

MINUTES
REPUBLIC AIRPORT COMMISSION MEETING
DECEMBER 5, 2017

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

I. ANNOUNCEMENTS

Chairman Nocerino referred to an article in Newsday's online blog from November 25th, which explained the RFP issue and the lawsuit filed by LI Clean Tech. The article was written to include the position of the Commission, Senator Brooks, Senator Boyle, and the public which all support an RFP rebidding process. New York State Comptroller Thomas DiNapoli received correspondence about the RFP process from both Senator Brooks and Senator Boyle. Chairman Nocerino stated that this is all we can do, and now it is in the hands of the Comptroller.

Rick McElroy, Airport Manager, announced that the American Air Power Museum would be hosting Pearl Harbor Day on December 7th, from 10am to 12 noon.

II. ADOPTION OF THE MINUTES

Due to lack of quorum, the October minutes were not adopted.

III. CHANGES AND/OR ADOPTION OF AGENDA

No changes.

IV. REPORTS, RESOLUTIONS, & OTHER BUSINESS

A. REPORTS

1. OPERATIONS, AIRCRAFT COMPLAINT & FINANCIAL REPORTS FOR SEPTEMBER AND OCTOBER 2017

The Operations and Noise Complaint Reports for September and October 2017 were discussed by Mr. Rick McElroy, Airport Manager. In the month of September, the FAA reported 18,039 total operations compared to 18,131 from last year. The Airport Operations Department reported

6,435 landings, a decrease in single engine piston aircraft. Touch and go operations for September were lower than last year with 1,982 reported. Passenger numbers were up with 1,136 being reported, an increase of 182 from the previous year. There were 472 based aircraft in September, an increase from the year before.

In October 2017, the FAA recorded 18,860 total operations, an increase from last year. The Airport Operations Department reported 6,967 landings, an increase in single engine piston aircraft. Touch and go operations were lower with 2,062 reported. Passenger numbers were up with 1,039 being reported, and increase of 8 from the previous year. There were 442 based aircraft in October.

There were 60 noise complaints registered in September; 30 during the day, 24 during the night and 6 unknown. The complaints were predominantly caused by jet aircraft. Most of the complaints were from arrivals on runway 14. These events were mostly reported by residents residing in the northwest sector of the airport, 19 complaints were from based aircraft, 35 were from transient aircraft, and 6 were unknown.

There was a total of 103 noise complaints registered in October; 56 during the day and 46 at night and 1 unknown. The complaints were predominantly attributed to jet aircraft. Most of the complaints were from arrivals on Runway 14. Ninety-eight of the total events were reported by residents residing in the northwest sector of the airport, 21 complaints were from based aircraft, 63 were from transient aircraft, and 19 were unknown.

Ms. Barbera asked if there had been more jet traffic or helicopter traffic during this time period that caused the increase in noise complaints. Mr. McElroy stated there were more helicopter landings in September of 2017, 344 total, up from 318 in September of 2016. Ms. Barbera noted there were many transient aircraft creating the complaints, and asked if we are communicating noise abatement procedures to those pilots. Mr. McElroy stated that recommended noise abatement procedures are available to pilots on the Airport's website, and the Air Traffic Control Tower is

responsible for controlling where the traffic will land and giving directions to pilots, especially during bad weather or high wind conditions. Ms. Barbera stated that the October helicopter landings were even higher than in September. She asked what could be done to prevent increases in complaints in the future. Mr. McElroy stated that 35 of the 60 total noise complaints filed in September of 2017 were from transient aircraft, which are difficult to control. He stated the Control Tower will have the tail numbers of the aircraft if we need to identify them, and the new Airport website will give more attention to this issue, when it is up and running. Chairman Nocerino stated that the number of complaints usually increases in the summer, and decreases in the winter. But the number of complaints in September was a large increase over previous numbers. John Lauth, Assistant Airport Manager, stated that many of the noise complaints were coming from just a few homes. Chairman Nocerino asked for a breakdown of the source of the complaints by home address, to put the September and October Noise Complaint reports in focus. Ms. Barbera stated that there should be a dialogue with the people filing multiple complaints. Mr. Lauth stated that he speaks to these individuals about details like the weather, active runways, and the logistics of aircraft operations. He stated that there are some things that can be controlled, and others that can not.

Mr. Gary Barnable, Interim Airport Director, discussed the Financial Reports for the months of September and October 2017. For September, revenue was lower than budget. There was a deficit in Miscellaneous Income, due to lower than anticipated Site charges/promotions. Expenses were lower than budget, a majority of the savings coming from Airport maintenance items being delayed to later months. This includes the airport snow blower, first floor bathroom renovation, joint seal, line striping, paint and bead purchases. Labor expenses were more than anticipated due to a five-week payroll billing cycle.

