

Airport Management Advisory Committee
Minutes of Meeting – December 10, 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, Rebecca Hansen, the Town’s Chief Budget Officer and Jim Brundige, the airport Director.

Absent were Pat Trunzo III, voting member, 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 , newly elected member of the town board, Michael Wright of the Express News Group, Erin Sweeny, executive director of the EH Community Alliance, 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”), Terresa McCaskie of the Southold Town Helicopter Committee, Dr. George Dempsey, Anthony Liberatore, Jill Scherer, Carolyn Gluck, Valerie Di Lore 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.

[these are the minutes for the final meeting of the committee which was not renewed for 2022]

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

Steve Tuma explained that his new aircraft tracking and complaint reporting system, been delayed a few more weeks but he expected to have some in- house tests in a few weeks to be followed by beta testing. David Gruber felt this new system would give us all better data for decision making.

Jim Brundige reported on operations through November and his report is attached as Exhibit A. Although shared helicopter and seaplane operations are still down (possibly reflecting continued covid social distancing concerns), with larger jets still up substantially (possibly reflecting more higher executive living in the area for more of the year). Larger helicopters and jets also account for substantial fuel sales.

Jeff Bragman indicated that he had not yet heard whether Cooley had received a response yet from its FOIL request for the MTP grant assurances.

David Gruber felt that the EH Community Alliance’s airport economic study, and even, to a lesser extent, the Town’s economic study, overstated the airport’s impact on the local economy. The Town’s economic consultants for HTO had, in response to a request from the AMAC, submitted a summary of their data points and assumptions. Erin Sweeny, executive director of the EH Community Alliance, and its own economic consultants

had indicated that they would need a little more time to review it against their own data and assumptions and then come back with a comparison of areas of agreement and differences.

Sheryl Gold felt that the community outreach sessions were tilted toward aviation interests. Arthur Malman said he attended a session and did not think this was a fair comment—his takeaway from attending one of the sessions had been that the continued operations of the airport at the current levels was unsustainable but there was not wide support to completely close the airport, although merely setting evening curfews would not give adversely affected residents material relief.

Jeff Bragman explained that no additional airport studies were contemplated at this stage and that Board had sufficient data to make a decision on the airport’s future. He reiterated his view that it was not practical to game out how various airport restrictions would work out in practice until there was a test period. If unintended consequences were encountered, the trial restrictions could be adjusted.

Jeff Bragman thought that the town should try to acquire MTP so that there could be better coordination between airports. Arthur Malman felt this would not solve much for the next several years, unless the MTP grant restrictions for the next 9 years-- which still have not been reviewed-- would permit (or could be “bought back” to permit) restrictions on operations of helicopters; grant assurances at HTO had effectively prohibited such restrictions until grant assurances expired in late 2021.

Many attendees complained about the continued operations of the airport. Arthur Malman pointed out that many of these complaints were HTO related, but some percentage were about overflights not touching HTO—which would be better understood once the new Tuma complaint system is fully operational.

Jeff Bragman was thanked for his work as airport liaison and both members and non-member attendees urged him to continue his involvement as a private citizen after January 1.

The meeting adjourned at 11:30 AM

Respectfully submitted, Arthur Malman

AMAC
Airport Director's Update December 10, 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
Sep	3,666	842	2,824	1,234	684	1,056	692		312
Oct	2,372	824	1,548	1,050	358	628	336		75
Nov	1,472	414	1,058	624	148	494	206		4
Totals for Year	31,408	8,108	23,300	11,500	5,288	8,297	6,326		2,027

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
Sep	3,486	852	2,634	1,364	538	834	750		232
Oct	2,616	924	1,692	1,236	362	648	370		148
Nov	2,068	868	1,200	1,062	130	528	348		16
Totals for Year	24,020	8,188	15,832	11,444	3,282	4,636	4,658	0	1,250

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	
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	
Totals for Year	29,060	6,560	22,500	10,044	5,852	8,912	4,252	0	3,288	

Note: The following analysis is for 2021 vs 2019, the last “normal” year of operations.

2021 vs 2019 YTD

Helicopters down 6% Jets up 48% Turboprops down 9 % Seaplane down 38%
Piston up 14%

Total Ops YTD through Nov 2021 vs Nov 2019 up 8%

Summary: While helicopters, Turboprops and Seaplane numbers are down vs 2019, Piston and Jet traffic ops are up for an overall increase of 8% YTD.

Financials

Gross Landing Fees Billed:

November 2021: \$104,475

November 2020: \$134,735

November 2019: \$ 60,595

YTD 2021: \$2,704,240

YTD 2020: \$1,782,060

YTD 2019: \$2,223,500

Fuel Sales in Gallons

November 2021: 44,676

November 2020: 62,150

November 2019: 16,717

YTD 2021: 1,108,144

YTD 2020: 743,815

YTD 2019: 857,343

Gross Revenue to the Town 2021 YTD at \$.30/gal.: \$332,443

Gross Revenue to the Town 2020 YTD at \$.30/gal.: \$223,144

Gross Revenue to the Town 2019 YTD at \$.30/gal.: \$257,203