

Airport Management Advisory Committee

Minutes of Meeting –September 13, 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, Len Bernard, the Town’s Chief Budget Officer, and James Brundige, Airport Director.

Among others attending for all or part of the meeting were Russel Munson, Frank Sorrentino, and Gianpaolo DeFelice, members of the East Hampton Aviation Association (“EHAA”), Patricia Currie and Sheryl Gold of Say No to KHTO and Nancy Sorrentino and, by open telephone line, Alex Gerstein of the National Business Aviation Association (“NBAA”) and Teresa McCaskie of the Southold Town Helicopter Advisory Committee, as well as, in person or by open telephone line, 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:

OCTOBER 11

NOVEMBER 15

DECEMBER 6

The draft minutes of the August 16, 2019 meeting, as previously distributed, were approved.

Sylvia Overby reported that there were no new lease negotiations but that she had met with the Town Attorney’s office and other town departments to work out the parcel map and other issues related to the “For Lease” sign which should be available shortly. Arthur Malman suggested that a duplicate be posted in the terminal. Sylvia Overby was concerned that there not be too many signs, but Arthur Malman noted that a sign inside the terminal would have little effect on the town’s concern about outdoor signage proliferation but would likely be seen by passengers who might have an interest in leasing a commercial parcel that could bring new employment to the town.

David Gruber reported that the Baker proposal for the Phase II Pavement report was quite general and, as a result, it was hard to determine if it would cover the areas that had been discussed with Baker by David Gruber and Len Bernard. They will draft a letter to Baker to confirm the items expected in the report before the authorization to proceed would be given.

A discussion ensued on solar energy generation potential at the airport, including the size of the parking lot and other alternative areas for solar installations. Arthur Malman reported that he was awaiting a copy of a solar report done for the Town which, if he recalled correctly, gave estimates of the potential output for various airport areas. He noted that, based on concerns of the natural resources department that meadow land at the airport not be used for solar since meadow was in short supply in the town, it seemed that the most promising areas would be over the parking lot and on the terminal and fuel farm roofs. However, since PSEG experts had pointed out that, with current technologies, a battery storage field in the 5 ½ acre parcel would be too costly. Any significant solar energy generated at the airport but not needed at the airport would need to tie into the PSEG substation on Buehl Lane by a cable which would quite costly unless it could piggy back on a proposed cable for the offshore wind farm between a landing spot in Wainscott and Buehl Lane.

Kent Feuerring reported on a good turnout for the annual Airport Plane Fun Day, despite having a mix up in the Star ad about the date for the event and that many attendees had signed a petition supporting the continuation of the operations of the airport.

Sheryl Gold raised the issue that free parking was granted to attendees who were asked to sign the petition but that opponents of the airport were not offered similar opportunity to use town assets. Arthur Malman said he appreciated her concern since a few years ago when other anti-noise advocates were at the airport, their ability to demonstrate and gather data was curtailed--although perhaps not with prior coordination with the town attorney's office. Jeff Bragman agreed that she had raised a good point and was inclined to support her position on equalization of access and use of town assets.

Sheryl Gold also inquired about the status of an environmental review of the airport. Arthur Malman explained that the AMAC voting members had been unanimously recommending this for several years—both to find out if there were problems as well as to be able to put to rest some concerns about items that may not exist. A broad environmental study was now being planned by the town with both air and soil components and a consulting firm was expected to be hired shortly [on the attached Exhibit A, a possible environmental study company is mistakenly shown under “soundproofing”].

Jeff Bragman reported that the town board was favorably disposed to add to the AMAC the environmental expert, who is also a pilot (suggested by Sheryl Gold), but as non-voting member so as not to disturb the balance of the voting members between aviation and anti-noise advocates. He did note that this gentleman had indicated that he would not be able to attend all AMAC meetings but could try to attend or call when environmental issues were to be considered. Arthur Malman recommended that this gentleman be made aware that, if he becomes a committee member, he may not be eligible to do environmental work at the airport on a compensated basis for the town.

James Brundige reviewed his September report (attached as Exhibit A)

He confirmed that the Taxiway D/422-3 proposal also included an expanded turning area.

The town board had supported adding an automobile guardrail at the runway end (where horizontal posts of the deer fence could hit a car that swerved off the road) but was interested in knowing the materials to be used for final approval.

Arthur Malman asked if the Ramp Lighting proposal was the cut back version recommended by the town's lighting expert. James Brundige confirmed that it was and that it would comply with the dark sky rules.

Patricia Currie asked why the town was adding lighting since it had not been needed before and people could use flashlights. Sylvia Overby also wondered why it was needed now. Arthur Malman explained that committee members had been surprised a few months ago to learn that the area had no lighting and considered this a safety issue. Steve Tuma reported that a few months ago someone walked into a propeller and luckily it was not moving.

Arthur Malman asked for any new business

Patricia Currie and Sheryl Gold reiterated their concerns about continuous aircraft noise and pollution. They felt that the complaints on some widely used private tracking systems were not being fully recorded and aircraft were still turning off their transponders to avoid detection. James Brundige noted that the FAA had confirmed that, while pilots *could* turn off transponders, it did not believe they were. He also explained that some aircraft tracking systems used by the public were not as accurate as the system used by the town since the systems did not access certain of the tracking sensors used by the town's system. Patricia Currie and Sheryl Gold stated that the systems that they were using were solid and recognized by the industry and their data should be included in the town's complaint reports. Sylvia Overby explained that the town's noise consultants did not limit their study to the town's own systems.

Arthur Malman noted that these concerns were best brought up before the Town Board since this committee was not empowered by the Board to determine the parameters of the noise consultant's tasking.

Kent Feuerring felt that airport opponents were being given more time to make their points than were airport supporters. Frank Sorrentino and Gianpaolo DeFelice stated that they did not think that the Town was giving equal consideration to the importance of the airport to the town's economy and that, while noise complaints were coming in, many could be coming from the same few people. Sylvia Overby explained that the noise consultant's reports identified this possibility but that many people were complaining about aircraft noise.

Gianpaolo DeFelice stated that over time, with new technologies, aircraft noise would slowly get reduced. Arthur Malman explained that, while that may be true for noise from jet engines, helicopter blade noise was the bigger problem identified by the FAA itself. He explained that the only effective way he knew to limit aircraft noise was to limit flights but that the helicopter companies and jet leasing companies had stated their opposition to this-- and the FAA would not even consider limits without industry support. While there might be some motion toward compromise by the helicopter companies,

many are concerned that, unless the FAA made limits mandatory, some new operator-- not bound by any voluntary agreement between the town and the major companies presently serving HTO--could come in, ignore the limits and take away a lot of their business.

As a result, HTO closure, at least temporarily, Arthur Malman explained, may be an increasingly supported alternative. Gianpaolo DeFelice stated if the airport were to close even temporarily, it was unlikely it would ever reopen, and the town would lose a major asset—and local real estate and business would pay a heavy toll.

The meeting adjourned at 11 AM.

Respectfully submitted,

Arthur Malman

AMAC Meeting
Airport Director's Update
September 13, 2019

Taxiway D and 422-3 Repaving—Draft Resolution in Progress for TB Review and Approval

- *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—Need Approval to Move Forward

- 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—Waiting Proposal from Baker

- 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.

Deer Fence Guardrail

- Under Consideration by Town Board

Soundproofing of Airport Manager's offices

- Two Environmental Companies have been contacted
 - P.W. Grosser Consulting, Bohemia, NY
 - Madison Environmental Group, Boxford, MA
- Waiting for proposal from Madison Environmental

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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: No new materials were presented the guard rail photo had been presented at the prior meeting