



DRAFT - March 3, 2015



Preliminary
Airport Traffic
Diversion Study



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- Four Local Laws are proposed to address the problems created by disturbance from noisy aircraft at the Town Airport. Since the proposed laws will prevent noisy aircraft from using the airport during certain times, the Town Board has asked its consultant to complete a qualitative diversion study so that a thorough analysis of the impacts of the proposed laws can be made as required by SEQRA.



Potential Responses to the Proposed Restrictions

- ▶ Change the timing of flights to comply with restrictions
- ▶ Divert to another airport
- ▶ Utilize quieter aircraft
- ▶ Shift from helicopter to fixed wing aircraft
- ▶ Use highway or rail instead of flying
- ▶ Reduce the number of trips to the region



There are many variables that will determine the number of landings diverted to local airports.

- ▶ Location of final destination
- ▶ Flying time
- ▶ Required fuel
- ▶ Ability to refuel at the airport
- ▶ Driving distance
- ▶ Airport amenities
- ▶ Weather constraints
- ▶ Hours of operation/staffing
- ▶ Personal scheduling
- ▶ Carrier scheduling



What local airports could the traffic be diverted to?

- Montauk Airport
- Gabreski Airport
- Southampton Heliport

Helicopter Landings

2006 - 2014

- How have the number of helicopter landings changed over time at each local airport?

year	EH	Montauk	Gabreski	SH
2006	2893	NA	890	NA
2007	3394	NA	1276	NA
2008	3033	NA	1220	658
2009	2685	NA	593	688
2010	2960	168	719	678
2011	2510	217	544	817
2012	2844	214	633	915
2013	2864	266	697	800
2014	4198	385	450	890



What is the flying time between NYC
and each local airport?

▸ *Data pending*



What is the “on the road” distance between local airports and local hamlets?

Airport	Amagansett	East Hampton Village	Sagaponack	Sag Harbor	Bridgehampton	Southampton Village
EH	~7 miles	~4 miles	~5 miles	~4 miles	~5 miles	~11 miles
Mont auk	~16 miles	~18 miles	~25 miles	~25 miles	~25 miles	~31 miles
Gabr eski	~32 miles	~29 miles	~24 miles	~27 miles	~22 miles	~17 miles
SH	~21 miles	~18 miles	~8 miles	~16 miles	~11 miles	~5 miles



How do the airport facilities where traffic could be diverted compare?





Gabreski Airport

- ▶ 1,451 acres in size
- ▶ 3 active runways, including one 9,000 feet long – among Long Island's longest after JFK International
- ▶ on-site fuel
- ▶ Control tower operational and staffed and staffed 24 hours/7 days
- ▶ Fixed base operator
- ▶ Full fire and rescue
- ▶ Utilized by private aviation, corporate businesses and air taxi services
- ▶ Passenger terminal
- ▶ Multiple rental car companies
- ▶ Restaurant
- ▶ Inland location (~2.5 miles from ocean) and full FAA certified weather system
- ▶ 24 hour security provided by Suffolk County Sheriff's Office.
- ▶ Suffolk County Police Department and the Air National Guard present on-site



Montauk Airport

- ▶ 37 acres with one active runway and a crosswind runway used for storage
- ▶ No fuel
- ▶ No passenger terminal amenities
- ▶ Open 24 hours but only staffed during daylight hours by one person (possibly 2 during peak season)
- ▶ No communication regarding airport conditions when staff is not present
- ▶ Weather conditions subject to quick changes, wind and fog
- ▶ Located ~275 ft from Block Island Sound
- ▶ Landing can be affected by winds conditions altered by ~30 ft dune



Southampton Heliport

- Helipad only
 - Landing restrictions:
 - May 1 - September 15: 8am – 7 pm
 - Sep 15 – Oct 31: 8am – 6pm
 - Nov 1 – Dec 31: 7am – 4pm
 - Jan 1 – end of Feb: 7am – 5pm
 - Mar 1 – Apr 30: 7am – 6pm
 - Helicopters with gross weight >15,000 lbs are prohibited
 - Landing approaches and departures must be over Shinnecock Bay
 - No parking, services or on-site fuel
 - Helicopters shall not sit on the helipad while awaiting the arrival of passengers
 - Located between bay and ocean, ~350 feet from the bay and ~1300 feet from the ocean
 - Subject to foggy weather conditions
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Study Consultant: Peter Stumpp

- ▶ The Airport Traffic Diversion Study that is being prepared by Peter Stumpp will be completed shortly and the results used to help prepare the Town Board's SEQRA analysis of the proposed noise reduction laws.
- ▶ Area of Specialization: Mr. Stumpp specializes in forecasting, market analysis, air cargo, and airport noise studies. Recent assignments include directing the forecasting and benefit cost analysis for Part 161 studies at LAX and VNY, advising equipment trust certificate holders during a cargo airline bankruptcy, analyzing the feasibility of an airport and intermodal cargo center in Louisiana, evaluating US and European operations of an international ground handling firm, preparing a strategic plan for a leading airport equipment manufacturer, evaluating alternative US hub site locations for DHL Airways, forecasting freight traffic and cargo facility requirements at Chicago O'Hare and Boston Logan airports, and analyzing the demand for specific types of freighter aircraft.
- ▶ Education: BA, History, Harvard University; MA, City and Regional Planning, Harvard University