

Farmingdale Observer

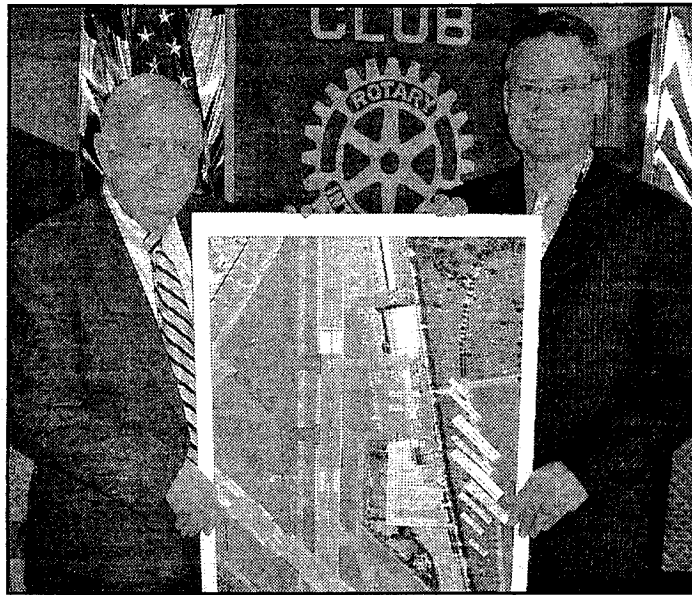
April 11, 2008

SheltAir at Republic Airport Serves LI Global Economy

By Tina Diamond,
Farmingdale Breakfast
Rotary Community Director

William McShane, vice president of SheltAir Aviation Group, located at Republic Airport, Farmingdale was guest speaker at a March Breakfast Rotary meeting. McShane is beginning an "unprecedented dialogue with the Farmingdale community to provide information of the proposed half-million dollar comprehensive plan to upgrade the operation facilities at Republic Airport speaking at more than 30 community organizations and meeting with the area's elected officials. SheltAir is an aviation service center known as an "FBO" (fixed based of operation) which offers aircraft fuel, oil and parking. The Republic facility also includes additional services such as hangar (indoor) storage, maintenance, aircraft charter or rental, flight training, deicing and ground services among its operations.

"Our objective is to design and build an aviation facility utilizing environmentally friendly technology and architecture capable of providing efficient utility systems and a facility that will be an enhancement to the



William McShane, right, vicepresident of SheltAir Aviation Services, provides project information to members of The Farmingdale Breakfast Rotary during an outreach campaign for proposed changes to be made at the Republic Airport site. McShane was welcomed by Farmingdale Breakfast Rotary President-elect Al Monahan.

Photo by Rotarian Jack Kramer

community," the SheltAir vice president explained. The facility will relocate to the south side of the airport near Route 109 and Southern State Parkway.

McShane noted that the transportation demand of the Route 110 business corridor – its re-

cent growth and home construction support the development of the operations. "Republic is the only general aviation airport of its kind servicing Nassau County," he said. "Suffolk County has 10 accessible airports. At Republic, corporate aircraft fly ex-

ecutives to this "vibrant marketplace" such as Costco, Canon, OSI Pharmaceutical, Estee Lauder, Marriott, Hilton and Nassau Coliseum. Republic Airport makes it more efficient for employees to conduct their worldwide business and provide the incentive for these companies to locate and remain on Long Island. "To remain competitive in the business world, companies need this flexibility of flying people to destinations from Long Island. Republic Airport serves the strategic need of keeping Long Island's business world connected to a global market," he said.

Other safety projects to be addressed at the site by the year 2012, Republic Airport has proposed to relocate Runway 1-19 by moving and replacing paint markings approximately 450 feet north on the runway pavement. This will allow for a minimum of 1,000 ft. of cleared area beyond each runway end on airport property. This will be accomplished by the removal of Hangar Number 2 (leased by SheltAir) and Number 3, which houses the American Airpower Museum. These hangars are proposed for replacement in other areas of the airport.

