

INTRODUCTION

The Republic Airport Vision Plan was initiated by the New York State Department of Transportation (NYSDOT) and the Republic Airport Commission (RAC) in April, 2009. It was resolved that a study be conducted that exists outside the rigid constraints of a typical FAA master planning process to allow for a greater variety of input and ideas. The study is intended to provide a framework for decision makers going forward. The vision plan is a unique and innovative process that allows all stakeholders a voice in and effort to develop a consensus on the vision for Republic Airport. The process is a collaborative consensus of diversified interests. NYSDOT agreed at the onset of the project to continue the Airport's mission and purpose as a General Aviation Airport, to honor its current contractual commitments, and to uphold federal, state and local laws.

The outcome of the vision process would be to develop a "living" document that can be revisited by all stakeholders should circumstances change. A key element in the study process is outreach and communication with all stakeholders. Public outreach sessions provide stakeholders the opportunity to offer input and hear alternative points of view in small group settings. These venues allow stakeholders to share their concerns in an effective, efficient manner with the implicit understanding that there are no preconceived intentions or notions present. This collaboration amongst stakeholders will ultimately result in a consensus that Republic Airport can refer to in the future for policy, planning, financial, and other decisions.

DY Consultants, with the support of Epoch 5 Public Relations and R.A. Wiedemann Associates, Inc., were selected by the New York State Department of Transportation to conduct a Vision Statement for Republic Airport.

The scope of the Republic Airport Vision Plan is to develop a long-term vision of the airport. The vision

will have three areas of focus: defining the future role of the airport, how the airport will fulfill that role and how the airport will work with the community to obtain the desired operational and economic results while working to minimize impacts to the community. The study results will be accomplished through the stakeholder outreach program. Factual characteristics of the airport and community combined with realistic market or economic potential will evolve into visions or philosophies that will guide the airport in its role for the future.



Phase 1 of the effort establishes the existing airport facilities and conditions as well as the community setting and public input into the process.

Phase 2 provides the arena to assess the concepts and philosophies that evolve from the first phase. This second phase will also evaluate the opportunities and constraints which exist and should be considered in each of the visions.

Once evaluated and based upon a collaborated effort and consensus building process, the New York State Department of Transportation with recommendations from Republic Airport Commission, will select the final vision to be used as part of all future airport planning and implementation efforts.

HISTORY

In 1927 Sherman Fairchild began the development of an airport which opened to operations in 1928 as Fairchild Flying Field. Over the next 60 years, various military manufacturers made Republic their home.



By WWII Republic Aviation employed more than 24,000 people and was producing military aircraft at the field. Most notable was the P-47 Thunderbolt the largest, heaviest most durable single engine fighter to see action in the war. Republic also helped to pioneer the Jet Age in the late 1940's when they developed the F-84 Thunderjet.

This aircraft was used extensively

in the Korean War. Republic extended runways years later to accommodate the F-105 Thunderchief which was manufactured at Republic and used as a tactical bomber in the Vietnam War.

In 1969 the Metropolitan Transportation Authority purchased the airport after Suffolk County and the Town of Babylon declined to assume ownership. In 1971, MTA convinced the U.S. government to transfer 94 acres to the airport and purchase 77 acre in 1972 the Lambert Property. During this period, improvements were made to the airport navigation system and the Airport Control Tower was constructed.

On June 21, 1982 the State's Transportation Law was amended when Governor Carey signed legislation transferring Republic Airport to New York State Department of Transportation. Its mission was defined, "to meet the present and future



needs of the State with respect to adequate, safe, and efficient air transportation facilities and services to the public, to further promote the economic development and well being of the State....". It also created the Republic Airport Commission, whose responsibilities are to advise the Commissioner of the Department of Transportation on future capital needs, financing of the capital needs, promotion and economic development and identification of ways to work with the community to implement non aviation uses for purposes of payments in lieu of taxes.

EXISTING ON-AIRPORT FACILITIES

Republic Airport property consists of approximately 530 acres of land which includes a non-contiguous 12-acre parcel along Conklin Street located north of the Airport. Republic Airport property is comprised of aviation and non-aviation related land uses.

