

Airport Management Advisory Committee  
**Minutes of Meeting – June 11, 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: Steve Tuma, Kent Feuerring, David Gruber 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, Munir Saltoun, Charles Ehren, and Pat Trunzo III, voting members, and John Mak, a non-voting member.

Among others attending for all or part of the telephone meeting were, Rebecca Hansen, the designated successor as Chief Budget Officer to Len Bernard who is retiring next month, Kathee Burke-Gonzalez, Town Board member, Michael Wright of the Express News Group, Bill Dunn of the Aircraft Owners and Pilots Association, Erin Sweeny, executive director of the EH Community Alliance, John Kirrane of the Sag Harbor/Noyac Civic Association, Sherly Gold and Patricia Currie of Say No to KHTO, Gary Herman, a local pilot, 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”), Terresa McCaskie, of the Southold Town Helicopter Committee, Jeff Smith of the Eastern Regional Helicopter Council, Edmond Chakmahien, a local pilot, Katherine Slye, a member of the EH Aviation Association, Cate Rogers and John Whalen, EH council person candidates in Democratic primary, Bernadette Ruggiero, controller of Sound Aircraft 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:**

July 9, August 13, September 17, October 15, November 12, December 10.

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

The draft minutes of the May 7, 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 the trends on operations because of dislocations caused by Covid starting in March 2020. He has included operations data for the same month 2019 pre-Covid so comparisons would be more meaningful. He was asked to also include in future months such 2019 comparisons for financial performance as well. While operations were still increasing in the most recent period, he thought increases would be moderating as the months go on.

Arthur Malman noted that some confusion about the airport’s operations had been evident in the recent Board work session on the airport and the debates among the candidates for the Democratic party nominations for the Town Board:

1. Fuel purchases from wholesalers and gross revenues for refueling aircraft are in each in millions of dollars, but the net fuel flowage fees to the town are only about \$250,000 a year.
2. Much of the several million dollars in the airport fund's reserves have come from non-recurring sales of airport land (pursuant to tenant options under older leases) and not from airport operations.
3. "Permission" at Montauk airport does not mean permission to land, since any and all aircraft are permitted to land, but rather only for use of very limited aircraft parking areas.

Arthur Malman reported that, in addition to the 30 page summary of the Town's airport economic study that Board work session participants had been directed to, he had stumbled upon a much more detailed 82 page full report that may have been posted only hours before the recent work session and the existence of which most of the interested public had no idea.

He noted some misleading statements and charts in that full report, including a description of the environmental harm from de-icing at the airport—although no de-icing is done at HTO, more operations at Montauk airport than HTO which is backwards, a statement that "non-commercial aircraft" means small planes when it also include large privately-ownws and corporate jets and helicopters.

David Gruber noted the confusion caused by including gross fuel revenues as a major factor in airport operations when fuel is not produced in our area but bought outside our area and provides no significant economic benefit to the local economy.

Arthur Malman also noted inconsistencies in the EH Community Alliance report and that at the next AMAC meeting the consultants who wrote the economic report for the EH Community Alliance would join and give us a critique of the town's economic report. He asked if the authors of the Town's report could also appear but Jeff Bragman did not support that.

It was noted that a Board work session on an airport environmental report had been originally scheduled for next week but no one had seen any report. There was a question about whether the report was just on airport air quality or also soil and water concerns. David Gruber felt that this confusion was understandable since the Board had designed the report outside public review as had been required by under the open government laws as per the opinion sent to us by the Secretary of State's office.

There was a disagreement between Jeff Bragman and Kathee Burke-Gonzalez on which of them had been primarily responsible for the delay in posting the report.

Arthur Malman also stated that only yesterday he had gotten from the town, a copy of a crucial November 6, 2020 letter from the FAA to the Supervisor on alternatives for HTO after grant assurances expired in September 2021. This letter had been referred to by town board members but never posted on the town's website.

Arthur Malman noted that it was written by a NY regional FAA official and copied only to other regional officials but not FAA officials in the national office. He was concerned that the statements in the letter might not be supported by higher FAA officials at the national level—especially since a few years ago HTO had run into a similar problem. Jeff Bragman expressed confidence that the letter represented FAA policy at the national level but this position does not seem free of doubt.

The Letter included the statement “The Town could also re-open [HTO] as a traditional public-use airport or as a private-use airport made available to others by the Town through authorized rights or by requiring prior permission”

The town board had been relying on this sentence to mean that it could only permit specific classes of aircraft once grant assurances expired in September.

