



New York State
Department of Transportation

Safety, Infrastructure, and Tenant Improvement Project



Public Hearing Informational Brochure February 26, 2013

This DEIS/Draft EA evaluates the potential impacts associated with safety area improvements initiated by Republic Airport and the proposed relocation and modernization of the existing Sheltair Farmingdale, LLC (Sheltair) facilities. The NYSDOT safety area related projects are being performed in accordance with a Congressional mandate that all runway safety areas at Part 139 airports be in compliance with FAA design standards by 2015.

To view the full Republic Airport Environmental Impact Statement online, please visit the NYSDOT website at the following link:

<https://www.dot.ny.gov/divisions/operating/opdm/aviation/documents>

Purpose and Need of the Planned Improvement Projects

The proposed safety improvements along Runway 1-19 are to enhance safety, in compliance with FAA requirements. The current configuration of Runway 1-19 does not meet FAA design standards for Runway Safety Areas, and thus, the planned improvements would enhance safety at the Airport.

Description of the proposed safety, infrastructure and tenant improvements

The NYSDOT is considering the implementation of safety area and infrastructure improvements, as well as tenant-related improvements on lease areas operated by Sheltair. The proposed projects include:

Safety and Infrastructure Projects (*Exhibit 1*)

- Shifting Runway 1-19 or Runway 1-19 EMAS. Shifting the runway can create Runway Safety Area by relocating runway paint markings, lighting fixtures and airfield signs on Runway 1-19. No additional pavement is required and the runway length is maintained. EMAS is engineered material arresting system. In this alternative: the fire retardant concrete blocks are used to absorb an aircraft that inadvertently leaves the runway surface.
- Obstruction Removal – Obstructions in this study are tree obstructions or man made obstructions, they impact the following categories of airspace: Imaginary Surfaces, Obstacle Clearance, Departure Surface and Precision Approach Path Indicator. Obstructions can be removed, lighted or mitigated in another form to comply with Federal Aviation Regulations.
- Relocation of Taxiway Golf- Approximately 800 ft. of Taxiway Golf which is 2,785 ft long will require relocation to meet the RSA standard. Relocation includes demolishing the current pavement and constructing a new paved surface 300 ft. from the centerline of Runway 1-19. This distance will provide clearance between aircraft taxiing and aircraft on the adjacent runway.
- Installation of New Lighting . Associated work may include LED runway edge lighting. This project includes the installation of new lighting fixtures to provide directional guidance for aircraft operators on the runway or taxiway system. These assemblies are energy efficient and low maintenance fixtures.
- New and Rehabilitation of an Emergency Access Road. The emergency access road is used by authorized personnel and emergency equipment to connect the east and west sides of the airport

without using the runway or taxiway system. The existing road will be impacted by the RSA project and include the demolition of previous roadway and replacement of new pavement as well as require rehabilitation of existing pavement for a connecting portion of the roadway.

- Recovery of the Displaced Threshold – The displaced threshold historically served as a visual reference for aircraft operators landing on Runway 19. The markings ensured aircraft operator’s adequate vertical separation from buildings previously located on the Airport Plaza Property. These buildings were demolished. Associated work will include the removal of existing airfield pavement markings depicting the displaced threshold. No additional pavement would be added and the runway would remain 5516 ft. (no change). The existing paved surface (used as displaced threshold) would be repainted, and lights and signs installed to delineate the usable runway surface.
- Relocation of Hangars 2 and 3 - To accomplish the RSA goal and comply with SHPO Hangar 2 & 3 would be physically moved or relocated to the south side of existing Hangar 4, which will remain. The district would be preserved by relocating the existing facility.

Tenant Related Improvements

Modification and Improvements to existing Northern Lease hold (*Exhibit 2*). This area is comprised of more than 25.7 acres which will be reduced to 18.75 acres to achieve the RSA improvements.

- Relocation of Hangars 2 and 3 – The RSA improvement project would require modification of the existing SheltAir lease area (“northern leasehold”). To accomplish the RSA goal and comply with SHPO Hangars 2 & 3 would be physically moved or relocated to the south side of Hangar 4, which will remain. The district would be preserved by relocating the existing facility.
- Installation of tiedowns and t-hangars – Replacement of current tie downs and installation of new T- hangars. All 97 existing tiedown tenants would be accommodated in similar or like facilities in the northern lease area or Breslau.