The facilities in and around Republic Airport can be described by dividing the Airport into two conceptual parts: Airside and Landside. Airside facilities consist of the runway and taxiway system, and the facilities that directly support them, such as holding bays, aprons, etc. It also includes the facilities needed for parking, storage and maintenance of based and transient aircraft. Landside consists of airport access and non-aeronautical uses of the property.



AIRSIDE FACILITIES

Republic Airport has two Runways, 1-19 and 14-32. Runway 1-19 is 5,516 feet long by 150 feet wide. It is oriented in an approximate north-south direction. Runway 14-32 is the second runway at Republic Airport, and is 6,827 feet long by 150 feet wide. It is oriented in an southeast-northwest configuration. Runway 14 also is equipped with an Instrument Landing System (ILS) which enables pilots with specialized training and equipment to land in marginal and poor weather conditions. All other runway ends offer a GPS navigational system.

With more than 500 based aircraft, Fixed Based Operators (FBOs) Atlantic Aviation and SheltAir Aviation on the airport, as well as NYSDOT facilities, a variety of aircraft parking options and pilot services are available. FBO's are also permitted to sell fuel. Special Service Operators (SSO) at the airport offer charter options to a multitude of Long Island business clients. There are about seven flight training schools at the airport that provide training for recreational or educational purposes. These schools promote the next generation of career aviators.

LANDSIDE FACILITIES



Landside facilities on an airport consist of various types of services, from terminal buildings to non-aeronautical uses. The Republic Airport Terminal built in 1983, combined with 10 corporate hangar facilities, ATC Tower, Marriott Hotel Complex, and one restaurant provides all stakeholders either an aviation or non-aviation use.

There are also include 4 vacant parcels of land. More than 50 acres are contiguous with the airport property while 12 acres are non-contiguous.

AIRPORT ACTIVITY

Republic Airport is the busiest General Aviation airport in New York. In recent years, yearly operations have decreased from about 180,000 operations to 110,000. The Airport has close to 500 based aircraft, which indicates a high level of users who reside within the communities of Long Island.

Republic Airport is designated by the FAA as a General Aviation Reliever facility, which means they support general aviation or

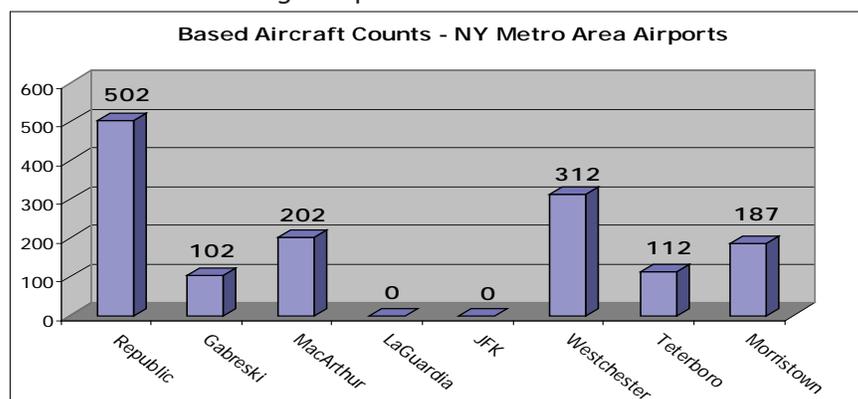
commercial activity. Republic's traffic is comprised primarily of light single and dual engine propeller aircraft, and a much smaller percentage of turbo-prop and jet aircraft.

As a comparison, the chart below provides the based aircraft counts at other NY/NJ Metro Airports. As shown, there is a very distinct correlation between an airport having major commercial service and the number of based aircraft.

Large airports such as JFK and

LaGuardia Airport have many services available for commercial flights but almost no services for general aviation aircraft.

Republic Airport's large based aircraft number indicates that a notably large portion of the Airport is devoted to General Aviation aircraft storage and services. That fact corresponds with commercial service being non-existent at Republic.



