

MINUTES
REPUBLIC AIRPORT COMMISSION MEETING
OCTOBER 10, 2017

The meeting was called to order by Chairman Nocerino at 7:10 p.m. Also present were Republic Airport Commission Members, Joan Flaumenbaum, Robert Bodenmiller, Stella Barbera, Vincent Bologna, Jr., and Richard Grant.

Chairman Nocerino introduced New York State Senator John E. Brooks, who is new to Republic Airport and the Republic Airport Commission Meetings. Chairman Nocerino read a letter from Senator Brooks to New York State Comptroller Thomas DiNapoli.

Senator Brooks stated that the objective was to look at the RFP process, and not to judge who was chosen or the process itself. He is not saying that anything was done improperly in terms of proposals, or if the selections were made improperly, but is saying that the process did not generate the interest it should have generated. Ending up with just a handful of applicants for a project this big tells us that we did not communicate it the way we should have.

I. ANNOUNCEMENTS

No announcements.

II. ADOPTION OF THE MINUTES

A quorum was present and the minutes for May, June, and August were adopted. Chairman Nocerino stated that he would like to add more Commission members to ensure that a quorum is present for future meetings.

III. CHANGES AND/OR ADOPTION OF AGENDA

No changes.

IV. REPORTS, RESOLUTIONS, & OTHER BUSINESS

A. REPORTS

1. OPERATIONS, AIRCRAFT COMPLAINT & FINANCIAL REPORTS FOR JULY AND AUGUST 2017

The Operations and Noise Complaint Reports for July and August 2017 were discussed by Mr. Rick McElroy, Airport Manager. In the month of July, the FAA reported 21,662 total operations compared to 19,552 from last year. The Airport Operations Department reported 7,668 landings, an increase in single engine piston aircraft. Touch and go operations for July were higher than last year with 2,605 reported. Passenger numbers were higher with 1,243 being reported, an increase of 24 from the previous year. There were 474 based aircraft in July, an increase from the year before.

In August 2017, the FAA recorded 23,031 total operations, an increase from last year. The Airport Operations Department reported 7,767 landings. Touch & go operations were lower with 2,486 reported. Passenger numbers increased by 62 from the previous year. There were 472 based aircraft in August.

There were 14 noise complaints registered in July; 8 during the day, 4 during the night and 2 unknown. The complaints were predominantly caused by jet aircraft. Half of the complaints were from arrivals on Runway 14. All of these events were reported by residents residing in the northwest sector of the airport. Three complaints were from based aircraft, 9 were from transient aircraft, and 2 were unknown.

There was a total of 16 noise complaints registered in August; 14 during the day and 2 at night. Most of the registered complaints were attributed to turboprop aircraft. Eleven of the complaints were from the northwest. Five were based aircraft, 6 transient and 5 were unknown.

Mr. Gary Barnable discussed the Financial Reports for the months of July and August 2017. For July, revenue was lower than budget. There was a deficit in Miscellaneous Income, there were no TV/movie shoots in July. Total expenses were lower than budget. The majority of the savings was

from Labor expenses, due to a four week payroll billing cycle, vacant positions in Operations and Administration, and an employee out on Workers Compensation leave, which was not charged against the expenses for labor. Insurance expenses were under budget due to pre-paid premiums. Professional services expense was lower than budgeted due to a Noise Contour study that was not progressed in July. Airport Maintenance expense was under budget due to the lead time needed to purchase a snow blower and to start the Airport's Main Terminal bathroom renovations.

August 2017 revenue came in higher than budgeted. License fees, Tie-down fees, and Rental income were less than budgeted, but Landing fees, Fuel fees, and Miscellaneous fees came in higher than budget. Site Charges and Promotions revenue came in higher than budget due to insurance payments from accidents occurring at our fence line. Total expenses for August were lower than budgeted. Employee expenses, Utilities, and Insurance were higher than budget, however, the actual expenses in other categories came in much less than budget. Labor expenses were under budget due to vacancies and a four week payroll billing cycle. Airport Maintenance expenses were below budget due to postponing the bathroom renovation project, landscaping, and EMAS maintenance. Professional Services expenses were lower than budget due to the Noise Contour study being postponed. Vehicle Maintenance expenses were lower than budget since we did not need to purchase diesel fuel or ARFF foam in August.

2. RECENT/CURRENT EVENTS

Airport Director, Mr. Gary Barnable stated that a project was about to begin to replace the front doors of the Main Terminal with sliding doors and a vestibule. There is also a contract for bids on a project to install security cameras on the outside fence on New Highway. In addition, there is a project to install way-finder signs and airport maps to make it easier for people to find their way around the airport.

B. RESOLUTIONS

In response to a comment by an attendee, Chairman Nocerino mentioned that previously we asked the State for two ILS runways, they only gave one. He made a motion for a Resolution to prepare a letter to the DOT Commissioner requesting a second ILS system.

