

Airport Management Advisory Committee

Minutes of Meeting –September 20, 2018 at Town Hall

Arthur Malman, Chairman of Town of East Hampton’s Airport Management Advisory Committee (“AMAC”), called the meeting to order at 9 AM.

The following members of the AMAC were present: voting members: David Gruber, Gene Oshrin Pat Trunzo III, Steve Tuma, Charles Ehren, Kent Feuerring and Arthur Malman and non-voting ex- officio members: Sylvia Overby and Jeff Bragman, Councilpersons and Co-Board liaisons for the AMAC, Len Bernard, the Town’s Chief Budget Officer and James Brundige, Interim Airport Director.

Absent was, a voting member, Munir Saltoun.

Among others attending for all or part of the meeting were Sheryl Gold of Say No to KHTO and residents of EH and neighboring towns who have been working toward helicopter noise reduction over their homes and other members of the public, certain of whom had environmental concerns about airport operations.

The agenda had been previously distributed to members and copies were distributed to attendees.

The next meetings were SCHEDULED for the following at Town Hall, at 9 AM:

Friday, October 19

Friday, December 7

The draft minutes of the August 17, 2018 meeting, as previously distributed and revised, were approved.

Sylvia Overby updated the meeting on the Part 161: the initial public survey work being conducted by town consultants had been completed but final results were not yet available.

Jeff Bragman updated the meeting on the Wainscott water ongoing testing, in-home filters and new water mains, noting that acceptable levels of the contaminants were being lowered by several jurisdictions but that the analysis to date had not led to a determination of the source of the pollutants in Wainscott.

Sheryl Gold asked about what happened with the southern Sierra Route for helicopters and the safety concerns of Bruce Miller, chief controller. Arthur Malman stated that, as discussed at the August meeting, the review by Robinson Aviation resulted in reinstating the southern Sierra Route for helicopter approaches. He also explained that, although members of the public, especially those living north of the airport, had sought 50/50 helicopter use of the northern and southern routes, actual usage was only about 30% for the Southern route—and this was not something that could be changed by the town or the HTO controllers since route selection was the choice of the helicopter companies and pilots.

Kent Feuerring indicated that a concern of Bruce Miller about the southern route had been primarily when traffic using it was heaviest. David Gruber asked why landing helicopters were being mixed into the fixed wing landing pattern rather than, as at most airports, brought in low over Georgica pond under the downwind leg and landing midfield—and then taxiing, like any other aircraft to the terminal.

Arthur Malman indicated that all issues about the voluntary helicopter routes were to be completely reviewed by James Brundige, Jeff Miller, Robinson Aviation, Steve Tuma and others in the fall. Sheryl Gold asked that such a review be made public, along with the Robinson Aviation report recently completed. Arthur Malman explained that he understood that, once the working group had recommendations, they would be presented at an AMAC meeting open to the public.

Sheryl Gold stressed that her safety concerns were separate from her concerns about noise mitigation. She was particularly concerned that, although Bruce Miller, an experienced controller who had been at HTO as head controller for several years, had raised safety issues, they were now being dismissed solely on the recommendation in a verbal report of a Robinson representative—she recommended that the town hire an experience third-party air traffic control expert to review the situation. She also requested an explanation of why helicopters are not flying over Georgica Pond, the most direct approach into the airport from the southern Sierra route>

Arthur Malman explained that he had recommended the use of a third-party expert to put to rest the safety issues and when Sylvia Overby had said it would be costly, he had volunteered that the East Hampton Group for Good Government and other civic groups could bear the cost—but Sylvia Overby had been concerned that if an outside group paid the third party expert there could be questions about the expert’s objectivity.

Arthur Malman asked if the town were actively pursuing a renewal of the Sound FBO lease, pursuing tenants whose leases had expired, and seeking new leases from non-aeronautical tenants for vacant land and from aeronautical tenants for uses such as hangars? Sylvia Overby indicated that the town attorney who had been handling airport expired leases and new leases had left and had only recently been replaced. Negotiations were now active again with Sound and new tenants would be considered—although Landscape Details which had been expected to lease substantial acreage had abandoned its plans for a location at the airport

Gene Oshrin noted that, although one of the new tenants was to have repaved a portion of the western section of Industrial Road approaching its lease area as part of its lease, the section was still unpaved and, with now active use by heavy trucks of the new tenant, kicking up dust toward the airport and neighbors. Sylvia Overby said she would investigate it.

David Gruber pointed out that he had still not seen a standard airport lease although the AMAC and its predecessor BFAC had been recommending it for years. Arthur Malman noted that existing airport leases, copies of which had been hard to find, had been individually drafted with different terms for standard items-- such as different CPI indexes for different leases—which only made lease administration more difficult. Jeff Bragman asked if the AMAC could provide some suggestions of lease

standardization. David Gruber stated that the AMAC had previously delivered a detailed memo on a standard lease to the town attorney's office and the board with apparently few results since the attorney's office claims there is no standard form--which makes little sense. Arthur Malman said he would send Jeff Bragman and Sylvia Overby a copy of the memo.

