

***PROPOSED SAFETY, INFRASTRUCTURE  
AND TENANT IMPROVEMENT  
PROJECTS***

***Republic Airport  
Hamlet of Farmingdale  
Town of Babylon, Suffolk County***

Volume II of V, Appendix A  
SEQRA Final Environmental Impact  
Statement, Positive Declaration, Notices,  
Public Scoping Comments, and Final Scope

PREPARED FOR

U.S. Department of Transportation, Federal Aviation Administration

New York State Department of Transportation, Republic Airport,  
Farmingdale, New York

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April 2015





**NATIONAL ENVIRONMENTAL POLICY ACT  
FINAL ENVIRONMENTAL ASSESSMENT**

**PROPOSED SAFETY, INFRASTRUCTURE  
AND TENANT IMPROVEMENT PROJECTS  
REPUBLIC AIRPORT  
HAMLET OF EAST FARMINGDALE,  
TOWN OF BABYLON, SUFFOLK COUNTY**

**VOLUME II OF V  
APPENDIX A**

Appendix A      SEQRA and NEPA Documents, including Final Environmental Impact Statement,  
Positive Declaration, Notices, Public Scoping Comments, and Final Scope



**FINAL ENVIRONMENTAL IMPACT STATEMENT  
REPUBLIC AIRPORT  
SAFETY, INFRASTRUCTURE AND TENANT IMPROVEMENT PROJECTS  
HAMLET OF EAST FARMINGDALE, TOWN OF BABYLON  
SUFFOLK COUNTY, NEW YORK**

**PROJECT LOCATION:**

Republic Airport  
Hamlet of East Farmingdale  
Town of Babylon, Suffolk County

**LEAD AGENCY:**

New York State Department of Transportation  
Republic Airport  
7150 Republic Airport, Room 216  
Farmingdale, New York 11735

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**DATE OF FILING:**

April 2015

**AVAILABILITY OF DOCUMENT:**

This document represents a Final Environmental Impact Statement (FEIS), prepared in accordance with the State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617 and 17 NYCRR Part 15.

Copies are available for public review and comment at the offices of the Lead Agency, at [www.republicairport.net](http://www.republicairport.net) and [www.nysdot.gov](http://www.nysdot.gov), and the following libraries: Amityville Public Library, Babylon Public Library, Deer Park Public Library, Farmingdale Public Library, Half Hollow Hills Community Libraries (Dix Hills and Melville), Huntington Public Library, Lindenhurst Memorial Library, Massapequa Public Library – Bar Harbour Building, North Babylon Public Library, Oyster Bay-East Norwich Public Library, Plainview-Old Bethpage Public Library, and West Babylon Public Library.

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This document is a Final Environmental Impact Statement (FEIS) for  
Republic Airport Safety, Infrastructure and Tenant  
Improvement Projects

This FEIS incorporates, by reference, the Draft Environmental Impact Statement (DEIS)/Draft  
Environmental Assessment (Draft EA) for this proposed action, dated December 2012. The above-  
referenced DEIS was the subject of a Public Hearing on February 26, 2013.

The Written Correspondence and Public Hearing Transcript are provided in  
Appendices A and B of this FEIS, respectively.

# 1.0

## Introduction

This document is a Final Environmental Impact Statement (FEIS) prepared in response to comments received by involved agencies, interested parties and the general public on the Draft Environmental Impact Statement/Draft Environmental Assessment (DEIS/Draft EA) for the proposed safety, infrastructure and tenant improvement projects at Republic Airport. The comments include written correspondence (designated with a “C” before the comment number) received during the comment period that ended on March 15, 2013 and those that were made at the public hearing held on February 26, 2013 (designated with an “H” before the comment number). All written correspondence is included in Appendix A of the FEIS. The Public Hearing Transcript is included in Appendix B of the FEIS.

This FEIS includes four sections -- Section 1.0, which is the introduction to the document and describes the purpose of the FEIS as well as what is included in the document; Section 2.0, which includes specific responses to all written correspondence received during the comment period; Section 3.0, which includes specific responses to all comments made at the public hearing of February 26, 2013; and Section 4.0, which includes revisions to the DEIS and errata to the FEIS. The comments are numbered in the order in which they were received (written correspondence) or stated (public hearing). Comments and responses are arranged numerically.

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# 2.0

## Written Correspondence

**Federal Aviation Administration  
New York Airports District Office  
600 Old Country Road, Suite 446  
Garden City, New York 11530  
March 15, 2013**

**Comment No. C1:**

Pursuant to CEQ § 1502.8, documents “....shall be written in plain language and may use appropriate graphics so that decision makers and the public can readily understand them...” As currently presented, the draft EA is very difficult to understand. It becomes especially confusing when the reader must refer back and forth among sections to simply understand what is being stated. In its current format, the draft EA does not meet the requirements of CEQ §1502.8 and is legally deficient.

**Response No. C1:**

The DEIS/EA (incorporated through reference) includes graphics, a glossary to explain technical terms, a list of acronyms, and contains all of the required components of an EA, as required by the FAA Order 1050.1E. All technical studies, including, but not limited to, the Traffic Impact Study (prepared by Dunn Engineering Associates, P.C.), the Air Quality analyses (prepared by C&S Engineers, Inc. and KB Environmental Services), and the Noise Impact Study (prepared by Young Environmental Sciences, Inc.) have been summarized, to the maximum extent practicable, for the reader to better understand. However, where there are no substitutions for technical terms, the glossary of terms seeks to provide the reader with a definition to assist with understanding the analyses and findings.

**Comment No. C2:**

**Alternatives:**

Throughout the document, alternatives to meet the project purpose and need are considered. However, within the overall alternatives are combinations of components including some that are constant and others that are variable. Because of this, it is difficult to ascertain what specifically is being proposed. For example, in the

executive summary (page viii), reference is made to the possibility of reclaiming the entire displaced threshold, or only a portion of it. However, it is not clear what is being proposed for this specific project, and in turn, what exactly was assessed in the document.

**Response No. C2:**

Alternatives to each major component of the proposed safety, infrastructure and tenant improvement projects were evaluated in Section 3.0 of the DEIS/Draft EA. Specifically, the following alternatives are evaluated:

1. Runway 1-19 Safety Area Improvements – 17 alternatives, including the No-Action. It is noted that these alternatives also considered Hangars 2 and 3 within the RSA.
2. Obstruction Removal – 2 alternatives, including the No-Action and Runway Shift.
3. Taxiway G Relocation – 2 alternatives, including the No-Action and Partial Relocation.
4. Tenant Improvement Projects – 4 alternatives, including the No-Action; Alternate Site (Consolidation of the Sheltair Facilities at the southerly portion of the Airport); Alternative Airport Location; and Modifications and Improvements and Partial Relocation of FBO Services to New Lease Area.

As indicated in the DEIS/Draft EA, the NYSDOT's preferred alternative (i.e., proposed action) is Alternative 4, which includes the shift of the Runway 1-19 thresholds by 412 feet in order to achieve the maximum possible RSA dimensions while maintaining the existing runway length (i.e., 5,516 feet) and the relocation of Hangars 2 and 3 to the south of Hangar 4, an alternate design configuration developed in consultations with OPRHP. This preferred alternative was evaluated as part of the overall proposed action in the DEIS/Draft EA.

Two alternatives for the Obstruction Removal project, including the No-Action, were identified. The No-Action alternative does not meet the purpose, need and objectives of the NYSDOT. As indicated in Section 2.3 of the DEIS/Draft EA, the NYSDOT's preferred alternative (i.e., proposed action) is the removal of obstructions in conjunction with the shifting of the Runway 1-19 thresholds by 412 feet. This preferred alternative was evaluated as part of the overall proposed action in the DEIS/Draft EA.

Two alternatives to the Taxiway G project, including the No-Action alternative, were identified. The No-Action alternative does not meet the purpose, need and objectives of the NYSDOT. As indicated in Section 2.3 of the DEIS/Draft EA, the NYSDOT's preferred alternative (i.e., proposed action) is the relocation of a portion (approximately 800 feet) of Taxiway G to an offset of 300 feet from the centerline of Runway 1-19 to provide a standards RSA along the east side of the runway. This preferred alternative was evaluated as part of the overall proposed action in the DEIS/Draft EA.

Four alternatives to the tenant improvement projects, including the No-Action, were identified. However, only one alternative, Alternative 4, meets the purpose, need and objectives of the NYSDOT and Sheltair and is, therefore, the preferred alternative (i.e., proposed action). As discussed in Section 2.5 of the DEIS/Draft EA, Sheltair is undertaking these improvements due to the planned RSA relocation and in accordance with an offer by NYSDOT to develop the southern 41 acres to support the current and future demands for FBO services at Republic Airport. Alternative 4 includes the modifications to the existing Sheltair lease area and a partial relocation to the Breslau Leasehold Area. This preferred alternative was evaluated as part of the overall proposed action in the DEIS/Draft EA.

**Comment No. C3:**

The document does not identify a preferred alternative, however, throughout the document it seems that an alternative involving the runway shift is favored. In the project description contained in the executive summary, it states that the project includes the shifting of Runway 1-19. While the identification of a preferred alternative is not required, the presentation of alternatives as they appear in the draft EA is extremely confusing. The information needs to be presented in a manner that is appropriate for the lay public to understand the proposal.

**Response No. C3:**

See Response to Comment No. C2.

**Comment No. C4:**

Additionally, there is no one comprehensive figure within the document that presents the complete proposal. We strongly recommend that such a figure showing all the project components be developed and presented in the final EA.

**Response No. C4:**

It is not possible to show all details for this project in one figure. The major components of the project (i.e., proposed relocation of hangars, construction of new hangars, construction of new fuel farm, construction of new Fixed-Base Operator [FBO] building, construction of T-Hangars, areas to be designated for tie downs, construction of relocation of Runway 1-12 and Taxiway G, etc.), are shown in the various figures throughout the document. Figure 5 of the DEIS/EA has been revised to include the area of the proposed new emergency access road from Tie-down Area D around the RSA to the existing location of Hangar 2 (to connect the east and west sides of the airport for use by authorized personnel of the Airport). Detailed site plans for the proposed tenant improvement projects are included in Appendix C of the DEIS/EA. The proposed relocation of lighting and navigational aids, and installation of new utility runs are not shown on Figure 5, as same would be determined during final design. These plans would be submitted by the NYSDOT to the FAA at the time final design plans are prepared.

**Comment No. C5:**

**Historic Resources:**

After the issue of safety, another critical aspect of this proposal involves the potential impact to historic resources. Hangars 2, 3, and 4 have been identified by the New York State Office of Historic Preservation (SHPO) as architecturally and historically significant as a small industrial district. Presently, Hangar 3 houses the American Air Power Museum and Hangars 2 and 4 are leased to Sheltair.

Throughout the document, the relocation of Hangars 2 and 3 is included with the improvements to the Northern Leasehold Area. This is not correct. The relocation of Hangars 2 and 3 is required because they are currently located within the Runway Protection Zone or Runway Object Free Area. The document should accurately categorize this issue. In a related matter, page 127 states that RSA Alternative 3 does not include the relocation of Hangars 2 and 3. This is also incorrect; each of the proposed RSA alternatives requires the relocation Hangars 2 and 3.

**Response No. C5:**

The DEIS/EA has been revised to indicate that the relocations of Hangars 2 and 3 are NYSDOT-proposed projects and will be undertaken as part of the proposed safety improvement projects. The DEIS/EA also indicates that RSA Alternative 3 does not include the relocation of Hangars 2 and 3.

**Comment No. C6:**

As currently presented, the document concludes that a Memorandum of Agreement (MOA) will be negotiated to resolve the adverse effects of relocating the historic hangars. While we do not disagree, the document needs to expand the discussion of the process to comply with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA). Specifically, the document should discuss the measures used to identify the area of potential effect and involve interested members of the public.

**Response No. C6:**

The DEIS/ Final EA have been revised to expand the discussion of the process to comply with Section 106 of the National Historic Preservation Act of 1966, as amended.

**Comment No. C7:**

Further, the draft EA provides a general discussion of the relocation of the impacted historic structures, yet other impacts associated with the relocation of these structures are not included. The site plan in Appendix C [of the DEIS/Draft EA] appears to include parking areas and an access road. The impacts of these related actions, including trenching needed for electrical and other utility work, the construction of parking areas and an access road, and installation of fencing, among other items, which are specifically related to the relocation of the structures, needs to be assessed. As the draft EA is currently written, it does not appear that these impacts were included in the document.

**Response No. C7:**

The relocation of Hangars 2 and 3 would include the repaving of existing areas for parking and driveways; connection to utilities including electric, gas, water, and sewer; relocation of the existing airport security fence; line striping for the parking lots; removal of a minimal amount of landscaping; replanting of landscaped vegetation along New Highway; installation of new security gates; installation of lighting on the relocated hangars; relocation of the existing perimeter road; relocation of existing signs for the hangars; the movement of the aircraft to the relocated hangars and ramps; and the movement of the contents of the hangars to the relocated hangars. None of these improvements impact the historic nature of the eligible district. The changes to impervious surface area, potential impacts associated with erosion and sedimentation, historic impacts, visual impacts, traffic impacts, and construction impacts have been evaluated in the DEIS/Draft EA. The proposed parking and the impacts related to same have been added to the DEIS/EA.

**Comment No. C8:**

Additionally, the final disposition of the present hangar locations needs to be discussed. On page 138, under a section on Stormwater Runoff and Drainage, the document states that the site presently used by the hangars

will be returned to grass. This information should be included in the discussion of historic resources and also included in the project description.

**Response No. C8:**

Sections 2.0 and 5.11 of the DEIS/EA have been modified to indicate that, pursuant to Item 4b. of the “Memorandum of Agreement among the New York State Department of Transportation, the New York State Historic Preservation Office, and the Federal Aviation Administration for the Relocation and Rehabilitation of Hangars 2 and 3 at Republic Airport, Farmingdale, New York” (see Appendix C herein), the original locations of the buildings will be identified with at-grade marking. The original site will be restored and maintained as an open field. The remaining original foundations of the hangars will be left in situ, filled in and seeded over, at-grade level.

**Comment No. C9:**

Because the project has impacts under Section 106, the project also has impacts under Department of Transportation Section 4(f), (49 U.S.C. § 303(c)). As such, a separate Section 4(f) statement must be prepared, reviewed by FAA, and submitted to the US Department of the Interior for a 45 day review.

**Response No. C9:**

A Section 4(f) statement has been prepared and was submitted to the US Department of the Interior (US DOI). In correspondence dated April 9, 2014, the US DOI concurred that ‘there is no prudent and feasible alternative to the proposed use of 4(f) lands, which consists of Hanger (sic) 2 and Hanger (sic) 3...We note that measures to minimize harm to these historic resources are being executed in a Memorandum of Agreement (MOA) developed in consultation with the NY-SHPO and concurred with, as appropriate, by the Advisory Council on Historic Preservation.’ Copies of the Section 4(f) statement, MOA and the US DOI correspondence are included in Appendix C herein.

**Comment No. C10:**

**Displaced Threshold and Navigational Aids:**

The draft EA discusses the removal of the displaced threshold in several of the alternatives. However, the potential impacts to FAA Navigational Aids and Flight Procedures associated with the threshold relocation are not properly assessed. This deficiency needs to be addressed in the final EA.

**Response No. C10:**

The DEIS/EA includes the potential impacts to FAA Navigational Aids and flight procedures (PAPIs and REILs) for those alternatives that include the removal of the displaced threshold.

**Comment No. C11:**

The document (page 207) mentions the need for the relocation of PAPIs and REILs if the runway is shifted and/or the displaced threshold is removed. However, the impacts associated with the relocation of these navigational aids are not addressed. The final EA needs to include the relocation of the PAPIs and REILs in the project description as well as assess the impacts of their relocation. Specifically, the construction of new concrete pads and the extension of electrical lines must be discussed. Further, to aid in the understanding to the lay public, these discussions must include descriptions explaining what the navaid is and what the impact of the project to navaids would be.

**Response No. C11:**

The DEIS/EA includes the relocation of the PAPIs and REILs in the project description, as well as the impacts related to same. Specifically, the DEIS/EA explains that both the Runway 1-19 PAPI facilities will be required to be moved approximately 412 feet north to maintain the current three-degree PAPI glide path to the shifted approach thresholds. As stated within Section 3.2.2 of the DEIS/Draft EA, the Runway 1 end (south approach) PAPI OCS will remain clear of penetrations and the Runway 19 end (north approach) PAPI OCS will contain a few tree obstructions. These tree obstructions will either need to be removed or the PAPI Glide path can be increased from its current standard three-degree glide angle, to a higher angle that allows the PAPI OCS to clear all objects. As with the PAPI facilities, both approaches will require relocation the REILs to the proposed shifted approach thresholds. All plans would be submitted to the FAA during preparation of final design plans.

The construction-related impacts associated with the relocation of the PAPIs and REILs have also been addressed in the DEIS/EA. As stated within the DEIS/EA, the construction-related impacts are associated with the demolition of the concrete bases of the existing PAPI and REIL facilities as well as the construction of new concrete pad bases to accommodate the relocated facilities. Approximately eight cubic yards of concrete for new bases to support the relocated PAPI's and REILs would be required. It is estimated that approximately 1,800 linear feet of trenching will be required in order to bury the electrical lines to power the facilities.

**Comment No. C12:**

**Forecasts**

The document should include a section on aviation forecasts that clearly explains and validates the use of the 2007 TAF with appropriate comparisons. Specifically, it should present a comparison of the 2007 TAF to the 2012 TAF and recent historic data with appropriate explanations and discussions. Inclusion of this section would help to eliminate confusion later in the document where the 2007 TAF is used, especially in regard to the analyses for air quality and noise.

**Response No. C12:**

The DEIS/EA have been revised to include explanations of the 2007 TAF, as well as the 2010 TAF, 2012 TAF and 2012 actual operations. A comparison of the actual operations recorded by Republic Airport from 2007 to 2012, the TAFs, the projected operations evaluated in the DEIS/Draft EA is provided in Table 1. Historical operations data are included in Table 2. It is noted that both of these tables are included in the DEIS/ Final EA.

It is noted that supplemental noise and air impact analyses were prepared to address a change in the Build Year for the proposed action. Specifically, due to an extended environmental review process, the original build year

of 2013 has been extended to encompass a five year development program ending in 2019. These addenda were based upon 2012 actual operations, with projections based upon the National Aerospace Forecast *Active General Aviation and Air Taxi Hours Flown* (see Tables 2 and 3). These noise and air quality analyses are included in Appendices D and E, respectively, of this FEIS. The updated operations for the No Build and Build conditions are included in Tables 2, 3 and 4, respectively.

As indicated in Table 1, all three FAA projections (i.e., 2007, 2010 and 2012 TAFs) are below the forecasts used for the analyses. Given that the actual number of operations at the airport for the last six years have fluctuated between 100,000 and 110,000 with the lower number reflecting the most recent year, it is reasonable to conclude that aircraft operations will remain within this range over the next couple of years, with the potential for growth following thereafter. Therefore, the operations used in the initial noise and air quality impact studies within the DEIS/Draft EA (as indicated in Table 1) are on the conservative side and, therefore, overestimate the impacts to noise and air quality. As these studies determined there to be no noise or air quality impacts, it is reasonable to conclude that the future potential changes in noise and air quality would be less than that previously projected, and thus, no significant noise or air quality adverse impacts would occur. In addition, sensitivity analyses were conducted for air and noise effects using the higher FAA TAF operations that validated these findings. These are included as Appendix G and H in the FEIS.

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**Table 1**  
**Republic Airport**  
**Comparison of Aircraft Activity (2007 TAF, 2010 TAF, 2012 TAF, 2012 Actual Operations, DEIS Projections, Updated Projections to 2025)**

Source	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Actual Operations* (As Recorded by Airport)	110,696	110,896	100,944	108,412	109,018	100,288	**												
2007 TAF Projections*	108,074	109,933	112,582	115,295	118,074	120,920	123,834	126,818	129,126	131,476	133,869	136,306							
2010 TAF Projections*				102,261	102,517	102,774	103,030	103,288	103,546	103,805	104,065	104,325							
2012 TAF Projections*						129,924	130,054	130,184	130,314	130,444	130,575	130,705	130,826	130,946	131,067	131,188	131,309	<b>131,430</b>	<b>131,551</b>
<b>DEIS/Draft EA</b> No-Build Build							<b>127,634</b> <b>148,756</b>					<b>148,130</b> <b>169,250</b>							
<b>UPDATED</b> No-Build Projections Based on 2012 Actual Operations						100,288	100,371	101,182	101,326	102,166	102,351	103,236	103,464	104,396	104,670	105,652	106,348	107,119	107,920
<b>UPDATED</b> Build Projections Based on 2012 Actual Operations						100,288	100,371	101,182	<b>104,344</b>	<b>108,202</b>	<b>114,423</b>	<b>120,783</b>	<b>124,590</b>	125,522	125,796	126,778	127,474	128,245	129,046
Sheltair Construction Schedule									PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5						
Airport Construction Schedule									Airport Build										

Source: NYSDOT, Republic Airport

\* TAF operations are based on communication with the tower. Actual operations are the recorded take-offs and landings at Republic Airport. The TAF projections are modified in this table to reflect projections of actual take-offs and landings.

\*\* Operations through mid-May are down 7 percent in 2013, as compared this time in 2012. However, November 2012 through February 2013 saw reduced operations due to the aftermath of Hurricane Sandy. Therefore, at this time, the number of operations for 2013 is approximately equivalent to operations in 2012.

Table 2  
Republic Airport  
History of Operations 2002-2012

					History of Operations						
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
Jet	14,894	15,594	16,988	17,710	17,990	19,400	16,268	13,698	15,218	14,742	13,876
Turbprop	4,352	4,392	5,080	4,970	5,858	5,252	5,034	3,142	3,862	3,488	4,008
Twin Engine	10,774	9,390	8,616	7,988	7,896	6,926	6,460	5,378	6,170	5,536	4,834
Single Engine	130,712	111,180	120,504	101,794	87,470	71,986	75,900	73,684	77,636	80,526	73,194
Helicopter	8,808	8,142	8,216	8,648	7,526	6,978	7,142	4,944	5,442	4,726	4,376
Blimp	98	150	80		16	154	92	98	84		
Total	169,638	148,848	159,484	141,110	126,756	110,696	110,896	100,944	108,412	109,018	100,288

Note: Operations represent the total number of takeoffs and landings

Table 3  
Republic Airport  
Forecast of Future Operations 2013-2025 (Based on 2012 Actual Operations)  
No Build Forecast

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Jet	13,876	14,278	14,735	15,207	15,693	16,196	16,714	17,249	17,801	18,370	18,958	19,565	20,250	20,958
Turboprop	4,008	4,076	4,145	4,216	4,288	4,360	4,435	4,510	4,587	4,665	4,744	4,825	4,907	4,989
Twin Engine	4,834	4,815	4,805	4,786	4,776	4,757	4,748	4,729	4,719	4,700	4,691	4,672	4,644	4,616
Single Engine	73,194	72,682	72,831	72,317	72,469	71,955	72,109	71,595	71,751	71,236	71,395	71,252	71,110	70,968
Helicopter	4,376	4,520	4,665	4,800	4,940	5,083	5,230	5,382	5,538	5,699	5,864	6,034	6,209	6,389
Total	100,288	100,371	101,182	101,326	102,166	102,351	103,236	103,464	104,396	104,670	105,652	106,348	107,119	107,920

Source: Table 2 of Young Environmental Sciences – Noise Addendum

Table 4  
Republic Airport  
Forecast of Future Operations 2013-2025  
Build Forecast

	2012	2013	2014	Sheltair	2015	Sheltair	2016	Sheltair	2017	Sheltair	2018	Sheltair	2019	2020	2021	2022	2023	2024	2025
	Actual	Forecast	Forecast	2015 Build	Forecast	2016 Build	Forecast	2017 Build	Forecast	2018 Build	Forecast	2019 Build	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Jet	13,876	14,278	14,735	2,738	17,944	2,738	21,168	5,475	27,146	5,475	33,139	2,738	36,411	36,963	37,533	38,121	38,727	39,412	40,121
Turboprop	4,008	4,076	4,145		4,216		4,288		4,360		4,435		4,510	4,587	4,665	4,744	4,825	4,907	4,989
Twin Engine	4,834	4,815	4,805		4,786		4,776		4,757		4,748		4,729	4,719	4,700	4,691	4,672	4,644	4,616
Single Engine	73,194	72,682	72,831		72,317		72,469		71,955		72,109		71,595	71,751	71,236	71,395	71,252	71,110	70,968
Helicopter	4,376	4,520	4,665	281	5,081	281	5,501	561	6,205	561	6,352	281	7,346	7,502	7,662	7,828	7,998	8,173	8,353
Blimp																			
Total	100,288	100,371	101,182	3,018	104,344	3,018	108,202	6,036	114,423	6,036	120,783	3,018	124,590	125,522	125,796	126,778	127,474	128,245	129,046

Source: Table 3 of Young Environmental Sciences – Noise Addendum



**Comment No. C13:**

**Noise:**

A noise exposure map that clearly shows the noise contours for the airport should be presented in the body of the document. The map provided in the appendix is very small and is not adequate. Additionally, "Area Equivalent Method" should be in the glossary and the acronym AEM, should be on the acronym list.

**Response No. C13:**

The 2007 Noise Exposure Map has been added to the DEIS/ Final EA. The Area Equivalent Method has been added to the glossary. AEM was included in the list of acronyms.

**Comment No. C14:**

**Obstruction Removal:**

The document states that obstructions exist with both the current and potential runway locations. The discussion on obstruction removal includes many possibilities for mitigating obstructions. These include measures such as removing the obstructions, lighting them, and purchasing or acquiring easements. The removal of obstructions is a connected action and must be thoroughly assessed. The general assessment provided in the document is not sufficient. A more detailed analysis must be performed to ensure all the impacts are assessed and that the reader has a clear understanding of all the components of the project and the consequences associated with their implementation.

**Response No. C14:**

The proposed shift of Runway 1-19 by 412 feet will leave 12 obstructions on the Runway 1 approach and 76 on the Runway 19 approach. The primary means of dealing with obstructions will be by lighting the non-vegetative obstructions. The vegetative obstructions will primarily be handled by trimming the penetrating vegetation at a point ten feet below the relative 14 CFR Part 77 surface. It should be noted that the FAA will typically fund the removal of vegetative obstructions by clearing or topping on a one time basis and if possible it is recommended that vegetative obstructions are removed in their entirety. In all, there are five building penetrations that will be lit, 21 utility poles that will be lit, 11 light poles that will be lit, two buildings will be relocated (Hangars 2 and 3), 45 trees or shrubs will be trimmed and several may be removed, one fence will be relocated, and one man-made object, a structure on the roof of an existing building, believed to be an HVAC unit, will be removed or an obstruction light will be installed.

It is estimated that 10 trees/shrubs off the airport property, located in the cemetery east of the airport will need to be topped or removed, after final design plans for the obstruction removal are developed, which will have a negligible impact on the overall vegetation in the area. While trimming the penetrating vegetation is the preferred mitigation measure, if the alternative is not available on any private properties, lighting of the vegetative obstructions will be done.

**Comment No. C15:**

**Stormwater Runoff**

The document states (page 140) that the existing NYSDOT recharge basin is proposed to be lowered three feet to provide additional volume to mitigate peak flow. This discussion needs to be revised to include the impacts of excavation as well as the potential impact this may or may not have on wildlife hazards.

**Response No. C15:**

The Stormwater Management Report in Appendix F of the DEIS/Draft EA indicates that the existing NYSDOT recharge basin would be excavated to a bottom elevation no less than four feet above groundwater, and thus, the expanded recharge basin would not encounter groundwater. All modifications to the proposed recharge basin would be designed such that there would be adequate infiltration of stormwater, without ponding, such that there would be no waterfowl attracted to the recharge basin. As indicated in the Stormwater Management Report, a hydrologic and hydraulic analysis of the existing basin and its watershed will be performed by Sheltair's consultants during final design. As such, the proposed modified recharge basin would not attract waterfowl, and thus, would not result in increased wildlife hazards. Also, the Airport has a wildlife control program which deals with wildlife concentrations.

**Comment No. C16:**

**Monitoring Wells:**

The draft EA includes discussion about the Fairchild site contamination and proposes the abandonment and relocation of several groundwater monitoring wells. The final EA should include evidence of coordination with NYSDEC to confirm that the well relocation is plausible. The final EA should also include potential relocation sites and the associated impacts of well relocation.

**Response No. C16:**

The engineering and operational consultants to Republic Airport (i.e., URS Corporation) have consulted with ARCADIS U.S., Inc., which has been overseeing the monitoring of groundwater on the Fairchild site. Based on e-mail correspondence between Andrea Luft of the URS Corporation and Daniel J. St. Germain of ARCADIS U.S., Inc. (a copy of which is included in Appendix I of the DEIS/Draft EA), the NYSDOT should only provide e-mail notification to ARCADIS U.S., Inc., and the Fairchild Corporation, when the final design plans for relocation of the monitoring wells have been prepared.

With respect to the potential relocation sites and the associated impacts with such relocation, it is noted that Site Layout Plans C. 204 and C. 205 included in Appendix C of the DEIS/EA include the proposed locations for those monitoring wells that would be relocated. Any monitoring wells that are to be removed and relocated within the Breslau Leasehold Area would be of similar size, type and depth such that there would be no impacts to the ongoing monitoring efforts by ARCADIS U.S., Inc.

