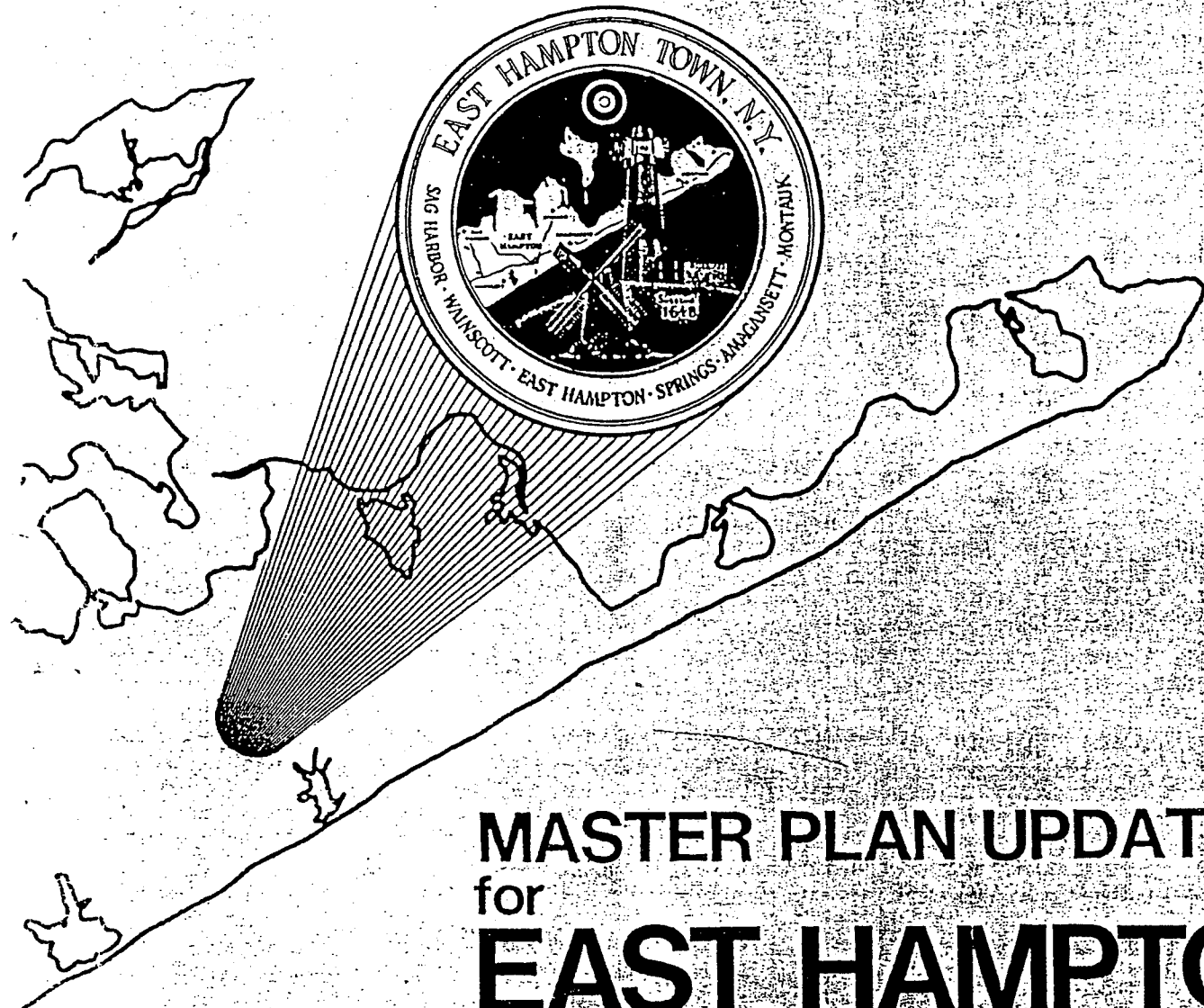


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**MASTER PLAN UPDATE**  
for  
**EAST HAMPTON**  
**AIRPORT**

Prepared for the  
**Town of East Hampton,**  
**New York**

Prepared by  
**TransPlan Incorporated**  
708 Third Avenue, New York, New York 10017

EAST HAMPTON AIRPORT MASTER PLAN  
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EAST HAMPTON AIRPORT  
MASTER PLAN

CHAPTER 1 - INVENTORY

Section 1.1 Historical Profile of the Airport

East Hampton Airport was built in 1936. Suffolk County acquired the property through tax sale and shortly thereafter turned the Airport over to the Town of East Hampton.

The airport was built with three runways, 10/28, 4/22 and 16/34, each approximately 2,500 feet in length. In 1952, Runway 10/28 was extended to 4,242 feet, its current length.

In 1979, Runway 10/28 was repaved and a taxiway turnaround was installed on the threshold of Runway 28.

In 1984, Runway 16/34 was modified and reconstructed as a 75' wide runway with the centerline displaced approximately 62.5' west of the old centerline.

Scheduled Air Service

There are currently two airlines offering scheduled service at East Hampton Airport; Montauk-Caribbean Airways and East Hampton Aire, Inc. Both provide daily scheduled service to LaGuardia Airport.

General Aviation Activity

Operational data for East Hampton Airport is presented in Table 1.1.1.

Typically 55 percent of East Hampton's annual general aviation operations occur between June and September.

Year round based aircraft at East Hampton Airport currently numbers 80. This figure increases by half the year round based aircraft during the summer, for a total of 120 based aircraft from May through September.

Business jet activity has accounted for approximately two percent of the total transient operations annually, averaging approximately 400 operations per year.

Records maintained by airport management differ slightly from those reported to and by the FAA in Table 1.1.1. These records are presented in Table 1.1.2, however, the reader is cautioned that these counts do not include activity during those hours when the managers office is unattended.

Table 1.1.1

Aircraft Operations 1/

Year	Total Operations	Local	Itinerant	IFR OPS.	Peak Month (Aug.)
1965	18,000	16,000	2,000	NA	3,000
1967	14,000	16,000	2,000	NA	3,000
1968	20,220	4,590	15,640	800	3,000
1969	20,000	9,000	21,000	1140	7,500
1970	29,100	7,300	21,800	800	4,950
1971	25,200	5,600	19,600	760	5,000
1972	24,540	5,430	19,100	930	NA
1973	24,970	4,140	20,830	880	NA
1974	30,000	7,000	23,000	530	NA
1975	31,900	7,400	24,500	1,100	5,420
1976	38,000	6,000	32,000	960	6,000
1977	37,000	5,000	32,000	1,060	NA
1978	36,590	8,080	28,510	930	7,140
1979	41,000	8,000	33,000	NA	NA
1980	35,700	7,800	27,900	1,960	6,400
1981	46,000	8,000	38,000	NA	NA
1982	50,000	12,000	38,000	NA	NA
1983	44,000	11,000	33,000	NA	NA
1984	39,820	12,640	27,180	3,240	(July) 6,670

1/ - Compiled from Airport Managers Records, FAA Form 29A and 5010.

NA - Not Available.

REGION-STATE: AEA-NY CITY: EAST HAMPTON				LOCID: HTO AIRPORT: EAST HAMPTON					BASED AIRCRAFT: 130					
YEAR	EMPLACEMENTS (000)			AIRCRAFT OPERATIONS (000)						TOTAL OPS.	INST. OPS. (000)			
	AIR CARR.	AIR TAXI	COMM.	AIR CARR.	AT + COMM.	ITINERANT			LOCAL					
			TOTAL			GA	MIL	TOTAL	GA	MIL	TOTAL			
ACTUAL														
1976	0	0	2	2	0	1	31	0	32	6	0	6	38	0
1977	0	0	1	2	0	1	31	0	32	6	0	6	37	0
1978	0	0	1	1	0	4	29	0	32	8	0	8	40	0
1979	0	0	2	2	0	4	30	0	33	8	0	8	42	0
1980	0	3	1	5	0	5	33	0	38	8	0	8	46	0
1981	0	3	2	6	0	5	33	0	38	8	0	8	46	0
1982	0	3	4	7	0	6	32	0	38	12	0	12	50	0
1983	0	1	7	8	0	3	30	0	33	11	0	11	43	0
FORECAST														
1985	0	2	8	9	0	4	32	0	36	10	0	10	46	0
1986	0	2	8	10	0	5	34	0	39	10	0	10	48	0
1987	0	3	9	12	0	6	36	0	41	9	0	9	51	0
1988	0	4	9	13	0	7	37	0	44	9	0	9	53	0
1989	0	4	10	14	0	7	38	0	45	10	0	10	55	0
1990	0	4	10	15	0	7	39	0	46	11	0	11	57	0
1991	0	5	11	15	0	7	40	0	47	11	0	11	59	0
1992	0	5	11	16	0	7	41	0	48	12	0	12	61	0
1993	0	5	12	17	0	7	42	0	50	13	0	13	63	0
1994	0	5	12	17	0	8	43	0	50	14	0	14	64	0
1995	0	5	13	18	0	8	43	0	51	14	0	14	65	0

Source: 1984 Federal Aviation Administration Terminal Area Forecasts

Table 1.1.2

AIRPORT MANAGEMENT RECORDSAIRCRAFT OPERATIONS

	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>
JANUARY	908	1,358	1,280	744	1,632	1,430
FEBRUARY	1,104	1,366	1,318	1,608	1,304	1,416
MARCH	1,560	1,184	1,572	1,658	1,232	1,692
APRIL	1,457	1,866	1,384	1,728	1,392	2,042
MAY	1,813	2,982	2,922	2,861	2,312	3,136
JUNE	3,625	3,888	4,030	2,834	4,410	4,988
JULY	4,766	4,908	5,707	5,956	6,902	6,670
AUGUST	4,988	5,470	6,134	6,274	6,626	6,402
SEPTEMBER	3,574	3,284	3,493	3,858	5,424	4,336
OCTOBER	1,536	1,934	2,420	2,277	2,788	2,442
NOVEMBER	1,498	1,882	2,270	1,417	2,520	2,646
DECEMBER	<u>1,850</u>	<u>1,390</u>	<u>1,450</u>	<u>1,098</u>	<u>1,812</u>	<u>2,624</u>
TOTALS	28,679	31,512	33,981	32,313	38,354	39,824

## Section 1.2 Existing Airport Facilities

East Hampton Airport is situated on a 600 acre parcel of land. Figure 1.2.1 outlines facilities as recorded on the FAA Airport Master Record (Form 5010). Figure 1.2.2 depicts the existing airfield facilities, while Figure 1.2.3 shows the terminal area facilities. Appendix A details the existing facilities at East Hampton Airport.

### Airport Access

Daniel's Hole Road provides access to the Airport from New York State Route 27, Montauk Highway. Daniel's Hole Road also provides access to East Hampton Aire's facility and to two industrial firms via Industrial Road.

Daniel's Hole Road has limited line-of-sight capabilities and deficiencies in emergency vehicle access due to a low overpass.

## Section 1.3 Existing Airspace and Obstructions

### East Hampton's Airspace

The Airport is located within uncontrolled airspace, where operations are permitted under Visual Flight Rules (VFR). Two federal airways, primarily used by aircraft operating under Instrument Flight Rules (IFR), pass through the Hampton VOR.

Three (3) non-precision <sup>1/</sup> instrument approach procedures exist for East Hampton Airport: 1) A VOR-A approach; 2) Area Navigation (RNAV) approach to Runway 10; and 3) RNAV approach to Runway 28. Figures 1.3.1 and 1.3.2 illustrates the published approach procedures to the Airport.

Restricted airspace requiring prior air traffic control permission to penetrate, exists on the north end of Gardiner's Island, 10 nautical miles northeast of East Hampton Airport.

Figure 1.3.3 depicts the airspace in the vicinity of East Hampton.

### Federal Aviation Regulation Part 77 Imaginary Surfaces

Imaginary surfaces are specific areas surrounding an Airport, as defined in FAR Part 77, through which no obstacles should penetrate. These surfaces protect approaching and departing aircraft from obstructions to air navigation. A number of obstructions exist at East Hampton Airport including inadequate clearance and penetration of Daniel's Hole Road to Runways 16, 22, and 28, and inadequate clearance of Industrial Road to Runway 34.

<sup>1/</sup> All instruments approaches without an electronic glide slope indicator are known as non-precision.



Figure 1.2.1

# EAST HAMPTON AIRPORT AIRPORT MASTER RECORD (Form 5010-1)

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION AIRPORT MASTER RECORD PRINT DATE 12/17/84 FORM APPROVED 04-84 (29) (REV)

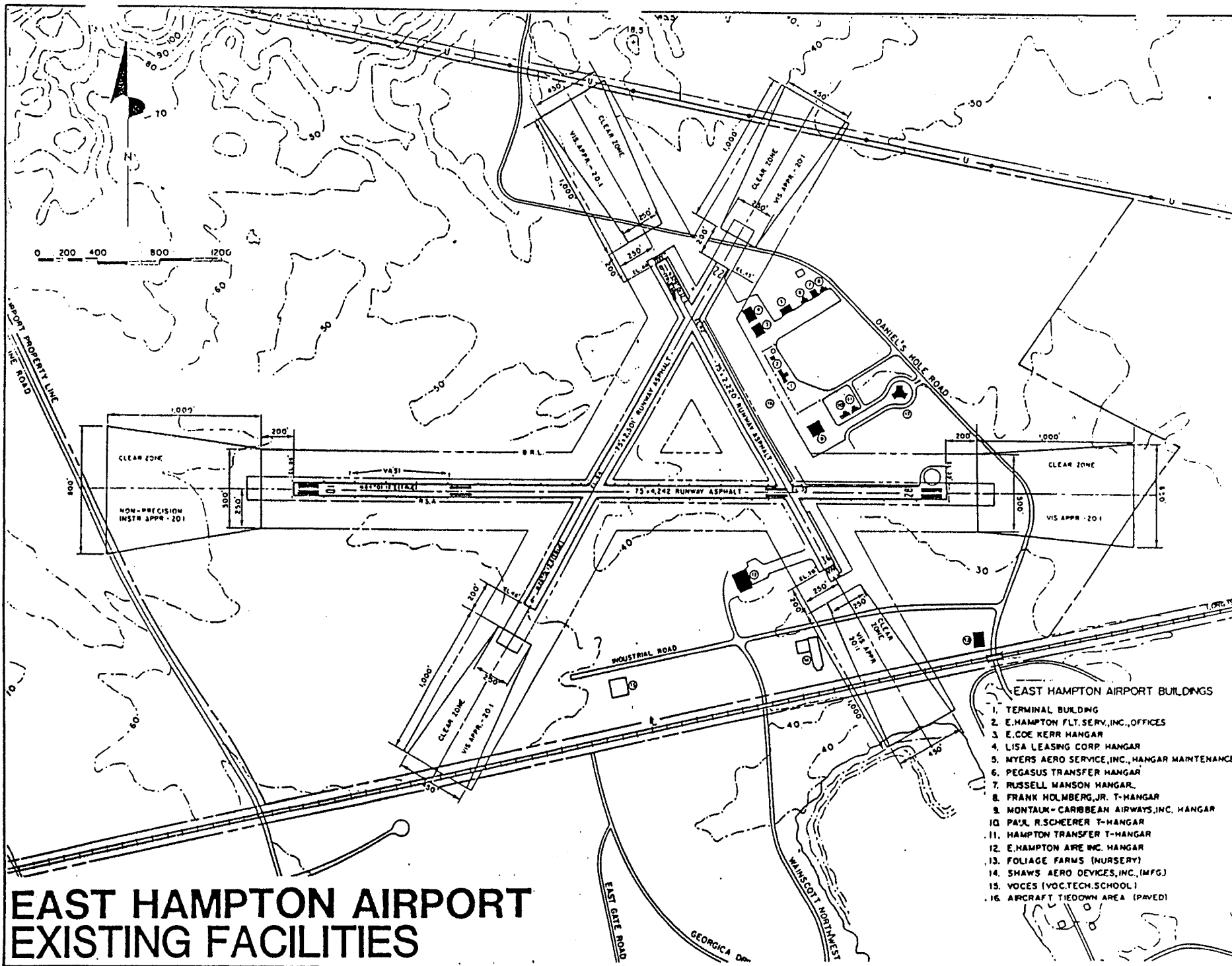
01 ASSOC CITY: EAST HAMPTON STATE: NY FAA SITE NR: 15167.4  
 02 AIRPORT NAME: EAST HAMPTON COUNTY: SUFFOLK NY  
 03 CBD TO AIRPORT: 83 V & REG/ADD: ACA/NONE 7 SECT AERO CMT: NEW YORK

GENERAL		SERVICES		BASED AIRCRAFT	
10 OWNERSHIP: PUBLIC		070 FUEL: 100LL A		90 SINGLE ENG: 100	
011 OWNER: TOWN OF EAST HAMPTON		071 AIRFRAME RPRS: MAJOR		91 MULTI ENG: 27	
012 ADDRESS: EAST HAMPTON, NY 11937		072 PWR PLANT RPRS: MAJOR		92 JET: 1	
013 PHONE NR:		073 BOTTLE OXYGEN: NONE		TOTAL: 128	
014 MANAGER: CHARLES SMITH		074 BULK OXYGEN: NONE		93 HELICOPTERS: 0	
015 ADDRESS: EAST HAMPTON, NY 11937		75 ISMT STORAGE:		94 GLIDERS: 0	
016 PHONE NR: 516-537-1138		76 OTHER SERVICES: AFRT		95 MILITARY: 0	
017 ATTENDANCE SCHEDULE:		AMTL SALES CMTR INSTA		96 ULTRA-LIGHT:	
MONTHS	DAYS	HOURS			
ALL	ALL	0800-SS			
AIRPORT USE: PUBLIC		FACILITIES		OPERATIONS	
18 AIRPORT USE: PUBLIC		080 APT BCH: CE		100 AIR CARRIER:	
19 APT LAT: 41-57-36N	ESTIMATED	081 APT LGT SKED: DUSK-DAWN		101 COMPUTER: 3200	
20 APT LONG: 72-15-05W		082 UNICOM: 122-800		102 AIR TARI: 3200	
21 APT-ELEV: 8955 ESTIMATED		083 WIND INDICATOR: YES-L		103 G A LOCAL: 11015	
22 ACFTAGE: 600		84 SEGMENTED CIRCLE: YES		104 G A ITRMT: 26539	
23 RIGHT TRAFFIC: NO		85 CONTROL TWR: NO		105 MILITARY: 50	
24 NON-COMM LANDING FEE: NO		86 FSS: NEW YORK		TOTAL: 44804	
25 NASP/FEDERAL AGREEMENT: NGVY		87 FSS ON APT: NO			
26 FAR 139 INDEX:		88 FSS PHONE NR: 516-737-3534		OPERATIONS FOR 12	
		89 TOLL FREE NR: 737-3535		MOS ENDING 08 AUG 84	

RUNWAY DATA						
030 RUNWAY IDENT	04/22	10/28	16/34			
031 LENGTH:	2501	4242	2220			
032 WIDTH:	115	75	75			
033 SURF TYPE-COND	ASPM-P	ASPM-F	ASPM-G			
034 SURF TREATMENT						
035 GRASS VT: SV	B	B	B			
036 (IN THRES) DV						
037 DTW						
038 DTW						
LIGHTING/APCH AIDS						
040 EDGE INTENSITY		RED				
041 HDY ELEMENT B1						
042 RVT MARK TYPE-COND	BSC-F /SSC-F	MPI-F /MPI-F	BSC-G /BSC-G	/	/	/
043 VASI	N /N	V4L /N	N /N	/	/	/
044 THR CROSSING HGT	/	50 /	/	/	/	/
045 VISUAL GLIDE ANGLE	/	2.50 /	/	/	/	/
046 CNTRLN-TDZ	N-N /N-N	N-N /N-N	N-N /N-N	/	/	/
047 RVT-RVV	N-N /N-N	N-N /N-N	N-N /N-N	/	/	/
048 REIL	N /N	Y /N	N /N	/	/	/
049 APCH LIGHTS	/	/	/	/	/	/
OBSTRUCTION DATA						
050 FAR 37 CATEGORY	A1V1 /A1V1	A1NP /A1NP	A1V1 /A1V1	/	/	/
051 DISPLACD THR	/	/	50 /118	/	/	/
052 CTLG OBSTN	TREES /ROAD	TREES /ROAD	ROAD /ROAD	/	/	/
053 OBSTN MARKED/LETD	/	/	/	/	/	/
054 HGT ABOVE RVT END	/	/	/	/	/	/
055 DIST FROM RVT END	400 /200	1200 /520	285 /275	/	/	/
056 CNTRLN OFFSET	/	/	/	/	/	/
057 OBSTN CLNC SLOPE	20:1 /1:1	50:1 /21:1	5:1 /3:1	/	/	/
058 CLOSE-IN OBSTN	N /Y	N /N	N /N	/	/	/
059 LANDING LENGTH						
060 LANDING RVT-LENGTH	04/22	10/28	16/34			
061 CLG OBSTACLE	/	/	/	/	/	/
062 HGT-ABOVE THR	/	/	/	/	/	/
063 DIST FROM THR	/	/	/	/	/	/
064 CNTRLN OFFSET	/	/	/	/	/	/

003 APT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY 0  
 0111 REMARKS:  
 0037 RVT 16 9:1 TO DSPLCD THR.  
 0037 RVT 34 12:1 TO DSPLCD THR.  
 0050 RVT 02 ROAD 200' FROM RVT END.  
 0081 ACTIVATE MRL RVT 10/28 VASI & REIL RVT 10 - 122.0.

