

MINUTES
REPUBLIC AIRPORT COMMISSION MEETING
AUGUST 12, 2019

The meeting was called to order by Chairman Frank Nocerino at 7:04 p.m. Also present were Republic Airport Commission Members Stella Barbera, Robert Bodenmiller, Vincent Bologna, Jr., Joan Flaumenbaum, and Richard Grant. Mr. Gary DeVito attended on behalf of NYSDOT, and Mr. John Lauth was present as Acting Airport Manager for Republic Airport.

I. ANNOUNCEMENTS

No Announcements.

II. ADOPTION OF THE MINUTES

A quorum was present, and the minutes for April 2019 and June 2019 were adopted.

III. CHANGES AND/OR ADOPTION OF AGENDA

No changes.

Chairman Nocerino began the meeting by saying that some questions were brought up at the June RAC meeting by John Lisi of the Daniel Street Civic Association. Mr. Lisi had questions about information reported on the FAA's website regarding the status of the construction projects for the 5 parcels. Mr. Lisi emailed his questions to Evelyn Martinez, Manager of FAA NYADO (New York Airports District Office) on June 12th, 2019.

Because Ms. Martinez had been out of the office, a response to Mr. Lisi's questions was sent by Ms. Sukhbir Gill, Assistant Manager at FAA NYADO. Chairman Nocerino said he spoke with Ms. Gill when he tried to contact Ms. Martinez by phone to discuss the information. He then read aloud the highlights of Ms. Gill's response to Mr. Lisi's email. The response explained the status of the projects, and that a final decision on the Pen and Ink Changes to the ALP (Airport Layout Plan) will not be made until the EA (Environmental Assessment) is approved. The Chairman then read a letter dated August 2nd, 2019 that he wrote to Ms. Martinez, also asking about the status of the projects and the Pen and Ink Changes, but he had not yet received her response. He said that the projects were at a standstill until the whole process was done. He said copies of his letter to Ms. Martinez would be made available, and

that he will also send a copy to the new Commissioner of NYSDOT, Marie Therese Dominguez.

Chairman Nocerino discussed the August 19th, 2019 article in Newsday about the Town of Babylon wanting to raze the vacant buildings on Conklin Street. The Chairman also read a letter from Echo tenant Jeffrey Chipetine expressing thanks to the Commission for their help in reactivating the wash rack on Echo ramp.

IV. REPORTS, RESOLUTIONS, & OTHER BUSINESS

A. REPORTS

1. OPERATIONS, AIRCRAFT COMPLAINT, & FINANCIAL REPORTS FOR MAY AND JUNE 2019

Mr. John Lauth, Acting Airport Manager, discussed the Operations and Aircraft Complaint Reports for May and June 2019. In the month of May, the FAA reported 10,180 total operations, compared to 16,786 in 2018. The Airport Operations Department reported 6,508 landings. Touch and Go operations for May were 2,216, an increase of 316 from the previous year. Passenger numbers were higher with 1,000 being reported, an increase of 346 from the previous year. There were 408 based aircraft in May, a decrease of 19 from the previous year.

Commission member Stella Barbera asked if there was a reason for the 6,006 drop in operations from the previous year. Mr. Lauth John said that there was an increase in the number of landings as reported by Airport Operations. He said the decrease of 6,006 was calculated by ATC, and that they derive their numbers differently. Their number is a combination of landings, departures, and aircraft passing through Republic's airspace. The decrease could have been caused by many factors.

In June 2019, the FAA reported 21,196 total operations, compared to 22,133 in 2018. The Airport Operations Department reported 6,884 landings. There were 2,598 Touch and Go operations in June, an increase of 252 from the previous year. Passenger numbers were reported as 1,137, an increase of 136 from the previous year. There were 406 based aircraft in June, a decrease of 10 from the previous year.

Commission member Joan Flaumenbaum asked if the Air Show in May could have accounted for the increase in landings. Mr. Lauth replied that Air Show traffic was a possible reason. Commission member Stella Barbera commented that for both May and June, there was a decrease in the number of single-engine aircraft based at the Airport. She asked if there was a loss of available tie-down space. Mr. Lauth said it was not related to tie-down space. He explained that there were duplicate tail numbers being reported by various locations around the Airport. Also, some planes that were no longer based here were still being reported as being based here. Operations personnel were able to check the tail numbers and eliminate some of the duplication.