**Comment No. C17:**

**Soils:**

Section 5.2.1, page 133, second to last paragraph, states that the proposed action would require clearing of woodland and shrubland and that approximately 100,000 cubic yards of clean fill would be brought to the site for purposes of grading. This section should state the acreage of woodland and shrubland to be cleared. It should also reference the inclusion of the emissions from the vehicles for both the vegetation removal and the importation of fill in the air quality analyses.

**Response No. C17:**

The DEIS/EA includes the acreage (i.e., approximately 29.46 acres of woodland and 6.45 acres of shrubland) and also references the constructed-related impact assessment with vehicle emissions included in Section 5.8.2 of the DEIS/EA.

**Comment No. C18:**

**Mitigation:**

Measures to mitigate environmental effects are presented throughout the document. These measures should also be consolidated into one list that clearly articulates and represents *all* the mitigation measures that will be implemented for the whole proposal.

**Response No. C18:**

The Executive Summary of the DEIS/Draft EA includes a list of all mitigation measures that will be implemented for the proposed action.

**Comment No. C19:**

**Public Outreach:**

On page 20, the document lists community outreach that was performed. This list of activities should be included in the section on public involvement. Since the last entry date on this list is from 2008, the list should also be updated to ensure it includes all activities.

**Response No. C19:**

The DEIS/EA has been updated to include the community outreach performed by Sheltair, in addition to those community meetings held by the NYSDOT.

- January 21, 2009 – Working Group
- March 10, 2009 – Republic Airport Commission (RAC) meeting
- March 18, 2009 – Working Group
- April 1, 2009 - Key tenants

- April 14, 2009 – RAC meeting
- June 9, 2009 – RAC meeting
- June 24, 2009 – Working Group
- July 9, 2009 – Key tenants
- August 24, 2009 – RAC meeting
- September 23, 2009 – Working Group
- October 7, 2009 – Key tenants
- October 13, 2009 – RAC meeting
- November 18, 2009 – Working Group
- December 15, 2009 – RAC meeting
- January 20, 2010 – Key tenants
- January 27, 2010 – Working Group
- February 23, 2010 – RAC meeting
- March 24, 2010 – Working Group
- April 7, 2010 – Key tenants
- April 14, 2010 – Amityville Historical Society
- April 20, 2010 – RAC meeting
- May 19, 2010 – Working Group
- June 22, 2010 – RAC meeting
- July 14, 2010 – Key tenants
- August 17, 2010 – RAC meeting
- September 22, 2010 – Working Group
- October 13, 2010 – RAC meeting
- October 26, 2010 – Dominican Village
- October 26, 2010 – Lindenhurst PTA
- October 27, 2010 – Key tenants
- November 17, 2010 – Working Group
- December 7, 2010 – RAC meeting
- January 11, 2011 – Key tenants
- February 15, 2011 – RAC meeting
- April 5, 2011 – Owner/operator meeting
- April 6, 2011 – Key tenants
- April 12, 2011 – RAC meeting
- May 18, 2011 – Republic Airport Working Group
- June 21, 2011 – RAC meeting
- September 14, 2011 – Working Group
- October 4, 2011 – Key tenants
- October 17, 2011 – RAC meeting
- November 16, 2011 – Working Group
- December 4, 2011 – RAC meeting
- January 11, 2012 – Key tenants
- January 18, 2012 – Working Group
- February 28, 2012 – RAC meeting
- April 17, 2012 – RAC meeting
- April 24, 2012 – Owner/operator meeting
- April 25, 2012 – Key tenants
- May 16, 2012 – Working Group
- June 19, 2012 – RAC meeting



- July 18, 2012 – Key tenants
- August 21, 2012 – RAC meeting
- October 2, 2012 – Farmingdale Rotary
- October 3, 2012 – Working Group
- October 9, 2012 – RAC meeting
- October 10, 2012 – Key tenants
- December 4, 2012 – RAC meeting
- February 19, 2013 – RAC meeting

The community outreach performed by Sheltair since 2008 includes the following:

- Republic Airport Working Group (January 30, 2008)
- Concerned Citizens of Plainview-Old Bethpage (February 12, 2008; January 13, 2011)
- Farmingdale Breakfast Rotary (March 18, 2008; February 8, 2011; October 2, 2012)
- Residents of East Farmingdale Civic Association (March 27, 2008)
- Farmingdale Community Summit Council (April 10, 2008)
- Farmingdale High School Community Career Breakfast (April 1, 2008; April 12, 2011)
- Republic Airport Commission (April 15, 2008)
- Woodland Civic Association (April 29, 2008; January 26, 2011; August 15, 2012)
- NATA/OWLS Corps. (May 6, 2008)
- Dominican Village Civic Association (May 6, 2008; March 7, 2011; September 6, 2012)
- Amityville Chamber of Commerce (May 6, 2008)
- Bay Village Civic Association (May 6, 2008; January 15, 2011)
- Pilots United at Republic (June 11, 2008)
- Lindenhurst Joint Civic Associations, Daniel Street, Meridale Park, Deer Park, and Light House Point Civic Associations (January 13, 2011; August 13, 2012)
- Nassau Shores Civic Association (No Date – Information to be provided on the association's website)
- The Rotary Club of Melville (March 18, 2011; September 7, 2012)
- Farmingdale Chamber of Commerce (June 2, 2011)
- Melville East Farmingdale Chamber of Commerce (No Date)
- Downwind Pilots Association (No Date)

**Comment No. C20:**

Further, copies of the scoping notices and other correspondence should be included in the final EA. In particular, a summary of the scoping comments received, if not copies of the scoping comments themselves, should also be provided.

**Response No. C20:**

The Notice of Scoping and all comment letters received during the public comment period are included in Appendix A of the DEIS/Draft EA and Final EA.

**Comment No. C21:**

In a related matter, the document (page 174) mentions discussion with Town representatives. The dates of these meetings should be presented and updated to ensure they are current.

**Response No. C21:**

Throughout the process, representatives from Sheltair met with representatives of the Towns of Babylon and Huntington, as well as the Incorporated Villages of Lindenhurst, Farmingdale, and Babylon. No specific dates are available. During preparation of the Traffic Impact Study, consultations were undertaken with the Town of Babylon and Town of Oyster Bay regarding other planned developments.

**Comment No. C22:**

**Page Specific:**

Page viii: next to last paragraph, line 2, the word “improved” seems incorrect.

**Response No. C22:**

This word has been revised to ‘approved.’

**Comment No. C23:**

Page ix: coordination with State DOT regarding the roads should be included and cross referenced at appropriate points in the document.

**Response No. C23:**

The proposed action has been modified such that the previously-considered access from State Route 109 has been abandoned. The proposed access improvement (and roadway modification) is along New Highway, which is under the jurisdiction of SCDPW. The Final EA indicates this change.

**Comment No. C24:**

Page 108: last paragraph refers to “...based on forecasts, Republic Airport is expected to have less than 150,000 operations...” This paragraph should state the forecast year upon which this is based.

**Response No. C24:**

Page 108 of the DEIS/Draft EA has been revised to state “[b]ased on forecasts from 2007, Republic Airport is expected to have less than 150,000 annual operations of GA and air taxi aircraft under the year 2018 future conditions, including helicopter activity.”

**Comment No. C25:**

The Term “Runway Shift” should be added to the glossary.

**Response No. C25:**

This term has been added to the glossary of the DEIS/EA.

**National Park Service  
Mary Morrison  
Northeast Region  
U.S. Custom House  
200 Chestnut Street, Fifth Floor  
Philadelphia, Pennsylvania 19106  
March 15, 2013**

**Comment No. C26:**

The NPS does not have comments at this time on the Republic Airport Improvements project. We appreciate the opportunity to provide comments.

**Response No. C26:**

The comment is noted.

**Town of Huntington**  
**Frank P. Petrone – Supervisor**  
**Town Hall**  
**100 Main Street**  
**Huntington, New York 11743-6991**  
**March 13, 2013**

**Comment No. C27:**

I have argued for some time that improvements should be based on the development and approval of a Republic Airport Master Plan. The Airport Commission responded by proposing a Vision Plan, which is still incomplete. The DEIS makes no reference to it. I believe that the extensive nature of the Safety, Infrastructure and Tenant Improvement projects will in fact “define the future role of the Airport” to a large extent. It will certainly limit many potential improvements that otherwise might be part of a visioning or master plan.

**Response No. C27:**

The FAA does not require the preparation of an airport master plan. Rather, the FAA requires the preparation of an Airport Layout Plan (ALP), which Republic Airport maintains. That ALP designates the areas proposed for new development and for improvements as aviation uses. Accordingly, the proposed safety, infrastructure and tenant improvement projects comply with the ALP, as approved by the FAA.

With respect to the Vision Plan, this plan has no effect on the proposed safety, infrastructure or tenant improvement projects. One of the principal tenets of the Vision Plan is that the NYSDOT will honor all existing leases. Sheltair’s lease allows them to propose the development being considered.

**Comment No. C28:**

The overall use of the facility is being intensified. The estimated daily traffic counts prove it. Huntington civic leaders who have contacted me believe that of the safety improvements analyzed in the DEIS, the preferred alternative will lead directly more flights in and out of Republic every day and create the *potential* for landing larger aircraft even if that is not a stated project purpose.

**Response No. C28:**

The tenant improvement project would increase daily operations by approximately 36. However, as noted in the Response to Comment No. C3 and in Table 1 of this DEIS, aircraft traffic has declined substantially in recent years. During 2012, total traffic was 100,288 annual takeoffs and landings. The most recent peak year was 2003, with 169,638 total takeoffs and landings. Thus, over the last 10-year period, aircraft traffic has declined by approximately 69,350 total takeoffs and landings, an approximately 40 percent reduction. Also, the decline in operations over the years has led to a significant reduction in future projected operations.

The planned improvements include the shifting of the Runway 1-19 landing thresholds in order to establish standard RSAs beyond both runway ends. The RSA is an area that is designed to reduce the extent of personal injury and aircraft damage in the event of landing short or over-running the runway. The safety improvements are not intended to allow for larger aircraft or increased operations.

**Comment No. C29:**

I once again urge the State to embrace the benefits of comprehensive planning. To that end, I would caution that conflating safety improvements with tenant improvements is unwise in the absence of an approved plan and that Republic should adopt safety improvements that minimize the need for new construction and site reconstruction.

**Response No. C29:**

The safety improvement projects will increase the size of the safety areas, which are unavailable for use by airport tenants. Sheltair's leased property will be reduced due the safety improvement projects and the airport's lease with Sheltair allowed them to propose development in another area of the airport due to this impact. Sheltair's proposal, in part, will address the impacts to their leasehold. As such, the safety projects and Sheltair's projects were appropriately analyzed in one document.

**New York State Offices of Parks, Recreation and Historic Preservation  
Elizabeth Martin  
Historic Sites Restoration Coordinator  
Division for Historic Preservation Field Services  
Peebles Island, P.O. Box 189  
Waterford, New York 12188-0189  
Dated March 15, 2013**

**Comment No. C30:**

The DEIS fairly represents the ongoing consultation between the SHPO, DOT, and FAA. We have agreed that the only proposal that would not lead to a determination of Adverse Effect under Section 106 would be the relocation of Hangars 2 and 3 to the south of Hangar 4 in a mirror-image of the existing configuration. The buildings would retain their National Register eligibility as a historic district. The agencies must continue consultation to arrive at suitable means and methods for the deconstruction and reconstruction of the buildings and other appropriate mitigation measures.

**Response No. C30:**

Subsequent to the public comment period on the DEIS/Draft EA, a "Memorandum of Agreement among the New York State Department of Transportation, the New York State Historic Preservation Office, and the Federal Aviation Administration for the Relocation and Rehabilitation of Hangars 2 and 3 at Republic Airport, Farmingdale, New York" has been developed in order to take into account the effect of the proposed action on the National Register eligible Historic District containing Hangars 2, 3 and 4 (see Appendix C herein). Accordingly, this comment has been addressed.

**Comment No. C31:**

The SHPO does have an additional recommendation regarding interpretation of the original site of the historic hangars. Rather than leaving the area where Hangars 2 and 3 once stood as a grassy area, we suggest retaining the foundations of the building at grade level to provide a physical reference for the observer along with interpretive panels. Such a treatment would not interrupt the proposed improvements.

**Response No. C31:**

See Response to Comment No. C8.

**Town of Babylon  
Victoria Russell – Commissioner  
Department of Environmental Control  
281 Phelps Lane, Room 23  
North Babylon, New York 11703-4045  
March 14, 2013**

**Comment No. C32:**

**General Comments:**

Overall the Draft EIS/Draft EA was found to be acceptable in scope and detail. However, many of the reference studies, appendices and reports were prepared several years ago. Some reports were initiated as far back as 2007 and the design manuals or accepted guidelines have since been updated. For example the sections evaluating stormwater design guidelines refer to the New York State 2005 Design Manual and New York State General SPEDES Permit. The Design Manual was updated in 2010 and the New York State General SPEDES Permit cited has since expired. The Town requests that these outdated references be revised in the preparation of the Final EIS/Final EA document.

**Response No. C32:**

The DEIS/Draft EA and Final EA have been updated. The DEIS/Draft EA also includes the Airport's updated SWPPP and references to the most recent documentation. Updated statistics from the fire and police departments have also been included. Also, addenda to the air quality and noise impact analyses (included in Appendix K and L of the DEIS/Draft EA, respectively) have been prepared to address the change in Build Year from 2013 to 2019. As indicated in Table 1, the operations at the Airport have been declining such that the projected 2019 No Build condition (103,464 operations) is significantly less than what was evaluated in the DEIS/Draft EA (131,214 and 148,130 operations in 2013 and 2018, respectively).

**Comment No. C33:**

Also the project description should reflect changes due to State Historic Preservations comments and safety improvements already completed.

**Response No. C33:**

With respect to the comments from the State Historic Preservation Office, the project description in the DEIS/Draft EA has been revised to include the Relocation of Hangar 2 (currently being leased by Sheltair) and Hangar 3 (existing Air Power Museum) to the south of Hangar 4, maintaining the building orientation as a mirror image (i.e., Hangar 2, 3, 4 will become Hangar 4, 3, 2 from north to south).

With respect to the safety improvements already completed, Taxiway Bravo was relocated and EMAS beds were installed at both ends of Runway 14/32 to improve safety. As these projects are complete and had no impacts that relate to the proposed work in the EA/EIS, they were not included in the project description.



**Comment No. C34:**

Figures are overlaid on 2006 and 2007 aerial photography and may be confusing to residents reviewing the document that are familiar with the airport. For the Final EIS/EA 2012 or more current aerial photographs should be used for base maps.

**Response No. C34:**

Figures 2, 5 and 10 through 13 have been updated with the most current, available aerial photography. Figure 2 (Site Location Map) has been updated to 2013 aerial photography.

**Comment No. C35:**

Alternatives

Based upon a review of the 25 alternatives offered for review, the Town recommends the Department of Transportation consider alternatives 2 and 3 as they pertain to the Runway 1-19 safety area improvements. Both alternatives are noted as meeting the purpose and needs of the airport and both alternatives would eliminate the proposed shifting of Runway 1-19. As discussed in the Noise Impact Study the changes in aircraft approach and departure heights would result in a slight improvement to the residential area to the south of Route 109 however, the residential area to the north in Huntington would see a corresponding decrease in aircraft height.

**Response No. C35:**

The NYSDOT acknowledges that Alternatives 2 and 3 to the runway safety area improvements are feasible methods; however, the NYSDOT's preferred alternative or proposed action is the shifting of Runway 1-19 approximately 412 feet. The DEIS/Draft EA included comprehensive analyses of the proposed shifting of Runway 1-19 and determined there to be no significant adverse impacts associated with this proposed project. With respect to the approach and departure heights, the change is of minor magnitude and will be unnoticeable on the ground in off-airport areas.

**Comment No. C36:**

Noise Impacts

As mentioned previously in the General Comment Section, the Noise Impact Study was prepared in 2009 and uses some outdated references. The 2007 Noise Contour update was used for input data in calculations of the Area Equivalent Method (AEM). The State has produced new noise impact studies since 2007 and it is our recommendation that the most recent data be used. This holds true for the air quality calculations which use noise contour data in the Emissions and Dispersion Modeling System (EDMS).

**Response No. C36:**

Details of noise and traffic determinations are posted on the Republic Airport web site. As can be seen from that information, the most recent full noise contour determination was made in 2008 based on 2007 data. This full noise contour determination estimated the DNL 65 contour area to be approximately 0.9 square miles. The Airport has provided updates of traffic levels and noise complaints for 2009, 2010 and 2011. In the 2011 update,

the noise impact was determined by the Area Equivalent Method and it estimated the DNL 65 contour area to be approximately 0.7 square miles.

As indicated in Table 1 of this FEIS, aircraft traffic has declined substantially in recent years. In 2007, the total traffic recorded was 110,696. In 2011, the traffic declined to 109,018. In 2012, the total traffic declined even further to 100,288. As indicated in Table 2, over the approximate 10-year period, traffic declined by approximately 69,350 total takeoffs and landings, approximately a 40 percent reduction.

Since the aircraft fleet, operating patterns, and activity during the night period have remained similar through these years, cumulative noise impacts have declined in proportion. Accordingly, since there have been no exceedances of federal or state noise compatibility guidelines and there is no likelihood of exceedances of federal or state noise compatibility guidelines with declining traffic, detailed analyses have not been performed since the 2008 noise contour report. The air quality analysis included in the DEIS/Draft EA was based upon the same number of operations used in the noise analysis prepared by Young Environmental Services, Inc. and the latest version of EDMS was used at the time.

In addition, a noise sensitivity analysis for 2013 operations was prepared using the FAA TAF data. This analysis showed that the noise contour for the airport continues to decrease even using the higher FAA operation levels. These findings are incorporated in the FEIS in Chapter 4 and included as Appendix G.

**Comment No. C37:**

The Noise Impact Study concluded that the cumulative noise impacts from all proposed actions will not have a perceptible increase in overall noise to residents. However, the project will result in an increase in jet and large aircraft flights which do produce large single event noise impacts to the adjacent community. The report states the increased number of flights will not statistically change noise contours to a significant degree. Although this may be an accurate method to predict long term noise exposure[,] it does not acknowledge single event noise exposure.

**Response No. C37:**

The Noise Analysis (Appendix L of the DEIS/Draft EA) included the evaluation of single event noise exposure. The results of this analysis are summarized in the Executive Summary and on page 205 of the DEIS/Draft EA. The Executive Summary of the Final EA has been changed to specify that SENEL is not required for a noise analysis conducted according to federal requirements. The Executive Summary of the Final EA has been revised as follows:

*Consistent with requirements of FAA Order 1050.1E, Change 1 and the corresponding FAA Desk Reference, the noise exposure levels are displayed as contours for key DNL values of 65, 70, and 75 decibels. An analysis of aircraft noise supplemental to these contours is not pertinent to the FAA requirements. Although not required to satisfy federal requirements, change in instantaneous or peak noise levels were determined using the INM 7.0 calculating the noise level at a point one nautical mile from the existing runway thresholds resulting from a single event, (a landing followed by a takeoff) performed by a Gulfstream V business jet in both north and south flow and under existing and post-relocation conditions.*

*The results showed that the noise level at the aforementioned reference point for an aircraft landing from the north would be 1.3 dB higher after relocating the Runway 19 landing threshold and eliminating the displaced threshold (81.5 dB under existing conditions and 82.8 dB). The peak event measured one nautical mile south*

*from the Runway 1 threshold showed a 0.6 dB reduction (from 79.9 dB peak under existing conditions and from 79.3 dB after threshold relocation). Similar results were found in north flow conditions, a 0.7 dB reduction in peak noise level at the southern point and a 0.6 dB increase to the north.*

*The Runway 1-19 EMAS alternatives would result in aircraft approaching Runway 1 along the same paths and altitudes currently used which would result in no change to the associated noise levels. The recovery of the displaced threshold approaching Runway 19 would result in aircraft approaching the airport being approximately 40 feet lower in altitude. The results of this change are less than a 0.5 dB increase.*

*The human ear has difficulty distinguishing differences in noise levels separated by less than 3 dB. Thus, the projected change found to occur after the relocation of Runway 1-19 would not be perceptible to an individual with normal hearing. Accordingly, no significant adverse impacts associated with noise level changes would occur.*

**Comment No. C38:**

**Traffic Impacts**

The Traffic Safety Division has reviewed the *Draft Environmental Impact Statement (DEIS) for Republic Airport Safety, Infrastructure, and Tenant Improvement Projects* of January 7, 2013, prepared by the New York State Department of Transportation (NYSDOT). It does not anticipate any traffic issues resulting from the various proposals to shift Runway 1-19, alter the threshold area, install EMAS safety systems, or relocate portions of Taxiway G. The Town of Babylon supports any measures to enhance safety that do not increase the length of the effective flight surfaces of the runways or increase the size of the aircraft utilizing the airport.

**Response No. C38:**

The comment is noted.

**Comment No. C39:**

Regarding the proposed infrastructure and tenant improvement projects, The Town prefers the following alternatives:

1. Demolition of Hangar 2 and Hangar 3.
2. Relocation of Hangar 2 (Sheltair Lease) and Hangar 3 (American Air Power Museum) to an area south of Hangar 4.
3. Reduction in size of the Northern Leasehold Area from 25.7± acres to 18.95± acres.
4. Relocation of all or part of Sheltair operations to the southern end of the airport (Breslau Area).
5. Construction of a new entrance to the Breslau Lease Area along the reverse-curve of New Highway to the north of the Southern State Parkway westbound exit ramp, improving the alignment along the reverse turn, and constructing a traffic signal at the new entrance.

**Response No. C39:**

The comments are noted.

**Comment No. C40:**

Of important note is the subject portion of New Highway bordering the airport is no longer under the control and maintenance of the Town of Babylon. It is now a County road (C.R. 28) under the control and maintenance of the Suffolk County Department of Public Works (SCDPW). Any approvals of roadway modifications or issuances of highway work permits would be at the discretion of SCDPW, subject to any modifications of agreements between the Town's Highway and SCDPW pertaining to maintenance of the roadway.

**Response No. C40:**

The NYSDOT will coordinate the proposed roadway improvement projects on New Highway with the SCDPW.

**Comment No. C41:**

The proposed improvements within the Northern Lease Area present an opportunity to provide additional highway improvements in the area surrounding the airport. Improvements along New Highway have always been limited by the presence of the airport to the west and St. Charles Cemetery to the east. With the removal of Hangars 2 and 3, there is the potential to widen New Highway and construct left-turn bays at the entrances to the leasehold area. The Town is seeking to have such improvements become a part of the proposed projects.

**Response No. C41:**

The proposed action includes the relocation of Hangars 2 and 3 to the south of Hangar 4, with no projected change in operations (i.e., the flight school operations would continue to use Hangar 2 and the Air Power Museum would continue to occupy Hangar 3). Accordingly, the relocation of these hangars would have no effect on traffic volumes. Also, the proposed action would include relocating a portion of the Sheltair operations to the Breslau Leasehold Area, thus potentially reducing traffic generated by the operations remaining on the Northern Leasehold Area. Accordingly, the widening of New Highway and construction of left-turn bays at the entrances to the Northern Leasehold Area are not being considered.

**Comment No. C42:**

The proposed new roadway to the Sheltair Farmingdale, LLC, facilities within the southerly Breslau Leasehold Area provides a desirable improvement. The straightening of the tight reverse turn that lies to the north of the Southern State Parkway westbound exit ramp, along with the construction of a traffic signal, should help to reduce hazards and improve sight distance.

**Response No. C42:**

The comment is noted.

**Comment No. C43:**

The Town also concurs with the findings of the Traffic Impact Study presented in Appendix J prepared by Dunn Engineering Associates. The proposed projects will increase trips generated by the airport during the morning and evening peak traffic periods, but not to any extent that will cause degradations in the operational levels of service at intersections surrounding the airport. Levels of service will remain as they currently exist,

at 2013 ambient levels, and corresponding intersections will retain acceptable operational conditions. Accordingly, the surrounding roadway network can readily accept any new traffic generated by the proposed airport projects.

**Response No. C43:**

The comment is noted.

**Comment No. C44:**

**Public Health and Safety**

The relocation of the fuel farm from the northern leasehold to the southern area will allow for new upgraded tanks that meet current New York State and Suffolk County storage regulations. Recently[,] the Town has adopted the Acceptable Separation Distance (ASD) requirements established by the Department of Housing and Urban Development (HUD). If the project area permits, any storage facility for flammable fuels or chemicals should be located so in the case of a fire, or explosion impacts to buildings or people would be limited to the project area.

**Response No. C44:**

24 CFR Part 51, Subpart C of the Code of Federal Regulations applies only to the siting of all HUD-assisted projects. The Acceptable Separation Distance (ASD) from stationary hazards to where a HUD-assisted project can be located. A HUD-assisted project is defined in 24 CFR 51.201, as “the development, construction, rehabilitation, modernization or conversion with HUD subsidy, grant assistance, loan, loan guarantee, or mortgage insurance, of any project which is intended for residential, institutional, recreational, commercial or industrial use. For purposes of this subpart, the terms ‘rehabilitation’ and ‘modernization’ refer only to such repairs and renovation of a building or buildings as will result in an increased number of people being exposed to hazardous operations by increasing residential densities, converting the type of use of a building to habitation, or making a vacant building habitable.” The proposed projects are not HUD-assisted projects, and thus, the regulations at 24 CFR Part 51, Subpart C do not apply.

As indicated on page 163 of the DEIS/Draft EA, the new ASTs proposed on the Breslau Leasehold Area will be installed, registered, maintained, and operated in compliance with the requirements of Article 12 of the Suffolk County Sanitary Code (SCSC) and NYSDEC 6 NYCRR Part 612-614 regulations. All new tanks would be designed with secondary containment and equipped with overfill alarms.

**Comment No. C45:**

As provided by HUD’s Environmental Planning Division (EPD)[,] an electronic-based assessment tool that calculates the ASD from stationary hazards was developed. The ASD is the distance from aboveground stationary containerized hazards of an explosive or fire prone nature. The ASD is consistent with HUD’s standards of blast overpressure (0.5 psi-buildings) and thermal radiation (450 BTU/ft<sup>2</sup>-hr) people and (10,000 BUT/ft<sup>2</sup>-hr) buildings. Using the ASD tool, the Town calculated the maximum radius for people at 963.41’ which encroaches onto Route 109 and the public water well used by the East Farmingdale Water District. It is recommended the tank farm be relocated to keep the ASD within airport property only.

**Response No. C45:**

The electronic-based assessment tool calculates the Acceptable Separation Distance (ASD) from stationary hazards to where a HUD-assisted project can be located. The proposed projects are not HUD-assisted projects, and thus, the regulations at 24 CFR Part 51, Subpart C do not apply.

Notwithstanding same, pursuant to the ASD Electronic Assessment Tool,<sup>1</sup> it appears the 963.41 feet was calculated by the commentator for a 20,000-gallon AST. It is noted that the proposed fuel farm is to be located 660± feet from State Route 109.

With respect to the distance to the groundwater supply well, the intent of 24 CFR Part 51, Subpart C applies to the siting of development where an increased number of people could be exposed to hazardous operations by increasing residential densities. The setbacks to the groundwater supply wells are regulated by the New York State Department of Health (NYSDOH) in Part 5, Subpart 5-1 Public Water Systems - Appendix 5D (Statutory Authority: Public Health Law, Subdivision 206(18) and Section 225).<sup>2</sup> As evaluated on pages 137 and 138 of the DEIS/Draft EA, the required setback distance for the fuel farm is 200 feet. The proposed situates the fuel farm approximately 858.40 feet from the groundwater supply well, thus complying with the 200-foot setback requirement set forth in Part 5, Subpart 5-1 Public Water Systems - Appendix 5D (Statutory Authority: Public Health Law, Subdivision 206(18) and Section 225).

**Comment No. C46:**

**Impact to Water Resources**

Development of the site has the potential for a significant impact on stormwater generation and potential for erosion and sedimentation. The New York State Department of Transportation must adhere to applicable New York State Phase II requirements for any development of the site. Approximately 40 acres of forested land will be cleared of vegetation. This will increase stormwater generation significantly over existing conditions. It has been determined that the regulation of stormwater runoff and sediment discharges from land development projects and another construction activities is in the public interest in order to control and minimize increases in stormwater runoff rates and volumes, soil erosion, stream channel erosion, and non-point source pollution associated with stormwater runoff and will prevent threats to public health and safety and enhance and improve the environmental and economic conditions.

**Response No. C46:**

All proposed improvement projects will comply with the Airport's Stormwater Pollution Prevention Plan (SWPPP), last revised September 2013.

**Comment No. C47:**

The Stormwater Management Report in Appendix F refers to the previous New York State Stormwater Design Manual and expired SPEDES [sic] permit. This report should be revised using the current Design Manual and

▼  
<sup>1</sup> [http://portal.hud.gov/hudportal/HUD?src=/program\\_offices/comm\\_planning/environment/asdcalculator](http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/environment/asdcalculator)

<sup>2</sup> <http://www.health.state.ny.us/environmental/water/drinking/part5/appendix5d.htm>

permit requirements. Areas such as the relocated fueling facility are defined as “Hot Spots” and must be addressed in the preparation of the Stormwater Pollution Prevention Plan (SWPPP).

**Response No. C47:**

The most recent SWPPP was published in September 2013 and considers all current manuals and requirements. The current SWPPP is included in Appendix F of the DEIS/EA.