October revenue came in higher than budgeted, with the majority of the surplus coming from Misc. income, mostly from movie shoots and receiving several checks from insurance claims for fence damage. Expenses for October were higher than budgeted. The majority of the overrun was in Airport Maintenance. There was landscaping work that

was originally budgeted in July but we did in October. There was the cost of fence repair from motor vehicle accidents, and emergency repairs of our cooling tower, which were unexpected expenses and not included in the budget. Labor costs were lower due to a vacant position in the Operations department and a four-week billing cycle for payroll. Most of the projections for the budget are based on data from previous years, which is why sometimes we may be a little over budget or a little under budget. We may not be able to predict when we receive certain revenues or when we have to pay for certain expenses.

Ms. Barbera asked if the expenses for the cooling tower were included in Professional Services for October. Mr. Barnable stated that they were not included. There were property appraisals that were done but not budgeted for in October.

Mr. Bodenmiller asked why there was a discrepancy between the budgeted amount for New York State Police rent revenue and the actual amount for both September and October. Mr. Barnable stated there was a CPI (Consumer Price Index) adjustment. Because the federal government generates the CPI, we cannot project the amount of the increase. The rent discrepancies are a “catch-up”.

2. RECENT/CURRENT EVENTS

Airport Manager Rick McElroy stated that the first Air Show kick-off meeting was held on November 28th. The Blue Angels will be here for the 2018 Air Show scheduled on Memorial Day Weekend. There were some film shoots on the Airport in September and October. New way-finding signs have been installed except for the ones in front of the Main Terminal Building, which will be installed before the end of December. The project for the new Main Terminal entrance is still underway, and is scheduled to be completed before the end of December. New LED lighting is being installed inside the Main Terminal, which will help reduce utility expenses. The installation of security cameras on the airside has been delayed, because the contractor we were going to use was disqualified.

Ms. Barbera stated that the road pavement immediately in front of the Main Terminal entrance is in bad shape and is a great safety concern. Mr. Barnable stated that a contractor had placed a dumpster there which caused the damage. The contractor will be repairing the damage, and we will monitor the area to make sure there are no tripping hazards. Assistant Airport Manager John Lauth stated that traffic cones were placed around the area to alert pedestrians.

B. RESOLUTION

1. Approval of request to add an additional ILS at Republic Airport: Commissioner Nocerino stated that because there was no quorum present, they could not vote on the Resolution.

C. OTHER NEW YORK STATE DEPARTMENT OF TRANSPORTATION BUSINESS

1. Runway 1-19 Safety Area Improvements: Mr. Barnable stated that we are still working with the FAA to develop the plans, and the historic buildings will not be taken down. We hope to begin construction next year.
2. Northeastern Aviation FBO Application: No changes.
3. RFP by ESD for long term lease of Five Development Parcels: Commissioner Nocerino stated that the issue has already been addressed and it will not be discussed at this meeting.
4. Sheltair Development in Breslau Area: Mr. Barnable stated the project is still underway. They are hoping to have both hangars open by Spring 2018.

V. **PUBLIC COMMENTS**

Seven (7) individuals commented.

Chairman Nocerino adjourned the meeting at 8:10 p.m. The motion was carried unanimously. Next meeting is a Special Meeting of the Republic Airport Commission scheduled for Tuesday January 30, 2018 at 7:00 p.m.

These minutes are respectfully submitted by:

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

PUBLIC COMMENTS
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Attendee#1 asked if the analysis of the noise report will be presented at the next meeting, and if it would be shared with everybody. She also asked if the study could list the “perpetrators”, especially those aircraft based at the airport.

Chairman Nocerino stated that an analysis would show what area the noise complaints are coming from, and that information can be shared with everybody. But the names of people making the complaints must be kept confidential. He stated that we can talk to the pilots and to the FBOs to help identify the aircraft causing the complaints.

Mr. John Lauth, Assistant Airport Manager, stated that the Noise Complaint Reports show the location where the complaints are coming from.

Mr. Mike Morra from the Long Island Republic Airport Historical Society asked if the Blue Angels had flown in for an Air Show pre-planning meeting, as reported in Newsday.

Mr. Gary Barnable, Interim Airport Director stated there was a meeting that the Blue Angels planned to attend, but they could not fly in due to equipment problems. We did a conference call with them for the meeting. They will be here for the Air Show and they are happy to be coming back to the Airport.

Mr. Russel B. Curley of the East Farmingdale Volunteer Fire Company and an employee of the US Postal Service asked if the American Air Power Museum was moving to another location on the Airport.

Mr. Barnable stated it was originally part of the plan to relocate their hangar to the south. During the design, we found it would be a very difficult and complicated proposition, because it was a very old building. The FAA looked at their criteria, and we were able to leave the hangar in place. We were able to get a modification of standards to shrink the ROFA area (Runway Object Free Area). The RSA (Runway Safety Area) will remain at the full width. We found a method where we did not need to move those two hangars, which is still under review and must go through the FAA.