Jim Brundige reported that the bids for the 8-foot sections of the perimeter fence were expected shortly (see the Airport Director's monthly update attached as exhibit A). Steve Lynch was supportive of the airport looking into bridge grating in the public roadway in runway approach sections where the standard 8-foot fence could not be installed. Questions were raised about the effectiveness of bridge grating and perhaps standard cattle crossings with round poles should be used that Questions were raised on the cost of heavy duty installations that could handle heavy fuel trucks, cement trucks etc. and the dangers to pedestrians and bikers of slick bridge grating and, even more so, cattle crossing poles, especially after rains. This matter would be investigated further by committee members for the next meeting.

David Gruber asked the liaisons if they had authorized the needed second phase of the Baker pavement study so that the AMAC could prepare a rational long-term pavement budget with suitable reserves. Gene Oshrin asked why the town should just keep on spending money on studies and reports that were just put on the shelf and no capital projects were going forward. Arthur Malman explained that although the Town was obviously not undertaking Taxiway A extension or any other capital project, other than critical safety related capital projects or cosmetic crack sealing until after the Part 161, knowing how much should be reserved for replacement and deferred repairs was important for budgeting.

Jeff Bragman asked for a memo on the need for a second Baker report and David Gruber indicated that he would circulate a draft to the AMAC.

Arthur Malman asked if the liaisons had a schedule to raise landing fees (in the aggregate without changing the allocation among aircraft until a reallocation recommendation were made by the AMAC at a later date) at the 4 % annual rate previously recommended with the increment being placed in a separate fund to airport maintenance.

Gene Oshrin was concerned that if money built up in the airport accounts, it would be tempting for the town to reach in and use it for non-airport purposes. David Gruber stated that the airport had to be maintained under grant assurances. Len Bernard explained that as long as the airport were open, the airport fund was a separate fund and could not be used for general town purposes.

Arthur Malman noted with respect to reallocation of landing fees, at the last meeting it had been proposed that we consider allocations based on passenger capacity and by operating and that it had been suggested that we initially do a first stage study of the aircraft types using HTO and test the operating cost of a few of the aircraft types and then, if we wanted a large number of data points from the private company, we might be able to negotiate a lower price per aircraft type.

The meeting adjourned at 10 30 AM.

Respectfully submitted,

Arthur Malman

Exhibit A

AMAC Meeting
Airport Director's Update
September 20, 2018

Close Runway 4-22 as a Runway—Install Signage per FAA

- Bid Package being noticed to the public at tonight's Town Board meeting.
- Bid Package Available September 27th
- Winning Bidder will be awarded November 1st
- Work should take less than a week

Perimeter Fence

- Bid Package noticed to the public on September 6th
- Bids will be opened October 4th.
- Resolution to accept winning bidder-Oct 18th Town Board meeting
- Highway Superintendent Steve Lynch expressed his approval for the bridge grating idea.
- Deer fencing will not be installed on the approach ends of Runways, 28, 16 and 34. The linear footage where bridge grating would be installed in lieu of 8 foot fencing is approximately 1230 feet: 690 feet on Daniels Hole Road for Rwy 28, 270 feet on Industrial Road for Rwy 34 and 270 feet on Daniels Hole Road for Rwy 16.

Crack Sealing—Runway and Taxiway Striping

- Baker is preparing the bid package.
- Target date for noticing bid package to the public—Oct 4th
- Work will be done sometime in November

Noise Abatement Routes and Control Tower Procedures

- Robinson Aviation has been tasked with evaluating all of the Noise Abatement Routes and Control Tower procedures. I have requested a meeting with RVA's VP of Operations and Safety Assessment manager. That meeting will take place sometime in October. Date to be determined.
- A review of helicopter operations for July 20 (the day Bruce made his announcement) through Sept 4, 2018 showed the Sierra Route being used an average of about 30% of the time. Only one day in July approached a 50/50 split. That rate is has been fairly consistent over the past 4 years with only a few days a year achieving close to 50% split.

Airport Finances

- In addition to Len Bernard's very thorough reports, the airport netted the following landing fee amounts in June, July and August: \$286,343 in June, \$489,615 in July, and \$563,299 in August, for a total Landing Fee net revenue of \$1,339,257 (after deducting Vector's commission).
- That is in addition to Lease, Fuel Flowage and Parking lot revenue.

Airport Operations

- YTD thru August 2018 total operations: 21,600
- YTD thru August 2017 total operations: 20,834
- **Increase in total operation: 3.7%**

- YTD Helicopter operations thru Aug 2018: 7,322
- YTD Helicopter operations thru Aug 2017: 6,756
- **Increase in Helicopter operations: 8.3%**

- YTD Jet operations thru Aug 2018: 3,414
- YTD Jet operations thru Aug 2017: 3,332
- **Increase in Jet operations: 2.4%**

- YTD Turboprop operations thru Aug 2018: 4,582
- YTD Turboprop operations thru Aug 2017: 4,010
- **Increase in Turboprop operations: 14.2% *mostly due to Blade Seaplane ops**

- YTD Piston operations thru Aug 2018: 6,282
- YTD Piston operations thru Aug 2017: 6,736
- **Decrease in Piston operations: 6.7%**