- Relocation of fuel farm – The current fuel farm contains four (4) above ground storage tanks. This facility is proposed to be relocated to Breslau. The new farm would contain four (4) storage tanks for jet fuel, “Jet A” and one storage tank for 100 low lead aviation gas, known as “AvGAS”.
- Relocation of sewer and water supply – All utilities will need to be adjusted to service the new location of the hangars.

Establish a new 41 acre Breslau Lease Area (*Exhibit 3*) to relocate a portion of its business (fixed based operation or FBO) to support current and future FBO demands. This undeveloped parcel was a residential subdivision that has become broken asphalt and stone roadbeds, predominately covered by successional growth. The modernization includes the removal of vegetation and construction.

- Construction of New Hangars and Offices – Up to seven (7) 30,000 sq. ft. hangars, and 6,000 sq. ft of office space.
- Construction of a New FBO Building – consisting of 30,000 sq. ft.
- Construction of a Maintenance Building – consisting of 3,000 sq. ft.
- Installation of tiedowns – Fourteen (14) new tiedowns.
- Construction of Parking spaces and access road – This project consists of about 500 new vehicle parking spaces and the construction of a new entrance road from New Highway.
- Relocation of monitoring wells – There are nine (9) New York State Department of Environmental Conservation (NYSDEC) monitoring wells. Redevelopment would require relocation of certain wells and to be performed under the guidance and oversight of NYSDEC.

Environmental Impact Categories

This DEIS/Draft EA has been prepared to evaluate the potential impacts associated with the planned safety and other infrastructure improvements to be undertaken by the NYSDOT and the proposed tenant

improvement projects. This document also evaluates the maximum potential build-out of Republic Airport, to provide for a comprehensive review of the potential cumulative impacts of Airport development.

In 2009, the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) determined three hangars form a historic district in their current configuration, and therefore, an analysis of alternative development plans were undertaken in coordination with OPRHP. This resulted in many alternatives being studied to minimize/mitigate impact to the historic district and significant coordination between NYSDOT, FAA and OPRHP.

Alternatives

In accordance with NYCRR and FAA regulations, the DEIS/Draft EA must contain a description and evaluation of reasonable alternatives to the proposed action. Reasonable alternatives are defined as, “feasible, considering the objectives and capability of the project sponsor”. The DEIS/ Draft EA considers alternatives to the various components of the planned improvements including:

Safety and Standards Projects (*Exhibit 4*)

- RSA Improvements - Of the 17 alternatives to address the RSA for Runway 1-19, three are considered feasible; Alternatives 2, 3 and 4.
- Obstruction Removal - With regard to obstruction removal, penetration of the aviation imaginary surfaces would be removed, to the maximum extent possible.
- Taxiway G - Taxiway G would be relocated to an offset of 300 feet from the centerline of Runway 1-19 to provide a standard runway safety area along the east side of the runway.

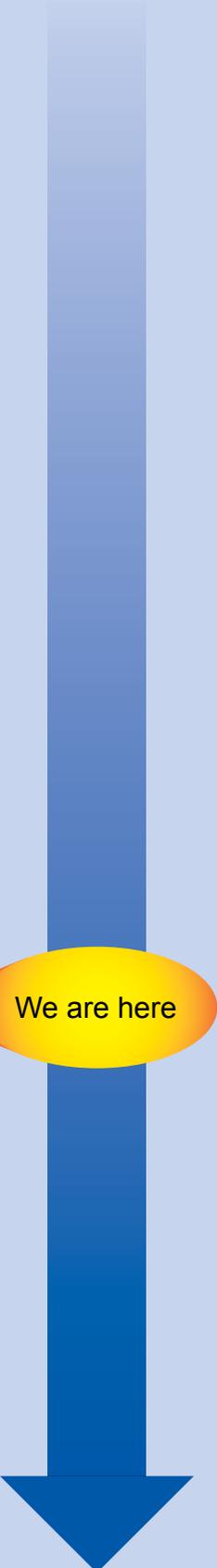
Tenant Improvements and Alternate access Improvements

- Modernization and Relocation - There are four alternatives that include modifications, improvements and partial relocation of the FBO serves to the New Lease Area.
- Alternate Access Improvement.

