

Airport Management Advisory Committee
Minutes of Meeting – October 16, 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: Munir Saltoun , Steve Tuma, David Gruber, Kent Feuerring, and Arthur Malman, and ex-officio members Jeff Bragman, Councilperson and Board liaison for the AMAC, and James Brundige, Airport Director.

Absent were Charles Ehren, Gene Oshrin and Pat Trunzo III, voting members, John Mak, a non-voting member, and Len Bernard, the Town’s Chief Budget Officer.

Among others attending for all or part of the telephone meeting were Elena Loreto, President of the Noyak Civic Council, John Kirrane of the Sag Harbor/Noyak 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”), , Katherine Slye of the East Hampton Aviation Association (‘EHAA’), Jim Stone, a resident of North Sea, , 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 by the town prior to the meeting.

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

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 November 13 meeting would be on Zoom. Sheryl Gold suggested earlier notifications to non AMAC members and Arthur Malman said he was unsure of the technical operations of Zoom, but would test a procedure with Sheryl Gold after the meeting. He also said that the town, and not he, was responsible for notifying the public of AMAC meetings and the present procedure with Jeanne Hutson would continue as the primary means to do so. However, he would try to include the regular public attendee email addresses from Jeanne Hutson that she had today and would try to add them to his own direct email to AMAC about agendas and meetings but indicated that public should continue to coordinate with Jeanne Hutson for notice of AMAC and Zoom access numbers.

The draft minutes of the September 11 meeting distributed to members (with a clarification by Jeff Bragman as to the Board, after considering the issue of complaints made to HTO not related to HTO operations, having determined not to have HMMH study the issue) were approved. David Gruber pointed out that the comparison of HTO and non HTO operations forming the basis of complaints was not the only reason why the AMAC was studying the one week of complaint data. Rather one of the most important reasons was to help adjust voluntary routes to minimize community noise problems.

Arthur Malman noted that, while it was not practical to have all AMAC members learn the technical operating procedures of the several complaint systems being used by the public, Steve Tuma was working on a video for the next meeting which would compare these. David Gruber reported that he had discussed the test week data with a private developer of one of the complaint systems and the developer was willing to try to make available to the AMAC the test week data project.

Arthur Malman renewed his request for “for lease” signs to be placed around the terminal as well as just at the intersection of Industrial and Daniels’ Hole roads, which had taken the town years to do. Jeff Bragman said he had been given several smaller “for lease” signs which he had in his office and would give them to Jim Brundige to put around the terminal. Arthur Malman renewed recommendations of the AMAC for active marketing of airport industrial lands for non-aeronautical purposes which could result in both local jobs creation and substantial additional non-tax revenues for the town. He pointed out that real estate owners routinely engaged exclusive brokers to contact a wide range of potential users and co brokers and advertised land for rent in the media—which for no apparent reason the town continues to refuse to do, despite the fact that the town has been demonstrably unsuccessful in its own minimalist efforts in leasing airport land for rent for non-aeronautical uses.

Some confusion existed as to whether specific FAA approval was needed for leasing and it was pointed out that the Airport Layout Plan specifically identified vacant parcels for non-aeronautical use and whether or not the airport was ultimately kept open or was closed, renting these parcels now would bring revenues and jobs to the town. A question was raised as to whether possible closure of the airport would deter potential tenants for the vacant land. Arthur Malman explained that the airport vacant parcels being discussed were those for non-aeronautical use and the current lessees along industrial road, such as landscapers, roofers, GT Power, contractors, warehouses, etc. had no material interaction with an operating airport.

Jeff Bragman was asked about the status of the recommended economic and other studies that would be needed for an informed consideration of the future of HTO in 2021. He explained that the Board was working with the lawyers in reimagining the whole question of the necessary studies and so was not in a position to discuss the matter publicly. David Gruber and others disagreed and pointed out that “reimagining” was not a process for the board to conduct out of sight of the public and the mere fact that a lawyer was involved did not make it so. Arthur Malman said he understood that besides employment matters and contract negotiations the town board could only claim the right to ignore public discussions of pending litigation but not a matter such as trying to figure out the nature of studies related to a decision on the future of the airport.

