

Airport Management Advisory Committee

Minutes of Meeting –December 2, 2016 at Town Hall

Arthur Malman, Chairman of Town of East Hampton’s Airport Management Advisory Committee (“AMAC”), called the meeting to order at 9 AM.

The following members of the AMAC were present: voting members, Pat Trunzo III, Cindy Herbst, Bonnie Krupinski, David Gruber, Gene Oshrin, Munir Saltoun, Charles Ehren and Arthur Malman and non-voting ex officio members, Kathee Burke-Gonzalez, Councilwoman and Board liaison for the AMAC, James Brundige, interim Airport Director, and Len Bernard, the Town’s Chief Budget Officer. Absent was Peter Wadsworth.

Among others attending (some of whom attended only part of the meeting) were Larry Cantwell, Town Supervisor, Marguerite Wolffsohn, Town Planning Director, Alex Walter, Executive Assistant to the Supervisor, Kent Feuerring, the president of the EH Aviation Association, and Zachary Cohen, a member of the Town’s Nature Preserve Committee, along with several other members of the public.

Michael Waibel and Greg VanderMolen of Baker Engineering, and Catherine van Heuven, outside aviation counsel to the Town, also joined the meeting by telephone.

Arthur Malman invited all members of the public to join the discussion. The agenda had been previously distributed by Kathee Burke-Gonzalez.

The next meeting was SCHEDULED for 11 AM on Thursday, December 15, 2016.

The minutes of the November 21, 2016 meeting, as circulated with corrections to the initial draft, were approved.

Kathee Burke-Gonzalez passed out newly updated and further corrected Obstruction Removal Exhibits 3 (Part 77 34:1 analysis) and 4 (Part 77 20:1 analysis) prepared by Baker and showing revised areas suggested for clear cutting and selective tree cutting.

Arthur Malman suggested that, since the 34:1 analysis showed 212 acres being affected and the 20:1 analysis showed only 116 acres being affected, Baker do no further work on a 34:1 analysis.

David Gruber suggested that the Town go to the FAA with only the 20:1 approaches on the airport property being subjected to clearing or selective cutting on about 5 acres since the transitional areas would require an additional 81 acres

With respect to identifying areas for only selective cutting, it was reported that Waldbridge surveyors had indicated that they did not have sufficient room among the trees to triangulate heights of individual trees. Zachary Cohen noted that he had gone out to inspect the area of the main runway approach west of Daniel’s Hole road and thought that the surveyors might be able to triangulate heights from this distance. However he thought that, with a combination of available topographical maps of the

airport and Lydor fly over data available, tree heights could be plotted. David Gruber and Michael Waibel discussed techniques to get the desired results and Baker will provide the new information to the AMAC at a subsequent meeting.

Marguerite Wolffsohn discussed her research on the possible height potential and growth rates of the types of trees around the airport and it was concluded that allowing about for about 10 feet of further growth over 10 years would be a good rule of thumb for cutting decisions.

Pat Trunzo III stated that once the percentages of trees 10 feet below the approach planes in various areas with penetrations were determined, the Town Board could decide where there should be clear cutting and where selective cutting should take place.

Arthur Malman asked that a group consisting of Zack Cohen, David Gruber, James Brundige and Bonnie Krupinski follow up on the tree height data with Baker and report back to the full committee.

Arthur Malman clarified that the current plan would be to do no tree cutting of any kind until after the FAA indicated that it would be satisfied with the plan finally proposed.

The meeting then turned to the safety fencing and the deer fencing. Baker stated that their estimates were that the cost per foot of the lower double fence, exclusive of plantings, would be about the same as the higher fencing.

David Gruber asked about the effectiveness of the lower four foot double fencing. Zachary Cohen explained that for his own property he was starting with double five foot slanted out fencing and noted that deer would be wary of a jump take off area that was not solid.

Arthur Malman reiterated his question from last meeting to the aviation representatives present about reconsidering going to 5 rather than 4 feet for the lower fencing in the approach areas. Gene Oshrin and Kent Feuerring were adamantly against any fence height above 4 feet for these areas. A suggestion to dig a trench outside the fence, to in effect make the fence higher from the lowered deer take off point, was also rejected since, if a plane did have to abort its take off, it might crash into the side of such a ditch. Finally a suggestion to move the road further eastward near the end of the main runway for about \$3-500,000 to be funded over about 5 years by a 10% increase in landing fees was rejected at this time.