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Hearing set for major construction at Republic Airport

A modernization project on the largest piece of vacant land at Republic Airport will be the subject of an environmental meeting April 30. The project will include construction of 9 buildings, relocation of two runways, lighting, guidance systems and pavement markings at the airport.

The public will have the opportunity to listen as Republic Airport officials outline the scope of the

project at the meeting. They will be able to comment on the proposal at that time and questions and concerns will be addressed in an environmental impact statement (EIS) that will be completed. The meeting will be held at the terminal building at Republic Airport, East Farmingdale from 3 to 8 p.m.

"This will be a very informal meeting and people

can come in and talk one-on-one," said Michael J. Geiger, airport director. "We will have displays the public can view, and people ready to listen and answer questions."

The plan is to relocate and modernize a fixed-based operator (FBO) at Republic, SheltAir, and

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Hearing set for major construction at Republic Airport

(Continued from cover)

to conduct safety improvements to the infrastructure at the airport. The proposal is to construct a 20,000 square-foot light general aviation hangar, and a 5,000 square foot FBO building along New Highway. Also included are tie-downs for 70 aircraft and 13 T-hangars with 168 parking spaces.

The plan moves forward runway changes that have been on the drawing board for several years. This project will include the demolition of hangars #2 and #3, located along New Highway, about 1,110 feet south of Conklin Street and the horizontal relocation of 850 feet of Taxiway golf. The relocation of Runway 1/19, approximately 450 north, with the installation of new or relocated lighting, guidance systems and pavement markings is also proposed.

Along Route 109, the proposal includes one FBO building of 30,000 square feet, a mainte-

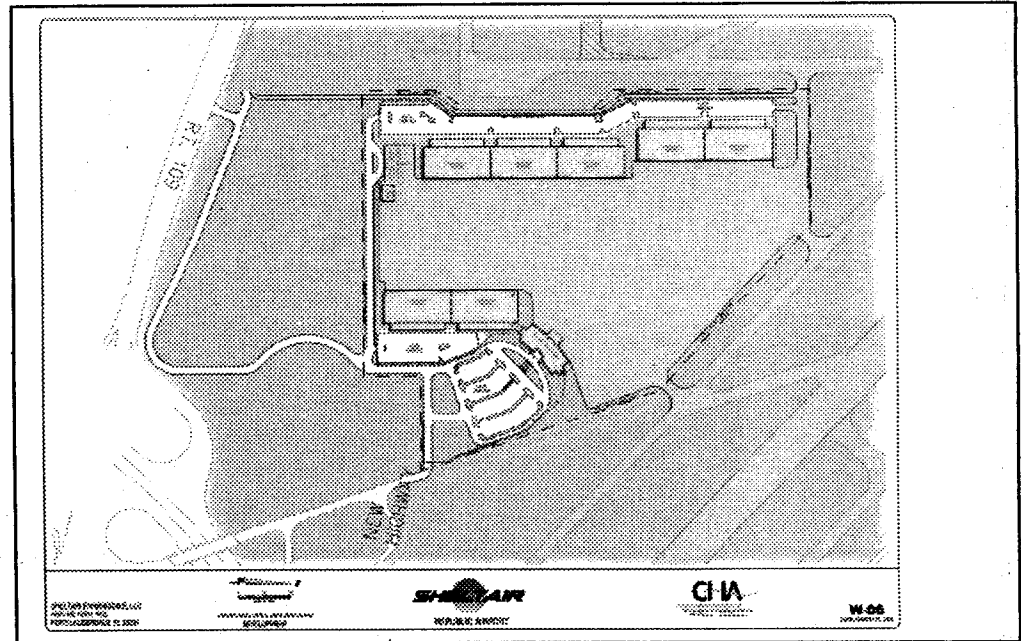
nance facility of 3,000 square feet, and seven additional buildings, each consisting of 30,000 square feet of hangar space, with 6,000 square feet of office space and 14 tie-downs.

Plans also call for the relocation of the airport's fuel farm, which is presently located along New Highway. It is to be relocated to the south side of the property called the Breslau area.

SheltAir is currently located on the north side of the airport, but plans for the runway projects would result in that FBO losing some of its current space, thus the plan for the relocation.

