

Airport Management Advisory Committee

Minutes of Meeting –October 25, 2017 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: Charles Ehren, Bonnie Krupinski, Gene Oshrin, David Gruber, Munir Saltoun, Pat Trunzo III and Arthur Malman and non-voting ex officio members, Kathee Burke-Gonzalez, Councilwoman and Board liaison for the AMAC, and James Brundige, Interim Airport Director.

Absent were voting member Cindy Herbst and non-voting ex-officio member Len Bernard, the Town’s Chief Budget Officer.

Telephone participants were Kent Feuerring, President of the EH Airport Pilots’ Association, and Harold Honey and Mike Waibel of Baker Engineering

Among others attending were Ron Price of QED, members of the Wainscott Citizens’ Advisory Committee (WCAC) along with many other Wainscott residents and several other members of the public. A signup sheet had circulated with 11 sign-ins but additional people were recognized to speak and without the 2 minute limits originally anticipated.

The agenda had been previously distributed to members and copies were distributed to attendees.

The next meetings were SCHEDULED for the following Fridays, at 9 AM, at Town Hall:

November 17, December 15 and January 19.

The draft minutes of the August 17, 2017 and the September 29, 2017 meetings as previously distributed (with a minor correction to “shocked” of the tower controllers’ reaction when a helicopter appeared unexpectedly from the trees behind them).

Arthur Malman welcomed the large number of the public attendees present and gave a short history of the airport and some of the issues related to cross wind runways.

James Brundige showed a video on the problems caused by cross winds and tactics pilots could use to land with them and then answered questions with respect to the presentation.

Ron Price then presented a slide presentation of the Cross Wind Study Phase II (which had been previously distributed in full to members). The study had considered about 26,000 wind data points from HTO. The report’s conclusions included the findings that, although, when combined with the main runway, 4-22 offered better cross wind coverage in the busy summer months than 16-34, the differences between having 4-22 or 16-34 were only “marginal”. Therefore, other factors, including

community impacts, would need to be considered before finally recommending to the Board a preferred cross wind runway at HTO.

Among the comments by the public attendees, some of whom had erroneously believed that vote on the final selection of a cross-wind runway had been scheduled for this meeting, to not open 4-22 and/or close the airport were:

1. Why community impacts had been listed last in the Price report among the other factors to be considered in a final choice of a cross wind runway—Ron Price explained that there had been no intention to present it as a lesser priority.
2. The Wainscott homes were now finding their well water infiltrated by a harmful chemical from the airport-- Kathee Burke-Gonzalez explained that the source and extent of the chemical had not yet been established but over 200 wells were being tested and bottled water was being made available to Wainscott residents by the Town.
3. Residue from overflying aircraft using leaded fuel was falling on neighborhood homes, and people, especially children, could be harmed by it—a choice of 4-22 would exacerbate the problem and the AMAC was ignoring it [actually a reduction of leaded fuel had already been on the agenda and is discussed below]
4. Airport noise reductions had been ineffective.
5. There are people around airports that have reported cancer and there could be a relationship.
6. Some aircraft had flow so low over homes as to rattle them and in one case, allegedly, clipped a branch that dropped into a swimming pool.
7. The airport was serving rich people, many of whom did not live in the town or pay property taxes to EH
8. There was no Wainscott representative on the AMAC and the AMAC should meet with the WCAC to understand its concerns. Arthur Malman stated that he and other members would do so [this visit was subsequently tentatively set for WCAC's Feb 3 Saturday meeting].
9. It was hard to even learn when the AMAC was meeting and neither its agenda nor its minutes were on the town website---attendees were directed to the town's "htoplanning" website where AMAC minutes were posted along with a wealth of other airport related material. [AMAC minutes have been including a reference to upcoming AMAC meeting dates]

Various AMAC members gave their personal views on one or more of these issues [the sign-in sheet had clearly stated:

Please remember we are strictly an advisory group appointed by and serving at the pleasure of the Town Board and have no authority to act for or bind the Town in any matter. Any statements made by any member are strictly their personal views and may not reflect Town policy.

