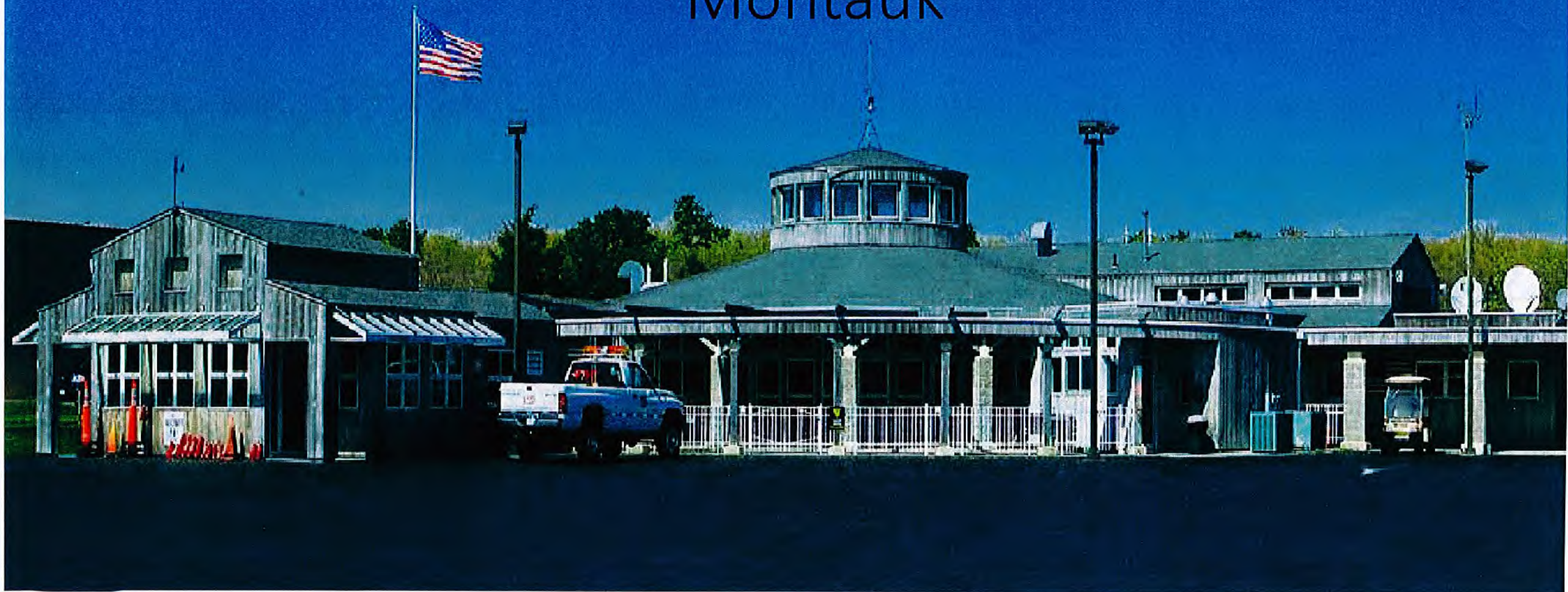


Airport Director's Update
May 5th 2015
Montauk



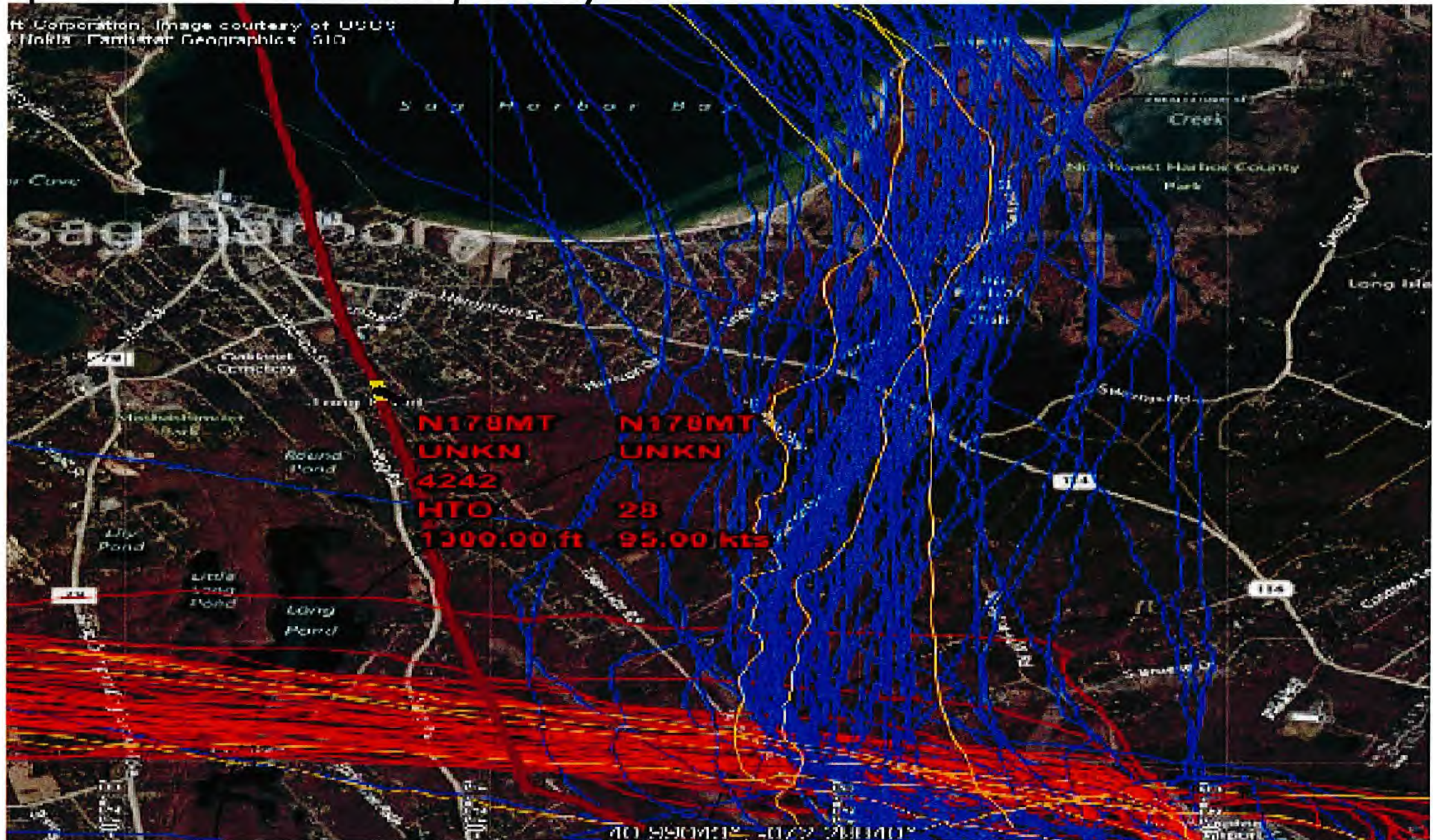
2015 Noise Abatement Routes

- Change Echo Route wording
 - Wording previously had traffic flying along the West Side of Barcelona Neck. Now Moved to the **East Side**.
 - Echo 2 is now a **Mandatory Flyover Point** where previously traffic would fly by which put them over homes in Sag Harbor.
 - Added way points Echo 3 & Echo 4 to keep traffic in the ferry slip to, “ Avoid any over flight of Shelter Island and North Haven.”

2014 Echo Route



Snap shot one day July 2014



41°00'28.5"N 72°15'26.6"W

Barcelona
Point

Echo 2 Manditory Flyover Point



Little
Northwest
Creek

Sag Harbor Golf Course

Sag Harbor



2015 Echo Route



Montauk Airport (MTP) Noise Complaints

- Plane Noise will add MTP prompts to system to give residents an option for traffic they believe is associated with MTP
- We will be able to create MTP specific reports.
- Startup Costs:
 - One Time fee of \$2000.00
 - For development and program modifications
 - Subscription Fee of an additional \$400.00 a month
 - For system maintenance, complaint reviews
- 10 Business days to complete startup

MLAT Update

- Site Survey completed May 1st
- Two Sensors online
- Working with Verizon to get the other Three running as we speak
- Will keep posted on progress

VNOMS

- Integration work has begun with Plane Noise (complaints), Vector (VNOMS), and NAVAID (MLAT)
- Camera Buildup has begun
- Camera Install tentatively set for the week of May 18th
 - Anthony Littman has committed to assisting where needed
- Once data feed is completed from MLAT, VNOMS will go live (should be around the same time as camera install)

Obstruction Mitigation

- Through work with DY Consultants we have received approval from the FAA for the use of RWY 10's VGSI to temporarily mitigate three approaches
 - RNAV (GPS) Y RWY 28
 - RNAV (GPS) Z RWY 10
 - RNAV (GPS) X RWY 10
 - However they note all efforts should be made to remove the 20:1 visual penetrations as the VGSI is not a permanent solution

Obstruction Mitigation

- Michael Baker International completed Work Authorization #1 over winter
 - Conducted a photogrammetric aerial survey to identify the heights and locations of all objects that currently penetrate the 20:1 OIS obstacle surface per Resolution 2014-1295

