | 686 | | 156 |
| Jul | 4,330 | 1,364 | 2,966 | 2,006 | 766 | 704 | 854 | | 326 |
| Aug | 4,574 | 1,262 | 3,312 | 1,906 | 862 | 740 | 1,066 | | 332 |
| Total YTD | 15,850 | 5,544 | 10,306 | 7,782 | 2,252 | 2,626 | 3,190 | | 854 |

| YEAR 2019 | Total Ops | Source | | Total Operations by type | | | | Unknown Mode C | Seaplane* |
|--------------|--------------|--------|-----------|-----------------------------|-----------------------------|-------------|-------|-------------------|-----------|
| | | Local | Transient | Piston Engine SE & ME | Turboprop Single Twin | Helicopters | Jets | | |
| 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 |
| Total YTD | 23,220 | 4,526 | 18,694 | 7,400 | 5,052 | 7,210 | 3,558 | | 2,854 |

Note: Although I have included the 2020 Operations spreadsheet for your review, the only meaningful comparison of operations is between 2021 and 2019, 2019 being the last “normal” year of operations.

2021 vs 2019

Helicopters down 15% Jets up 43% Turboprops down 18 % Seaplane down 42%
Piston down 42%

Total Ops YTD through August 2021 vs August 2019 up 2%

Summary: Operations seem to be returning to numbers that were present pre-Covid. However the mix has changed. Jets are making up for a drop in all other categories.

Financials

Gross Landing Fees Billed:

August 2021: \$615,325
August 2020: \$397,750
August 2019: \$672,825

YTD 2021: \$2,118,680
YTD 2020: \$ 1,171,950
YTD 2019: \$1,872,315

Fuel Sales in Gallons

August 2021: 220,742
August 2020: 167,445
August 2019: 262,864

YTD 2021: 867,380
YTD 2020: 483,866
YTD 2019: 736,038

Gross Revenue to the Town 2021 YTD at \$.30/gal.: \$260,214
Gross Revenue to the Town 2020 YTD at \$.30/gal.: \$145,159
Gross Revenue to the Town 2019 YTD at \$.30/gal.: \$220,811

Exhibit B

Helicopter Landing Fees

| AIRCRAFT | West 30th Street | East 34th Street | Wall Street | Southampton Helipad | Westhampton Airport | Montauk Airport | HTO |
|--------------------|------------------------------------|------------------------------------|--------------------|----------------------------|----------------------------|------------------------|------------|
| S-92 (15500 lbs) | \$560 | \$550 | \$450 | \$200 | 175/218.75 nite | N/A | \$500 |
| AB-139 (14109 LBS) | \$510 | \$440 | \$350 | \$200 | 175/218.75 nite | \$350 | \$350 |
| S-76 (11700 LBS) | \$450 | \$415 | \$310 | \$200 | 175/218.75 nite | \$350 | \$225 |
| B-407 (5000 LBS)* | \$285 | \$300 | \$185 | \$150 | 175/218.75 nite | \$350 | \$100 |
| R22 R44 R66 | \$160 | \$285 | \$180 | \$150 | 175/218.75 nite | \$300 | \$20 |

* The B407 is the primary type helicopter flown by Blade. They also operate several S76 helicopters

West 30th Street: Regular Operating Hours: Mon-Fri 0700 to 1900, Sat - Sun 1100-1900.
 Additional Off-Ops hours charge of \$300 per engine applies outside of regular hours of operation

East 34th Street: Holidays a double landing fee is applied.
 Late fees apply (Double the Landing Fee) from 7:00 pm to 8:00 pm (closing time)

Montauk Airport charges helicopters \$400 from 8pm to 7am