

Airport Management Advisory Committee

Minutes of Meeting –November 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: Charles Ehren, David Gruber, Steve Tuma, Pat Trunzo III, Kent Feuerring, Gene Oshrin, and Arthur Malman and non-voting ex-officio members: Jeff Bragman, Councilperson and Co-Board liaison for the AMAC, and Len Bernard, the Town’s Chief Budget Officer.

Absent were James Brundige, Airport Director, and Sylvia Overby, Councilperson and Co-Board liaison for the AMAC.

Participating by open telephone line was Munir Saltoun, voting member

Among others attending for all or part of the meeting were Michael Norbeck and Frank Sorrentino, members of the East Hampton Aviation Association (“EHAA”), Teresa McCaskie of the Southold Town Helicopter Advisory Committee, Patricia Currie of Say No to KHTO, John Kirrane, a member of the Noyak Civic Council, John Cullen of the Northville Civic Council and, by open telephone line, Alex Gertsen, Director of Airports and Ground Infrastructure the National Business Aviation Association (“NBAA”), as well as, in person or by open telephone line, residents of EH and neighboring towns who have aviation interests and/or who have been working toward helicopter and/or jet 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:

2019

DECEMBER 6

2020

JANUARY 10, FEBRUARY 7, MARCH 13, APRIL 10, MAY 8, JUNE 12, JULY 10, AUGUST 14

The draft minutes of the October 11, 2019 meeting, as previously distributed, were approved.

Arthur Malman renewed his suggestion about the possibility of parties to still pending airport litigations and part 16 proceedings dismissing these without prejudice to re commencing in 2020, in order to, in his judgement, make it more likely, with pending litigation dismissed, that the FAA would be willing to make substantive suggestions for meaningfully reducing airport noise at HTO. Steve Tuma supported this idea, but Alex Gertsen of the NBAA reconfirmed his group’s unwillingness to dismiss its

actions; Jeff Bragman indicated he would check with the town's aviation counsel and board members, but he also felt this temporary dismissal plan was unlikely to gain support.

Jeff Bragman reported that there were no new lease negotiations, but that Sylvia Overby was still in contact with the Town Attorney's office and other town departments which were still working out the parcel map and other issues related to the "For Lease" sign which should be available shortly.

Kent Feuerring asked about the town's view toward a possible proposal for a hangar land lease with an individual who may not build the hangar immediately and would be able to live with a termination right, without cost to the town, if the airport were closed. Jeff Bragman indicated that he was inclined to believe that the board would consider this type of proposal.

Len Bernard reported that, with respect to the Baker proposal for the Phase II Pavement report, he was comfortable with the David Gruber's draft letter to Baker to confirm the items expected in the report before the authorization to proceed would be given and it was determined that Len Bernard would be the appropriate person to send the letter.

James Brundige was absent but had sent along his November report (attached as Exhibit A).

The Brundige report explained the need, under municipal contracting rules for an engineering study to figure out what taxiway and runway lights need replacement.

With respect to the Taxiway D/422-3 repaving proposal which would cost about \$1 million (which could be easily paid for out of ample HTO surpluses), Jeff Bragman seemed dubious about whether the Board would proceed with it at this date. Arthur Malman pointed out that based on all studies and the experience of the EH Highway Dept, if paving repair were delayed, the eventual cost would be substantially higher than the cost to address the problem in a timely manner to extend the useful life of a pavement. Jeff Bragman acknowledged that delay was not a long-term cost-effective solution, but there were other factors to consider as well.

A short discussion ensued on the deer fence guard rail and Jeff Bragman indicated that some board members had not been convinced that there was a substantial risk of an accident and, further, that the low guard rail would probably not stop a speeding vehicle. It was pointed out that similar guard rails had been used by the state at Jones Beach and other venues for many years. Members generally thought, that while the proposed guard rail might not completely stop a speeding vehicle, it would slow it down and perhaps reduce the chances of serious injury from a horizontal fence projection at the approximate height of the windshield. Therefore, the cost of the guard rail to prevent a possible injury seemed justified.

David Gruber asked where the town was on lease standards. Arthur Malman explained that he had sent to assistant town attorney Jameson McWilliams a copy of the AMAC memo on lease forms that had been done several years before. Further, she had not sent any lease form but did send pdf copies of 3-4 recent leases. Subsequently he had asked for, but had not received, a copy of each in Word format which would simplify redlining one against the others mechanically without putting

everyone to the trouble of trying to read them all word for word and comparing them. Pat Trunzo III and Charles Ehren, both attorneys, felt it was silly that the town would claim that there was no form and not be willing to at least send along Word versions of the 4 leases (which are needed before a pdf could be created) to simplify comparisons of the leases in order to back into what must have been the common starting form. David Gruber suggested that if Arthur Malman could get a redline of the pdfs to show an initial common beginning format, he would make detailed suggested revisions in what we thought was the Town's form.

It was reported that two deer were seen at the airport. Since the fence was only recently completed, it may be that these deer were already inside the perimeter and thus it may not reflect on the efficacy of the perimeter fence in stopping further deer incursions.

Patricia Currie asked if the suggested environmental expert who was also a pilot had been made a member of the AMAC? Jeff Bragman explained that the board had agreed to make him a non-voting member, but the liaisons had forgotten to make him aware of this meeting.

The meeting adjourned at 10 AM.

Respectfully submitted,

Arthur Malman

- Engineering: \$24,000.

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
 - \$1,086,000

Soundproofing Management Office

- SoundSense has performed decibel testing and submitted an Acoustic Report that can be reviewed in my office (be prepared to have your eyes glaze over with technical data).
- SoundSense has determined that replacing windows and doors and sealing up openings in the walls like electrical outlets and around HVAC ducts would mitigate the noise a great deal. If more needs to be done, such as insulation, outdoor siding, ceiling tiles, etc., that work can be done as a Phase II project.
- SoundSense is putting together scope of work for a bid package for the windows and doors. With Town Board approval we will perform construction after the New Year—probably in the spring—before the busy season—when the temperatures are warmer.

Airport Security

- The Perimeter Fence and Marder Style Deer Fence is complete and seems to be working well. The deer population has definitely diminished. For deer trapped inside, DEC licensed hunters are employed.
- For the first time in 14 years, I saw two deer try to enter the airport by the Terminal. They tried to jump the 6 foot fence and were unsuccessful, so they turned around and bolted back toward Daniels Hole Rd. and into the woods north of the airport.

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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