**Comment No. C48:**

**Community Development Impacts**

The Town supports the use of airport property that will generate P.I.L.O.T. fees. The maximum potential build-out plan proposes approximately 4.5 acres dedicated for retail use which would generate P.I.L.O.T. fees.

**Response No. C48:**

The comment is noted.

**Comment No. C49:**

The Town has also completed a Vision Plan for the Hamlet of East Farmingdale. A copy of the Plan is being forwarded to the airport under a separate cover letter. Please include the Plan in the Appendix Section of the EIS/EA and reference the document in the appropriate sections.

**Response No. C49:**

The *East Farmingdale Center, Babylon, N.Y.: A Transit Oriented Development Plan* has been added to Sections 4.1, 5.1 and 7.2 of the DEIS/Draft EA, and has also been incorporated into Appendix T of the DEIS/EA.

**Town of Babylon**  
**Brian Zitani – Waterways Management Supervisor**  
**Department of Environmental Control**  
**281 Phelps Lane, Room 23**  
**North Babylon, New York 11703-4045**  
**March 19, 2013**

**Comment No. C50:**

As an Addendum to our comments previously submitted on the Draft EIS/Draft EA, the Town is providing a copy of the Final East Farmingdale Vision Plan. The Plan was prepared after the airport completed final scoping for the document, so it was not included in our original scoping comment. We request that the Vision Plan be incorporated into the Final EIS/EA to represent our land use plans in the areas adjacent to the airport property. Any discussions in the final document that involves the total airport build-out alternatives should assess compatibility with the Town land use plan.

**Response No. C50:**

The *East Farmingdale Center, Babylon, N.Y.: A Transit Oriented Development Plan* (hereinafter the *East Farmingdale TOD Plan*), which was annexed to the commentator's letter has been included in Appendix A of this FEIS. The *East Farmingdale TOD Plan* applies to development outside the Airport boundaries and identifies a vision for the Airport Plaza and its surrounding area. As a New York State-owned, and FAA-designated general aviation/reliever airport, all development on the Airport property is performed in accordance with the FAA-approved Airport Layout Plan (ALP). Any development on Republic Airport is not subject to local land use controls. Nonetheless, the *East Farmingdale TOD Plan* will be considered, to the extent practicable, in future applications.



**Helen G. Norjen**  
**26 Hawthorne Street, Farmingdale, New York**  
**February 26, 2013**

**Comment No. C51:**

The major changes proposed are inconsistent with NYSDOT's Transportation Master Plan for 2030 which encourages energy efficient, mass transportation in order to reduce air pollution and fuel consumption. Exclusive charter aircraft are probably the most inefficient mode of transportation per passenger mile and their environmental "footprint" should be evaluated.

**Response No. C51:**

The document mentioned by the commentator also includes references to airports. Specifically, on page 40 of New York State's Transportation Master Plan for 2030, it states that *"General Aviation (GA) airports can serve as relievers for busy commercial airports. The State will continue to assess the needs of GA airports to accommodate business aircraft and will work with the FAA to coordinate addressing those needs through the use of Federal funds."* Also stated on page 77 of New York State's Transportation Master Plan for 2030 is the "[c]ontinuation of the Business Airport Development program that directs capital investments to airports which have the capability of accommodating business aircraft and thereby enhancing the economy of the surrounding community;" Therefore, the proposed developments are consistent with NYSDOT's Master Plan for 2030 as it relates to airports.

The air and noise quality analyses included in the DEIS/Draft EA were based on a projected fleet mix, inclusive of charter aircraft that currently use the Airport, and it was determined that the proposed action would not result in any significant adverse air or noise quality impacts. Accordingly, the environmental "footprint" of charter aircraft was considered.

**Comment No. C52:**

This document has not assessed the combined cumulative environmental impacts of the seven 30,000 sf hangars, other proposed projects and all past airport development.

**Response No. C52:**

Section 7.0 of the DEIS/Draft EA assesses the cumulative impacts of all past, present and reasonably-foreseeable future actions. The past projects are reflected in the existing conditions (e.g., existing traffic volumes include traffic generation by users or developments completed in the past).

Also, the maximum build-out of the remaining four vacant airport parcels (including a 12.7±-acre parcel at the northernmost boundary of the Airport, a 4.2±-acre parcel to the west of the terminal building, a 5.0±-acre parcel at the southwest corner of the Airport, and 17.5± acres to the south of the Breslau Leasehold Area) was evaluated in Section 7.0 of the DEIS/Draft EA. Although no plans exist for development of these properties at present, in the interest of providing a comprehensive examination of the potential impact of development of Republic Airport property, land uses with maximum development potential were assigned to these parcels and included in the cumulative impact assessment.

**Comment No. C53:**

This area exceeded [sic] standards for ozone and particulate matter, so it is essential that air quality is given more in-depth study than reported.

**Response No. C53:**

As discussed on pages 198 and 199 of the DEIS/Draft EA,

*“The Airport is located in Suffolk County, New York, which is in moderate non-attainment for the 8-hour ozone standard and non-attainment for the particulate matter (PM<sub>2.5</sub>) standard. Therefore, the proposed action by Sheltair is subject to Federal General Conformity requirements. The FAA, as a federal agency, is required to ensure that an applicable proposed action in a non-attainment or maintenance area conforms to the State Implementation Plan to meet federal air quality standards.*

*For the purposes of conformity, the total direct and indirect emissions due to a proposed action’s construction and operation in the future is compared with the direct and indirect emissions of the No Build alternative for non-attainment parameters. The difference between the Build and No Build alternatives is then compared to the de minimis threshold to determine whether a conformity analysis is required. The applicable de minimis thresholds are as follows:*

VOCs	50 tons per year
NOx	100 tons per year
PM	100 tons per year

*For 2012, there will be construction emissions associated with the Sheltair improvement projects as well as the planned airport safety improvements. The total construction emissions projected in 2012 for VOCs, NOx, PM<sub>2.5</sub>, will be 0.17 tons, 4.31 tons, and 1.15 tons, respectively. These emissions are well below the applicable de minimum thresholds.*

*Table 54 illustrates the total emissions by year for year 2007 conditions, the Year 2013 No-Build alternative, and the Year 2013 Build alternative for the non-attainment parameters. As exhibited in the table, **the direct and indirect emissions**, including GSE, increase in aircraft, and construction in 2013 associated with the proposed development of Republic Airport **are less than the de minimis thresholds for a conformity analysis.**” (emphasis added)*

A supplemental report has also been prepared by C&S Engineers, Inc. (see Appendix K of the DEIS/ Final EA), to evaluate the change in Build year from 2013 to 2019 and to evaluate a five-year build out plan. As indicated in this supplemental analysis, “...the projected 2019 and 2024 operations for Republic Airport without any SheltAir development (No Build Alternative) is 103,464 and 107,119, respectively. The 2019 and 2024 operations for the Build Alternative are 124,590 and 128,245, respectively...The 2024 Build operations are down 19,885 operations, compared to 148,130 used for the 2013 Build Alternative in the Air Quality Analysis Report or approximately 13.4%.”

Under NEPA, an assessment must be conducted to determine if a proposed project will generate emissions resulting in an exceedance of the National Ambient Air Quality Standards (NAAQS). If the annual number of combined general aviation (GA) and air taxi aircraft operations at an airport is less than 180,000, a NAAQS assessment is not required. Based on the updated forecasts (see Supplemental Air Quality Analysis in

Appendix K of the DEIS/EA, as well as Table 1 in this FEIS), Republic Airport is not projected to have greater than 180,000 annual operations in any year through 2024. Therefore, an analysis of the NAAQS is not required for the project.

Also, since the number of operations through 2024 is forecasted to be approximately 13.4 percent less than the 2013 Build Alternative projected in the Air Quality Analysis Report (included in Appendix K of the DEIS/EA), it is likely that the volume of traffic would be less than initially projected. However, since the difference in aircraft operations from the Build to the No Build alternatives would be approximately the same (i.e., the projected Sheltair operations), it is assumed that the difference in traffic emissions between the two alternatives would be the same.

It should be noted that the NYSDOT Environmental Procedures Manual is undergoing a revision and being reformatted to provide updated guidance that better meets the needs of the users and that is more closely aligned with other NYSDOT guidance. The document is also being renamed as *The Environmental Manual (TEM)*. Using the evaluation criteria in the Addendum to the Air Quality Analysis Report (included in Appendix K of the DEIS/EA), it does not appear that further analysis would be necessary for the following:

- A mesoscale analysis would not be required because there are no additional roadway improvement projects planned in the immediate vicinity of the proposed development that would significantly impact the site.
- A CO microscale analysis is not expected to be necessary since the calculated highest single approach volume would be less than the 4,000 vehicles per hour applicable threshold in 2039, based on a 1.3% increase per year.
- A PM microscale analysis is not needed to satisfy the PM hot spot conformity analysis since an interagency consultation concurred that the project is not of air quality concern for PM<sub>2.5</sub> in October 2012.
- The project has no meaningful potential mobile source air toxic (MSAT) or lead effects since the anticipated changes in traffic volumes, vehicle mix, project location, or any other factor are small and not expected to cause a significant increase in MSAT impacts as compared to the No-Build alternative.
- The project would not be expected to meet any criteria which would require a full Energy and Greenhouse Gas analysis.

In the Air Quality Analysis Report, the difference in the total emissions for 2013, including operation and construction emissions associated with the Build Alternative, as compared to the No-Build Alternative, are less than the de minimis thresholds for a conformity analysis. The majority of the emissions for the baseline, Build and No-Build alternatives are associated with aircraft and associated operations (APUs and GSE). According to Young Environmental Science, the increase in operations and fleet mix for the 2019 Build scenario is projected to be approximately the same as the previously analyzed 2013 scenario. Therefore, it would be expected that the difference in emissions associated with aircraft between the Build and No-Build for calendar year 2019 would be approximately the same than those contained in the Air Quality Analysis Report.

The emissions associated with GSE and transportation would likely be proportional to the number of aircraft operations. Therefore, it would be expected that difference in GSE and traffic emissions from the Build and No Build alternative would also remain the same. Since the development is similar to the Air Quality Analysis

report, the increase in stationary source emissions from the Build to the No-build Alternative would be expected to remain the same.

The last component of the emissions comparison between the Build and No Build alternatives is construction emissions. The construction is now being phased over five years instead of two years. In general, the emissions per year would be expected to decrease since construction activities are expected to take place over a longer period of time. Since a de minimis threshold was not exceeded based on two years of construction, it is unlikely a threshold would be exceeded in any one year over a five-year period.

The total emissions associated with Build and No Build alternatives in future years can only be performed through modeling using EDMS and NON-ROAD. However, based on the qualitative comparison of the 2013 Build/No-Build alternatives outlined in the Air Quality Analysis Report described in the DEIS/Draft EA to the potential emission increase associated with the SheltAir project from 2015 through 2019, it is unlikely the difference in total emissions, including operations and construction emissions, from the Build and No-Build alternatives would exceed any de minimis threshold in any one year, given the following assumptions.

- The difference in operations from the Build and No-Build alternative is approximately the same or lower.
- The difference in fleet mix between the Build and No-Build alternatives does not change significantly from the 2013 scenario in the Air Quality Analysis Report.
- The GSE and transportation emissions would be proportional to operations, while the stationary source emissions would stay approximately the same.
- Phasing the construction over a five year period, rather than 2 years, would likely decrease the maximum emissions associated with construction in any one year from 2014 through 2019.

Finally, an air quality sensitivity analysis for 2013 operations was prepared using the FAA TAF operational data. This analysis showed no violations of air quality standards from the project, and in fact, that the air quality emissions from aircraft decreased. These findings are included in Appendix H.

**Comment No. C54:**

Noise, water quality, traffic, the contaminated plume and all other potential environmental impacts need to be more comprehensively addressed.

**Response No. C54:**

The DEIS/Draft EA included comprehensive analyses of the potential impacts to noise, groundwater and surface water quality, and traffic, and also addressed the existing groundwater plume. The DEIS/Draft EA also addressed other potential environmental impacts, including the potential impacts to soils and topography, groundwater quantity, stormwater, ecology (including biotic communities and endangered and/or threatened species), hazardous materials and pollution prevention, solid waste, air quality, energy supply, natural resources, and construction impacts. It is noted that the DEIS/Draft EA included the environmental impact categories set forth the FAA Order 1050.1E (see pages i and ii of the DEIS/Draft EA).

It is further noted that a formal scoping process was conducted by the lead agency, the NYSDOT, to identify impact issues to be evaluated in this DEIS/Draft EA. A Public Scoping meeting was held at Republic Airport

on April 30, 2008 and written comments were accepted by the NYSDOT until May 15, 2008. The Final Scope was promulgated by the NYSDOT on June 23, 2008, and incorporated the comments received by the public and public agencies.

As mentioned in the response to Comments C36 and C53, additional analyses were done for noise and air quality which showed a further decrease in emissions and the noise contour, as compared to the original analysis.

**Comment No. C55:**

Notification for this public hearing was extremely inadequate. Timely press releases, containing details of this public hearing, were not issued to Newsday and local papers. The Republic Airport Commission's February 19<sup>th</sup> meeting agenda, that is widely circulated, contained no mention of this hearing. At the RAC meeting I was told that people who called in aircraft noise complaints received no notification. How can the public comment when they aren't informed?

Furthermore, NYSDOT's January 24, 2013 letter advising me of this public hearing was postmarked January 30<sup>th</sup>, which means that 6 days of the comment period were eliminated. The public deserves better, more timely information and much more consideration.

**Response No. C55:**

In accordance with 17 NYCRR §15.10, the Notice of Completion of DEIS and copies of the DEIS/Draft EA were distributed to elected officials, all involved agencies, the applicant (Sheltair Farmingdale, LLC), the New York State Department of Environmental Conservation, as well as the Towns of Babylon, Huntington and Oyster Bay. Copies of the DEIS/Draft EA were also provided to 14 local libraries. The DEIS/Draft EA was also published on the NYSDOT website ([www.nysdot.gov](http://www.nysdot.gov)) and the Republic Airport website ([www.republicairport.net](http://www.republicairport.net)).

The NYSDOT also complied with the publication requirements set forth in 17 NYCRR §15.10(d)(4), which states: "[the] notice of hearing shall be published, at least 14calendar days in advance of the hearing, in a newspaper of general circulation in the area of the potential impacts and effects of the proposed action." The NYSDOT published a legal notice in Newsday on January 25, 2013 advertising the February 26, 2013 public hearing (i.e., 32 calendar days in advance of the public hearing), which also specified the deadline of March 15, 2013 for public comments (i.e., 18 days after the close of the public hearing).

Also, the NYSDOT notified interested parties by correspondence dated January 24, 2013 of the release of the DEIS/Draft EA. Such interested parties included 19 government agencies, 32 elected officials, 63 civic/community groups, and 182 individuals. The letter was also e-mailed to over 2,800 airport badge holders. Although not required, the NYSDOT also issued correspondence to interested individuals on January 24, 2013, advising of the Notice of Completion of DEIS/Draft EA, the date of the public hearing, as well as the deadline for public comments.

**Comment No. C56:**

Doubling the number of jet aircraft based at Republic will greatly increase the number of instrument landings that result in many of the larger and generally noisier planes flying at very low altitudes over this densely populated area that includes the 8,000 student Farmingdale State College and the famous Black golf course at Bethpage State Park. My residential community, the college and park are all elevated much higher above sea

level than runway 14, which reduces the height of ILS landings above us. Since federal funding was turned down for installing the ILS, the MTA avoided environmental review that should have determined whether the project would be ecologically harmful. A March 30, 1972 Newsday article, "MTA Is Passing Up \$22 Million in Airport Development Funds" included speculation that fair consideration was not given to the interests of nearby communities.

**Response No. C56:**

The Noise Impact Study included in Appendix L of the DEIS/Draft EA considered the changes in elevation (see Section 5 of the Noise Impact Study).

**Comment No. C57:**

Runway 14 visibility minimums were surprisingly decreased in April, 2010, without airport officials or the public being informed of the public comment period. Lower minimums allow pilots to land in more hazardous weather conditions than previously permitted. Planes are not at lower altitudes, but they have better chances of maintaining schedules which may encourage more jet operations. It's obvious that lower minimums have related safety concerns as evidenced on the enclosed chart which shows runway protection zone dimensions, (copy 1). Aircraft require a 29.465 acre RPZ when the visibility minimum is 1 mile, but when it is reduced to 3/4 mile the RPZ increases to 48.978 acres. Doubling the number of jets based at Republic means more ILS approaches, noise, air pollution and safety concerns for this area. Inasmuch as the ILS lacked environmental review, it's essential that this draft EIS/EA finally studies the social and environmental impacts of the 1971 ILS installation and 2010 change in visibility minimums.

**Response No. C57:**

The air and noise impact analyses included as part of the DEIS/Draft EA (see Appendices K and L of the DEIS/Draft EA) determined there to be no significant adverse air or noise impacts associated with an increase in the number of based jets.

The changes to the approach minimums in 2010 had no effect on the number of operations or their flight path. The impacts of the 1971 ILS installation are included in the analysis of the existing air and noise conditions, and thus, these were considered as the baseline condition. Both the air and noise impact analyses (see Appendices K and L of the DEIS/Draft EA) evaluated the projected change in aircraft operations associated with the proposed Sheltair improvement projects and determined there to be no significant adverse impacts associated with an increase in the number of based jets.

The social and safety impacts were also addressed in Section 5.13 of the DEIS/Draft EA. With respect to changes in aircraft flight patterns, as noted on page 216 of the DEIS/Draft EA, "the FAA determines under what conditions flight operations may be conducted without causing degradation of safety. Considerations such as delay and capacity problems at NYC airports may require aircraft operations to be modified by air traffic control. The proposed action would have no effect or cause changes to the flight patterns, as same are carried out in accordance with FAA procedures and instruction by air traffic control."

**Comment No. C58:**

It is not surprising that owners of charter planes would want to locate at Republic, because the landing fees are so much lower than at Lagaardia, Kennedy and Teterboro. For example, in 2007 when Republic changed it

rates and charges, the proposed fees for large aircraft were: \$0.50 per 1,000 lbs of aircraft certified maximum takeoff weight for the first 12,500 lbs, \$1.00 for each 1,000 lbs of takeoff weight from 12,500 lbs to 70,000 lbs, then \$2.00 for each 1,000 lbs above 70,000 lbs while Kennedy charged \$5.35 per 1,000 lbs of gross takeoff weight. At these rates a 200,000 lb 727 landing at Republic would pay less than 1/3 of the cost to land at Kennedy. Charters that provide easy access to NYC or transport people from distant locations to their destinations, don't have to be located in densely populated areas, they could be based at Stewart Airport which is approximately 20 times larger than Republic. It makes sense for local corporations to base their aircraft nearby to efficiently transport their executives. These businesses pay property taxes and create hundreds or even thousands of local jobs. I believe, it is illogical to locate, low job producing, charter businesses in tax free hangars that also include large tax free offices, at Republic. The social implications of tax free offices competing with nearby offices that do pay property taxes needs financial analysis to rectify this inequity.

**Response No. C58:**

The proposed offices are accessory uses to the aviation uses on the subject site. It is noted that the Sheltair project, if fully developed, has an estimated investment of \$55 million, and the potential to create up to an estimated 150 additional construction jobs and approximately 178 permanent jobs. Finally, it is worthy to note that the "New York State Economic Impact of Aviation, 2010 Summary Report" reported that, in 2009, Republic Airport was responsible for generating 1,384 jobs, with an economic activity of \$214,144,300.

**Comment No. C59:**

In 1982, when Republic was transferred from the MTA to the DOT, Republic was a Basic Transport, General Aviation Airport which accommodated aircraft up to 60,000 lbs. Regulation 78.14 which was included in the 1984 curfew settlement, established a 60,000 lb aircraft weight limit that has been enjoined by the courts for 18 years. This rule was to assure that Republic would continue to serve smaller aircraft that do not cause as much noise and air pollution. Why does the draft EIS/EA consider this rule "nonrelevant or not environmentally significant,"? Since the legality of the 60,000 lb aircraft weight limit rule has not been resolved, I believe it would be negligent to disregard it in the draft EIS/EA currently being reviewed. Hangars for large aircraft should not be allowed. Tie-downs, T-hangars, a pilot room, Avgas fuel pump and other related facilities could be built on land planned for large hangars. This would be more in keeping with past intentions.

**Response No. C59:**

Republic Airport is not restricted to a 60,000 lb. aircraft weight limit, and thus, is not considered as part of the DEIS/Draft EA. Also, the proposed action is consistent with the land uses set forth in the 1989 Airport Layout Plan (ALP), Pen and Ink Change 2009. As excerpted from page 129 of the DEIS/Draft EA,

*"The 1989 ALP, Pen and Ink Change 2009 identifies the "Northern Leasehold Area" as aviation use parcels "A," "B," and "C" and as being reserved for "Future FBO/Aviation Development." As such, the continued utilization of this area by Sheltair, an existing FBO, for aviation use, is consistent with the ALP.*

*The 41-acre southern leasehold area is within a 58±-acre area comprised of the "Breslau Area" and the "T-Hangars & Corporate Hangars" area, as well as an area called out for "Future Aviation" at the easterly portion of the leasehold, as defined on the ALP. The ALP identifies Taxiway H traversing the area between the "Breslau Area" and the "T-Hangars & Corporate Hangars," thus essentially resulting in the "Breslau Area" within the intersections of Taxiway A, Taxiway G and Taxiway H (as drawn). As an isolated area of the*

*"Breslau Area" was not assigned a land use, the identification of Taxiway H assigns the parcel as aviation use. As such, the proposed development of the Breslau Leasehold Area with aviation uses is consistent with the ALP."*

Accordingly, the proposed development is consistent with the intended uses in the FAA-approved ALP.

**Comment No. C60:**

Reclaiming the 789 foot displaced threshold on Runway 19 when added to the 412 foot shift of the runway would result in approaching aircraft touching down almost ¼ mile further north. Increasing the useable landing length of Runway 19 by 789 feet deserves full environmental review. Will landing flight tracks be altered by these changes?

**Response No. C60:**

The DEIS/EA reviewed all potential impacts of shifting the runway and reclaiming the displaced threshold. The proposed action includes shifting Runway 1-19 (and other ancillary projects [e.g., obstruction removal and relocation of Hangars 2 and 3]) approximately 412 feet to establish standard RSAs beyond both runway ends. The runway shift would not add useable runway length nor does it equate to a runway extension. As discussed in Section 2.4.1 of the DEIS/Draft EA, the FAA Advisory Circular (AC) 150/5300-13, Airport Design, defines a RSA as an area that is designed to reduce the extent of personal injury and aircraft damage in the event of landing short or over-running the runway. Reclaiming a portion or all of the displaced threshold would not affect the types of aircraft using the runway or the number of aircraft.

Also, changes in the cumulative or annual average noise contour were evaluated in the DEIS/Draft EA. As indicated in Section 5.9.1 of the DEIS/Draft EA,

*"[a]irport noise and resultant land use compatibility are customarily determined via an annual average noise contour, which changes in response to variations in activity levels, differing aircraft, and differing splits between day and night use and runway/flight track use. However, based upon past noise contour determinations, the relocation of both runway thresholds will move the DNL 65 contour around Runway 1-19 approximately 414 feet northward on the Runway 1 end south of the airport bringing the maximum projection of the contour closer to the airport boundary. On the Runway 19 end, the noise contour moves 492 feet further to the north. These changes will occur entirely within commercial and industrial-zoned and developed areas both on the north and the south. Therefore, the runway relocation would not result in changes to the existing land use compatibility."*

There would be no changes to landing flight tracks. As indicated in Section 5.13 of the DEIS/Draft EA, the FAA determines under what conditions flight operations may be conducted without causing degradation of safety. Considerations such as delay and capacity problems at NYC airports may require aircraft operations to be modified by air traffic control. The proposed action would have no effect or cause changes to the flight patterns. If changes to flight patterns are required, same are carried out in accordance with FAA procedures and instruction by air traffic control.



**Comment No. C61:**

This draft EIS/EA should consider the indirect impacts which might occur as small planes are squeezed out, allowing more operations by larger, generally noisier, high performance aircraft.

**Response No. C61:**

The proposed plan does not decrease the number of smaller planes. The Sheltair leasehold currently has 97 spots for small planes and the proposed plan also has 97 spots.

**Comment No. C62:**

Sheltair plans to increase its Jet A fuel tanks' capacity from 45,000 gal. to 80,000 gals., while reducing its Avgas capacity from 15,000 gals to 10,000 gals. On take-off, large jets forcefully propel fumes downward, which significantly affects air quality in areas below. Furthermore, potential damage from a crash by a large plane, fully loaded with fuel, should be carefully studied. Safety issues must be recognized. Jet aircraft replacing small planes is a reasonable assumption which must be given full consideration in the draft EIS/EA.

**Response No. C62:**

The proposed action does not include any reduction in the area designated for smaller aircraft. As indicated in the DEIS/Draft EA, there are currently 97 tie-downs and upon implementation of the proposed action, there would be 70 tie-down's and 13 T-hangers on the Northern Leasehold Area, and 14 tie-down's on the Breslau Leasehold Area.

The DEIS/Draft EA evaluated the potential air quality impacts associated with the proposed project and determined that no significant adverse air quality impacts would be expected from the projected future operations. It is important to note that the air quality analysis performed as part of the DEIS/Draft EA considered a significantly greater number of operations than that which is now projected to occur, due to declining aircraft volumes over the past 10 years. Accordingly, as the prior analysis determined there to be no significant adverse air quality impacts expected, it can be reasonably assumed that the reduced number of operations would have even less of an impact. As mentioned in the response to Comment C53, further analysis of air quality was performed using 2013 operations data from the FAA TAF, which showed air quality emissions from aircraft decreased.

With respect to safety concerns, Republic Airport is a designated general aviation/reliever airport that is regulated by the FAA. Also, there are no changes in the types of aircraft that utilize Republic Airport.

There is no way to determine the potential damage from a crash as same would relate to aircraft type, the affected area, the speed, weather conditions, etc. Also, it is important to note that the NYSDOT projects are to establish standard RSAs beyond both runway ends. As indicated in the Response to Comment No. C60, an RSA is an area that is designed to reduce the extent of personal injury and aircraft damage in the event of landing short or over-running the runway.

**Comment No. C63:**

Residential communities surrounding Republic Airport were densely populated long before it became a public airport in 1964. It had been an aircraft manufacturer's private airstrip, like Grumman. Since acquiring the

airport in 1982, NYSDOT segmented the environmental review of many airport projects, whose impacts were apparently viewed as individually minor. They never completed a much needed Master Plan or a cumulative EIS for Republic Airport. Past projects, when reviewed together, have collectively significant environmental impacts that need extensive review. Piecemealing must end, a 20 year MP and EIS are overdue and needed.

**Response No. C63:**

The FAA does not mandate that an Airport have or operate under a Master Plan.

Section 7.0 of the DEIS/Draft EA evaluated the cumulative impacts of past, other present and reasonably-foreseeable future actions, which included existing Airport conditions, including spatial layout, operational hangars and aviation uses, and aircraft operations, installation of EMAS beds at both ends of Runway 14-32, future construction activities by Northeastern Aviation and the projected changes associated with increased use of the facility, development activities by Stratosphere Development Company, the proposed NYSDOT safety improvement projects considered and evaluated in the DEIS/Draft EA, the proposed Sheltair improvement projects evaluated in the DEIS/Draft EA, and the potential future development of one hangar within an existing lease area by Atlantic Aviation (although an application was not filed at the time of preparation of the DEIS/Draft EA).

Also, in the interest of providing a comprehensive examination of the potential cumulative impact of a maximum build-out scenario, the cumulative impact assessment considered the full build-out of the Airport by assigning land uses to four vacant parcels on the Airport. Specifically, this maximum build-out scenario included the assignment of land uses to these parcels:

- 12.7±-acre parcel at the northernmost boundary of the Airport as retail use.
- 4.2±-acre parcel to the west of the terminal building as educational use.
- 5.6±-acre parcel at the southwest corner of the Airport as retail use.
- 17.5±-acre parcel to the south of the Breslau Leasehold Area as aviation use.

As indicated in Section 7.2 of the DEIS/Draft EA, “[i]t is important to note that there are no plans or proposed land uses for the specific utilization of the aforesaid four vacant parcels within the boundaries of Republic Airport, however for comprehensive environmental review purposes, specific land uses were assigned to these parcels by the NYSDOT to evaluate the potential adverse and cumulative impacts associated with the maximum build-out of the Airport.”

**Comment No. C64:**

The social impact of having over 500 acres of prime real estate removed from local property tax rolls is enormous. The report incorrectly identifies the 17½ acre South Breslau parcel as “aviation use”, while the ALP shows it as “aviation compatible use”, (copy 2). If this land is used for offices or retail, the town and school district would receive considerable PILOT payments as was intended when the state acquired the airport. Page 1-5 of the never completed February 1995 draft GEIS, reports “The second needed mandated by State Law, Article 15, Section (3), Paragraph (i) is to provide additional payments in lieu of taxes to local government through the development of non-aviation uses.” Suggested uses for this parcel included office space and light manufacturing. Nevertheless, for 23 years NYSDOT has allowed much land designated, on the 1989 ALP as “compatible non-aviation use” or “aviation compatible use”, to remain vacant-producing no jobs or property

taxes. Republic's draft Vision Plan on page 34 reports aviation provides few jobs per acre, while offices and retail are much better job producers.

**Response No. C64:**

The comment is noted.

