

Airport Management Advisory Committee

Minutes of Meeting –April 20, 2018 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: Bonnie Krupinski, Gene Oshrin, David Gruber, Pat Trunzo III, and Arthur Malman and non-voting ex- officio members: Sylvia Overby and Jeff Bragman, Councilpersons and Co-Board liaisons for the AMAC, James Brundige, Interim Airport Director and Len Bernard, the Town’s Chief Budget Officer.

Telephone participant was Charles Ehren, a voting member. Absent was Munir Saltoun, a voting member (tried to call in after Ehren but the Town’s telephone system could not accommodate two incoming calls).

Among others attending for all or part of the meeting were JoAnne Pilgrim, Executive Assistant to the Supervisor, Kent Feuerring, President and Jonathan Sabin of the EH Aviation Association, several Wainscott residents and other members of the public.

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

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

Thursday, May 17

Friday, June 22 [originally Thursday June 28]

Friday, July 20

Friday, August 17

Thursday, September 20

Friday, October 19

Friday, December 7

The draft minutes of the March 23, 2018 meeting, as previously distributed, were approved.

Jeff Bragman gave an update on the Wainscott water issues. While testing is on-going there is still no definite indication of where the perfluorinated chemicals originated. James Brundige explained that he had been meeting with DEC personnel to review present and historical uses of various sites on the airport in their effort to determine the appropriate spots for more test wells. Bonnie Krupinski reminded James Brundige to discuss with the DEC the prior uses of the Police and LTV sites by Brennan Ferrin and Shaw Aero who may have used some chemicals in their operations.

Arthur Malman reported that he had spoken with the town attorney who recommended that, because of pending litigation, no further environmental testing at HTO at this time beyond that being directed by the SCHD and DEC. Also reviewed were most of the HTO lease problems highlighted at the last meeting, and although the assistant attorney in charge of leasing had left, the attorney's office seemed conversant with the leasing problems and was reportedly pursuing litigation and/or other efforts for settlement on each them.

The meeting then discussed the several hundred thousand dollars in rents being lost each year from vacant parcels, the need, as the AMAC had recommended numerous times, to actively market them, with signage, ads and an exclusive broker with commercial experience or an active direct program by the Town. With respect to the 5 ½ acre parcel north of the runways, it was pointed out the planning department was, for several years now, to come up with a subdivision for hypothetical tenants. The more realistic approach, which again had been recommended by the AMAC numerous times, would be to offer the parcel for rent now and, once suitable tenant (s) were found, lay out a subdivision which would meet their actual needs while not precluding other marketable parcels on the balance of the subdivision.

Sylvia Overby was asked to coordinate the HTO summer 2018 passenger survey with the larger field studies being done by an outside contractor for the part 161 this summer.

The members reviewed the various potential options set forth by the Part 161 attorneys in their April 17 presentation to the Board. The AMAC and its predecessor BFAC-Airport Subcommittee, after extensive review had found operational hurdles with several of the tactics suggested. For example, since there were different owners for many planes operated fleets such as Net Jets and other charter operations, limiting each "owner" to a specified number of operations in a period would penalize local owners who typically have a single plane as opposed to the charter companies who could simply arrange to have different "owners" planes come into HTO during the relevant period and evade the restriction. Based on economic modeling which showed that landing fees were only a small portion of the cost of a flight, increasing landing fees or adding noise surcharges to change behavior would be ineffective unless those increases were more than 300%. As to the various considerations with regard to allocating land slots or tags—although auctioning these would be a substantial new revenue source for HTO—there were various challenges on when to allocate the slots or tags (some charter flights are set up well in advance, while others are set up only on the day of the flight or a day or two earlier) to prevent people from simply buying them up in advance to make a profit on resale. Applying quotas for a time or a day and then prohibiting landings thereafter could be exceeded while an aircraft was already en-route. Giving the airport manager the authority to grant or withhold permission for operations is unrealistic since HTO does not have adequate staffing for this and subjective judgments would invite litigation.

David Gruber explained that this whole approach was backward. The Board should first decide what the restrictions should be and only then explore the best tactics to achieve them not waste time and money exploring the tactics first, some of which may be irrelevant. There was general agreement by the meeting with this view. Similarly, there was concern that economic studies could be premature until possible restrictions were proposed that could be the basis of the study.

Bonnie Krupinski pointed out that any restrictions should be limited to the summer season rather than the winter when the town wanted to encourage more visitors. There was also a discussion of the desirability of differentiating between busy times each week, generally from noon on Thursday through noon on Monday, and those other times when there were much fewer operations per hour.