PEAK TRAFFIC PERIODS



Republic Airport is typical of other airport in the region in that it experiences similar ebbs and flows in its operation based on season and weather. Each year the highest number of operations occurs in the summer due to the amount of flight training.

TRAFFIC PATTERNS

Republic Airport's voluntary noise abatement procedures were implemented in 1984. The airport has common traffic patterns to standardize the entry and exit of aircraft utilizing the Airport and reduce sound levels over the community.

The program has achieved some success through raising awareness among aviators.



RUNWAY USE

Runway use at an airport is dictated primarily by wind conditions. Aircraft performance is improved when taking off or landing into the wind. Other factors that influence runway use could be the need for instrument navigation such as using an ILS in poor weather conditions, or a particular runway length for aircraft performance calculations.

At Republic, the split in runway use is fairly even, though some trends are evident. For instance, the use of Republic's Runway 14 for approaches is significantly lower than of the other Runway ends.



EXISTING REGULATORY FRAMEWORK

Owned by the New York State Department of Transportation (NYSDOT), Republic Airport is a State-owned facility. Upon being transferred over from the Metropolitan Transportation Authority (MTA) to the NYSDOT in 1983, it was legislated:

"In order to meet present and future state needs with respect to the provision of adequate, safe

and efficient air transportation facilities and services to the public, and to promote the economic development and well-being of the state..."

The Republic Airport Commission (RAC) was created in 1982 as part of the Transportation Law. The Republic Airport Commission is an advisory board to the Commissioner of the

New York State Department of Transportation (NYSDOT) with respect to the administration and management of the Republic Airport facilities and its surrounding areas. The Commission is composed of nine members of the community who are appointed by the Governor, with the advice and consent of the New York Senate.



ECONOMIC IMPACT

An economic study was conducted in 2010 to calculate the impact Republic Airport has on the surrounding Long Island areas.