**Comment No. C65:**

The time frame reviewed is not consistent with NYSDOT's two previous attempts at an EIS, which were to study 20 year periods. The 2013 Build and the 2013 No Build time frame is especially inadequate and confusing when reviewing air quality. Some information is totally unbelievable, such as the chart on page 196 (copy 3) which indicates that substantial Sheltair development would be completed in 2012, with the remainder slated for completion in 2013.

**Response No. C65:**

As indicated in the Response to Comment No. C12, supplemental air and noise impact analyses were prepared to address a change in the Build Year for the proposed action. Specifically, due to an extended environmental review process, the original build year of 2013 has been extended to encompass a five year development program ending in 2019. As indicated in Table 1, all three FAA projections (i.e., 2007, 2010 and 2012 TAFs) are below the forecasts used in the DEIS/Draft EA. Given that the actual number of operations at the airport for the last six years have fluctuated between 100,000 and 110,000 with the lower number reflecting the most recent year (see Table 1 of this FEIS), it is reasonable to conclude that aircraft operations will remain within this range over the next couple of years, with the potential for growth following thereafter. Therefore, the operations used in the initial noise and air quality impact studies within the DEIS/Draft EA are on the conservative side, (i.e. overestimate the impacts to noise and air quality). As these studies determined there to be no significant adverse noise or air quality impacts, it is reasonable to conclude that the future potential changes in noise and air quality would be less than that previously projected, and thus, no significant noise or air quality adverse impacts would occur.

**Comment No. C66:**

This draft EIS/EA should have included all past airport development and changes when considering the negative impacts of current proposals. These include the: land and easement acquisitions, terminal/administration building, control tower, ILS, lowering visibility minimums, numerous corporate hangars, taxiways, taxilanes, aprons, fuel tanks and vehicle parking lots that were added, shifting Taxiway B from 200' to 300' from runway centerline, on-airport schools, hotels, restaurant, state police barracks and all other changes made since going public.

**Response No. C66:**

The existing condition is the condition at the time of the application and the threshold is from existing to proposed (i.e., post-development). As indicated in the Response to Comment No. C63, Section 7.0 of the DEIS/Draft EA evaluated the cumulative impacts of past, other present and reasonably-foreseeable future actions, which included existing Airport conditions, including spatial layout, operational hangars and aviation uses, and aircraft operations, installation of EMAS beds at both ends of Runway 14-32.

**Comment No. C67:**

All significant environmental impacts on air quality, noise and traffic must be thoroughly evaluated for the short and long-terms as well as cumulatively [sic]. This includes fully assessing the impact of the contaminated plume located under the airport, the effects of relocating testing wells on the Breslau site and the overall effect on drinking water.

**Response No. C67:**

The DEIS/Draft EA evaluated the potential traffic, air quality and noise impacts in Sections 5.7, 5.8, and 5.9 of the DEIS/Draft EA, respectively. These evaluations were based on technical studies provided in the appendices of the DEIS/Draft EA, including the Traffic Impact Study prepared by Dunn Engineering Associates, P.C. (Appendix J), the Air Quality Analyses prepared by C&S Engineers, Inc. and KB Environmental Services (Appendix K), and the Noise Impact Study prepared by Young Environmental Sciences, Inc. (Appendix L). These technical studies included mitigation measures to reduce any potential adverse impacts associated with same. Additionally, impacts to groundwater flow were evaluated in Section 5.3 of the DEIS/Draft EA.

Also, see Responses to Comment Nos. C12, C15, C28, C36, C37, C45, C53, C54, C57, C62, C65, C67, C75 and C85.

**Steven Hackett – Resident  
Amityville, New York  
No Date. Postmarked March 12, 2013**

**Comment No. C68:**

I am a resident living a half mile south of the airport on Larsen Drive. Since you have a curfew enforce it. I heard jets land at 12:30am and every half hour thereafter for an hour and a half a month ago. I find it interesting the day of the meeting you don't hear a sound that morning, the prop plans are taking off at 07:00am the next day. They start-up the Jet engines at various hours of the early morning.

They never list the airport complaint telephone number in the articles, calling Republic Airport you get a recorded message, and you don't know if it's the complaint line or not. I like planes, my father was a Tuskegee airman, but Republic is abusing the curfew already.

**Response No. C68:**

There is no curfew at the airport.

**Helen Norjen**  
**26 Hawthorne Street, Farmingdale, New York**

**Comment No. C69:**

Draft EIS/EA should cover 20 years.

**Response No. C69:**

There is no time requirement for an environmental impact statement.

See Response to Comment No. C63.

**Comment No. C70:**

NYSDOT did not issue timely, detailed press releases to local papers and Newsday. An article, in Newsday on the day of the P.H. incorrectly reported the P.H. was at 4pm instead of 6PM. Most workers didn't see story until it was too late.

**Response No. C70:**

See Response to Comment No. C55.

**Comment No. C71:**

"Exec Summary doesn't contain details needed to evaluate plan (i.e. The jet aircraft increase is detailed on page 16 of draft EIS/EA.)

**Response No. C71:**

A level of detail necessary to evaluate the proposed plan is not appropriate for the Executive Summary. As excerpted from the NYSDEC's publication, *The SEQR Handbook*, 3rd Edition, 2010:

*"5. How extensive should the draft EIS Summary be?*

*The Summary may be a narrative, or a substantial outline. It should contain a brief description of the overall proposed action, and list the following:*

- i. significant beneficial and adverse impacts;*
- ii. mitigation measures proposed;*
- iii. alternatives considered;*
- iv. issues of controversy (if any); and*
- v. matters to be decided, including a listing of each permit or approval required from every involved agency (p. 116-17)*

**Comment No. C72:**

At the PH, a pilot mentioned a major expansion on SW side of airport. Draft EIS/EA is supposed to evaluate maximum potential build-out.

**Response No. C72:**

Talon Air submitted an unsolicited application to become a Fixed Base Operator (FBO). The Department of Transportation reviewed the application in conjunction with the Office of the State Comptroller (OSC) to determine if such an application should be considered. That process ended at approximately the same time as the public hearing was held (which was February 26, 2013) with the determination that the application will be considered. This determination did not approve Talon Air as an FBO. In addition, the application does not include any expansion of the Talon Air leasehold or a change in existing operations, rather it includes a proposed fuel farm, and modifications to its hangars and ramps to accommodate maintenance activities. Furthermore, any proposal from Talon Air would be subject to, among other things, compliance with SEQRA and NEPA, where the potential environmental impacts of said development, and the cumulative impact of the said development and any other pending development, would need to be evaluated at that time. Since NYSDOT and OSC approved the progressing of the Talon proposal, the proposal has been added to Sections 6.0 (Other Planned Airport Improvements and Proposed Tenant Developments within Republic Airport) and 7.0 (Potential Cumulative Impacts of Past, Other Present and Reasonably-Foreseeable Actions, including Theoretical Maximum Development Potential of Republic Airport) of the DEIS/Draft EA.

**Comment No. C73:**

Has any “non aviation” land been developed for “aviation use”? If so, how, when and where? Social and economic effects of such changes need thorough review. 17 ½ acre S. Breslau parcel is aviation compatible use “not aviation use”.

**Response No. C73:**

The only construction on non-aviation property was a parking lot on a site too small to develop located in the southwest corner of the airport.

**Comment No. C74:**

Non-aviation acres need to finally be developed to provide the intended PILOTS and jobs. Aviation provides very few jobs per acre.

**Response No. C74:**

See Response to Comment No. C58

**Comment No. C75:**

All monitoring wells need further testing in light of recent high groundwater levels.

**Response No. C75:**

Neither the NYSDOT nor Republic Airport are the entities having jurisdiction over groundwater quality or have responsibility to continue the monitoring through the on-site wells. As indicated on page 100 of the DEIS/Draft EA, the "NYSDEC has jurisdiction over the investigation and remediation of the Fairchild Superfund site and monitoring of the existing groundwater plume that has migrated from the Fairchild Superfund..."

With respect to the proposed development of the Breslau site, the DEIS/Draft EA evaluated the potential for soil vapor intrusion following site development and a detailed description of the studies undertaken were included on pages 100 through 102. A copy of the complete report was included in Appendix I of the DEIS/Draft EA. As excerpted from page 102 of the DEIS/Draft EA, "[t]he concentrations of VOCs detected in the soil vapor do not appear to present a significant risk to indoor air quality in the proposed structures. If soil vapor intrusion were to occur, the indoor air quality within the structures would not likely exhibit appreciable accumulation of VOC concentrations as (a) the proposed new hangars would be well ventilated, and (b) the proposed heating, ventilation and air-conditioning (HVAC) systems would be a positive pressure or radiant type. These types of HVAC systems create positive air pressure within the building preventing soil vapor intrusion into the interior air spaces. As such, soil vapor barriers would not be required."

**Comment No. C76:**

Actual on site ozone and PM 2 & 5 [sic] levels should be obtained prior to projections.

**Response No. C76:**

See Response to Comment No. C53.

**Comment No. C77:**

All previous development needs to be reviewed in the draft EIS/EA, especially the installation of the ILS on R/W 14 and the 2010 decrease in minimum.

**Response No. C77:**

See Response to Comment No. C57.

**Comment No. C78:**

The draft EIS/EA needs to be more comprehensive, accurate, cumulative and specific for a 20 year term. A new PH should be widely publicized and details reported in the press well prior to the P.H.

**Response No. C78:**

See Response to Comment No. C63.



**Helen Norjen**  
**26 Hawthorne Street, Farmingdale, New York**

**Comment No. C79:**

I have no doubt that the proposed SheltAir project will significantly increase the air traffic over my neighborhood of East Farmingdale and the rest of the neighborhoods surrounding Republic Airport. No private company would invest such a large amount of money unless they planned on promoting as much business as possible in order to make it profitable. This project in conjunction with the proposed Runway 1-19 improvements can do nothing but negatively impact the quality of life in our neighborhoods. I implore you to reconsider allowing the proposals to happen. If you cannot completely prevent the SheltAir project, then, at the very least, reduce the size of this project in order to lessen the potential for air traffic increases.

**Response No. C79:**

See Responses to Comment Nos. C27 and C59.

**Comment No. C80:**

Also, please choose the runway improvement which would allow for safety but also have the least potential for airport growth.

**Response No. C80:**

The comment is noted. However, it is important to note that none of the runway safety improvements would increase airport growth.

**Comment No. C81:**

Going forward, any build up of airport land should be non-aviation so that the towns could benefit from payment in lieu of taxes. The cost of living on Long Island as well as pollution, traffic, under-performing schools, etc., have made living on this island undesirable to many.

**Response No. C81:**

The comment is noted.

**Comment No. C82:**

Please do not add to the problems of living in the area by increasing pollution and noise pollution, etc.

**Response No. C82:**

See Response to Comment No. C67.

**Woodland Civic Association, Inc.  
Karen Williams, President  
39 Alexander Avenue  
Farmingdale, New York 11735  
February 26, 2013**

**Comment No. C83:**

This Draft document merely discusses 2013 Build and No build time frames, which are difficult to comprehend and provide a very short term for the evaluation of all the negative environmental impacts that could occur if these extremely large changes take place. For example, would the 180,000 annual operations threshold be triggered, requiring a more extensive air quality analysis, if 20 year growth is evaluated? Page 16 shows 148,130 operations for 2018. At 4% annual growth – 180,000 annual operations would occur 10 years from now, in 2023. This densely populated area is in moderate nonattainment for the 8-hour ozone standard and nonattainment for the particulate matter (PM2.5) standard. Therefore, we request that the proposed changes be evaluated for a 20 year period so that all future environmental impacts are thoroughly reviewed.

**Response No. C83:**

See Response to Comment No. C63.

**Comment No. C84:**

We strongly urge NYSDOT to include consideration of Republic's court enjoined rule 78.14 which restricted aircraft over 60,000 lbs. This rule was considered significant enough to be included on pages 3 and 4 of Chapter 1 of the unapproved 1997 Master Plan Update and should not be ignored as indicated on page 21 of Appendix A. Disregarding this rule when developing the airport causes us to question NYSDOT's "vigorous defense" of this important rule.

**Response No. C84:**

See Response to Comment No. C59.

**Comment No. C85:**

It appears that the number of based jet aircraft and their future operations are seriously understated. For example, if Sheltair's 43 additional planes, Atlantic's anticipated jets and the 49 jets based here at the end of the 2011-2012 fiscal year are added together-they essentially double the current number of jets. Since, it is acknowledged that jets have the greatest influence on aircraft noise contours, we question how this large increase of based jets would result in the small noise increases projected.

**Response No. C85:**

Cumulative noise impacts are a function of the volume of activity, the time of day of the operations and of the source noise emission levels of the aircraft themselves. Modern Stage 3 jet powered aircraft have substantially reduced noise emissions and improved fuel economy. In some cases, takeoff noise levels are reduced by as

much as 20 decibels in comparison to those caused by Stage 2 aircraft. A 20 decibel reduction means, for example, that one Stage 2 aircraft may have 100 hundred times the energy emission level of one Stage 3 aircraft. Some recent small Stage 3 jet powered aircraft are actually quieter than similarly-sized propeller-driven aircraft.

Cumulative noise impacts are thus proportional to the noise levels of the fleet in aggregate and not simply to the number of jet-powered aircraft based at the Airport. Recent federal legislation will require the grounding or conversion of all Stage 2 aircraft to Stage 3 compliance by the end of 2015. With the elimination of Stage 2 aircraft and the continuation of a similar operating profile at the Airport, cumulative noise impacts for future years diminishes substantially in comparison to prior years. Even in combination with increasing volumes of based jet aircraft, there is no real possibility of any exceedances of federal or state land use compatibility guidelines even when traffic levels return to those reported for 2002 (169,638 total annual operations).

**Comment No. C86:**

On page 196, of the draft study, Table 51 shows that Sheltair would build some facilities in 2012 and complete building all 7 hangars and their other proposed facilities in the year 2013. Since nothing was built in 2012, how is this possible? We question the accuracy of all the findings that are based on such erroneous, outdated information.

**Response No. C86:**

Due to an extended environmental review process, the original build year of 2013 has been extended to encompass a five year development program ending in 2019.

With respect to the noise analysis, the analysis in the DEIS/Draft EA included the 2007 Existing Conditions, and analyses of the 2013 Build Year and a 2018 Build plus Five Years. The build projections for 2013 and 2018 were 148,752 total operations and 169,258 total operations, respectively. These projections of total operations were based upon 2007 Existing Conditions with the relevant growth factors applied, as well as the Sheltair operations, to determine the estimated operations for the future years. As indicated in Table 1 of this FEIS, the actual operations in 2012 are significantly lower than that which was expected to occur based on 2007 projections. Also see the response to Comment No. C12.

With respect to the air quality analysis, see response to Comment No. C53.

**Comment No. C87:**

Also, on page 192 it states, "The construction period is expected to last less than two years. Therefore, further analysis of particulate matter microscale screening or analysis is not required." Who decides if the schedule hasn't been met and whether additional studies are required?

**Response No. C87:**

At the time of preparation of the DEIS/Draft EA, Chapter 1.2 of the NYSDOT Environmental Procedure Manual included requirements for a PM Microscale Screening Analysis when construction projects are projected to be longer than two years. Since the filing of the DEIS/Draft EA, Chapter 1.2 of the NYSDOT Air Quality chapter presenting requirements for a PM Microscale Screening Analysis of mobile source emissions has been deleted and is no longer applicable. As such, a microscale PM analysis is not required.

**Comment No. C88:**

Finally, we urge NYSDOT to acknowledge and work to correct the injustice that Republic Airport has imposed on local residents and taxpayers. When Republic was transferred to the NYSDOT, provisions were included to provide relief for local taxpayers. A significant amount of land was to be used for non-aviation purposes so that payments-in-lieu-of-taxes would be generated. Now we discover that this draft document on page 228 incorrectly refers to the South Breslau areas as “aviation use” when in fact, the Airport Layout Plan (ALP) identifies it as “aviation compatible use”. Republic’s 1997 unapproved MPU explored a variety of non-aviation uses for this land which were expected to provide considerable property tax relief. This extremely significant error needs to be corrected.

**Response No. C88:**

The land use assigned to the vacant parcels as part of the analysis of the maximum development potential included 98,000 square feet of hangars (76 T-Hangars and Tie-Downs) and 20,000 square feet of office space. Such development is considered as “aviation-compatible” use. It is also important to note that the cumulative impact analysis in the DEIS/Draft EA, which included the South Breslau area and three additional vacant parcels, did not reflect any development application. As indicated on page 225 of the DEIS/Draft EA, “[i]n the interest of providing a comprehensive examination of the potential impact of development of Republic Airport property, land uses with maximum development potential have been assigned to [the vacant] parcels...” The DEIS/Draft EA is not intended nor is it required to evaluate every potential development scenario that could be undertaken on the Airport.

**Michael Katz**  
**6 Larkin St., Farmingdale, New York**  
**Postmarked March 8, 2013**

**Comment No. C89:**

Extensive expansion maximizes the density of buildings and jet fuel within a small space adjacent to a highly populated area that includes Farmingdale State College and many residences and businesses along a heavily travelled corridor.

**Response No. C89:**

The DEIS/Draft EA included comprehensive analyses of the potential impacts associated with the proposed development, including land use and air quality.

**Comment No. C90:**

Aviation facilities do not pay property or school taxes, thus robbing adjacent communities of valuable revenue.

**Response No. C90:**

The comment is noted.

**Comment No. C91:**

Environmental impact studies have not been completed. Concerns are glossed over by planners to attain desired outcome. If a full & factual environmental study were conducted it would certainly conclude that the smells, noise, air pollution, traffic & safety concerns make this an unwise & dangerous expansion.

**Response No. C91:**

The DEIS/Draft EA included comprehensive analyses of the potential noise, air quality, traffic and safety, among other potential impacts. Also, see Response to Comment No. C67.

**Cathy Nilsen**  
**339 4<sup>th</sup> Street, No. Lindenhurst, New York 11757**

**Comment No. C92:**

I do not want storage tanks being built nearer Rt. 109.

**Response No. C92:**

The installation of the new fuel farm would be subject to the review and approval of the SCDHS and the NYSDEC, and thus, its placement would comply with the relevant regulations of said agencies.

**Comment No. C93:**

We have enough NOISE coming in at odd morning time 6 A.M. on Saturdays from JETS.

**Response No. C93:**

The comment is noted.

**Nancy Cysper**  
**1207 Melville Road, Farmingdale, New York 11735**  
**February 25, 2013**

**Comment No. C94:**

This development is not necessary when we have Long Island Macarthur Airport just 20 minutes away. When you have LaGuardia, Islip, JFK, Newark, Teterboro and Stewart airports all within 75 miles of Farmingdale, changing the use of Republic to include frequent heavy aircraft is a safety issue and just adds to congestion. As it is now, it is difficult for the recreational pilot to use these airports. There is a railroad station at Long Island Macarthur Airport that gives direct access to Farmingdale in minutes.

**Response No. C94:**

Article 15, Section 400 of the New York State Transportation Law transferred Republic Airport to NYSDOT. Section 400.1 states "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 planning, development, maintenance and operation of such facilities and services at Stewart and Republic airports may be carried out by the department and the commissioner in accordance with the provisions of this article." The proposed development is consistent with those intentions.

**Comment No. C95:**

Please stop trying to jam development down the throats of the residents of this community. To the airport business owners, it is just profit to you, and you go home to your quiet houses. To the people that live here, raise their families, put their life savings into their homes, and have pride in their communities, development will only ruin what we have built and staked our hopes on. This development will eat away at our property values when we can't sell our homes because of the noise and pollution.

**Response No. C95:**

These comments are noted.

**Comment No. C96:**

The current Environmental Impact Statement and Environmental Assessment must consider and include all changes and past development when evaluating the negative impacts the current proposals will cause. All changes made since Republic became a public airport must be included. The current draft is disregarding the court enjoined 60,000 lb aircraft weight restriction, and supports accommodation of larger aircraft.

**Response No. C96:**

With regard to consideration and inclusion of all changes and past development for evaluating the negative impacts the current proposals will cause, see Response to Comment No. C52. With regard to the "court enjoined 60,000 lb aircraft weight restriction," see Response to Comment No. C59.

**Julia Blum**  
**289 VanCott Ave, Farmingdale, New York 11735**  
**Postmarked Marcy 2, 2013**

**Comment No. C97:**

I have lived in Farmingdale for the last 25 years and it here that my husband & I have chosen to raise our children and receive their education, which they completed in 2006. At this time, I am grateful to be able to have the opportunity to attend the Republic Airport Commission's open-forum & to become fully educated about the airport's planned improvements and safety adjustments and continued evaluation from historic airfield and vital locale of airplane manufacturing during World War II and into the Jet Age to it's [sic] current presence as a General Aviation and Corporate airport that generates a tremendous amount of economic development to not only the surrounding community, but to all of Suffolk and Nassau County and the entire Long Island Metropolitan region.

**Response No. C97:**

The comment is noted.

**Comment No. C98:**

As Republic Airport is bounded on all sides of it's [sic] perimeter to the south, by the Southern St. Parkway, the east by St. Charles Cemetery (& Others), the North by industry & retail and the West by more industry, retail and the Rte. 110 Corridor it makes complete sense that "expansion" beyond its perimeters is a preposterous possibility to be concerned about, unless one is not exercising common sense. If "growth" and alterations occur it is within present airport perimeters which indicates to me that much larger, noisier, pollutant aircraft are, and will always remain, an impossibility as present & future runway length & weight allowance will not ever accommodate it. Therefore I am in full support of Republic Airport's growth within it's [sic] current footprint, particularly in regard to proposed safety frastructure [sic] measures and noise abatement efforts.

**Response No. C98:**

The comment is noted.



**Nassau Flyers, Don Vogel**  
**1300 New Hwy, Farmingdale, New York**  
**March 15, 2013**

**Comment No. C99:**

As a tenant of Hangar 2, I strongly oppose the proposed relocation of Hangar 2 as outlined in the Runway Safety Zone Project. Not only will the relocation stunt my company's growth, but it could force me to lay off employees, lose customers, and risk my substantial capital investment.

**Response No. C99:**

The comment is noted.

**Comment No. C100:**

Since I purchased the company in 2009, Nassau Flyers has become a thriving business. I have invested over \$3,000,000 in capital for aircraft and facility upgrades, I increased my employees from ten to twenty-five, and I led my company to annualized growth of 15% or more. Nassau Flyers now represents Cirrus Aircraft and Aviat Aircraft, two of the most successful single-engine manufacturers of the last ten years. Furthermore, we obtained certification as a Part 135 Air Carrier, and we are constantly seeking new opportunities. If Hangar 2 is relocated, my business will be substantially disrupted for an extended period of time, and the time and money I have dedicated over the last three years will be deemed worthless. Due to concurrent demolition and construction at two locations (Present Hangar 2 location and the proposed Alpha Area location), my business will be unable to make a seamless transition to a new facility. Both locations will be inaccessible, and a central location for operating my business will be unavailable. Rather than relocating to a new, pre-constructed hangar, I will be forced to move twice, which will disrupt my business further.

**Response No. C100:**

The design and construction would be implemented so as to minimize business impacts to existing tenants and is set forth in the MOA in Appendix Q of the DEIS/EA.

**Comment No. C101:**

If I do not have office space, I will be unable to run administrative tasks on a daily basis. Without an aircraft ramp area that is clear of construction debris, I cannot base my 25 airplanes near the flight school. If I do not have a hanger, I risk losing ten long-term tenants that base their airplanes at my facility. Furthermore, I will be unable to operate my maintenance department, which runs seven days per week throughout the year. If I cannot maintain my airplanes, I will be unable to use them for flight instruction or rentals. The reduction in business could force me to lay off employees, and it will risk the future potential of the company.

**Response No. C101:**

See Response to Comment No. C100.

**Greg S. Zucker**  
**Westerman Baliederer Miller& Sharfstein, LLP.**  
**1201 RXR Plaza**  
**Uniondale, New York 11556**  
**March 7, 2013**

**Comment No. C102:**

As we discussed, Talon has two principal concerns with respect to Figure #29-“Aerial Rendering of the Maximum Potential Build-Out” on page 226 of the Draft Environmental Impact Statement (“DEIS”). For your convenience, a copy of Figure # 29 to the DEIS is annexed as Exhibit “A” hereto. Both issues concern the shaded green area marked as “12” and designated on the key as: “Commercial-Retail 1 (Southwest)”. As explained below, the designation of that parcel as retail is inaccurate because, among other things:

- With respect to the Hangar 7 premises leased by Stratosphere from the DOT, the parties entered into a First Amendment of Ground Lease dated December 22, 2011, which you executed upon behalf of the DOT. The amendment expressly designates a portion of the area at issue as part of Stratosphere’s leasehold.

Moreover, the lease expressly provides that the use of that parcel is for, among other things, aviation purposes. Thus, the retail designation is directly contrary to a lease signed by the DOT; and

- Based upon Federal Aviation Administration (“FAA”) grant agreements and policies, the area to the north of Hangar 7 should also be designated as for aviation purposes, since (i) Republic Airport has accepted FAA grants and is subject to the assurances in federal grant agreements, (ii) Talon has repeatedly requested to use this parcel in furtherance of providing aviation services, and (iii) the FAA’s stated policy is that the airport land must be used for aviation purposes when there is any aviation need, as now exists with this property.

**Response No. C102:**

Figure 29 in the DEIS/Draft EA has been updated to show the current leasehold.

The area north of Seversky Road is designated as compatible, non-aviation development on the ALP. The cumulative impacts analyses included in the DEIS/Draft EA are based on the current ALP and the development shown is consistent with land use designations set forth on the ALP. Also, the potential development discussed in the cumulative impacts section of the DEIS/Draft EA is not considered as part of the proposed action and, therefore, it is not being evaluated for approval.

The NYSDOT acknowledges that the DEIS/Draft EA evaluated a non-aviation use on this parcel as part of a maximum development potential scenario and “no plans existed for development of these [vacant] properties

at present”<sup>3</sup> (emphasis added) (see Section 7.1 of the DEIS/Draft EA). The DEIS/Draft EA is not intended nor is it required to evaluate every potential development scenario that could be undertaken on the Airport. Rather, as indicated in Section 7.1 of the DEIS/Draft EA, “[i]n the interest of providing a comprehensive examination of the potential impact of development of Republic Airport property, land uses with maximum development potential have been assigned to these [vacant] parcels...” Subsequent to the acceptance of the DEIS/Draft EA on January 7, 2013, the NYSDOT received a proposal by Talon Air to install a new fuel farm, change its operating permit to become a Fixed-Base Operator, and make modifications to its existing ramp. Any proposals from Talon Air or any other applicant for aviation uses on this parcel of land or any other parcel of land on the Airport, would be subject to, among other things, compliance with SEQRA and NEPA, where the potential environmental impacts of said development, and the cumulative impact of the said development and any other pending development, would be evaluated at that time.

**Comment No. C103:**

**Hangar 7 – Stratosphere’s Leasehold:**

As noted, Stratosphere entered into a lease with the DOT in 2007. Among other things, the lease expressly grants Stratosphere and its affiliates with the right to provide aviation services at Hangar 7. See Article 3 to the 2007 Lease. The Hangar 7 premises are depicted on Exhibit A-1 to the First Amendment of Ground Lease for Hangar 7. See Exhibit “B”. This lease amendment was signed by you on behalf of the DOT.

As evidenced by Exhibit A-1 to the First Amendment of Ground Lease for Hangar 7[,] the airport layout map (Figure #29) set forth in the DEIS improperly designates part of Hangar 7 as commercial-retail space. But, respectfully, this is clearly not the case. Indeed, this area is currently used for aircraft ramp space and vehicular parking lots associated with Talon’s airport operations and services.

In light of the foregoing, all of Hangar 7 should be designated as being used for aviation purposes on Figure # 29.

**Response No. C103:**

Figure 29 in the DEIS/EA has been updated to show the current leasehold.

**Comment No. C104:**

**Area to the North of Hangar 7:**

Figure #29 of the DEIS also improperly designates the remainder of the “12” parcel as available for retail use. On page 228 of the DEIS, the DOT indicated that this area to the north of Hangar 7 is “being evaluated for future retail use, given the adjoining retail development (off Airport property).” (Emphasis Added).

But this ignores the fact that Talon has a longstanding request with the DOT for use of this land in connection with the airport related services it provides at Republic Airport. Respectfully, as explained below, under such circumstances, FAA will consider that airport land that is needed for aviation use must be used for that purpose - - not for retail.

▼  
<sup>3</sup> “at present” refers to at the time the DEIS/EA was accepted as complete and adequate for public review by the NYSDOT, which was January 7, 2013.

Accordingly, Figure #29 incorrectly indicates that this parcel is available for commercial retail use. Moreover, for purposes of environmental assessment, this incorrect indication may fail to provide the project decision maker with accurate information on the probable future use of the parcel. That use will almost certainly be for aviation support, not non-aviation commercial retail development.

**Response No. C104:**

See Response to Comment No. C102.

**Comment No. C105:**

Also, as we have previously advised, the only party that can make aviation use of this property is Talon. As depicted in Exhibit "E", this area does not have direct access to a runway or taxiway system. The only way this can be achieved is through the use of Talon's existing leasehold at Hangars 6 and 7. As such, Talon is the only party that is able to utilize this parcel for aviation purposes.

**Response No. C105:**

See Response to Comment No. C102.

**Comment No. C106:**

Finally, Talon has the same objections to the Site Plan drawing included in Appendix "S" to the 2008 report, entitled "C.003 Republic Airport Development Uses." That drawing shows that the same parcel of property - - identified in this drawings as number "12" - - as containing 55,200 square feet of "retail" property for "commercial use," available for "Potential Development -Beyond 2013."