The items in the Airport Director's October report (copy attached as Exhibit A) were reviewed. At the September meeting it had been noted that with respect to operations, it was likely that, while operations year to date in 2020 had been down because of Covid, it was possible that, with more NYC families now living on the East End for this winter, HTO operations in fall/ winter 2020 could exceed those for 2019 as affluent residents and some of their children were going back and forth between HTO and NYC during the week for business and schools. An analysis of the September operations and those through October 15, showed that this was in fact the case. Sheryl Gold noted that in addition to more flights this fall to and from the NYC area, there were flights to and from between HTO and other states. It was thought that, with more executives living on the East End this fall, those who had meetings in other states would likely not first go into NYC for a continuing flight but rather fly directly to such meetings from HTO and come back directly to HTO—as many local business people have been doing in past years.

It was also noted that, with more larger jets and helicopters coming into HTO this September versus last year, fuel sales (and HTO fuel flowage fees), while down for the year, were up by about 50% in September 2020 versus 2019.

With respect to people flying into and out of HTO, it was asked if there were any procedures to enforce the NYS Covid regulations for out of state visitors. Arthur Malman explained that, when the Governor first issued the regulations for incoming passenger questionnaires at NY airports, it was originally thought that smaller airports like HTO were exempt. Nevertheless, Sound Aircraft, with encouragement from the Town, volunteered to contact incoming passengers to ascertain their originating airport and remind them of the need, when applicable, to self-quarantine.

Subsequently, Jeff Bragman explained, the Governor supplemented his original order to clarify that all NYS airports must participate in the NYS covid questionnaire program . Jim Brundige explained that the State provided personnel, including State Police, at larger airports to enforce the directive. However, small airports were left to their own devices. Jim Brundige with the help of Steve Tuma devised a plan to comply with the Governor's directive. Sound Aircraft provides resources and personnel to ensure that passengers from most current NYS designated covid hot states are registered with the State as directed. Proof of compliance records are kept with Sound and with the Airport Manager.

Sheryl Gold asked to see the records, detailing where people were coming from and going to and other information on these covid questionnaires. Jim Brundige explained that the incoming covid questionnaire is a NY State initiative and that the only responsibility of airports is to inform out of state passengers of the requirement to quarantine and to ensure they register with the State. Neither the Town nor Sound Aircraft gets a copy of the questionnaire answers. Under current NYS procedures, Sound only gets a confirmation slip with a control number showing that the incoming passenger has completed the form and the Airport Manager only gets a copy of the confirmation number relating to the questionnaire but neither gets any information from the questionnaire.

Katherine Slye noted that there was a state website on these airport covid forms and procedures but, without herself completing a form, she had no way of knowing all the questions that would come up because the form she found on the site asked questions in sequence and required her to answer the first question with her personal information before allowing her to see the next question on the form.

Sheryl Gold then questioned why big jets were allowed to come into HTO when she thought information on the Town's airport website indicated that landing aircraft were limited to only 60,000 lbs. James Brundige explained that if this number was on the website he would update it and expand on its meaning. He pointed out that the Baker Pavement report that had been prepared for HTO in 2016 gave aircraft weight data only so that the airport owner could estimate useful lives of airport pavements. In the Baker report the pavement useful life calculations for the main runway were based on use by 78,000 lbs. single wheel and 120,000 lbs. dual wheel aircraft. He clarified that this did not mean that heavier aircraft could not land at HTO's main runway, but only that, if there were heavier aircraft landing in significant numbers, the pavement's useful life might be shortened. However, he also noted that a dual wheel Gulfstream Jet of the type that normally landed at HTO was only about 50,000 lbs, well below the 120,000 lbs. upper weight limit estimate for dual wheel aircraft. The Town cannot decide whether an aircraft can land at HTO, the pilot decides. If a pilot, from his or her charts, the aircraft's design manuals, the aircraft operating company's policies and insurance carrier's minimum runway length limits, believes the aircraft can safely land on HTO's 4250 feet of runway, the Town has no authority to keep him out.

Sheryl Gold also asked why larger jets were being allowed to land at HTO which had only a short main runway. Jim Brundige pointed out that HTO's main runway was 4250 feet long. When he had personally been flying large corporate jets several years ago, his company's policy was not to land at runways less than 5,000 ft, although the jets at that time could already, in fact, land on shorter runways. Also he thought that some insurance companies covering larger corporate jets might still require landings only on runways of at least 5,000 ft if coverage were to be maintained for a particular flight.

