

Airport Management Advisory Committee

**Minutes of Meeting –December 6, 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, Kent Feuerring, Gene Oshrin, and Arthur Malman and non-voting ex-officio members: Jeff Bragman and Sylvia Overby, Councilpersons and Co-Board liaisons for the AMAC, and Len Bernard, the Town’s Chief Budget Officer.

Absent were Pat Trunzo III, a voting member and James Brundige, Airport Director and a non-voting member.

Participating by open telephone line was Munir Saltoun, voting member

Among others attending for all or part of the meeting were Michael Norbeck, a member of the East Hampton Aviation Association (“EHAA”), Patricia Currie of Say No to KHTO, John Kirrane, a member of the Noyak Civic Council, John Cullen, a member of the Northville Civic Council, Michael Hansen, a Wainscott resident, Eric Jungck, David Pedersen of LI Aviation and, by open telephone line, Alex Gertsen, Director of Airports and Ground Infrastructure 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 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:

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

The draft minutes of the November 15, 2019 meeting, as previously distributed, were approved.

Sylvia Overby presented the “For Lease” sign with a parcel map (attached as part of Exhibit C) that was worked out with the Town Attorney’s office and other town departments and which will be presented to the town board for final approval. A copy is expected to be posted on the intersection of Daniels Hole and Industrial roads. Arthur Malman recommended posting a second sign in the terminal where it could be seen by people who might miss the outdoor sign but might have businesses that could be located to the town creating jobs.

Len Bernard reported that he had sent out the letter to Baker confirming the items to be covered by the Phase II Pavement report.

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

Several members asked for copies of the SoundSense noise suppression report before the town goes forward with the soundproofing project for the management office to understand the recommendations and to see if other work, that would be more costly if done later, should be included [Pat Trunzo III subsequently sent to AMAC members a review of the report, pointing out that since “noise is an insidious invader, it’s not surprising that reducing it in the Manager’s office requires a multi-faceted program that addresses the door(s) windows, exterior wall, ceiling, electrical devices and recessed light fixtures”, addressing particular construction issues and requesting a copy of any existing architectural plans and a report of actual field conditions to better understand the extent and cost of the work needed to accomplish the recommendations of the report].

Sylvia Overby distributed a Safety Memo from Ed Michels, Town Safety coordinator, and Jim Brundige (also attached as part of Exhibit C) recommending the installation of the guard rail (along the road at the runway ends where the 4 ft fence has horizontal members which could be dangerous to passengers in vehicles that might swerve off the road) and ramp lighting in the terminal area, much of which is dark posing a danger to passengers crossing it and workers operating equipment in it.

David Gruber asked where the town was on lease standards. Arthur Malman explained that he had confirmed that the recent Munson lease should be considered the present model for similar airport hangar leases and David Gruber said he would review it against the prior AMAC suggestions for a form lease standard.

Arthur Malman reported that the town was receiving proposals for a thorough environmental study of the airport. Patricia Currie asked whether the town had approved the addition to the AMAC of an environmental expert (who was also a pilot) whom she and others had recommended. Arthur Malman explained that the town had approved John Mak as a non-voting AMAC member but, because of a conflict, he could not attend this meeting, but hoped generally to be available by phone. Arthur Malman also explained that he had asked John Mak to let us know which meeting he could attend in person and we would try to devote most of that meeting to environmental matters.

David Gruber asked when he could expect to start receiving the complete Vector reports showing airport usage by individual aircraft that he, town resident, Michael Haverland, and others felt were critical to understand more fully aircraft use of the airport since they would be more detailed than the short summaries presented by the town. Sylvia Overby said that this raw data was available to the town’s consultants and she saw no reason to make consultants’ data sets available to others who could then argue with the consultant’s findings. There may have been some confusion as to what David Gruber was requesting and Sylvia Overby said she did not mind if people made FOIL requests for data but did not want to burden town employees with reformatting data. Since it appeared that the Liaisons would not now make this basic data available, David Gruber said he would FOIL it [he subsequently made such a FOIL request].

