

Airport Management Advisory Committee

**Minutes of Meeting –March 15, 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, David Gruber, Steve Tuma, 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, Len Bernard, the Town’s Chief Budget Officer and James Brundige, Airport Director.

Absent were voting members Munir Saltoun, and Charles Ehren. Among others attending for all or part of the meeting were Gail Simmons of the East Hampton Aviation Association, Michael Hanson 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, April 5**

**Friday, May 17**

The draft minutes of the February 8, 2019 meeting, as previously distributed, were approved.

Sylvia Overby reported that there had been some discussions with potential tenants. Arthur Malman reiterated his comments that there were still no for rent signs, no ads and no brokers and this procedure of just sitting back and waiting for lease inquiries was costing the town hundreds of thousands of dollars a year in lost rents. He indicated that the Supervisor had recently indicated in passing that he thought that for rent signage had been approved a couple of years ago—although still nothing had been done.

Kent Feuerring asked about the status of the Sound renewal. Steve Tuma indicated that there had still been no substantive progress. Arthur Malman asked if the Town really wanted to renew this lease or simply wait until 2021 to see if the airport would be kept open or closed? Sylvia Overby indicated that the Town wanted to negotiate now, and she would follow up.

A question arose about the airport leasing space to Blade. It was noted that Blade does not charter helicopters but rather considers itself a booking service. Arthur Malman noted that the airport rules do not cover that category with any special requirements such as there are for an FBO, Flight School etc. and should be revised to do so.

With respect to the issue of hiring an independent consultant to review the differences between the views of the chief controller and Robinson Aviation about the safety of the Sierra route during busy times, Jeff Bragman reported that Robinson had changed its mind again and would not issue a report. Arthur Malman recommended again that the town hire an independent consultant to evaluate the two positions. Sylvia Overby thought it would be unwise for the town to hire an independent consultant to review the statements of the Robinson. Arthur Malman pointed out again that if there were an accident with the Sierra route, a lawyer would jump at the chance to represent the injured or deceased parties if there is no definitive resolution by an independent expert of the differences between the public statements on safety concerns by the chief controller and the reported statements from Robinson that these were not major concerns.

Jeff Bragman said would like to contact Robinson again about a written report before moving toward a bid request to qualified professionals for a resolution of the differences on safety.

Arthur Malman reported that, after their review of the draft report on why pilots would not shut down their transponders merely to avoid being tracked on take offs and landings, Patricia Currie of Say No to KHTO and Teresa McCaskie of the Southold Town Helicopter Advisory Committee, had referred to a purported statement by a particular FAA official allegedly indicating that some pilots would be turning off transponders. Arthur Malman asked Jim Brundige to contact the FAA to confirm this statement before the report is finalized.

Jim Brundige submitted his monthly report (copy attached as Exhibit A). He indicated that he had discussed the Marders' design fence alternative for the airport approaches with the contractor and would be submitting the alternatives to Baker to confirm compliance with Part 77 and highway restrictions and for a redesign. Arthur Malman asked how a 4ft curved fence in the place of the 4 ft straight fence could affect the part 77 conclusions, but Jim Brundige indicated that he would be more comfortable with Baker reviewing this as well as other issues while redesigning the fence sections. Jim Brundige also reported that he had written to the Architectural Review Board about the changed design, but Sylvia Overby noted that their review would not be necessary as the Town Board would consider the change itself.

Regarding paving, Jim Brundige noted the deteriorated condition of the apron and the concern that he and Steve Tuma had with its large cracks that could no longer just be filled since the fill would just run down under the pavement. Arthur Malman noted that this would be a multi-million-dollar project which would be hard to justify if the airport were to be closed.

David Gruber noted that the R422-3 section at the intersection of runway 16-34 and old 4-22, as well as Taxiway D appeared, on the Baker report diagrams that Jim Brundige had distributed, to be in as bad shape as the apron and more critical for operations. Jim Brundige noted that the small turn off from 4-22 to Apron 1 should be enlarged slightly to better handle the jets trying to turn on it as part of redoing R422-3. Arthur Malman pointed out that since old 4-22 and 16-34 were now being misused to taxi heavy jets and causing the pavements to sink, the work on these sections should not be limited to surface repaving but rather be a much comprehensive rebuild to strengthen the base.