C. OTHER NEW YORK STATE DEPARTMENT OF TRANSPORTATION BUSINESS

1. Runway 1-19 Safety Area Improvements: Mr. Barnable stated that there have been no changes since the last meeting. FAA reviews are pending. Chairman Nocerino asked that a notification be sent out to the community once the project date is determined.
2. Northeastern Aviation FBO Application: Mr. Barnable stated that there have been no changes since the last meeting.
3. RFP by ESD for long term lease of Five Development Parcels: Chairman Nocerino referenced Senator Brooks' letter regarding a re-set of the RFP process. Comments are noted in the public comments section.
4. Sheltair Development in Breslau Area: Mr. Barnable stated that most of the steel frame for the two hangars has been constructed and is visible on the airport.

V. PUBLIC COMMENTS

Ten (10) individuals commented.

Chairman Nocerino adjourned the meeting at 8:40 p.m. The motion was carried unanimously. Next meeting is scheduled for Tuesday – December 5, at 7:00 p.m.

These minutes are respectfully submitted by:

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

PUBLIC COMMENTS
REPUBLIC AIRPORT COMMISSION
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Attendee #1 commended Senator Brooks for his time and efforts in representing the district in this matter.

Ms. Helen Norjen of the Woodland Civic Association also thanked Senator Brooks. She stated the RFP process seems to be flawed, and asked how we can be assured that the old RFP is stopped and new RFP is issued. In ESD's response to a question she raised at the March 2, 2017 RAC Meeting, when she asked to know the design aircraft for Republic Airport, ESD stated it is Category D-II but they wanted to go to Category D-III, which would include 727's. How can we be assured that they are not just making things up?

Senator Brooks stated "we are making a recommendation". The Comptroller's office has the responsibility to evaluate the RFP as well. The Comptroller doesn't have to agree with the recommendations. Senator Brooks stated he is expressing an opinion to the Comptroller based on discussions with meeting attendees. He feels the process could have been handled better, and the Comptroller should take that into consideration before making a final decision. Senator Brooks stated he is looking into the possibility of doing a re-solicitation, and being more clear with the instructions. He also stated he did not have an answer to the second question regarding design aircraft, because he was not working on that issue.

Ms. Helen Norjen asked how can we be assured that the RFP process will not contain erroneous information.

Chairman Nocerino cited Sheltair as an example, where Working Groups, Airport representatives, and the community were used for input.

Ms. Helen Norjen stated that the development of Republic Airport should not be for a design aircraft that was never approved. The facilities have to be designed according to the design aircraft.

Chairman Nocerino stated we are going to get what is best for Republic Airport and what is best for its future.

Attendee #1, on behalf of the Republic Civic Coalition, thanked Senator Brooks for his due diligence in listening to their concerns and extensive investigation. He also thanked Senator Phil Boyle, for his support, and the support of the Commission. He stated that when the award was made, it had to be tentatively approved by the New York State Comptroller, the Attorney General, and FAA. He stated that he had conversations with the FAA, and they didn't know anything about this issue, and that they read about it in Newsday. He stated nothing was officially sent to the FAA to make them aware of what was going on, and that the FAA was advised by the Coalition.

Attendee #2 asked if we are looking for a re-set of the RFP process.

Chairman Nocerino agreed there should be a re-set, and believes that Senator Brooks' letter has stated all the efforts that have been done since the last meeting.

Attendee #1 stated that Section 402 of the Transportation Law makes it a requirement that the Commissioner of Transportation consult with this body (RAC). If the Commissioner had chosen to do that, rather than neglect their obligation, the RAC's input on behalf of the Civics and their input from the meetings would have been communicated to the State. He stated they failed to do that and that they have to follow the law.

Chairman Nocerino stated the State has never had the 'push-back' from the Commissioner as they are getting now. The best way is to take the recommendation from the Senator and re-set the RFP process. The results may come out the same way, but it will be done with the input of everyone who wants to be involved, from The Commission, to the Town Supervisors, the Senatorial districts, the Assembly districts, and the community.

Ms. Helen Norjen requested the Commission to do research to find out if ILS runways encourage more use of the airport by larger aircraft. She asked to know what is the design aircraft for Republic Airport, and stated it should still be Category II. There was never any announcement to show it changed. Ms. Norjen also stated that the Resolution for a second ILS runway needs to be worded in such a way that states you are looking into it.

Chairman Nocerino stated these things will be taken into consideration and the second ILS runway needs a lot of research.

An Attendee asked, regarding the design aircraft, if there is a maximum tonnage limit.

Chairman Nocerino answered the weight limit is 60,000 lbs, but this has been in litigation for 20 years.

Attendee #2 asked for an explanation of an ILS System for those who were not familiar.

Chairman Nocerino answered that the Instrument Landing System (ILS) assists the pilot in landing the plane due to bad weather or wind.

Attendee #3 asked if ILS is reliable and how long it has been around.

Chairman Nocerino answered about 45-50 years.

Attendee #2 stated she understood the ILS runway is used in bad weather, and if there were two ILS runways, then some of the traffic would be diverted.