Arthur Malman explained that in order to better understand the economic impact of the town’s possible closure of the airport, he had asked David Gruber, Kent Feuerring and others to work up a

preliminary list of possible items to be considered in such a study—that would be acceptable to both the aviation interests and the noise affected. He stressed that memo distributed at this meeting was only a first cut and has not been reviewed in detail. He hoped to start the discussion at this meeting in general and at the next meeting get into the more detail. He pointed out that a study such as this would take many months and could cost a few hundred thousand dollars---and, as Jeff Bragman had previously pointed out, if the board wanted to have the results of this and other studies when it starts to consider possible airport closure, reports such as this should be started in the next couple of months.

A general discussion of possible economic impacts ensued.

Jeff Bragman questioned whether the AMAC could do a study of the effect on HTO's economics of eliminating helicopters. David Gruber explained that this analysis was done a few years ago and showed that helicopters could be eliminated completely, and the airport could still be self sufficient without a need for FAA grants. Arthur Malman pointed out that as of the date of that analysis helicopters were paying much higher landing fees ---before the town lowered them a couple of years ago (against the recommendation of AMAC members) erroneously believing that landing fees could only be based on weight---so that the self sufficiency answer would be stronger today. Len Bernard pointed out that, since the AMAC helicopter elimination economic analysis a few years, rental income for both aeronautical and non-aeronautical land at HTO is growing substantially and should continue to do so also making self-sufficiency even easier.

Jeff Bragman reiterated that he envisions an EH airport that primarily served recreational pilots rather than helicopter, jet and seaplane commuters.

Gene Oshrin pointed out that "recreational" aircraft is not really the proper nomenclature since most private pilots don't just fly around for fun. Rather most flights of smaller aircraft are for a business or pleasure trips or sometimes to maintain flight certification. It is generally recognized in the aviation community that all aviation outside of the military and scheduled airlines is considered General Aviation, which may include recreational pilots, but is predominately individuals, corporations, commercial, and private pilots flying for business and transportation as well as pleasure.

He explained that HTO was built in 1936 as a Works Progress Administration project in the midst of the Great Depression with Federal funding, as part of the National Airway System to promote commercial aviation and transportation across the U.S. at a time when the airline industry was slowly getting started with the development of aircraft and technology then becoming available, such as the Douglas DC-3, ground based airway lighting beacons, weather reporting, radio communication, and blind flying instrumentation.

The terms " hobbyist and recreational "used locally are intended to give the impression that HTO was created for recreation when in fact it is and always has been a commercial airport. WPA was not in the business of providing recreational airports at a time when private flying was generally limited to a relatively small number of wealthy individuals who could afford it when most of the world was struggling to put food on the table.

It was also pointed out that the economic study would be only one of several that would be recommended as part of the decision making by the board—others would include, but not be limited to, environmental, health, alternate land uses, noise effects on residents, etc.

John Cullen, Patricia Currie and others stressed the need for the board to consider the impact on North Fork and other communities distant from East Hampton who had no benefit from HTO but who were under flight paths continually destroying their peaceful enjoyment of their own homes.

John Kirrane raised the issue of the accuracy of economic reports. He explained that he had been involved in management positions at both Chase and Citibank which routinely commissioned such reports when considering branch closings and other activities. His experience was that even well thought out economic reports often did not consider variables that were responsible for results that differed from expected outcomes. Arthur Malman asked John Kirrane to make a particular effort to attend upcoming AMAC meetings where economic and other studies would be considered.

The meeting adjourned at 11 AM.

Respectfully submitted,

Arthur Malman

## Exhibit A

AMAC Meeting  
Airport Director's Update  
December 6, 2019

There is very little to report this month. There have been no new projects approved since the report issued in November.

The only major change is that the Baker contract expired in October. After issuing an RFP, we have selected Savik and Murray, an aviation consulting firm on Long Island.

I have worked with Savik and Murray in the past and found them to be equally as competent as Baker. They have performed several projects for us, including a pavement analysis and the \$700,000 Runway 10-28 and Taxiway A upgrade in 2009. They were a pleasure to work with and provided engineering oversight at the airport for the entire job.

