

Airport Management Advisory Committee
Minutes of Meeting – November 12, 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: Kent Feuerring, Steve Tuma, David Gruber, Munir Saltoun, Charles Ehren, and Arthur Malman, and ex-officio members, Jeff Bragman, Councilperson and Board liaison for the AMAC, Rebecca Hansen, the Town’s Chief Budget Officer and Jim Brundige, the airport Director.

Absent were Pat Trunzo III, voting member, and John Mak, a non-voting member

Among others attending for all or part of the Zoom meeting were Kathee Burke-Gonzalez, Town Board member, Cate Rogers , newly elected member of the town board, Michael Wright of the Express News Group, Erin Sweeny, executive director of the EH Community Alliance, 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”), Terresa McCaskie of the Southold Town Helicopter Committee, Eric Jungck, a resident of Sag Harbor, Bernadette Ruggiero, controller of Sound Aircraft, Michael Gaines, Steve Krause, Anthony Liberatore, Gary Herman, Martin Diner, Valerie Di Lore 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:

December 10, January 21, and February 25.

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

The draft minutes of the October 15, 2021, meeting, previously distributed to members, were approved.

Steve Tuma explained that Brian Prosser, the developer of the new aircraft tracking and complaint reporting system, had some continuing family issues and the project had been delayed a few more weeks but he expected to have some in-house tests in a few weeks to be followed by beta testing. David Gruber commented that, although he had participated to an extent in the scoping and review of the system, the hard development work was being done by Brian and Steve who should get the credit.

Jim Brundige reported on operations through October and his report is attached as Exhibit A. He noted that increases in operations this year over prior periods seemed to be slowing down. However, Jets and Helicopters in October 2021 were still over double the level of October 2019-pre covid.

Arthur Malman reported that he had spoken to the manager of Gabreski about possible diversion of flights to there from HTO if restrictions were imposed at HTO. The manager explained that current operations are about 50-60,000 per

year---about double HTO—but in recent years they had been as high as 80-90,000. Therefore, Gabreski could handle a sharp increase in landings and take-offs. However, like HTO, Gabreski was already short overnight parking for jets and sometimes temporarily uses one of its crosswind runways for this purpose.

Jeff Bragman indicated that he had not yet heard whether Cooley had received a response yet from its FOIL request for the MTP grant assurances.

The Town's economic consultants for HTO had, in response to a request from the AMAC, submitted a summary of their data points and assumptions. At a previous AMAC meeting, Erin Sweeny, executive director of the EH Community Alliance, and their own economic consultants had indicated that, once this summary were received, they would review it against their own data and assumptions and then come back with a comparison of areas of agreement and differences. Erin Sweeny indicated that she would try to have this next step completed by her consultants by the next AMAC meeting.

It was pointed out that both economic studies had used passenger loading assumptions provided by the Town Clerk's office based on estimates from the airport manager. Subsequently over the summer, Sound and HTO had done a more rigorous survey for about a week and found that the average passenger load for commercial aircraft was about 1.6. Since most commercial aircraft coming into or leaving HTO are virtually empty one way, this would translate to about 3.2 passengers for each set of 2 operations (a landing and take-off). Arthur Malman asked Steve Tuma and Jim Brundige if they could try the same limited passenger count during a week or so of the offseason to see if the numbers are about the same or different.

David Gruber had a few preliminary comments on the Town's study: (i) he thought that the assumption that two thirds of current arriving passengers would not come to EH if HTO were closed to them would more probably be only about one third, since many of the arrivals are houseguests who would find another way to come or homeowners or seasonal renters who would find alternatives (since these data had their basis in an arriving passenger survey where people were possibly a little flippant in their responses and the answer choices may have been limited, Arthur Malman asked if the AMAC could see the actual survey questions), (ii) expenditures allocated to residential maintenance were questionable since, if an arriving passenger owning a house did not come, someone else would buy the house and spend similar amounts, and (iii) since so much of spending was of items not made in East Hampton but rather imported (e.g. jet fuel or clothing) much of these expenditures did not "stay" in East Hampton but were spent on acquiring items and/or labor coming from elsewhere.

Michael Hanson pointed out that in addition to farm goods, stores like Breadzilla are producing food locally which is then purchased by visitors

Sheryl Gold recommended adding water and soil environmental surveys as part of the HTO re-envisioning process, but Jeff Bragman did not believe additional studies were contemplated at this stage.

