

Airport Management Advisory Committee

Minutes of Meeting –April 21, 2017 at Town Hall

Arthur Malman, Chairman of Town of East Hampton’s Airport Management Advisory Committee (“AMAC”), called the meeting to order at 10 AM.

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

Among others attending (some of whom attended only part of the meeting) were Alex Walter, assistant to the supervisor, Zachary Cohen, a member of the Town’s Nature Preserve Committee, Kent Feuerring, President of the EH Airport Pilots’ Association and Jonathan Sabin, along with several other members of the public.

Arthur Malman invited all members of the public to join the discussion. The agenda had been previously distributed.

The next meeting was SCHEDULED for THURSDAY, at 9 AM, on May 18 at Town Hall with subsequent meetings scheduled for THURSDAY, at 9 AM at Town Hall on June 15, July 20 and August 17

The draft minutes of the March 24, 2017 meeting, as revised and recirculated, were adopted.

Kathee Burke-Gonzalez reported on the presentations to the Town Board at its recent meeting by Jeff Smith of the Eastern Regional Helicopter Council (ERHC) on the development of 2017 voluntary noise reduction guidelines for HTO and by Ted Baldwin of HMMH on his company’s 4-18-17 noise report, copies of which presentation materials had been distributed to the Committee. Noise complaint data as compiled by HTO since 2012 with the Plane Noise system has been supplemented since June 2016 by data from an additional system: Air Noise Report (ANR).

The ERHC noise data only reflects complaints lodged directly to them on their own site. Charles Ehren was concerned about the methodology and data being used by the ERHC, pointing out that important data was missing and wanted greater availability of all data to the public.

Kathee Burke-Gonzalez explained that the data collection program for-ANR had been developed by a private individual on his own time and that it would be even more valuable with four enhancements:

#1 - Expand the coverage area to extend east past Montauk and west past Riverhead.

#2 - Eliminate the filtering out of larger jets in the East End coverage area, as jets above 12,500 lbs. are currently being filtered out.

#3 - Replace the “large” and “small” aircraft categories with “jet” and “prop” categories, and add a “multiple” category for the logging of manual complaints, for consistency with Plane Noise.

#4 - Add the capability for complainants using the “mapped” complaint entry system to tap the screen a second time to identify their current location to obtain their latitude and longitude when they were disturbed.

David Gruber suggested that the Town seek a license from this private developer to use the software and enhance it for its own purposes (and not for resale) and Kathee Burke-Gonzalez would follow up on this with the developer.

Kathee Burke-Gonzalez also reported on the order by the Supreme Court for further briefing from Friends of East Hampton Airport for the certiorari petition now before it with the respect to the recent 2nd Circuit decision against the town’s ability to set noise restrictions. Several amicus briefs had been submitted to the court in support of the Town’s petition, including, importantly, one by the City of New York which had been distributed to the Committee.

Len Bernard reported that in response to a question yesterday from Arthur Malman, he had begun checking with the town’s outside consultants and state authorities about the ways in which the town could use airport funds for projects outside the airport when all FAA grant assurances ran out, including if the airport were closed or if the airport were operating and leasing and other revenues sharply increased so that the airport fund were running a surplus. While some preliminary thoughts were shared by members, Len Bernard wanted to wait to get responses from the people he had posed the questions to before having a fuller discussion.

James Brundige reported that work would begin shortly on the new fuel farm which should be completed mid-summer. The project total cost is now about \$1.35 million.

Arthur Malman thought that the design of the farm had left room to include an emergency generator. He explained that when the committee discussed emergency generators about a year ago, David Gruber had felt that they were unnecessary since, among other things, the airport could accommodate military aircraft which, in an emergency, could land at HTO without airport lighting and refueling capabilities. Arthur Malman explained that in his recent discussions with local people involved with emergency responses for the town, some pointed out that in a regional emergency it was likely that military aircraft would be concentrated on up-island more heavily populated areas and East Hampton would be reliant on private helicopter and other pilots who, unlike the military, would need lighting and other facilities to operate at HTO.

David Gruber strongly disagreed that the airport should be diverting funds to emergency generators without a thorough-going review of overall town and regional emergency planning. He doubted that the airport would serve any meaningful function in an emergency for which generators would be necessitated.

Other members disagreed and felt that not having generators at the airport continues to be a major shortcoming that should be remedied. Len Bernard pointed out that after a recent major storm, LIPA and other first responders had used the airport as their primary staging area, but luckily electrical power was available.

Alex Walter and Kathee Burke-Gonzalez were asked to consult with the town personnel in charge of emergency planning to see how the airport fit in with their overall contingency planning.

James Brundige reported on ongoing projects.

Pavement Report Baker's pavement expert, Harold Honey was tied up on other projects and, thus Baker was delayed in submitting a spreadsheet on our additional comments and questions, with notations of those that would require a supplemental work authorization.

Perimeter Fence James Brundige has a meeting set up for the first week of May with the FAA NY ADO to get their feedback on various possible deer fence solutions at the approaches. Gene Oshrin confirmed that the EH Pilots' Association, was against any fence in the approaches higher than 4 feet even if lighted. Meanwhile Walbridge is completing its survey and the utilities mark out so a final design can be completed.

Terminal Safety Fence The project, with a projected cost of \$54,000 should be completed in the next couple of weeks. The airport will be also acquiring a few crowd control moveable fences for better ramp control.

Runway 28 PAPIs and REILS James Brundige reported that purchase order approval is expected by May 4 and project will go out for bid. To minimize traffic interruptions work will be done only on Monday afternoons through Thursday mornings and after 9 pm.

Wind Study This is expected in about 2 weeks

Taxiway A Extension and Taxiway D Rehabilitation. Survey work will be completed shortly with engineering to follow. Bidding will proceed this summer so that work could start in the early fall.

Tree Obstructions along Taxiway A. The removal work should be completed in a couple of weeks at a cost of \$6800.

Tree Obstructions in the Approaches. The target date for this project remains this fall and we should have more clarity on this project after the May meeting with the FAA

4-22 Pavement Rehabilitation from 2014 DY has been unresponsive to requests for background information leading the members to suspect that they are avoiding the issue. We are waiting for Baker to confirm the negative findings from the key borings as the first step of our inquiry

Security Cameras project completed.

Parking Lot drainage in Car Rental areas The project should be completed next week at a cost of about \$30,000.

Paid Parking Kiosks and app are working well, but the kiosks cannot print out tickets for ½ hour parking. We will need a separate time machine for this and, depending on price, it may require a bid.

Control Tower The new direct telephone line to TRACON has been successfully installed and Bruce Miller will be arriving Monday for set up and training for the season.

Runway and Taxiway Lighting The first contractor on the NYS list is not responding to request for a bid on repair of broken lights and we may need to contact another.

Kathee Burke-Gonzalez reported that the Town would be seeking bids for the design and implementation of a passenger survey as recommended at the last meeting, limited this year to passenger counts and destinations on a busy two-week period. Bonnie Krupinski suggested that this could be done by the town itself, but Kathee Burke-Gonzalez pointed out that the third-party professionals would help insulate the survey from claims that it was biased.

Kent Feuerring gave a short report on plans for a fly over and open house for the community at the airport for this September. This type of airport family day had been done annually several years ago but not in recent years and, when suggested last year, it had been too late to organize.

The meeting adjourned at 11:30 AM

Respectfully submitted,

Arthur Malman