

Airport Management Advisory Committee

Minutes of Meeting –May 17, 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: Gene Oshrin, David Gruber, Charles Ehren, Pat Trunzo III, Steve Tuma 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.

Absent were Bonnie Krupinski and Munir Saltoun, voting members

Among others attending for all or part of the meeting were Bruce Miller, chief Tower controller, JoAnne Pilgrim, Executive Assistant to the Supervisor, Kent Feuerring, President and Jonathan Sabin of the EH Aviation Association, Kathy Cunningham of Quiet Skies, several Wainscott residents, residents of neighboring towns who have been working toward helicopter noise reduction over their homes 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:

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 April 20, 2018 meeting, as previously distributed, were approved.

Arthur Malman explained that the main purpose of this meeting was to acquaint members of the public with how HTO operated on the ground and how its airspace was being used, both when the tower was open and when it was not. In that regard the secretary to the Town Councilmembers had notified organizations and people who had been active in discussions about airport noise or who might otherwise have an interest in HTO about the presentation to be made at this meeting.

Procedurally Arthur Malman explained that after each presentation segment members of the public as well as members of the AMAC would invited to ask questions limited to a clarification of the

material presented but would not be permitted to make policy statements or suggestions for operational changes. However, at the end of all the presentations members of the public would be given the opportunity to make policy statements or suggestions for operational changes.

James Brundige reviewed in detail the different areas of HTO and how the various classes of aircraft used HTO for landings, take offs, taxiing and parking, both when the tower was operating and when it was not. He noted that 4-22 had been closed as a runway for several years and that, in connection with the completion of Taxiway A extension, the AMAC had unanimously supported 4-22's permanent abandonment as a runway, retaining it only as a taxiway (with old broken asphalt, beyond the width needed for a taxiway, being removed). He explained the need to reorganize aircraft parking and suggestions that had been made by Sound Aircraft to improve safety and operations of aircraft on the ground.

Bruce Miller explained how the tower operated, the air space in which it had authority to direct traffic and the FAA limitations on its authority--even in the controlled area. He also explained how fixed wing and helicopter traffic was routed in the air outside the limited area of tower control and how the tower interfaced with the FAA's regional control of all airspace. In particular he explained how back-ups at HTO could adversely affect surrounding operations at other airports. He noted that neither the Tower nor the airport manager had authority from the FAA to limit the number of landings and takeoffs at HTO.

Bruce Miller also explained that the helicopter routes developed by the Eastern Regional Helicopter Council were voluntary only. All the helicopter companies regularly using HTO who were members of the ERHC instructed their pilots to abide by the route guidance, although a new pilot or a visiting aircraft might not be familiar with the procedures. When non-compliance occurred, he and the ERHC would speak to the pilot and he would contact the director of operations of the helicopter company involved who would speak further with the offending pilot. However, he reminded everyone that pilots, always, had the responsibility and authority to make changes in procedures in the interest of safety.

Once all questions were asked and answered about the presentations, Arthur Malman called upon members of the public for suggestions for operational changes or policy statements.

Rick Prinz suggested that the helicopter companies could, within FAA policies, enter into a users' agreement to limit landings and takeoffs which would could be presented to the FAA. It was noted that while FAA guidelines encouraged this procedure, the helicopter companies regularly using HTO were concerned that if they agreed to a procedure, unless the FAA mandated the limitations for all aircraft at HTO, non-signatory helicopter companies could offer more convenient services and win over customers who had been using the signatory companies.

A Noyak resident suggested changing the outgoing route of the larger helicopters so that they would take off to the northeast but then turn south over less populated areas and ultimately get to the ocean south of HTO. Bruce Miller explained that this was not practical since the helicopters would then

be flying across the approach air space used by fixed wing planes landing or taking off on the main runway toward the west and increase the danger of a possible mid-air collision.

Another Noyak resident thought that a larger percentage of helicopters were entering and leaving HTO to and from the North than to and from the South. James Brundige explained that HTO did not have those figures, but that he would try to track that information for a week or two and then share it with the public.