New York State's Regional Airport Economic Impact Study

Total Jobs: 1,384

Annual Earnings: \$78,025,500

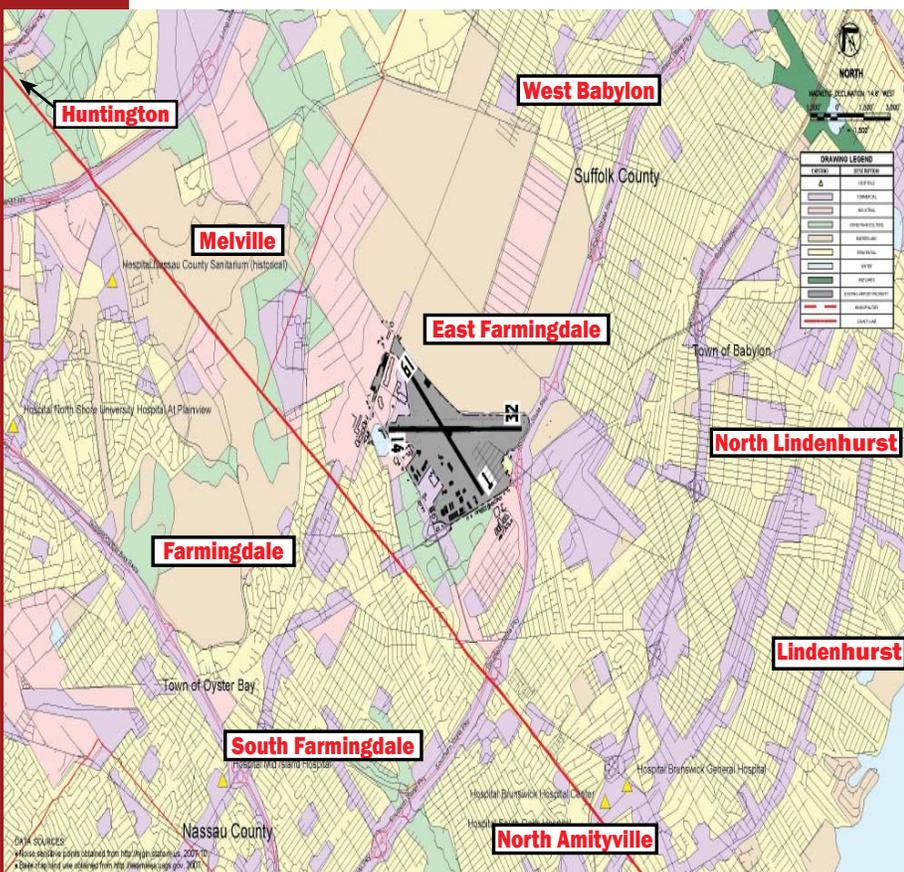
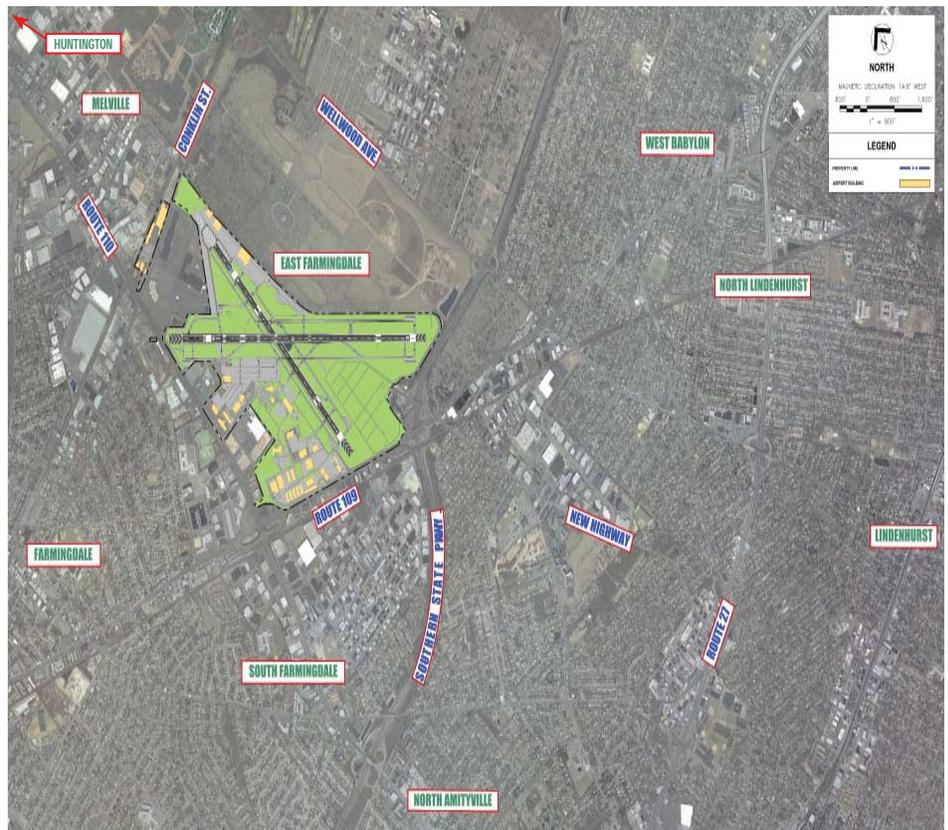
Annual Economic Activity: \$214,144,300



OFF AIRPORT COMMUNITY SETTING

Republic Airport is located in the Hamlet of East Farmingdale, in the Town of Babylon. Many different municipalities lie within a short distance of Republic Airport. These communities include:

- Plainview
- Bethpage
- Huntington
 - Melville
- Farmingdale
- East Farmingdale
- Massapequa/North Massapequa
- Amityville/North Amityville
- Lindenhurst/North Lindenhurst
- Babylon/North Babylon
- Wheatley Heights
- Wyandanch



SURROUNDING LAND USE

Republic Airport is surrounded by numerous communities, and therefore a diverse range of land uses occur adjacent to and in the vicinity of Airport property. Commercial, Industrial, and Residential land uses all occur on or a short distance away from the Airport's property boundary. Most of the industrial land uses are located north of the Airport, and residential land uses occur to the west, south, and east. Commercial use is interspersed in all directions. A number of cemeteries are located just off the eastern and southern edges of the property.