Arthur Malman noted that the increasing numbers of aircraft, especially jets and helicopters, had increased the antagonism of many residents toward the airport and changing routes so different homes were impacted would not really lessen the problems. He felt that the wording in this sentence could support the town setting up a system of limited landing slots as had been considered by the AMAC in a series of meetings a few years ago and wondered why the town board was not considering limited slots. Jeff Bragman did not show interest in following up on landing slots.

Several individuals were concerned about the lack of information to the public about re-envisioning the airport. In particular, residents felt Board work sessions on the airport were not the best venues for understanding the issues, very few residents were being made aware of important board meetings on the airport, reports were hard to find and posted too late for residents to have a reasonable time to review them.

Kathee Burke Gonzalez and Jeff Bragman disagreed on which board member was responsible for delaying posting reports on the town website. However almost everyone agreed a better process was imperative.

Arthur Malman suggested that the EH Group for Good Government could hold a public forum on the airport economic reports and the other re-envisioning reports. Kathee Burke-Gonzales and Jeff Bragman thought this was a town responsibility and a GGG forum would not be needed.

Jeff Bragman was asked for details on the 3 airports that the town’s aviation counsel, Cooley, had referred to as being other examples of public airports changing to limited use. Jeff Bragman said he would not want to put such a burden on Cooley.

Arthur Malman said he could not imagine that the Town Board would be meeting with Cooley and not asking for details about which other airports limited classes of aircraft and exactly what those classes were—so that Cooley already had that data.

When pressed, Jeff Bragman mentioned an airport in Maui, Hawaii but had no details. By consulting public access data by computer during the meeting, Jim Brundige reported that it was not the Maui airport which was full service but rather the smaller West Maui airport which was publicly owned but limited to only fixed wing air taxis—no helicopters, no jets and not small private or hobbyist aircraft.

A discussion ensued on the importance of knowing the details of the airports that the board was using as examples which HTO could possibly follow. Since the town would not assist in getting this detail to the public, Arthur Malman asked meeting participants if they could use their own contacts with the FAA or aviation counsel to find these airports so we can understand which operations they allowed and which they did not permit--to see if the paths envisioned by the Town Board for HTO were likely to be successful.

Local pilots stressed the importance of the airport to the town and anti-HTO advocates stressed the detrimental noise and environmental impacts on the town and nearby communities.

A local pilot suggested that on the AWOS recording for KHTO a notice would be included that: “noise abatement procedures are in effect at East Hampton Airport”. [Jim Brundige agreed and is putting a notice to this effect on the AWOS]

The meeting adjourned at 11:30 AM.

Respectfully submitted, Arthur Malman

**AMAC**  
**Airport Director's Update June 11, 2021**

YEAR <b>2021</b>	Total Ops	Source		Total Operations by type				Unknown Mode C	Seaplane* C-208
		Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets		
Jan	1,284	666	618	748	58	266	212		4
Feb	890	494	396	604	38	154	94		2
Mar	1,210	660	550	760	68	184	198		4
Apr	1,454	598	856	732	80	402	240		10
May	2,754	898	1,856	1,138	312	854	450		62
Total YTD	<b>7592</b>	<b>3316</b>	<b>4276</b>	<b>3982</b>	<b>556</b>	<b>1860</b>	<b>1194</b>	<b>0</b>	<b>82</b>

YEAR <b>2020</b>	Total Ops	Source		Total Operations by type				Unknown Mode C	Seaplane*
		Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets		
Jan	802	482	320	566	22	160	54		6
Feb	834	506	328	624	16	144	50		0
Mar	796	450	346	530	50	116	100		0
Apr	622	420	202	474	12	70	66		0
May	1,242	470	772	654	108	166	314		34
Total YTD	<b>4296</b>	<b>2328</b>	<b>1968</b>	<b>2848</b>	<b>208</b>	<b>656</b>	<b>584</b>	<b>0</b>	<b>40</b>

YEAR <b>2019</b>	Total Ops	Source		Total Operations by type				Unknown Mode C	Seaplane*
		Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets		
Jan	520	216	304	284	16	152	68		0
Feb	642	330	312	440	28	148	26		0
Mar	716	340	376	436	36	186	58		2
Apr	896	430	466	568	60	192	76		20
May	2,416	626	1,790	910	442	740	324		236
Total YTD	5190	1942	3248	2638	582	1418	552	0	258

### **2021 vs 2020**

Helicopters up 414% Jets up 43% Turboprop up 189% Seaplane up 82% Piston up 74%  
 Total Ops in May 2021 vs May 2020 up 122%  
 Total Ops YTD Through May 2021 vs May 2020: 77%

