

MINUTES
REPUBLIC AIRPORT COMMISSION MEETING
FEBRUARY 13, 2018

I. ANNOUNCEMENTS

The meeting was called to order by Chairman Frank Nocerino at 7:05 p.m. Also present were Republic Airport Commission Members Stella Barbera, Robert Bodenmiller, Vincent Bologna, Jr., Richard Grant, and Joan Flaumenbaum.

Interim Airport Director Gary Barnable read a statement from New York State Department of Transportation (NYSDOT) about reorganizing the tie-down layout of Echo Ramp to create additional revenue. Talon has applied for and received a temporary Use and Occupancy Permit for permitted uses on Echo Ramp and a portion of the 56th Fighter restaurant parcel. Echo tenants will receive appropriate notification.

Mr. Barnable also announced that the Royal Canadian Air Force Snowbirds will be joining the Memorial Day Air show this year and will be based at Sheltair Aviation.

Chairman Nocerino stated there is nothing more that can be done about NYSDOT Commissioner's decision on the RFP. He will request that Stratosphere make a presentation to the Working Group to determine what their project involves. A motion from the Commission is needed to direct the Chairman to send that letter. If the public feels they need to go beyond our legal responsibilities, they may reach out to other elected officials. The Commission will help as much as it can.

Chairman Nocerino stated that he spoke with Senator Brooks about the Commission pursuing a letter to ensure there will be no scheduled commercial air traffic at the Airport, and to recommend that any intentions of air cargo service should be reviewed by the Commission first.

II. ADOPTION OF THE MINUTES

A quorum was present and the minutes for October and December were adopted.

III. CHANGES AND/OR ADOPTION OF AGENDA

No changes.

IV. REPORTS, RESOLUTIONS, & OTHER BUSINESS

A. REPORTS

1. OPERATIONS, AIRCRAFT COMPLAINT, & FINANCIAL REPORTS FOR NOVEMBER AND DECEMBER 2017

The Operations and Noise Complaint Reports for November and December 2017 were discussed by Mr. Rick McElroy, Airport Manager. In the month of November, the FAA reported 17,866 total operations, compared to 15,069 from 2016. The Airport Operations Department reported 6,202 landings. Touch and go operations for November were lower than last year with 2,052 reported. Passenger numbers were higher with 953 being reported, an increase of 73 from the previous year. There were 443 based aircraft in November, a decrease of 30 from the year before.

In December 2017, the FAA reported 15,360 total operations, compared to 15,106 from last year. The Airport Operations Department reported 5,286 landings. Touch & go operations for December were higher than last year with 1,934 reported. Passenger numbers were higher with 1010 being reported, an increase of 128 from the previous year. There were 443 based aircraft in December, a decrease of 32 from the year before.

There were 21 noise complaints registered in November; 7 during the day, 9 during the night and 5 unknown. The complaints were predominantly caused by jet aircraft. The majority of complaints were from arrivals on Runway 14. Thirteen of the 21 events were reported by residents in the northwest sector of the Airport. Three complaints were from based aircraft, 13 were from transient aircraft, and 5 were unknown.

There were 33 noise complaints registered in December; 13 during the day, 12 at night, and 8 unknown. Most of the registered complaints were attributed to jet aircraft. Twenty-nine of the complaints came from the northwest area. Six complaints were from based aircraft, 19 from transient, and 8 were unknown.

Mr. McElroy stated that a transient Boeing 737 aircraft is routinely used to transport the New York Islanders hockey team during the hockey season. Noise complaints have been received pertaining to this operation because their flights usually arrive after the 10pm window.

Mr. McElroy stated that the Airport is proactive about communicating to pilots our preference to operate within the 6am-10pm window. There are things, however, that can impact flight patterns, such as weather conditions or specific instructions from the Control Tower. The Airport is committed to being responsive to all noise complaints received. In order to be more accurate in our investigations, we need to receive complaints on a timely basis. When we receive a complaint that is a week or a month old, we cannot always investigate all the details of what happened that day. When we receive a complaint within 24 hours of the event, we are able to talk to the Operations personnel who were on duty at the time. There is a better recollection of the weather conditions or other factors impacting the flight pattern. If we receive a complaint that is days, weeks, or months after the event, we cannot always go back to find out those details.