The graphic to the left details all of the various land uses surrounding Republic Airport.

STAKEHOLDER INPUT

A key component to the Republic Vision Plan is stakeholder input. Public participation in Phase 1 included local community residents, community association leaders, aviation leaders, aviation businesses and non aviation business organizations and elected officials on Long Island. These stakeholders were all invited to share their ideas and visions for the airport and to participate in the initial data collection process.

A variety of mediums were utilized to solicit input, including individual meetings, group meetings, and guided surveying (both online and in print). The Team met with more than **550 individuals** in **38 stakeholder meetings** to provide input. Over **93 online survey responses** and **35 paper survey responses** for Vision Planning were obtained.

All meetings were conducted as input collecting sessions with a brief overview of how the study would be conducted and its overall purpose. The meetings were conducted as brainstorming sessions to gather ideas and foster equal participation.

This effort of including all interested stakeholders in the process has provided the study with a multitude of comments and ideas that have been compiled for use in developing various common themes, philosophies and visions for Republic Airport in Phase II. This phase was extended five additional months at the request of NYSDOT to make sure all interested parties were able to participate.



SERVICE: Some stakeholders were in agreement that corporate aviation should be maximized and developed, while others preferred it focus more on the Light General Aviation traffic, which they believe have been slowly pushed out in recent years.

AIRFIELD INFRASTRUCTURE: The most commonly identified needed-services was to provide common and unified lighting, which most admitted was occurring gradually. There is also a need for pavement repairs on various taxiways, aprons, tie-down ramps, in addition to improvements of navigational capabilities.

FACILITIES: A number of opportunities for improving services for passengers or other users at Republic Airport were identified.

LOCATION: Location and proximity to local users was cited as a major advantage Republic Airport has in its favor.

FEES: No true consensus on rates and charges, rather a variety of responses on different issues were mentioned. Including reevaluating the fees procedure.

COMMUNICATION: Community members believe communication between the Airport and the local communities has been improving. Stakeholders comment that in the 1980's and 1990's communication was non-existent, and that it has come a long way.

STAKEHOLDER INPUT (continued)



NOISE: Most pilots were aware of the noise abatement policy at Republic Airport; the majority of those indicated they did follow the procedures whenever possible to be more community friendly. Concerns about noise were from communities were primarily located north and south of Runways 14 and 32.

EVENTS: An overwhelming majority of responses indicated attending Republic Airport events at one time or another. Some of the respondents reported attending almost all events that the Airport hosts or are connected with.

PUBLIC RELATIONS: A topic of discussion was centered on Republic Airport's role as a neighbor in the community.

AESTHETICS: The consensus is that the Airport needs to be improved aesthetically. Tall weeds and the appearance of abandoned lots were described in survey responses.

FUTURE DEVELOPMENT: On the issue of future development Stakeholders were fairly divided. No respondent disagreed with the feeling Republic Airport should be preserved as a general aviation airport, but to what degree of general aviation provided the most variety of input.



NEXT STEPS - PHASE II

The Consultant will take all input from stakeholders and assemble visions or philosophies with a qualitative analysis.

This information will be presented in a workshop, where stakeholders will be invited to participate and provide additional comment. At this juncture the visions may remain intact, be further developed or new visions may evolve.

Based on stakeholder comments the Consultant will prepare a best and final vision(s) for the general public to review at a workshop which will conclude public input for this phase. During this part of the process, all stakeholders will be asked to evaluate their preferred vision and provide justification why they believe it is the best overall vision for the airport.



The Consultant will take this information and prepare a final report for the Republic Airport Commission and New York State Department of Transportation to review. The final report will highlight the vision that best represents consensus among all stakeholders.

**Look for Vision Planning news at your local library, newspapers, PSAs and the Airport!
Remember to check the website for updates and the project schedule!**

www.RepublicAirportVision.com