The SEQR EIS Process

The SEQR EIS process outlined below illustrates where Farmingdale (FRG) is in the process, where you can provide comments, and how the process will evolve.

1. NYSDOT issued a Positive Declaration, which stated an EIS would be prepared.
2. Draft Scope for EIS
3. Public Scoping Center
4. Public comments were accepted by NYSDOT until May 15, 2008, and NYSDOT issued Final Scope for Draft EIS
5. Preparation and submission of Draft EIS
6. NYSDOT Acceptance of Draft EIS as Adequate with Respect to Scope and Content/Circulate to Involved and Interested Agencies
7. NYSDOT to conduct public hearing and Public Comment Period on Draft EIS to be established
8. Close of Public Comment Period (March 15, 2013)/Respond to Agency and Public Comments in Final EIS
9. NYSDOT adopts Findings Statements
10. Construction Plans Developed
11. Construction



We are here



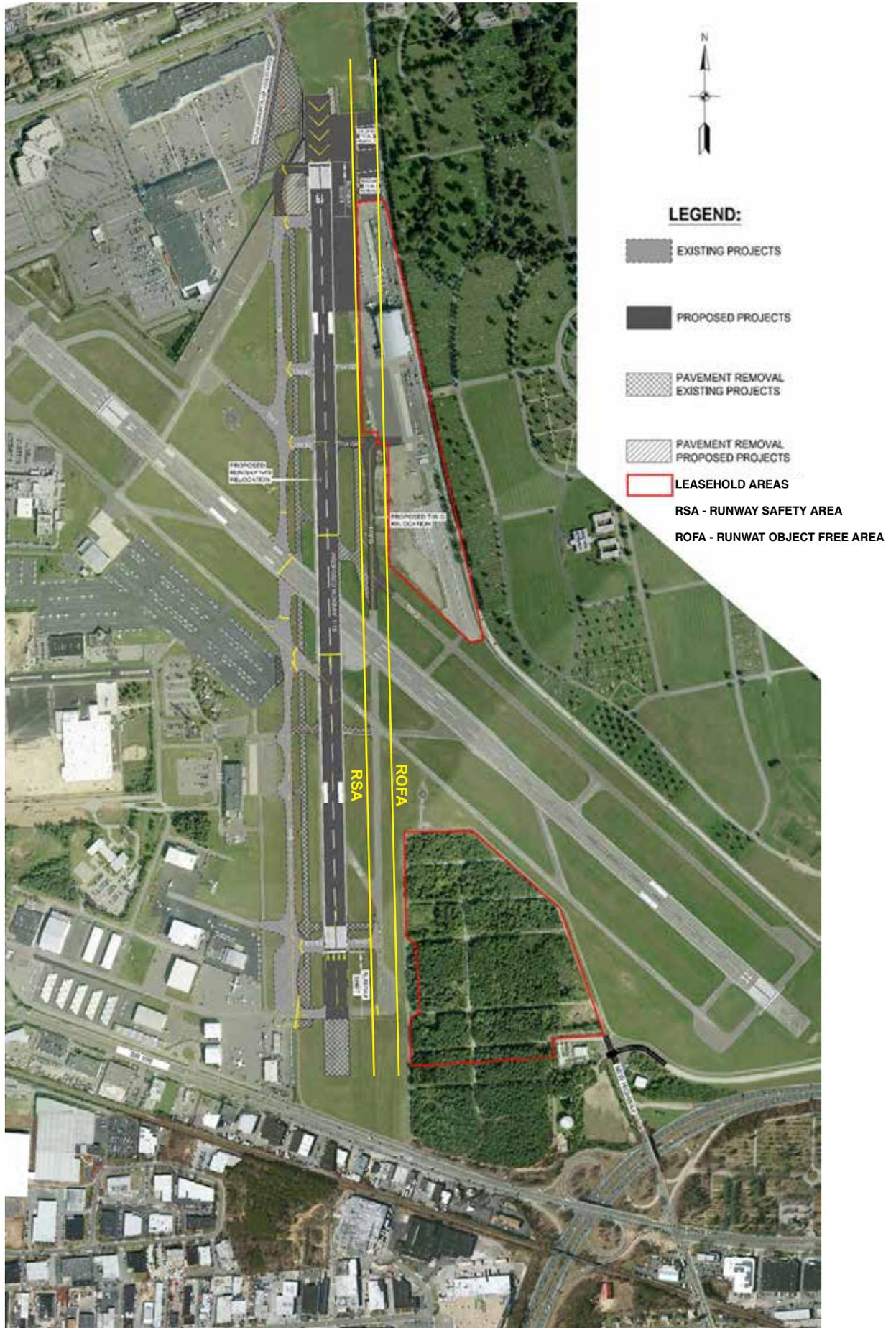
New York State
Department of Transportation
Federal Aviation Administration