Ms. Helen Narjen of the Woodland Civic Association stated she filed a FOIL request to find out what the Design Aircraft for Republic Airport is. She stated she received a letter from New York

State Department of Transportation (NYSDOT) saying they cannot find the information she requested, so she then filed an appeal. Ms. Narjen stated she was shocked that NYSDOT could not provide the Design Aircraft information she requested and said this is an example of how they are running the airports. She stated that NYSDOT should continue to operate Republic Airport as a general aviation reliever airport. Ms. Narjen also referred to an article in Newsday about a parcel development at Belmont Park. She stated that the complaints about the Belmont RFP process were similar to the Airport's RFP process, and the outcomes for both appeared to be "pre-ordained". She stated that Empire State Development (ESD) is not doing what it should be doing with RFPs. Regarding noise complaints, Ms. Narjen stated she used to receive written responses from the Airport that identified the specific type of aircraft creating the noise complaint. She stated that it is important for responses to contain the specific aircraft type. Ms. Narjen then stated that the Suffolk County Water Authority just brought legal action against a company that manufactured a firefighting foam used at Gabreski Airport. The Water Authority alleges that the foam had a negative effect on the groundwater there. She asked to know if the same foam has been used at Republic Airport.

Mr. Lauth stated that a military-grade AFFF foam (Aqueous Film-Forming Foam) is used at Republic Airport. We switched to this type of foam about 10 or 12 years ago, and we are required to use this type of foam.

Ms. Narjen stated that water migrates southeast of the Airport toward Lindenhurst. It is important for someone to look into this issue because when Grumman operated here, they utilized many chemicals to manufacture the planes. Ms. Narjen asked if any deep monitoring wells have been placed south of the Airport.

Mr. Barnable responded that the DEC (Department of Environmental Conservation) has wells in the area, and a continuous monitoring program. He suggested that any request for this type of information be sent to DEC.

Mr. John Lisi of the Daniel Street Civic Association and the Republic Civic Coalition stated he noticed new signage on the Talon building for Republic Jet Center, and asked if Talon received approval from the Airport to use the name "Republic Jet Center".

Mr. Barnable stated that Talon does not need the Airport's permission.

Ms. Helen Narjen stated she does not want the word "jet" associated with Republic Airport and

resents the signs that have the word “jet” in the name, because there are more small planes here than jets.

Mr. Lauth stated that Sheltair’s location was called “Long Island Jet Center” for many years.

Mr. Lisi stated he has a problem with Talon’s name choice and not speaking to you about it first. He asked if there were any rules about names, since “Republic” is the name of the Airport.

Mr. Barnable stated there were no Airport rules about business names. We do not have any authority over what name a business can call themselves. There are many companies that use the name “Republic”.

Mr. Bodenmiller stated that when a business chooses a name, it makes a request to the Secretary of the New York Department of State for the use of that name. As long as the name does not conflict with any other business, there is nothing we can do. Talon does not need to speak to us.

Chairman Nocerino stated that it is not the job of the Commission to run the businesses on the Airport. The Commission’s job is to make sure that they comply with the laws, that they operate safely, to take recommendations if there is a safety issue, and to do other things within our jurisdiction. We do not control business names approved by the Secretary of the State.

Mr. Bologna stated that Talon is doing business under 3 corporations: Talon Air FBO LLC, Stratosphere Aviation LLC, and Republic Jet Center LLC.

Mr. Elliot Bloom of LI CleanTech LLC stated that the issue is not what Talon calls themselves but whether they have a sign permit. He stated that illumination is a serious issue at an airport. He asked if Talon had to apply to the Town of Babylon or the State for approval of the dimensions or the aesthetics of the signs.

Mr. Barnable stated Talon went through the Tenant Alteration process. Talon gave us the details about the size, how they were going to hang the sign, the safety issues, and it was approved.

Ms. Barbara Loehr of the Daniel Street Civic Association stated that the point is not that the Commission should take up a fight about the Republic Jet Center name, it is the fact that Talon’s act of changing their name is somewhat flouting your position as the Commission.

Chairman Nocerino stated that as far as the name, I will not let the Commission be bothered by something minor. We are handling this issue professionally, with the support of two State Senators and a Town Supervisor. As long as the size, location, and illumination of the sign is right, and NYSDOT gave them permission, it is not a fight we will take on.

Mr. Bodenmiller stated that, as a business owner himself, he understood why Talon chose the new name and thought it was a smart business decision by the owner. What you call your business can have a big effect on how successful your business can be.

Mr. Bloom stated that legislation requires the Commissioner of NYSDOT to seek the advice and counsel of the Commission. We know they have not. The Commission is not named in the litigation, so I hope that the litigation does not prevent the Commission from making statements about this issue.

Chairman Nocerino said absolutely not. We felt very strongly, and so did Senator Brooks, that the process did not follow the rules and regulations. We are not backing down. The lawsuit piggy-backs with everything that has been said by Senator Brooks, the Commission, the Civic Coalitions, and with everyone else. The Comptroller will not rush to make a decision and I think he will be very careful because there could be many ramifications.

The meeting adjourned at 8:10pm