

Airport Management Advisory Committee  
**Minutes of Meeting – January 8, 2021 at Town Hall**

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

The following members of the AMAC were present: voting members: Charles Ehren, Munir Saltoun , Steve Tuma, David Gruber, Kent Feuerring, and Arthur Malman, and ex-officio members, James Brundige, Airport Director and Len Bernard, the Town’s Chief Budget Officer

Absent were, Pat Trunzo III, voting member, John Mak, a non-voting member, and Jeff Bragman, Councilperson and Board liaison for the AMAC. Gene Oshrin, an original voting member retired at the end of 2020.

Among others attending for all or part of the telephone meeting were Michael Wright of the Express News Group, Bill Dunn of the Aircraft Owners and Pilots Association, John Kirrane of the Sag Harbor/Noyac Civic Association, Sherly Gold of Say No to KHTO, John Cullen a member of the Northville Civic Council and the Riverhead Noise Task Force, Alex Gersten, Director of Airports and Ground Infrastructure for the National Business Aviation Association (“NBAA”), Bernadette Ruggiero, Controller, Sound Aircraft, Jim Stone, a resident of North Sea, , Martin Diner, a resident of Sag Harbor, Aron Sweeny, member of the East Hampton Community Alliance, Brad Brooks of the Energy Sustainability Committee, Rudy Ratsap, an East Hampton resident, Carolyn Gluck, Chair of the WCAC and other residents of EH and neighboring towns who have aviation interests and/or who have been working toward helicopter and/or jet noise reduction over their homes and other members of the public and media.

The agenda had been previously distributed to members and made available to the public by the town prior to the meeting.

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

**FEBRUARY 19 [NEW DATE], MARCH 12, APRIL 16, MAY 7, JUNE 11**

Arthur Malman noted that it was likely that all these meetings would be on Zoom.

The draft minutes of the December 11 meeting previously distributed to members were approved.

James Brundige’s monthly update was distributed to members prior to the meeting and is attached as Exhibit A. Arthur Malman explained that the trends on operations, landing fees and fuel sales for the last few months continued. James Brundige noted that during the year small plane operations were up by about 20% over 2019. Members thought that, more based aircraft owners living year round on the East End, may account for part of the increase and also perhaps more local residents are using planes for business and as an escape from covid lockdowns.

Arthur Malman noted that although Jon Mak, a pilot and an environmental expert who been added as a non-voting member to the AMAC had undertaken to give his own reactions to the superfund issues at this AMAC January 8 meeting, he was not in attendance. Since several local pilots were attending this meeting for the first time, Arthur Malman reminded the meeting that, with the superfund designation of parts of the airport, many mortgage lenders will be unlikely

to lend for hangars and other uses at the airport property—which adversely the marketability of current owners of properties.

A discussion followed on the continued unwillingness of the Town Board to discuss the design for the environmental study in public, despite an opinion of the Secretary of States that it should be. David Gruber noted that reasons for moving into executive session was severely limited under the statute. Arthur Malman pointed out that procedure manual of the Association of NY Towns also severely circumscribes the use of executive sessions. David Gruber will follow up further on this issue.

David Gruber reported that he had not yet filed a FOIL request for a copy of the Town’s form of airport lease but would do so shortly.

Arthur Malman reported that he had circulated for member comments revisions to the Town’s minimum standards for aeronautical services at the airport and hoped to incorporate those comments for another revision for discussion at the next meeting.

It was noted that the Town had proposed a code revision to further restrict seaplane operations in the waters off the coastline of the town. Various opinions were expressed on the town’s authority to do this and whether a seaplane once landed on the water was still considered an aircraft or could be regulated like a boat.

The meeting then turned to an analysis of the deficiencies in current airport noise complaint procedures. Arthur Malman tried, unsuccessfully to screen share one preliminary analysis of 725 HTO and non HTO operations complaints during a covid reduced week; it is attached as Exhibit B.

Bernadette Ruggiero, who had done most of the data analysis of the 725 complaints studied, noted that drilling down on complaints was necessary. For example, she noted that Jim Brundige pointed out an individual’s complaints for 1/6 and 1/7/2021 located in the Riverhead region who kept on calling the hotline to complain to EH Airport about aircraft noise over the individual’s house which appeared to be mostly stemming from Non-HTO operations.