The working group of Bonnie Krupinski, Cindy Herbst and James Brundige was asked to work with Baker to finalize the style of deer fence around the terminal and the safety fence around the main terminal and around the executive terminal.

James Brundige reported that the PAPI and REIL work will be integrated with the construction of the main taxiway A extension which will also include signage additions as per FAA requirements, along with the other modifications discussed at the last meeting.

James Brundige also reported that the fuel farm plans with the final changes for the eye wash station and a sump separator system will be resubmitted to SCHD next week. He indicated that these

final changes will not affect the final approval already given by SCHD for the farm plan and the Town can go out for bids next week with the final plans for construction to begin in the spring.

Larry Cantwell stated that before proceeding with the fuel farm, the town and the FBO's should consider who will build and operate the fuel farm and then renegotiate the FBO lease extensions accordingly. He also asked what role, if any, should the AMAC play in the lease negotiations?

Cindy Herbst rejected this suggestion saying that FBO lease negotiations were the responsibility of the Town that could not be delegated to the AMAC. After discussion, members agreed that the AMAC should not handle the FBO lease negotiations at this time.

Arthur Malman suggested that, before lease negotiations begin, since there had been many changes in the twenty years since the FBO leases had been originally entered into, the two FBO's should present to the town items that they would like to add to their leases and items that are no longer of use.

Munir Saltoun felt it would be important, during the process of extending the FBO leases, for the Town to determine how it wants the airport to operate so it can perhaps incorporate those objectives in the leases.

David Gruber stated that, as the airport owner, the town has the right, under grant assurances, to monopolize airport services in order to generate revenue for support of the airport. Santa Monica is creating its own FBO to capture monopoly profits to help support airport operations. Unlike private vendors who retain their profits, all profits generated by the Town, were it to provide services directly, would have to be devoted to support of the airport. When the Town franchises its monopoly powers to an FBO, the grant assurances require that the leases should assure competitive services at competitive prices. Pat Trunzo III stated that this meant that profits for FBOs must be reasonable.

Bonnie Krupinski stated the committee had previously concluded the town should not try to enter a new business like fixed base operations since its record with non-core projects had not been good. She also added that the new fuel farm construction should not be held up while FBO leases were being negotiated – its replacement should remain a high priority since the existing one is in poor condition and sits over the Town's sole source aquifer. She pointed out that once fuel farm were completed there could still be a change in how, and by whom, it was operated, but stressed that its replacement should not be delayed.

Larry Cantwell asked for the AMAC's recommendations on issues to extensions for the FBO leases and Arthur Malman in turn asked that members review the leases and airport operations and help develop a list of issues. The ensuing discussion resulted in AMAC agreeing to provide a list of issues to include in the renegotiations by February 15th.

Because of the complexity of the issues affecting these specialized FBO leases and the need for the FBOs to prepare now for next season, it was suggested that the leases be temporarily extended for 12 months so that the issues could be carefully considered. Larry Cantwell said he would meet with the FBOs to determine the economic and other terms of the temporary extensions.

On Hertz signage, James Brundige reported that Hertz was putting signs on the dashboards of its rental cars to identify those properly parked and non-rental cars were not parking in the car rental areas to avoid paying parking fees. Nonetheless, he was pressing Hertz to post their permanent signs.

Bonnie Krupinski recommended that James Brundige also consult Lisa Larsen's security company about security cameras and other security procedures before putting out bid specifications.

James Brundige reported that the surveyors were completing the surveys of the balance of the tenant areas beyond just the terminal areas and working to mark the points of the public ramp for painting.

He also reported that the Town engineer had been asked to consult on the parking lot flooding issue in the car rental area.

James Brundige indicated that the signage changes raised by the FAA's follow up inspections were scheduled to be completed next week.

The meeting adjourned at 11:00 A.M.

Respectfully submitted,

Arthur Malman