011 INSPECTOR: FSJ 012 LAST INSP: 08AUG84 013 LAST INFO REC:



- EAST HAMPTON AIRPORT BUILDINGS**
1. TERMINAL BUILDING
  2. E. HAMPTON FLT. SERV., INC., OFFICES
  3. E. GOE KERR HANGAR
  4. LISA LEASING CORP. HANGAR
  5. MYERS AERO SERVICE, INC., HANGAR MAINTENANCE
  6. PEGASUS TRANSFER HANGAR
  7. RUSSELL MANSON HANGAR
  8. FRANK HOLMBERG, JR. T-HANGAR
  9. MONTAUK-CARIBBEAN AIRWAYS, INC. HANGAR
  10. PAUL R. SCHEERER T-HANGAR
  11. HAMPTON TRANSFER T-HANGAR
  12. E. HAMPTON AIRE, INC. HANGAR
  13. FOLIAGE FARMS (NURSERY)
  14. SHAW'S AERO DEVICES, INC. (MFG)
  15. VOICES (VOC. TECH. SCHOOL)
  16. AIRCRAFT TIEDOWN AREA (PAVED)

Figure 1.2.2

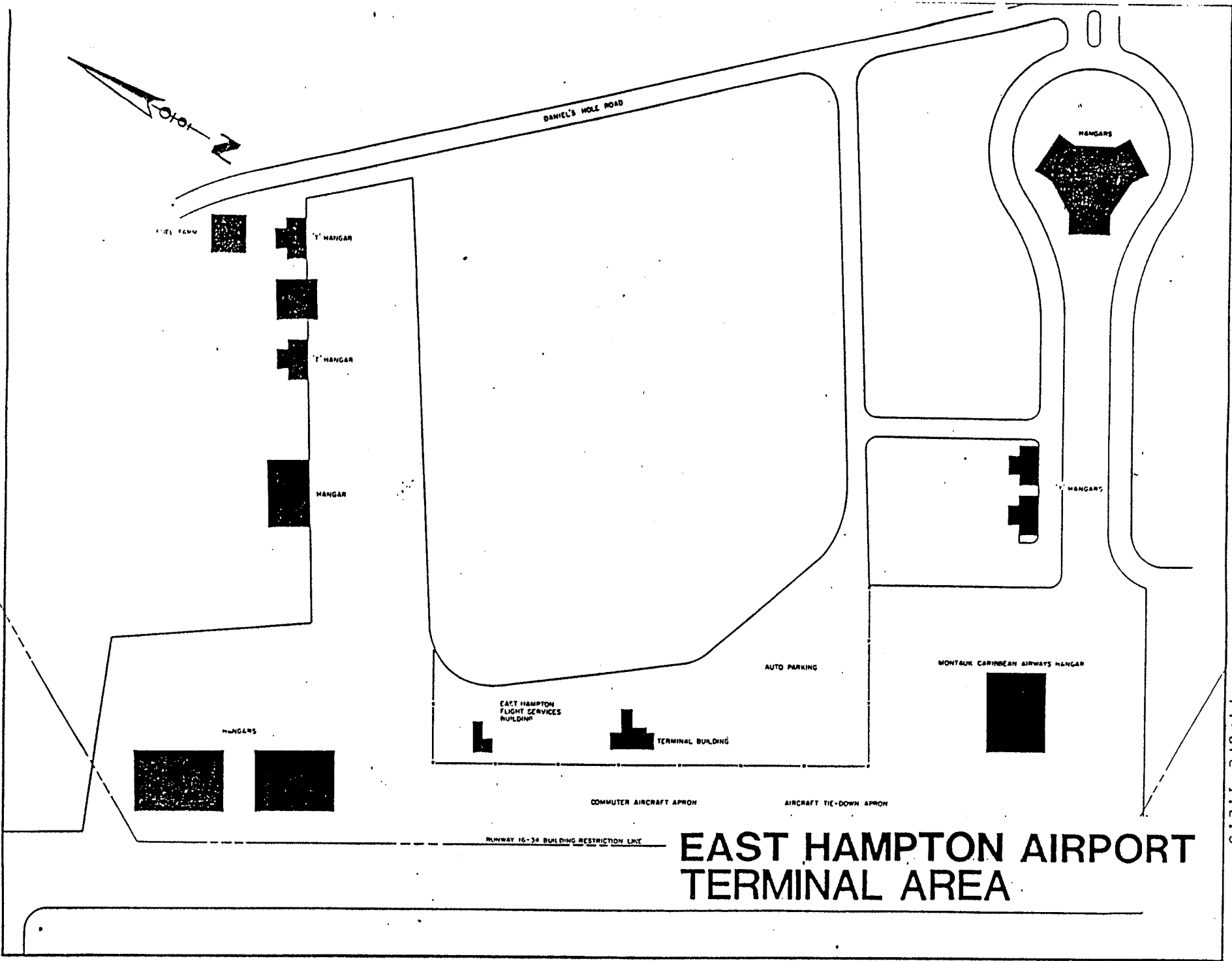


Figure 1.2.3

# EAST HAMPTON AIRPORT INSTRUMENT APPROACH PROCEDURES

1-8

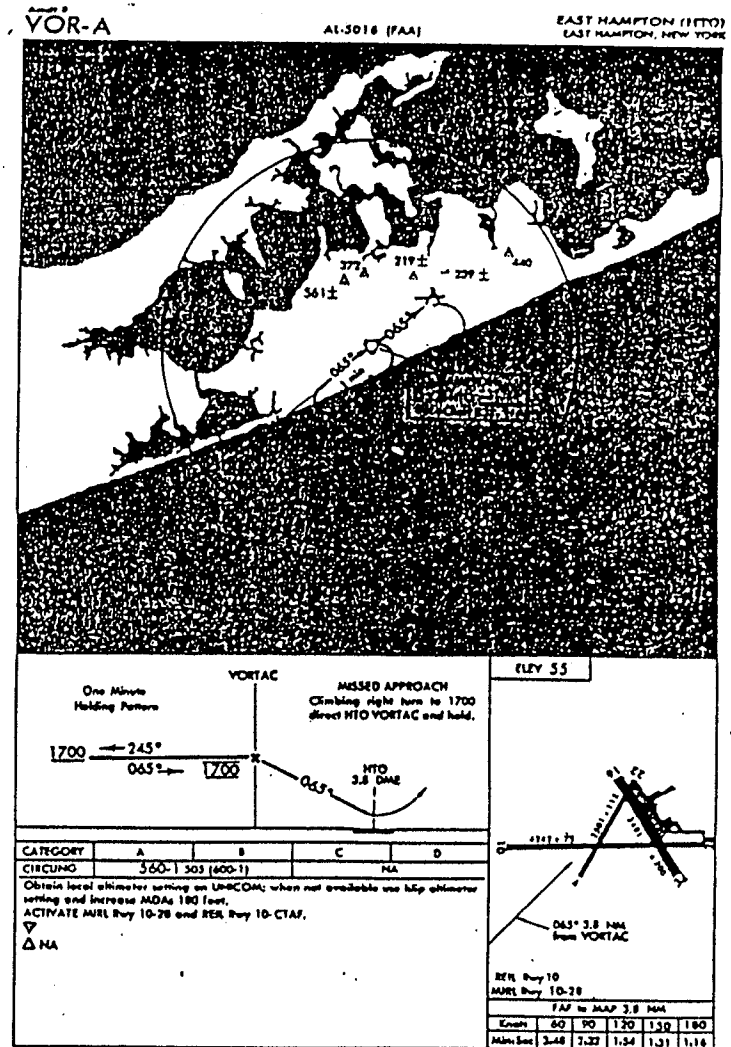
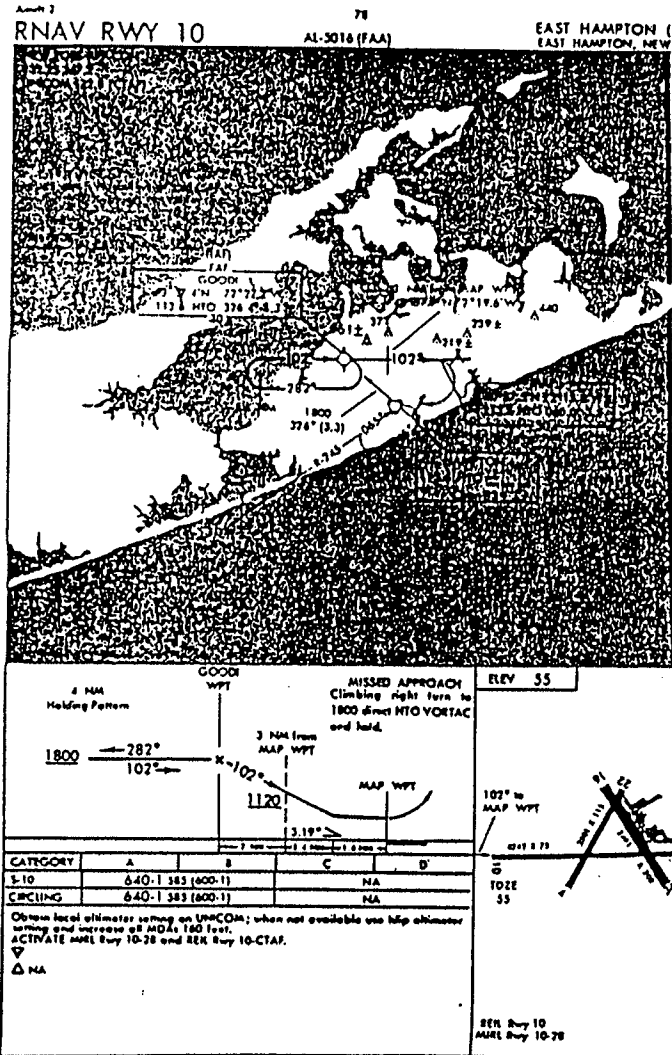
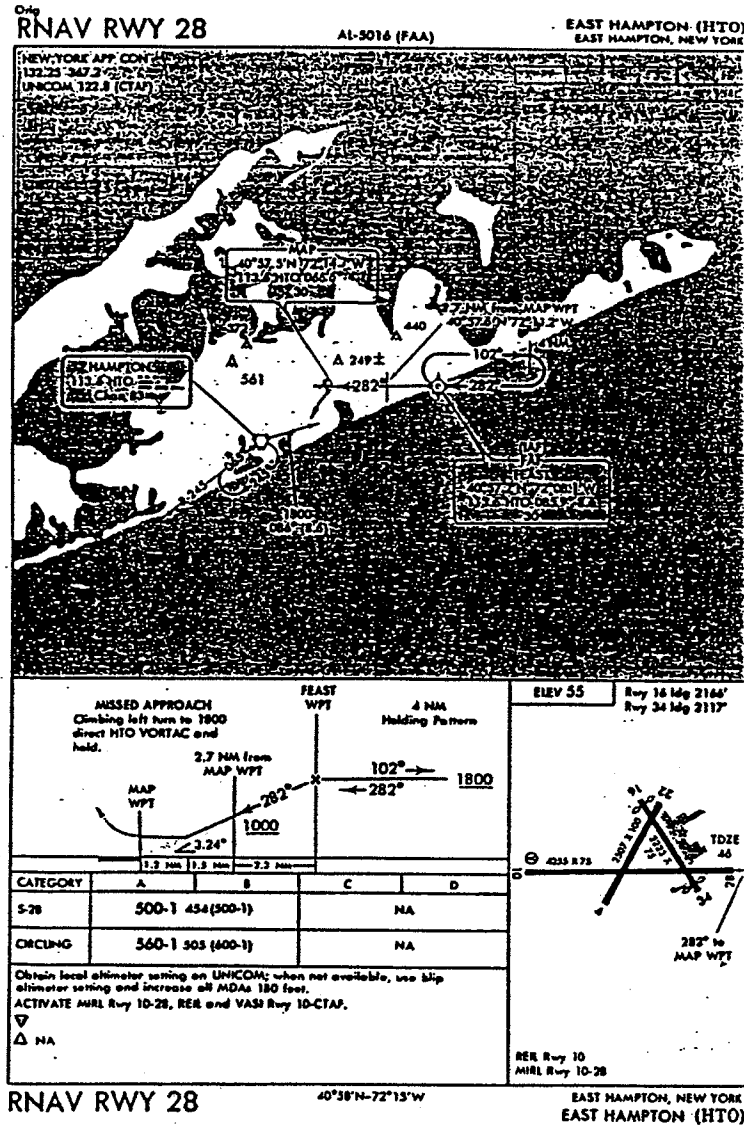


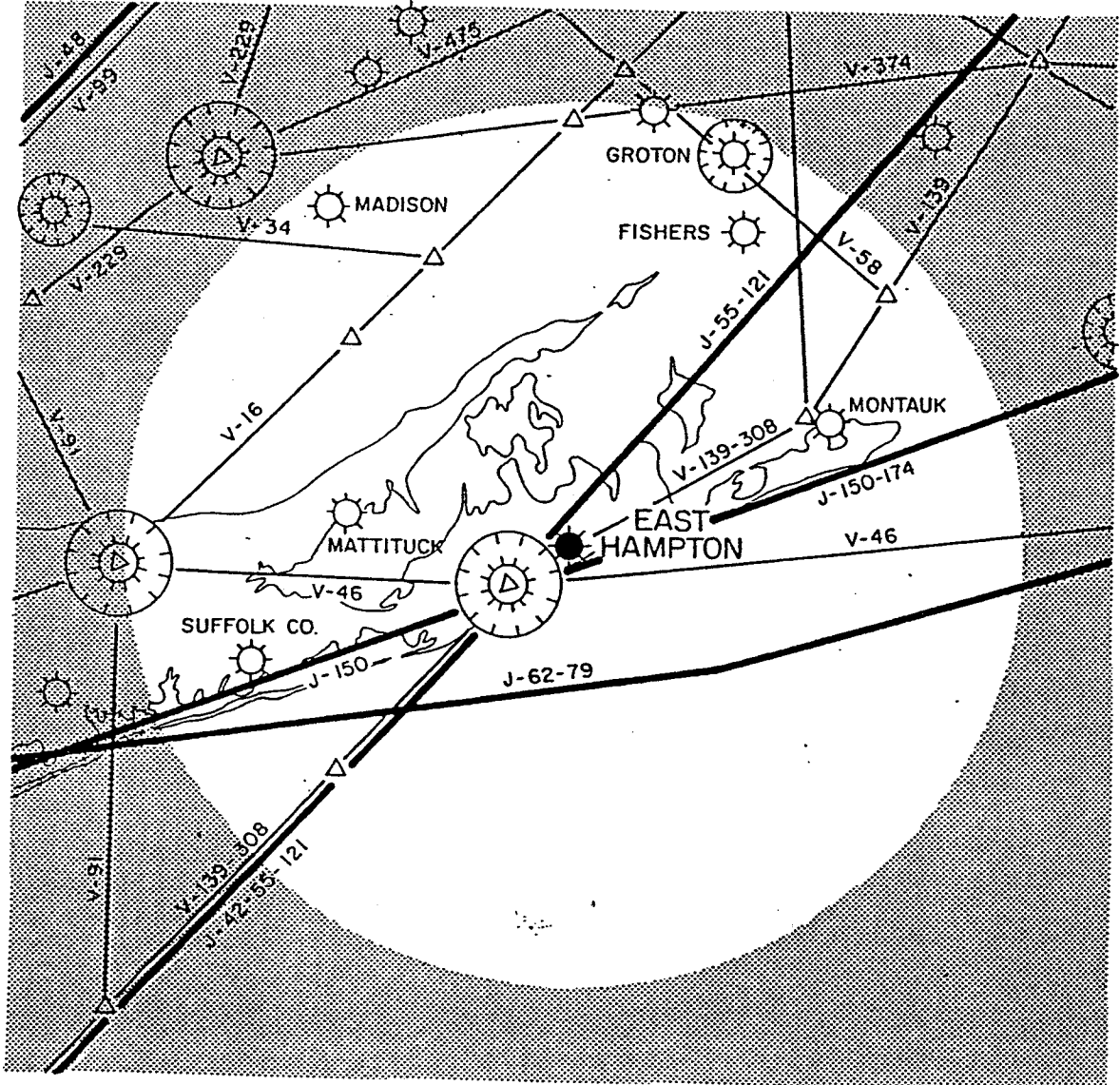
Figure 1.3.1

# EAST HAMPTON AIRPORT INSTRUMENT APPROACH PROCEDURES






# EAST HAMPTON AIRPORT SUMMARY OF AIRSPACE

SOURCE: JEPPESEN LOW ALTITUDE ENROUTE CHARTS



SCALE: 1" = 10 NM

-  VORTAC
-  AIRWAY INTERSECTION
-  AIRPORTS WITH PUBLISHED INSTRUMENT APPROACHES
- V-139 VICTOR AIRWAY AND IDENTIFICATION
- J-150 HIGH ALTITUDE AIRWAY AND IDENTIFICATION

#### Section 1.4 Wind and Weather Data

The Airport's three runways combined provide 100 percent wind coverage during both VFR and IFR weather conditions. The wind rose and persistency analyses are presented in Figures 1.4.1 through 1.4.3.

The annual average mean maximum temperature at East Hampton Airport is 82 degrees Farenheit.

#### Section 1.5 Environmental Inventory

##### o Water Quality

The area around East Hampton Airport is environmentally sensitive with respect to surface and natural groundwater resources. East Hampton Airport is situated over the upper glacial aquifer of Long Island. This aquifer is the principle source of water for the Georgica Pond and the wells supplying the drinking water for area residents.

Wetlands exist in a number of areas around the Airport including Northwest Creek, Three Mile Harbor, Georgica Pond and Talmadge Creek.

While the Airport has had little impact on water quality, continued vigilance in protecting the wetlands will be necessary.

Figure 1.5.1 details the major hydrogeologic units of the ground-water reservoir of Long Island.

##### o Air Quality

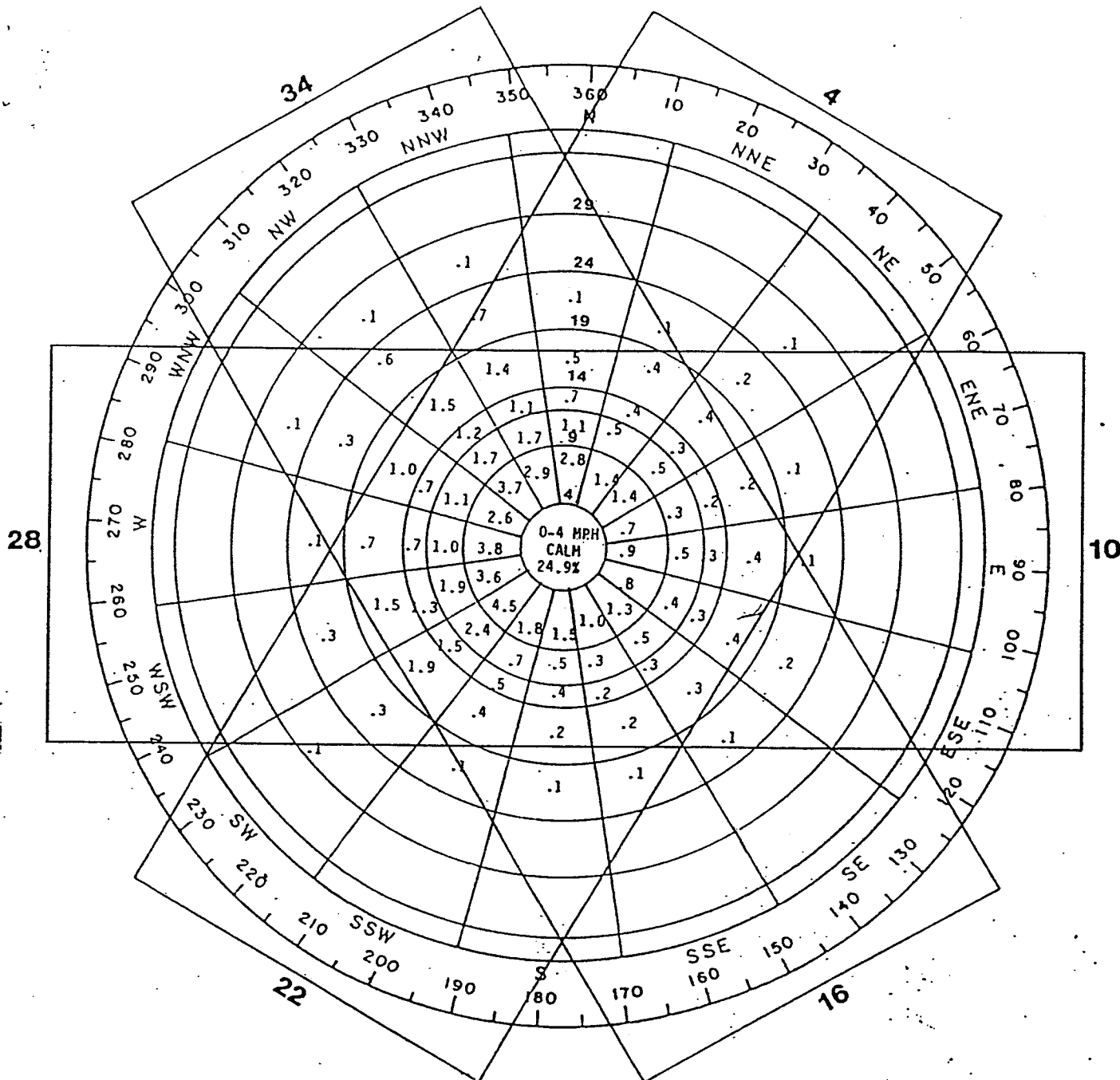
The aircraft utilizing East Hampton Airport consist primarily of a single engine and light twin-engine mix. The number of aircraft operations presently occurring at the Airport, would not cause any measureable effects on the ambient air quality.

##### o Ecological Inventory

The northern tip of Talmadge Creek is owned and protected by a national organization known as the Nature Conservancy. This organization is devoted to the preservation of endangered species of flora and fauna. The Nature Conservancy's preserve on Talmadge Creek is known as the "Paz Yarrquo Ossorio Preserve".

# EAST HAMPTON AIRPORT VFR WIND ROSE

Figure 1.4.1



12 M.P.H. VFR WIND COVERAGE												
Runway	4	22	4/22	10	28	10/28	16	34	16/34	ALL	10/28 & 16/34	10/28 & 4/22
Percent Coverage	64.8	54.2	94.1	42.7	74.8	92.6	47.3	68.7	91.1	100.0	99.2	97.8

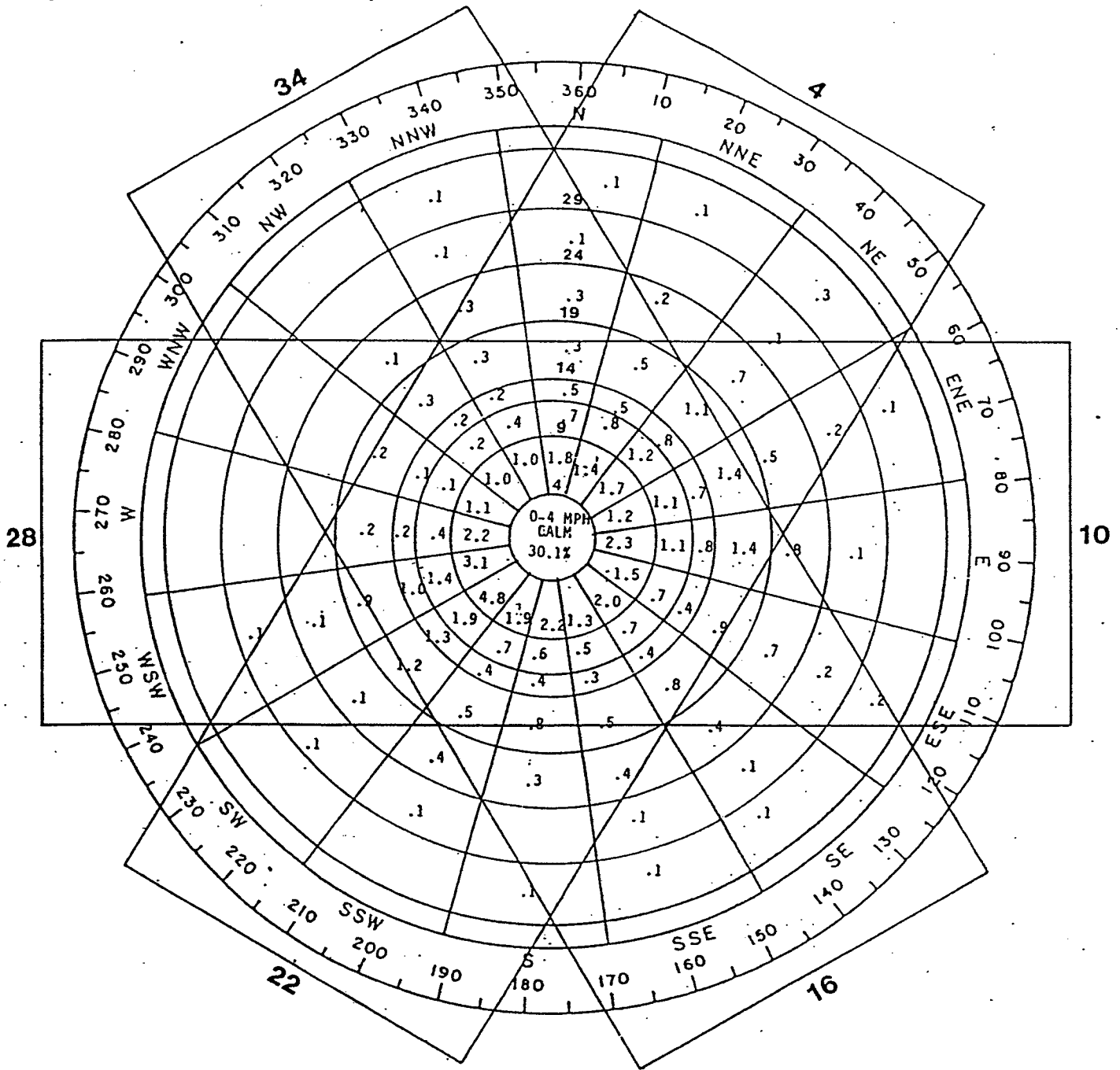
SOURCE: UNITED STATES WEATHER BUREAU, A DEVELOPMENT STUDY OF THE EAST HAMPTON AIRPORT, 1955