Mr. Lauth continued with the Aircraft Complaint reports. There were 18 total noise complaints registered in May 2019 compared to 11 last year. The majority of the complaints were related to daytime operations. Twelve complaints were attributed to an unknown aircraft type, 5 related to multi/single engine aircraft, and 1 related to jet aircraft. Residents in the northwest sector of the Airport reported 15 of the total noise complaints. Twelve complaints could not be identified by runway and were reported as "unknown". Three complaints were identified as Touch and Go operations on Runway 1. One complaint was attributed to based aircraft, 5 complaints to transient aircraft, and 12 were unknown.

Mr. Lauth explained that complaints labeled "Unknown" are typically a general noise complaint about single-engine aircraft that cannot be assigned to a single tail number, such as constant flying from touch and go's and general air traffic around the Airport. He said that having the specific time of a noise event helps the investigation to identify the cause. The "Other" category is typically attributed to Touch and Go's, and not to a regular landing or departure. It can be identified if the time of the noise event is provided.

There were 24 noise complaints registered in June 2019, compared to 29 the previous year. Eighteen of the total complaints were related to daytime operations. Nine complaints were attributed to multi/single engine aircraft, 7 complaints were from jet aircraft, and 7 could not be identified by aircraft type. Nineteen of the total noise complaints were from residents living near the northwest sector of the Airport, and 5

complaints were received from an unknown area. Four complaints were attributed to departures on Runway 32, two complaints from arrivals on Runway 32, seven were unknown, and 7 were reported as Other. Six of the 7 complaints reported as Other were attributed to Touch and Go operations on Runway 32. Thirteen complaints were attributed to based aircraft, 4 to transient aircraft, and 7 were unknown.

Commission member Joan Flaumenbaum commented that based aircraft seem to have generated more complaints than transients in June. Mr. Lauth responded that it usually is caused by a jet. He said that single engine aircraft that are based here are very susceptible to the weather and wind conditions, whereas a jet has more power and is better equipped to fly in various weather conditions.

Mr. Lauth read the Financial Reports for May and June 2019. In May, there was an unfavorable variance in Revenue due to lower than budgeted rental income and landing fees. May Expenses showed an unfavorable variance due to Airport Maintenance, and for Utilities that were paid in full because it was the end of the fiscal year. Also, payments were made for the construction of the first-floor restrooms, and 2 new paint machines were purchased so that Maintenance personnel can paint the runways and taxiways more efficiently.

Mr. Lauth stated that Revenue for June was favorable due mainly to Miscellaneous Income from film shoots. Expenses in June were also favorable. Airport Maintenance saw a savings for clearing obstructions at the approach end of Runway 14. There was money in the budget to do this, but it was not used because the property owner agreed to take down some trees that were causing an obstruction. Labor Expenses in June were less than budgeted because of open job positions in Operations.

Commission member Stella Barbera asked if the lower rental income in May and June was due to a loss of tenants. Mr. Lauth replied that it did not. He said that a tenant had been paying for an area to park cars, and the Airport received extra income for it. Now, the tenant no longer pays for the parking area because they are paying for the overall use of the property. The intended revenue from the parking area will remain in the budget and be carried throughout the whole year.

2. RECENT/CURRENT EVENTS

Mr. Lauth reported that DHSES (NYS Division of Homeland Security and Emergency Services) held their annual Coastal Storm Meeting at the Airport on August 1st, 2019. They met with representatives from New York State, Nassau, and Suffolk county emergency service agencies, along with the Air National Guard 106th Rescue Wing and the National Weather Service, to discuss the plans, capabilities and needs for coastal storms that could impact the region. Mr. Lauth said that the Airport is used by FEMA as a base of operations during extreme weather emergencies.

Mr. Lauth mentioned that there continues to be much interest in the Airport for film productions. Several recent film shoots took place at the Main Terminal building, including HBO's "Succession", a movie called "Lapsis", and a few independent productions. FX recently inquired about filming at the Airport. The FBOs have also served as film shoot locations. Mr. Lauth commented that the Airport tries to bring in this revenue, but it is important to keep the airport operating safely during film shoots.

B. OTHER NEW YORK STATE DEPARTMENT OF TRANSPORTATION BUSINESS

1. Runway 1-19 Safety Area Improvements: Mr. Lauth reported that the project is moving forward and is estimated to start in Spring 2020.
2. Northeastern Aviation FBO Application: No Changes.
3. Five Parcels Development: Previously discussed.
4. Sheltair Development in Breslau Area: Sheltair received their permit for the construction of their 4th hangar.
5. NYSDOT Commissioner Visit: Mr. Lauth said the new Commissioner, Marie Therese Dominguez, visited the Regional Office in Hauppauge on July 16th, 2019. She came with a small team, the Deputy Commissioner, and Gary DeVito from NYSDOT. They visited the Main Terminal for about an hour and had a brief

discussion with Airport management before departing.

