

Airport Management Advisory Committee
Minutes of Meeting – February 19, 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: Munir Saltoun, Steve Tuma, David Gruber, Kent Feuerring, and Arthur Malman, and ex-officio members, Jeff Bragman, Councilperson and Board liaison for the AMAC James Brundige, Airport Director and Len Bernard, the Town’s Chief Budget Officer.

Absent were, Pat Trunzo III and Charles Ehren, voting members, John Mak, a non-voting member, Gene Oshrin, an original voting member retired at the end of 2020.

Among others attending for all or part of the telephone meeting were Bill Dunn of the Aircraft Owners and Pilots Association, John Kirrane of the Sag Harbor/Noyac Civic Association, Sherly Gold and Patricia Currie of Say No to KHTO, Stacey Sherard of the Helicopter Association International, Terresa McCaskie of the Southold Town Helicopter Committee, 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”), Jim Stone, a resident of North Sea, Martin Diner, a resident of Sag Harbor, Aron Sweeny, a member of the East Hampton Community Alliance, Rudy Ratsap, an East Hampton resident, Jeff Smith of the Eastern Regional Helicopter Council, Carolyn Logan, Chair of the Wainscott CAC 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:

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 January, 2021 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. He explained that the trends on operations, landing fees and fuel sales for the last few months continued, with January 2021 operations up about 50% over January 2020-precovid but with jets up 290% and helicopters up 66%; increases in the first half of February 2021 are not so extreme.

Arthur Malman introduced Stacey Sherard of the Helicopter Association International (“HAI”), who had been a helicopter test pilot and was now active in HAI activities, and asked her to brief the meeting about the progress of much quieter electric vertical take-off and landing aircraft (EVTOL). While a few EVTOL are flying, generally on a limited test basis, none are in our region. United Aircraft has ordered a number of these aircraft for 2024 delivery, but they are smaller with only about a 60-mile range. Because of lengthy FAA certification processes, early purchases of longer-range

aircraft will probably be from EU manufactures. In general, it appeared that it would be 6-7 years before we could expect to see any number of EVTOL at HTO.

Sheryl Gold described her frustration at getting even the background of the three bidders for an environmental study at the airport. 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 State that it should be. Jeff Bragman acknowledged that he generally favored more public discussion but was only one member of the Town Board. David Gruber is following up further on this issue, which he felt is reflective of Board disregard for the open meetings law.

Jeff Bragman said he had nothing further to report on any economic or other studies that should be available to help the Town Board make a determination about the future of the airport when grant assurances expire later in the year—but he emphasized that there was no expectation that any such final determination needed to be reached merely as a result of such expiration in 2021.

David Gruber reported that he had filed a FOIL request for a copy of the Town's form of airport lease but had not yet gotten a response.

Arthur Malman reported that he had circulated for member comments revisions to the Town's minimum standards for aeronautical services at the airport and a discussion ensued.

While all members recognized that old insurance limits were woefully inadequate, David Gruber felt that, although the draft had included substantially higher limits recommended in discussions with the town's insurance broker and a specialized aircraft insurance broker, they still might be too low to protect the town and the public. It was determined that the Minimum Standards recommended would leave the limits open for Board determination.

Likewise, it was felt that minimum land and building areas set in the Minimum Standards many years ago did not necessarily reflect in most cases the way in which business was conducted today at smaller airports such as HTO. On the other hand, it was felt that persons who wished to use the airport for commercial purposes without renting any commercial space, should pay the town license fees and meet insurance and other minimums before entering airport property.

The fee for a provider entering the airport once or twice a year in response to a call would be minimal. But the fee for a vendor of goods or services repeatedly operating at the airport without paying any significant rent should be related to the volume of revenues reasonably expected for that type of activity.

A short discussion followed on revisions to the Town code's airport provisions, focusing mainly on increasing penalties that had been set years ago and were trivial in comparison to the costs of operating most aircraft at HTO. In general, the model of increasing penalties for repeat offenders was preferred.

The meeting adjourned at 11:30 AM.

Respectfully submitted, Arthur Malman

AMAC Meeting
Airport Director's Update
February 19, 2021

		Source		Total Operations by type					
YEAR	Total Ops	Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets	Unknown Mode C	Seaplane*
2021									
Jan	1,284	666	618	748	58	266	212		4
		Source		Total Operations by type					
YEAR	Total Ops	Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets	Unknown Mode C	Seaplane*
2020									
Jan	802	482	320	566	22	160	54		6

Helicopters: up 66%, Jets: up 290%, Turboprop: up 163%, Seaplane: down 33%, Piston: up 32%

Total Ops in Jan 2021 vs Jan 2020 up 61%

Operations through February 15th are up slightly, but not at the rate of January.

425 operations through Feb 15, 2021 vs. 388 operations through Feb 15, 2020. About a 9.5% increase.

Ramp Lighting

Contracts are in place. Materials are ordered. Project postponed until the ground thaws.

Runway/Taxiway Lighting and Signage

Contracts are in place. Materials are ordered. Project postponed until the ground thaws.

Airport Manager's Office Soundproofing

Sent Engineer's proposal to the Town for consideration. Project is awaiting Town Board

{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