Two advantages I see with returning to Savik and Murry are: 1. Being local, they will be more responsive to face-to-face meetings and project oversight. 2. Being local, travel costs will be all but eliminated. Also, their rates are a little less expensive than Baker. Baker will continue with ongoing projects like the Pavement Financial Plan and completing the Crack Sealing and Marking for Runway 10-28 and Taxiway A.

Projects that have been completed at HTO this year include:

1. Runway 4-22 closed and turned into Taxiway H completed.
2. Perimeter Fence installed, including the Marder style 4' deer fence on the approach ends of the runways. The airport is now much more secure from stray animals and humans.
3. Runway 10-28 and taxiway A crack sealing and painting nearly completed. This will extend the useful lifespan of these surfaces.
4. Installed an additional Vector camera for capturing aircraft for landing fees. As a result of the ramp management changes, some floatplanes were missing the cameras. This new installation remedied that problem.
5. Security camera upgrade. More of the airport is now under 24/7 surveillance.
6. Airport Manager's Offices examined by SoundSense to determine extent of excessive ramp noise bleeding through the walls and windows. SoundSense issued a report that included potential remedies. Our new engineer, Savik and Murray will put together a proposal in January for the recommended construction.

While there are some additional projects that need to be considered for 2020, I believe these projects that the Town has approved for the airport are important upgrades.

I hope to be back attending the meetings in January. In the meantime, wishing you all a Joyous Holiday and Happy New Year.

Jim Brundige  
Airport Director

## **EXHIBIT B**

### **FIRST DRAFT TO START DISCUSSION—NOT FINAL**

It is the unanimous recommendation of the Airport Management Advisory Committee that the Town Board undertake a study of the economic impact of the airport. This would facilitate both decision-making about the future of the airport and the likely requirement that the town will be required ultimately to undertake a full part 161 study as the legal predicate for any action by the FAA to allow restrictions on airport access for the purpose of reducing environmental noise.

The purpose of this study should be to evaluate the full spectrum of market-based economic costs and benefits to the residents, property owners, and businesses in the Town of East Hampton and separately, the Town of Southampton due to the presence and operation of the airport.

We specifically recommend that any economic study incorporate at least the following elements:

1. Estimates of the total size of the East Hampton and, separately, the Southampton economies, distinguishing the export economy (goods and services sold to tourists, second home-owners, agricultural products, other exported goods and services) and domestic economy (value-added and local imports consumed locally);
2. The revenues of both the airport and aviation-related businesses in respect of operations at the airport, not including commercial air service unless based at the airport;
3. The wages and salaries paid to East Hampton residents and, separately, to Southampton residents by both the airport and aviation-related businesses;
4. The wages and salaries paid to those non-residents in either East Hampton or Southampton by both the airport and aviation-related businesses;
5. Expenditures for goods and services in both East Hampton and, separately, Southampton by both airport and aviation-related businesses;
6. Expenditures for goods and services outside of both East Hampton and, separately, Southampton by both airport and aviation-related businesses;
7. The numbers of visits to East Hampton and, separately, to Southampton that occur via the airport;
8. The numbers of visits to East Hampton and, separately, to Southampton that would not occur “but for” the airport (the “additivity principle”);
9. The numbers of East Hampton and, separately, Southampton residents (temporary, seasonal, and permanent) that regularly utilize the airport,
10. Expenditures, including seasonal and short-term rents, in both East Hampton and, separately, in Southampton by visitors, including employees, who would not visit but for the airport;

11. Portion of expenditures by such “but for” visitors that is value added locally;
12. Impact, both positive and negative, on real estate values in East Hampton and, separately, Southampton if airport is closed looking at 2, 5, 10 and 15 year horizons;
13. Impact on real estate values on the North Fork, Westhampton and areas near KFOK and KHVW if airport is closed;
14. Estimate of the number of real estate sales and homes put on the market that would result if the airport is closed.