**Response No. C106:**

See Response to Comment No. C102.

**Comment No. C107:**

For the reasons stated above, it is clear that part of the "12" parcel is currently leased to Stratosphere for aviation purposes and is not available to be leased to anyone else. The remainder of the property is not available for commercial retail use, due to the DOT's obligations under its FAA grant assurances. Once again, this is because there is a current demand for aviation-related use of that property.

**Response No. C107:**

See Response to Comment No. C102.

**Comment No. C108:**

We respectfully request that the DOT revise its description of the airport land available for development in the DEIS. In the interim, Talon reserves all of its other rights, remedies and recourses, including, without limitation, to further respond to any other aspects of the DEIS or any amendments or modifications to the DEIS.

**Response No. C108:**

See Response to Comment No. C102.

The DEIS has been already been accepted and this document is the FEIS wherein responding to all public and agency comments received during the public comment period. Pursuant to 17 NYCRR §15.10(e), upon completion of the FEIS, the NYSDOT will publish a Notice of Completion of FEIS and the FEIS will be made available at the Republic Airport administrative office, and posted on the websites of Republic Airport website ([www.republicairport.net](http://www.republicairport.net)) and NYSDOT ([www.nysdot.gov](http://www.nysdot.gov)). The review period will be a minimum of 10 days. The NYSDOT will then prepare a Record of Decision, considering the comments received on the FEIS.

**Center for Disease Control and Prevention  
1600 Clifton Road  
Atlanta, Georgia 30333  
April 24, 2013**

**Comment No. C109:**

Thank you for your suggestion to CDC-INFO. We are sorry for the delay in responding to your inquiry. A recent high volume of inquiries has slowed our response time.

Your comments have forwarded to the CDC's office for their information. They will contact you directly if they have any additional questions.

**Response No. C109:**

The comment is noted.

**Nancy Schliwka, 18 Hawthorne Street, Farmingdale**

**Comment No. 110:**

If you cannot completely prevent the SheltAir project, then, at the very least, reduce the size of the project in order to lessen the potential for air traffic increases.

**Response No. 110:**

The comment is noted.

**Comment No. 111:**

Please choose the runway improvement which would allow for safety but also have the least potential for airport growth.

**Response No. 111:**

See response to Comment No. C80.

**Comment No. 112:**

Any buildup of the airport land should be non-aviation so that the towns could benefit from payment in lieu of taxes.

**Response No. 112:**

The comment is noted.

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# 3.0

## Public Hearing – February 26, 2013

Phil Jensen, B261, JFK Airport, Jamaica, New York 11430

**Comment No. H1:**

I represent a company called Cargo Airport Services, which is the largest cargo handling company in North America, and I'm also the JFK Airport Chamber of Commerce Past President and current board member. I've also done a lot of business at Republic Airport and started two airlines here, Atlantic Express and Long Island Airlines, and have spent a number of years, approximately 25, in the industry on Long Island, a total of forty years in the aviation industry. I consider myself to be an expert in my field and also a historian.

I'd like to comment about today's meeting and hearing about the redevelopment at the airport and stress that I understand the importance and contribution of airports to the community and feel that Republic Airport has a significant positive impact on the economy of Long Island and upon the aviation careers of young men that have mostly gotten their licenses at Republic Airport.

So I'm here to support the efforts today and to the continued development of Republic Airport.

**Response No. H1:**

The comment is noted.

**Brian Zitani, Town of Babylon Department of Environmental Control, 281 Phelps Lane, North Babylon,  
New York**

**Comment No. H2:**

I'm representing the Town of Babylon on behalf of Supervisor Richard Schaeffer and the Town Board, and the Town will be reserving our right to comment in writing by the 15<sup>th</sup>. This is just to go over some very basic comments on the scoping and the draft EIS. Basically, the Town's concern was on traffic and specifically New Highway, deficiencies that exist on the road in addition to the new curb opening on the street access that's being proposed for the Route 109/New Highway/Southern State Parkway intersection.

**Response No. H2:**

Correspondence dated March 14, 2013 was received from the Commissioner Victoria Russell, Town of Babylon Department of Environmental Control, which included traffic-related comments. From the traffic comments included in said correspondence, it appears that the Town of Babylon concurs with the findings of the Traffic Impact Study. Specifically, the Town of Babylon noted the following and is included herein as Comment No. C38:

*The Traffic Safety Division has reviewed the Draft Environmental Impact Statement (DEIS) for Republic Airport Safety, Infrastructure, and Tenant Improvement Projects of January 7, 2013, prepared by the New York State Department of Transportation (NYSDOT). It does not anticipate any traffic issues resulting from the various proposals to shift Runway 1-19, alter the threshold area, install EMAS safety systems, or relocate portions of Taxiway G. The Town of Babylon supports any measures to enhance safety that do not increase the length of the effective flight surfaces of the runways or increase the size of the aircraft utilizing the airport.*

Also, as included in this FEIS as Comment No. C39, the Town noted the following:

*Regarding the proposed infrastructure and tenant improvement projects, The Town prefers the following alternatives:*

1. *Demolition of Hangar 2 and Hangar 3.*
2. *Relocation of Hangar 2 (Sheltair Lease) and Hangar 3 (American Air Power Museum to an area south of Hangar 4.*
3. *Reduction in size of the Northern Leasehold Area from 25.7± acres to 18.95± acres.*
4. *Relocation of all or part of Sheltair operations to the southern end of the airport (Breslau Area).*
5. *Construction of a new entrance to the Breslau Lease Area along the reverse-curve of New Highway to the north of the Southern State Parkway westbound exit ramp, improving the alignment along the reverse turn, and constructing a traffic signal at the new entrance.*

With respect to the improvements on New Highway at the proposed access driveway, as stated in Comment No. C42, the Town noted the following:

*The proposed new roadway to the Sheltair Farmingdale, LLC, facilities within the southerly Breslau Leasehold Area provides a desirable improvement. The straightening of the tight reverse turn that lies to the north of the Southern State Parkway westbound exit ramp, along with the construction of a traffic signal, should help to reduce hazards and improve sight distance.*

Finally, with respect to the overall traffic impacts, as included herein as Comment No. C43, the Town noted the following:

*The Town also concurs with the findings of the Traffic Impact Study presented in Appendix J prepared by Dunn Engineering Associates. The proposed projects will increase trips generated by the airport during the morning and evening peak traffic periods, but not to any extent that will cause degradations in the operational levels of service at intersections surrounding the airport. Levels of service will remain as they currently exist, at 2013 ambient levels, and corresponding intersections will retain acceptable operational conditions. Accordingly, the surrounding roadway network can readily accept any new traffic generated by the proposed airport projects.*

It is noted that the potential access driveway on State Route 109 has been abandoned by the NYSDOT. Therefore, the only access driveway proposed is that on New Highway, which includes the realignment of the westbound leg of New Highway.

It is further noted that NYSDOT will coordinate the proposed improvements on New Highway with the Suffolk County Department of Public Works as such roadway is under its jurisdiction.

**Comment No. H3:**

For water resources, the Town just during construction would like to see strict adherence to the stormwater pollution prevention plan that the DOT has issued for airport property. We are also concerned on any build-out near the well field that was formerly managed by East Farmingdale Water District and has now been transferred to Suffolk County Water Authority, as well as impacts to water resources from bulk hazardous liquid storage for the new Sheltair facility proposal. We are also concerned that the DOT just maintains proper recharge and runoff of rainfall in the new developed areas.

**Response No. H3:**

The construction of all projects will consider the items mentioned above.

Also, see Response to Comment No. C46.

**Comment No. H4:**

As to socioeconomic and community impacts, the Town has always been concerned regarding development on the airport and the need for PILOT fees, and realizing that the proposal is essentially aircraft related, which would not incur PILOT fees for the future, we would ask that in the future build-out proposals on alternatives that the airport does look into nonaviation-related uses that would potentially generate PILOT fees that would help the taxpayers.

**Response No. H4:**

See Response to Comment No. C58.

**Comment No. H5:**

One specific comment on stormwater and groundwater protection, in the draft EIS the consultant referenced the 2005 New York State Stormwater Design Manual. There's a 2010 manual that's out, and we would like to see the more recent manual used for the standards on the design for all stormwater and stormwater protection during construction.

**Response No. H5:**

Republic Airport's SWPPP was updated in September 2013, subsequent to the acceptance of the DEIS/Draft EA. The DEIS/EA has been revised to include the 2010 Manual and also noting the recent update. Also, Republic Airport's SWPPP, which is applicable to all development activities on the Airport property, incorporates methods and guidances from the 2010 Manual. All construction activities as part of the proposed development would be subject to compliance with the SWPPP.

**Charles Finucane, 94 Carman Place, Amityville, New York**

**Comment No. H6:**

I just wanted to support the project. Each aircraft that comes to the airport supports a certain amount of jobs, whether it's five people or ten people, and of course it's close to local businesses that support the aviation, you know, maintenance of the aircraft, and it's an important thing for the economics of Long Island. I don't think it's going to have any larger impact than the airport already impacts the area. I know that people tend to go against projects like this because they think it's going to create more noise and everything, but the economic benefits to Long Island's economy is essential. That's why I wanted to lend my support to the project.

**Response No. H6:**

The comment is noted.

**Eileen Lamdan, 570 Melville Road, Farmingdale, New York**

**Comment No. H7:**

As a resident, I have to tell you, your property doesn't gain value when you live on a runway of an airport.

In addition, I'm very, very concerned that Farmingdale School District, and I live in the Farmingdale School District, has lost a great deal of tax revenue with this airport. We are not an affluent district, if you go through our town you know that we are not an affluent town. We have lost so much with this airport. Any additional land that the airport says is for aviation use will not be taxed, that's my understanding. And we need revenue, we need jobs, and the airport hangars do not provide jobs. We need hotels, we need retail space, we need to develop this land for the people of Farmingdale.

**Response No. H7:**

Republic Airport exists for the purposes of aviation. Since the airport receives FAA grants, under the assurances for those grants, the Airport must use aviation property for aviation purposes unless it can be shown that the use is impractical or justified for a non-aviation use. There are properties that are not part of the development being considered that will be available for non-aviation use.

**Comment No. H8:**

I really think this airport owes us a great deal and I'm very, very concerned. The noise, the pollution, it's horrible.

**Response No. H8:**

A comprehensive analysis of the potential impacts to noise, air, water, etc has been performed and no significant adverse impacts were identified.

**Helen G. Norjen, 26 Hawthorne Street, East Farmingdale**

**Comment No. H9:**

The major changes proposed are inconsistent with New York State DOT's Transportation Master Plan for 2030, which encourages energy efficient mass transportation in order to reduce air pollution and fuel consumption. Exclusive charter aircraft are probably the most inefficient mode of transportation per passenger mile and an environmental footprint should be evaluated.

**Response No. H9:**

See Response to Comment No. C51.

**Comment No. H10:**

This document has not assessed the combined cumulative environmental impact of the seven 30,000 square foot hangars, other proposed projects and all past airport development. This area exceeded standards for ozone and particulate matter, so it's essential that air quality is given more in-depth study; noise, water, quality, traffic, the contaminated plume, all the environmental review.

**Response No. H10:**

See Responses to Comment Nos. C53, C54, C63, C66 and C67.

**Comment No. H11:**

Notification for this public hearing was extremely inadequate, it was really the best-kept secret. Timely press releases containing details of this public hearing were not issued to Newsday and local papers. The Republic Airport Commission's February 19<sup>th</sup> meeting agenda that is widely circulated contained no mention of this hearing. At the Republic Airport Commission hearing I was told that people who call in aircraft noise complaints received no notification. How can the public comment when they aren't informed?

**Response No. H11:**

See Response to Comment No. C55.

**Comment No. H12:**

...the New York State DOT's January 24, 2013 letter advising me of this public hearing was postmarked January 30<sup>th</sup>, which means six days of the comment period were eliminated.

**Response No. H12:**

See Response to Comment No. C55.

**Comment No. H13:**

Doubling the number of jet aircraft based at Republic will greatly increase the number of instrument landings that result in many of the larger and generally noisier planes flying at low altitudes over this densely populated area. My residential community, the college and park [Bethpage State Park] are all elevated much higher above sea level than Runway 14, which reduces the height of ILS landings above us.

**Response No. H13:**

See Response to Comment No. C56.

**Comment No. H14:**

Runway 14's visibility minimums were surprisingly decreased in April of 2010 without airport officials or the public being informed of the public comment period. Lower minimums allow planes to land in more hazardous weather conditions than previously permitted. Planes are not at lower altitudes, but they have better chances of maintaining schedules, which may encourage more jet operations. It's obvious that lower minimums have related safety concerns. As the enclosed chart shows, the RPZ gets larger when the minimums are reduced to three-quarters of a mile.

**Response No. H14:**

See Response to Comment No. C57.

**Comment No. H15:**

Doubling the number of jets based at Republic means more ILS approaches, noise, air pollution and safety concerns. Inasmuch as the ILS lacks environmental review, it is essential that this Draft EIS/EA finally study the social and environmental impacts of the 1971 ILS installation and 2010 change in visibility minimums.

**Response No. H15:**

The noise and air analyses found no significant impacts with an increase in the number of based jets. The change to the approach minimums had no impact on the number of operations or their flight path. The impacts of the 1971 ILS installation are included in the existing conditions. Also, see Response to Comment No. C57.

**Comment No. H16:**

It makes sense for local corporations to have their aircraft based here to efficiently transport their executives. These businesses pay property taxes and create hundreds or even thousands of jobs? I believe it is illogical to locate low job producing charter businesses in tax-free hangars that also include large tax-free offices at Republic.

**Response No. H16:**

See Response to Comment No. C58.



**Comment No. H17:**

The thing is, is that Sheltair is increasing their jet fuel storage, but decreasing the Avgas storage, which it could be leading to the jets replacing the small planes, and I think the social implications of this kind of change has not been reviewed in this document, and the environmental impact as the small planes leave they have more room for larger planes to take their place.

**Response No. H17:**

The proposed plan does not decrease the number of smaller planes. The Sheltair lease currently has 97 tie-downs for small planes and the proposed plan includes 70 tie-downs and 13 T-hangars on the Northern Leasehold Area and 14 tie-downs on the Breslau Leasehold Area. The reduction of Avgas from 15,000 gallons to 12,000 gallons is because 12,000 is a standard tank size.

**Karen Williams, 39 Alexander Avenue, Farmingdale**

**Comment No. H18:**

Just that the environmental areas are not being addressed. Bigger planes are going to bring in more pollution and more noise to our area. We want a quality of life that we would like twenty years from now for our children to enjoy also. So we're not just concerned about us right now, but we'd like to look to the future and I don't think it addresses exactly what's going to happen in the future, without being too vague.

**Response No. H18:**

All potential areas of environmental impact were considered in the preparation of the documents. Generally, the size of the aircraft is not an indicator of the noise it generates. Older aircraft tend to be noisier because improvements in engine technology have resulted in newer engines being more efficient and quieter. In addition, the recent FAA reauthorization prohibits Stage II engine aircraft (the noisiest currently in use) from operating in the United States after 2015. Therefore, the noisiest aircraft will be banned from operating at Republic Airport.

**Robert Gordon, West Hills, New York**  
**President of the Pilots Association of Republic Airport**

**Comment No. H19:**

We're a little disturbed by something. I've been advised that there is another expansion of which there has been really no information given out on the southwest side of the airport, and I think in combination with Sheltair's, which we approve of, we should know a lot more about it. And my question is why isn't it public. Will there be a similar meeting with any subsequent expansions?

**Response No. H19:**

Talon Air submitted an unsolicited application to become a Fixed Base Operator (FBO). The Department of Transportation reviewed the application in conjunction with the Office of the State Comptroller (OSC) to determine if such an application should be considered. That process ended at approximately the same time as the public hearing was held with the determination that the application will be considered. This determination did not approve Talon Air as an FBO. In addition, the application does not include any expansion of their leasehold. If the proposal is approved, NEPA and SEQRA requirements will be followed.

**Comment No. H20:**

We think the airport is at a nice level right now. The waiting time for departures or arrivals is reasonable, but it could get excessive, and we're concerned about this other expansion.

**Response No. H20:**

See Response to Comment No. H19.

**Albert M. Loshin – 4 Leaf Court, Court, Melville**

**Comment No. H21:**

The main thing I'm concerned about is noise and any expansion of the length of the runways or increased jet use would impact us. My bedroom windows face the south and the planes that take off from Republic Airport are not at very high altitude when they fly over my home, which is about five miles away. And the, although I understand that they don't have jurisdiction beyond the five mile radius, most of the air traffic eventually goes west and therefore it goes along the Long Island Expressway, which is very close to my home.

**Response No. H21:**

No lengthening of runways is being considered in this document. A noise study was performed which showed no significant impacts.

**Comment No. H22:**

I studied the alternatives that are currently being considered, and there are three different alternatives, two, three and four. And four is particularly of concern. It would facilitate increasing runway size at a later date. Apparently they don't think it would impact it immediately, but any future expansion would be facilitated by 412 foot northbound extension of Runway I-19, and I-19 is heavily used and could be used to a greater extent for large aircraft.

**Response No. H22:**

No increase in runway length is being considered in this document. The runway shift is being considered to provide standard safety areas along Runway 1-19.

**Comment No. H23:**

The problem comes in to the fact that the position that the Republic Airport is taking is that the changes would not affect runway size. If it affects runway size it would be a lot more noise made by residents and people that are lying north of here. And so their position is that alternatives two, three and four do not increase the size of the runways. However, by shifting the runway north by that amount it facilitates any future enhancement of the length of the runways on the south side, because it would prevent other changes which have been talked about being made, although they may not be made under this immediate, of immediate concern.

**Response No. H23:**

Runway shift is proposed to meet safety standards. There are no future enhancements are anticipated or planned.

**Nancy Schliwka, 18 Hawthorne Street, Farmingdale**

**Comment No. H24:**

Anyway, I have a little bit of an issue with something that you said a little earlier. The fact that we can only comment on this construction, I understand that that's what we had talked to, but I find it disturbing that if this happening at this meeting, what's to stop that from happening at further expansion where we can only discuss that issue, and when is it that we're going to be able to discuss how all these various projects are going to be affecting the airport? Because that's what's really going to concern people, it's a cumulative issue, a cumulative impact.

**Response No. H24:**

Section 7.0 of the DEIS/Draft EA includes a cumulative impact assessment.

**Helen Norjen 26 Hawthorne Street, Farmingdale**

**Comment No. H25:**

In 1982 when Republic was transferred from the MTA to the DOT, Republic was a basic transport general aviation airport which accommodated aircraft up to 60,000 pounds. Regulation 78.14, which was included in the 1984 curfew settlement, established a 60,000 pound aircraft weight limit that has been enjoined by the courts for 18 years. This rule was to assure that Republic would continue to serve smaller aircraft that do not cause as much noise and air pollution. Why does the draft EIS/EA consider this rule nonrelevant or not environmentally significant. Since the legality of the 60,000 pound aircraft weight limit rule has not been resolved, I believe it would be negligent to disregard it in the draft EIS/EA currently being reviewed.

**Response No. H25:**

See Response to Comment No. C59.

**Comment No. H26:**

Hangars for larger aircraft should not be allowed. Tie-downs, T-hangars, a pilot room, Avgas fuel pump and other related facilities could be built on land planned for large hangars. This would be more in keeping with past intentions.

**Response No. H26:**

See Response to Comment No. C94.

**Comment No. H27:**

Reclaiming the 789 foot of displaced thresholds on Runway 19 when added to the 412 foot shift of the runway would result in approaching aircraft touching down almost one-quarter mile further north. Increasing the use of the landing length of Runway 19 by 789 feet deserves full environmental review. Will landing flight tracks be altered by these changes?

**Response No. H27:**

As explained in Section 5.9.1 of the DEIS/Draft EA, “[c]hanging the location of the runway thresholds will relocate the landing profile from the south approximately 412 feet northward and on the north by 1,202 feet, thereby eliminating the existing displaced landing threshold. An aircraft on-approach typically follows a 3-degree approach slope. In the case of a landing from the north, the profile moves 1,202 feet further to the north. Under the proposed relocation plan, the aircraft approach slope will be approximately 60 feet lower in altitude than when using current displaced landing threshold. Since aircraft normally land at a point one thousand feet beyond the threshold, at one nautical mile from the existing threshold, the aircraft will be 371 feet above the ground and after the relocation will be at 308 feet above the ground at the same point. Correspondingly, aircraft approaching from the south will be approximately 20 feet higher throughout the approach than under current conditions due to the 412-foot shift to the north. In practice, aircraft are unlikely to achieve a high degree of precision throughout the landing profile and a change of this minor magnitude will be unnoticeable [to persons] on the ground...Given the variability’s among differing aircraft in terms of climb-out rates and the

effects of differing takeoffs, weights, winds, pilot technique, and air traffic control requirements, the effects on takeoff will not be observably different than under existing conditions.”

**Comment No. H28:**

The social impact of having over 500 acres of prime real estate removed from local property tax rolls is enormous. The report incorrectly identifies the 17 ½ acre South Breslau parcel as aviation use, while the Airport Layout Plan shows it as aviation compatible use. If this land is used for offices or retail the town and school district would receive considerable payments and/or tax payments as was intended when the state acquired the airport. Page 1-5 of the never completed February 1995 draft GEIS reports, “The second need mandated by state law, Article 15, Section 3, paragraph I is to provide additional payments in lieu of taxes to local government through the development of nonaviation uses.” Suggested uses for this parcel included office space and light manufacturing. Nevertheless, for 23 years New York State DOT has allowed much land designated on the airport 1989 layout plan as compatible nonaviation use or aviation compatible use to remain vacant, producing no jobs or property taxes. Republic’s Draft Vision Plan on page 34 reports, “Aviation provides few jobs per acre, while offices and retail are much better job producers.”

**Response No. H28:**

See Response to Comment No. C64.

**Comment No. H29:**

The time frame reviewed is not consistent with New York State DOT’s two previous attempts at an EIS, which would have studied 20-year periods. The 2013 Build and the 2013 No Build time frame is especially inadequate and confusing when reviewing air quality. Some information is totally unbelievable, such as the chart on page 196, which indicates that substantial Sheltair development will be completed in 2012 with the remainder slated for completion in 2013.

**Response No. H29:**

See Response to Comment No. C65.

**Nancy Cypser, Melville Road, Farmingdale**

**Comment No. H30:**

I would just like to say that I think the development really changes the initial use of the airport, that the airport, when I moved in in [sic] 1979, the airport was a small regional airport that catered to private pilots, recreational flights, because I've also heard it said that the people that live in the area knew that they were moving next to an airport, but when a lot of us moved in this major use, you know, big aircraft and frequent flights wasn't what we moved in next to.

**Response No. H30:**

The comment is noted.

**Comment No. H31:**

And I've been associated with the civic association, we've been a civic association for 35 years, and in the 35 years we've been fighting development because it's just coming by inches and it's going to ruin our property values.

**Response No. H31:**

See Response to Comment No. C51.

**Comment No. H32:**

It's getting noisier as we sit in our back yards and we've got planes coming overhead. Where I am in particular, it's maybe planes coming in 300 feet over my house. I can see them clearly. And I can live with private pilots, that's fine. It's just the major, major aircraft coming in where large, loud aircraft, it's just going to ruin our quality of life. So I just wanted to go on record to say that.

**Response No. H32:**

See Responses to Comment Nos. C36, C37 and C67.



**Sandra Thomas, President of the Concerned Taxpayers of Wheatley Heights/Dix Hills Civic Association**

**Comment No. H33:**

My concern is that the expansion of the runways is being done for much larger aircraft. I do believe that this airport is in a highly populated area and that large aircraft such as 727's and 767's should be at MacArthur Airport maybe as opposed to here.

**Response No. H33:**

There is no expansion of the runways being considered as part of this document. The shift in runway location is for safety improvements. Republic Airport has one 727 that occasionally uses the airport. 767s have not used the airport.

**Comment No. H34:**

My concern is for the safety. There are many schools in the area, there are many shopping centers, and I believe that the, my concern is that the expansion is for larger aircraft which I was told was not the intent. So I'd like to put that on record.

**Response No. H34:**

See Responses to Comment Nos. C28 and C29.

**Alissa Sue Taff, 11 Equestrian Court, Huntington**  
**President of the Civic Association of Sweet Hollow**

**Comment No. H35:**

... the area that I represent is off of the 110 corridor and the Round Swamp Road area, and we are very concerned about the shifting of the runway and having more planes fly closer over the Huntington area; more noise, lower levels, and also the increased volume. We understand that this will, the new hangars will encourage more planes coming here, larger planes, and we're concerned about the frequency of flights and all of the noise and air pollution from the planes and the quality of life of our residents in the area.

**Response No. H35:**

A noise analysis was prepared as part of the DEIS/Draft EA that showed no violation of standards will occur. In regards to the flight paths and aircraft potentially flying lower over Huntington, departing aircraft are assigned altitudes ranging from 1,500 to 3,000 feet depending on the type of operation. Aircraft will reach these altitudes before they reach residential areas in the Town of Huntington. As documented in the EIS/EA, aircraft approaching from the north will be 20 to 60 feet lower depending on the alternative chosen. Aircraft approaching the airport will, in the vicinity of the commentator's area, be at approximately 1,000 feet. A change in height of 20 to 60 feet will be imperceptible and have no noise impacts.

It is also noted that aircraft operations have been declining annually and, as discussed in the Response to Comment No. C12, the noise and air analyses considered significantly greater operations in the previously-proposed Build Year (2013). Based on the 2012 actual operations and the future projections, the 2025 operations are expected to be substantially less than the 2013 projections evaluated in the DEIS/Draft EA.

**Comment No. H36:**

We feel that in doing this study a more thorough cumulative impact of all that has taken place at the airport over the years should have been included, or should be included.

**Response No. H36:**

The DEIS/Draft EA evaluated past, other present and reasonably-foreseeable future actions. It also included a maximum development scenario whereby the vacant parcels on the Airport were assigned land uses for the purposes of providing a comprehensive environmental assessment (see Section 7.0 of the DEIS/Draft EA).

**Comment No. H37:**

We're concerned that this study was done somewhat hastily, because originally it was just going to be a scoping at the meetings that we talked about, and then all of a sudden with the increase of hangars and the shifting, now a more thorough Environmental Impact Statement is being prepared, but we're concerned that it doesn't include everything because it was done as an afterthought. That's how it seems to the community.

**Response No. H37:**

The Notice of Intent to prepare an EIS was published in 2008. The advertisement for the scoping session was titled "EIS Scoping". The agenda for RAC meetings has contained an item for "SEQRA EIS/NEPA EA Update" since 2008 and the status of the environmental document has been discussed at every RAC meeting since.

**Steven Kaplan, Tuxedo Hills Civic Association, Melville**

**Comment No. H38:**

[I]t seems there's been some inaccuracies in some of the information and also maybe not as much honesty in terms of the weight limits on the planes, the noise that the increase in the volume of take-offs and touch-downs will have.

**Response No. H38:**

See Responses to Comment Nos. C36, C37, C57, C59, C67, C85, and H35.

**Comment No. H39:**

And in light of all that we would be opposed to these expansive ideas that are going on.

**Response No. H39:**

The comment is noted.

**Steve Bonczek, Farmingdale off of Melville Road.**

**Comment No. H40:**

There were two private airplanes, they both collided and they basically landed right on top of the roof and went right through it, setting the place on fire as well. The place was called Masonix. I'm just a little concerned about that because, you know, the planes were too close and they went right through one of the industrial factories and they were from the Republic Airport. This happened many years ago.

**Response No. H40:**

The comment is noted

**Julia Blum, 89 Van Cott Avenue, Farmingdale**

**Comment No. H41:**

The economic growth that I've seen in the area as a resident on the Route 110 corridor, to me that's an improvement and that's something that should be welcomed, and if these adjustments that they're making create a safer airport for the community and Long Island, I think it brings in a lot of good, and I'm fully supportive of it.

**Response No. H41:**

The comment is noted.

# 4.0

## Revisions to the DEIS and Errata to the FEIS Hearing

### 1.4.5 Sensitivity Analysis for FAA and Airport Operations

As part of the review of the Draft EIS/ EA (including the supplemental analyses discussed in Section 1.4.4), the FAA determined that the operations data utilized in the 2007 analysis (and the operations reviewed again in 2011) were inconsistent with activity levels recorded in FAA's Traffic Flow Management System Counts (TFMSC)<sup>4</sup> and Terminal Area Forecasts (TAF). The operations utilized in the noise and air quality analyses in the EIS/ EA were derived from the airport sponsor's counts of operations at FRG through 2007 (the year the EIS/EA effort was initiated) and subsequent projected growth in operations. When the original baseline conditions were determined (the noise contour was developed in 2008), the Affected Environment Noise Contour Map (Figure 24 of the Draft EIS/EA) and air quality emissions assessment were based on sponsor operational counts for 2007, with impact analyses performed for 2013 and 2018 as future years.

Due to a protracted review and development process for the EIS/EA, reviews were ongoing through 2014, the year after which the initial future year was analyzed. At this point, a large discrepancy was identified between the sponsor's operational counts for 2007 and the sponsor's forecasted counts for 2013 and actual recorded counts by the FAA's 2015 TAF<sup>5</sup> for both 2007 and 2013. The sponsor's operational count for 2007, used as the basis for developing the baseline noise contour and air quality assessment, was 110,696 and the actual recorded operational count for 2007 in the 2015 TAF was 190,731. Additionally, the sponsor's forecast used 148,756 as the basis for the impact analysis for 2013, and the actual recorded operational count for 2013 in the 2015 TAF was 211,957.