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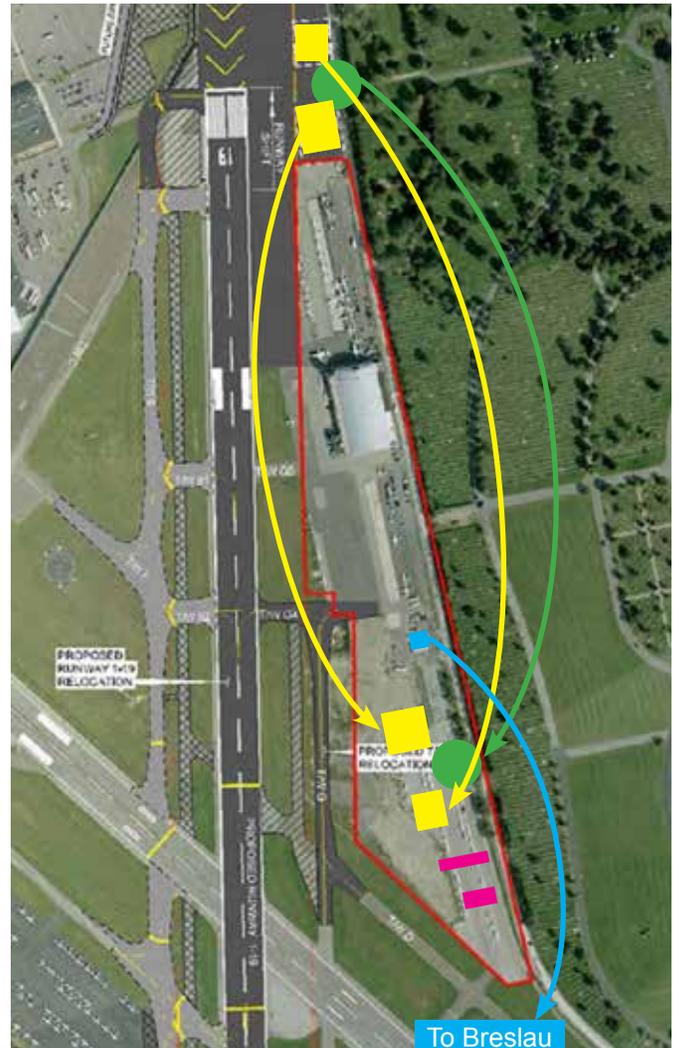
Exhibits