PERIOD: JUNE 1951 - MAY 1955, STATION-SUFFOLK COUNTY AIRPORT  
34,786 TOTAL OBSERVATIONS



# EAST HAMPTON AIRPORT IFR WIND ROSE

Figure 1.4.2



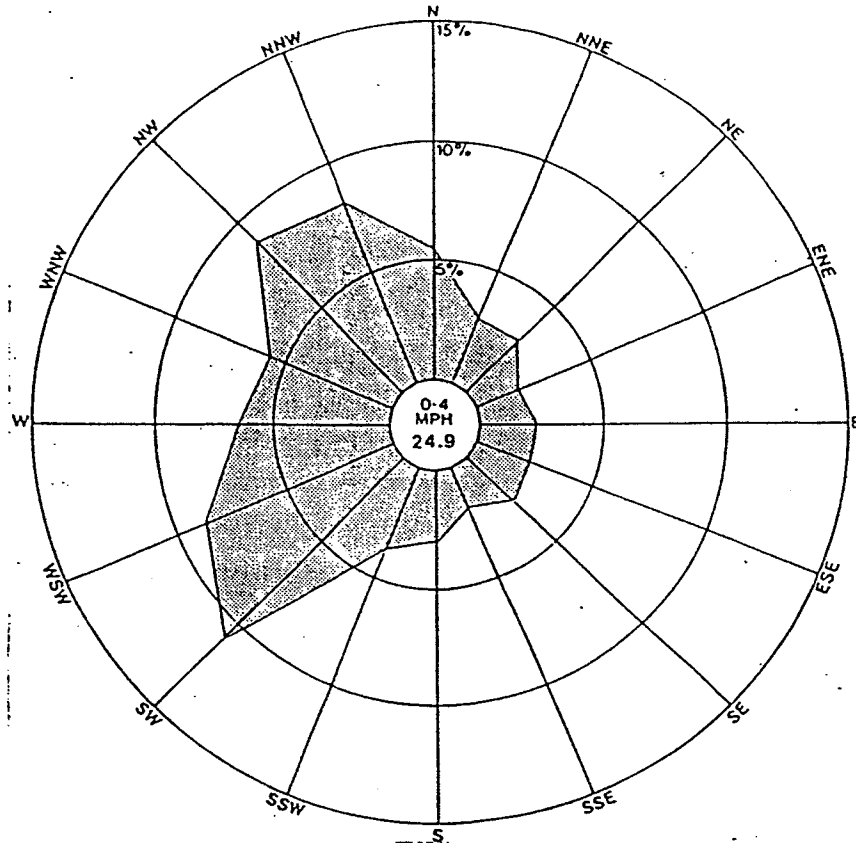
12 MPH. IFR WIND COVERAGE												
Runway	4	22	4/22	10	28	10/28	16	34	16/34	ALL	10/28 & 16/34	10/28 & 4/22
Percent Coverage	57.5	64.1	91.5	62.7	60.0	92.6	64.7	53.0	81.7	100.0	97.6	98.2

SOURCE: UNITED STATES WEATHER BUREAU, A DEVELOPMENT STUDY OF THE EAST HAMPTON AIRPORT, 1955

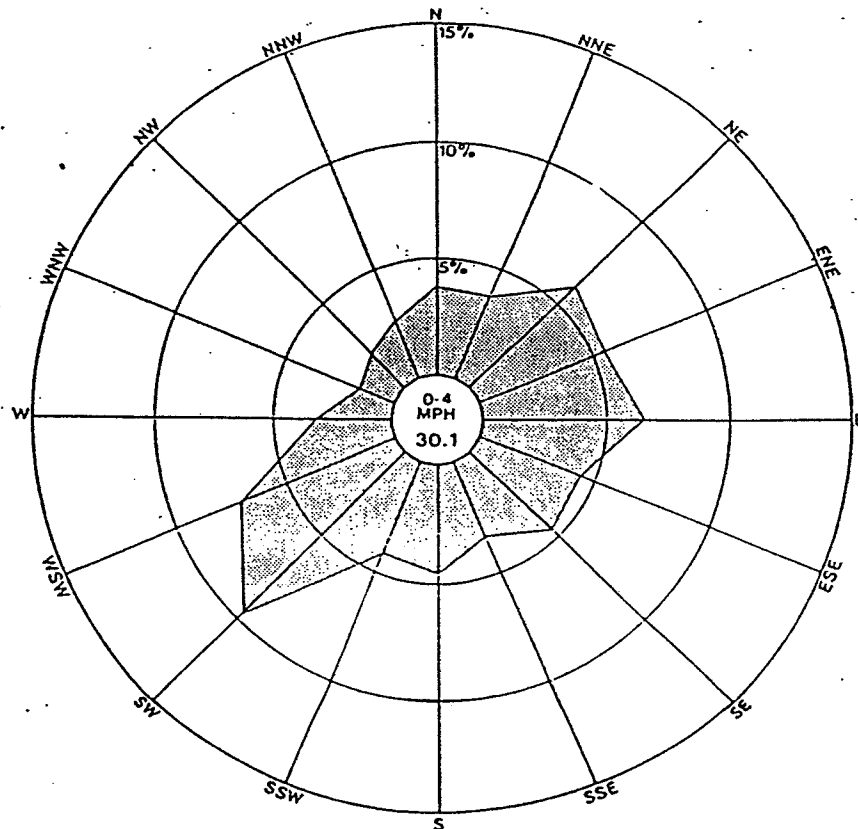
PERIOD: JUNE 1951 - MAY 1955, STATION-SUFFOLK COUNTY AIRPORT  
34,786 TOTAL OBSERVATIONS

# EAST HAMPTON AIRPORT VFR WIND PERSISTENCY CHART

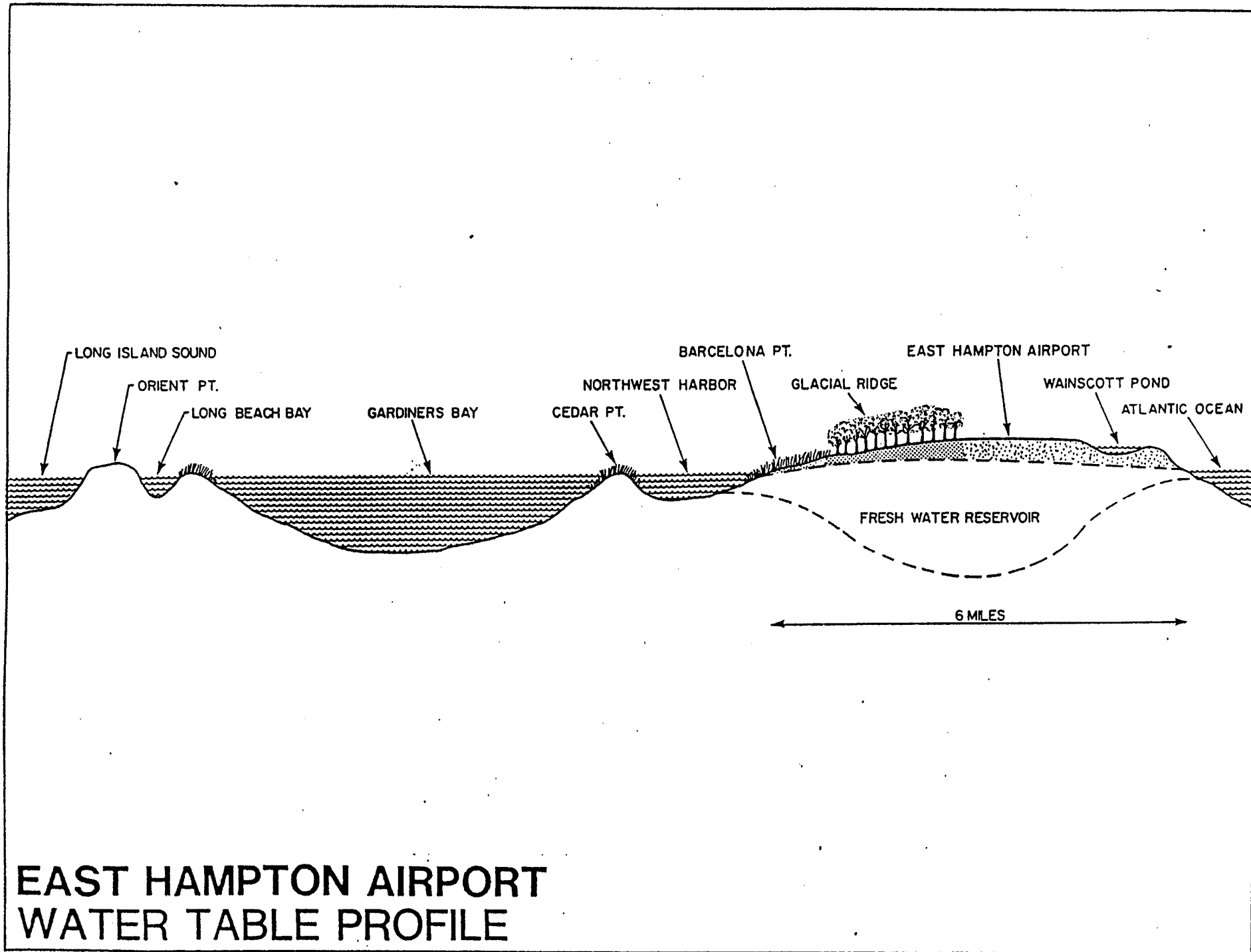
Figure 1.4.3



# EAST HAMPTON AIRPORT IFR WIND PERSISTENCY CHART



1-15



# EAST HAMPTON AIRPORT WATER TABLE PROFILE

Figure 1.5.1

## Section 1.6 Socio-Economic Factors

### Population

The population and rate of growth of East Hampton, will have a direct impact on the demand for aviation serving that community. Figure 1.6.1 outlines historical population growth and forecasted population growth.

### Industry

In 1982 a study was prepared recommending that three recognized industrial zones be consolidated into a single category. The Plan states that " the second or leisure home community is a large part of the Town's economic resources, and as such, commercial and industrial land use activities will form a secondary role to this resource" 1/.

The Town's Industrial Development Agency, is seeking to broaden and expand the present industrial base. Such expansion will be concentrated, in part, around East Hampton Airport.

## Section 1.7 Description of Adjacent Airports and Facilities

The airports described below are located near East Hampton Airport and are open to the public.

### Montauk-Sky Portel Airport

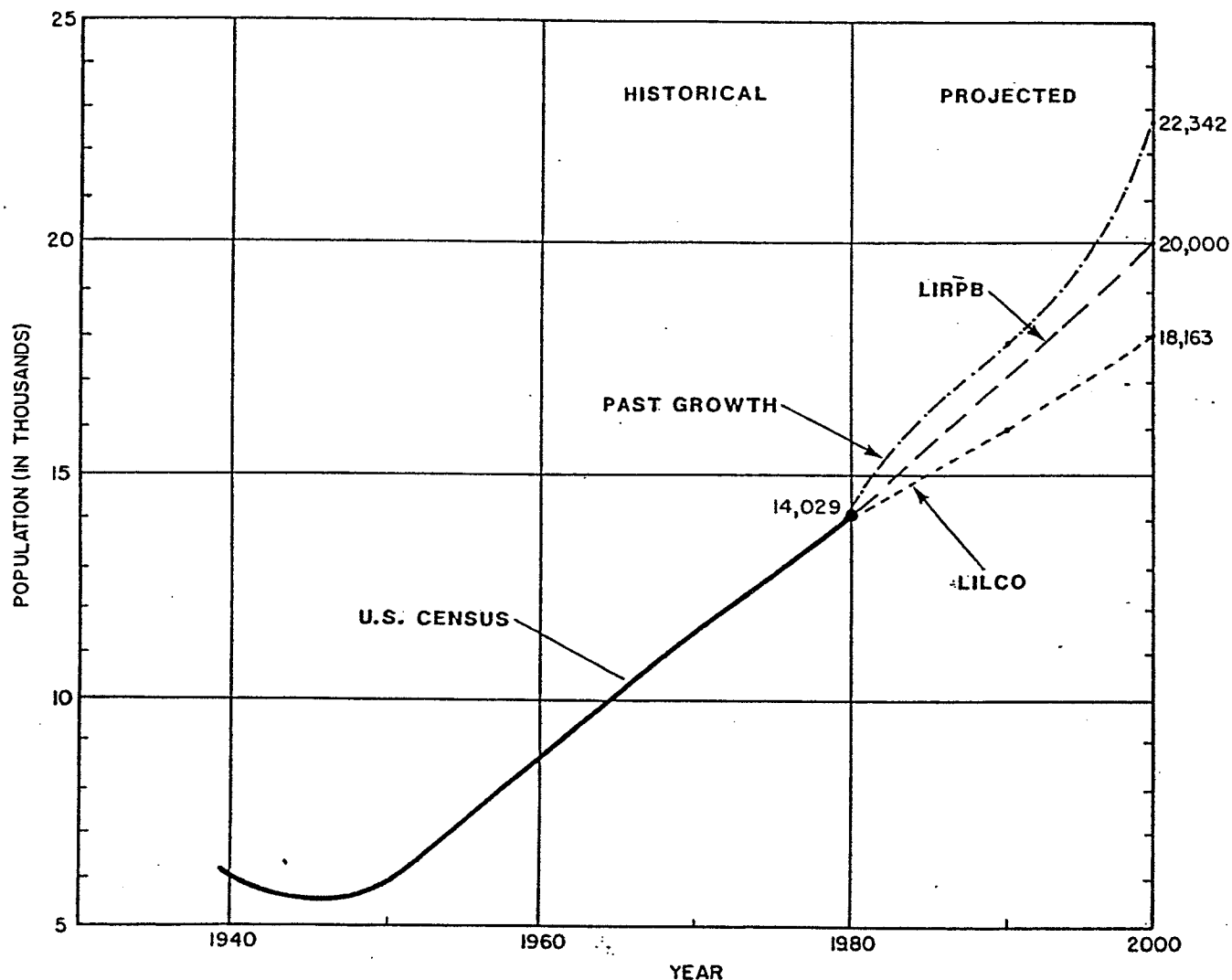
- o Runway: 6/24 3,500' x 85', paved
  - o Storage: Tiedowns
  - o Maintenance: None
  - o Radio: Unicom Aeronautical Advisory Station
  - o Instrument Approach: VOR non-precision approach,
- Runway 6
- o Note: Open only June through September

### Suffolk County - Westhampton Beach Airport

- o Runways: 6/24 9,000' x 150', paved
- 15/33 5,000' x 150', paved
- 2/20 5,000' x 150', paved
- o Storage: 4 hangars, tiedowns
- o Maintenance: Major airframe and avionics
- o Radio: Airport Traffic Control Tower
- o Instrument Approaches: ILS Precision Approach
- Runway 24
- o Based Aircraft (1984): 79
- o Total Annual Operations (1984): 127,151

1/ The 1984 East Hampton Town Comprehensive Plan, p.13-26.

# TOWN OF EAST HAMPTON HISTORICAL AND PROJECTED GROWTH PATTERNS



Source: 1984 Town of East Hampton Comprehensive Plan  
"A Guide for Public Action".

## Section 1.8 Existing Land Use and Zoning

### Land Use

The airport is surrounded by undeveloped woodland to the west, north and east, and two residential neighborhoods to the northwest and northeast (see Figure 1.8.1).

### East Hampton Airport and Vicinity Zoning

Classifications found on Figure 1.8.2.

The airport and its property is zoned commercial-industrial for use by light industry and commercial operations.

Currently, of the 1,800 total acres zoned industrial in the Town, 354 acres is developed for industry. Only 11 percent of that total is set aside for heavy industry, primarily two active quarries.

## Section 1.9 Laws, Ordinances and Administrative Regulations

### Town of East Hampton

Operations at East Hampton Airport are governed by Town Code adopted in 1967. Chapter 36 prescribes safe operating procedures and the landing fees charged by the Town.

Chapter 142 specifies that commercial operations must be approved by the Town Board.

Chapter 153 prescribes the heights of structures, and states that the Town has the authority to set limits on heights within tenant leases.

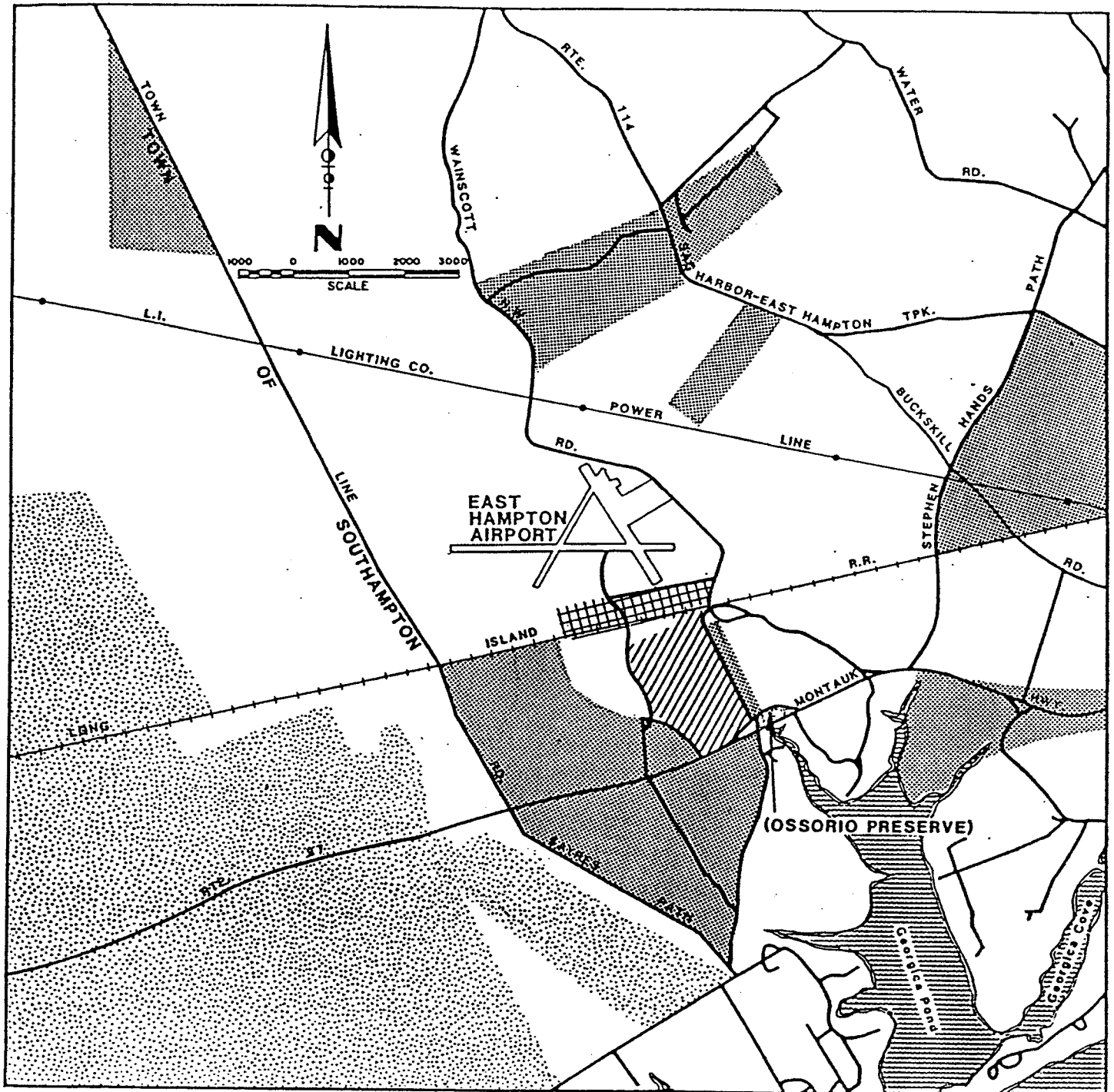
### State of New York

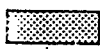



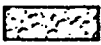
The State of New York prescribes safe operating procedures for aircraft, maintains the right of approval of applications for Federal funds by municipalities; and vests authority in the municipalities to:

- o Construct, develop, improve, equip, maintain and operate the airport.
- o Adopt regulations and establish fees, and to fix civil penalties for violations of such regulations.

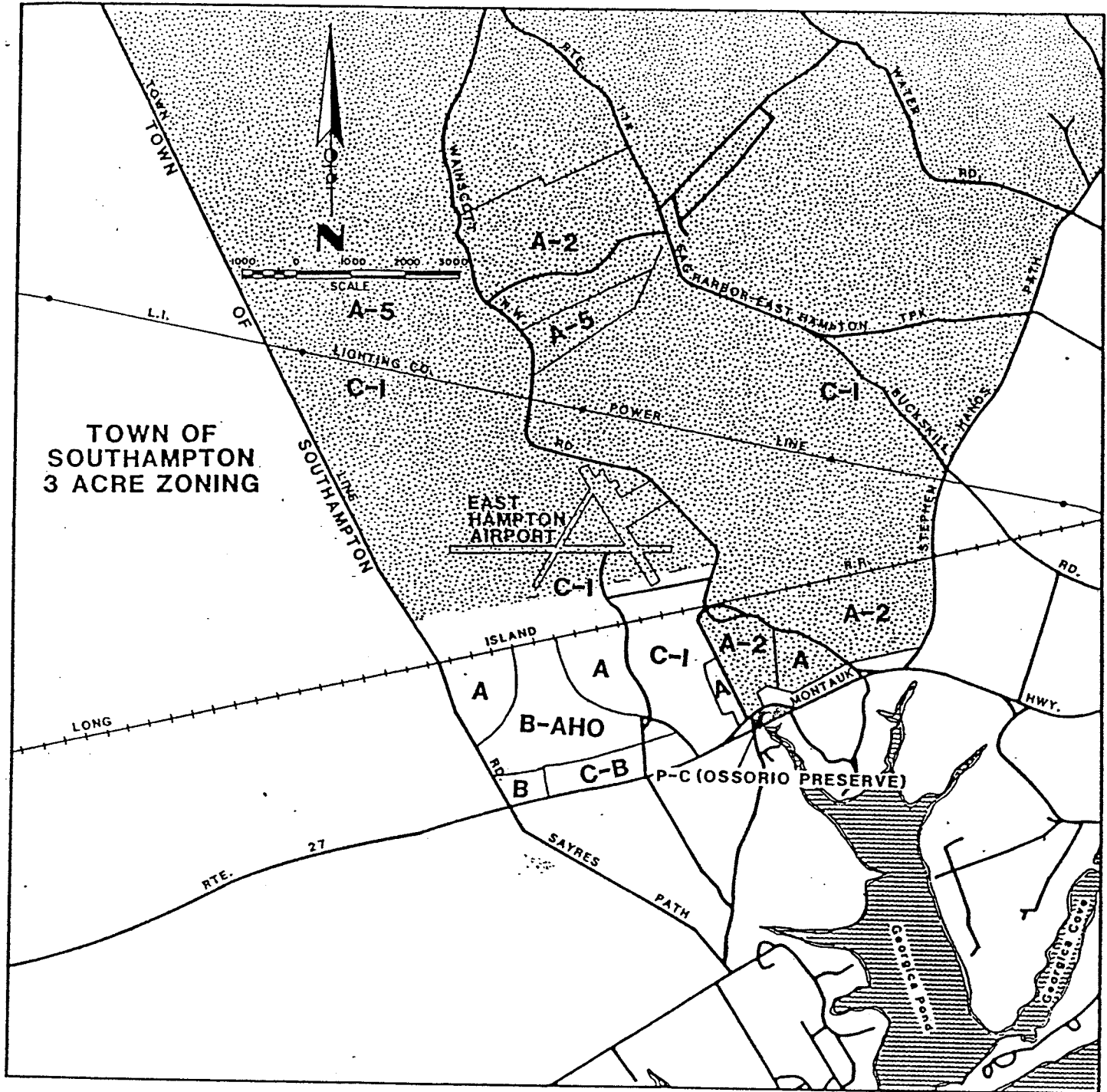
Figure 1.8.1

# EAST HAMPTON AIRPORT EXISTING LAND USE



-  RESIDENTIAL
-  AGRICULTURAL
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  PARK AND CONSERVATION

# EAST HAMPTON AIRPORT EXISTING ZONING



- A ... RESIDENCE
- B ... RESIDENCE
- C-1 ... COMMERCIAL INDUSTRIAL
- P-C ... PARK AND CONSERVATION
- C-B ... CENTRAL BUSINESS
- B-AHO ... RESIDENCE (AFFORDABLE HOUSING AREA)
- [Stippled Area] ... WATER RECHARGE OVERLAY



- o Provide for all incidental services, concessions and facilities and charge for them.
- o Buy and sell aircraft fuel, parts and services incidental to operation of the airport.
- o Insure that no building is permitted which obstructs the use of the airport as a public airport.
- o Vest any or all of the above powers in any officer, board or agency dealing with management of the airport.
- o Protect the approaches to airports from possible future obstacles to safe navigation and to acquire the property or the rights necessary to ensure such protection.
- o Prevent establishment of such obstacles in the future by the exercise of police powers of the municipality.
- o Enact ordinances for the regulation of airports and adjacent property, as well as for the necessary utilities.

#### Section 1.10 Financial Inventory

##### Revenue

The Town of East Hampton receives revenue from the following sources:

Leases

Landing Fees

Fuel Flowage Fee

Vending

Taxes

##### Expenditures

Expenditures by the Town of East Hampton on the airport are classified as personnel, and general maintenance and development.

## CHAPTER 2 - FORECASTS OF AVIATION DEMAND

### Section 2.1 Introduction

Aviation demand at East Hampton Airport is forecast for three planning periods: the short-term, 5 years; intermediate period, 6-10 years; and the long range, 11-20 years. The specific elements of East Hampton's aviation activity, the majority of which is presented in Table 2.1.1 include:

- o Based aircraft by number and type.
- o Aircraft operations, including total annual, peak month, average day and peak hour, itinerant versus local, seasonal peaking characteristics, instrument operations, and day versus night split.
- o Peak hour passengers for commuter airline service and general aviation operations.
- o Ground vehicle traffic and parking requirements.
- o Annual Instrument Approaches (AIA).