Because of the large difference between what the FAA databases showed and what the sponsor was reporting, a sensitivity analysis was conducted to validate that the depiction of the noise contour and air emissions assessment developed based on the 2007 sponsor operational counts and used in the Affected

▼

<sup>4</sup> The Traffic Flow Management System is a data exchange system for supporting the management and monitoring of national air traffic flow. TFMS processes all available data sources such as flight plan messages, flight plan amendment messages, and departure and arrival messages. The FAA's airspace lab assembles TFMS flight messages into one record per flight. The System Counts are the actual records of flights that occurred and can be filtered by a single origin or destination airport, which they were in this case for FRG.

<sup>5</sup> The 2015 TAF shows actual historic counts recorded by the Airport Traffic Control Tower and reported to the FAA's OPSNET system for previous years of operation, including 2013.

Environment chapter of the EIS/EA remains accurate. Two technical memoranda were developed to document the results of the noise and air quality sensitivity analyses (Appendix X and Y, respectively).

As described in Appendix X, the purpose of the Noise Sensitivity Analysis for 2013 Operational Data was to evaluate potential changes in the baseline noise contour when compared to the original noise study. The noise sensitivity analysis of 2013 operational data demonstrates that the contours are smaller when the 2013 operational data is used compared to the contours developed for the original noise study. The decrease in the size of the noise contour can be attributed to the different characteristics and change in fleet mix of the 2013 operations data. The data used in the original noise study included more jet and turboprop operations, louder categories of aircraft that no longer operate by regulation, and higher nighttime runway utilization percentages. Therefore, the assessment as described in Section 4.9, Noise, is accurate, remains valid, and did not require updating.

As described in Appendix Y, the air quality sensitivity analysis demonstrated that 2013 air emissions were less than emissions originally identified for 2007. This outcome is due, in large part, to the lower number of jet and turboprop aircraft based on the updated operational data for FRG. This overall reduction in aircraft operations in these large- and medium-sized aircraft clearly outweighs the corresponding increase in piston aircraft and their resultant emissions. Based on the results of this analysis, it was determined that the air quality analyses based upon 2007 operations provided conservative results that will forecast slightly higher air emissions and noise levels. Therefore, the air quality assessment as described in Section 4.8 is accurate, remains valid, and did not require updating.

### **1.7.8 Air Quality**

C&S Engineers, Inc. performed an Air Quality Analysis Report, last revised 2011 (2011 Air Quality Report), to evaluate the air quality impacts associated with the construction and operations of Sheltair post-development (the “Build” analysis), and also considered the future aircraft operations associated with normal growth (i.e., ambient growth without planned projects [the “No-Build” analysis]) at Republic Airport. Specifically, the 2011 Air Quality Report evaluated the potential air quality impacts associated with direct and indirect emissions (i.e., aircraft emissions, auxiliary power unit (APU) emissions, ground support equipment (GSE), stationary sources, and vehicular traffic emissions). As indicated earlier in the subsection entitled “Projected Operations for Analysis of Future Conditions,” this 2011 Air Quality Report evaluated 2007 Existing Conditions, 2013 No Build condition and 2013 Build condition. Also, the potential construction-related air quality impacts associated with the proposed development were evaluated. This analysis assumed a two-year construction period.

An Addendum to the Air Quality Analysis was prepared in 2013 (2013 Air Quality Addendum), subsequent to the DEIS/DEA public hearing on February 26, 2013 to address a change in the build year from 2013 to 2019 and to address a five-year construction plan rather the two-year construction period previously evaluated (Appendix E of the FEIS). The 2013 Air Quality Addendum also addressed a Build Year plus five years (i.e., year 2024) and was based upon actual operations in 2012.

### **Vehicular Transportation Impact**

The air quality requirements presented in the NYSDOT Environmental Procedures Manual were reviewed to determine if the vehicular transportation impact associated with the development of the Breslau area by



Sheltair would exceed any applicable criteria and need to be further investigated. The topics evaluated included the following:

- Mesoscale analysis
- Carbon monoxide microscale screening or analysis
- Particulate matter microscale screening or analysis
- Particulate matter hot-spot conformity analysis
- Mobile source air toxics
- Energy and greenhouse gas analysis

Based on the aforementioned evaluations, none of the applicable criteria are met and no further analysis is required.

### **General Conformity Determination**

The Airport is located in Suffolk County, New York, which is in moderate non-attainment for the 8-hour ozone standard and non-attainment for the particulate matter (PM<sub>2.5</sub>) standard. Therefore, the proposed action is subject to Federal General Conformity requirements. The FAA, as a federal agency, is required to ensure that an applicable proposed action in a non-attainment or maintenance area conforms to the State Implementation Plan to meet federal air quality standards.

For the purposes of conformity, the total direct and indirect emissions due to a proposed action's construction and operation in the future is compared with the direct and indirect emissions of the No Build alternative for non-attainment parameters. The difference between the Build and No Build alternatives is then compared to the *de minimis* threshold to determine whether a conformity analysis is required. The applicable *de minimis* thresholds are as follows:

- |                                     |                   |
|-------------------------------------|-------------------|
| ➤ Volatile organic compounds (VOCs) | 50 tons per year  |
| ➤ Oxides of nitrogen (NOx)          | 100 tons per year |
| ➤ Particulate Matter (PM)           | 100 tons per year |

The direct and indirect emissions (as shown below), including ground support equipment, increase in aircraft and construction in 2013, associated with the proposed development of Republic Airport are less than the *de minimis* thresholds for a conformity analysis.

EMISSIONS SUMMARY – COMPARISON BETWEEN BUILD AND NO BUILD CONDITIONS TONS PER YEAR						
Parameter	2007 Conditions	Year 2013 No- Build Alternative	Year 2013 Build Alternative <sup>1</sup>	Difference Between Build and No Build	De Minimis Threshold	General Conformity Determination Required
VOC	84.39	116.12	142.20	26.08	50	No
NO <sub>x</sub>	64.26	82.69	129.78	47.09	100	No
PM <sub>2.5</sub>	3.32	4.49	6.75	2.26	100	No

<sup>1</sup>The Year 2013 Build Alternative includes the sum of direct and indirect (indirect construction emissions).

As indicated in the 2013 Air Quality Addendum, the projected 2019 and 2024 operations for Republic Airport without any SheltAir development (No Build Alternative) are 103,464 and 107,119, respectively. The projected 2019 and 2024 operations for the Build Alternative are 124,590 and 128,245, respectively. The projected 2024 Build operations are down 19,885 operations (approximately 13.4 percent), compared to 148,756 used for the 2013 Build Alternative in the 2011 Air Quality Report.

The majority of the emissions for the baseline, Build and No-Build alternatives are associated with aircraft and associated operations (APUs and GSE). The increase in operations and fleet mix for the 2019 Build scenario is projected to be approximately the same as the previously analyzed 2013 scenario. Therefore, it would be expected that the difference in emissions associated with aircraft between the Build and No-Build for 2019 would be approximately the same than those contained in the 2011 Air Quality Report.

The emissions associated with GSE and transportation would likely be proportional to the number of aircraft operations. Therefore, it would be expected that difference in GSE and traffic emissions from the Build and No Build alternative would also remain the same. Since the development is similar to the 2011 Air Quality Report, the increase in stationary source emissions from the Build to the No-Build Alternative would be expected to remain the same.

The last component of the emissions comparison between the Build and No Build alternatives is construction emissions. The construction is now being phased over five years instead of two years. In general, the emissions per year would be expected to decrease since construction activities would take place over a longer period of time. Since a de minimis threshold was not exceeded based on two years of construction, it is unlikely that a threshold would be exceeded in any one year over a five year period.

The total emissions associated with Build and No Build alternatives in future years can only be performed through modeling. However, based on the qualitative comparison of the 2013 Build/No-Build alternatives outlined in the 2011 Air Quality Report to the potential emission increase associated with the SheltAir project from 2015 through 2019, it is unlikely the difference in total emissions, including operations and construction

emissions, from the Build and No-Build alternatives would exceed any de minimis threshold in any one year, given the following assumptions.

- a. The difference in operations from the Build and No-Build alternative is approximately the same or lower.
- b. The difference in fleet mix between the Build and No-Build alternatives does not change significantly from the 2013 scenario in the 2011 Air Quality Report.
- c. The GSE and transportation emissions would be proportional to operations, while the stationary source emissions would stay approximately the same.
- d. Phasing the construction over a five year period, rather than two years, would likely decrease the maximum emissions associated with construction in any one year from 2014 through 2019.

Based upon the 2013 Air Quality Addendum, the air quality impacts of the five-year development plan proposed to commence in 2015 would be less than that evaluated in the 2011 Air Quality Report. Accordingly, no significant adverse air quality impacts would occur as a result of the proposed action.

#### **Air Quality Sensitivity Analysis for 2013 Operational Data**

As part of the review of the Draft EIS/EA, the FAA determined that the operations data utilized in the 2007 analysis (and the operations reviewed again in 2011) were inconsistent with FAA's Traffic Flow Management System Counts (TFMSC) and Terminal Area Forecasts (TAF). The operations utilized in the air quality analysis in the EIS/EA were derived from the airport sponsor's counts of operations at FRG through 2007 (the year the EIS/EA effort was initiated) and subsequent projected growth in operations. When the original baseline conditions were determined, the Affected Environment air quality assessment was based on sponsor operational counts for 2007, with impact analyses performed for 2013 and 2018 as future years.

Due to a protracted review and development process for the EIS/EA, reviews were ongoing through 2014, the year after which the initial future year was analyzed. At this point, a large discrepancy was identified between the sponsor's operational counts for 2007 and the sponsor's forecasted counts for 2013 and actual recorded counts by the FAA's 2015 TAF for both 2007 and 2013. The sponsor's operational count for 2007, used as the basis for developing the air quality assessment, was 110,696 and the actual recorded operational count for 2007 in the 2015 TAF was 190,731. Additionally, the sponsor's forecast used 148,756 as the basis for the impact analysis for 2013, and the actual recorded operational count for 2013 in the 2015 TAF was 211,957.

Because of the large difference between what the FAA databases showed and what the sponsor was reporting, a sensitivity analysis was conducted to validate that the depiction of the air emissions impacts developed based on the 2007 sponsor operational counts and used in the Affected Environment chapter of the EIS/EA remains accurate. In order to ensure that the Affected Environment chapter is valid and current, the most recent full year of data (2013) is used to provide the best representation of existing conditions during this sensitivity analysis.

A technical memorandum was developed to document the results of the air quality sensitivity analysis (Appendix Y). The air quality sensitivity analysis demonstrated that 2013 air emissions were less than emissions originally calculated for 2007. This outcome is due, in large part, to the lower number of jet and turboprop aircraft based on the updated operational data for FRG. This overall reduction in aircraft

operations in these large- and medium-sized aircraft clearly outweighs the corresponding increase in piston aircraft and their resultant emissions.

Based on the results of these analyses, it was determined that the analyses based upon 2007 operations provided conservative results that will forecast slightly higher air emissions. Therefore, the air quality assessment as described in Section 4.8 is accurate, remains valid and did not require updating.

## 1.7.9 Noise

A Noise Analysis was prepared by Young Environmental Sciences, Inc. in February 2009 (2009 Noise Analysis), to establish the baseline noise levels and to evaluate the potential adverse noise impacts associated with the projected increases in Sheltair operations, in conjunction with projected forecasts.

Future noise impact for the years 2013 (Build Year) and 2018 (Build + 5 Years) was determined through the use of the Area Equivalent Method (AEM), a spreadsheet derivative of the Integrated Noise Model, which analyzes the forecast of future aircraft to determine changes to the airport's noise contour area associated with different alternatives in comparison to the No Action Alternative. If the change of a cumulative noise contour area is less than 17 percent of the size of the No Action contour, then detailed noise analysis is not necessary.<sup>6</sup> Future aircraft activity levels were developed based on growth in the fleet mix of aircraft using Republic Airport in 2007. Projected activity demand expected to result from the Sheltair development were then added to the year 2013 total to create a comparative case. One new aircraft type was added to the mix, the Citation X. A similar exercise was conducted for the year 2018.

A supplemental qualitative analysis report was prepared in 2013 (2013 Supplemental Analysis) subsequent to the public hearing to address a change in the Build Year from 2013 to 2019. This supplemental analysis provides a review of airport activity levels since 2002 and projections of future build and no build operational levels through 2025, based on actual operations in 2012.

### 2009 Noise Analysis

#### *Year 2013 Noise Impact Levels – Build versus No Build*

The AEM analysis indicates that the No Build area of the Day-Night Average Sound Level (DNL) 65 contour is expected to reach 1.2 square miles. The addition of the expected Sheltair activity would increase the DNL 65 contour to approximately 1.3 square miles (Build), representing a four percent increase from the No Build area. The threshold for triggering additional studies based on this methodology is a 17 percent increase. Therefore, no additional analysis is required.

#### *Year 2018 Noise Impact Levels – Build versus No Build*

A second AEM comparison was used to determine the No Build versus Build volumes for year 2018. The growth in the volume of activity resulted in a No Build area of 1.6 square miles and a similar level of 1.6 square miles for the Build case. The Build scenario added 3.2 percent to the total expected extent of the No Build Condition in year 2018. Again, this increment does not exceed the threshold of significance (i.e., 17 percent increase). Therefore, no additional noise analysis is required.

▼  
<sup>6</sup> AEM uses a decision criterion of 17 percent. A 17 percent increase in cumulative noise contour area translates into a one-decibel increase in an airport's noise. If the percentage difference due to the change is less than 17 percent, no further study is necessary. AEM (Area Equivalent Method Version 7.0c User Guide).

Based on the analyses, the increment of additional aircraft activity resulting from the Sheltair development does not independently create substantial increases over and above those resulting from forecast growth in aircraft activity. The increase in the total area affected within DNL 65 is projected to grow from 0.958 square mile (2007) to 1.6 square miles (2018) primarily due to the forecasted growth which would occur absent the proposed improvements. It is noted that there are no residential land uses within the 1.6-square-mile, DNL 65 contour area. The nature of the projections and not the additional proposed Sheltair activity causes this underlying increase in the area.

### *Changes in Cumulative or Annual Average Noise Contour – Land Use Compatibility*

Airport noise and resultant land use compatibility are customarily determined via an annual average noise contour, which changes in response to variations in activity levels, differing aircraft, and differing splits between day and night use and runway/flight track use. However, based upon past noise contour determinations, the relocation of both runway thresholds will move the DNL 65 contour around Runway 1-19 approximately 414 feet northward on the Runway 1 end south of the airport bringing the maximum projection of the contour closer to the airport boundary. On the Runway 19 end, the noise contour shifts 492 feet further to the north. These changes will occur entirely within commercial and industrial-zoned and developed areas both on the north and the south. Therefore, the runway threshold relocations would not result in changes to the existing land use compatibility.

### *Changes in Noise Levels – Runway 1-19 Relocation and Runway 1-19 EMAS*

Change in instantaneous or peak noise levels were determined using the Integrated Noise Model (INM) 7.0 calculating the noise level at a point one nautical mile from the existing runway thresholds resulting from a single event, (a landing followed by a takeoff) performed by a Gulfstream V business jet in both north and south flow and under existing and post-relocation conditions.<sup>7</sup>

The results showed that the noise level at the aforementioned reference point for an aircraft landing from the north would be 1.3 dB higher after relocating the Runway 19 landing threshold and eliminating the displaced threshold (81.5 dB under existing conditions and 82.8 dB). The peak event measured one nautical mile south from the Runway 1 threshold showed a 0.6 dB reduction (from 79.9 dB peak under existing conditions and from 79.3 dB after threshold relocation). Similar results were found in north flow conditions, a 0.7 dB reduction in peak noise level at the southern point and a 0.6 dB increase to the north.

The Runway 1-19 Engineered Materials Arresting System (EMAS) alternatives would result in aircraft approaching Runway 1 along the same paths and altitudes currently used which would result in no change to the associated noise levels. The recovery of the displaced threshold approaching Runway 19 would result in aircraft approaching the airport being approximately 40 feet lower in altitude. The results of this change are less than a 0.5 dB increase.

The human ear has difficulty distinguishing differences in noise levels separated by less than 3 dB. Thus, the projected change found to occur after the relocation of Runway 1-19 would not be perceptible to an



<sup>7</sup> A single event noise exposure level (SENEL) is not required pursuant to Federal requirements and has been provided as additional information as part of this EA (see FAA Order 1050.1E, Change 1 and FAA Desk Reference).

individual with normal hearing. Accordingly, no significant adverse impacts associated with noise level changes would occur.

### **2013 Supplemental Analysis**

As explained in the 2013 Supplemental Analysis, from 2002 through 2012, the peak activity levels at the Airport occurred in 2002 with a total of 169,638 operations and the peak jet aircraft activity occurred in 2007 at 19,400 total operations. Traffic declined in 2003, increased in 2004, and declined in 2005. Activity remained in the range of 141,110 to 169,638 during this four year period.

The largest fraction of total traffic, single engine general aviation aircraft constituted between 72 and 77 percent of total operations during the four-year period. Jet aircraft ranged from nine percent to 12.5 percent of the annual total during the same period, 17.5 percent of the total operations at its highest level in 2007. Twin engine and multi-engine propeller driven aircraft, turboprop aircraft and helicopter constituted the balance of activity. Aircraft operations began to decline in 2005 except for jet operations which began to decline in 2008 after the 2007 peak. By 2012, total airport operations were 100,288, representing approximately 59 percent of the operations in 2002. All classes of aircraft usage declined to levels below 2002 with the largest decline in the single engine general aviation aircraft category. By 2012, single engine aircraft were 73 percent of the total operations with Jet aircraft at 13.8 percent of the Airport's operations.

Based on 2012 actual operations and applying the relevant growth factors and the Sheltair operations, in year 2019, the total projected operations under the Build scenario are 124,590, with approximately 29 percent jet aircraft and 57 percent single engine (the balance is comprised of turbo prop, multi-engine and helicopter). In year 2024, the projections for total operations under the Build scenario is 128,245 with approximately 31 percent jet aircraft and 55 percent single engine (the balance is made up of turbo prop, multi-engine, and helicopter).

Accordingly, based upon (1) the significant reduction in overall operations at the airport since 2005, (2) the phasing out of all Stage 2 aircraft by the end of 2015, (3) the fact that the original noise analysis in 2009 considered significantly greater operations than that expected in all future cases based on 2012 actual operations, (4) the fact that the original analysis of the greater number of operations did not show the DNL 65 Contour area likely to expand into residential areas, and (5) the fact that the increase in DNL 65 Contour area was less than the 17 percent threshold of significance, it can be reasonably concluded that the DNL 65 Contour area in 2019 or later years would not result in an increase sufficient to reach the threshold of significance triggering further analysis. Thus, it can be reasonably concluded that there would be no violations of current federal or state noise exposure guidelines in the future years including the projected Sheltair operations.

### **Noise Sensitivity Analysis for 2013 Operational Data**

As part of the review of the Draft EIS/EA, the FAA determined that the operations data utilized in the 2007 analysis (and the operations reviewed again in 2011) were inconsistent with activity levels recorded in FAA's TFMSC and TAF. The operations utilized in the noise analysis in the EIS/EA were derived from the airport sponsor's counts of operations at FRG through 2007 (the year the EIS/EA effort was initiated) and subsequent projected growth in operations. When the original baseline conditions (noise contour) were determined in

2008, the Affected Environment Noise Contour Map (Figure 24 of the Draft EIS/EA) was based on sponsor operational counts for 2007, with impact analyses performed for 2013 and 2018 as future years.

Due to a protracted review and development process for the EIS/EA, reviews were ongoing through 2014, the year after which the initial future year was analyzed. At this point, a large discrepancy was identified between the sponsor's operational counts for 2007 and the sponsor's forecasted counts for 2013 and actual recorded counts by the FAA's 2015 TAF for both 2007 and 2013. The sponsor's operational count for 2007, used as the basis for developing the baseline noise contour, was 110,696 and the actual recorded operational count for 2007 in the 2015 TAF was 190,731. Additionally, the sponsor's forecast used 148,756 as the basis for the impact analysis for 2013, and the actual recorded operational count for 2013 in the 2015 TAF was 211,957.

Because of the large difference between what the FAA databases showed and what the sponsor was reporting, a sensitivity analysis was conducted to validate that the depiction of the noise contour developed based on the 2007 sponsor operational counts and used in the Affected Environment chapter of the EIS/EA remains accurate.

The noise sensitivity analysis of 2013 operational data demonstrates that the contours are smaller when the 2013 operational data is used compared to the contours developed for the original noise study (Appendix X). The decrease in the size of the noise contour can be attributed to the characteristics and fleet mix of the 2013 operations data used for this sensitivity analysis. The data used in the original noise study included more jet and turboprop operations, louder categories of aircraft that no longer operate by regulation, and higher nighttime runway utilization percentages. Therefore, the assessment as described in Section 4.9 is accurate, remains valid, and does not require updating.

As shown in Appendix X, the contours developed as part of the noise sensitivity analysis using the 2013 operational data do not extend into residential areas. Therefore, according to the sensitivity analysis, the potential noise resulting from the updated operation levels evaluated would not affect these communities, and any associated environmental justice districts or populations residing within these areas. These are the same findings as the analysis conducted with the original operations identified by the Airport. Therefore, the analysis as described in Section 4.13, Social Impacts, Including Environmental Justice, Children's Health and Safety Risks, and Induced Socioeconomic Impacts is accurate, remains valid, and was not updated.





**Figure 2: Site Location Map**

Republic Airport

\*Lease Area Boundaries are Approximate

**Sources:** Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community;

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# **REPUBLIC AIRPORT** **FARMINGDALE, NEW YORK** **RUNWAY 1-19** **SAFETY AREA IMPROVEMENTS PROPOSAL**

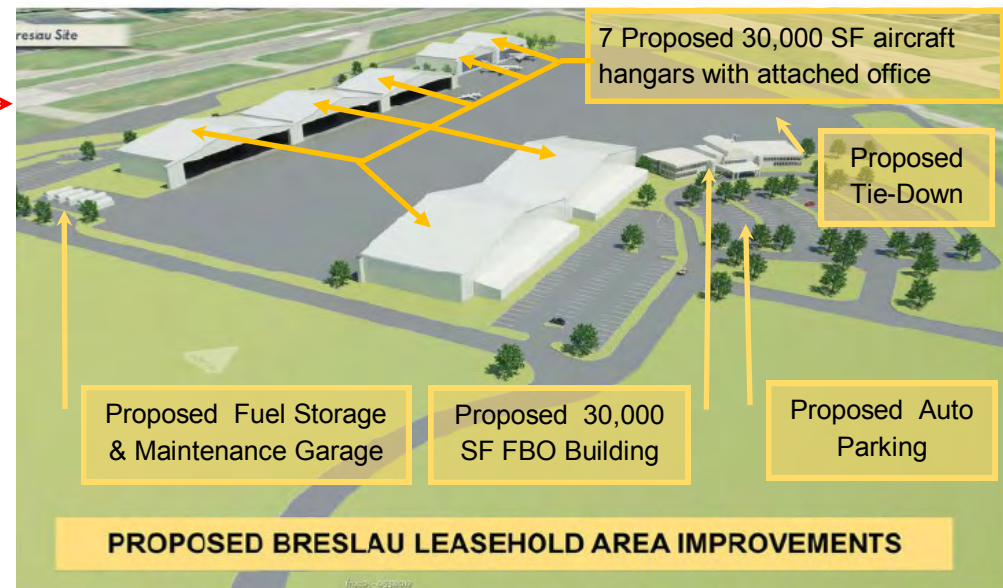
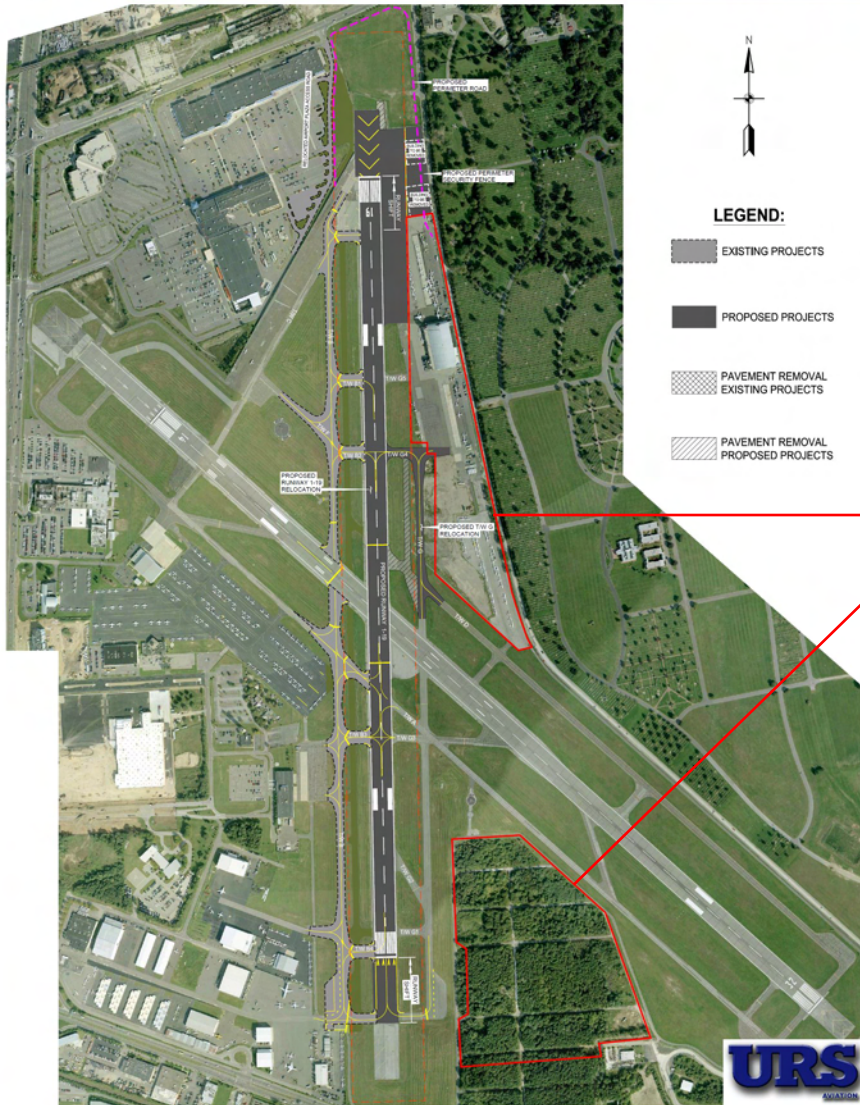


Figure 5: Aerial Renderings of the Proposed Sheltair & Airport Improvements



#### 2.4.4 Relocation of Hangars 2 and 3

Hangars 2 and 3 are located in the OFA and in the RPZ and are also penetrations to the Runway 19 approach surface. Therefore, as part of the proposed action, Hangars 2 and 3 would be removed from their current location.

Pursuant to a determination by SHPO, Hangars 2, 3 and 4 were deemed eligible for listing as a district on the National Register of Historic Places. Specifically, in correspondence dated June 25, 2010, SHPO advised that these three hangars are “the only surviving historic structures from Fairchild Aviation that used the structures from 1923 through 1960 as part of the manufacturing and testing process for the company...” As such, the proposed removal of Hangars 2 and 3 were determined to have an Adverse Effect on the historic properties.

Accordingly, the FAA notified the ACHP that the proposed action would have an Adverse Effect. The ACHP advised that, pursuant to *Appendix A, Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, the “Protection of Historic Properties” (36 CFR Part 800), does not apply to the proposed relocation of hangars and, therefore, its participation in consultations is not required (see Appendix Q). However, as advised by the ACHP, pursuant to 36 CFR §800.6(b)(1)(iv), a final Memorandum of Agreement, developed in consultation with SHPO, and any other parties, would need to be filed with ACHP at the conclusion of the process.

Accordingly, a “Memorandum of Agreement among the New York State Department of Transportation, the New York State Historic Preservation Office, and the Federal Aviation Administration for the Relocation and Rehabilitation of Hangars 2 and 3 at Republic Airport, Farmingdale, New York” has been developed in order to take into account the effect of the proposed action on the National Register eligible Historic District containing Hangars 2, 3 and 4 (see Appendix Q). This MOA will be filed with the pursuant to Section 106 of the NHPA of 1966.

Pursuant to the MOA, the planned improvements would include the relocation of Hangars 2 and 3 directly south of Hangar 4, and their orientation would be a mirror-image of the existing district (i.e., Hangar 3 would be immediately south of Hangar 4 and Hangar 2 would be relocated to the south of Hangar 3). The original locations of the buildings will be identified with at-grade marking. The original site will be restored and maintained as an open field. The remaining original foundations of the hangars will be left in situ, filled in and seeded over, at-grade level. Also, in accordance with OPRHP’s conditions for the future relocation, documentation of the district would be undertaken to record the existing conditions of the hangars and their setting, which would also guide in future repairs or rehabilitation in their new location. OPRHP would also be consulted during relocation and any rehabilitation.

The relocation of Hangars 2 and 3 would include the repaving of existing areas for parking and driveways, connections to utilities including electric, gas, water, and sewer, relocation of the existing airport security fence, line striping for the parking areas, the removal of a minimal amount of landscaping, replanting of landscaped vegetation along New Highway, installation of new security gates, installation of lighting on each hangar, and the relocation of existing signage.

Further discussion is included in Sections 4.1 and 5.1 herein.