Proposed Northern Leasehold Area Improvements

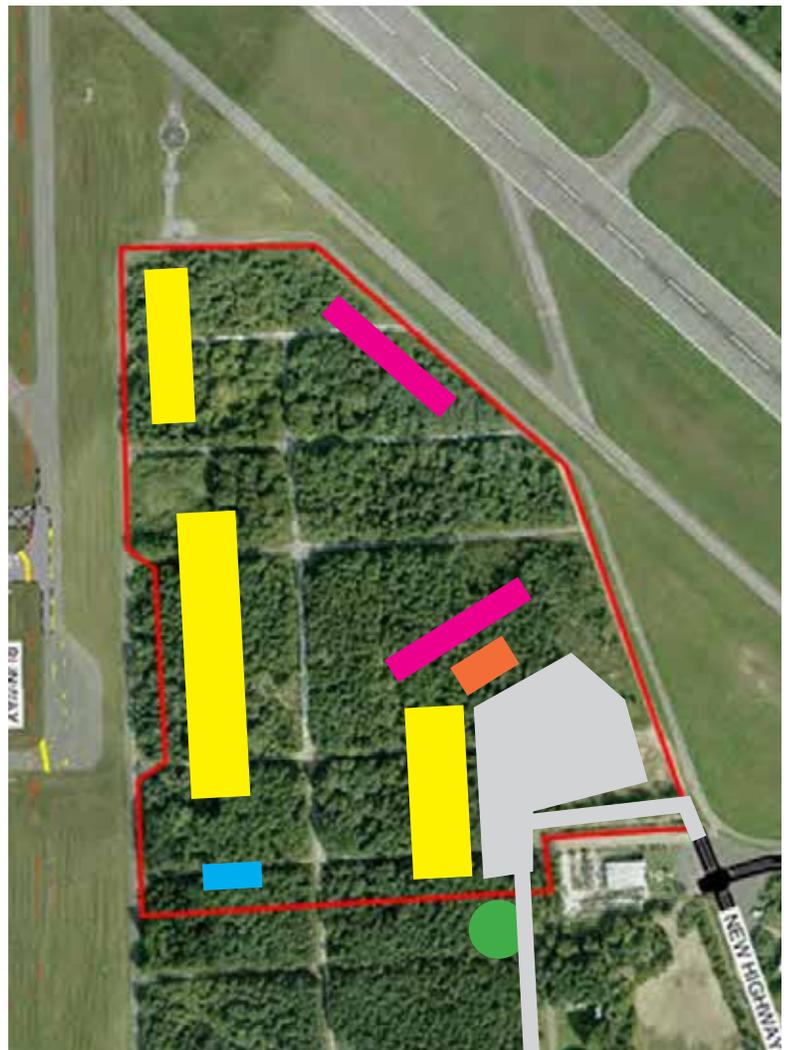
-  Relocation of Hangars 2 and 3
-  Installation of tiedowns and t-hangars
-  Relocation of fuel farm
-  Relocation of sewer and water supply

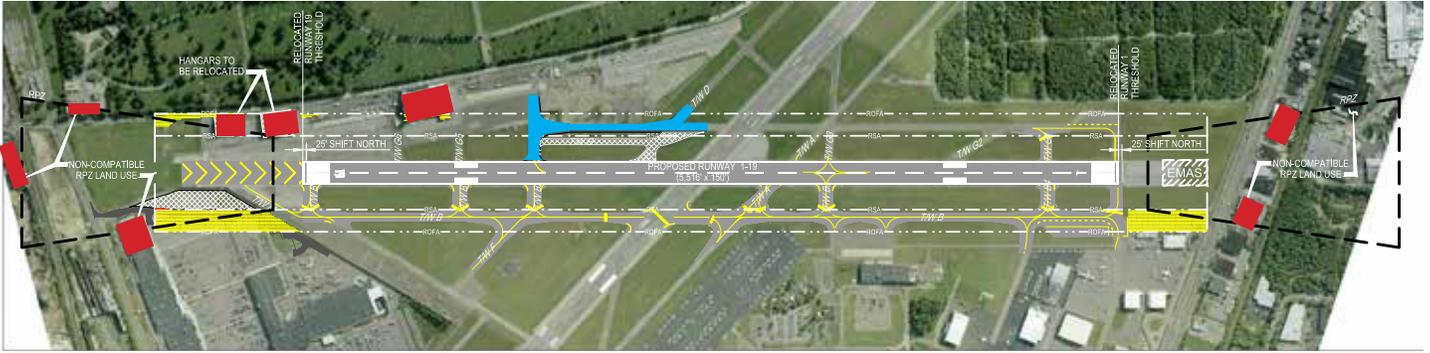




Proposed Breslau Leasehold Area Improvements

-  Construction of New Hangars and Offices
-  Construction of New FBO Building
-  Installation of tiedowns
-  Construction of Parking spaces and access road
-  New sewer and water supply
-  Relocated fuel farm from Northern Leasehold Area