The activity projections presented in this chapter are unconstrained by any specific circumstance. The constraints to potential demand are examined in subsequent chapters of this report, such as physical capacity, airspace and environmental analysis and economic feasibility. These forecasts present, therefore, the maximum potential demand at East Hampton Airport throughout the planning period.

Information pertaining to specific projections utilized in arriving at selected forecasts may be found under separate cover in the 1982 Hoyle, Tanner & Associates, Inc. Airport Plan Technical Report for East Hampton Airport.

### Section 2.2 Scheduled Commuter Operations and Enplaned Passengers

East Hampton Airport is presently served by four scheduled commuter operators, Montauk-Caribbean Airways, Inc., East Hampton Aire, Inc., Pilgrim Airlines and Action Airlines. Montauk-Caribbean Airways, Inc. has provided seasonal scheduled service between East Hampton and LaGuardia Airport since 1971, operating annually from June through September. During the summer of 1980 Montauk-Caribbean averaged 32 scheduled departures per week from East Hampton to LaGuardia, and 12 scheduled departures per week from East Hampton to Boston, Massachusetts.

EAST HAMPTON AIRPORT FORECASTS

Year	Based Aircraft					Rotor	Total Year Round	Total Peak Season*	Operations			
	Single Engine	Multi Engine Prop	Turbo Prop	Jet	Operations/ Based A.C.				IFR	AIA**	Total OPS	
1970	25	5	0	0	0	30	NA	970	800	630	29,100	
1975	25	4	0	1	1	31	NA	1,029	1,100	640	31,900	
1980	23	6	2	1	1	33	50	1,082	1,960	650	35,700	
1985	59	12	8	1	0	80	40	535	3,420	750	42,800	
1990	74	14	10	1	1	100	50	515	4,120	820	51,500	
1995	94	19	12	2	1	128	64	500	5,760	1,090	64,000	
2000	109	22	14	2	2	149	75	488	6,540	1,110	72,700	

\* Does not include year-round based aircraft

\*\* Assumes 1.5% yearly growth rate until 1985

Year	Total Operations					Peaking Characteristics			Itinerant		Local Total	Touch & Go's
	Single Engine	Multi Engine	Turbo Prop	Jet	Rotor	Peak Mo.	Avg. Day Peak Mo.	Typical Busy Hr.	Scheduled Commuter	Other		
1970	13,100	10,800	3,900	200	1,100	4,950	165	25	2,800	19,000	7,300	7,000
1975	14,400	11,800	4,200	300	1,200	5,420	181	27	3,100	21,000	7,400	7,600
1980	16,100	12,900	4,600	700	1,400	6,400	213	31	3,500	24,400	7,800	8,600
1985	19,260	15,400	5,560	860	1,720	7,276	243	34	3,800	30,400	8,600	10,300
1990	22,660	18,540	6,700	1,540	2,060	8,755	292	41	4,300	37,300	9,900	12,400
1995	28,160	23,000	8,320	1,920	2,600	10,880	363	51	4,700	48,000	11,300	15,400
2000	28,350	25,440	11,640	3,630	3,640	12,359	412	57	5,200	55,400	12,200	17,500

Table 2.1.1

East Hampton Aire, Inc., initiating scheduled service from East Hampton in 1979, presently operates year round. During the peak season, May through September, 1980, East Hampton Aire, Inc. averaged 24 scheduled departures from East Hampton to LaGuardia Airport each week.

Based on historical passenger increases per year, the projected annual enplanements at East Hampton Airport are as follows:

<u>Year</u>	<u>Annual Passenger Enplanements</u>
1980*	4,100
1985 (E)	15,460
1990	20,688
2000	26,480

\* Source: Town of East Hampton

Based on a projected average number of seats per departure increasing from slightly more than eight in 1980, to 12 in the year 2000, the forecast of scheduled commuter aircraft operations (arrivals and departures) is:

<u>Year</u>	<u>Scheduled Commuter Aircraft Operations</u>
1980 (A)	3,500
1985 (E)	4,300
1990	4,700
2000	5,200

Source: Official Airline Guide, 1980

### Section 2.3 Forecast of Automobile Parking Demand

Vehicle parking demand was classified by four distinct types of users: scheduled commuter service passengers, rental car demand, general aviation pilots and passengers, and airport employees.

The parking demands for each classification have been totalled for an overall parking requirement.

PARKING SPACE DEMAND

	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>2000</u>
Scheduled Passengers	25	148	198	254
GA Pilots and Passengers	75	88	105	140
Employees <sup>1/</sup>	17	22	29	50
Car Rental <sup>1/</sup>	<u>4</u>	<u>5</u>	<u>7</u>	<u>12</u>
Total	121	263	339	456

<sup>1/</sup> Employee and car rental parking requirements were forecasted to grow at the same rate as enplaned passengers, 5.7% per year.

## CHAPTER 3 - DEMAND/CAPACITY ANALYSIS

The following areas at East Hampton Airport have been investigated to determine the relationships between existing capacity and forecasted demand.

- o Aircraft Operations versus Airfield Capacity
- o Terminal Area Requirement versus Terminal Area Capacity
- o Vehicle Access and Parking
- o Airspace

### Section 3.1 Aircraft Operations Versus Airfield Capacity

The annual service volume (ASV) and hourly capacities of the existing runway system at East Hampton Airport have been developed. This section compares existing airfield capacity to forecasted demands in order to determine what, if any, airfield facility improvements are required throughout this planning period.

#### Annual and Peak Hour Aircraft Operations Demand Versus Capacity

	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>2,000</u>
Annual Operations (Demand)	35,700	42,800	51,500	72,70
Annual Service Volume (Capacity)	82,280	89,180	95,060	108,29
Annual Operations as % ASV	42%	48%	54%	67%
Peak Hour Operations (Demand)	34/10	37/14	40/16	45/22
Hourly Capacity	70/38	70/38	70/38	70/38

#### Notes:

1. Hourly figures shown indicate VFR/IFR operating conditions, respectively. These figures represent the maximum capacity of runway if demand were spread evenly through the hour. They are theoretical in nature, and may vary under actual operating conditions.
2. The increase in the annual service volume reflects the change in the seasonal peaking characteristics, where demand will be spread more evenly throughout the year as the percentages of peak season operations decreases.

### Section 3.2 Terminal Area Requirements Versus Terminal Area Capacity

Terminal area facilities include a variety of components, such as:

- o Aircraft Parking and Storage
- o Aircraft Maintenance Facilities
- o Passenger Terminal Building
- o Fixed Base Operator Facilities

### Based Aircraft Parking Apron Requirements

The number of based aircraft at East Hampton Airport effectively increases by one half the total year round based aircraft each summer, May through September. The total apron and tiedown space (paved and unpaved) for based aircraft parking should be equal to the forecasted number of based aircraft, less those accommodated in storage hangars. Ideally, the apron for based aircraft should be located separately from the itinerant (transient) parking apron.

Currently, existing based aircraft apron area totals 27,000 S.F. The year 2000 projected based aircraft apron for year round based aircraft is 134,100 S.F., and 225,000 S.F. for seasonally based aircraft, resulting in a total based aircraft tiedown apron requirement of 359,100 S.F. Thus, an additional 332,100 S.F. of tiedown apron would be required.

### Itinerant Aircraft Parking Apron

Itinerant or transient aircraft are those that are not based at East Hampton Airport but utilize the facilities available, including short term parking.

The apron area required for itinerant (transient) aircraft parking is determined by multiplying the peak number of aircraft by 3,300 square feet.

Presently there is 45,000 S.F. of apron area available for itinerant aircraft parking. With year 2000 demand forecasted at 39 aircraft or 128,700 S.F., an additional area of 83,700 S.F. would be needed to accommodate year 2000 demand.

### Storage Hangars

Presently, East Hampton Airport has six open bay hangars to accommodate 27 aircraft, and ten T-Hangar facilities for a total of 37 hangar spaces. The year 2000 demand for hangar storage will total 104 spaces, of which 31 spaces should be in open bay hangars and 73 spaces for T-Hangars.

### Aircraft Maintenance Hangars

The correlation between based aircraft and maintenance facilities has been quantified through previous studies showing that 100 square feet per based aircraft provides a reasonable estimate of the maintenance area needed.

Given the criteria of 100 square feet per based aircraft, the maintenance area needed would be 14,900 S.F. by the year 2000. An existing maintenance area of 2,700 S.F. dictates the need for an additional 12,200 S.F. of maintenance area by the year 2000.

### Fuel Supplies

Total airport fuel storage capacity is the same for each FBO with respect to 100 octane Avgas and Jet A fuel, except for the 80 octane Avgas where one FBO has a 7,500 gallon capacity.

<u>Fuel Type</u>	<u>Underground Storage Capacity</u>	
	<u>East Hampton Aire</u>	<u>Montauk-Caribbean</u>
Avgas 80 octane	7,500 Gal.	- -
Avgas 100 octane	10,000 Gal.	10,000 Gal.
Jet A	10,000 Gal.	10,000 Gal.

Installation of an additional 10,000 gallon storage tank of Jet A fuel within the long range planning period would adequately serve the forecasted demand of Class C turbine (propeller and jet) aircraft. It has been determined that existing fuel storage capacity of 80 and 100 octane Avgas is sufficient to accommodate projected demand throughout the 20 year planning period.

### Terminal Building Passenger Facilities

The demand for terminal building space is a direct function of the volume of passengers, visitors and goods.

It should be noted that while the term "air passengers" normally refers to those of the commuter air carrier, the passengers on other types of flights (private flying, training, air taxi, other general aviation) may also utilize the terminal building.

The projected demand for terminal facilities is presented below.

<u>Year</u>	<u>Scheduled Commuter Enplaned Passengers</u>	<u>Visi- tors</u>	<u>General Aviation Pilots and Passengers</u>	<u>Projected Area (SF) Required</u>	<u>Exist- ing Area (SF)</u>
1985	19	19	50	1700	900
1990	25	25	57	2100	900
2000	32	32	85	2900	900

Airport management, storage area and building mechanical would increase the terminal area required in the year 2000 to 4,000 square feet.

### Section 3.3 Vehicle Access and Parking

Vehicle access to East Hampton airport is primarily provided by Daniel's Hole Road. The demand on Daniel's Hole Road has been estimated at 250 vehicles per hour (VPH) which is well



below the 1,500 VPH capacity of this two lane road. This facility, however, presents certain problems concerning its locations relative to the thresholds of Runways 28, 22 and 16, as well as an inadequate overpass clearance and line of sight limitations. Consequently, though a demand/capacity analysis would not predicate changes in the Road, other criteria may.

#### Automobile Parking Facilities

The present capacity of East Hampton Airport's automobile parking facility, is 100 spaces. However, the current auto parking facilities are unpaved. Comparing the total capacity with the forecasted demand shows:

	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>2000</u>
Projected Automobile Parking Demand	121	263	339	456
Deficit of Parking Spaces ( Demand/Capacity)	21	163	239	356

#### Section 3.4 Airspace Capacity

The capacity of East Hampton's airspace would not be constrained based on year 2000 demand levels of VFR or IFR traffic.

The published instrument approach to East Hampton, including the missed approach procedure, does not conflict with the two published instrument approaches to Westhampton Beach Airport. Two low altitude victor airways, V-46 and V-139-308, proceed through Hampton VOR. The lowest published altitude for enroute IFR traffic on either of the airways is 1500 feet MSL on V-139-308, southwest bound. The published minimum enroute altitudes (MEA's) for V-46 westbound and V-139-308 northeast bound are 1800 and 1900 feet, respectively. Those altitudes pose potential conflicts with the published holding pattern and final approach fix intercept altitudes for the approach procedure to East Hampton. Enroute IFR traffic, however, normally proceeds at higher altitudes than MEA and MOCA (Minimum Obstruction Clearance Altitude), and will in any case be assigned higher altitudes by ATC to avoid conflicts with arriving traffic at East Hampton.

## CHAPTER 4 - FACILITY REQUIREMENTS

### Section 4.1 Airport Role and Critical Aircraft

The airport's current role is that of a commercial service, non-primary airport and the airport role is not anticipated to change in the future.

The critical aircraft is utilized to plan the airport with proper clearance and dimensional standards. An airport must be designed to accommodate those aircraft which operate on a substantial basis, which is defined as 500 or more annual itinerant operations or scheduled commercial air service.<sup>1/</sup>

The Airport presently does not accommodate 500 or more annual itinerant jet aircraft in the transport category. Therefore, the critical aircraft should be selected from the fleet of commercial air service aircraft operating at East Hampton Airport.

The DeHavilland DHC-6, Twin Otter, should be designated as the critical aircraft, being representative of aircraft that operate to and from East Hampton Airport. The DHC-6 Twin Otter is classified as a Utility Aircraft in Airplane Design Group II.

The present lengths of the runways at the Airport are not adequate to accommodate transport type aircraft. Therefore, East Hampton Airport would continue to serve primarily utility aircraft.

### Section 4.2 Airfield Requirements

#### Number of Runways

The FAA recommends that an airport's runway system be such that wind coverage is provided a minimum of 95 percent of the time. The airport presently has three runways which combined provide 100 percent coverage. Runways 10/28 and 4/22 provide approximately 98 percent, as do Runways 10/28 and 16/34.

The demand/capacity chapter concluded that future annual and hourly operations would not exceed the airfield's existing capacity.

<sup>1/</sup> Federal Aviation Administration field formulation of the National Plan of Integrated Airport Systems (NPIAS). Airport dimensional standards.

### Length and Width of Runways

East Hampton Airport presently has three active runways:

<u>Runway</u>	<u>Length</u>	<u>Width</u>
10/28	4242'	75'
4/22	2501'	75'
16/34	2220'	75'

Runway 10/28 is the primary runway. Runways 4/22 and 16/34, are used by smaller general aviation aircraft. The current runway length of 4,200 feet is adequate to accommodate the critical aircraft.

Runway 4/22 can accommodate most of the small aircraft operating at the airport. However, it is recommended that a crosswind runway be 80 percent of the primary runway length. Therefore, an extension of 890 feet should be considered on Runway 4/22. It should be noted that this runway is primarily utilized in the winter months when activity at the Airport is low, and is thus, under utilized. Additionally, runway 16/34 provides increased wind coverage over that provided by Runway 4/22.

The length of Runway 16/34, while marginal, can accommodate most of the smaller aircraft operating at the Airport. However, in order to gain additional runway length and increase safety, a 500 foot extension should be considered on Runway 16/34.

Runways 10/28 and 16/34 can adequately meet the needs and demand at East Hampton. Additionally, these runways provide the greatest wind coverage for the airport. Therefore, improvements to the airfield should be concentrated on these runways.

### Pavement Strength

All runways at the Airport are stressed to accommodate those aircraft with single wheel landing gear with a gross weight of 8,000 pounds or less.

Existing and future pavements to be used by the critical type aircraft should be stressed to accommodate 12,500 pounds gross weight on single wheel gear.

### Taxiways Requirements

Currently, Runway 10/28 is not served by a taxiway, and it is recommended that a taxiway be constructed parallel to Runway 10/28 as a first priority. Parallel taxiways should be constructed for Runway 16/34, but at a future period.

### Lighting and Nav aids

The existing lighting at East Hampton Airport provides the minimum facilities for night operations.

There are no nav aids located on the Airport with the exception of a wind-tee and a segmented circle. Two non-precision instrument approaches can be conducted to East Hampton.

Runway 10 qualifies for a precision instrument landing aid (ILS) or MLS); Runway 28 qualifies for a visual landing aid (VASI or PAPI); all runways qualify for Runway End Identifier Lights (REIL's).

FAR Part 77 defines imaginary surfaces around the runways which must be kept clear of obstructions.

Currently, Daniel's Hole Road is an obstruction, to Runways 16 and 28. Industrial Road is an obstruction to Runway 34.

It is recommended that Daniel's Hole Road be realigned to eliminate the obstructions to the runway safety areas and the clear zones. Additionally, Industrial Road should be realigned, or Runway 34 should be displaced, or warning signs should be placed on Industrial Road warning of low flying aircraft.

A preliminary investigation concluded that the traffic pattern could be changed. However, a change in traffic patterns would warrant a separate, in-depth study.

### Clearances from Aircraft Operating Areas

The following clearances in Table 4.2.1 were determined in accordance with FAA AC 150/5300-4B.

#### Clear Zones

The clear zones slope upward and out from a point 200 feet off the end of each runway. The dimensions to be applied at East Hampton Airport are presented in Table 4.2.2.

Table 4.2.1

MINIMUM LATERAL CLEARANCE REQUIREMENTS (feet)

<u>Item</u>	<u>Runways</u>		
	<u>10/28*</u>	<u>16/34</u>	<u>4/22</u>
Runway Safety Area Width <u>1/</u>	300*	150	150
Rwy C.L. to Twy C.L.	300*	240	240
Rwy C.L. to Bld. Restriction Line	300	250	250
Rwy C.L. to Property Line	<u>3/</u>	<u>3/</u>	<u>2/</u>
Rwy C.L. to Tie-Down Area	<u>3/</u>	250	250
		<u>Utility Twy.</u>	
Twy. C.L. to Fixed or Moveable Object		56	

\*Provides adequate clearance for precision approach.

1/ The runway safety areas extend beyond the end of the runway for a distance equal to twice their width.

2/ The building restriction line (BRL) for a precision instrument runway begins 300 feet from the centerline of the runway. Additionally, no objects, including buildings or parked aircraft, may penetrate a surface sloping outward from the BRL 4 feet horizontal to 1 foot vertical.

3/ Requirements for the airport property line should be such that existing, as well as proposed development, can be accommodated on airport property. Judgement should be utilized so that no facility, with the exception of Nav aids will penetrate any obstacle-free zone of the airport.

Table 4.2.2

RUNWAY CLEAR ZONESClear Zone Dimensions (Ft.)

<u>Runway</u>	<u>Inner Width</u>	<u>Outer Width</u>	<u>Length</u>	<u>Approach Slope</u>
Rwy 10 (existing)	500	1,010	1,700	34:1
(proposed):	1,000	1,750	2,500	50:1
Rwy 28 (ext.)	500	1,010	1,700	34:1
(proposed):	1,000	1,425	1,700	34:1
Rwy 4 (ext.)	250	450	1,000	20:1
Rwy 22 (ext.)	250	450	1,000	20:1
Rwy 16 (ext. & prop.)	250	450	1,000	20:1
Rwy 34 (ext. & prop.)	250	450	1,000	20:1

### SECTION 4.3 Terminal Area Requirements

#### Based Aircraft Tiedown Apron

The total based aircraft tiedown area needed to accommodate future demand at East Hampton Airport is presented below.

#### Based Aircraft Tiedown Apron Area (SF)

<u>Year</u>	<u>Year Round Based A/C (Area)</u>	<u>Seasonally Based A/C (Area)</u>	<u>Total Based A/C Apron Area</u>
1985	72,000 S.F.	120,000 S.F.	192,000 S.F.
1990	90,000 S.F.	150,000 S.F.	240,000 S.F.
2000	134,100 S.F.	225,000 S.F.	359,100 S.F.

#### Itinerant Aircraft Parking Apron

Future itinerant (transient) aircraft parking demand for airplanes requiring short term parking at any one time is presented below:

#### Projected Itinerant Aircraft Parking Demand

<u>Year</u>	<u>Itinerant Aircraft Parking Demand</u>	<u>Parking Apron Area</u>
1985	22	72,600 S.F.
1990	27	89,100 S.F.
2000	39	128,700 S.F.

#### Scheduled Commuter Aircraft Boarding Apron

A paved apron situated in front of the terminal building is required to accommodate passenger and cargo boarding for scheduled commuter air carriers. The area should permit simultaneous parking of approximately six Twin Otter aircraft.

#### Open Bay Hangars

The existing storage capacity in open bay hangars (21,700 S.F.) can accommodate projected demand at least through the short term planning period. Additional hangar facilities needed to accommodate future demand for storage and maintenance would be 22,200 S.F. for a total requirement of 43,900 S.F. by the year 2000.

### T-Hangars

The projected demand for T-Hangars identified a need for additional units, and approximately 63 additional T-Hangars will be required by the end of the study period.

### Terminal and Administration Building

The terminal building serves as the transfer point from groundside (automobiles) to airside (aircraft) elements of the airport.

To adequately accommodate airport management personnel an office area of 500 SF is recommended.

Thus the total projected terminal building area requirements by the year 2000 represent 4,000 square feet.

The poor condition of the existing terminal building and the additional area required to accommodate existing and projected demand, lead to the recommendation that a new building be constructed. The location of the new terminal building will be selected to provide direct access to the aircraft apron and itinerant aircraft parking area.

### Fuel Facilities

The existing storage capacity of aviation fuel is adequate, however, it is recommended that one additional 10,000 gallon Jet A fuel storage tank be installed.

### Vehicle Access and Parking Facilities

Vehicle access is provided by Daniels' Hole Road to the airport terminal area. The vehicle demand on Daniels' Hole Road has been estimated at 250 vehicles per hour (VPH). The capacity of Daniels' Hole Road has been estimated at 1,500 VPH.

The primary deficiency with Daniels' Hole Road is the alignment. To improve access, the road should be realigned. The road realignment would also minimize potential conflicts with aircraft operations.

The automobile parking lot would need to accommodate a projected total of 377 automobiles and would allow traffic to circulate in front of the terminal building for passenger and baggage unloading. Approximately 316 of these spaces would be utilized by scheduled passengers, employees, and car rentals. The remaining 61 spaces would be remote parking for general aviation pilots and passengers. It should be noted, however, that while 100 spaces currently



exist in this area, these spaces are unpaved. It is, therefore, recommended that this area be paved.

Table 4.3.1 provides a summary listing of facilities required and the recommended time frame for implementation.

East Hampton Airport  
Facility Requirements

Facility	Existing Capacity	Additional Requirements	Facility Requirements			
			1985 - 1989	1990 - 1994	1995 - 1999	2000 - 2005
Passenger Terminal	900 S.F.	4,000 S.F.	4,000 S.F.			
Tiedown Apron	27,000 S.F.	332,100 S.F.	165,000 S.F.	48,000 S.F.	119,100 S.F.	
Itinerant Apron	45,000 S.F.	83,700 S.F.	44,100 S.F.		39,600 S.F.	
T-Hangars	10 spaces	63 spaces	26 spaces	13 spaces	26 spaces	
Open Bay Hangars	21,700 S.F.	22,200 S.F.	10,000 S.F.		12,200 S.F.	
Hangar Apron and Taxilanes		280,000 S.F.	120,000 S.F.	80,000 S.F.	80,000 S.F.	
Auto Parking	100 spaces	356 spaces	163 spaces	193 spaces		
Perimeter Fencing		30,000 L.F.	10,000 L.F.	10,000 L.F.	10,000 L.F.	
Runway Improvements					Rwy 16 Ext - 500 L.F.	Widen 10/28 25 Feet
Taxiway Improvements				Taxiway for 10/28 (5,050 L.F.)	Taxiway for 16/34 (1,600 L.F.)	
Navigational Aids				REIL's - All Rwys ASI - Rwy 28		MLS - Rwy 10
Roadway Improvements			Realign Daniel's Hole Road (North 1/2)	Access Road (0.2 Mile), Extend Industrial Road, Realign Daniel's Hole Road (South 1/2)		
Other				Storm Water Man-		

Table 4.3.1

## CHAPTER 5 - EVALUATION OF ALTERNATIVES

### "Do-Nothing" Alternative

This Alternative would assume no additional improvements to the Airport. The option to implement only select alternatives is available to the community at all times.

### Section 5.1 Safety Considerations

There are currently hazards to aircraft operations that exist at the Airport due to roadways crossing through the clear zones and runway safety areas. The hazards can be removed by realigning Daniel's Hole Road which is an obstruction to Runways 16, 22 and 28.

Additionally, it is recommended that warning signs be placed on Industrial Road warning of low flying aircraft. The cost of these signs would be approximately \$500 for two warning signs. These improvements should be conducted on a priority basis; Figure 5.1.1 depicts the recommended realignments and sign locations.

Priority 1: As a first priority, Daniel's Hole Road should be realigned so as not to obstruct the clear zones and safety areas of Runways 16 and 22. The cost of this realignment is approximately \$500,000.