6. Salt & Sand Storage Structure: Mr. Lauth said plans are in place to build a new storage unit behind the Main Terminal that will hold the sand used on the runways and the salt/sand mix used on the roadways during winter weather conditions.
7. New York State Infrastructure Grant for \$1.5M / Entrance Roads: Mr. Lauth reported that the Airport was awarded a \$1.5 million grant from New York State that will be used to improve the Airport entrance roadways. The Airport hopes to begin this project in Fall 2019.

V. PUBLIC COMMENTS

Six (6) individuals commented.

Chairman Nocerino adjourned the meeting at 8:19 p.m. The motion carried unanimously.

The next meeting is scheduled for Wednesday, October 16, 2019 at 7:00 p.m.

These minutes are respectfully submitted by:
NYSDOT on behalf of Executive Secretary
Republic Airport Commission

PUBLIC COMMENTS
REPUBLIC AIRPORT COMMISSION
August 12, 2019

Mr. John Lisi, of the Daniel Street Civic Association, stated that on July 17th, 2019, the Civic group met with Rachel Scelfo, Commissioner of the Department of Planning and Development for the Town of Babylon. The Town gave a briefing on environmental concerns with the abandoned buildings located on Conklin Street. Mr. Lisi said the Civic group made a proposal to the Town to join them in contacting NYSDOT about razing the abandoned buildings. He said he wanted to put it on record that, two weeks after that meeting, Town of Babylon Supervisor Rich Schaefer announced that he contacted Albany about demolishing the buildings, without any mention of the Civics initiating it.

Ms. Helen Norjen of the Woodland Civic Association mentioned that she attended the same meeting, and that the vacant buildings give people traveling through the area a bad impression of East Farmingdale. Chairman Nocerino said he is sure there will be follow up on that issue.

Ms. Nancy Schliwka of the Woodland Civic Association asked about the total number of operations reported by FAA and if they count all the planes that just fly by the Airport. Mr. John Lauth, Acting Airport Manager, responded that ATC is responsible for controlling the airspace around the Airport, and they have to talk to those pilots to make sure they are flying safely through the area. It is considered an operation.

Ms. Helen Norjen asked about the “unknowns” on the Aircraft Complaint report and wanted to know how accurate the time must be when reporting a noise event. Mr. Lauth responded that a plane usually takes approximately 3-5 minutes to touch down.

Mr. Richard Haffner, a Farmingdale resident, said he lives west of the Airport and asked why the downwind legs of the traffic pattern occur predominantly on the west side of the airport. He referred to the recommended Aircraft Noise Abatement Procedures and said the east side of the airport should be used. Mr. Lauth responded that it is not supposed to happen predominantly. He explained that, for safety reasons, the traffic patterns are controlled through ATC and the pilot in command. Mr. Lauth said ATC is aware of the noise sensitive areas and they typically adhere to the noise abatement procedures. He said he listened to Mr. Haffner’s noise complaint and that the Operations Manager contacted ATC to inform them

that some complaints were made due to unaccustomed flight patterns to the west. Mr. Lauth said that ATC is a training tower, and they have some new personnel there. Some of it is a training issue, that trainees need to be aware of the noise sensitive areas and that they take it seriously. Operations personnel observe the traffic patterns, if planes are flying to the west, and will contact the control tower to find out why. He said the Airport is doing its best to make sure they adhere to recommended procedures. The noise abatement commitment to the Airport is basically voluntary. We cannot force them to follow recommendations, but we can inform them about the Preferential Runway system, and the defined departure routes that avoid the west and northwest areas of the Airport. There are specific patterns when doing flight operations like touch and go's, arrivals and departures. We do our best and we will do more. Due to safety reasons, ATC has the final word on that.

Mr. Richard Haffner asked if the flight patterns at JFK or LaGuardia have changed. He said about a week ago, about every 3 minutes, a large jet would fly over his house located in Lindenhurst. Mr. Lauth answered that it is due mostly to weather or wind conditions happening at the time. He said there is a lot of construction going on at JFK, and aircraft could have been forced to use a different runway. JFK's tower must sequence the aircraft to the active runway.

Ms. Nancy Schliwka asked if the large planes fly over Republic Airport on purpose. Mr. Lauth said they do not. He said aircraft coming into Republic are required to be at a certain altitude and the commercial jets flying to JFK or LaGuardia have to be at a different altitude. He said it is just the nature of where this airport is located in relation to JFK's runways.

Ms. Loretta Swanson, a Lindenhurst resident, asked to know the proportion of daytime vs. nighttime flight activity. Mr. Lauth said he would need to research that information.

