

Airport Management Advisory Committee

Minutes of Meeting –August 16, 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: Charles Ehren, David Gruber, Steve Tuma, Pat Trunzo III, Kent Feuerring, Munir Saltoun, Gene Oshrin, and Arthur Malman and non-voting ex-officio members: Sylvia Overby and Jeff Bragman two Councilpersons and Co-Board liaisons for the AMAC, and James Brundige, Airport Director.

Absent was ex-officio member Len Bernard, the Town’s Chief Budget Officer.

Among others attending for all or part of the meeting were Gene Polito of the Southampton Airport Advisory Committee, David Pedersen of Long Island Aviation, Patricia Currie of Say No to KHTO, Jeff Smith of the Eastern Regional Helicopter Council (“ERHC”), Alex Gerstein and Brittany Davis of the National Business Aviation Association (“NBAA”) and, by open telephone line, Teresa McCaskie of the Southold Town Helicopter Advisory Committee, as well residents of EH and 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 made available to the public prior to the meeting and additional copies were distributed to attendees.

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

SEPTEMBER 13

OCTOBER 11

NOVEMBER 15

DECEMBER 6

The draft minutes of the June 14, 2019 meeting, as previously distributed, were approved.

A discussion ensued on the potential of using the unfinished second floor rotunda for the main portion of the airport management office as versus sound proofing the existing area. The existing area has experienced an increased level of noise, especially from more larger aircraft in closer proximity to the office—a level that would suggest that employees wear sound mufflers during their office workday.

After reviewing the costs and limitations on using the unfinished second floor rotunda, it was agreed that soundproofing the existing area was the better alternative. Jim Brundige reviewed a preliminary budget for soundproofing the existing area prepared by McLean Engineering (see the Airport Director’s August Update attached as Exhibit A) that focused on initial steps that could be supplemented at a later date. Arthur Malman noted that missing was a basic element of soundproofing: adding a second layer of sheetrock which has the effect of reducing noise transmission

by substantially more than a simple factor of two. He also pointed out that doing a project like this in stages would increase overall costs such as increased redundant mobilization costs, repeated refinishing and repeated disruption. Pat Trunzo III recommended also considering other alternative materials that he had found had proven effective in soundproofing.

A question was raised as to McLean's expertise in sound proofing and it was recommended that, before proceeding further with the project, the Town engage an experienced sound consultant to better understand the sound transmission problem areas in the specific location and offer a wider range of sound proofing alternatives that would be most effective for the specific area. James Brundige was given a consultant's name and it was suggested that, if possible, their field work be completed before Labor Day while we still have heavy traffic creating noise.

Kent Feuerring reported that the 2019 Just Plane Fun Day would be Saturday, September 7, with a rain day of September 8.

On the status of the Part 161, Jeff Bragman indicated that, since the most recent discussions with the town's outside airport attorney, had raised a question of the substantial cost as versus the limited chances for meaningful success, there was presently a hold on further work on the Part 161.

Arthur Malman explained that James Brundige was preparing a detailed report for the town board on current airport operations but that a few parts could be discussed at this meeting.

James Brundige distributed a proposed work authorization from Baker Engineering for phase II of their pavement analysis which would give the town the data to generate reasonable annual additions to reserves for pavement rehabilitations and reconstruction. Arthur Malman said he had read the authorization and was unsure what was covered. David Gruber reported that James Brundige, Len Bernard and he had spoken with Baker about the findings that were needed, but that the work authorization presented was too general to enable him to understand if the items to be addressed are covered. It was agreed that David Gruber would have a follow up call with Baker to ascertain if what was needed would, in fact, be covered.

Arthur Malman noted that the town attorneys Jameson McWilliams and John Jilnicki were to have attend the meeting to discuss leasing and other matters but needed to reschedule due to a pressing matter [John Jilnicki did join the meeting toward the end].

Sylvia Overby had no new lease negotiations to report for any of the vacant commercial/industrial land at the airport and there was no further report on the disposition of the LI Airways leasehold which was on the market.

Arthur Malman expressed the continued frustration of many members that, despite endless discussion and repeated recommendations over many months for actively marketing airport commercial land for lease, there was still not a single commercial/industrial land "for lease" sign at the airport for at least the non-aeronautical use parcels (approximately 20 acres based on the town's most recent site plan).

Land leases for non-aeronautical uses could bring in hundreds of thousands of dollars a year and, if leased, could provide badly needed jobs for local residents.

Arthur Malman again offered to get a temporary sign installed meeting the size and other parameters established by the Liaisons at prior meeting until the town's own sign was available. Sylvia Overby again dismissed this offer but, once again, gave no substantive time frame as to when the town's sign would go up.

Regarding solar at the airport, Arthur Malman reported that he had a *GGG Insights* LTV interview with PSEG representatives who, among other issues covered, explained that the types of large storage batteries that had been suggested for the vacant 5 acre Commercial/Industrial parcel in the northern part of the airport would be cost prohibitive at this time—each large battery costing millions of dollars. Therefore, any excess electricity generated by airport solar installations would be limited to airport use unless a cable could be run to the Buehl Lane PSEG substation. A discussion ensued on solar canopies for the auto parking lot—which would require repaving as part of the project. Pat Trunzo III suggested we get one of the solar companies to figure out the power potential. Arthur Malman said that the Town already had a report on many areas for potential solar installations, including some at the airport, and he would reach out to Kim Shaw for a copy.

James Brundige presented a proposal from PWGC for air quality testing at the airport. Arthur Malman asked about some review of historical usage and data and James Brundige indicated that they would have access to this.