Arthur Malman asked Jeff Bragman and Sylvia Overby if any decision had been made by them on a program to offer subsidized sales of 94 NL at HTO during 2018, noting that Sound Aircraft had offered to share the burden of the subsidy in the interest of improving public relations with airport neighbors who were concerned about lead from the fuel now being used by piston aircraft. Since no decision had been made by them, he pointed out that, unless the Town Board within the next week or two authorized the airport to implement subsidized sales of 94NL, it would be impossible to do so for summer 2018.

Jeff Bragman gave an update on the Wainscott water issues, the plans for a special public water district and the immediate proposal to subsidize in home filtration units in those areas of concern.

Members renewed the AMAC request to Jeff Bragman and Sylvia Overby that they decide if the town wants to pursue leasing of available parcels at HTO with a professional outside commercial broker or try to do the leasing internally with town personnel using on-site signage and advertising, with initial inquiries directed to the Town Purchasing Department. It was pointed out that hundreds of thousands of dollars of new revenues were potentially available and no organized efforts at leasing had been made for almost a year. Likewise, Sound Aircraft and LI Airways had been complaining that the town was not bringing their lease re-negotiations to a conclusion, although the new lease terms would likely mean more revenues to the airport.

Sylvia Overby gave a short update on the PART 161 and indicated that the 2018 airport survey could be undertaken by the outside consultants who will be working on the Part 161.

James Brundige gave a presentation on the latest plan to remove much of the 4-22 pavement beyond the portion necessary for use as a taxiway for light aircraft as part of the Taxiway A extension project. Arthur Malman noted, that, as had been suggested by Sylvia Overby, the AMAC had unanimously recommended to the Town Board that the Taxiway A Extension project be coupled with the permanent abandonment of 4-22 as a runway. Since the taxiway would be narrower and shorter than a runway the old broken pavement on the outer portions of old 4-22 could be removed along with sections south of the main runway and north of the 16-34 connection. Sylvia Overby noted that a taxiway-wide portion of some of 4-22 south of the main runway should be retained to provide access to the runways for the vacant parcels reserved for aeronautical use in that area.

It was suggested that the Town Board proceed promptly with all necessary steps to be taken under the Town Code to amend the ALP to change 4-22 into a taxiway, then make pen and ink changes to the ALP accordingly and file it with the FAS. Meanwhile move forward with the Taxiway A extension

project since sections of the secondary runways are already starting to collapse from their continued misuse as a taxiway for heavy jets.

James Brundige's May 17 Airport Director's report is attached as Exhibit A.

The meeting adjourned at 11 AM.

Respectfully submitted,

Arthur Malman

EXHIBIT A

AMAC Meeting **Airport Director's Update** **May 17, 2018**

Ramp Management for 2018

- Steve, Bruce and I are working together on a plan to manage the Ramp.
- Because of the volume of Floatplanes, which can be quite chaotic in front of the Terminal, Steve has suggested moving their operation to the East Ramp.
- Move small piston planes to north ramp and service floatplanes on the East Ramp instead of in front of the Terminal.
- Helicopter parking and maneuvering.

Taxiway A Extension and Taxiway D Overlay Project

- Waiting for Town Board approval to proceed.
- Funding in place.

Resolution to close Runway 4-22 as a Runway

- Cannot be done without a public hearing and environmental assessment per Town Code.
- After all comments are heard and it has been determined that no SEQRA action is required, Town Board passes the resolution and a pen and ink change is made to the ALP.
- When that process is complete, pavement that used to be Runway 4-22 cannot become a runway again without a public hearing and environmental assessment and FAA approval.

Fuel Farm

- Operational
- Both Fuel Farms will be operational until all of the bugs have been worked out with the new facility. Then the old facility will be emptied and decommissioned.

Perimeter Fence

- Meeting with Zach and Arthur Wednesday night
- Meeting with ARB again on May 27th to re-visit fence height.

NY State DEC Testing at Airport

- Ground water testing and soil sampling is complete.
Results due in a couple of weeks.