## 2.6.4 Projected Operations for Analysis

Based on review of the TAFs and the actual growth rate experienced at Republic Airport, the analyses contained herein utilized the 2007 operations (takeoffs and landings) as the baseline year and applied a four percent growth rate. This yielded a total of 127,634 operations for 2013 and, a total of 148,130 operations for 2018. Using the data in Table 3, for the No-Build scenario, there is a three percent difference in operations compared to the 2007 TAF projections in 2013 and an 8.7 percent difference in operations compared to the TAF projections in 2018; for total operations. These differences are within the parameters of 10 and 15 percent for TAF consistency.

This was determined to yield the most conservative figures as the annual jet operations at Republic Airport peaked in 2007 and the total number of operations between 2008 and 2010 were affected by the economic downturn of 2008 (which saw all aircraft operations decreasing in 2008 and 2009). Also, the Airport had several construction projects that resulted in runway closures for significant periods from 2009 through 2011. This resulted in skewed numbers of operations for each runway for that three-year period that would not be reflective of future years. Since the 2007 operations most closely reflected the number of operations occurring at the time of the analyses, and the runway use was not skewed by construction projects closing runways, it was decided that 2007 operations would be used for all noise and air quality analyses. However, as indicated in Table 3, these projections are significantly higher than what Republic Airport has actually experienced.

With respect to the air quality analyses (prepared by C&S Engineers, Inc. and KB Environmental Services), the analysis included the 2007 existing conditions and an analysis of the 2013 No-Build Year (2007 operations plus an annual growth rate) and the 2013 Build Year (2007 operations plus an annual growth rate and the projected Sheltair operations<sup>8</sup>). The 2013 No-Build projections were 127,634 and the 2013 Build projections were 148,756 total operations. The noise analysis (prepared by Young Environmental Sciences, Inc.) also included the 2007 existing conditions and the 2013 Build Year. Additionally, the 2018 Build Year (2013 Build plus Five Years) was also evaluated. The Build projections for 2018 were 169,250 total operations.

During preparation of the DEIS/Draft EA, which occurred over an approximately five-year timeframe, the baseline year of 2007 was reviewed to determine if the noise and air quality analyses should be updated. Specifically, the 2011 operations were reviewed. It was determined that while the 2011 operations were slightly higher than 2007, the jet traffic operations were lower. Thus, as jet traffic is a major contributor to both the noise and air quality assessments, it was determined that the analyses based upon 2007 operations provided a conservative analysis that will forecast slightly higher emissions and noise levels. Therefore, the noise and air quality assessments were not updated.

However, due to an extended environmental review process and a declining demand at the Airport, the original build year of 2013 has been extended to encompass a five-year development program ending in 2019. Therefore, supplemental qualitative analyses of the noise and air quality impacts were prepared to address a change in the Build Year for the proposed action. These supplemental qualitative analyses were based upon 2012 actual operations, as recorded by Republic Airport and included in Table 3 herein.

▼  
<sup>8</sup> It is noted that the Republic Airport safety area and infrastructure improvement projects are not intended to increase operations at the Airport, and thus, the air and noise impact analyses included only a background growth rate for the future years, as well as the projected increase in operations in Sheltair.

As indicated in Table 3, the projections based on 2007 existing conditions are significantly greater than that which is occurring at the Airport. The actual number of takeoffs and landings at the Airport for the last six years has fluctuated between 100,000 and 110,000 with the lower number reflecting the most recent year. Accordingly, it is reasonable to conclude that aircraft operations will remain within this range over the next couple of years, with the potential for growth following thereafter.

Based on the 2012 operations, the No Build projections for 2025 are 107,920 and the Build projections are 129,046, which are substantially less than what was initially evaluated. Therefore, the No Build and Build projections used in the initial noise and air quality impact analyses within this Final EA are conservative and, therefore, overestimate the impacts to noise and air quality.

As part of the review of the Draft EIS/ EA, the FAA determined that the operations data utilized in the 2007 analysis (and the operations reviewed again in 2011) were inconsistent with activity levels recorded in FAA's Traffic Flow Management System Counts (TFMSC) and Terminal Area Forecasts (TAF). The operations utilized in the noise and air quality analyses in the EIS/ EA were derived from the airport sponsor's counts of operations at FRG through 2007 (the year the EIS/EA effort was initiated) and subsequent projected growth in operations. When the original baseline conditions were determined (the noise contour was developed in 2008), the Affected Environment Noise Contour Map (Figure 24 of the Draft EIS/EA) and air quality emissions assessment were based on sponsor operational counts for 2007, with impact analyses performed for 2013 and 2018 as future years.

Due to a protracted review and development process for this EIS/EA, reviews were ongoing through 2014, the year after which the initial future year was analyzed. At this point, a large discrepancy was identified between the sponsor's operational counts for 2007 and the sponsor's forecasted counts for 2013 and actual recorded counts by the FAA's 2015 TAF for both 2007 and 2013. The sponsor's operational count for 2007, used as the basis for developing the baseline noise contour and air quality assessment, was 110,696 and the actual recorded operational count for 2007 in the 2015 TAF was 190,731. Additionally, the sponsor's forecast used 148,756 as the basis for the impact analysis for 2013, and the actual recorded operational count for 2013 in the 2015 TAF was 211,957.

Because of the large difference between what the FAA databases showed and what the sponsor was reporting, a sensitivity analysis was conducted to validate that the depiction of the noise contour and air emissions assessment developed based on the 2007 sponsor operational counts and used in the Affected Environment chapter of the EIS/EA remains accurate.

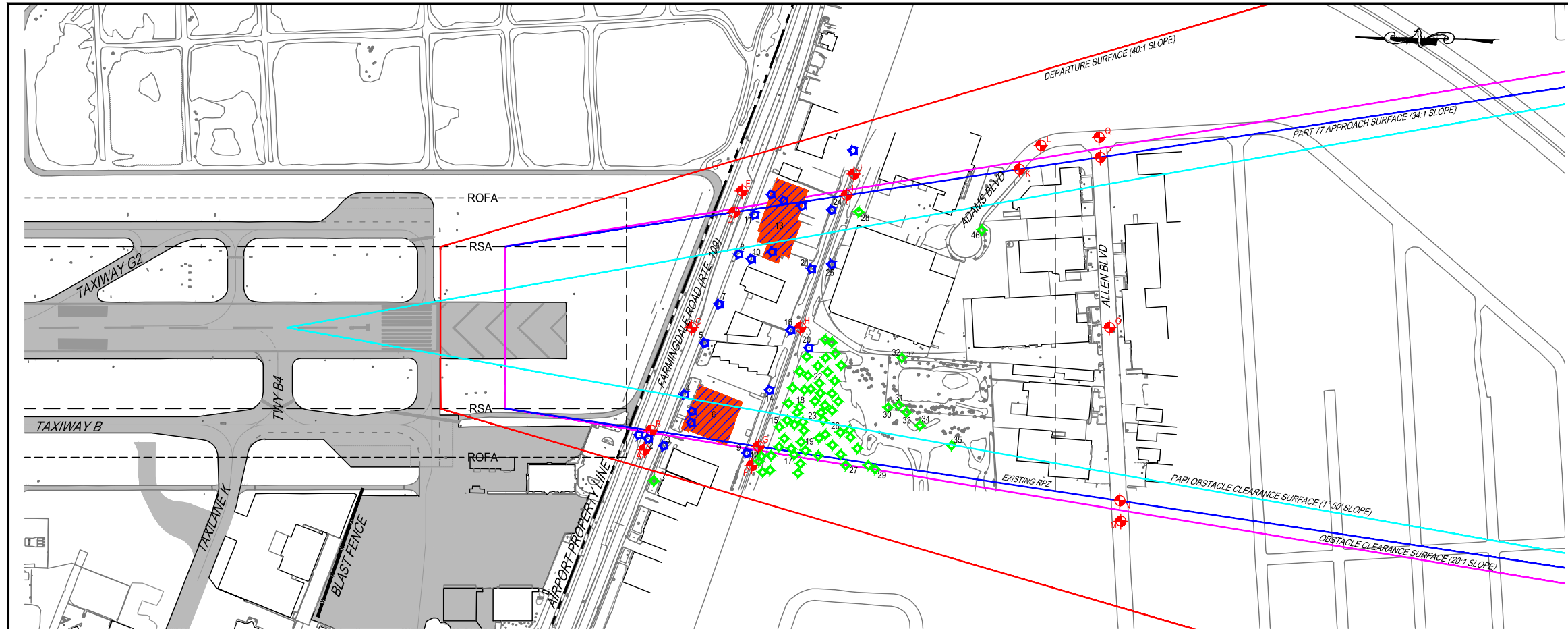
Sensitivity analyses for these two resource categories were performed to determine if there would be a change to the noise levels (contours) or air emissions previously developed for the EIS/EA. Two technical memoranda were developed to document the results of the noise and air quality sensitivity analyses (Appendix X and Y, respectively).

As described in Appendix X, the purpose of the Noise Sensitivity Analysis for 2013 Operational Data is to evaluate potential changes in the baseline noise contour when compared to the original noise study. The noise sensitivity analysis of 2013 operational data demonstrates that the contours are smaller when the 2013 operational data is used compared to the contours developed for the original noise study. This analysis is described more in Sections 4.9 and 5.9 and determined that the assessment described in those sections is accurate, remains valid, and did not require updating.

As shown in Appendix X, the contours developed as part of the noise sensitivity analysis by using the 2013 operational data provided by the FAA do not extend into residential areas. Therefore, according to the sensitivity analysis, the potential noise resulting from the updated operation levels evaluated would not affect these communities, and any associated environmental justice districts or populations residing within these areas. These are the same findings as the analysis conducted with the original operations identified by the Airport. Therefore, the analysis as described in Section 4.13, Social Impacts, Including Environmental Justice, Children's Health and Safety Risks, and Induced Socioeconomic Impacts is accurate, remains valid, and did not require updating.

As described in Appendix Y, the air quality sensitivity analysis demonstrated that 2013 air emissions were less than emissions originally identified for 2007. This analysis is described more in Sections 4.8 and 5.8, and determined that the assessment described in those sections are accurate, remain valid, and did not require updating.



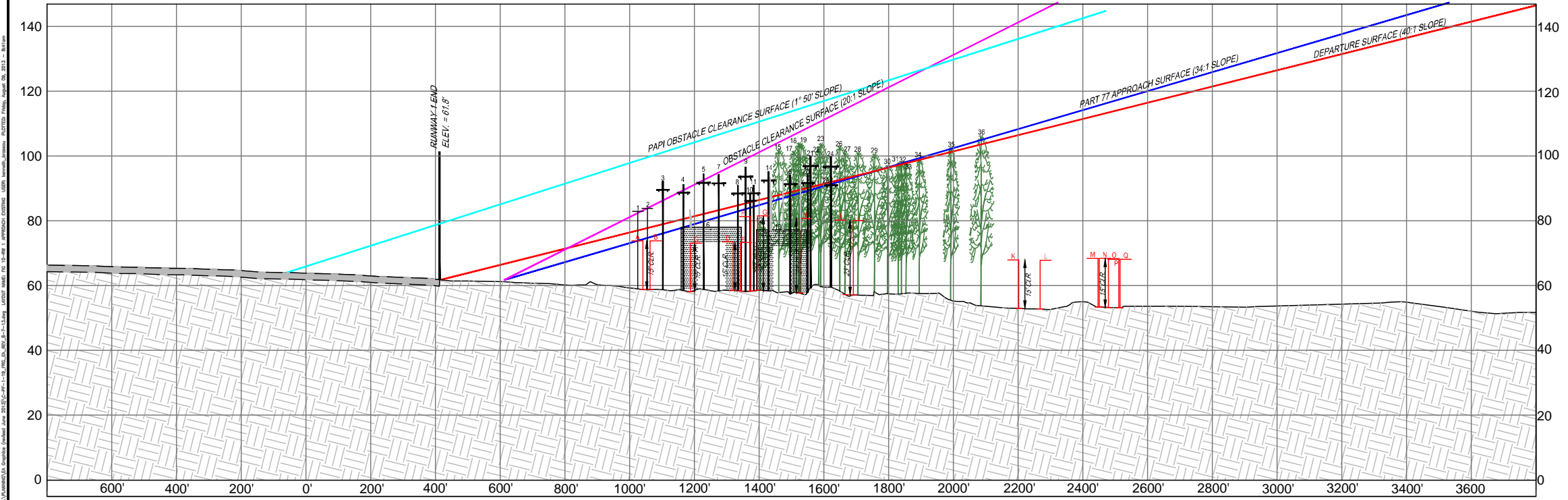


**RUNWAY 1 APPROACH - PLAN VIEW**

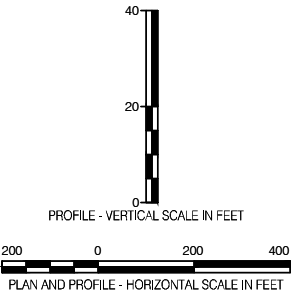
EXISTING RUNWAY 1 END - OBSTRUCTION DATA SUMMARY		
QUANTITY	DESCRIPTION	POTENTIAL DISPOSITION
2	SIGN (HIGHWAY RTE. 110)	OBSTRUCTION LIGHT
14	UTILITY POLE	OBSTRUCTION LIGHT
2	BUILDINGS	OBSTRUCTION LIGHT
18	TREE OR STAND OF TREES	TRIM, REMOVE

- NOTES:
- SOURCE OF OBSTRUCTION DATA: REPUBLIC AIRPORT RUNWAY END OBSTRUCTION STUDY PREPARED IN MAY 2007 BY MCFARLAND-JOHNSON, INC
  - NEW OBSTRUCTION MAPPING IS TO BE ACQUIRED PRIOR TO DEVELOPING OBSTRUCTION REMOVAL DESIGN PLANS FOR MITIGATION OF OBSTRUCTIONS TO RUNWAY 1-19.

EXISTING RUNWAY 1-19 OBSTRUCTION LEGEND	
DESCRIPTION	EXISTING
TREE OBSTRUCTIONS	
MAN-MADE OBSTRUCTION POINT	
VERTICAL ROAD CLEARANCE POINT	
BUILDING OBSTRUCTIONS TO PART 77 SURFACE	
14 CFR PART 77 SURFACE	
DEPARTURE SURFACE	
PAPI OBSTACLE CLEARANCE SURFACE	
OBSTACLE CLEARANCE SURFACE	

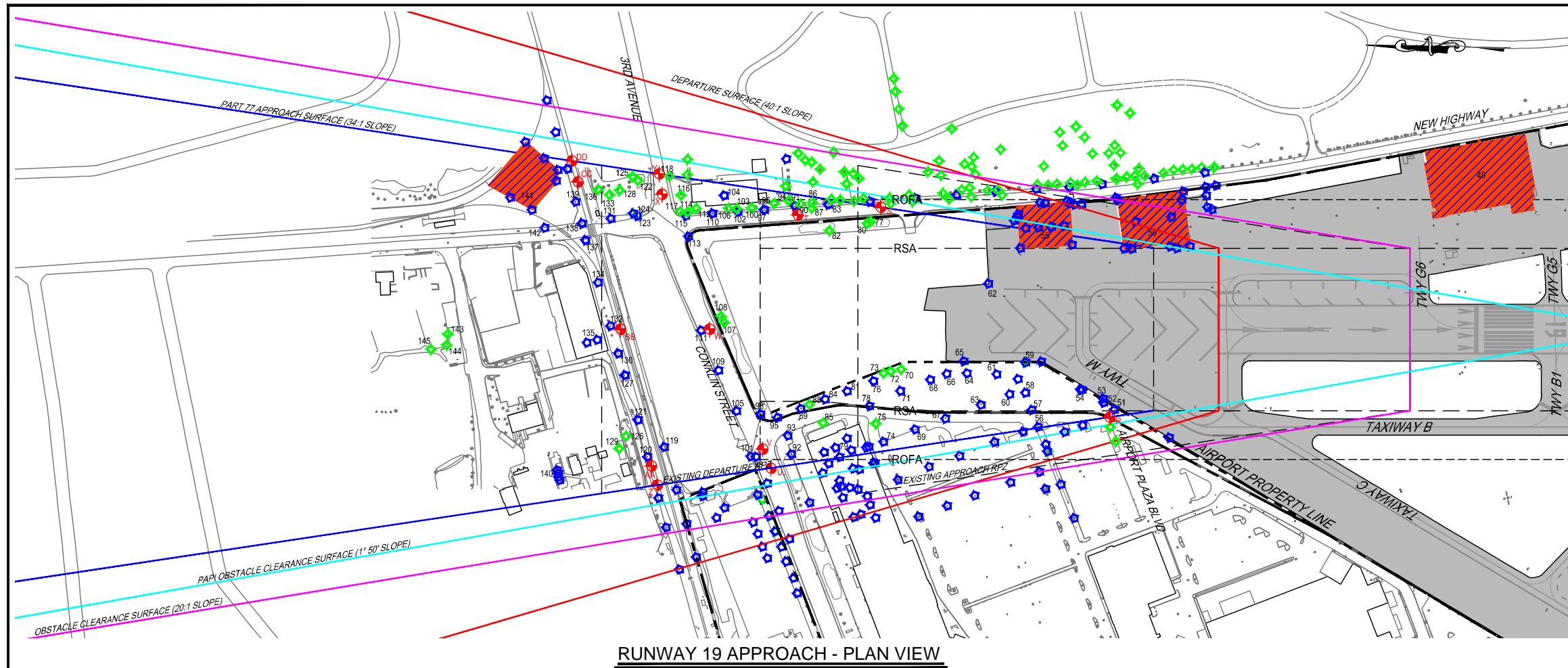


**RUNWAY 1 APPROACH - PROFILE VIEW**



**FIGURE 10**  
**EXISTING RUNWAY 1 OBSTRUCTIONS**





EXISTING RUNWAY 19 END - OBSTRUCTION DATA SUMMARY		
QUANTITY	DESCRIPTION	POTENTIAL DISPOSITION
1	BUILDING	OBSTRUCTION LIGHT
2	BUILDING	TO BE REMOVED (HANGARS 2 AND 3)
9	UTILITY POLE	OBSTRUCTION LIGHT
3	LIGHT POLE	OBSTRUCTION LIGHT
14	TREE OR STAND OF TREES	TRIM/REMOVE
1	MAN MADE OBSTRUCTION	REMOVE

- NOTES:
1. SOURCE OF OBSTRUCTION DATA: REPUBLIC AIRPORT RUNWAY END OBSTRUCTION STUDY PREPARED IN MAY 2007 BY McFARLAND-JOHNSON, INC.
  2. NEW OBSTRUCTION MAPPING IS TO BE ACQUIRED PRIOR TO DEVELOPING OBSTRUCTION REMOVAL DESIGN PLANS FOR MITIGATION OF OBSTRUCTIONS TO RUNWAY 1-19.

EXISTING RUNWAY 1-19 OBSTRUCTION LEGEND	
DESCRIPTION	EXISTING
TREE OBSTRUCTIONS	
MAN-MADE OBSTRUCTION POINT	
VERTICAL ROAD CLEARANCE POINT	
BUILDING OBSTRUCTIONS TO PART 77 SURFACE	
14 CFR PART 77 SURFACE	
DEPARTURE SURFACE	
PAPI OBSTACLE CLEARANCE SURFACE	
OBSTACLE CLEARANCE SURFACE	

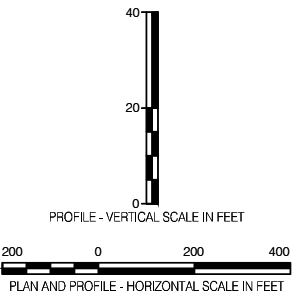
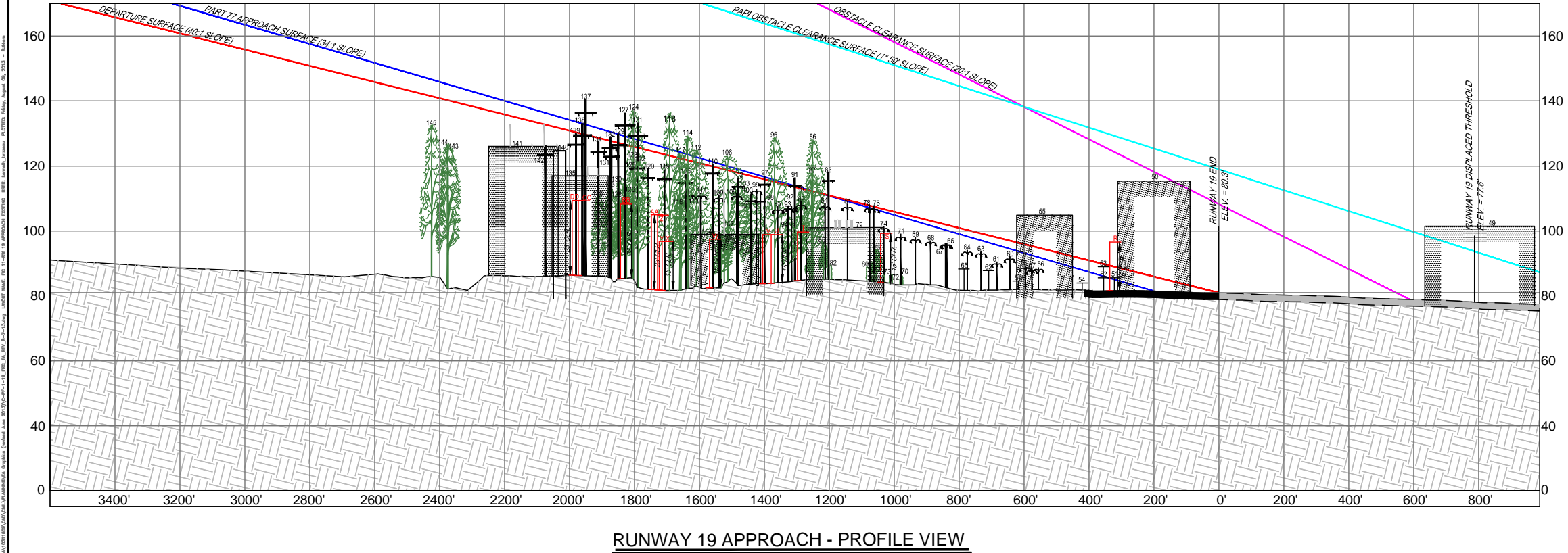


FIGURE 11  
EXISTING RUNWAY 19  
OBSTRUCTIONS



### 3.2.2 Obstruction Removal for Runway 1-19 Shift (Preferred Alternative)

An obstruction analysis for the runway shift of 412 feet on both ends was performed to identify any objects that would be obstructions after the runway is shifted. All penetrations to the 14 CFR Part 77 imaginary surfaces, OCS, Departure Surface, and PAPI OCS within available mapping were identified and the obstructions identified in this analysis are shown in Figure 12 and Figure 13.

The Runway 1 end (see Figure 12) has no obstructions to the PAPI OCS or the OCS. The Approach and Departure Surfaces have a stand of trees (Pitch Pine – dominant species; Black Locust, Big-Tooth Aspen – co-dominant) located along Boening Plaza (District 0100 – Section 97 – Block 1 – Lot 4.28 – Boening Bros., Inc.) that are obstructions. There are two man-made obstructions to the Approach and Departure Surfaces including a utility pole along the southerly side of State Route 109 and one pole along the northerly side of the MTA (LIRR) tracks. On the Runway 19 end (see Figure 13), there are a few trees that penetrate the PAPI OCS and the OCS. Tree obstructions to the approach and departure surface exist in the following areas:

- Parking (landscaped areas) lot belonging to Airport Plaza Associates, LLC at 261 Airport Plaza Blvd. (District 0100 – Section 50 – Block 1 – Lot 5.19) – Ornamental varieties of Green Ash and Chinese Maple; White Pine landscaped area at the west end of Dave and Busters.
- Northerly side of Conklin St. right-of-way and land belonging to Mairoll, Inc. (District 0100 – Section 50 – Block 1 – Lot 3) – ornamental tree species.
- Two (2) single trees on lands of DMJ Realty Associates, LLC at 1610 New Highway (District 0100 – Section 35 – Block 1 – Lot 17.1) – Big-Tooth Aspen.
- Northeast quadrant of Conklin St. and New Highway belonging to the Roman Catholic Church, Diocese of Brooklyn (District 0100 – Section 51 – Block 1 – Lot 1) – White Pine and Mulberry.
- Southeast quadrant of Conklin St. and New Highway – Spruce, Elm, and Norway Maple continuing southerly along the east side of New Highway at St. Charles Cemetery belonging to the Roman Catholic Church, Diocese of Brooklyn (District 0100 – Section 51 – Block 1 – Lot 5).

There are four buildings that are obstructions and/or that have rooftop objects that penetrate the departure and the approach surface and three buildings within the transitional surface. They include:

- The hangars along the westerly side of New Highway on airport property.
- Building currently housing Dave and Busters belonging to Airport Plaza Associates, LLC located at 261 Airport Plaza Blvd. (District 0100 – Section 50 – Block 1 – Lot 5.19).
- Vents/chimneys on top of building belonging to Farmingdale Properties located at 1610 New Highway (District 0100 – Section 35 – Block 1 – Lot 17.9).

- Building located at Coastal Distribution, LLC at 1633 New Highway (District 0100 – Section 35 – Block 1 – Lot 2).
- Antennas on top of cemetery maintenance building located at St. Charles Cemetery belonging to the Roman Catholic Church, Diocese of Brooklyn (District 0100 – Section 51 – Block 1 – Lot 5).

Additional man-made obstructions to the Approach Surface and Departure Surface include:

- Light poles in mall parking lot belonging to Airport Plaza Associates, LLC at 261 Airport Plaza Blvd. (District 0100 – Section 50 – Block 1 – Lot 5.19).
- Airport security fence along the now removed Fairchild Loop belonging to the State of New York.
- Utility poles along the northerly side of Conklin St. right-of-way.
- Traffic signal support poles at the intersection of Fairchild Loop and Conklin St. and New Highway and Conklin St.
- Utility poles along the northerly and southerly side of the MTA (LIRR) track.
- Vertical asphalt tanks located on lands of DMJ Realty Associates, LLC at 1610 New Highway (District 0100 – Section 35 – Block 1 – Lot 17.7).
- Utility poles along the easterly side of New Highway and on the St. Charles Cemetery property belonging to the Roman Catholic Church, Diocese of Brooklyn (District 0100 – Section 51 – Block 1 – Lot 5).

The primary means of dealing with obstructions would include lighting the non-vegetative obstructions. In all, the following would be lit: five building penetrations, 23 utility poles, and 11 light poles. Two buildings (Hangars 2 and 3) and one fence would be relocated. Finally, one man-made object, a structure on the roof of an existing building, believed by the NYSDOT to be an HVAC unit, would be removed or an obstruction light would be installed. Other man-made obstructions to the Approach and Departure Surfaces would be evaluated during final design.

The vegetative obstructions would primarily be handled by trimming the penetrating vegetation at a point ten feet below the relative 14 CFR Part 77 surface. It should be noted that the FAA would typically fund the removal of vegetative obstructions by clearing or topping on a one time basis and, if possible, recommend that vegetative obstructions be removed in their entirety. It is estimated that 45 trees or shrubs, located in the cemetery east of the Airport, would be trimmed and several may be removed. Such removal is expected to have a negligible impact on the overall vegetation in the area. While trimming the penetrating vegetation is the preferred mitigation method, if that alternative is not available on any private properties, lighting would be installed on the vegetative obstructions.

The PAPIs and REILs on each end of Runway 1-19 would need to be relocated if the runway is shifted and/or the displaced threshold is reclaimed. The PAPI must be sited and aimed so that it defines an approach path



with adequate clearance over obstacles and a minimum threshold crossing height. Both PAPIs to the Runway 1-19 approaches at Republic Airport currently are calibrated for standard three-degree glide angles with threshold crossing heights of 35 feet on the Runway 1 approach and 39 feet on the Runway 19 approach. Therefore, both Runway 1-19 PAPI facilities would be required to be moved approximately 412 feet north to maintain the current three-degree PAPI glide path to the shifted approach thresholds. As stated within Section 3.2.2, the Runway 1 end (south approach) PAPI OCS would remain clear of penetrations, and the Runway 19 end (north approach) PAPI OCS would contain a few tree obstructions. These tree obstructions would either need be removed or the PAPI Glide path would be increased from its current standard three-degree glide angle, to a higher angle that allows the PAPI OCS to clear all objects. As with the PAPI facilities, both approaches would require relocation the REILs to the proposed shifted approach thresholds.

The optimum location for REILs is 40 feet from the runway edge and in line with the existing runway threshold lights. The light units may be located laterally up to 75 feet from the runway edge and longitudinally 30 feet downwind and 100 feet upwind from the line of threshold lights. These location tolerances would be employed as required to keep the light units a minimum distance of 40 feet from other runways or taxiways. The light units would be located as nearly equidistant from the runway centerline as practicable, with the difference in the distance of the two lights to the centerline not to exceed 10 feet. The elevation of both units would be within three-feet of a horizontal plane through the runway centerline. Both light units would be situated within 10 feet of a line perpendicular to the runway centerline.

