

BFAC/Airport Finance Group

Minutes of Meeting – August 8, 2014 at Town Hall

Arthur Malman, Chairman of Town of East Hampton's Budget and Financial Advisory Committee (BFAC), called the meeting to order at noon.

The following members of the BFAC/Airport Finance Group were present: Pat Trunzo, III, Frank Dalene Gene Oshrin, Peter Wadsworth, Bonnie Krupinski, Toni Somerstein, Mike Diesenhaus and Arthur Malman; David Gruber, Munir Saltoun and Tom Twomey could not attend.

Attending the meeting by invitation was Kathee Burke-Gonzalez, Councilwoman and Board liaison for the BFAC and for the airport and Jim Brundige, Airport manager. Minutes of the last meeting had been previously distributed and were approved as revised. The attached agenda had been previously distributed.

Councilwoman Burke-Gonzalez updated the meeting on bonding of \$270,000 for runway 4/22 repairs as an interim taxiway which had gone out for bid. One bid had a technical deficiency and the job was being rebid on an expedited basis with the intention that the work would be done in September. The bids came in higher than Dennis Yap's estimate and the bonding would have to be increased. She also indicated that the lighting repairs were still on schedule.

Councilwoman Burke-Gonzalez reported that the bids for a new engineer had come in and asked Bonnie Krupinski, Munir Saltoun, Gene Oshrin, David Gruber and Arthur Malman to be a team to review and evaluate the bids. She indicated that one of the engineers recommended did not respond since they were not qualified in New York. Several members of the subcommittee indicated that they had been disappointed in the presentation of DY Consultants at the last meeting who they felt had not shown full command of many of the issues discussed.

It was pointed out that, in particular, the presentation on tree obstructions to certain nighttime instrument landing patterns had been incorrect in certain material respects. Councilwoman Burke-Gonzalez indicated that the current plan was to clear only about 4 acres for class A and B aircraft rather than about the 20 acres which would be required for larger aircraft of type C and D—either proposal would require trimming some trees outside airport property.

In response to a question on the classes of aircraft for which the airport was designed, Jim Brundige, explained that the design requirements related to the largest aircraft that actually used the airport more than 500 times in a year. The Town Airport Master Plan was adopted in 2010 with data from 2007. In 2007, the design aircraft was the Cessna Citation V series which is Category B. Now we have many more Category C and D aircraft. While the DY presentation had estimated that only about 2% of aircraft using HTO were C and D, Jim Brundige indicated that the actual number may be somewhat higher. He indicated that his random checks suggest more than 500 at present, but we wouldn't know definitely if it was more than 5% until we do a final tally for the year.

Councilwoman Burke-Gonzalez then updated the meeting on the portion of the recent meeting with Peter Kirsch that was not part of an executive session and was attended by the Town Attorney, Supervisor Cantwell, David Gruber, Arthur Malman and herself, during which Peter Kirsch had pointed out that the Town should have an economic study to go along with the noise study, did not see a need at this point for the assistance of a lobbying firm to get access to other governmental officials and thought that requests by the Town for congressional support or a meeting with the FAA without definitive noise reduction plans would be premature.

The meeting then turned to a discussion of the four recommendations set out in a draft of an interim progress report from the subcommittee. The members were in agreement on these recommendations with a few small changes to the draft such as the fact that some rent billing periods were not always monthly and a reordering of the recommendations. Councilwoman Burke-Gonzalez was not sure whether the third party lease administrator should be billing and collection and would discuss this item with the finance department.

Arthur Malman pointed out that it would be good to get a survey of airport passengers going before the summer holiday period was over, even though an economic survey group could not be chosen and running before September. He distributed a draft of a survey. Members felt it was too long and should be designed by the economic consultant.

Councilwoman Burke-Gonzalez indicated that this Subcommittee should help design the economic study and there had been an informal meeting to start thinking about the issues. Frank Dalene felt that the economic study was outside the jurisdiction of this subcommittee and felt that it should be done by the other two subcommittees. Mike Diesenhaus felt that this subcommittee would be appropriate for the study.

Arthur Malman indicated that the intention was not that this subcommittee would do the economic study but rather recommend the parameters for the study. He pointed out that if collection of data for the study were not started soon, some of the summer season passenger data could not be collected until the summer of 2015 and the final study not completed until later that year with the result that limitations might not go into effect until 2016. Pat Trunzo III stated that the Town Board could adopt interim limitations for 2015 while completing the study for final limitations in 2016.

With respect to minimal data collection during the remaining weeks of this summer, Arthur Malman then suggested that the Airport could collect (by simple observation) the rudimentary data of how many adults and children were getting on and off aircraft during a two week summer period. The members supported this suggestion, but Jim Brundige indicated some practical difficulties of where his people would have to be located to see the full field and the availability of personnel. It was suggested that some temporary workers could be added for a short period and funded from the budget or possibly by private contributions. Bonnie Krupinski noted she thought that LI Aircraft kept similar records already and Arthur Malman indicated that, if so, it would only require a random spot check to corroborate their data for that side of the field. Jim Brundige said he would work out a schedule of how the airport's

present staff could cover most of the time periods needed to get an accurate count and get back to us with a request for when and how many additional temporary people would be needed.

The meeting adjourned at noon after having the next meeting set for 9:30 on Friday, August 22 nd, at Town Hall.

Respectively submitted, Arthur Malman

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