

Airport Management Advisory Committee

**Minutes of Meeting –January 11, 2019 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: Pat Trunzo III, Steve Tuma, Munir Saltoun, Gene Oshrin, Kent Feuerring, and Arthur Malman and non-voting ex- officio members: Sylvia Overby and Jeff Bragman, Councilpersons and Co-Board liaisons for the AMAC, and James Brundige, Airport Director.

Absent were voting members David Gruber and Charles Ehren, and non-voting member and Len Bernard, the Town’s Chief Budget Officer.

Among others attending for all or part of the meeting were Jonathan Sabin of the EHAA, Michael Hansen of the Wainscott Citizens Advisory Committee and 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 and safety concerns about airport operations.

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, February 8**

**Friday, March 15**

**Friday, April 5**

**Friday, May 17**

The draft minutes of the December 7, 2018 meeting, as previously distributed, were approved.

Jeff Bragman updated the meeting about the completion of water mains in Wainscott which are now read for hook ups. SCHED testing had been substantially completed but definite source of the problem had been identified although firefighting foam, Teflon coatings and other chemicals were among the likely sources. Arthur Malman repeated his question about whether the abnormally high reading of 719 at one Wainscott private well test site might give clues about the source of the present problems; Jeff Bragman said was looking into it.

Jeff Bragman explained that test wells remained at the airport. The area had not yet been designated a superfund site. However, four hot spots had been identified at the airport and the DEC was now considering remediation. Simple aeration would not do the trick since these were not volatile chemicals. As a result, more expensive remediation procedures such as earth removal and carbon blocking could be needed. Litigation had been commenced against the chemical manufactures for

contributions to remediation costs. Testing was also going forward at the sand pit but the owners were not being fully cooperative.

James Brundige reported he would be working with the purchasing department to publish, after, an RFP for proposals for replacements of the 3 four-foot straight sections (totaling 1300 feet) along the approaches, recognizing that little or none of the “temporary” 4-foot straight sections might be salvageable. The RFP would be open ended as to design: tilted, curved or any other configuration that the town board may ultimately choose

In general, the liaisons reported that the Town was re-evaluating its approach to the Part 161.

James Brundige and Kent Feuerring circulated their preliminary draft of technical explanations showing why allegations that helicopter pilots were turning off their transponders was not realistic from a safety and functionality analysis. Arthur Malman suggested that they share their next draft with Teresa McCaskie who had been among those suspecting transponder turn-offs to get her comments before a final document was generally publicized.

Arthur Malman asked if the town and Sound Aircraft had made any progress on the FBO lease negotiations. Sylvia Overby said she understood negotiations were proceeding. Steve Tuma corrected that, indicating that nothing of substance was happening.

She also reported that the new tenant who was to have made some improvements to parts of Industrial Road was now moving forward with them and a new prospect for leasing land had made inquiries. Arthur Malman reiterated his point that trying to lease land without signs, advertisements and a professional effort has resulted in the Town continuing to lose hundreds of thousands of dollars per year of potential lease revenues. No progress was reported on the several tenants not paying rent.

It was reported that, in response to the Sound Aircraft Part 16 challenges a few years ago, the FAA had found that the town acted reasonably in raising landing and fuel flowage fees based in large part on the studies done by the AMAC and its predecessor BFAC-airport subcommittee. Arthur Malman noted that the FAA findings indicated that they were uncertain whether AMAC meetings had been open to the public and he thought that Sylvia Overby’s suggestions to include the names of members of the public at meetings and improve publication of agendas would prevent that misunderstanding in the future.

David Gruber had circulated an analysis of using operational costs as one basis for a new landing fee formula but which concluded that it would not have a material effect on re-balancing landing fees between helicopters and fixed wing aircraft after the town’s decision on a weight only formula had the unintended result of dramatically dropping landing fees for helicopters (making their operations at HTO more profitable) at the same time as the town was trying to control their noise levels and numbers of operations.

James Brundige reported that he was awaiting the Baker proposal for the phase II pavement reports. It had been agreed that the Baker proposal would be reviewed by David Gruber and others before being presented to the Board to insure that the necessary information would be covered.

James Brundige reported he was working on getting Ron Price approved to review the Robinson findings of operational safety of the tower operations after the report of problems by the chief controller, Bruce Miller.

It was reported that the FAA had apparently completed its hearings on the Atlantic route as required by the recent re authorization legislation in a perfunctory manner with nothing of substance expected out of it.

James Brundige reviewed his project update report, a copy of which is attached as Exhibit A.

Arthur Malman initiated a preliminary discussion of investigating the putting solar panels on town and private buildings at the airport as well as ground level installations over the parking lot and other locations and tying them together into a mini-grid. From comments of the Liaisons and other members there would be support for further work on this.

The meeting adjourned at 10 AM.

Respectfully submitted,

Arthur Malman

**Exhibit A**

**AMAC Meeting**  
**Airport Director's Update**  
**January 11, 2019**

**Pavement Report Phase II**

- Baker has been tasked with developing a proposal for the report. As soon as I receive it, I will forward to the Town Board for an approval resolution.

**Close Runway 4-22 as a Runway—Install Signage per FAA**

Contrary to last month's report, the concrete work, painting and wiring were able to be completed in December.

Lighted signs are on order and will be installed as soon as they come in—probably February. That will complete this project and will be signed off by the FAA.

If the Town wants the old broken asphalt removed, I will ask for quotes from local contractors on State or County contracts. Probably a good idea since sometimes the loose, broken asphalt ends up on the taxiway producing FOD.

**Perimeter Fence**

- Nothing new to report from last meeting.
- Still planning a spring installation
- Jeanne Carroza has been contracted to put out an RFP for Perimeter Fence Phase II.

**Crack Sealing—Runway and Taxiway Striping**

- Engineering drawings are complete
- Job will be put out to bid next month.
- Completion planned for spring.

**FAA and Robinson Noise Abatement and Control Tower Procedures**

- Comment period for the FAA's re-evaluation of the North Shore and South Shore routes was closed January 2<sup>nd</sup>.
- Awaiting the FAA report. Our procedures depend greatly on what the FAA decides. Once we know how they rule, we can put together a meeting with Robinson and ERHC to fine-tune the 2019 noise abatement routes.
- Status of engaging Ron Price to review Control Tower safety concerns
  - Robinson Aviation's Safety Assessment Office has reviewed the procedures and declared them safe.

- Hiring an independent third party to review the procedures requires an RFP. I need input from AMAC as to what the RFP should ask for and approval from Sylvia and Jeff to put out an RFP.