

Airport Management Advisory Committee

Minutes of Meeting –June 22, 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: David Gruber, Pat Trunzo III, Steve Tuma, Munir Saltoun, 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.

Participating by telephone was Charles Ehren, voting member. Absent was Gene Oshrin, voting member

Among others attending for all or part of the meeting were Kent Feuerring, President and Jonathan Sabin of the EH Aviation Association, residents of EH and neighboring towns who have been working toward helicopter noise reduction over their homes and other members of the public, certain of whom had environmental concerns about airport operations.

Arthur Malman expressed the profound grief of the entire town at the tragic loss of AMAC member, Bonnie Krupinski , and her family who had been such vital forces in the community.

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, July 20

Friday, August 17

Thursday, September 20

Friday, October 19

Friday, December 7

The draft minutes of the May 17, 2018 meeting, as previously distributed, were approved.

Jeff Bragman updated the members on the ongoing water testing in Wainscott and at the airport. The town expected test results shortly and planned to extend Suffolk County water lines to the area with the creation of a new water district. In the meantime, while still supplying bottled water to affected residents, the town had approved a program to assist affected homeowners to install individual water filtration systems with grants of 90% of the cost up to \$3,000. Jeff Bragman expressed his surprise and disappointment that so few affected homeowners have elected to participate in the grant program, despite direct mailings and public advertising of the program.

Sylvia Overby reported on the progress of the public survey work being conducted by town consultants at the airport and elsewhere for the Part 161. Arthur Malman asked if the questions from the airport's 2017 survey were being incorporated as part of this work as she had previously indicated would be the case. Sylvia Overby responded that the town was not publically disclosing the questions at this time. Pat Trunzo III and David Gruber felt this made no sense since the questions were in fact being asked of the public. Arthur Malman asked, without disclosing the exact questions, whether they included where people going through HTO were going, how often etc and got a vague response.

Pat Trunzo III and David Gruber reiterated their prior observation that, without first determining what restrictions were to be imposed, the survey and other economic data gathering was without direction and a wasteful, premature expenditure.

Sylvia Overby reported that she, Jeff Bragman and the town's attorneys had a meeting with the FAA and its attorneys to discuss airport matters. In response to a question of what was discussed, Jeff Bragman initially said that the discussions were covered by attorney-client privilege. Pat Trunzo III, and David Gruber, both attorneys, pointed out that attorney-client privilege was inapplicable since third parties beyond the town and its attorneys were present. Jeff Bragman, corrected himself but said these were in the nature of confidential settlement discussions of litigation matters with attorneys from both sides. Pat Trunzo III and David Gruber Pat Trunzo III and David Gruber challenged the notion that a Part 161 could be called a litigation matter. No agreement was reached on whether an appropriate standard for non-disclosure had been given.

Arthur Malman explained that, while members were happy to discuss alternative landing fee allocation formulas in detail as had been done by the AMAC and its predecessor BFAC previously, it would be a waste of time and effort if the town were to adhere to the prior position that this was not open to change. David Gruber pointed out that the AMAC a couple of years ago had been specifically asked to stop further discussion of this topic apparently on the advice of prior counsel.

Jeff Bragman asked how landing fees could be structured beyond weight alone. Arthur Malman explained that, although many airports based landing fees solely on weight alone, this was not an FAA requirement. HTO previously had different rate structures for fixed wing aircraft and helicopters and other airports apply these differences along with other classifications, such as those based on commercial and non-commercial uses to develop their landing fee schedules.

David Gruber pointed out that the FAA guidelines recognize wear and tear on airport infrastructure as the basis to allocate landing fees. Arthur Malman explained that, while clearly heavier aircraft put more stress on pavements than light-weight helicopters, the helicopters do not use the tower (which costs the airport about \$400,000 per year) or the fuel farm less than fixed wing heavier aircraft. Nor do the helicopter passengers put less stress on the terminal, rest rooms, parking areas, snow removal, or airport administrative services.

As a result the town, by adopting a landing fee allocation based solely on weight, is in the anomalous position of having purposely dramatically reduced helicopter landing fees (adding to the

helicopter companies' profitability for HTO use) at the same time as the town claims it is trying to control airport noise from helicopters.

Jeff Bragman and Sylvia Overby said that they would discuss with the town's new aviation attorneys reopening the landing fee issue and report back to the members whether a detailed analysis of landing fee re-allocations should be undertaken.

It was confirmed that the town board had taken no action to support Sound Aircraft's offer to share with the town in a small subsidy to encourage use by piston planes of no lead fuel at HTO for summer 2018 and so their continued use of leaded fuel will continue at present levels.

Arthur Malman asked whether the town had made a decision on whether to use an outside professional commercial broker to find tenants for HTO commercial vacant land that could bring in several hundred thousand dollars a year in new rents or would allocate funds to do it in house with a strong newspaper marketing campaign and outreach.

Sylvia Overby felt that neither was needed since people come to the town of their own accord if they want space and since local brokers know of the availability and often, after months of discussion, when potential tenants learn of building restrictions they go elsewhere. Arthur Malman said he absolutely disagreed, especially with regard to vacant land for non-aeronautical use that could be a source of new revenues and new jobs. No AMAC member who has property for rent or sale has advocated just sitting and waiting for offers without a "for rent" sign or aggressive marketing. An exclusive commercial broker would pay for ads and actively solicit qualified tenants (and other brokers) and guide potential tenants quickly through the due diligence and approval process. If the town does not want an exclusive broker, the town can do the advertising, signage, and solicitation itself, but to do nothing results in nothing—neither new rents nor new jobs. Rents and jobs lost for 2018 by Town Board inaction cannot be recouped in some later year.

James Brundige reported that the permanent abandonment of 4-22 as a runway (removal of portions not needed for a taxiway) and the extension of Taxiway A was ready to go out for bid and asked when Board approval should be expected. Sylvia Overby said that this project was on indefinite hold.

Arthur Malman reminded everyone that the Baker pavement study states that the subsurface was never designed on either secondary runway for use as a taxiway for heavy jets and, as a consequence, continued such misuse would result in portions collapsing within the next year or two—and photos of 4-22 several hours after a rain showed some depressions already deepening in areas where jet wheels routinely passed. David Gruber reiterated that this project would not result in any additional HTO traffic but rather save the airport substantial sums by preserving pavements now being misused.

It was suggested by members that the only reason not to go forward with this project would be to underscore to the FAA and aviation interests that the town was spending no money to preserve the airport (for other than imminent major safety issues) if there was a chance that it would be closed if no material noise reduction was forthcoming.

James Brundige reported that the architectural review board had reconsidered its insistence that the deer fence be limited to 6 ft so that the recommendation would only apply around the terminal. As a result, the project was ready to go out to bid. A suggestion had been made by Zach Cohen that steel bridge grating could be used as a deer retardant at runway ends where there was continuing concern about an 8 ft fence—as a result the bid process would be held up so that this idea could be reconsidered with the engineers along with the exact portions of the perimeter fence affected and the results reported at the next meeting.

James Brundige also reported that the FAA was insisting on changing signage to show 4-22 as only a taxiway and this would need to go forward in any case.

Steve Tuma and James Brundige reviewed Sound Aircraft's plan to relocate parking areas for different types of aircraft to improve safety and operations; the plan was implemented several weeks ago and appears to be working well.

The meeting adjourned at 11 AM.

Respectfully submitted,

Arthur Malman