Chairman Nocerino stated that a large amount of the noise is due to low ceilings, and in a bad weather situation, the Tower is going to send them to the ILS runway, which is the preferred runway for safety reasons.

An Attendee asked if a plane weighs more than 60,000 lbs, do they have to ask for permission to land. Does that mean their request can be refused?

Airport Director, Mr. Gary Barnable stated that we ask to know that they are coming in so that we are sure the Airport is ready for that type of plane, and we do accept all requests.

Ms. Alissa Sue Taff asked if there is anything in writing that states two of the five parcels being developed have to be tax-revenue generating?

Chairman Nocerino referred to Senator Brooks' letter that was read at the beginning of the meeting. He stated a recommendation to the Commission was made that one or two of the parcels would be payment in lieu of taxes, but there has been no response yet.

Ms. Alissa Sue Taff stated that in Farmingdale, the school district does not receive a lot of tax money because of SUNY, cemeteries, and other non-taxable parcels, which is the reason why the parcels need to be tax-yielding, and that is supposed to be in writing.

Chairman Nocerino stated that it was supposed to be in the Airport Layout Plan, and it will need to be researched.

Ms. Jessica Santangelo, a Farmingdale resident, stated there are residents who are concerned but don't call the Noise Complaint Hotline. She is encouraging those people to notify the airport. She keeps a record of the noise complaints she calls in, and found a discrepancy with the number of incidents she reported in August 2017 (16 complaints), but said she did not call them in until September 2017. The August report only shows 11 complaints for the Northwest region.

Assistant Airport Manager, Mr. John Lauth, stated it will need to be researched.

Ms. Jessica Santangelo stated she was concerned about the noise impact when Runway 1-19 is closed for safety improvements.

Chairman Nocerino stated there will be research done on the noise impact in the 14-32 Runway area.

Ms. Jessica Santangelo asked someone to define the hours for day and night when recording take-offs and landings.

Assistant Airport Manager, Mr. John Lauth stated that nighttime is considered from 10pm to 6am.

Attendee #4 asked how long has Northeastern Aviation been seeking approval for an FBO.

Assistant Airport Manager, Mr. John Lauth responded that they applied for it and were denied at one point but the recent request was made about 3 years ago.

Attendee #4 asked if the application process takes years to complete, how was Talon Air able to get their fuel tanks put in and who approved it.

Chairman Nocerino stated it was approved by NYSDOT.

An Attendee stated that, regarding the RFP and the 56th Fighter Group parcel, Echo Ramp was not included at first, but was "thrown in", and that it appears to be an "award" and looks highly suspect. He asked the Commission to keep this issue "on your radar".

Chairman Nocerino stated that this became a problem when the parcel was added.

Ms. Helen Norjen asked who gave the authority to “throw it in”.

Chairman Nocerino responded that it came from a higher authority.

Ms. Jessica Santangelo asked if the Meeting minutes will be posted on the Airport’s website, or should FOIL requests be done.

Airport Director, Mr. Gary Barnable stated the minutes are not available on the Airport’s website at this time. The Airport’s new website is under construction, and it is under discussion as to whether the minutes will be posted there.

Ms. Jessica Santangelo asked how far back the minutes will be posted.

Airport Manager, Mr. Rick McElroy responded that normally it is 12 months.

Ms. Jessica Santangelo asked if someone could explain the traffic pattern for aircraft departing on Runway 14-32.

Assistant Airport Manager, Mr. John Lauth answered that typically the wind will determine the direction of departures on Runway 14-32. Also, if it is a high-performance aircraft or a jet, they will depart straight out from the runway.

Ms. Helen Norjen stated she requested that the design aircraft of the Airport be provided in writing and dated from NYSDOT. Also, regarding noise complaints she has filed, she would like to receive the letter that she has received in the past which states the date, the time of the occurrence, and the aircraft type. She asked to know how many aircraft over 60,000 lbs landed at Republic Airport in 2016, and how many landed in September 2017, which she said she has requested previously. In addition, she asked to know how many aircraft over 60,000 lbs were given permission to land at Republic Airport. She stated that the Commission was going to look into a 100,000 lb limit at Republic Airport, and would like a response.

Airport Director, Mr. Gary Barnable stated that a FOIL request would need to be submitted.

Chairman Nocerino stated it is an important issue and it will put on the Agenda, but the priorities right now are getting the research done on the RFP process and the ILS system, and it is important to stay focused on those items.

Attendee #2 stated she called in a complaint about planes from the south heading north over Route 110 and the village of Amityville, and she was told that if the wind is out of the north, they have to use the approach to Runway 1-19. She asked if that is the ILS runway.

Chairman Nocerino responded that Runway 14-32 is the ILS runway.

Assistant Airport Manager, Mr. John Lauth stated that when an aircraft is approaching the airport and the wind is from the north, typically they will be directed to land on Runway 1, which will usually put the aircraft over Amityville.

Chairman Nocerino stated that for safety reasons, the weather dictates which runway will be used.

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