

Possible Components of a Management Plan To Address Safety, Noise and Operations at East Hampton Airport

Staff Draft as of December 1, 2011

Notes:

- Possible measures are **not** listed in order of priority
- Some measures will require close cooperation and coordination with FAA for their effectiveness. Those measures are **shown in yellow in this table**. Reestablishing professional relations with the FAA will assist in funding and implementation.

		A	B	C	D	E
OPTION	POSSIBLE MEASURE	ELIGIBLE FOR FAA GRANT?	DESIRED IMPACT	COST (H, M, L)	PROPOSED TIMING	PRIORITY (1-4)

GROUP I – RULES, REGULATIONS AND MANDATORY MEASURES

1.	<i>Adopt</i> revised Town policy on role of airport and safety and community impact objectives	N	Establish clear Town policy on airport matters	L	Immediate	1
2.	<i>Conduct inventory</i> of existing Airport rules/regulations, minimum standards	N	Background research on current status of safety and noise protections	L	Immediate	1
3.	<i>Research best practices</i> for analogous airports that need to address safety and community impacts	N	Background research on current status of safety and noise protections	L	Immediate	1

		A	B	C	D	E
OPTION	POSSIBLE MEASURE	ELIGIBLE FOR FAA GRANT?	DESIRED IMPACT	COST (H, M, L)	PROPOSED TIMING	PRIORITY (1-4)
4.	Strictly <i>enforce</i> Town code, rules and regulations that accord with best practices and Town policies	N	Improve compliance with safety and noise objectives	L	Winter 2012	1
5.	<i>Revise</i> Town code, rules/regulations as necessary to accord with results of best practices research	N	Improve compliance with safety and noise objectives	L	Winter 2012	1
6.	<i>Revise</i> Airport minimum standards as necessary to accord with best practices	N	Ensure that airport commercial enterprises are operating in accord with industry standards	L	Winter 2012	1
7.	<i>Revise</i> rates and charges as appropriate to accord with best practices	N	Ensure that rates and charges reflect cost of airport operations	L	Winter 2012	1
8.	<i>Assess</i> whether availability of aeronautical services at night accords with best practices and Town objectives	N	Background research on current status of safety and noise protections	L	Summer 2012	1
9.	Adopt ground movement rules	N	Improve compliance with safety and noise objectives	L	Winter 2012	
10.	Evaluate engine operation/run-up rules	N	Improve compliance with safety and noise objectives	L		
11.	Reassess revenue scheme to fund nighttime staffing	N	Determine whether fees and charges should be revised to fund nighttime staffing of the airport	M	Winter 2012	

		A	B	C	D	E
OPTION	POSSIBLE MEASURE	ELIGIBLE FOR FAA GRANT?	DESIRED IMPACT	COST (H, M, L)	PROPOSED TIMING	PRIORITY (1-4)
12.	Reevaluate landing fees	N	Ensure that current fees appropriately reflect cost of actual operations	L	Winter 2012	

GROUP II – VOLUNTARY MEASURES

13.	Research other similar airports' best practices for voluntary measures, fees and charges, operational rules	N		L	Immediate	1
14.	Evaluate success of voluntary curfew (11pm to 7am)	N		L	Immediate	2
15.	Increase hours of voluntary curfew	N		L		2
16.	Develop and publicize a 'fly quiet' good neighbor program	N		L	Winter 2012	2
17.	Create web-based noise reporting and public information site	Y		M		2
18.	Develop and publicize a program to discourage night flying	N		L	Winter 2012	1
19.	Adopt and implement "carrot and stick" publicity about nighttime operators	N		M		
20.	Design and implement temporary or permanent noise monitoring and complaint reporting system	Y		H		4

		A	B	C	D	E
OPTION	POSSIBLE MEASURE	ELIGIBLE FOR FAA GRANT?	DESIRED IMPACT	COST (H, M, L)	PROPOSED TIMING	PRIORITY (1-4)
21.	Enhance existing reporting of noise events and noise complaints	N		M		2
22.	Implement a monetary reward program for compliant operators	N		M		2
23.	Establish advisory/ oversight committee	N	Establish permanent mechanism for community input and oversight of airport-related decisions	L	2012	2

GROUP III – CAPITAL IMPROVEMENTS AND MODIFICATIONS

24.	Establish air traffic control tower: seasonally or permanently	Y	Better flight track and altitude compliance	M	Immediate	1
25.	Establish airspace and ATCT frequency for HTO (with and without ATCT)	N	Improved ability to control arriving and departing traffic; improved compliance	L	Immediate	1
26.	Implement increased Town control over terminal operations and facilities	N	Greater control over growth consistent with Town policies	M	Winter 2012	2
27.	Improve or modify airfield lighting	Y		M		3
28.	Change runway geometry to accomplish Town objectives	Y		H		3
29.	Install a hush house/ noise barriers	Y		H		4

		A	B	C	D	E
OPTION	POSSIBLE MEASURE	ELIGIBLE FOR FAA GRANT?	DESIRED IMPACT	COST (H, M, L)	PROPOSED TIMING	PRIORITY (1-4)
30.	Establish and revise ALP to depict one or more dedicated helipads on the airfield	Y		M	Winter 2012	1

GROUP IV – NOISE MITIGATION

31.	Land acquisition	Y		H		4
32.	Sound insulation	Y		H		4
33.	Prepare FAA Part 150 Noise Compatibility Program	Y		H		3

GROUP V – FLIGHT TRACKS AND PROCEDURES

34.	Preferential runway use procedures	N		L		3
35.	Mandatory flight tracks	N		L		3
36.	Noise abatement departure profile	N		L		3
37.	New helicopter routes (South Shore)	N	Reduce overflights of noise-sensitive areas	L	Continuing	1

GROUP VI – MANDATORY OPERATIONAL RULES

38.	Restriction on stage 1 aircraft (no Part 161 study required)	Y	Reduce loudest noise events	L	Long term	4
39.	Restriction on stage 2 aircraft (including helicopters) through Part 161 procedures	Y	Reduce overall helicopter noise	H	Long term	4
40.	Restriction on all aircraft through Part 161 procedures	Y	Reduce total airport/ aircraft noise	H	Long term	4

		A	B	C	D	E
OPTION	POSSIBLE MEASURE	ELIGIBLE FOR FAA GRANT?	DESIRED IMPACT	COST (H, M, L)	PROPOSED TIMING	PRIORITY (1-4)
41.	Adopt nighttime curfew	Y	Reduce or eliminate nighttime noise	H	Long term	4