Bernadette Ruggiero noted that a quick review of the individual’s airspace conditions for those two days established that the bulk of aircraft over the individual’s location were not relating to EH Airport. Complaints to HTO for 1-7-21 from this one location around Riverhead accounted for 13 out of a total of 38 complaints for that date but only one HTO operation had actually flown over that location on that day and she felt that it was questionable that this even sparked a complaint. Bernadette Ruggiero felt that the repeated contact attempt of this individual shows that the individual is unaware of the disconnect between the individual’s complaints and the associated airport which is why it is important to better understand Non-HTO complaints in the bigger picture.

David Gruber pointed that while there are both complaints to HTO of operations at HTO and non HTO operations, the most important use of such data will be to try to ascertain if there is any pattern of the types of aircraft and flight paths that give rise to levels of complaints. For example, one type of helicopter may be more likely than another to cause complaints.

Arthur Malman noted that, since there were only 87 HTO helicopter operations complained about during the slow week studied (and 8 jet and 28 seaplane operations complained about ), an analysis of the parameters should be manageable, especially since we already have actual aircraft tracks of each of the 725 complaints reviewed.

David Gruber pointed out that while we admittedly have relatively few data points in our study week, based on his experience with data analysis, results even a small sample, is often (but not always) similar to results from a larger sample.

Bernadette Ruggiero, who had done most of the data analysis of the 725 complaints studied, noted that drilling down on complaints was necessary. For example, she had analyzed flights for 1-7-21 when she tracked over 200 tracks over the East End of which only about 20 were for HTO operations. Complaints to HTO for 1-7-21 from one location around Riverhead accounted for 17 out of a total of 38 complaints for that date but only one HTO operation had flow over that location on that day.

After further discussion, the members felt that further analysis of the type suggested by David Gruber would be helpful to see if the results were significant enough to recommend that the town direct its consultants to commence a larger scale project.

The meeting adjourned at 11:30 AM.

Respectfully submitted, Arthur Malman

**AMAC Meeting**  
**Airport Director's Update**  
**January 8, 2021**

**Total Operations 2020 vs 2019**

2020 **Total 25,404**  
Helicopter 4,938      Jet 4,886      Turboprop 3,354 (Seaplane 1,259) Other 12,226

2019 **Total 29,820**  
Helicopter 9,056      Jet 4,322      Turboprop 5,916 (Seaplane 3,296) Other 10,526

**Total Ops in 2020 vs 2019 Down 15%**

Helicopter down 45%      Jet up 13%      Turboprop down 43%      Seaplanes down 61%  
Other up 16%

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**Airport Operations December, 2020**

December, 2020 **Total 1384**  
Helicopter 302      Jet 228      Turboprop 72 (Seaplane 9)      Other (incl. Piston) 790

December, 2019 **Total 760**  
Helicopter 144      Jet 70      Turboprop 64 (Seaplane 8)      Other (Incl. Piston) 482

**Month of December, 2020**

Helicopters up 110%      Jet up 225%      Seaplane up 13%      Other (Incl. Piston) up 64%

**Total Ops in Dec 2020 vs Dec 2019 up 82%**

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**Airport Operations November 2020**

November 2020 **Total 2068**  
Helicopter 528      Jet 348      Turboprop 130 (Seaplane 16)      Other (incl. Piston) 1062

November 2019 **Total 1302**  
Helicopter 384      Jet 126      Turboprop 96 (Seaplane 22)      Other (incl. Piston) 696

**Month of November 2020**

Helicopters up 37%      Jet up 176%      Seaplane down 27%      Other (incl. Piston) up 53%

**Total Ops in Nov 2020 vs Nov 2019 up 58%**

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**Airport Operations October 2020****October 2020 Operations** **Total 2616**

Helicopter 651      Jet 373      Turboprop 370 (Seaplane 150)      Other (incl. Piston) 1222

**October 2019 Operations** **Total 1608**

Helicopter 360      Jet 173      Turboprop 196 (Seaplane 163)      Other (Incl. Piston) 879

**Month of October 2020**

Helicopters up 80%      Jets up 116%      Seaplanes down 8%      Other (incl. Piston) up 40%

**Total Ops in October 2020 vs October 2019 up 68%**

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**Airport Operations September 2020****September 2020 Operations** **Total 3486**

Helicopter 842      Jet 768      Turboprop 561 (Seaplane 232)      Other (incl. Piston) 1315

**September 2019 Operations** **Total 3137**

Helicopter 956      Jet 432      Turboprop 538 (Seaplane 323)      Other (incl. Piston) 1211

**Month of September 2020**

Helicopters down 12 %      Jets up 78 %      Seaplanes down 28 %      Other up 9%