With new technologies on wing configuration etc., each year larger jets are able to land on shorter fields and he thought the manufacturer's minimum runway lengths for new Gulfstreams of the types coming into HTO might now be only 3,500 ft runways –although corporate owners' policies or insurers' requirements might be for somewhat longer minimums.

Elena Loreto said that people in her area were fed up with noise from jets and helicopters coming into HTO. Arthur Malman pointed out that aircraft flight paths were not the province of the AMAC and that she should direct her concerns to the town, and the FAA which is answerable to her federal government officials.

John Kirrane said he believed that the voluntary helicopter flight paths were being designed by the AMAC or an AMAC subcommittee. Arthur Malman pointed out that, while Jim Brundige and Steve Tuma had been involved with the Eastern Regional Helicopter Council in developing voluntary helicopter flight paths, they were not doing so as part of any AMAC subcommittee.

Patricia Currie likewise complained about noise as well as pollution from aircraft operating out of HTO and said that airport opponents would be stepping up their actions to close the airport.

Sheryl Gold asked why the public still had not seen any of the three environmental study proposals the town had received and her own FOIL request for them had not been answered.

Jeff Bragman explained that the Town was developing an environmental test protocol with an environmental consultant group and had been advised by its counsel it keep these discussions could be kept confidential. Sheryl Gold asked what airport experience that this consultant had---and pointed out that these and other questions on the consulting group and its proposed procedures were of concern to the public. David Gruber agreed with Sheryl Gold that this was not a matter of litigation and saw no reason why the experience of the consultant and proposed parameters of the study should not be shared with the public.

As to recommendations for possible changes to the airport's minimum standards, Arthur Malman reported that Truckee Airport in Lake Tahoe and Westhampton airport's minimum standards had been reviewed and, since those airports were actively seeking to increase operations, similar documents would be reviewed from Santa Monica and Naples where noisy operations had been at issue.

David Gruber asked again about getting the standard form of lease and Jeff Bragman explained that the town's attorney whose responsibilities include airport matters was now on maternity leave but he would follow up with John Jelnicki, the town attorney who will be handling airport matter in her absence.

The meeting adjourned at 11:45 AM.

Respectfully submitted, Arthur Malman

AMAC Meeting
Airport Director's Update
October 16 , 2020

Airport Operations September 2020

September 2020 Operations **Total 3568**
Helicopter 842 Jet 768 Turboprop 561 (Seaplane) 240 Other (incl. Piston) 1397

September 2019 Operations **Total 3137**
Helicopter 956 Jet 432 Turboprop 538 (Seaplane) 323 Other (incl. Piston) 1211

Month of September 2020
Helicopters down 12 % Jets up 78 % Seaplanes down 26 % Other up 15%

Total Ops in September vs September 2019 up 14 %. Overall traffic YTD down 25%

Airport Operations August 2020

August 2020 Operations **Total 4678**
Helicopter 753 Jet 1087 Turboprop 881 (Seaplane) 334 Other (incl. Piston) 1957

August 2019 Operations **Total 7754**
Helicopter 2486 Jet 1326 Turboprop 1961 (Seaplane) 1105 Other (incl. Piston) 1981

Month of August 2020
Helicopters down 70% Jets down 18% Seaplanes down 70% Other Down 1%

Total Ops in August vs August 2019 down 39%. Overall traffic YTD down 30%

Airport Operations July 2020

July 2020 Operations **Total 4416**
Helicopter 711 Jet 852 Turboprop 772 (Seaplane) 331 Other (incl. Piston) 2081

July 2019 Operations **Total 7109**
Helicopter 2357 Jet 1166 Turboprop 1719 (Seaplane) 1017 Other (incl. Piston) 1867

Month of July 2020
Helicopters down 70% Jets down 27% Seaplanes down 67% Other up 12%

Total Ops in July vs July 2019 down 38%. Overall traffic YTD down 30%
Airport Operations June 2020

June 2020 Operations **Total 2768**

Helicopter 530 Jet 711 Turboprop 434 (Seaplane 169) Other (incl. Piston) 1093

June 2019 Operations **Total 4008**

Helicopter 1275 Jet 585 Turboprop 899 (Seaplane 561) Other (incl. Piston) 1249

Month of June 2020

Helicopters down 58 % Jets down 52 % Seaplanes down 70% Other down 12%

Total Ops in June vs June 2019 down 31%. Overall traffic YTD down 23%

Financials

Landing Fees billed thru Sept 2020: \$1,475,830

2019: \$2,089,130

Down 30%

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