With respect to the completed deer fence at the runway ends, James Brundige showed a photo of the fence as installed and explained that some people had concerns that the horizontal posts pointing out toward the road could cause serious injury should a vehicle strike them if it veered off the pavement. He also showed a low wooden guard rail or retaining barrier common to roadways that the Highway Superintendent had endorsed as a good solution. The additional cost would be about \$80,000, which could be easily covered, without borrowing, from available airport surplus.

Jeff Bragman questioned whether the barrier would restrict plant growth beneath it. James Brundige pointed to additional photos which showed that most of the areas where the new barrier would be positioned were presently dirt and gravel from traffic and parking. By contrast the photos of the low barriers showed plants growing next to and under them.

Sylvia Overby suggested a swale which could keep vehicles away from the deer fence. It was pointed out that, before the present deer fence was agreed upon, there had been consideration of ditches or swales between the approach area low fence and the road but that they had been rejected because of the danger of a vehicle rolling over if it fell into them, especially when visibility was limited or a road slick.

Given the safety concern raised, the members of the Committee unanimously recommended proceeding with the addition of the low wooden safety barrier as soon as possible.

Jeff Bragman suggested that the Committee draft a letter to the board regarding the additional retaining barrier, air quality testing etc.

James Brundige then explained that helicopter pilots were generally complying with the request that if they come in from the North they leave to the South and vice versa. One consequence is that there is now more helicopter traffic over Sagaponack. Jeff Smith explained that the helicopter pilots were also asked to disperse the beginning of their approaches over the North fork to reduce the noise over particular areas.

A member of the public in the audience (who lives on the North Fork) disagreed and gave data for continuous helicopter flights over his home and suggested that coming in over Orient Point could relieve some of the problems.

Teresa McCaskie, who had called in, also disagreed that flight noise had improved and gave a detailed presentation of how helicopter and other aircraft noise was affecting her community. Arthur Malman noted that the FAA and not this committee had control of how airspace is used but, at Jeff Bragman's suggestion, she was permitted to continue at length. Jeff Smith offered to meet with her to review her concerns.

. [THE TOWN SHOULD ATTACH THE PHOTOS AND OTHER MATERIALS PRESENTED TO THE MEETING AS EXHIBIT B BEFORE POSTING FINAL MINUTES ON ITS WEBSITE]

The meeting adjourned at 11 AM.

Respectfully submitted,

Arthur Malman

Exhibit A

AMAC Meeting Airport Director's Update August 16, 2019

Perimeter Fence

- Perimeter Fence project complete, including Marder style deer fencing on approach ends of runways. I sent photos to Charlie Marder and he thinks the 4 foot deer fence will work.
- Horizontal supports on Marder style deer fence pose a hazard. Remedy: Wooden guardrail. Cost: \$77,000. Approved by Steve Lynch. Resolution in the queue for Town Board consideration.
- Recently identified need for additional fence—Firehouse. Cost: \$40-50,000?
- Will need to increase bond by \$36,000 to complete both tasks.

Crack Sealing—Runway and Taxiway Striping

- Phase 1—painting and striping Runway 16-34 and all taxiways complete.
- Phase 2—crack sealing postponed until after busy season in September. Runway 10-28 will be painted at that time after crack sealing is complete.

Pavement Financial Plan

- Sent to all members via email attachment.

Taxiway D and 422-3 Repaving

- *The proposed project consists of milling and overlaying Taxiway D and associated connections to Runway 10-28 and the apron. The pavement study performed under WA #4 has indicated that some areas of Taxiway D have exhibited subgrade failure. Full depth patches will be used in areas of subgrade failure. Patching will be performed prior to the final overlay of Taxiway D. Existing Taxiway lighting and signage will also be upgraded to LED fixtures. This project will include development of the bid and construction documents; meetings with the Town of East Hampton for review and coordination; and construction administration services. Project scope includes paving, grading, pavement markings, and phasing. Michael Baker International Engineers*
- Estimated cost: \$1,086,000
 - Design: \$ 67,000
 - Construction Administration 59,000
 - Construction Taxiway D 900,000
 - Construction 422-3 (Txwy H) 60,000

Ramp Lighting

- Estimated cost: \$144,000.
 - 8poles X \$4500 \$36,000
 - 1200 feet of conduit X \$47/ft \$56,400

- Total: \$92,400 X 25% contingency \$115,500.
- Engineering: \$24,000.

Inoperative Runway and Taxiway Lights

- Baker is sending an engineer next week to audit all airport lighting—taxiways/runways/runway ends/PAPIs and REILs.
- They will provide a cost and scope of work to replace all broken and inoperative lights.

Soundproofing of Airport Manager's offices

- McLean Engineering Proposal: \$45,300
- Estimated cost of soundproofing: \$236,320
 - Soundproof windows
 - Soundproof ceiling tile
 - Construction of Vestibules on both entry doors
 - Installation of carpeting
 - Insulation of all air ducts and wall outlets.
- Total: \$281,620

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EXHIBIT B

[ALSO TO BE ATTACHED BY THE TOWN TO ITS FILE COPY OF THE MINUTES ARE MATERIALS PRESENTED TO THE MEETING]:

AT THIS MEETING: PHOTOS OF THE CANTERLEVERED FENCE, THE PROPOSED GUARD RAIL, THE PWGC AIR QUALITY TESTING PROPOSAL, THE BAKER PAVEMENT PART II AUTHORIZATION AND THE CHART OF HELICOPTERS USING THE PROCEDURE OF COMING IN FROM THE NORTH AND GOING OUT TO THE SOUTH OR COMING IN FROM THE SOUTH AND GOING OUT TO THE NORTH

Cantilevered Fence Drawing