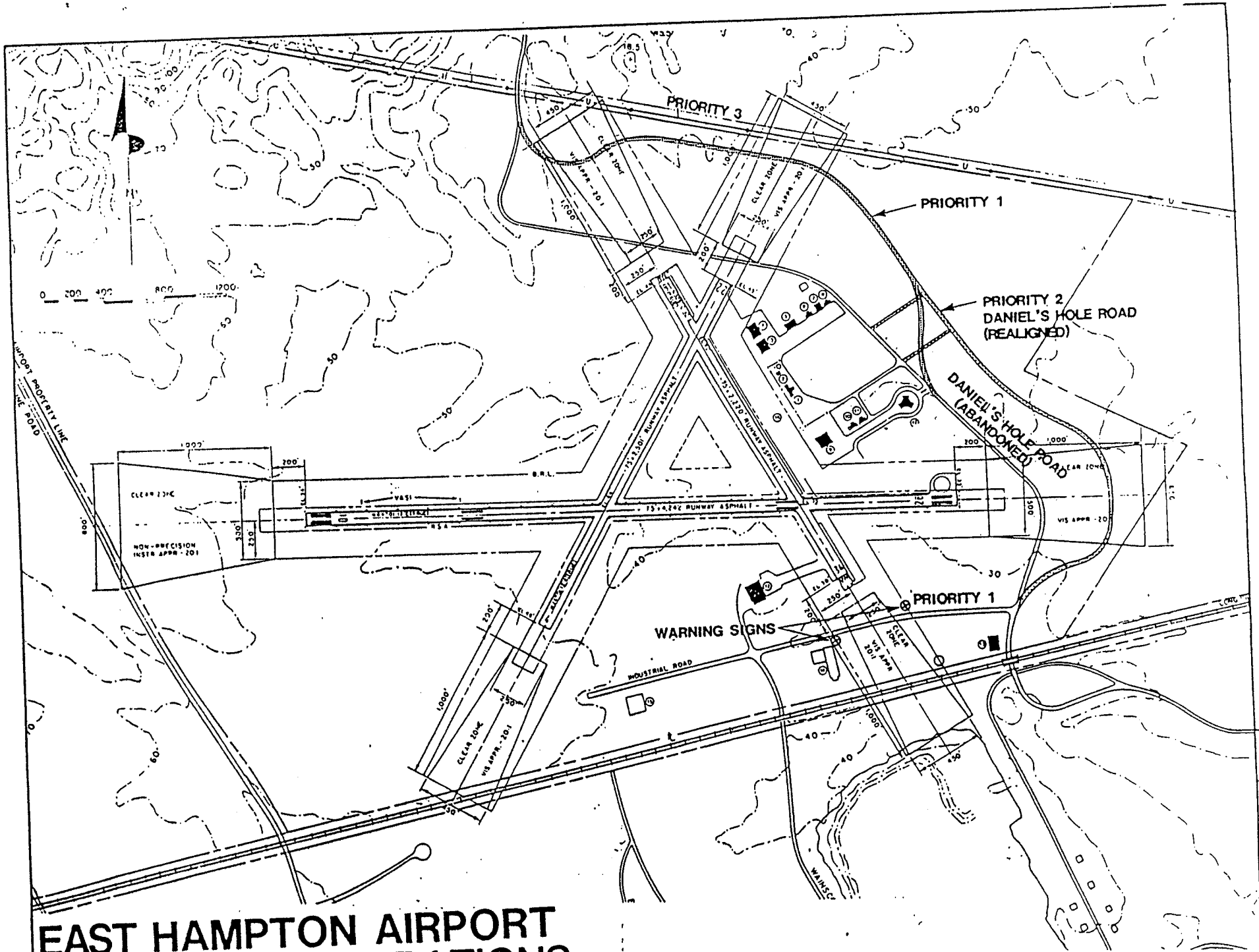
Priority 2: As a second priority Daniel's Hole Road should be realigned so as not to obstruct the clear zone of Runway 28. The cost of this realignment is approximately \$500,000.

Priority 3: As a third priority, it may be necessary to displace runway thresholds to provide a clear approach path over the power lines to Runway 22. These power lines penetrate the clear zone to Runway 22, requiring a 320 foot displaced threshold. The alternative, which is recommended for safety purposes, is to bury or relocate the power lines. The cost to move the power lines has been estimated at approximately \$850,000.

### Section 5.2 Landside Alternatives

#### Alternative A-1: Development of Terminal Area

This alternative includes a new passenger terminal and aircraft hangars in the vicinity of the existing terminal area. The improvements would consist of:



# EAST HAMPTON AIRPORT

Figure 5.1.1

### Phase I

Much of the development in this first phase can be conducted prior to the realignment of Daniel's Hole Road. Therefore, the improvements in this phase could proceed or run concurrently with the Priority 1 safety project.

- New 4,000 square foot terminal/administration building (estimated at \$620,000).
- Paved auto parking facilities to accommodate 263 cars. (Estimated at \$237,400).
- 165,000 square feet of apron for based aircraft tiedown (estimated at \$620,400).
- 44,100 square feet of itinerant tiedown apron (estimated at \$174,200).
- 10,000 square foot open bay hangar with 5,000 square feet of apron (estimated at \$1,030,000).
- Two (2) T-Hangar buildings to accommodate 26 aircraft (Estimated at \$840,000).
- 120,000 square feet of hangar and maneuvering pavement (estimated at \$454,800)

The cost to construct these improvements would be approximately \$3,976,800.

### Phase II

The remaining development in this second phase would be adequate to accommodate the projected demand at East Hampton through the year 2000. However, improvements cannot be done until Daniel's Hole Road has been realigned. The improvements in this phase include:

- 39,600 square feet of itinerant tiedown apron (estimated at \$156,500).
- 167,100 square feet of tiedown apron for based aircraft (estimated at \$628,300).
- Three (3) T-Hangar buildings to accommodate 34 aircraft (estimated at \$1,260,000).
- 180,000 square feet of hangar and maneuvering pavement (estimated at \$682,200).

- Paved auto parking facilities to accommodate 193 cars (estimated at \$173,800).
- 850 linear feet of entrance and exit access roadway (estimated at \$115,000.)

The cost to construct these improvements would be approximately \$3,015,800.

Figures 5.2.1 illustrates the proposed terminal area development alternative.

### Section 5.3 Taxiway Improvements

#### Alternative B-1: Taxiway Improvements

Presently, there are no full length parallel taxiways serving runways at the Airport. Aircraft must taxi on the runways to take advantage of the full runway length. This presents a potentially hazardous situation. Therefore, taxiway improvements are warranted and should be constructed on a priority basis. Figure 5.3.1 illustrates Alternative B-1.

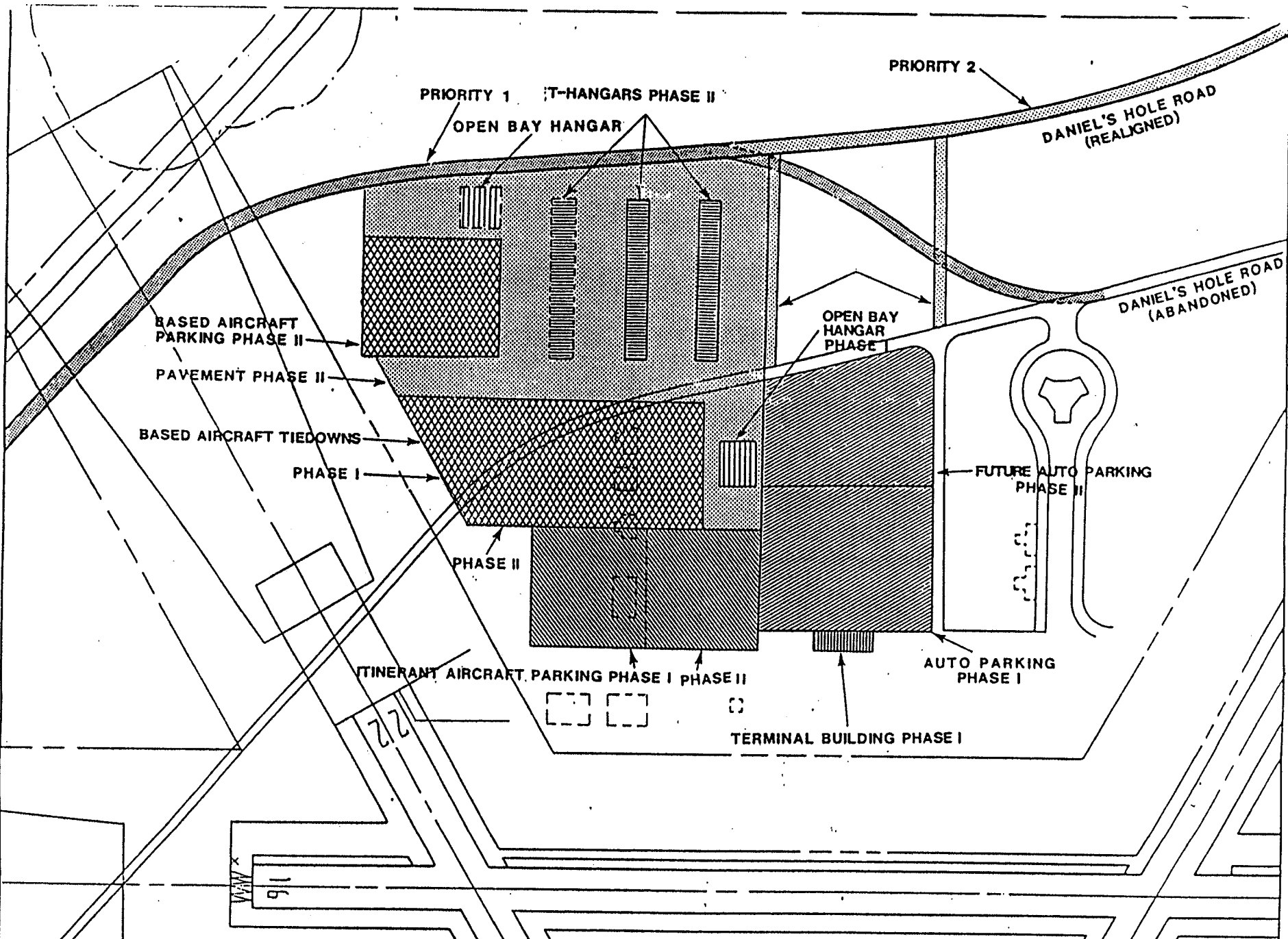
#### Priority 1 - Parallel Taxiway to Runway 10/28

A full length taxiway should be considered parallel to Runway 10/28. This taxiway should be on the north side of the runway with a runway centerline to taxiway centerline separation of 300 feet. The taxiway should have a width of 35 feet. This taxiway should be constructed in two phases: Phase I - 2,500 feet from the Runway 10 end; Phase II - 2,550 feet remaining length.

The cost to develop a parallel taxiway to Runway 10/28 would be approximately \$820,000.

#### Priority 2 - Parallel Taxiway to Runway 16/34

There is an apron taxiway which acts as a partial parallel taxiway to Runway 16/34. However, aircraft must also taxi on the runway for access to and from the runway ends. It is recommended that parallel taxiway sections be developed to link the apron taxiway with the ends of Runway 16/34. These should have a width of 35 feet and a runway centerline to taxiway centerline separation of 240 feet. The cost to develop the parallel taxiway section would be approximately \$250,000.



**EAST HAMPTON AIRPORT  
ALTERNATIVE A-1 TERMINAL AREA DEVELOPMENT**

Figure 5.2.1





#### Section 5.4 Runway Alternatives

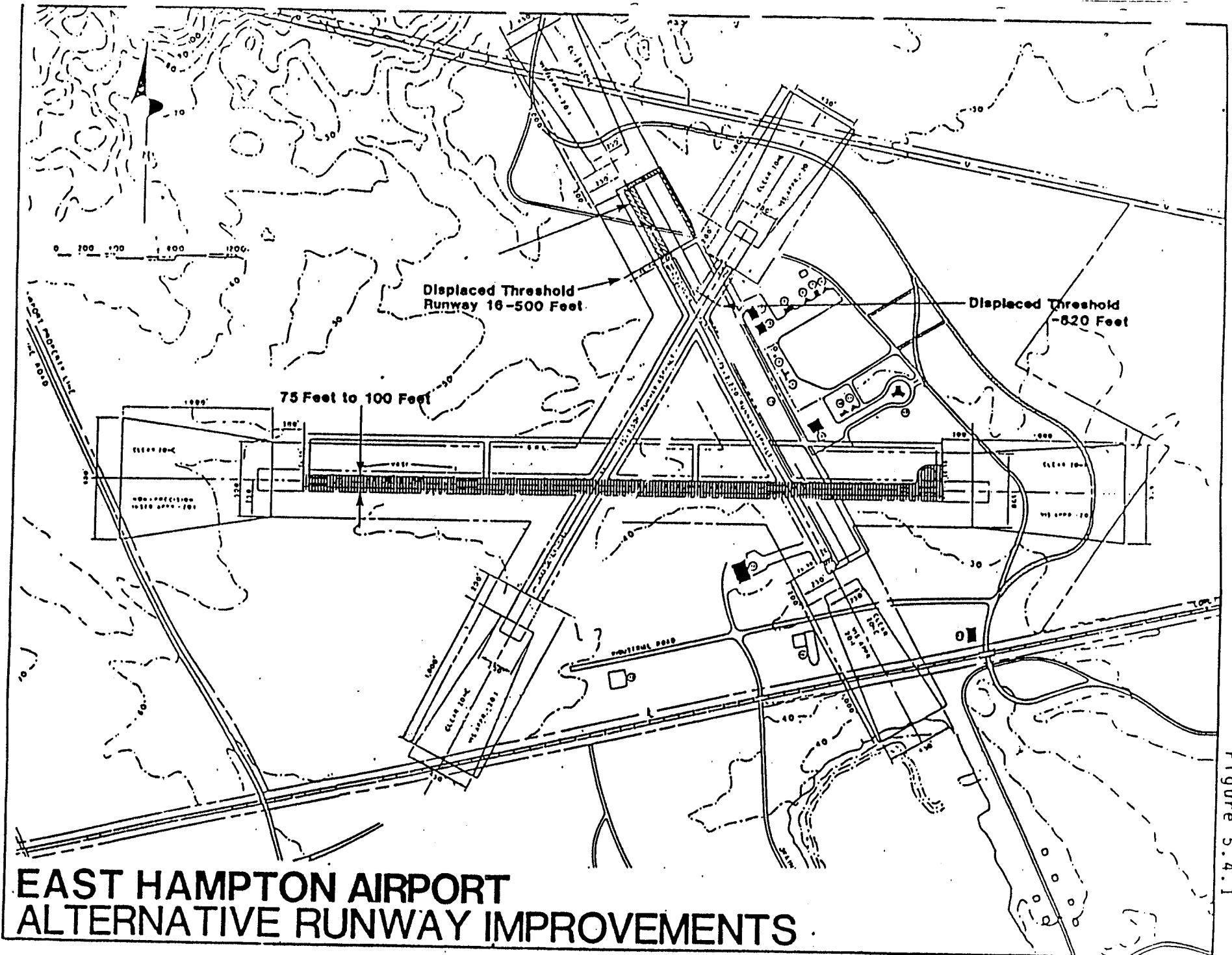
Based on the analysis of wind coverage, the existing runway system provides the minimum wind coverage required. In addition, wind presistency charts indicate the runways are orientated to provide maximum coverage. Thus, it is recommended that the runway headings remain unchanged.

#### Alternative C-1: Extend Runway 16-500 Foot

Runway 16/34 with a length of 2,220 feet, while marginal, can accommodate most of the smaller aircraft operating at the Airport. However, a 500 foot extension should be considered to Runway 16 in order to gain additional runway length and increase safety. This extension would result in a runway length of 2,720 feet. However, if the power lines in the approach to Runway 16 are not relocated or buried, a displaced threshold of 500 feet would be necessary on this runway. This displaced threshold would provide a runway length of 2,220 feet for landings on Runway 16. The full runway length of 2,720 feet would be available for take-offs on Runway 16 and landings and take-offs on Runway 34. The cost of this extension is approximately \$205,000.

#### Alternative C-2: Widen Runway 10/28 to 100 feet

Runway 10 at East Hampton may qualify under the FAA criteria for the installation of a precision instrument approach system (ILS or MLS). If the Town elects to have a system installed on Runway 10, the runway should be widened from 75 feet to 100 feet. This widening program would be constructed entirely on the south side of the runway. The cost to widen the runway is approximately \$616,000 while the cost of the instrument landing system would be 100% by the FAA.



**EAST HAMPTON AIRPORT  
ALTERNATIVE RUNWAY IMPROVEMENTS**

Figure 5.4.1

## CHAPTER 6 - ENVIRONMENTAL ANALYSIS

### Section 6.1 Introduction

This environmental analysis provides all interested parties with the potential environmental impacts of the proposed development. The objective is to enhance the quality of the environment and to avoid adverse impacts.

### Section 6.2 Identification of the Proposed Action

The proposed action to the airfield would consider the development of three (3) runway extensions, a 25 foot widening of Runway 10/28, two full length parallel taxiways and two partial parallel taxiways.

The proposed action in the terminal area would add some 530,525 square feet of impervious surfaces, construction of 26 T-Hangar spaces, one open bay hangar, 90 tiedown spaces, a new terminal/administration building and 250 new auto parking spaces to meet projected demand levels.

### Section 6.3 Environmental Consequences - Specific Impact Categories

#### Noise Exposure

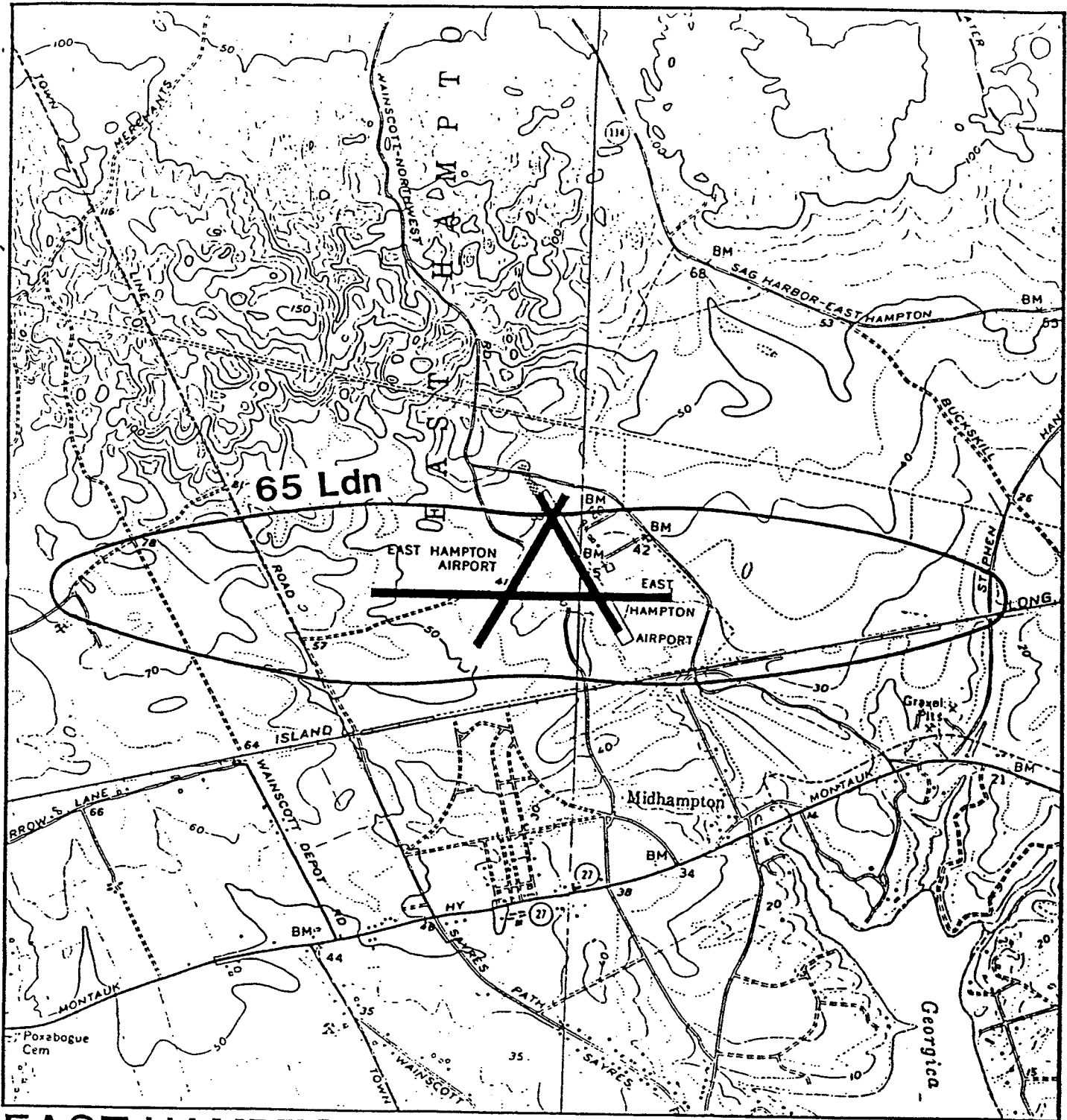
Noise contours were generated for aircraft operations for both existing and future activity. The 65 Ldn is the threshold of incompatibility. Existing aircraft operations do not generate a 65 Ldn contour. Future operations generate a 65 Ldn contour which extends off airport property. However, this contour does not extend over any sensitive land uses. Therefore, no significant noise impacts would result from the proposed development. Noise contours for the year 2000 are shown in Figure 6.3.1.

#### Compatible Land Use

The compatibility of land uses around the Airport is associated with related noise impacts. Since no significant noise impact will result from development, the existing and future land uses around the Airport will not be adversely impacted.

#### Social Impacts

The proposed development would not have a significant impact on the social impacts except for surface transportation patterns. The realignment of Daniel's Hole Road would add approximately 700 feet of roadway, and the increased driving



**EAST HAMPTON AIRPORT  
YEAR 2000 NOISE CONTOUR**

time is too little to be accurately calculated. Therefore, no significant impact would result from this action.

#### Induced Socioeconomic Impacts

The proposed development will have a beneficial impact on the socioeconomic nature of the Town of East Hampton. The improvements could attract more tourists to the area.

#### Air Quality

In order to necessitate an in-depth air quality assessment, a general aviation airport must exceed 180,000 annual operations. Future activity levels at East Hampton are expected to reach approximately 55,000 annual operations. Therefore, no air quality impacts would result from the proposed action.

#### Water Quality

Consultation with the Suffolk County, Department of Health Services has concluded that there are no public water wellfields in the immediate vicinity of the Airport. Therefore, it is anticipated that no impact to public water sources would occur.

It has been determined that the Airport is located over a fresh water reservoir. However, the proposed development would not have any adverse impact upon this reservoir. Steps will be taken to assure that no petroleum products or contaminants enter the water supply. Documentation confirming this finding has been included in Appendix B.

#### Department of Transportation Act Section 4(f)

This section defines impacts on publicly owned land from parks, recreation areas, wildlife and waterfowl refuge and historic sites. The proposed development will not extend off airport property, therefore, these areas will not be adversely impacted.

#### Historic, Architectural, Archeological and Cultural Resources

Consultation with the New York State Office of Parks, Recreation, and Historic Preservation has concluded that the proposed development at East Hampton Airport will have no impact on historic places, architectural, archaeological or cultural resources. Documentation confirming this finding can be found in Appendix B.

### Biotic Communities

It has been concluded that biotic communities are few or non-existent in the general area of the proposed development at the Airport. Due to the project area being considerably man dominated, the impacts upon the biotic communities are considered to be minimal.

Additionally, the project implementation in this area would not significantly impact flora or fauna.

### Endangered and Threatened Species of Flora and Fauna

It has been determined that one bird, the Osprey, is found on the wildlife list of endangered species. No other species of flora or fauna are considered endangered.

It should be noted, however, any impacts on wildlife is not a result of the proposed action. Therefore, no significant impacts would occur as a result of this development.

### Wetlands

It has been concluded that the proposed development does not involve any land areas which may be considered wetlands. Therefore, no significant impacts would occur as a result of the proposed development.

### Floodplains

It has been determined that the proposed action at East Hampton Airport does not include construction in or near an area designated as a floodplain.

Significant impacts to the natural and beneficial values served by floodplains are not anticipated for the proposed action. Any questions regarding potential water pollution have been addressed in the Water Quality section of this analysis. Potential impacts to floodplains which may be caused by construction are addressed later in this analysis in the section entitled Construction Impacts.

### Coastal Zone Management Program

Consultation with environmental officials has confirmed that East Hampton Airport is not located in the Coastal Zone as

defined by the State of New York and, therefore, is not included in the Coastal Zone Management Program. As a result, it can be concluded that impacts which may be caused by any of the proposed developments will not impact coastal regions whatsoever.