Chairman Nocerino said that it was stated at the December meeting that the noise complaint reports were distorted because some complaints were not reported in a timely manner.

Commissioner Barbera made a motion that all noise complaints must be made within 24 hours of the incident to be counted. Second motion from Commissioner Bologna. Commissioner Barbera stated there should be sufficient time to notify the public of this new information. Commissioner Bodenmiller offered an amendment to the motion, stating that effective April 1, 2018, noise complaints will be received at any time, but only incidents that are reported within 48 hours of occurrence will be investigated and will receive a return phone call. The amendment was accepted and the motion passed.

Assistant Airport Manager John Lauth spoke about Airport procedures that help minimize the noise impact on the community. The Airport's Operations department, which is staffed 24 hours, records all aircraft activities throughout the day and night. When an aircraft that is new to the Airport arrives, the

Operations staff will meet with the pilots. We have brochures, which are available on our website, that outline our recommended noise abatement procedures, and we give these brochures to the pilots. The brochures clearly illustrate the noise-sensitive areas around the Airport, and state that Runway 1/19 is the preferential runway. On the airfield, there are noise abatement signs posted at the ends of the runways that tell pilots how to operate when departing. We have a PPR (Prior Permission Request) form that is submitted for aircraft with 30 seats or more, or if they weigh 60,000 lbs or more, that gives us advance notice of their arrival. The form has the flight operator's name, contact information, type of aircraft, and the times of arrival and departure. If we feel it is necessary, we contact the pilots about their operations before the flight. If they plan to take-off or land between 10pm and 6am, we have an opportunity to ask them to move the arrival or departure time into the daytime window. They are not always able to change flight times, but they have been receptive to my phone calls. Another issue is flight training at night, which is common during the summer months. We speak to instructors to let them know that the Airport wants to be community-friendly, and that flight operations during nighttime hours are not desirable. We ask if they can schedule flight instruction at a different time or to utilize the preferential Runway 1/19. When we have a new base tenant who is unfamiliar with the area, we talk to them about noise abatement, and they are very receptive to the information we give them. We have made progress with base tenants and transient aircraft operators in communicating our concerns about noise complaints. The Airport staff is very focused on ensuring that aircraft operators comply with our recommended procedures.

Mr. Gary Barnable discussed the Financial Reports for the months of November and December 2017. Revenue was higher than budgeted for November. The majority of surplus revenue came from Miscellaneous Income received from film shoots for Billions and Madame Secretary. Expenses were lower than budgeted for the month. Labor Expense was less due to a vacant position in the Operations department and a 4-week payroll billing cycle. We also pushed up ARFF training to September and October. Utility Expenses were favorable, due to lower than budgeted consumption. Data Processing Expenses were favorable because we did not need the software updates that we thought we were going to need. Professional Services were lower than budgeted due to a delay in starting

a project to update our Storm Water program. Insurance Payments were higher than budgeted because we had projected the cost in another month.

For December, revenue was higher than budgeted. The majority of surplus was from License Fees and Miscellaneous Income. Madame Secretary returned for another film shoot, which helped with Miscellaneous income. We also received an insurance check for fence damage. Expenses for the month were well under the budget, due mainly from a delay in purchasing an airport snow blower. The largest overrun was Labor expenses due to a 5-week payroll billing cycle. Under runs were for insurance payments that we budgeted for in December but would not be paid until January. We had budgeted \$338,000 in December for a snow blower, but that has been pushed back. We hope to have it delivered by the end of 2018.

2. RECENT/CURRENT EVENTS

Mr. Rick McElroy reported that Air Show meetings are on-going with the Parks Department, the police and fire departments, and the Airport staff. There will be an all-hands meeting coming up in a few weeks.

Mr. Gary Barnable stated that installation of new doors at the Main Terminal was completed, and the pavement in front of the building was fixed to remove any trip hazards. He said that energy efficient lighting will be installed in the Main Terminal, which will help offset part of the monthly electric expense.