Statements were made about lead from aircraft fuel, and it was pointed out that jet fuel used by jets and helicopters is unleaded and, while piston planes still use leaded fuel, unleaded fuel for them was already available subject to final FAA approval. Arthur Malman pointed out that a couple of years ago Sound had worked up a program to offer unleaded gas for piston planes---albeit at a small loss to the company—but the Town Board had not been interested in participating at that time. Anthony Liberatore indicated that he had asked the gun club which is a tenant of 100 acres at HTO about lead from shells and they indicated that they had someone every couple of years salvage used ammunition but

there was not enough to entice the contractor to come more often—but he pointed out that he did not know all the specifics.

While lead in aviation fuel should be eliminated in the next year or so, there is a remaining carbon footprint and there was a further discussion of this in the context of the Town’s efforts for carbon reduction

Arthur Malman reported that there had been about 500 pine trees at HTO identified as infected by the pine beetle, but there were no plans to cut them down. By contrast the Supervisor at a recent board meeting had been urging homeowners to remove infected pines.

Jeff Bragman explained that the town had found that, where there were isolated infected pines, removal was useful, whereas in the densely wooded areas of HTO many trees were already infected, so removal of infected trees was not going to be effective. It was noted that the town should update its public messaging to reflect this revised advice.

With reference to the suggestion that the Town take a first step of setting a curfew for operations at HTO, several participants thought this would be of minimal consequence, even as a first step, since relatively few operations would be affected and those that were, would move into non curfew hours with little or no decrease in annual operations.

A discussion ensued on Jeff Bragman’s proposal, not to close the airport for a year, but rather to have a test year with jets, helicopters and seaplanes prohibited as a realistic way, beyond theoretical studies, to see how communities are affected. Jeff Bragman pointed out that during this test year, if some items needed to be changed, adjustments could be made. He indicated that there would need to be fine tuning to work out the exact parameters for the test year but felt that this would be the best way to understand the real-world implications of the various choices.

Arthur Malman pointed out that assumptions as to HTO operations from the recent past –both pre covid and during covid—might not be relevant. Rather most businesses are already changing as we approach “post covid” and few will be going back to the pre covid norm of executives being in the office 5 days a week. Many have announced that, on a permanent basis, their professional staff---those most likely to afford to fly into HTO—will only be expected to be in an office 2 or 3 days a week, making longer residence periods in a place like East Hampton more feasible.

The meeting adjourned at 11:15 AM

Respectfully submitted, Arthur Malman

AMAC
Airport Director's Update November 12, 2021

YEAR 2021	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
Jun	4,410	934	3,476	1,420	840	1,144	1,006		418
Jul	5,758	886	4,872	1,554	1,364	1,376	1,464		576
Aug	6,138	892	5,246	1,636	1,338	1,739	1,428		560
Sep	3,666	842	2,824	1,234	684	1,056	692		312
Oct	2,372	824	1,548	1,050	358	628	336		75
Total YTD	29,939	7,694	22,242	10,876	5,140	7,803	6,120		2,023

YEAR 2020	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
Jun	2,650	590	2,060	1,022	416	526	686		156
Jul	4,330	1,364	2,966	2,006	766	704	854		326
Aug	4,574	1,262	3,312	1,906	862	740	1,066		332
Sep	3,486	852	2,634	1,364	538	834	750		232
Oct	2,616	924	1,692	1,236	362	648	370		148
Total YTD	21,952	7,320	14,632	10,382	3,152	4,108	4,886		1,234

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
Total YTD	27,758	6,000	21,758	9,348	5,756	8,528	4,126		3,266

Note: The following analysis is for 2021 vs 2019, the last “normal” year of operations.

2021 vs 2019 YTD

Helicopters down 8% Jets up 48% Turboprops down 10 % Seaplane down 38%
Piston up 16%

Total Ops YTD through Sept 2021 vs Sept 2019 up 7%

Summary: While helicopters, Turboprops and Seaplane numbers are down vs 2019, Piston and Jet traffic ops are up for an overall increase of 7% YTD.

Financials

Gross Landing Fees Billed:

October 2021: \$160,120

October 2020: \$171,495

October 2019: \$ 77,660

YTD 2021: \$2,599,765

YTD 2020: \$1,647,325

YTD 2019: \$2,162,905

Fuel Sales in Gallons

October 2021: 61,089

October 2020: 70,272

October 2019: 25,025

YTD 2021: 1,063,468

YTD 2020: 681,665

YTD 2019: 840,626

Gross Revenue to the Town 2021 YTD at \$.30/gal.: \$319,040

Gross Revenue to the Town 2020 YTD at \$.30/gal.: \$204,500

Gross Revenue to the Town 2019 YTD at \$.30/gal.: \$252,187