#### Prime and Unique Farmlands

There is no farmland in the immediate area surrounding East Hampton Airport that is to be converted to other uses. All development of the Airport will take place on airport property. Therefore, no significant impact is anticipated.

#### Energy Supply and Natural Resources

The energy required for the development will increase, but will not create a significant impact upon the region with regard to energy supply.

The change in demand due to development should not be such that measurable effects will be felt upon local supplies.

#### Light Emissions

There is a small potential for annoyance due to light emissions. The development calls for VASI's, REIL's, taxiway lights and runway lights.

The installation of REIL's may be an annoyance to homes around the Airport. However, the immediate area surrounding the Airport is heavily wooded and should act as a shielding device of light emissions. Therefore, no significant impacts are anticipated.

#### Solid Waste Impacts

The improvements which relate to airside facilities (runways, taxiways, lighting) will not create any impact to solid waste collection, control or disposal. Review of the terminal area development indicates the solid wastes generated will not be appreciably different than the existing situation.

#### Construction Impacts

The area of proposed development is contained entirely on airport property and is surrounded by wooded areas.

Therefore, no significant construction impacts are anticipated on residential areas. Consultation with the contractor would be suggested with regard to techniques and procedures discussed in AC 150/5370-7, Airport Construction Controls to Prevent Air and Water Pollution.



## CHAPTER 7 - AIRPORT LAYOUT PLAN

### Section 7.1 Airport Layout Plan Report

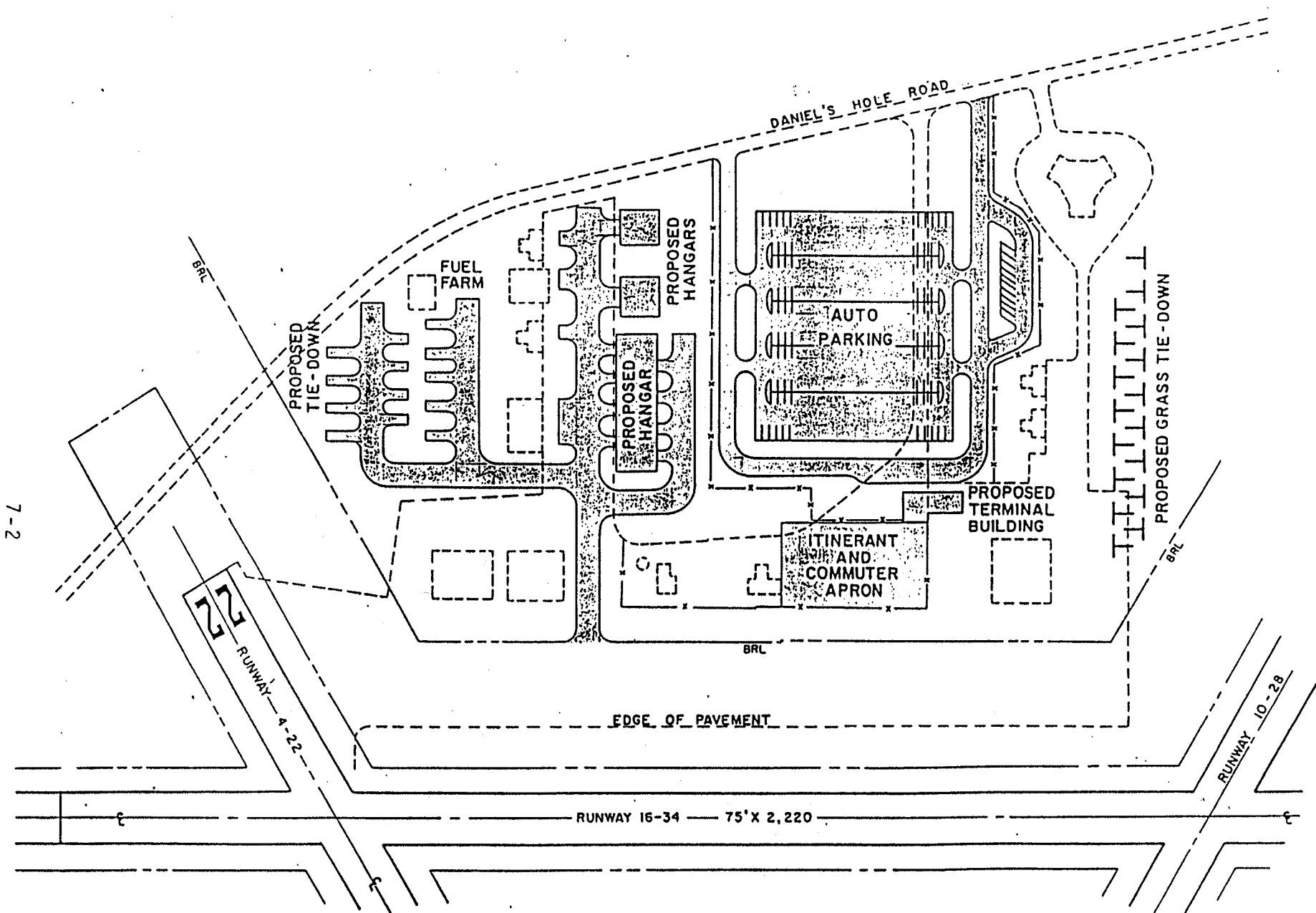
The Airport Layout Plan (ALP) drawings for East Hampton Airport consists of sheets shown under separate cover from this report. The drawings provide a graphic presentation to scale, of both existing and proposed airport facilities and their location on the field. Also depicted are all clearances and dimensional data necessary to meet FAA requirements and conform to applicable standards. The narrative of this chapter includes a discussion of the proposed facilities.

### Section 7.2 Terminal Area Development

Recommendations have been made for the development of a new terminal area in the vicinity of the existing terminal area. This development includes:

- o Three (3) T-Hangar buildings with a total capacity of 25 aircraft.
- o Four (4) open bay hangars with a total of approximately 24,000 square feet.
- o A 4,000 square foot terminal/administration building.
- o Based aircraft parking apron and itinerant aircraft parking apron.
- o Paved auto parking facilities to accommodate approximately 377 cars.
- o Access road improvements.

This development would provide for both general aviation and commuter aircraft use. This development would be conducted on a two (2) stage basis in order to meet the immediate, (0 to 5 years) or Phase I demand. Stage I would be constructed in such a manner as to preserve all existing hangars and other airport buildings. This would provide a foundation for Stage II and future improvements. Stage II improvements would involve the removal of existing hangars and airport buildings, with the exception of the hexagon hangar. Tenants in the existing hangars would be provided space in the hangar development completed in Stage I. The proposed terminal area is shown in Figures 7.2.1 and 7.2.2 for Stage I and Stage II, respectively.



7-2

**TERMINAL AREA PLAN**  
**PHASE I — STAGE I**


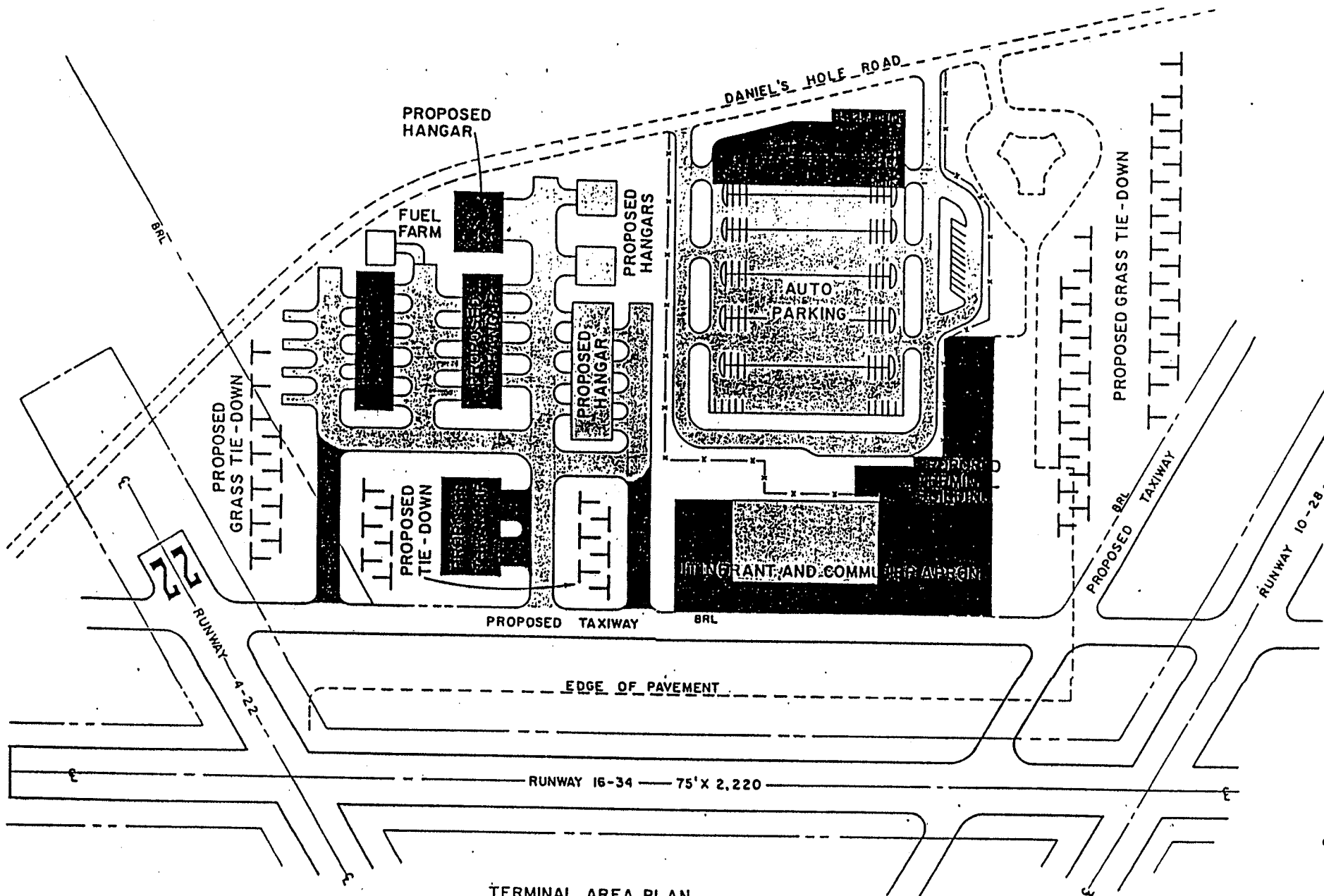
- LEGEND**
-  EXISTING FACILITIES
  -  PHASE I - STAGE I DEVELOPMENT

Figure 7.2.1



TERMINAL AREA PLAN  
 PHASE II — STAGE II

LEGEND



-  PHASE I - STAGE I DEVELOPMENT
-  PHASE I - STAGE II DEVELOPMENT

Figure 7.2.2

## Section 7.3 Airside Development

### Taxiways

Various new taxiway and taxiway segments have been recommended for development. These improvements include full length parallel taxiways to Runway 10/28 and 4/22, as well as partial parallel taxiways to link the aircraft apron with the ends of the Runway 16/34. All taxiways will be constructed with a width of 35 feet. The taxiway improvements are shown in Figure 7.3.1.

### Runways

Recommendations have been made for two (2) runway improvements. They are:

1. Extend Runway 16/34 by 500 feet to the northwest.
2. Widen Runway 10/28 by 25 feet.

These runway improvements are illustrated in Figure 7.3.1.

It should be noted, that while no improvements are recommended on Runway 4/22, this runway will be maintained for use by taxiing aircraft or emergency situations.

The new clear zones for the extended Runway 16/34 will begin 200 feet beyond the runway threshold. The clear zones for Runway 10/28 will also begin 200 feet beyond each runway threshold. However, should Runway 10 be equipped with a precision instrument approach aid, the dimensions of these clear zones will change. The clear zones for all runways are tabulated in Table 7.3.1.

A displaced threshold may be necessary on Runway 16 if the power lines are not relocated or buried. The displaced threshold would be 500 feet for Runway 16.

### Nav aids

The Airport qualifies for Nav aids including visual approach guidance systems (VASI/PAPI) on Runways 10/28 and 4/22, Runway End Identifier Lights (REIL's) on all runways, and a precision instrument landing aid (MLS) on Runway 10 (if the Town elects to request the MLS).

Figure 7.3.1

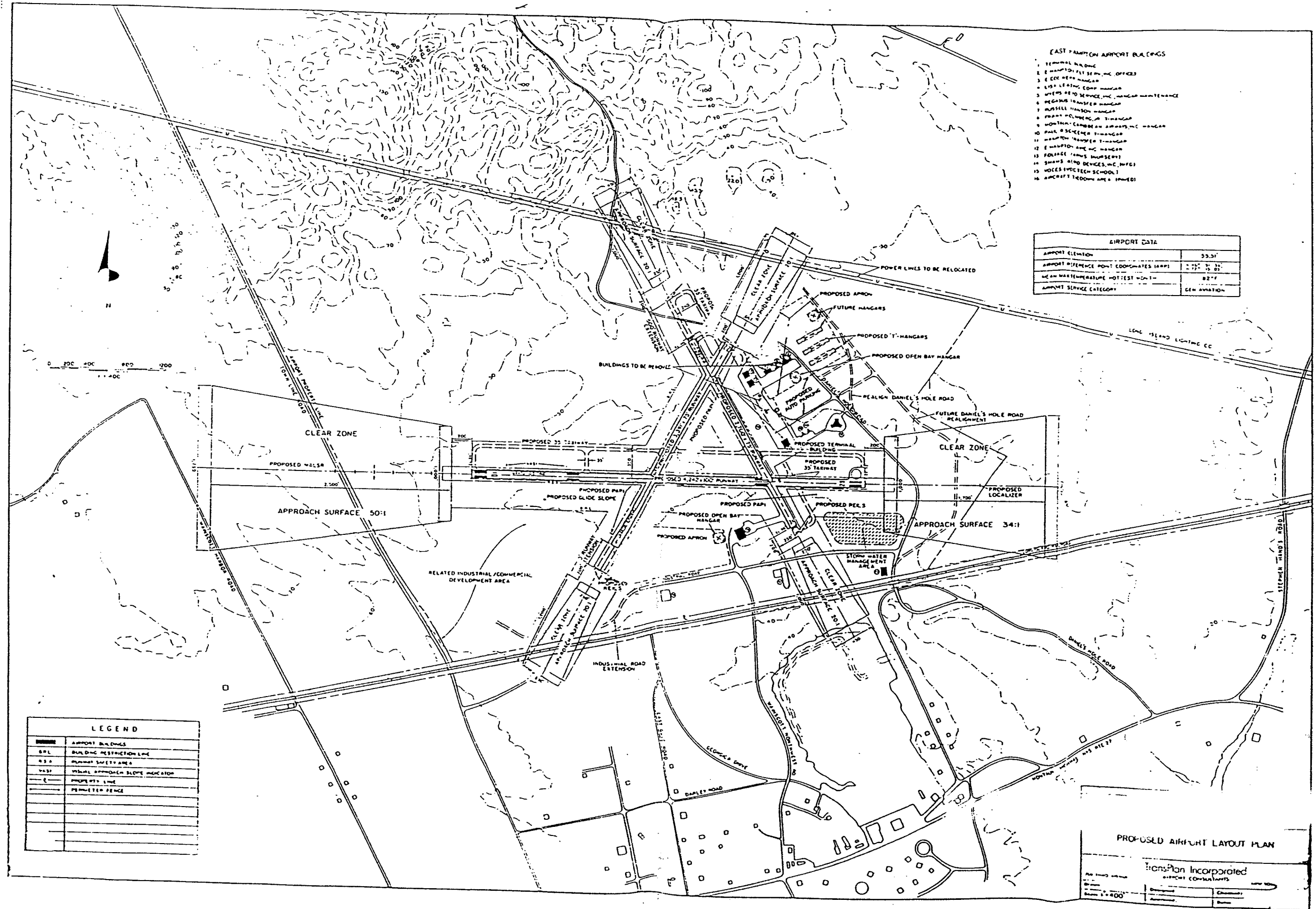


Table 7.3.1

RUNWAY CLEAR ZONES  
CLEAR ZONE DIMENSIONS (FEET)

<u>Runway</u>	<u>Approach Type</u>	<u>Inner Width</u>	<u>Outer Width</u>	<u>Length</u>	<u>Approach Slope</u>
Rwy 10	P	1,000	1,750	2,500	50:1
Rwy 28	NP	1,000	1,425	1,700	34:1
Rwy 4	V	250	450	1,000	20:1
Rwy 22	V	250	450	1,000	20:1
Rwy 16	V	250	450	1,000	20:1
Rwy 34	V	250	450	1,000	20:1

P = Precision instrument approach  
 NP = Non-Precision instrument approach  
 V = Visual approach

## Section 7.4 Airport Access Plan

### Existing

Access to East Hampton Airport is available via Daniel's Hole Road. Presently, there are deficiencies with this road, primarily penetrations of runway clear zones and safety areas.

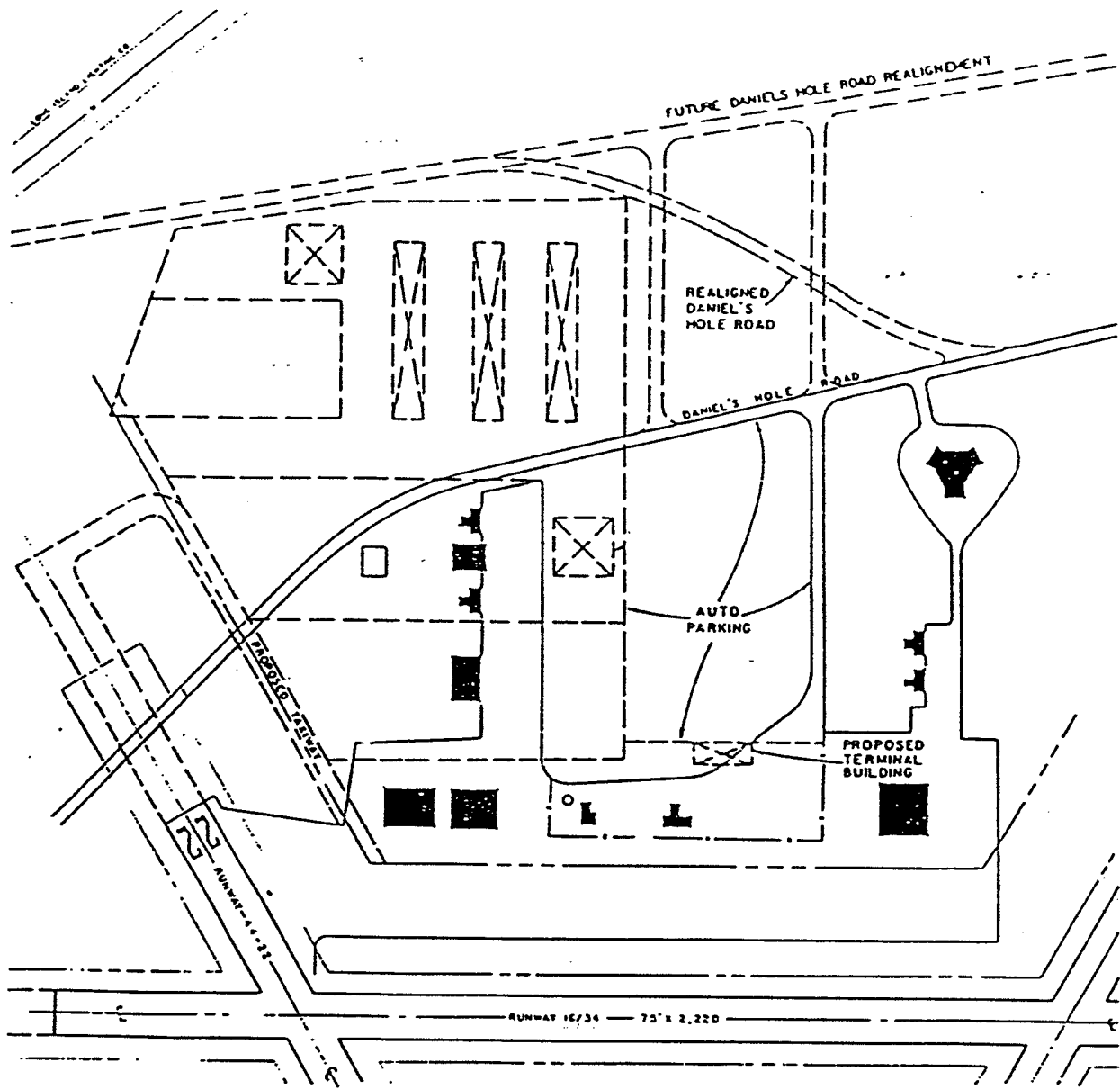
### Proposed

Access to the Airport will continue to be provided via Daniel's Hole Road. However, the roadway directly adjacent to the Airport will be realigned to eliminate the obstructions to aircraft operations.

Additionally, the entrance road to the terminal area will extend the full length of the terminal building providing curb space for passenger and baggage loading and unloading.

The realignment of Daniel's Hole Road is shown in Figure 7.4.1.

Figure 7.4.1



**ACCESS ROAD IMPROVEMENTS**



## CHAPTER 8 - LAND USE PLANS

The basic premise of this plan is that all airport property be planned to insure maximum effective use of existing space and follow a hierarchy of priorities. These priorities, in order of importance are: 1) Protect the runway/taxiway system and approaches; 2) Provide for terminal area facilities requiring access to the runway/taxiway system; and 3) Provide for other aviation and non-aviation related uses. Figure 8.1.1 illustrates the recommended airport land uses and their location.

### Section 8.1 On Airport Land Use

Presently the land use on the airport consist of about 150 acres in the center of the property as the protected safety areas (mostly grass) for the runways. About 6 acres on the east side are used for the aviation buildings area (including aircraft parking aprons and auto parking area), plus about 4 acres on the southside for aviation hangars and ramps.

The proposed development plan would not alter these land use patterns. The primary aviation building area would remain on the east side of the airport along Daniel's Hole Road, with a secondary aircraft hangar and parking ramp area on the south along the north side of Industrial Road.

As an added land use element, Industrial Road could be extended west (with a curve to remain clear of the approach surface of Runway 4 extended) into the southwest corner of the airport. Alternate access could be gained from an extension of Townline Road north of the Railroad. This area could become an area for development of light industry or commercial uses that have a need to be on or near the airport. If appropriate, a taxiway could be added to the south side of Runway 10 to enable aircraft to taxi into this area. A total of 30 to 40 acres of land could be available here without conflicting with the safety areas of the runways. The primary limitation in uses would be those to protect the fresh water aquifer. In addition, an area of about 15 acres along the south side of Industrial Road is already partially used for non-aviation development and that could continue without conflict wit the Airport, except under the approach to Runway 34.

The wooded area north of Runway 10/28 and on the west side of the airport is not easily accessible from the airfield system. Thus no aviation uses are recommended in that area.