Ms. Nancy Schliwka asked what hours are considered "daytime". Mr. Lauth said that daytime hours are from 7am to 10pm. He went on to say that aircraft flying during the nighttime hours are considered to have 10 times the noise signature than those flying during the day, because all the ambient noise surrounding the airport has quieted down. He said the Airport tries to mitigate the nighttime aircraft noise the most because it has the greatest impact at night.

Mr. John Lisi, commented that nighttime flight activity is not desirable and is supposed to be for emergencies only, or based on a need. He noted that the Aircraft Complaint report does not include

nighttime activity data and asked if this information could be added to the report. Mr. Lisi also asked if any funds from the \$1.5M grant were earmarked for the proposed entrance where Stratosphere wants to build their FBO. Acting Airport Manager John Lauth responded that the grant money will not be used to fund their FBO entrance. He said the portion of roadway that is to be improved in that area runs from the entrance at Route 110 up to the end, where the road turns (Grumman Lane).

Ms. Nancy Schliwka presented copies of 2 flowcharts to the Commission members, Mr. DeVito, and Mr. Lauth. The flowcharts illustrate the steps of the Environmental Assessment (EA) process and the Environmental Impact Statement (EIS) process. She asked the Commission to use the flowcharts to help keep the Civics informed and to know what stage in the process the 5 parcels are at. Chairman Nocerino thanked Ms. Schliwka and said that, as of a couple weeks ago, the process had not been started.

Ms. Helen Norjen said she had a problem with the Pen and Ink Changes to the ALP because they are intended for minor changes, not major ones like the 5 parcels. She said it is important to remind FAA and NYSDOT that this is not how airports are supposed to be developed, and she strongly recommended that the process be adhered to. Ms. Norjen said it is also important that the public be informed so that there is an opportunity for their comments to be heard. Chairman Nocerino responded that he has spoken to Ron Epstein, Executive Deputy Commissioner for NYSDOT, who told him that two things are guaranteed: that a public hearing/meeting will take place, and that there will be no commercial airlines at the Airport. Commission member Stella Barbera added that some frustration exists because of the leadership changes that took place at NYSDOT within a very short period of time. She said that hopefully the new Commissioner is permanent, and they can now accomplish what they set out to do. Chairman Nocerino stated that Commissioner Dominguez is the permanent Commissioner. He also said that Airport Manager Rick McElroy had retired, and that Mr. John Lauth is the Acting Manager for Republic Airport.

Ms. Norjen said she asked ESD (Empire State Development) for the status of the EA, and they replied that they were following the SEQRA process but did not get into the specifics as to what stage the process was at, or what was going to be done. Chairman Nocerino said he agreed with Ms. Norjen's comments about the Pen and Ink Changes, and that when he gets a response from Ms. Martinez, he will keep everyone informed.

Mr. Mark Goldberg, an Echo tenant, asked if the loss of rental income reported in the Financial reports was due to the arrangement of tie-downs on Echo ramp. Acting Airport Manager John Lauth responded it

was not. He said that it had to do with Hangar 7 and the Temporary Use & Occupancy permit, and that the Airport wants to ensure that tie-down spaces are not lost due to project development.

Mr. Richard Haffner said there used to be a noise abatement program set up for helicopters, to come in over the Southern State Pkwy to make the approach for the airport. He asked why they have stopped using it. Mr. Lauth responded that it is still in place. He said there is a new round-table forum that will be used to discuss these issues with ATC and FSDO, so that everyone is working together. It has not started yet and is only in the preliminary stages. He said ATC will run a helicopter to the west from time to time. He said they are not supposed to, and that was part of his message to the ATC manager and the FSDO manager. He said there are 2 dedicated routes coming from or going to the west of the Airport; they are to follow Route 110 and fly north by the microwave tower, or south toward the Southern State. He said there is a helicopter landing zone near the old Grumman-Bethpage airport that is utilized from time to time. Helicopters do get approval from ATC to come across, but they should be at a higher altitude. We will also have that discussion with them. Chairman Nocerino asked how many helicopters fly in and out of the Airport. Mr. Lauth replied that he will research that information. He also mentioned that helicopter flight training has increased, and they are looking into developing acceptable flight paths to keep helicopters over areas that normally have noise.

Commission member Stella Barbera said she wanted to bring to everyone's attention that a park in Melville had been re-named in honor of Alissa Sue Taff, President of the Civic Association of Sweet Hollow. She mentioned this because Ms. Taff had been very active in the community with issues concerning the Airport.

Meeting adjourned 8:19pm