This study is specifically recommended not to include qualitative costs and benefits that are not market-based, including the value of reduced travel time for airport users, impacts on road traffic, diversion of air traffic to the Southampton Village heliport, Montauk Airport, Gabreski, or to adjacent waters if the airport is closed, the burden of noise to airport neighbors, and other qualitative costs and benefits to health, welfare, and safety. Nor is it intended to evaluate positive and negative environmental impacts. Those matters should be addressed separately.

## **Exhibit C**

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

1. Safety memo from Ed Michels, Town Safety coordinator and James Brundige on the airport guard rail and ramp lighting
2. Proposed For Lease sign with map



TOWN OF EAST HAMPTON AIRPORT  
173 DANIELS HOLE ROAD  
WAINSCOTT, NY 11975

**Safety Memo**

To: Sylvia Overby  
Subject: Safety Concerns at the Airport-Guard Rail/Ramp Lighting  
From: Jim Brundige, Ed Michels

Dear Sylvia:

Ed Michels and I are writing to encourage you to consider two important projects at the airport. Ed visited the airport with me to review the two safety items I am proposing—the guardrail project and the ramp lighting project.

After careful consideration, Ed and I are convinced that both projects need to be done. The Guardrail will prevent a car, motorcycle or bicycle from sliding off the road or veering off the road into the horizontal deer fence supports and impaling someone. I'm really worried that someone could be seriously injured by those supports jutting out and Ed concurs.

As for the Ramp Lighting, Ed and I walked the ramp at 7:30pm and it was pitch black. For workers moving aircraft or working on them with only flashlights or headlights on their tugs, I believe is asking for trouble. And aircraft could be seriously damaged, which would be extremely costly, or even worse, someone could be seriously injured. It should have been done a long time ago, but by recognizing the hazard now, we should act.

I met with Eric Schantz to scope out the project. We are proposing eight lights—four on each side of the Terminal. The lights will be “Dark Skies” compliant and will only be on when Sound Aircraft employees are on duty. After Sound closes, few if any aircraft land at HTO and, any that do, can park in front of the Terminal where the three existing lights stay on all night.

Ed and I are in agreement that both of these situations pose a potential risk for damage and/or bodily harm. Please give this your utmost consideration and let me know if you would like us to present to the full Town Board.

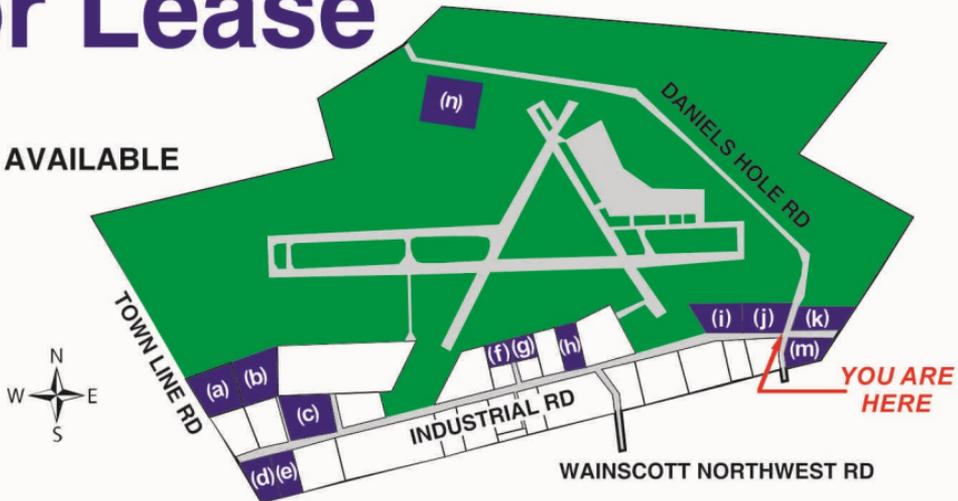
Jim Brundige  
Airport Director

Ed Michels  
Town Safety Coordinator

# TOWN OF EAST HAMPTON Property Available For Lease



■ = AVAILABLE



Please Contact the Town Attorney's  
Office for Information 631 324-8787