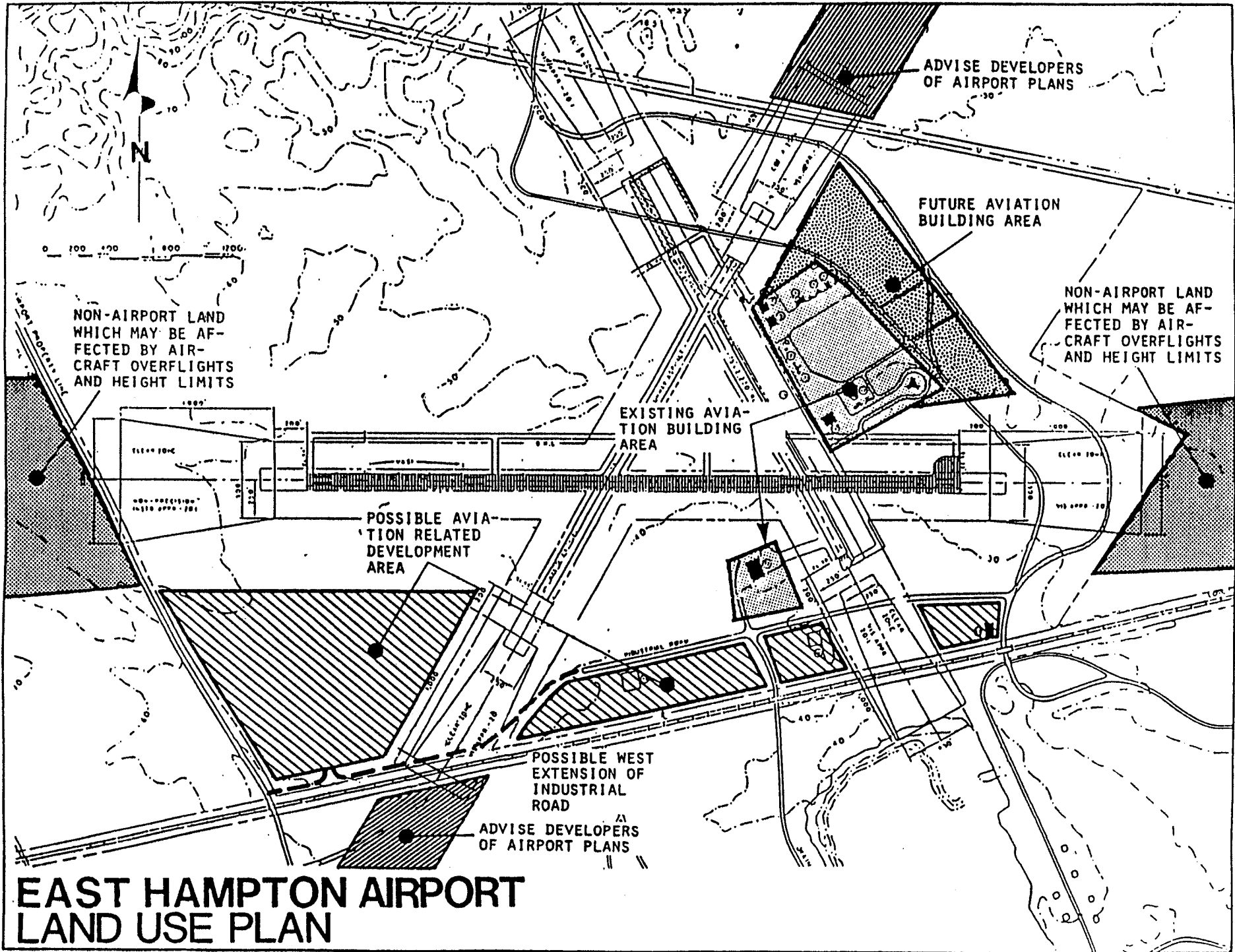


Figure 8.1.1

Chapter 9 - PHASING OF DEVELOPMENT

Phasing of when improvements to the airport might be implemented is based upon three factors:

1. When would activity at the airport warrants it;
2. When other projects, necessary to proceed a specific improvement been completed, and;
3. When funding is available by the Town, Federal or State agencies, or by private enterprise.

Figure 9.1.1 provides a chart showing the time frame for each project recommended in earlier sections of this report.

SCHEDULE OF IMPROVEMENTS

Figure 9.1.1

<u>Project</u>	<u>1986-1990</u>	<u>1991 through 2005</u>
<u>IMMEDIATE ACTION PROJECTS:</u>		
1. Perimeter Fencing (5,000 ft).....	****	
2. New Terminal Building..... (4,000 S.F.)	****	
3. Auto Parking, 263 spaces.....	****	
4. Tiedown Apron, (15,600 S.F.).....	****	
5. Itinerant Aircraft Apron, and..... helipad (25,200 S.F.)	****	
6. Hangar-Aprons & Taxi lanes..... (66,000 S.F.)	****	
7. 2 Open Bay Hangars (5,000 S.F.)....	****	
8. T-Hangars (8 spaces).....	****	
9. Taxiway for Rwy 10/28 (2,500 L.F.)....	****	
10. Realign Daniel's Hole.....	****	
Road (North 1/2)		
11. Bury or Relocate Power lines.....	****	
<u>FUTURE PROJECTS:</u>		
12. Access Roads 0.2 mi .....	****	
13. Taxiway for Rwy 10/28..... (2,550) L.F.	****	
14. Rwy End I.D. Lights (Rwy 16/34).....	****	
15. T-Hangars (17 spaces).....	****	
16. Storm Water Mgmt. System.....	****	
17. ASI (Rwy 28).....	****	
18. Taxiway for Rwy 16/34..... (1,600 L.F.)	****	
19. Rwy 16 Ext (500 L.F.).....	****	
20. Perimeter Fencing (10,000 ft).....	****	

Figure 9.1.1 cont.

Project	1986- 1990	1991 through 2005
<b>FUTURE PROJECTS (cont.):</b>		
21. Realign Daniel's Hole.....		****
Road (South 1/2)		
22. Auto Parking, 193 spaces.....		****
23. Hangar Aprons & Taxilanes.....		****
(20,750 S.F.)		
24. Tiedown Apron, (75,700 S.F.).....		****
25. Itinerant Aircraft Apron,.....		****
(51,600 S.F.)		
26. T-Hangars (26 spaces).....		****
27. Open Bay Hangars (18,900 S.F.).....		****
28. Tiedown Apron (119,100 S.F.).....		****
29. Hangar Aprons and Taxilanes.....		****
(120,000 S.F.)		
30. Perimeter Fencing (10,000 ft).....		****
31. Widen Rwy 10/28 (25 Ft.).....		****
32. Precision Approach (Rwy 10).....		****

The airport property consists of a total of approximately 600 acres. If the full development program of aprons, taxiways and runways were completed, the uses on the airport land would be as follows:

<u>USE</u>	<u>ACRES</u>	<u>%</u>
Paved Rwy. & Taxiways	30	5
Aprons and Building Areas	40	7
Related Industrial/Commercial		
Building Areas	50	8
Open space (grass) safety areas	220	37
Open space treed areas	<u>260</u>	<u>43</u>
TOTAL	600	100%

### Section 8.2 Off Airport Land Uses

Land uses and zoning around the airport should be relatively unaffected by the existing or developed airport. Noise levels, as presented in the environmental analysis, may be annoying on occasions to some of the airport's neighbors.

The only area where land use restrictions are recommended would be off each end of runway 10/28. The potential number of aircraft flights (not necessarily noise levels) may be disturbing if sensitive uses such as a school, hospital or residential uses were allowed to develop immediately adjacent to the airport property. The addition of a full instrument landing system on Runway 10/28 would also impose height restrictions on the adjoining property but only to limit building heights to about 25' at the closest points and allowing increasing heights as the distance from the runway increases.

While the level of activity on Runway 4/22 is expected to continue to be light, there is residential development occurring under the flight paths of both ends of this runway. The town may wish to advise developers and potential new residents of those areas of the proximity of Runway 4/22 and the Town's plans for the airport.

## Chapter 10 - FINANCING

The development program may be financed from four sources of funds as follows:

1. Town of East Hampton
2. Private Investors
3. New York State Transportation Bond Funds (provides up to 7.5 percent of total cost for eligible projects).
4. FAA, from the Aviation Trust (provides up to 90 percent for eligible projects).

As noted above, projects which are eligible for NYDOT/FAA funding would cost the Town only 2.5 percent of the total construction costs. Projects which are not eligible, or for which the Town chooses not to seek funding assistance, must be paid for from Town or private investor funds.

Based upon the schedule of development in Chapter 9, the costs were estimated for each project. The costs were first summarized by phase of development and secondly by the source(s) of financing (based upon maximum eligible financing from the FAA and NYDOT).

Tables which provide this data are contained on the following pages:

Table 10.1.1 : Summary of costs by Development Phase

Table 10.1.2 : Summary of costs by Source of Funds

TABLE 10.1.1

EAST HAMPTON AIRPORT  
DEVELOPMENT COST TABULATION

PROJECT		COSTS (\$000)			
No.	Title	1986- 1990	1991- 1995	1996- 2000	2001- 2005
1.	Perimeter Fencing	\$83			
2.	New Terminal Building (4000 sf)	620			
3.	Auto Parking (163 Spaces)	152			
4.	Tiedown Apron (165,000 sf)	59			
5.	Itinerant Apron and Helipad	97			
6.	Hangar Apron and Taxilanes	166			
7.	Open Bay Hangar (10,000 sf)	515			
8.	T-Hangar (26 units)	259			
9.	Taxiway for Rwy 10/28	408			
10.	Realign Daniel's Hole Road (N)	498			
11.	Bury or Relocate Power Lines	853			
Subtotal .....		\$3,710			
12.	Access Roads 0.2 mi.		\$115		
13.	Taxiway for Rwy 10/28		416		
14.	Rwy. End I.D. Lights		199		
15.	T-Hangars (17 units)		550		
16.	Storm Water Mgmt. System		1,076		
17.	ASI for Rwy 28		61		
18.	Taxiway for Rwy 16/34		258		
19.	Rwy 16 Extension		272		
20.	Perimeter Fencing		166		
21.	Realign Daniel's Hole Road (S)		498		
22.	Auto Parking (193 spaces)		179		
23.	Hangar Aprons and Taxilanes		79		
24.	Tiedown Apron (48,000 sf)		287		
25.	Itinerant Aircraft Apron		198		
Subtotal .....			\$4,354		
26.	T-Hangars (26 units)			\$842	
27.	Open Bay Hangars (18,900 sf)			1,947	
28.	Tiedown Apron (119,100 sf)			452	
29.	Hangar aprons and Taxilanes			452	
30.	Perimeter Fencing			166	
Subtotal .....				\$3,859	
31.	Widen Rwy 10/28				\$1,243
32.	Precision Approach Rwy 10				490
Subtotal .....					\$1,733

TABLE 10.1.2

EAST HAMPTON AIRPORT  
DEVELOPMENT COST TABULATION

PROJECT		COSTS ( \$000)			
No.	Title	Total Cost	FAA + NY DOT	Priv.	Town E.H.
1.	Perimeter Fencing	\$83	\$81		\$2
2.	New Terminal Building (4000 sf)	620			620
3.	Auto Parking (163 Spaces)	152			152
4.	Tiedown Apron (165,000 sf)	59	58		1
5.	Itinerant Apron and Helipad	97	95		2
6.	Hangar Apron and Taxilanes	166	162		4
7.	Open Bay Hangar (10,000 sf)	515		515	0
8.	T-Hangar (26 units)	259		259	0
9.	Taxiway for Rwy 10/28	408	398		10
10.	Realign Daniel's Hole Road (N)	498	486		12
11.	Bury or Relocate Power Lines	853	832		21
Subtotal .....		\$3,710	\$2,110	\$774	\$826
12.	Access Roads 0.2 mi.	\$115	\$112		\$3
13.	Taxiway for Rwy 10/28	416	406		10
14.	Rwy. End I.D. Lights	199	194		5
15.	T-Hangars (13 units)	550		550	0
16.	Storm Water Mgmt. System	1,076	1,049		27
17.	ASI for Rwy. 28	61	59		2
18.	Taxiway for Rwy 16/34	258	252		6
19.	Rwy 16 Extension	272	265		7
20.	Perimeter Fencing	166	162		4
21.	Realign Daniel's Hole Road (S)	498	486		12
22.	Auto Parking (193 spaces)	179			179
23.	Hangar Aprons and Taxilanes	79	77		2
24.	Tiedown Apron (75,700 sf)	287	280		7
25.	Itinerant Aircraft Apron	198	193		5
Subtotal .....		\$4,354	\$3,534	\$550	\$270
26.	T-Hangars (26 units)	\$842		\$842	\$0
27.	Open Bay Hangars (18,900 sf)	1,947		1,947	0
28.	Tiedown Apron (119,100 sf)	452	441		11
29.	Hangar Apron and Taxilanes	452	441		11
30.	Perimeter Fencing	166	162		4
Subtotal .....		\$3,859	\$1,043	\$2,789	\$27
31.	Widen Rwy 10/28	\$1,243	\$1,212		\$31
32.	Precision Approach Rwy 10	490	478		12
Subtotal .....		\$1,733	\$1,690	\$0	\$43



**Appendix A**  
**Existing Airport Facilities**

## Appendix A - Existing Airport Facilities

### Paved Runway 10/28

- o Markings - Non-precision instrument (NPI)
- o Size - 4,242' x 75'
- o Lighting - Non FAA approved low intensity
- o Pavement - Bituminous concrete
- o Pavement Condition - Excellent

### Paved Runway 16/34

- o Markings - Basic
- o Size 2,491' x 75'
- o Lighting - None
- o Pavement - Asphalt
- o Pavement Condition - Good

### Paved Runway 4/22

- o Markings - Basic
- o Size - 2,501' x 115' (marked 100' width)
- o Lighting - None
- o Pavement - Asphalt
- o Pavement Condition - Poor, with long transverse cracks, light heaving, extensive depressions

### Taxiways

#### Turnaround Taxiway Threshold Runway 28

- o Size - 80' radius
- o Lighting - None
- o Marking - Hold short line, centerline
- o Pavement - Bituminous concrete

### Aircraft Apron (For Public Use)

#### Terminal Area Apron

- o Size - 1,200' x 170' (204,000 S.F.)
- o Pavement - Asphalt
- o Function - Apron for scheduled air taxi (commuter) operators and general aviation parking
- o Tie Down Positions - 31
- o Pavement Condition - Poor, cracks, light heaving

### Airfield Lighting

- o Airport Rotating Beacon (clear and green lenses) 36"

## Navigational and Radio Aids

- o Unicom - Aeronautical Advisory Station
- o Flight Service Station (FSS) - New York Islip Radio
- o VHF omni-range radio transmitter (VOR) 3.8 NM southwest of airport

## Buildings

### Terminal - Administration Building - Bldg. #1

- o Size - 1,100 S.F.
- o Construction - Wood
- o Function - Manager's office - 195 S.F., lounge and FBO ticket counter - 577 S.F., Montauk-Caribbean, Inc. operations room and office - 258 S.F., restrooms - 70 S.F.
- o Condition - Poor

### Montauk- Caribbean Airways, Inc. - Bldg. #9

FBO Hangar (5-6 aircraft)

- o Size - 4,720 S.F.
- o Construction - Concrete block and steel truss
- o Function - Serves air taxi and other general aviation aircraft, office 960 S.F.
- o Condition - Fair

### East Hampton Aire, Inc. - Bldg. #12

FBO Hangar (7-8 aircraft)

- o Size - 11,600 S.F.
- o Structure - Steel frame on concrete blocks
- o Function - Serves eight based aircraft - 9,700 S.F., office - 418 S.F., maintenance facility - 817 S.F., crew offices and facilities - 665 S.F.
- o Condition - Excellent

### Myers Aero Services, Inc. - Bldg. #5

Maintenance Hangar (2-3 aircraft)

- o Size - 1,880 S.F.
- o Construction - Concrete block walls, wood roof
- o Function - Aircraft maintenance facility, office 800 S.F.
- o Condition - Good

### East Hampton Flight Services, Inc. - Bldg. #2

Offices

- o Size - 410 S.F.
- o Construction - Wood
- o Function - Offices for flight school
- o Condition - Good

Lisa Leasing Corporation - Bldg. #4

Hangar (4-5 aircraft)

- o Size - 4,200 S.F.
- o Construction - Steel frame, metal walls and roof
- o Function - Based aircraft storage, office - 266 S.F.
- o Condition - Excellent

E. Coe Kerr - Bldg. #3

Hangar (3 aircraft)

- o Size - 3,600 S.F.
- o Construction - Steel frame, metal walls and roof
- o Function - Serves based aircraft, office - 900 S.F.
- o Condition - Very good

Russell Manson - Bldg. #7

Hangar (2 aircraft)

- o Size - 1,600 S.F.
- o Construction - Steel frame, walls and roof
- o Function - Based aircraft storage
- o Condition - Excellent

T-Hangars

Frank J. Holmberg - Bldg. #8

- o Size - 1,280 S.F.
- o Construction - Wood, concrete foundation
- o Function - Aircraft storage
- o Condition - Good

Pegasus Transfer - Bldg. #6

- o Size - 1,120 S.F.
- o Construction - Wood, metal door
- o Function - Aircraft storage
- o Condition - Good

Paul Scheerer - Bldg. #10

- o Size - 1,120 S.F.
- o Construction - Wood
- o Function - Aircraft storage
- o Condition - Good

Hampton Transfer - Bldg. #11

- o Size - 1,120 S.F.
- o Construction - Wood
- o Function - Aircraft storage
- o Condition - Good

Hexagon Hangar - Bldg. #17

- o Size - 6,500 S.F. (6 aircraft)
- o Construction - Metal
- o Function - Aircraft Storage
- o Condition - Good

Fueling Facilities

East Hampton Aire, Inc. - Bldg. #19

- o Avgas 80 oct. - 7,500 gallon underground storage tank
- o Avgas 100 oct. - 10,000 gallon underground storage tank
- o Jet A Fuel - 10,000 gallon underground storage tank
  
- o Avgas 80 and 100 Truck - 1,400 gallon capacity
- o Jet A Fuel Truck - 3,000 gallon capacity

Montauk-Caribbean, Inc. - Bldg. #18

- o Avgas 80 oct. - 10,000 gallon underground storage tank  
(closed)
- o Avgas 100 oct. - 10,000 gallon underground storage tank
- o Jet A Fuel - 10,000 gallon underground storage tank
  
- o Avgas 80 and 100 Truck - 1,400 gallon capacity
- o Jet A Fuel Truck - 3,000 gallon capacity

Auto Parking Lot

- o Size - 30,000 S.F. +
- o Construction - Asphalt
- o Function - Auto parking, no pavement marking
- o Condition - Poor, pavement cracks

Utilities

- o Water - On-site well
- o Sewerage Disposal - Cesspool for each building
- o Electricity - Long Island Lighting Company
- o Drainage - Two catch basins, 100 feet south of terminal - no runway drainage

**Appendix B**  
**Environmental Documentation**

TransPlan  
incorporated

708 Third Avenue, New York, New York 10017 • Telex: 42-6080  
Telephone: (212) 697-0144

August 21, 1985

Mr. Dennis Moran  
Suffolk County Department of Health Services  
Water Quality Unit  
225 Rabro Drive East  
Hauppauge, NY 11788

Dear Mr. Moran:

TransPlan Incorporated is presently preparing an Update of the East Hampton Airport Master Plan Study. Within this Study, several airport development projects have been recommended for consideration. The Proposed Actions are listed below and the project areas are illustrated in the enclosed figures.

- o A 390 foot extension of Runway 4/22 in a southwesterly direction.
- o A 500 foot extension of Runway 4/22 in a northeasterly direction.
- o A 500 foot extension of Runway 16/34 in a northwesterly direction.
- o The widening of Runway 10/28 by 25 feet on the south side of this runway.
- o Taxiway improvements for each Runway.
- o Realignment of Daniel's Hole Road along the northern and easterly property line.
- o The addition of approximately 546,800 square feet of impervious surface in the terminal area.
- o The construction of a 4,000 square foot terminal/administration building, two (2) T-Hangar buildings containing 13 units each, and one (1) 10,000 square foot open bay hangar in the vicinity of the terminal area.

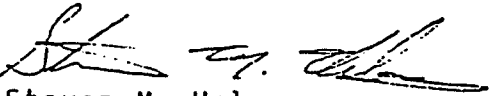
It should be noted that all potential projects will be constructed entirely on airport property.

Additionally, it is proposed that a surface water containment area and aquifer recharge facility be constructed on the Airport in the area near Runway ends 34 and 28. This facility would be equipped with an oil/water separator to prevent any accidental contamination of surface water from entering the ground water supply and containing the contamination within the airport boundary. Normal surface water runoff will be held in the recharge system for percolation into and recharge of the aquifer. No standing water will remain in the facility for more than 24 hours following a heavy rain.

Could you please comment on potential water quality impacts, if any, that may occur as a result of the proposed development. Specifically, any impacts to a sole source aquifer, principal drinking water resource, or ground water recharge area that may exist in the project area.

We would appreciate your response on this matter as soon as possible. If you have any questions, or need additional information, please do not hesitate to call.

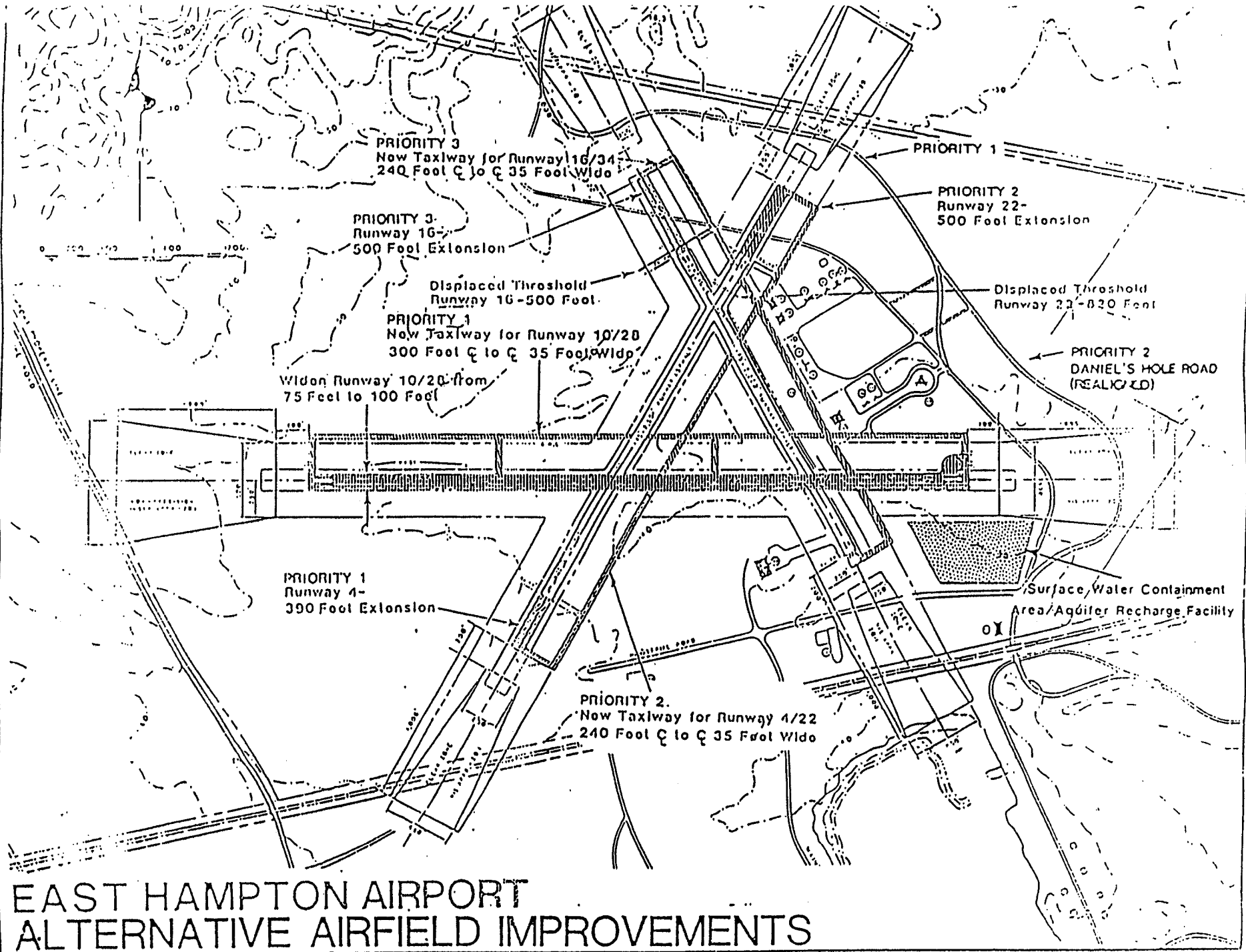
Sincerely,



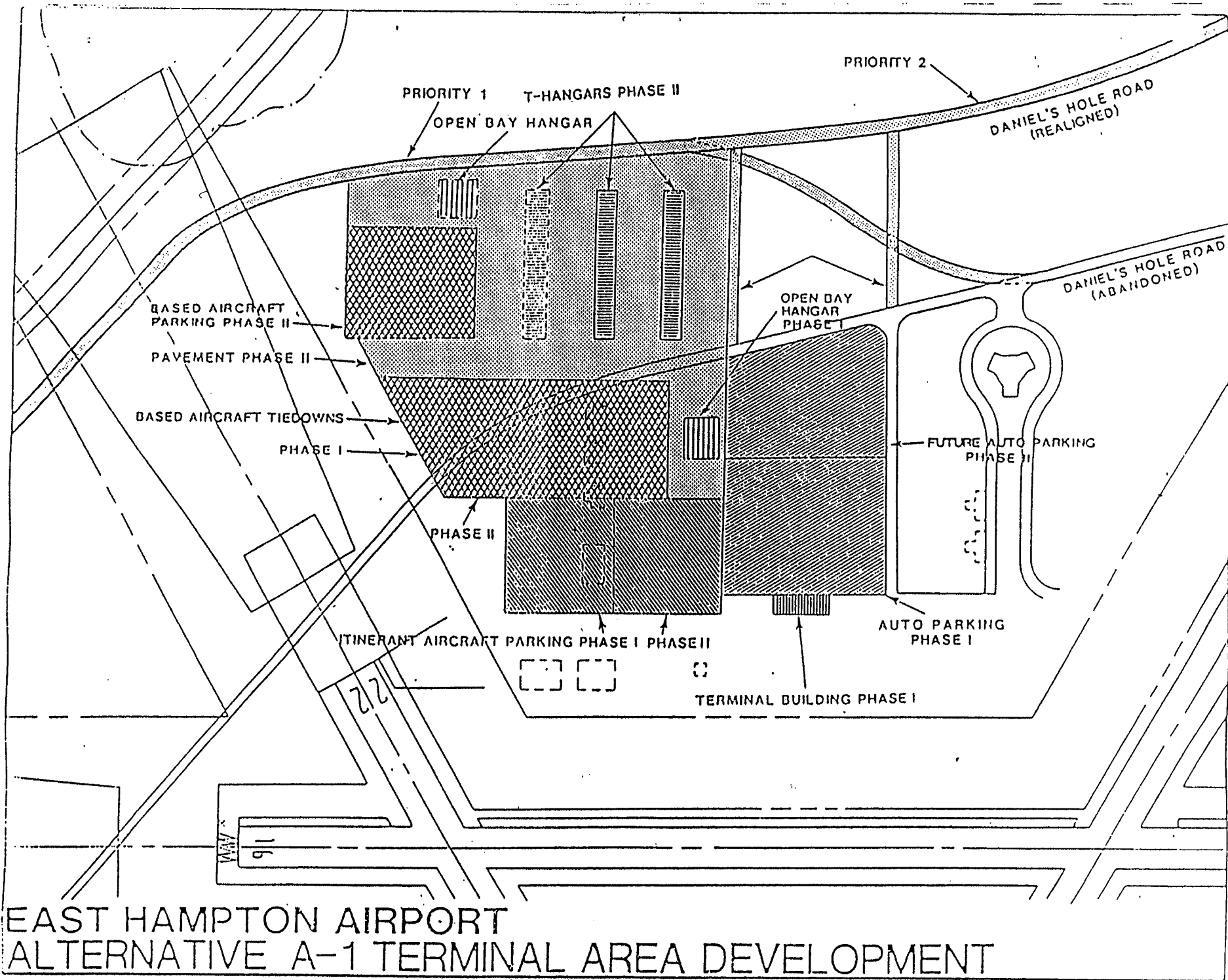
Steven M. Urlass  
Senior Airport Planner

SMU:sjb





# EAST HAMPTON AIRPORT ALTERNATIVE AIRFIELD IMPROVEMENTS



EAST HAMPTON AIRPORT  
 ALTERNATIVE A-1 TERMINAL AREA DEVELOPMENT

COUNTY OF SUFFOLK

SEP 12 1985



PETER F. COHALAN  
SUFFOLK COUNTY EXECUTIVE

DEPARTMENT OF HEALTH SERVICES

DAVID HARRIS, M.D., M.P.H.  
COMMISSIONER

September 9, 1985

Mr. Steven M. Urlass  
Trans Plan Incorporated  
708 Third Avenue  
New York, NY 10017

Dear Mr. Urlass:

In response to your August 21, 1985 letter regarding the proposed development at the East Hampton Airport, please be advised that there are no public water wellfields in the immediate vicinity of the project. Therefore, no impact to existing public water sources would be expected. Since the project is quite extensive an overall determination of potential impact to the regional groundwater resources should be addressed as part of an in depth environmental assessment.