### **2021 vs 2019**

Helicopters up 15% Jets up 39% Turboprops down 29 % Seaplane down 74% Piston up 25%  
 Total Ops in May 2021 vs May 2019 up 14 %  
 Total Ops YTD Through May 2021 vs May 2019 up 46%

### **Financials**

#### **Gross Landing Fees Billed:**

May 2021: \$209,810

May 2020: \$ 98,295

Increase: Up 113%

YTD 2021: \$494,585

YTD 2020: \$203,470

Increase: +\$179,600 Up 143%

#### **Fuel Sales in Gallons**

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May 2021: 98,526  
May 2020: 55,035  
Increase: + 43,491 Up 79%

YTD 2021: 211,766  
YTD 2020: 102,712

Increase: +109,054 Up 106%  
Gross Revenue to the Town 2021 YTD at \$.30/gal.: \$63,529.80  
Gross Revenue to the Town 2020 YTD at \$.30/gal.: \$30,813.30

Increase in Revenue to the Town: \$32,718 Up 106%

Exhibit B Details of monthly and annual flight operations 2007 versus 2018 and 2019 and November 6, 2020 letter from FAA to Supervisor on Airport options

YEAR 2007	Total Mvmts	Source		Total Movements				
		Local	Transient	Twin Engine Prop	Single Engine Prop	Helicopters	Jets	AirScene Other
January	1,230	735	495	59	784	117	90	180
February	1,196	504	692	78	699	151	133	135
March	1,345	751	594	78	820	189	93	165
April	1,484	734	750	96	751	286	118	233
May	2,907	967	1,940	269	1,500	593	257	288
June	4,263	1,368	2,895	430	2,059	1,123	452	199
July	6,027	2,107	3,920	719	2,751	1,529	863	165
August	5,689	1,551	4,138	733	2,628	1,421	798	109
September	3,509	1,687	1,822	303	1,997	711	363	135
October	1,804	870	934	148	1,011	335	171	139
November	1,838	987	851	102	1,176	264	155	141
December	1,179	709	470	61	895	69	106	48
<b>Totals for Year</b>	<b>32,471</b>	<b>12,970</b>	<b>19,501</b>	<b>3,076</b>	<b>17,071</b>	<b>6,788</b>	<b>3,599</b>	<b>1,937</b>



YEAR	Total Ops	Source		Total Operations by type				Unknown Mode C	Seaplane*
		Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets		
2018									
Jan	502	214	288	234	24	182	62		0
Feb	436	172	264	224	24	132	56		4
Mar	682	380	302	428	34	176	44		2
Apr	818	320	498	446	50	224	98		20
May	1,998	424	1,574	622	380	664	332		198
Jun	4,058	648	3,410	1,134	892	1,462	570		566
Jul	6,222	710	5,512	1,592	1,508	2,088	1,034		844
Aug	6,884	728	6,156	1,602	1,670	2,394	1,218		928
Sep	2,712	596	2,116	934	482	922	374		252
Oct	1,522	572	950	730	254	368	170		100
Nov	1,052	386	666	458	106	362	126		28
Dec	778	402	376	536	46	124	72		0
<b>Totals for Year</b>	<b>27,664</b>	<b>5,552</b>	<b>22,112</b>	<b>8,940</b>	<b>5,470</b>	<b>9,098</b>	<b>4,156</b>	<b>0</b>	<b>2,942</b>

\*Split out from Turboprop

[TOWN IT DEPARTMENT TO ADD FAA NOVEMBER 6, 2020 LETTER TO THE TOWN}

YEAR 2019	Total Ops	Source		Total Operations by type				Unknown Mode C	Seaplane*
		Local	Transient	Piston Engine SE & ME	Turboprop Single Twin	Helicopters	Jets		
Jan	520	216	304	284	16	152	68		0
Feb	642	330	312	440	28	148	26		0
Mar	716	340	376	436	36	186	58		2
Apr	896	430	466	568	60	192	76		20
May	2,416	626	1,790	910	442	740	324		236
Jun	3,840	708	3,132	1,170	874	1,224	572		538
Jul	6,780	884	5,896	1,744	1,678	2,234	1,124		986
Aug	7,410	992	6,418	1,848	1,918	2,334	1,310		1,072
Sep	3,012	790	2,222	1,124	516	962	410		310
Oct	1,526	684	842	824	188	356	158		102
Nov	1,302	560	742	696	96	384	126		22
Dec	760	394	366	482	64	144	70		8
<b>Totals for Year</b>	<b>29,820</b>	<b>6,954</b>	<b>22,866</b>	<b>10,526</b>	<b>5,916</b>	<b>9,056</b>	<b>4,322</b>	<b>0</b>	<b>3,296</b>

\*Split out from Turboprop