The EIS will address stormwater runoff and recharge, soil erosion and sedimentation, water supply, sanitary waste, air quality, noise quality, construction impacts and traffic flow. Alternatives include taking no action, completing the proposal as outlined, or finding an alternative location for the project either at the airport or at another airport.

Airport officials are seeking the public's com-



ments so that they can be included in the record and addressed in the final EIS as the project moves forward.

Babylon Town officials, who have closely monitored all work at the airport, said they would have a representative at the meeting and are prepared to comment once they have the opportunity to review the plan in detail.

Anyone who cannot make the meeting but wants to comment the proposal can do so in writing to Republic Airport, 7150 Republic Airport, room 216, East Farmingdale NY 11735 by May 15.

newsday.com/business/ny-liair295667068apr29,0,1425517.story

Newsday.com

\$55M plan to triple Republic Airport hangar space

BY JAMES BERNSTEIN AND CHAU LAM

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April 29, 2008

An aviation development company is proposing a \$55-million project to build seven new hangars at Republic Airport - tripling its capacity to house corporate jets - in what would be the largest construction effort at the East Farmingdale facility since World War II.

Under the proposal, which has already started to generate opposition from Babylon Town officials and civic groups, each of the seven additional hangars would be 30,000 square feet. The project would incorporate 8,000 square feet of existing hangar space. Also, a 30,000-square-foot office building and passenger lounge would be built - all on the eastern and southern edges of the state-owned airport.

The project is being proposed by the Holland SheltAir Aviation Group, a Fort Lauderdale-based aviation development company that services aircraft at other hubs in New York, including at LaGuardia and Long Island MacArthur Airport. SheltAir already provides space and services for 21 corporate jets at Republic.

The project must be approved by the state Transportation Department, which operates Republic, and the Federal Aviation Administration. State and federal officials did not return phone calls yesterday.

Babylon Town Supervisor Steven Bellone, whose administration has sued New York State over previous construction projects at the airport, called on Republic to stop the latest plan until it conducts a comprehensive report on environmental impact.

"We certainly do not believe it's appropriate to move forward with the largest expansion in the airport's history without a master plan in place," he said. "This is a major facility that literally impacts the daily lives of tens of thousands of residents."

William J. McShane, SheltAir's vice president, said in an interview yesterday that the seven proposed hangars would be able to house 64 corporate jets and that the project will create about 81 permanent, full-time jobs, including pilots, flight crews and office workers. The firm hopes to begin operations in 2013.

The company said it will hold a meeting for community residents at the airport's main terminal building from 3 to 8 p.m. tomorrow.

McShane said there is a growing need for more space to house corporate jets, as more executives are traveling to more foreign locations regularly, and many are unhappy with lengthy delays at Kennedy, LaGuardia and other major airports.

According to the General Aviation Manufacturers Association, shipments of business jets reached an all-time high in 2007 - 1,138 jets shipped to companies and individuals, up 28.4 percent from 2006.

The last time such a major expansion was proposed at Republic was during the 1960s.

McShane said that two aging hangars would be knocked down under the proposal. One of those houses the American Airpower Museum, which will get a new facility, McShane said.

Airport, town and civic officials have been in a dogfight for years over various expansion plans for the 526-acre airport. Republic generates \$139 million in economic impact on Long Island each year, according to its Web site.

Meetings with residents have begun, but "not everyone agrees" with the proposal, McShane conceded. "We want the community to feel good about this project. We want them to know we have given them all the facts and we listened to them."

But Helen Norjen, a trustee of the Woodland Civic Association, said, "It's such a large project. They need to do a better job of informing the public."

Q&A

What is it?

A proposed expansion of Republic Airport calls for a new office building and passenger lounge and seven new hangars - tripling the East Farmingdale facility's capacity to house corporate jets.

Who needs to approve the proposed expansion?

The New York State Department of Transportation and the Federal Aviation Administration.

How much will it cost?

\$55 million in private funds.

When will it be

completed?

2013

Will it create any jobs?

Yes, about 81 permanent, full-time positions, including pilots, flight crews and office workers.

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