Mr. Barnable stated that the lead pilot for the Blue Angels attended a pre-Air Show kick-off meeting by phone conference. They had mechanical issues with their jet, so they could not attend in person. Commissioner Barbera asked if the local communities could be notified ahead of time, so they do not become alarmed by the arrival of a loud Navy jet.

B. RESOLUTIONS

Chairman Nocerino said that, due to some concerns about a second ILS Runway, the Resolution is being pulled off the table. He will charge Commissioner Barbera and the Working Group to review all questions on the subject, and present their findings to the

Commission. The Commission will then deliver these answers to the public. A motion was made to remove the Resolution to consider a second ILS runway. The motion passed.

1. OTHER NEW YORK STATE DEPARTMENT OF TRANSPORTATION BUSINESS

1. Runway 1-19 Safety Area Improvements: Mr. Barnable stated that the RSA project is moving forward. The hangars that were going to be relocated will stay in their current location. The FAA is still reviewing the RSA. NYSDOT would like to begin construction sometime this construction season.
2. Northeastern Aviation FBO Application: They had submitted plans and we asked for additional details. The application is still pending.
3. RFP by ESD for long term lease of Five Development Parcels: Chairman Nocerino stated the issue was already discussed.
4. Sheltair Development in Breslau Area: Mr. Barnable stated that Sheltair is trying to be open for business by Memorial Day weekend.

V. PUBLIC COMMENTS

Nine (9) individuals commented.

Chairman Nocerino adjourned the meeting at 8:17 p.m. The motion was carried unanimously. The next meeting is scheduled for Tuesday – April 10, 2018 at 7:00 p.m.

These minutes are respectfully submitted by:

**Gary Barnable on behalf of Executive Secretary
Republic Airport Commission**

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Mr. John Lisi, President of the Republic Airport Civic Coalition and the Daniel Street Civic Association questioned the presence of 5 large trailers near Echo Ramp and asked if they were related to the parcel development. Mr. Lisi stated that the Comptroller's ruling must still go through the Attorney General, the FAA, a permit process, etc., and said his conversation with Gerardo Mendoza from NYSDOT the previous week indicated the paperwork has not yet been forwarded to the FAA.

Interim Airport Director Gary Barnable stated the trailers are part of the Use and Occupancy agreement and are not part of the parcel development. Notifications will be sent to Echo tenants.

Chairman Nocerino added that an environmental analysis and other reports still need to be done for the parcel development project, and that he would try to get an answer about the status for Mr. Lisi.

Mr. Lisi stated that the Coalition sent a letter to the Comptroller's office outlining 15 issues that were different from the one presented by Long Island Clean Tech. They initially rejected the letter, but later said they would review it as part of the legal process. They completed their legal process and did a 5-page write up on their decision. Nothing in that write-up addressed any of the 15 issues that the Coalition presented. They said they did not review our issues because their legal team said it was not within their purview and they do not have the right to review them. They referred us to the State Economic Development Committee. We told the Comptroller's office that these are the very people that we have issues with, so why would we go to them? We asked them to provide a written validation for not reviewing each of our 15 issues. They have not responded. In a conversation I had with their representatives, they said they will not respond in writing. I told them that they will be tried in the court of public opinion, and we are preparing to go to the federal level and the State Committee on Ethics.

Chairman Nocerino suggested that Mr. Lisi send a letter to Senator Boyle and Senator Brooks.

Mr. Eliot Bloom, a partner at Long Island Clean Tech, stated their legal proceeding has been adjourned until March, and that they are amending Article 78 to include the issues from the State Comptroller. One of the main issues is whether or not NYSDOT complied with TRA §400 of the New York State Transportation Law. It requires the NYSDOT Commissioner to consult with the

Republic Airport Commission, present facts, and get your advice. They have never done that. I would suggest that the Chairman send a letter to the State, advising them that they overlooked that important section of the law. Had they complied with it, I think there would have been a lot more public information available.

Chairman Nocerino responded that it has been conveyed in some of the correspondence sent to Albany, about how the Commission was by-passed. He stated that it may be time that he and Senator Brooks schedule a meeting with NYSDOT.

Ms. Helen Norjen of the Woodland Civic Association asked if the Commission could pass a resolution stating that they feel the conditional approval of the five parcels should be rescinded.

