

BFAC/Airport Finance Group

Minutes of Meeting – November 21, 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 10AM.

The following members of the BFAC/Airport Finance Group were present: and Frank Dalene, Peter Wadsworth, Bonnie Krupinski, Toni Somerstein, Munir Saltoun, Mike Diesenhaus, David Gruber, Pat Trunzo III, Gene Oshrin and Arthur Malman.

During the meeting there was a moment of silence in memory of Tom Twomey who had been a valued member of the Subcommittee, a leader of the community and had died unexpectedly.

Attending the meeting by invitation was Kathee Burke-Gonzalez, Councilwoman and Board liaison for the BFAC and for the airport, Jemille Charlton, Airport supervisor. Also present was Cindy Tuma of Sound Aircraft which had recently brought two actions against the Town on airport matters, copies of which had been distributed by email to all members and a representative of Sabin Metals, a frequent user of the airport for its business.

Arthur Malman invited both members of the public to join the discussion. Minutes of the last meeting were distributed and approved. The attached agenda had been previously distributed.

Councilwoman Burke-Gonzalez reported that she was working closely with the new engineering firm and repairs on 4/22 as a taxiway were starting to be followed by lighting. She had also asked the firm to develop a WAAS system for helicopters as had been suggested by Jeff Smith of the Eastern Regional Helicopter Association and others. Further work on additional phases of the noise study were discussed and Mike Diesenhaus suggested having some of the analysis to be done on this phase be also applied to the original 2013 data since he believed that it would be helpful for a more complete picture of that year and would be relatively simple and inexpensive to do once the model for 2014 had been developed.

The meeting then turned to a discussion draft of the second progress report and Peter Wadsworth led a discussion of the assumptions in the updated spreadsheet for Scenario 2B and the first few summary pages. Several suggestions for revisions were made and will be incorporated in the next draft.

Arthur Malman had emailed the members revised drafts for the sections on Upgrading the Fuel Farm and Fuel Operations, Improving Collection of Landing Fees, Lease Agreements for Car Rental Parking, and Leasing Land for Construction of New Hangars for Existing Based Aircraft.

Cindy Tuma asked about the sizes of the new tanks being proposed for the fuel farm and a discussion ensued about the recommended size for new tanks of 25,000 gallons for Jet Fuel and 10,000 gallons of 100 LL. It was explained that the focus was to get a jet fuel tank large enough to avoid multiple deliveries on most of the busiest summer days. While the airport could go higher than a 25,000 gallon tank for the

unusual day when, even with such a large tank, demand could necessitate a second delivery would not be cost effective because of the higher tank cost, transportation expense and building cost. It was determined that the section on possibly having the FBO's buy their own fuel directly from the suppliers and store it in the fuel farm needed more work and would be in a subsequent progress report.

With respect to the section on Improving Collection of Landing Fees, Jemille Charlton explained that additional cameras were already being considered. Arthur Malman suggested that before a decision is made on whether to pay for the cameras or have Vector pay for them and then have Vector deduct a portion of the collections to repay itself, the Subcommittee should see a breakdown of the differences in final cost.

Jemille Charlton led a discussion on a different Vector system that might be better for our airport and end up being more cost effective. Vector, which currently provides semi-automated landing fee billing services to the airport has proposed a significant upgrade called VNOMS, which would be substituted for its existing system at a significant cost savings while adding services that would enhance the airport's ability to monitor noise and charge appropriate fees. It would also replace the separate Air Scene system now used at the airport but which may no longer be cost effective. Jemille Charlton was favorably impressed by the initial VNOMS system which should be reviewed further by the other airport Subcommittees and the airport engineers to determine its utility and also to ascertain whether the existing cameras, including the new ones described above can be used for it.

On the idea of relocating the airport management office to an unfinished second floor rotunda, Bonnie Krupinski noted that the present airport terminal had been designed that way but the plan was never finished. There was a ball park estimate of about \$150,000 for this project, including a lift to the second floor to comply with ADA requirements.

On car rental parking, Jemille Charlton reported that Hertz had sent a copy of its needs assessment form for rental companies and he was asked to circulate copies among the companies for completion.

On leasing land for construction of new hangers for existing based aircraft presently at tie downs, it was pointed out that there were a couple of locally based aircraft that were not presently at tie downs at the airport on a regular basis but rather (because a suitable hangar was not available) at a hanger nearby to prevent damage to the planes and we should make sure they were included as possible candidates for a hangar. No member raised any objection to this clarification and appropriate language will be included in the final version of the report.

Toni Somerstein reported on a conversation with Jeremy Samuelson, Executive Director of the Concerned Citizens of Montauk about a new alternative helicopter landing area in the eastern part of the town along the water as had been suggested by the new airport engineers and Jemille Charlton. He envisioned strong community opposition to any such plan and it was suggested that no such plan be pursued, especially since Montauk already had an airport.

The meeting adjourned at 1:00 PM after having the next meeting set for 11 AM on Friday, December 12, at Town Hall.

Respectively submitted, Arthur Malman