Bonnie Krupinski asked why a separate helicopter landing area in Nepeague close to the water should not be among the options. Sylvia Overby explained that if a new heliport were to be considered it should be in neighboring community such as Sagaponok, Noyak, Southampton, etc. -- which do not yet have any airport and that any new EH site would engender strong opposition from neighboring community. Arthur Malman also pointed out that unless the FAA were to require all helicopters to use the new heliport and prohibited any helicopters at HTO, present helicopter charter companies have indicated that they would not agree to use a new facility exclusively since a new competitor might come in and use HTO.

Arthur Malman asked if any Board decision had been made yet on whether HTO should subsidize UL 94 sales for summer 2018. Until a decision is made to go forward the AMAC and Sound would do no further work on this proposal.

James Brundige then reviewed his monthly update (a copy of which is attached as Exhibit A)

On the taxiway A extension Sylvia Overby suggested that it would make the project more acceptable if it were coupled with the permanent abandonment of 4-22 as a runway. Members of the EHAA stated that, given the importance of immediate need for the taxiway A extension, they felt that their members would reluctantly give up returning 4-22 to runway use if that would move the Taxiway A project off dead center.

The members of the AMAC unanimously agreed to support joining these two initiatives to get Taxiway A extension started immediately before the two crosswind runways, being misused as taxiways, start collapsing as Baker expected to happen in two years.

Jeff Bragman felt that this was positive but he would not want to spend HTO money on a new major project before understanding what HTO funds could be needed for solutions to the Wainscott water problems. Arthur Malman pointed out that between substantial reserves and bonding capacity there could be over \$10 Million available to the airport even after paying for the Taxiway A extension— and even more funds would become available as presently vacant land were leased and older tenants with pre-existing purchase options exercise those options.

James Brundige reported on the position of the chairman of the Architectural Review Board, who, during a walk-through of the airport, said he personally would not vote to approve any fence along Daniels Hole Road or around the terminal of over 6 feet. David Gruber felt that this was untenable given the experts at Cornell and elsewhere those research had shown that a six-foot fence would not stop a significant number of deer while an 8-foot fence would stop all but the biggest bucks. Arthur Malman recounted his own experience when he saw a small doe standing parallel to his 6-foot fence and from a dead stop springing over it.

David Gruber felt that stories from a fence builder or a homeowner with something less than an 8-foot fence possibly working should not be substituted for Cornell University's rigorous research.

Because of the danger to human life from deer/aircraft crashes with a mere 6-foot fence, if the full ARB voted to limit the airport to 6-foot fencing when some farmers were already permitted to use 8-foot fences to protect their crops, it was felt that the AMAC should make a presentation before the full board on this issue if the ARB was insistent on limiting any fence heights to 6 feet.

The meeting adjourned at 11 AM.

Respectfully submitted,

Arthur Malman

EXHIBIT A

AMAC Meeting **Airport Director's Update** **April 20, 2018**

Taxiway A Extension and Taxiway D Overlay Project

- Drawings complete.
- Funding is in place.
- Bid package is ready to be sent to contractors.
- Estimated cost: \$2.1 million.
- Awaiting Town Board approval to proceed.
- Need to discuss timeline for construction if Board approves the project.

Fuel Farm

- The new facility was filled and tested last Friday. There are a few bugs to be worked out, but generally it worked well.
- The tanks need to be kept full for a week for lab testing—this ensures that the epoxy lining is not leaching into the fuel.
- We should be able to start using the new Fuel Farm next week.
- Old Fuel Farm will be removed soon after the new one is fully functional.

Perimeter Fence

- The Drawings are complete and bid package is ready to be given to Jeanne Carroza
- I am meeting with the ARB next Thursday.
- Richard Myers did a walk-through with me to understand the scope of work and approved of everything except the height—he will not approve a fence in the open sections of Daniels Hole Road and the Terminal area higher than 6 feet. He approved decorative fencing in black around the Terminal. He wants the entire ARB to weigh in, but those are his recommendations.
- I have discussed the issue with a prominent deer fence company in the Hamptons and had them visit the sites. They told me that deer will not jump a 6 foot fence if they cannot see through to the other side. So, I suggested to Richard that if we put in a 6 foot fence, the project could include plantings on the inside of the fencing on Daniels Hole Road and around the Terminal. He approved.
- The deer fence company also said, they were quite sure deer would not come down the entrance to the Terminal to enter the airport. They generally get in from forests or fields. I have never seen evidence of deer around the Terminal building—droppings or damaged fencing or of deer sightings.

NY State DEC Testing at Airport

- Town Board passed a resolution at last Tuesday's work session to approve DEC access to all airport property, including leased property.
- I met with members of the DEC and SCHD on Wednesday for 2 hours.
- Discussed the plan for upcoming soil and water testing.
- Provided them with guidance as to areas where foam has been used.
- Did a tour of the airport to inspect hangars and other areas of interest.
- They expect to start testing within the next couple of weeks.
- FAA Form 7460 vs NOTAMs for work to be done in areas near runways and taxiways.