Should you have any questions, please feel free to give me a call.

Very truly yours,

Dennis Moran, P.E.  
Associate Engineer  
Drinking Water Supply Section

DM/cs

# TransPlan

incorporated

708 Third Avenue, New York, New York 10017 • Telex: 42-6080  
Telephone: (212) 697-0144

August 21, 1985

Mr. Albert E. Caccese  
New York State Office of Parks, Recreation  
and Historic Preservation  
The Governor Nelson A. Rockefeller Empire  
State Plaza  
Agency Building 1  
Albany, NY 12238

Dear Mr. Caccese:

TransPlan Incorporated is presently preparing an Update of the East Hampton Airport Master Plan Study. Within this Study, several airport development projects have been recommended for consideration. The Proposed Actions are listed below and the project areas are illustrated in the enclosed figures.

- o A 390 foot extension of Runway 4/22 in a southwesterly direction.
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- o The construction of a 4,000 square foot terminal/administration building, two (2) T-Hangar buildings containing 13 units each, and one (1) 10,000 square foot open bay hangar in the vicinity of the terminal area.

It should be noted that all potential projects will be constructed entirely on airport property.


Additionally, it is proposed that a surface water containment area and aquifer recharge facility be constructed on the Airport in the area near Runway ends 34 and 28.

Based upon the provided information, could you please respond to the following questions with regard to the proposed development and the lands they include.

- o Are there any properties impacted in the proposed development which are in or eligible for inclusion in the National Register of Historic Places? If so, please identify the site or structure and location.
- o Do you recommend the need for a cultural resource survey of the immediate airport area?
- o Is there any evidence that significant scientific, prehistoric, historic, archeological, or paleontological resources will be lost or destroyed as a result of the proposed development?

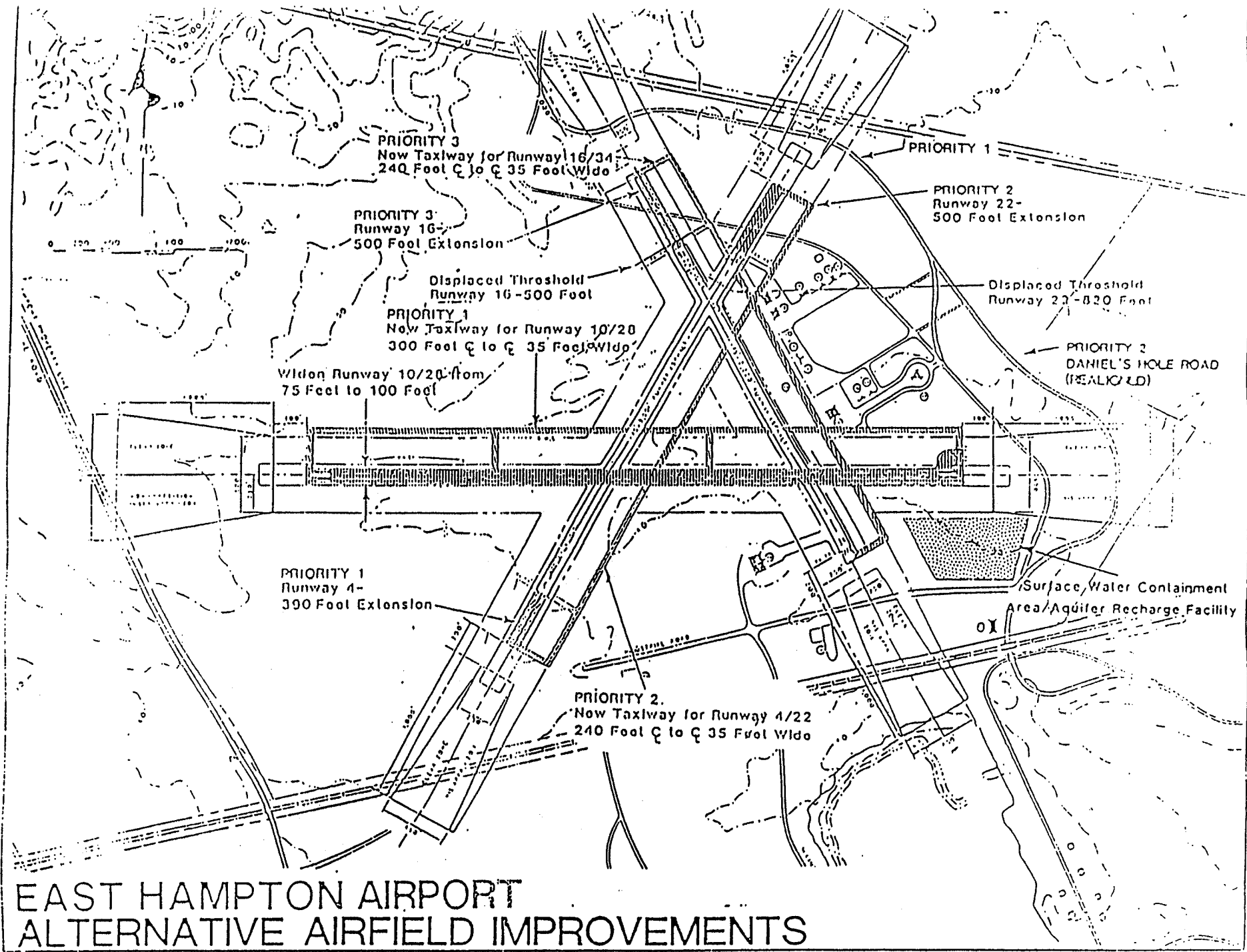
Your earliest attention in this matter would be greatly appreciated. Please call should you have any questions require additional information regarding this matter.

Sincerely,



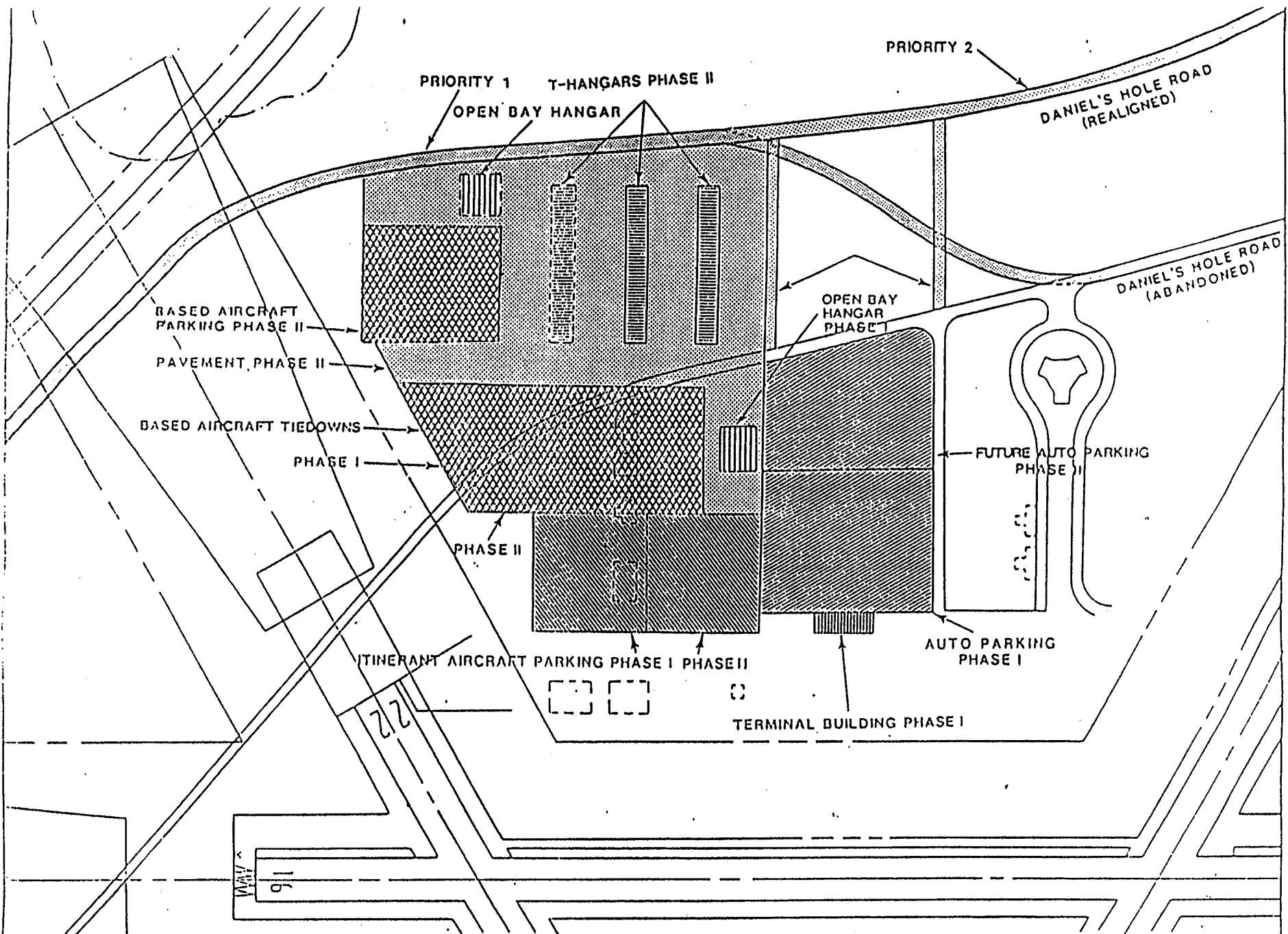
Steven M. Urllass  
Senior Airport Planner

SMU:sjb



R-R

# EAST HAMPTON AIRPORT ALTERNATIVE AIRFIELD IMPROVEMENTS



EAST HAMPTON AIRPORT  
 ALTERNATIVE A-1 TERMINAL AREA DEVELOPMENT



New York State Office of Parks, Recreation and Historic Preservation  
The Governor Nelson A. Rockefeller Empire State Plaza  
Agency Building 1, Albany, New York 12238

518-474-0456

For further information  
contact Project Review Unit  
518-474-3176

September 13, 1985

Mr. Steven M. Ulass  
Senior Airport Planner  
TransPlan Incorporated  
708 Third Avenue  
New York, NY 10017

Re: FAA  
East Hampton Airport Improvements  
East Hampton, Suffolk County

Dear Mr. Ulass:

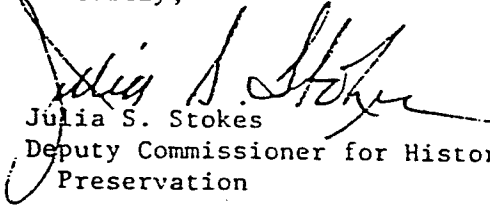
The State Historic Preservation Officer (SHPO) has reviewed the above project in accordance with the Advisory Council on Historic Preservation's regulations, "Protection of Historic and Cultural Properties," 36 CFR 800.

Based upon this review, it is the opinion of the SHPO that the project will have no effect upon structures included in or eligible for inclusion in the National Register of Historic Places.

The SHPO also notes that at the present time there are no previously reported archaeological resources in your project area or immediately adjacent to it. This finding is based upon the SHPO's archaeological sensitivity model. Archaeologically sensitive areas are determined by proximity to known archaeological sites, as well as the area's likelihood of producing other archaeological materials.

If you have any questions, please contact the project review staff at 518-474-3176.

Sincerely,

  
Julia S. Stokes  
Deputy Commissioner for Historic  
Preservation

dc

#15  
4/84

An Equal Opportunity/Affirmative Action Agency



TransPlan  
incorporated

708 Third Avenue, New York, New York 10017 - Telex: 42-6080  
Telephone: (212) 697-0144

August 21, 1985

Mr. Howard Larsen  
Regional Director  
U.S. Fish and Wildlife Service  
One Gateway Center, Suite 700  
Newton Corner, MA 02158

Dear Mr. Larsen:

TransPlan Incorporated is presently preparing an Update of the East Hampton Airport Master Plan Study. Within this Study, several airport development projects have been recommended for consideration. The Proposed Actions are listed below and the project areas are illustrated in the enclosed figures.

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Could you please respond to the following questions regarding Biotic Communities, Endangered Species, and Wetland Impacts.

Biotic Communities

- o Based upon the development scenario, please comment upon the possibility or severity of damage expected to either waters or wildlife resources in the areas directly impacted or surrounding East Hampton Airport.
- o If appropriate, discuss means and measures which could be adopted to simultaneously prevent the loss or damage of wildlife resources and provide for their eventual development.

Endangered and Threatened Species of Flora and Fauna

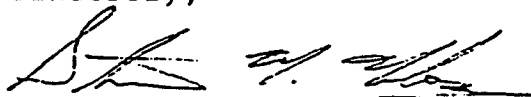
- o Considering the development proposed, are there any species listed or proposed to be listed as either endangered or threatened present in the areas impacted.
- o If so, please identify what species, whether the species or its critical habitat is likely to be affected, and what those effects would be.

Wetlands

- o Do any of the development areas directly or indirectly affect a wetlands area?
- o If so, please discuss the exact location, type and extent of wetland areas that are impacted by the proposed development. Also, identify any permits which may be required for any construction during the proposed action.

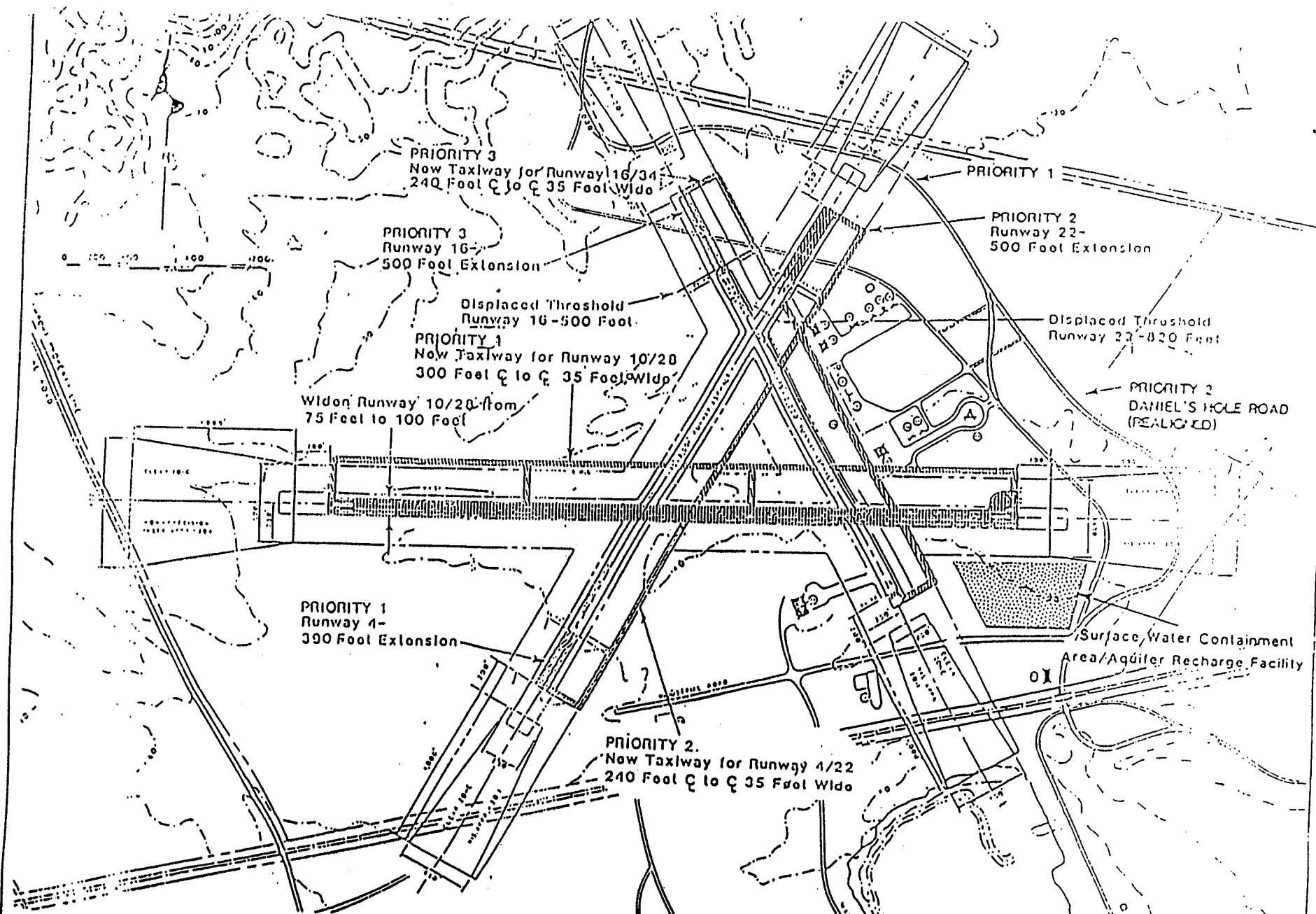
Your earliest attention in this matter would be greatly appreciated. Should you have any questions, or require additional information, please do not hesitate to call.

Sincerely,

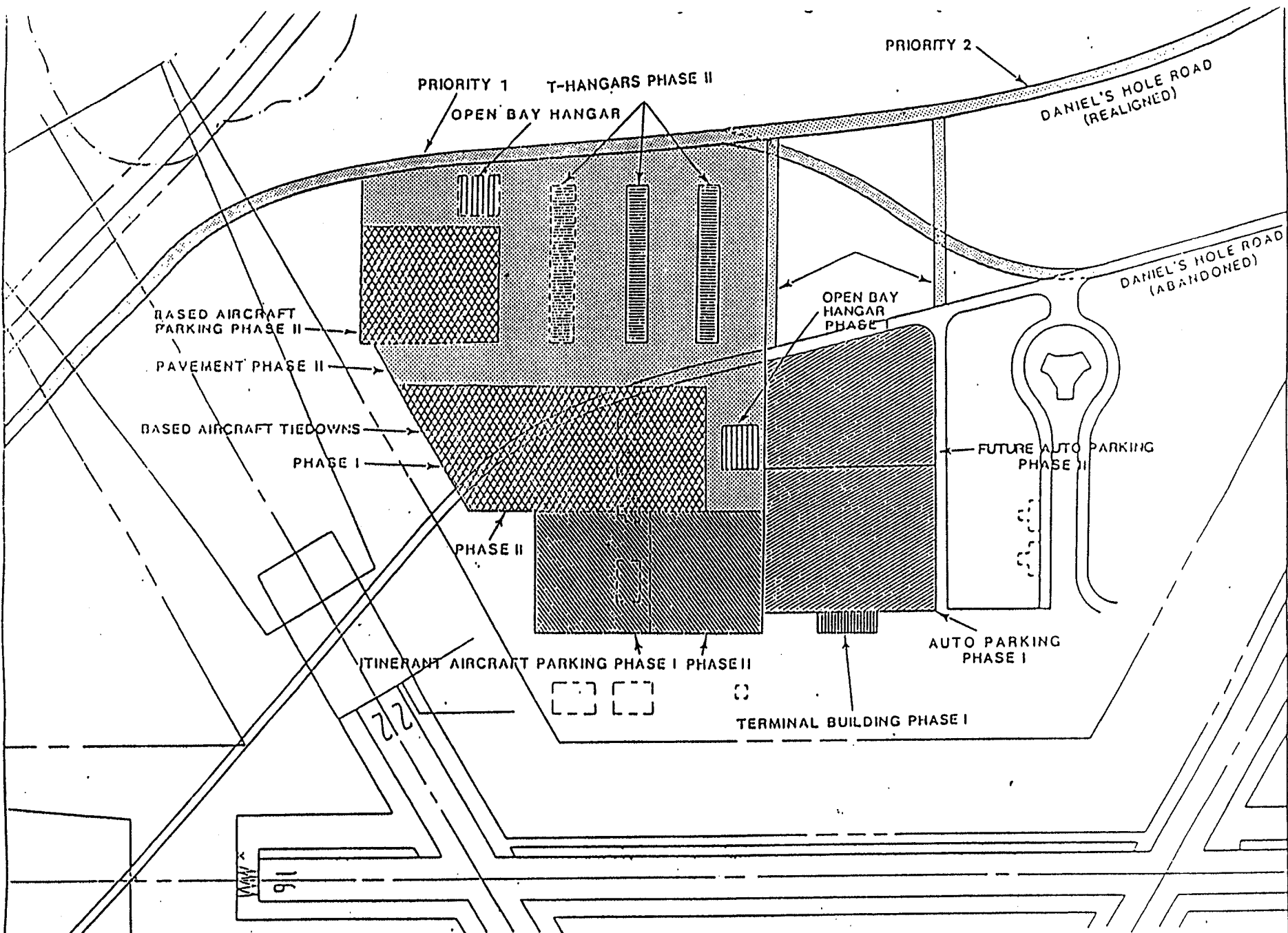


Steven M. Urlass  
Senior Airport Planner

SMU:sjb



# EAST HAMPTON AIRPORT ALTERNATIVE AIRFIELD IMPROVEMENTS



EAST HAMPTON AIRPORT  
 ALTERNATIVE A-1 TERMINAL AREA DEVELOPMENT