Chairman Nocerino responded that Senator Brooks and Senator Boyle already asked in writing. We were told that it is out of our purview.

Ms. Helen Norjen asked why the Resolution about the ILS was on the meeting's Agenda when there was no discussion about it.

Chairman Nocerino replied that the ILS was discussed at the October meeting, and the Resolution was the first step in exploring the idea. There was no decision to install a new ILS. That Resolution is off the table for now. As far as a resolution about the five parcels, the Commission will talk about it in Executive Session.

Ms. Tina Diamond of the Concerned Citizens Association of Farmingdale asked how the surrounding communities will be notified about the new time limit to report noise complaints.

Chairman Nocerino replied that the information can be posted on the Airport's website and sent to Newsday.

Mr. Louis Pigott, a Farmingdale resident, asked what kind of security does the Airport have during the nighttime hours, and what are the procedures for aircraft operators who are not compliant with noise abatement procedures.

Assistant Airport Manager John Lauth responded that the Operations staff will speak directly to a non-compliant pilot about their flight operations. The Airport itself is secured by an 8 foot fence with 3 strands of barbed wire. Every vehicle and pedestrian gate is electronically controlled with an

ID badge. Badge holders must go through training to obtain their badge and have a purpose for being on the Airport. There are video cameras in most areas. Our Operations staff, which also serves as the Airport's fire department, patrols the premises throughout the night. They patrol around the perimeter roadway on the airside and patrol the landside as well. Operations personnel are always on the premises for emergencies, 24/7. The headquarters for New York State Police Troop L is located on the Airport, but Suffolk County's First Police Precinct is typically the first to respond to any incidents. We have great relationships with both agencies.

Ms. Nancy Schliwka of the Woodland Civic Association asked what happens if a pilot decides not to use the preferential runway.

Mr. Lauth responded that the pilot's decision is usually weather-related. They choose the runway that will ensure the safety of the aircraft. The preferential runway is primarily a suggestion. We cannot tell them what to do.

Attendee #7 asked who is responsible for booking the air teams for the Air Show.

Mr. Barnable responded that the teams are booked by the New York State Department of Parks, Recreation, and Historic Preservation.

Mr. John Lisi asked if there was any new information about the Airport's groundwater plume and if it is being tracked. He also asked for the current status and locations of the tracking wells. Mr. Lisi said that Transportation Law TRA §400 charges the Commission with ensuring there are no toxic plumes on the Airport, so the Commission has a responsibility to know this information.

Mr. Barnable stated that the DEC is tracking the plume and treating the water at a facility south of the Airport. The DEC provides the data on tracking wells and they should be contacted for the latest information.

Chairman Nocerino said the Commission will follow up on that.

Ms. Jessica Santangelo, a Farmingdale resident, asked if the Airport's website can be updated with the dates for the 2018 RAC Meetings, and if RAC Meeting minutes will be posted on the website. She asked when the new website will be available, and if the Noise Complaint hotline recording can be updated with the new 48 hour time limit, so that callers are made aware.

Mr. Barnable said that the new website is still on hold. We will get the RAC Meeting dates updated immediately. At this time, we do not have the meeting minutes on the website.

Chairman Nocerino stated that updating the Noise Complaint message is a good suggestion.

Ms. Helen Norjen mentioned the letter about considering cargo operations, and stated it must be worded carefully.

Chairman Nocerino replied that the issue of cargo operations was brought up in order to remain transparent. The Commission has not figured out how to state it in the letter, but there will be a discussion among the Commission members about the word "cargo".

Ms. Helen Norjen stated that it is important for the Commission to understand that the Airport plume could be migrating further south than expected, toward the Great South Bay.

Chairman Nocerino said the Commission will try to get more information from the DEC. He added that any information from the public that could be helpful to the Commission can be given to Mr. Lisi, who can forward it to the Commission.

Mr. Ted Barber, an Echo tenant, stated that the NYSDOT announcement about Echo Ramp is a concern for the tenants. He asked if a meeting could be arranged between Echo tenants and the Airport staff to discuss the situation.

Chairman Nocerino said the meeting request is noted and that the Commission has questions about it, too.

Adjourned at 8:17pm

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