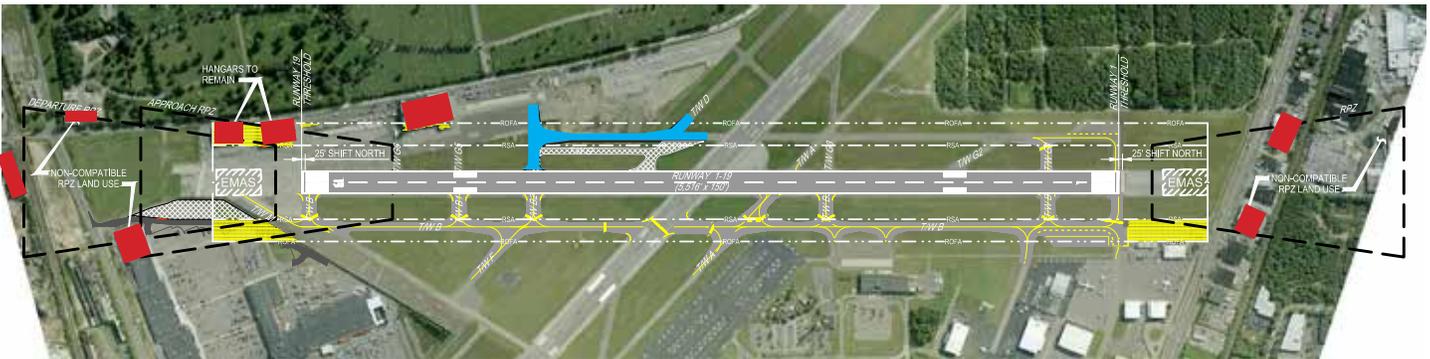




Alternative 2

Install EMAS on Runway 19 (south end of Runway 1-19) and Shift Runway 25 feet

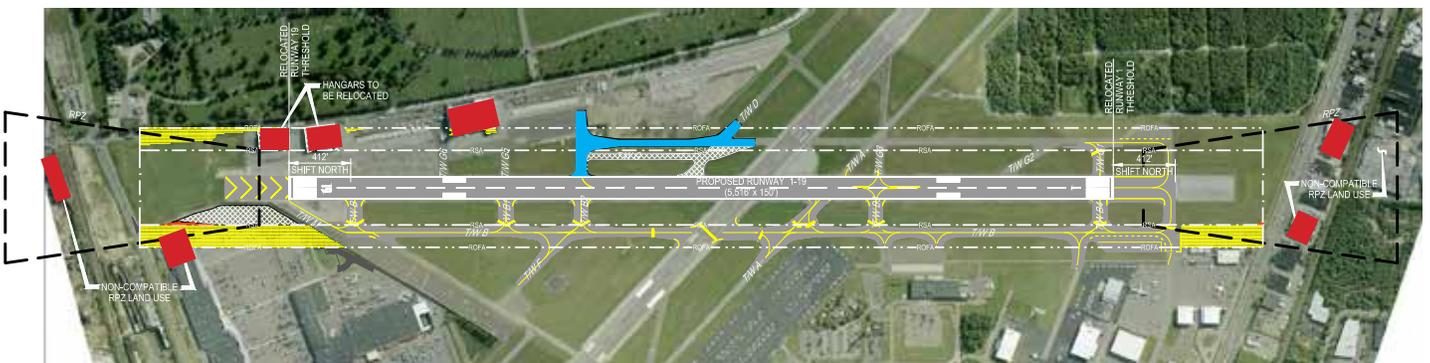
- Obstructions
- Taxiway G



Alternative 3

Install EMAS on both ends of Runway 1-19 and Shift Runway 25 feet

- Obstructions
- Taxiway G



Alternative 4

Runway 1-19 Shift Approximately 412 feet

- Obstructions
- Taxiway G