Obstruction Mitigation - Phase 2 Obstruction Removal

Upcoming- Baker will perform the following Scope Items with a goal of assisting the Town and HTO in restoring all published approaches that were canceled via FAA Notices to Airmen (NOTAM):

- Coordinate with appropriate FAA personnel to determine whether Obstruction Lighting will suffice in lieu of removal of obstructions on property that is not controlled by the Town.
- Perform an analysis of raising the approach angle of one, or both Precision Approach Path Indicators (PAPIs) and/or adjusting their distance from the landing threshold associated with Runway 10-28 to compensate of penetrations to the 20:1 TERPS visual area obstacle identification surface.
- Determine the level of Environmental Clearance and/ or mitigation that will be required to remove the identified obstructions.
- Assist the Town in coordination with property owners identified in the previous effort to inform them of the Town's desire to remove, top (in the event of vegetation) or light the obstructions.
- Assist the Town in developing Aviation Easement language to be used for negotiation with adjacent property owners and eventually to allow the Town access to remove or top obstructions and maintain clear approaches (visual area and FAR Part 77 surfaces) to Runway 10-28.
- Develop construction cost estimates for the removal of obstructions, topping of vegetation, adjustments to visual landing aids (PAPI) and installation of obstructions lighting where appropriate. Cost estimates will include anticipated permitting, environmental mitigation, and potential property acquisition (easement) costs.

Airport Perimeter/Deer Fencing

Upcoming – Baker will work with Airport staff to develop options for enclosing the Airport in order to reduce the risk of deer wondering onto the active airfield. Options will include:

- Enclosing entire airfield area with 12-foot high chain-link fence topped with barbed wire.
- Supplementing the existing fence by adding new fence only where no fence currently exists
- Developing and presenting options for access control to ramps (proximity cards, key punch, remote control units, etc.)
- Alignment of proposed fence will be determined based on results of the boundary survey (to be included in this effort), and an analysis of the required clearances for 4 current runway approach ends