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

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**Airport Operations August 2020****August 2020 Operations** **Total 4574**

Helicopter 740      Jet 1066      Turboprop 862 (Seaplane 332)      Other (incl. Piston) 1906

**August 2019 Operations** **Total 7754**

Helicopter 2486      Jet 1326      Turboprop 1961 (Seaplane 1105)      Other (incl. Piston) 1981

**Month of August 2020**

Helicopters down 70%      Jets down 18%      Seaplanes down 70%      Other Down 3%

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

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**Airport Operations July 2020****July 2020 Operations** **Total 4330**

Helicopter 704      Jet 854      Turboprop 766 (Seaplane 332)      Other (incl. Piston) 2006

**July 2019 Operations** **Total 7109**

Helicopter 2357      Jet 1166      Turboprop 1719 (Seaplane 1017) Other (incl. Piston) 1867

Month of July 2020

Helicopters down 70%      Jets down 27%      Seaplanes down 67%      Other up 8%

**Total Ops in July vs July 2019 down 38%. Overall traffic YTD down 30%**

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**Airport Operations June 2020**

June 2020 Operations      **Total 2650**

Helicopter 526      Jet 686      Turboprop 416 (Seaplane 156) Other (incl. Piston) 1022

June 2019 Operations      **Total 4008**

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

Month of June 2020

Helicopters down 58 %      Jets down 52 %      Seaplanes down 70%      Other down 18%

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

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**Financials 2020 vs 2019**

Landing Fees billed 2020:      \$1,863,490.00

Net Revenue to the Town after fees: \$1,583,966.50

Landing Fees billed 2019:      \$2,253,375.00

Net Revenue to the Town after fees: \$1,915,368.75

Net Revenue to the Town:      Down 17%

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Fuel Sales 2020:      779,191gal.      Net Revenue: \$233,757.30 @ .30/gal

2019:      854,143 gal.      Net Revenue: \$256,242.90 @ .30/gal

(74,952) gal. Down 9%      (\$ 22,485.60)      Down 9%

**EXHIBIT B**

Analysis of 725 complaints about HTO Operations-week 6/7-6/13/2020											
% Location of Complainant and Actual Flight Path	ALL Aircraft Types			Helicopters		Jets		Seaplanes		Others*	
		#	%	#	%	#	%	#	%	#	%
EH	HTO	246	89%	33	75%	2	40%	5	100%	206	92%
	NON-HTO	31	11%	11	25%	3	60%	0	0%	17	8%
	<b>TOTAL</b>	<b>277</b>	<b>100%</b>	<b>44</b>	<b>100%</b>	<b>5</b>	<b>100%</b>	<b>5</b>	<b>100%</b>	<b>223</b>	<b>100%</b>
SH	HTO	148	71%	46	90%	6	55%	11	92%	85	64%
	NON-HTO	59	29%	5	10%	5	45%	1	8%	48	36%
	<b>TOTAL</b>	<b>207</b>	<b>100%</b>	<b>51</b>	<b>100%</b>	<b>11</b>	<b>100%</b>	<b>12</b>	<b>100%</b>	<b>133</b>	<b>100%</b>
NOFO	HTO	75	31%	8	33%	0	0%	12	71%	55	28%
	NON-HTO	166	69%	16	67%	1	100%	5	29%	144	72%
	<b>ALL NOFO</b>	<b>241</b>	<b>100%</b>	<b>24</b>	<b>100%</b>	<b>1</b>	<b>100%</b>	<b>17</b>	<b>100%</b>	<b>199</b>	<b>100%</b>
<b>ALL COMPLAINANTS LOCATIONS</b>	<b>HTO</b>	<b>469</b>	<b>65%</b>	<b>87</b>	<b>73%</b>	<b>8</b>	<b>47%</b>	<b>28</b>	<b>82%</b>	<b>346</b>	<b>62%</b>
	<b>NON-HTO</b>	<b>256</b>	<b>35%</b>	<b>32</b>	<b>27%</b>	<b>9</b>	<b>53%</b>	<b>6</b>	<b>18%</b>	<b>209</b>	<b>38%</b>
	<b>TOTAL</b>	<b>725</b>	<b>100%</b>	<b>119</b>	<b>100%</b>	<b>17</b>	<b>100%</b>	<b>34</b>	<b>100%</b>	<b>555</b>	<b>100%</b>

\* Fixed Wing Single Engine, Fixed Wing Multi Engine, Piston, Prop, Single-Prop, Unknown

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

None further at this meeting