A discussion then ensued with Harold Honey and Mike Waibel on the Baker response to the AMAC comments on the Baker Pavement Report. David Gruber explained the need for the AMAC to have additional information from Baker for it to develop life-cycle pavement costs for each of the various pavement sections which were not yet part of the Baker report. Mike Waibel explained that much of the data for this next step was already available to Baker and they would submit a work authorization for this next phase of the process.

Arthur Malman explained that several months ago Kent Feuerring had already raised the issue of the phase out of 100LL. Kent Feuerring's concern had been that the new fuel farm be able to accept the replacement fuel for 100LL. The new fuel farm will have initially 3 tanks and has space for a fourth which could accept the new fuel type. James Brundige reported that local distributors were not yet supplying no-lead fuel suitable for most piston planes; these planes would need engine modifications and re-certifications from the FAA to use it. [See the Airport Directors October 27 Update attached as Exhibit A, for more details on the fuel substitute and pending projects].

Frank Dalene explained that he was using a new no lead fuel for his racing cars which he got in 50 gallon drums. It seemed doubtful that this fuel could be used by most piston planes, but the EHPA and James Brundige were asked to look into it further for our next meeting.

The meeting adjourned at noon

Respectfully submitted,

Arthur Malman

EXHIBIT A

AMAC Meeting Airport Update **October 27, 2017**

Control Tower

- Robinson Aviation (RVA) was the only company responding to the RFP for Controller Services.
- RVA proposal being reviewed by Purchasing, Legal and my office

- Baker WA 15: Consideration is being given to raising the height of the Control Tower to provide controllers improved visibility and to enhance “Special VFR” procedures
 - Estimated cost of raising the Tower: (See Handout)
 - 30 ft Height: \$617,300-623,000
 - 50 ft. Height: \$646,500-723,300
 - Engineering Services: \$85,000
 - Approximate Total depending on type of base including Engineering cost: **\$703,000-808,000**

Perimeter Fence

- Terminal Safety Fence installed and operational except for cargo gate—having bumper strip installed for improved safety—additional \$1700.
- Aeronautical Sections: Drawings complete including 8 foot deer fence with obstruction lights proposed for Daniels Hole Road
- Still awaiting a reply on Form 7460 submitted to FAA with regard to 8 foot fence on Daniels Hole Road.
- Bid package ready next week
- As reported last meeting, Bid Package can be issued and construction started before we hear from FAA.

Runway 28 PAPI/REIL Project

- Construction begins Monday Nov 6th
- Expected to be fully operational by Thursday Nov 9th

Taxiway A Extension and Taxiway D Overlay Project

- Drawings complete
- Bid Specs and Bid Schedule will be complete the end of Oct.
- Bid award expected end of November

Runway 28 Tree Obstructions

- Bid package has been sent out.
- Bids due back November 2nd.
- Work will be completed by the end of November.

Fuel Farm

- Transfer pad and tank pad complete.
- Electrical Work for the wiring of the fuel farm is on schedule
- Canopy footings have been built and Canopy structure erected.
- Tanks and fueling skids are in manufacturing. **Expected at the Nov 21.** This is three weeks later than reported last month. Several pieces of equipment are backordered.
- Coordination with PSEG LI is occurring to extend the 3-Phase power to the site.
- Storm water Leaching Pools are installed.
- Looking to have the new fuel farm up and running in **mid- December.**
- Removal of existing fuel farm to follow starting in **mid- December.**

Runway 16/34 Cleaning and Sealing Cracks

- Asking for quotes from local paving companies.
- This was done April, 2014. Needs to be done again.
- Approximate cost: \$15,000

Generator Fuel Farm

- Engineering Services for Fuel Farm Generator: \$12,950
- Fuel Farm Generator Estimated Cost: \$71,800

Reduced Lead in Aviation Gasoline

- Some aircraft engines can use 94 octane unleaded. Those that can do not need an engine modification, however the aircraft owner may need an STC, Supplemental Type Certificate, allowing them to use a lower octane fuel.
- Because many higher performance engines cannot use 94 UL, 100LL Avgas would still have to be available for sale.
- Our supplier, World Fuel does not sell 94UL.
- Neither Gabreski nor Islip sell 94UL.