
East Hampton Airport

GPI



Civil Engineering

Client: Twomey, Latham, Shea & Kelley

Owner: Town of East Hampton

Project Location: East Hampton, NY

GPI has been working with the East Hampton Aviators Association (EHAA) and members of the East Hampton Town Board to provide a reasonable and responsible critique and recommendation in response to objections by local airport detractors of the currently proposed Airport Layout Plan (ALP). The basic complaint by those in opposition to the airport's existence is that the improvements, as proposed in the ALP, will convert the airport into a jetport or another commercial hub airport.

This opposition has had the effect of delaying the needed repair and rehabilitation work on Runway 4-22, to such an extent as to cause concern by the EHAA members as to the safety of the runway. GPI was contacted by the EHAA to evaluate the condition of Runway 4-22 and make recommendations to the proposed ALP.

GPI met with the EHAA, the FAA, the airport manager, and the town board member responsible for the airport. We provided the following basic factual information.

- 2002 Proposed ALP update indicating that the requirements for an ALP update were met and that the only items remaining for the Town was to select the list of projects to be implemented from the list provided by the consultant.
- Provided the data and displays to indicate that the use of Runway 4-22 was necessary for light aircraft based at the airport during winds from the Northeast and Southwest.
- Provided an evaluation of the airport design consultant's evaluation and report on the condition of Runway 4-22 and the operational safety issues that needed to be addressed.
- Provided a list of four of the nine projects suggested in the proposed ALP that were the least controversial and most needed for the continued safe use of the airport, including the rehabilitation of Runway 4-22.
- Provided a comparison estimate of the costs of construction for two alternates for rehabilitation of Runway 4-22, indicating that narrowing Runway 4-22 would actually be more expensive than rehabilitating it at the current width, due to other items that would require reconstruction and potentially rebating of funds to the FAA and NYS.
- Comments on the noise study, indicating that it was not yet complete, and required additional sampling and analysis by the consultant hired by the Town.
- A proposed course of action to enable the Town to move forward with a Category 2 SEQRA and FONSI (or Negative Declaration) for the EPA and FAA environmental review.