

Airport Management Advisory Committee
Minutes of Meeting – September 11, 2020 at Town Hall

Arthur Malman, Chairman of Town of East Hampton’s Airport Management Advisory Committee (“AMAC”), called the meeting to order at 10 AM via Zoom meeting

The following members of the AMAC were present: voting members: Pat Trunzo III, Steve Tuma, Charles Ehren, David Gruber, Kent Feuerring, and Arthur Malman, and ex-officio members Jeff Bragman, Councilperson and Board liaison for the AMAC,

Absent were Gene Oshrin and Munir Saltoun, voting members, John Mak, a non-voting member, James Brundige, Airport Director and Len Bernard, the Town’s Chief Budget Officer.

Among others attending for all or part of the telephone meeting were Michael Wright of the Express News Group, John Kirrane of the Sag Harbor/Noyac Civic Association, Patricia Currie and Sherly Gold of Say No to KHTO, John Cullen a member of the Northville Civic Council and the Riverhead Noise Task Force, Teresa McCaskie of the Southold Town Helicopter Committee, Alex Gersten, Director of Airports and Ground Infrastructure for the National Business Aviation Association (“NBAA”), Barry Raebeck, a Wainscott resident, Katherine Slye of the East Hampton Aviation Association (‘EHAA’), Jim Stone, a resident of North Sea, Bernadette Ruggiero , Controller of Sound Aircraft, Bill Williams of the Wainscott Citizens Advisory Committee (“WCAC”), Martin Diner, a resident of Sag Harbor and other 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 and media.

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 draft minutes of the August 4 meeting distribution to members were approved

The next meetings are SCHEDULED for the following Fridays at Town Hall, at TEN (10) AM:

OCTOBER 16, NOVEMBER 13, DECEMBER 11, JANUARY 8, FEBRUARY 12, MARCH 12, APRIL 16, MAY 7, JUNE 11

Arthur Malman noted that it was likely that the October 16 meeting would be on Zoom.

The items in the Airport Director’s September report (copy attached as Exhibit A) were reviewed. With respect to operations, it was thought likely that while operations year to date were down, because of Covid, it was possible that, with more NYC families now living on the East End for this winter, operations in fall/winter 2020 could exceed those for 2019.

A question was raised about a Blade promotion for October and Steve Tuma indicated that, despite reports to the contrary, the promotion had been for only one flight a week and the response had been limited so far.

Jeff Bragman reported that there were negotiations were still underway for one new lease on airport property and the attorney's office had reported more inquiries for leasing since the sign went up on the corner of Industrial and Daniels Hole roads. It was noted that it had taken the Town about six or seven years to finally heed the recommendations of real estate professionals on the AMAC to place "for lease" signs and otherwise inform the public that there were non-aeronautical tracts available for lease at the airport which, if leased, could lead to increased local jobs. Arthur Malman reiterated the AMAC recommendation that a second "for lease" sign also be placed inside the terminal (but temporarily outside the terminal until it reopens).

Jeff Bragman also reported that the town was going ahead with environmental testing at the airport. It was pointed out that the AMAC had recommended environmental testing over the summer when the airport was busy and it was questionable how much data could be gathered since it was now to be done in the slow season. Jeff Bragman felt that the consultants could work around this issue. It was also pointed out that the AMAC had recommended that a comparative air test be conducted, as a control, at a busy automobile intersection, such as the turn on Route 27 at the village pond as a control. Jeff Bragman felt that air quality testing was tricky but that it would be up to the consultants to present their results in an understandable form.

David Gruber reiterated his request for a standard airport lease form for AMAC review. Jeff Bragman was not sure if there was a form but that a signed lease could be provided. Arthur Malman noted that the issue of standardizing airport lease had been pending for several years after the AMAC reviewed all airport leases and found many administration errors arising in large part to no standardization--- for example without any logical reason, while many leases had CPI escalators, different leases had different CPI index references leading to errors by those administering the leases, some in favor of the tenants and some in favor of the town. With the Town's finance office now administering rent collections, these errors have been corrected. However, the AMAC, based on the recommendations of the late Bonnie Krupinski and other AMAC members with experience in administering real estate leases, had repeatedly recommended a standard form lease for the airport--- with the first pages highlighting the economic terms and other deviations from the standard---like an insurance policy with initial set of particular variables and then the attachment of the standard form. This would facilitate both lease negotiations and subsequent lease administration.

The meeting then turned to the study of the feasibility of dividing aircraft noise complaints to HTO between those relating to HTO's operations and those relating to overflights having nothing to do with HTO. Arthur Malman reported that the June 2020 one-week test data suggests, not surprisingly, that a larger percentage of complaints to HTO from locations distant from HTO relate to overflights than those complaints from locations closer to the airport. However he noted that on one day, June 8, there had been continuous overflights over his own house which he had initially supposed related to HTO operations but later found out had, in fact, been caused by an aircraft from Westhampton which, for some reason, repeatedly flew over the area but never landed at HTO. On the other hand, clearly because of Covid, helicopter and seaplane flights are down dramatically in summer 2020 compared to normal years.

Arthur Malman asked about the status of a reported Board request that HMMH review complaints to HTO to differentiate between those related to HTO operations and those related to overflights. Jeff Bragman reported that the Board had considered that issue and decided not to have HMMH pursue any further study on this issue.

Some questions were raised about the various complaint methods being used by the town and it was suggested that HMMH might join an AMAC meeting to explain the differences among them. Jeff Bragman indicated that this was outside the scope of work that the board had requested from HMMH and therefore would not be requested

Sheryl Gold suggested that the AMAC members actually try using the various noise complaint systems to understand how they work. Steve Tuma offered to try to do a video for the next AMAC showing how the various systems work.

Jeff Bragman asked about the status of the AMAC's suggestions for revisions to HTO's minimum standards. Arthur Malman noted that the insurance minimums had been reviewed and presented in excel spreadsheet form by the town's insurance agent and that the next step would be to review the minimum standards of Truckee airport at Lake Tahoe and Westhampton airport. David Gruber suggested that these too be presented in spread sheet format.

The meeting adjourned at 11 AM.

Respectfully submitted, Arthur Malman

Exhibit B

{ALSO, TO BE ATTACHED BY THE TOWN TO ITS FILE COPY OF THE FINAL MINUTES ARE THE FOLLOWING MATERIALS PRESENTED TO THE MEETING}

None at this meeting