

SEQRA Study Phase and Data Collection – Proposed PPR Framework for 2022 Season



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Bill O'Connor and Andrew Barr



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Agenda

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- Update on Deactivation and Activation Processes
- Discuss Proposed SEQRA Study Phase and Data Collection PPR Framework
 - Framework based on data analyses conducted by HMMH
 - Town Board welcomes public comment from the community and stakeholders while finalizing the Study Phase PPR for the 2022 Season

Update on Activation and Deactivation Processes

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FAA Update

- Town and FAA continue to meet on regular basis
- On-going cooperation to address this unique situation
- FAA and Town do not foresee any obstacles in meeting the amended deactivation and activation dates
- FAA and Town are committed to delivering a safe New Airport that has as many operational capabilities as possible:
 - Anticipate nearly all capabilities to be available upon opening

Deactivation

- Deactivation of East Hampton Airport will occur on May 17 at 11:59 pm
 - Postponed to align with timeline requested by FAA
 - Goal is to be as least disruptive to aviation as possible
- Upon deactivation, all air navigation facilities will be inoperable
 - Runways, taxiways, navigational aids, etc.

Activation

- Activation of New Airport will occur on May 19 at 9:00 am
 - Agreed to postpone after receiving assurances from FAA
 - May 19 coincides with FAA charting cycles
- Shorter closure period
- Upon activation, all capabilities of East Hampton Airport will be available at New Airport, except instrument procedures

New Airport's Capabilities Upon Opening

- When compared to current offering at East Hampton Airport:
 - New identifier
 - All communication aids will be available
 - Acquisition of Ground Communication Outlet (GCO)
 - Continued use of frequency
 - All weather aids will be available
 - All navigational aids will be available
 - Transfer of REIL for runway 10 to Town
 - Private Air Traffic Control Tower will be available
 - As in the past, opens Saturday before Memorial Day

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SEQRA Study Phase and Data Collection

- Goal is to collect actual data regarding impacts of PPR on community and neighboring communities
 - Need to change status in order to do this
 - SEQRA regulations provide exemptions for gathering information to complete related environmental studies
- Town Board retains ability to be flexible and adjust PPR as needed
- Initial framework is a proposal subject to comment from community and stakeholders

SEQRA Study Phase and Data Collection

- At end of 2022 Season, the information collected will be included in the DGEIS that is circulated for public comment and Town Board will consider impact of PPR in deciding whether and how to operate the airport in the future

Proposed PPR Framework

- Proposed framework is not a ban on type of aircraft or operator
- Several permissions working together to balance community concern with aviation interests during 2022 Season
- Will be enforced pursuant to rules and regulations that govern use of the New Airport
 - The forthcoming rules and regulations governing the New Airport contain additional operating rules
- General aviation operators largely have blanket permission to operate during non-curfew hours

Proposed PPR Framework

- No reliance on FAA or air traffic controllers to manage or enforce the PPR
- PPR does not apply to public, military, or emergency operations
- Overall, the proposed study period PPR will impact approximately 40% of operations and will address upwards of 70% of complaints and provide real time data for inclusion in the DGEIS
 - **Note** - the percentages referenced above and in the following slides may overlap with the impact of other permissions and are based on available historical data from 2016-2021

Time-Based Permission

- Permission to operate:
 - Weekdays 8 am – 8 pm
 - Weekends/Holidays 9 am – 7 pm
- Impact
 - Would impact 13% of operations
 - Would address approximately 38% of complaints
- Alternative Consideration
 - Daily 8 am – 8 pm

Operator-Based Permission

- Commercial operators permitted to operate one daily roundtrip per aircraft
 - Commercial = Part 135 flights (nearly all helicopters, jets, and seaplanes)
 - Roundtrip = one takeoff and one landing per calendar day
 - This will be tracked and enforced on a registration number basis
- Impact
 - Would impact 13% of total operations
 - Would eliminate 24% of commercial operations
 - Would address approximately 35% of complaints

Noise-Based Permission

- Aircraft with a noise signature of 91.0 EPNdB or higher are permitted to operate one daily roundtrip
 - Aircraft EPNdB level published by the FAA pursuant to 14 C.F.R. Part 36
 - If aircraft not included on AC-36-1H, presumed to be noisy until proven otherwise with information pursuant to 14 CFR § 36.1581(a)
 - A noisy and commercial aircraft is limited to one roundtrip per day
- Impact
 - Would impact 6% of operations
 - Would eliminate 11% of noisy operations
 - Would address approximately 20% of complaints

Alternative Considered for Operator-Based and Noise-Based Permission

- One roundtrip per weekend
 - This would permit one roundtrip from Friday morning until Monday morning at 10:00 am
- One roundtrip per week
 - This would permit one roundtrip to occur between Sunday morning and Saturday night
- Different EPNdB levels

Size-Based Restriction

- No permission for aircraft that exceed 50,000 lbs maximum takeoff weight (MTOW)
 - Generally, excludes aircraft designed to carry 12 or more passengers
 - Preserves lifespan of runways and taxiways
- Impact
 - Would impact 2% of operations
 - Would address 1% of complaints
- Alternatives
 - MTOW of 25,000 (~8 passenger seats) or 40,000 (~10 passenger seats)

Environmental-Based Permission

- As part of the long-term operations to be studied in the DGEIS, it is contemplated that lead-based fuel will be phased out of the New Airport and not available for sale in the future
- Aircraft (including helicopters) that use lead-based fuel will be phased out of the New Airport and not be permitted to operate at the New Airport in the future
- Notice will be provided in advance of these changes being made

Additional Permissions

- No permission for:
 - Ultralight vehicles; banner towing; skydiving
 - Stage 1 or Stage 2 jets
 - Touch-and-go operations

Enforcement

- Rules and Regulations contain enforcement scheme that includes temporary and permanent rescission of permission for pilots, owners, and/or operators based on violations of the PPR
- Town also may enforce local, county, or state laws for violations of the PPR
- Such mechanisms are part of routine or continuing agency administration and management by a municipality

Questions or Comments?

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