Members pointed out that it would be more sensible to extend taxiway A as the AMAC and the airport director had unanimously recommended but the Town Board had put on hold. The Baker report had indicated that the heavy jets being forced to use crosswind runways designed for light aircraft as taxiways was causing their collapse. It was noted that puddles were already developing on the recently completed keel portion of runway 4-22 where jets' wheels were crossing the tarmac as it was already sinking because the base had not been properly reinforced when repaved even though it had been expected to accommodate these heavy jets [an attempt had been made by the Town to find the party responsible for this error but had been dropped].

Michael Hanson asked why there was a problem since the Baker diagrams showed the keel portion as "good" Arthur Malman explained that the particular diagrams distributed were reflective solely of the PCI or surface condition and that other sections of the Baker report, which analyzed the undersurface through borings, had indicated collapsing could start after about two years since the base of the runways had not been designed to carry the heavy weight of the jets that were continually being forced to misuse them as taxiways since Taxiway A still had not been completed.

A question was raised about redoing apron 3 stubs that the Baker report showed as also approaching poor condition as part of the work on Taxiway D but it was explained that the 3 stubs were not capable of handling jets so there was no pressing need to redo them at this time,

David Gruber asked that the AMAC consider the whole question of use and design of the pavements around the terminal to come up with a better understanding for long range planning so that individual project proposals could be better evaluated in that context. Arthur Malman suggested that part of the next meeting could be devoted to that discussion.

It was agreed that, in the meantime, Jim Brundige would ask Baker for a proposal on the work to rebuild R422-3 and an expanded adjacent turning section and rebuilding Taxiway D to accommodate the heavy jets but not to include the 3 stubs to D.

With respect to a solar mini-grid at the airport, Arthur Malman reported that further discussions had indicated that the parking lot, after repaving, along with the terminal roof and fuel farm roof would be good places to start. Sylvia Overby reported that Kim Shaw and Marguerite Wolffsohn had done a review of possible solar panel installations at the airport and should be invited to join an AMAC meeting on this topic. Kent Feuerring and Gene Oshrin were asked to check with members of the EHAA to get an idea of their annual usage and costs and their interest in adding solar panels to their hangar roofs— either at their expense or the cost of a third-party operator. The sense of the meeting was that a solar mini-grid at the airport should continue to be pursued.

The meeting adjourned at 10 30 AM.

Respectfully submitted,

Arthur Malman

**Exhibit A**

**AMAC Meeting**  
**Airport Director's Update**  
**March 15, 2019**

**Pavement Report Phase II**

- Still in progress at Baker.

**Perimeter Fence**

- Town Board passed a resolution accepting the bid of L.E.B. Electric for \$617,890.
- Waiting for L.E.B.'s insurance and W-9 so that we can put them in the system as a vendor and sign a contract.
- Baker is preparing a Change Order for the Marder designed fence for the runway approach ends.
- Baker will analyze design to ensure Part 77 approach slope clearance.
- ARB has been notified of the change. Awaiting their feedback.

**Crack Sealing—Runway and Taxiway Striping**

- Pre-Bid meeting was held Wednesday March 13<sup>th</sup>.
- Bids close March 29<sup>th</sup>
- Assuming TB approves the bid, work should start the third week in April.
- Project is estimated to take a maximum of 10 days.
- It was determined that the Apron closest to the Terminal, Runway 16-34 and Taxiway D are in too much disrepair to be restored by crack sealing. Mill out and repaving is the only remedy and, as shown in the Pavement Report, should be completed ASAP. See Attached. Steve Tuma is extremely concerned, as am I, about the size of the cracks on the Apron.

**Pending Capital Projects for Safety**

- Ramp Lighting—McLean has provided an estimate of \$175,000 for the project including engineering. Sylvia advised that, before TB consideration, the project has to be reviewed by the Planning Department and the Town Safety Officer, Ed Michels.
- Additional Security Cameras—new camera locations identified. New cameras will be installed before the summer season. Additionally, A+ is adjusting existing cameras for better coverage.
- Received Vector quote for additional Landing Fee Camera. Approved by Jeff and Sylvia. Needs a TB Resolution.

- Runway 10 PAPI Upgrade and Runway Lights Repair. That will be the next Work Authorization request for Baker. Have not yet submitted the request. Planning to do that next week after we get Perimeter Fence and Crack Sealing well under way.