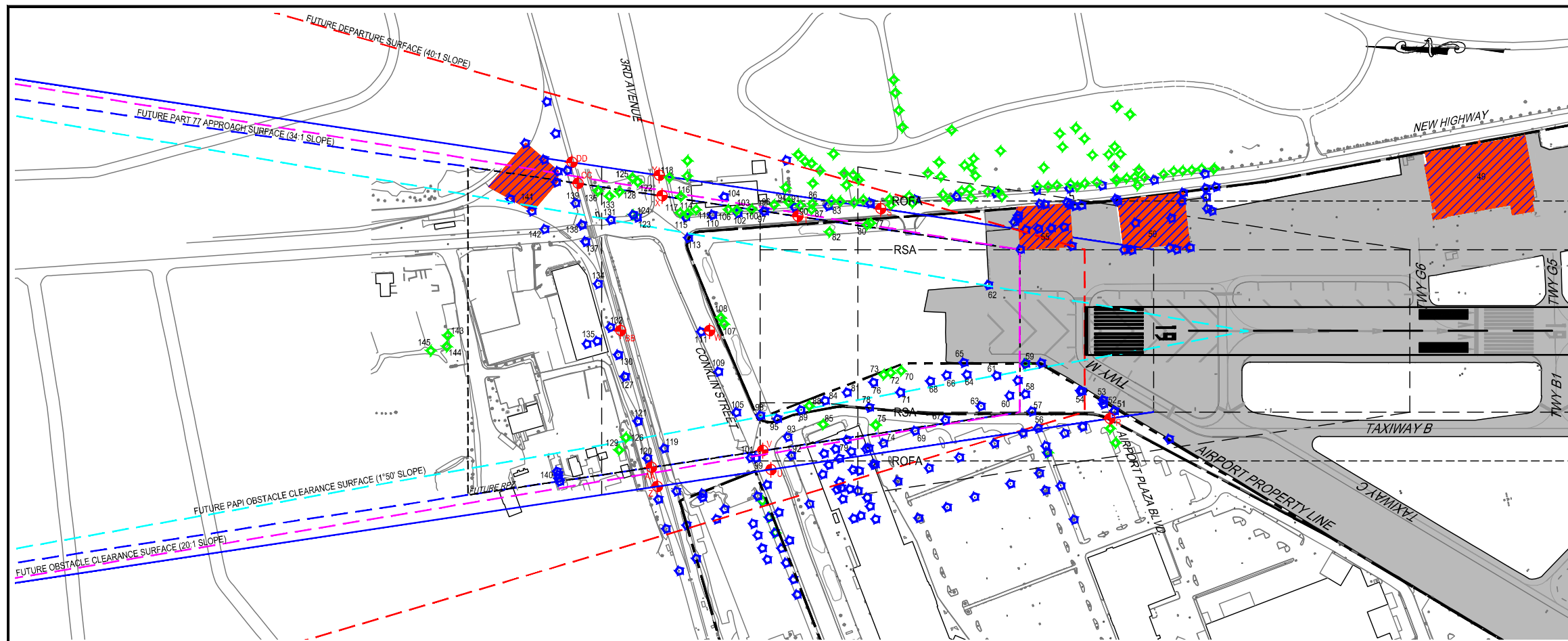
It is noted that the obstruction removal analysis was performed with available aerial mapping. During site design for the proposed shift of Runway 1-19, detailed ground surveys would be performed and all plans for the obstruction removal would be submitted to the FAA during preparation of final design plans.









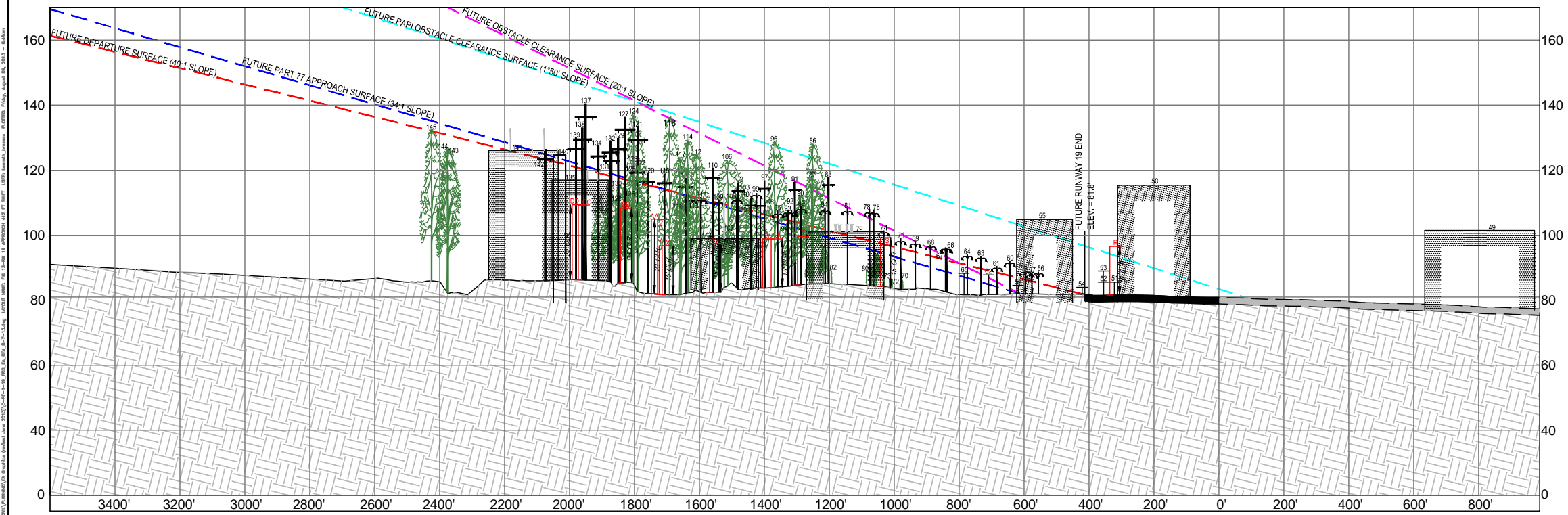


**RUNWAY 19 APPROACH - PLAN VIEW**

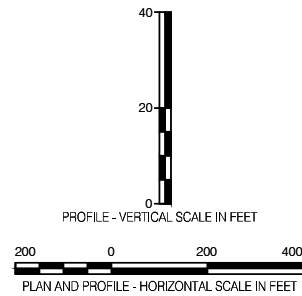
RUNWAY 19 END 412 FOOT SHIFT - OBSTRUCTION DATA SUMMARY		
QUANTITY	DESCRIPTION	POTENTIAL DISPOSITION
5	BUILDING	OBSTRUCTION LIGHT
2	BUILDING	TO BE REMOVED (HANGARS 2 AND 3)
21	UTILITY POLE	OBSTRUCTION LIGHT
11	LIGHT POLE	OBSTRUCTION LIGHT
6	BUSHES/SHRUBS	TRIM/REMOVE
29	TREE OR STAND OF TREES	TRIM/REMOVE
1	FENCE	RELOCATE
1	MAN MADE OBSTRUCTION	REMOVE

- NOTES:
- SOURCE OF OBSTRUCTION DATA: REPUBLIC AIRPORT RUNWAY END OBSTRUCTION STUDY PREPARED IN MAY 2007 BY McFARLAND-JOHNSON, INC.
  - NEW OBSTRUCTION MAPPING IS TO BE ACQUIRED PRIOR TO DEVELOPING OBSTRUCTION REMOVAL DESIGN PLANS FOR MITIGATION OF OBSTRUCTIONS TO RUNWAY 1-19.

RUNWAY 1-19 SHIFT OBSTRUCTION LEGEND	
DESCRIPTION	PROPOSED
TREE OBSTRUCTIONS	
MAN-MADE OBSTRUCTION POINT	
VERTICAL ROAD CLEARANCE POINT	
BUILDING OBSTRUCTIONS TO PART 77 SURFACE	
14 CFR PART 77 SURFACE	
DEPARTURE SURFACE	
PAPI OBSTACLE CLEARANCE SURFACE	
OBSTACLE CLEARANCE SURFACE	



**RUNWAY 19 APPROACH - PROFILE VIEW**



**FIGURE 13**

**RUNWAY 19 OBSTRUCTIONS WITH SHIFT OF RWY 412'**



### **4.1.3 Land Use Plans and Compatibility**

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#### **East Farmingdale Center, Babylon, NY: A Transit Oriented Development Plan**

The East Farmingdale Center, Babylon, NY: A Transit Oriented Development (TOD) Plan (hereinafter the East Farmingdale TOD Plan) applies to development outside the Airport boundaries and identifies a vision for the Airport Plaza and its surrounding area. As a New York State-owned, and FAA-designated, general aviation/reliever airport, all development on the Airport property is performed in accordance with the FAA-approved ALP. Any development on Republic Airport is not subject to local land use controls. A copy of the East Farmingdale TOD Plan has been included in Appendix T.

### **5.1.1 Potential Impacts of the Proposed Action**

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#### **East Farmingdale TOD Plan**

The East Farmingdale TOD Plan (Appendix T) applies to development outside the Airport boundaries and identifies a vision for the Airport Plaza and its surrounding area. As a New York State-owned, and FAA-designated general aviation/reliever airport, all development on the Airport property is performed in accordance with the FAA-approved ALP. Any development on Republic Airport is not subject to local land use controls. Nonetheless, the East Farmingdale TOD Plan will be considered, to the extent practicable, in future applications.

### **5.11.1 Potential Impacts of the Proposed Action**

As indicated in Section 5.1, the proposed improvements would involve the relocation of Hangars 2 and 3, to the south of Hangar 4 (see Site Layout Plan C. 203 in Appendix C), which have been determined eligible for listing as a historic district.

Accordingly, and pursuant to a MOA between the FAA, OPRHP, and NYSDOT, documentation of the eligible historic district would be undertaken by the NYSDOT to record the existing conditions of the hangars and their setting, which would also guide in future repairs or rehabilitation in their new location. Also, off-street parking would be situated between these two hangars and New Highway, and existing subgrade utilities would be routed to connect to the relocated hangars. OPRHP would be consulted during relocation and any rehabilitation.

The original locations of the buildings will be identified with at-grade marking. The original site will be restored and maintained as an open field. The remaining original foundations of the hangars will be left in situ, filled in and seeded over, at-grade level. Also, in accordance with OPRHP's conditions for the future relocation, documentation of the district would be undertaken to record the existing conditions of the hangars and their setting, which would also guide in future repairs or rehabilitation in their new location. OPRHP would also be consulted during relocation and any rehabilitation.

As indicated in Section 4.11, there are no archaeological resources on the Airport property, and thus, implementation of the proposed action would have no significant adverse impacts upon such resources.

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### **5.11.2 Proposed Mitigation Measures**

To mitigate impacts to the eligible historic district, the proposed action includes the relocation of Hangars 2 and 3 directly south of Hangar 4. The orientation of these hangars would be maintained (i.e., Hangar 3 would remain adjacent to Hangar 4 and Hangar 2 would remain adjacent to Hangar 3). Also, all stipulations included in the MOA among the FAA, NYSDOT and SHPO would be implemented (see Appendix Q).



## 6.1 Northeastern Aviation

Northeastern Aviation completed constructing one new hangar space and associated improvements on its existing hangar complex located at the southwest portion of the Airport. The Northeastern Aviation project was reviewed in accordance with SEQRA and NEPA. A Negative Declaration was adopted by the NYSDOT on April 7, 2006, and the FAA issued a Finding of No Significant Impact (FONSI) on August 2, 2007.<sup>9</sup>

The Northeastern Aviation project includes a 37,500-square-foot addition to Hangar 2, construction of a new 51,500-square-foot hangar adjacent to Hangar 1, construction of additional parking for all hangars, and the absorption of a portion of Taxilane K, which separates the Northeastern corporate hangar complex.

Prior to the implementation of the aforementioned improvement projects, the existing Northeastern Aviation hangar complex contributed approximately 398 operations, during the course of the year. Upon completion of the proposed project, it was projected that the number of aircraft operating from the facility would double (i.e., total number of 796 operations are expected annually).

Northeastern Aviation constructed a hangar expansion in 2008 and is approved for another hangar that has not been scheduled for construction.

It is also noted that Northeastern Aviation recently submitted an unsolicited application to become an FBO. This entails the installation of a fuel farm and modifications to its hangars to accommodate the fueling of aircraft and required standards of an FBO. This application is under review. The application does not include the expansion of their leasehold or a change to its operation. Northeastern Aviation intends to only fuel aircraft it owns or maintains, so the proposal should not change the amount of traffic Northeastern currently generates. All environmental requirements (NEPA/SEQRA) will be conducted before any approval can be given.

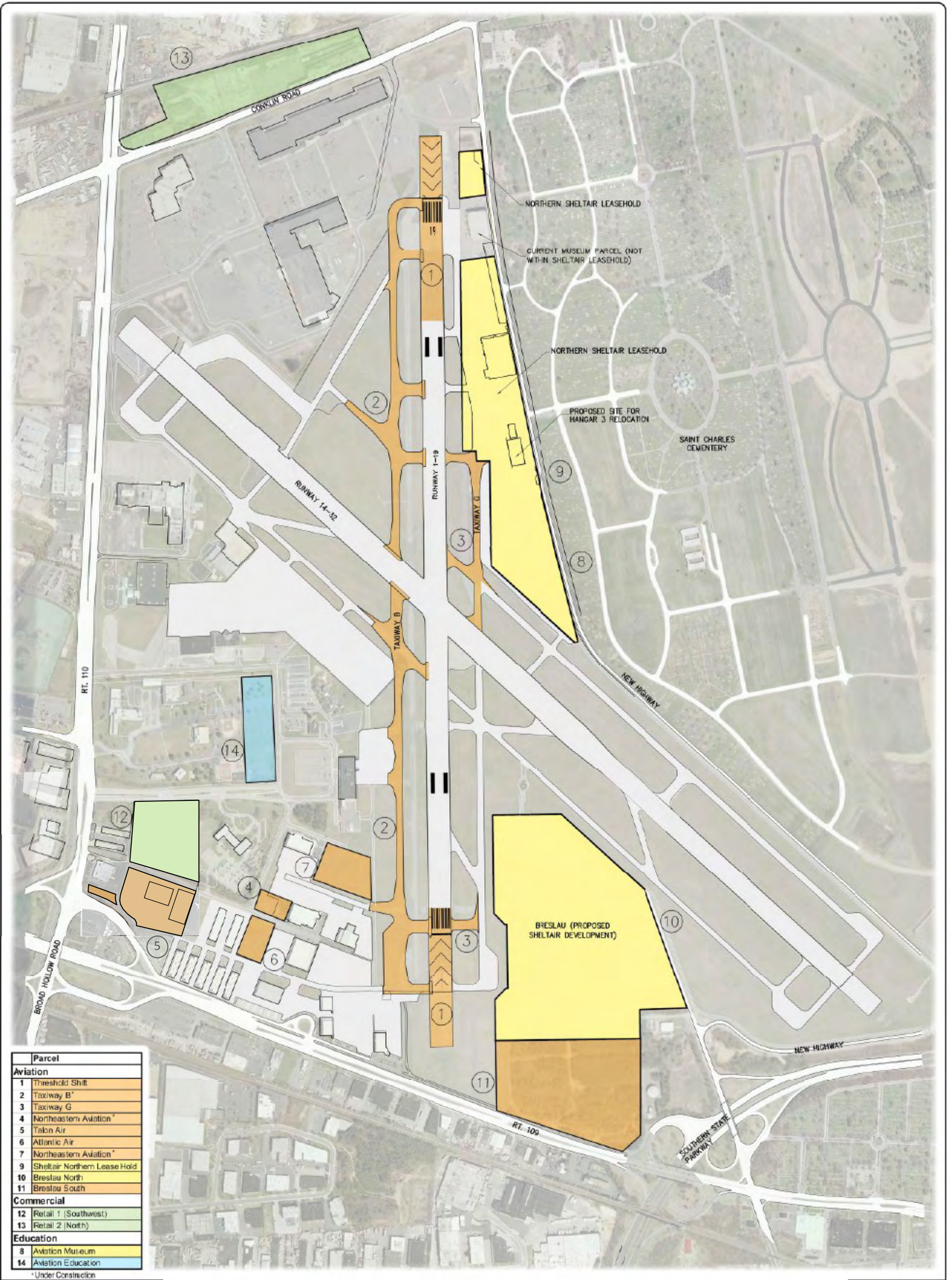
## 6.2 Stratosphere Development Company (Talon Air)

Prior to the preparation of this Final EA document, Talon Air submitted an unsolicited application to become an FBO, install a fuel farm and undertake modifications to its hangars and ramps to accommodate maintenance activities on its existing lease area located at the southwest portion of the Airport (Figure 30). The NYSDOT reviewed the application in conjunction with the Office of the State Comptroller to determine if such an application should be considered. That process ended at approximately the same time as the public hearing was held for this proposed action (which was February 26, 2013) with the determination that the application will be considered for review. The Talon Air proposal does not include any expansion of the Talon Air leasehold or a change in existing operations.

An Environmental Assessment and Finding of No Significant Impact was approved by FAA in 2013 for the Talon Bulk Aviation Fuel Farm and Talon is constructing the fuel farm and fuel transfer pad at this time.

▼  
<sup>9</sup> Federal Aviation Administration, Farmingdale Airport (Republic) (FRG) Environmental Assessment – Proposed Improvements to Existing and New Lease Areas for the Northeastern Aviation Corporation, Finding of No Significant Impact Record of Decision, August 2, 2007.









## **7.1 Introduction**

### **Northeastern Aviation (In Progress)**

The existing Northeastern Aviation complex, which includes two hangars, both of which consist of hangar space, office and storage space, is situated to the west of Runway 1-19 and south of the existing terminal building. Taxilane K separates the two hangar buildings. The Northeastern Aviation improvements will increase the building area from 54,390 square feet to 143,390 square feet (including 108,250 square feet of hangar space) and the associated parking areas (see Section 6.1).

The Northeastern Aviation parking improvements includes the clearing of the wooded area (approximately 0.7 acre in size) and the absorption of a portion of Taxilane K within the Northeastern corporate hangar complex. Water usage and sanitary discharge are expected to increase to 164 gpd.

All construction is completed, with the exception of the new hangar. A construction completion date is not known.

As noted earlier, subsequent to the acceptance of the DEIS/Draft EA, Northeastern Aviation submitted an unsolicited application to become an FBO and install a fuel farm. The Northeastern Aviation proposal does not include any expansion of the leasehold or a change in existing operations, and thus, it would have no cumulative impact with the proposed NYSDOT and Sheltair projects.

### **Talon Air (Constructed)**

Talon Air was operating one hangar at the southwest portion of Republic Airport and expanded its lease area by approximately 3.58 acres adjacent to its existing facility for the purpose of constructing a second hangar. In the winter of 2010, Stratosphere completed the construction of a 53,999-square-foot building including 29,999 square feet of hangar area and 24,000 square feet of support area, and a new parking area to accommodate 139 vehicles. According to the Stratosphere Development EA Revised September 2008, the Stratosphere facility recorded 1,515 total operations in 2006. Upon implementation of the proposed improvements by Stratosphere Development Company, total operations are projected to increase to 2,134 annually.

Water use of approximately 347,000 gallons per year is anticipated for the new hangar. The proposed project will increase impervious surface area by 1.1 acres.

The NYSDOT issued a Negative Declaration on October 16, 2007; and the FAA issued a FONSI on March 20, 2009. Construction was completed in 2012.

As noted earlier, subsequent to the acceptance of the DEIS/Draft EA, Talon Air submitted an unsolicited application to become an FBO, install a fuel farm and undertake modifications to its hangars and ramps to accommodate maintenance activities on its existing lease area located at the southwest portion of the Airport (Figure 30). The Talon Air proposal does not include any expansion of the Talon Air leasehold or a change in existing operations, and thus, it would have no cumulative impact with the proposed NYSDOT and Sheltair projects.

## **Errata to the FEIS**

### ***Technical Reports***

The left column presents the technical reports or analysis that were prepared for the DEIS. These reports or analysis were updated for the FEIS and either an addendum was prepared or a complete new technical report was prepared. The updated documents are presented in the right column.

#### **At the DEIS stage**

Noise quality

Air quality

#### **At the FEIS stage**

Addendum

Addendum

# List of FEIS Appendices

Appendix A:	Written Correspondence
Appendix B:	Public Hearing Transcript (February 26, 2013)
Appendix C:	NYSDOT Finding Documentation, Memorandum of Agreement, Section 4(f) Statement and Correspondence from US Department of the Interior (Historic Resources)
Appendix D:	Addendum to Noise Analysis, Forecast of Future Activity Levels 2013-2025
Appendix E:	Air Quality Analysis Final Addendum - August 2013
Appendix F:	FAA Terminal Area Forecast Reports for 2007, 2010, 2012, and 2015
Appendix G:	Noise Sensitivity Analysis for 2013 Operation Levels Technical Memorandum
Appendix H:	Air Quality Sensitivity Analysis for 2013 Operation Levels Technical Memorandum
Appendix I:	U.S. Fish and Wildlife Service Correspondence



A

Written Correspondence







U. S. Department  
of Transportation

**Federal Aviation  
Administration**

New York Airports District Office  
600 Old Country Rd, Suite 446  
Garden City, New York 11530  
Telephone: 516-227-3800  
Fax: 516-227-3813

March 15, 2013

Mr. Michael J. Geiger, P.E.  
Airport Director  
Republic Airport  
7150 Republic Airport, Room 216  
Farmingdale, New York 11735

Re: Farmingdale Airport (Republic) (FRG)  
Draft Environmental Assessment  
Proposed Safety Infrastructure and Tenant Improvement Projects  
FAA Comments

Dear Mr. Geiger:

The Federal Aviation Administration (FAA) has reviewed the December 2012 Draft Environmental Assessment (EA) for the Proposed Safety Infrastructure and Tenant Improvement Projects at Farmingdale Airport (Republic), New York.

The proposed Safety Infrastructure projects involve: improvements to the Runway 1-19 safety areas to establish standard Runway Safety Areas; recovery of the displaced threshold on Runway 19; obstruction removal; the relocation of Hangar 2 (leased by Sheltair) and Hangar 3 (American Air Power Museum); the relocation of Taxiway G; electrical, signage, marking and lighting improvements; rehabilitation and construction of emergency access and other roads; and the installation of a security fence. The Tenant Improvement projects include: the relocation and expansion of the Sheltair leasehold to the Breslau Area; fuel farm relocation and expansion; removal of 97 tie-downs and replacement with 70 tie-downs and 13 T-hangars; utility improvements; construction of 7 hangars (each hangar to consist of 30,000 sf of hangar space and 6,000 sf of office space); construction of a new 30,000 sf FBO Building; construction of a new 3,000 sf maintenance facility; and vehicular parking, among other items.

FAA has performed this review as part of its responsibilities as defined in FAA Orders 1050.1E and 5050.4B. Based on our review, we offer the following comments.

The FAA reviewed and provided comments on draft versions of this document on March 29, 2012 and July 19, 2012. Unfortunately, many of the comments we provided remain unaddressed and deficiencies remain. It is also important to note that FAA received this document at the same time as the public; the airport sponsor chose to release the December 2012 version of the document for public review prior to FAA's review.



Pursuant to CEQ §1502.8, documents "...shall be written in plain language and may use appropriate graphics so that decisionmakers and the public can readily understand them..." As currently presented, the draft EA is very difficult to understand. It becomes especially confusing when the reader must refer back and forth among sections to simply understand what is being stated. In its current format, the draft EA does not meet the requirements of CEQ § 1502.8 and is legally deficient.

C1

Further, throughout the document, there are many inconsistencies and much of the information that is used seems to be outdated. All of the information contained in the draft EA should be updated to be current and accurate, or contain an explanation as to why the older information and/or model version remains valid.

#### Alternatives:

Throughout the document, alternatives to meet the project purpose and need are considered. However, within the overall alternatives are combinations of components including some that are constant and others that are variable. Because of this, it is difficult to ascertain what specifically is being proposed. For example, in the executive summary (page viii), reference is made to the possibility of reclaiming the entire displaced threshold, or only a portion of it. However, it is not clear what is being proposed for this specific project, and in turn, what exactly was assessed in the document.

C2

The document does not identify a preferred alternative, however, throughout the document it seems that an alternative involving the runway shift is favored. In the project description contained in the executive summary, it states that the project includes the shifting of Runway 1-19. While the identification of a preferred alternative is not required, the presentation of alternatives as they appear in the draft EA is extremely confusing. The information needs to be presented in a manner that is appropriate for the lay public to be able to understand the proposal.

C3

Additionally, there is no one comprehensive figure within the document that presents the complete proposal. We strongly recommend that such a figure showing all the project components be developed and presented in the final EA.

C4

#### Historic Resources:

After the issue of safety, another critical aspect of this proposal involves the potential impact to historic resources. Hangars 2, 3, and 4 have been identified by the New York State Office of Historic Preservation (SHPO) as architecturally and historically significant as a small industrial district. Presently, Hangar 3 houses the American Air Power Museum and Hangars 2 and 4 are leased to Sheltair.

C5

Throughout the document, the relocation of Hangars 2 and 3 is included with the improvements to the Northern Leasehold Area. This is not correct. The relocation of Hangars 2 and 3 is required because they are currently located within the Runway Protection Zone or Runway Object Free Area. The document should accurately categorize this issue. In a related matter, page 127 states that RSA Alternative 3 does not include the relocation of Hangars 2 and 3. This also is incorrect; each of the proposed RSA alternatives requires the relocation Hangars 2 and 3.



As currently presented, the document concludes that a Memorandum of Agreement (MOA) will be negotiated to resolve the adverse effects of relocating the historic hangars. While we do not disagree, the document needs to expand the discussion of the process to comply with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA). Specifically, the document should discuss the measures used to identify the area of potential effect and involve interested members of the public.

C6

Further, the draft EA provides a general discussion of the relocation of the impacted historic structures, yet other impacts associated with the relocation of these structures are not included. The site plan in Appendix C appears to include parking areas and an access road. The impacts of these related actions, including trenching needed for electrical and other utility work, the construction of parking areas and an access road, and installation of fencing, among others items, which are specifically related to the relocation of the structures, need to be assessed. As the draft EA is currently written, it does not appear that these impacts were included in the document.

C7

Additionally, the final disposition of the present hangar locations needs to be discussed. On page 138, under a section on Stormwater Runoff and Drainage, the document states that the site presently used by the hangars will be returned to grass. This information should be included in the discussion of historic resources and also included in the project description.

C8

Because the project has impacts under Section 106, the project also has impacts under Department of Transportation Section 4(f), (49 U.S.C. §303(c)). As such, a separate Section 4(f) statement must be prepared, reviewed by FAA, and submitted to the US Department of the Interior for a 45 day review. An example of a 4(f) statement has previously been provided to you to serve as a model.

C9

#### Displaced Threshold and Navigational Aids:

The draft EA discusses the removal of the displaced threshold in several of the alternatives. However, the potential impacts to FAA Navigational Aids and Flight Procedures associated with the threshold relocation are not properly assessed. This deficiency needs to be addressed in the final EA.

C10

The document (page 207) mentions the need for the relocation of PAPIs and REILs if the runway is shifted and/or the displaced threshold is removed. However, the impacts associated with the relocation of these navigational aids are not addressed. The final EA needs to include the relocation of the PAPIs and REILs in the project description as well as assess the impacts of their relocation. Specifically, the construction of new concrete pads and the extension of electrical lines must be discussed. Further, to aid in the understanding to the lay public, these discussions must include descriptions explaining what the navaid is and what the impact of the project to nav aids would be.

C11

#### Forecasts

The document should include a section on aviation forecasts that clearly explains and validates the use of the 2007 TAF with appropriate comparisons. Specifically, it should present a comparison of the 2007 TAF to the 2012 TAF and recent historic data with

C12



appropriate explanations and discussions. Inclusion of this section would help to eliminate confusion later in the document where the 2007 TAF is used, especially in regard to the analyses for air quality and noise.

C12  
cont'd

#### Noise:

A noise exposure map that clearly shows the noise contours for the airport should be presented in the body of the document. The map provided in the appendix is very small and is not adequate. Additionally, "Area Equivalent Method" should be in the glossary and the acronym, AEM, should be on the acronym list.

C13

#### Obstruction Removal:

The document states that obstructions exist with both the current and potential runway locations. The discussion on obstruction removal includes many possibilities for mitigating obstructions. These include measures such as removing the obstructions, lighting them, and purchasing or acquiring easements. The removal of obstructions is a connected action and must be thoroughly assessed. The general assessment provided in the document is not sufficient. A more detailed analysis must be performed to ensure all the impacts are assessed and that the reader has a clear understanding of all the components of the project and the consequences associated with their implementation.

C14

#### Stormwater Runoff

The document states (page 140) that the existing NYSDOT recharge basin is proposed to be lowered three feet to provide additional volume to mitigate peak flow. This discussion needs to be revised to include the impacts of excavation as well as the potential impact this may or may not have on wildlife hazards.

C15

#### Monitoring Wells:

The draft EA includes discussion about the Fairchild site contamination and proposes the abandonment and relocation of several groundwater monitoring wells. The final EA should include evidence of coordination with NYSDEC to confirm that the well relocation is plausible. The final EA should also include potential relocation sites and the associated impacts of well relocation.

C16

#### Soils:

Section 5.2.1, page 133, second to last paragraph, states that the proposed action would require clearing of woodland and shrubland and that approximately 100,000 cubic yards of clean fill would be brought to the site for purposes of grading. This section should state the acreage of woodland and shrubland to be cleared. It should also reference the inclusion of the emissions from the vehicles for both the vegetation removal and the importation of fill in the air quality analyses.

C17

#### Mitigation:

Measures to mitigate environmental effects are presented throughout the document. These measures should also be consolidated into one list that clearly articulates and represents *all* the mitigation measures that will be implemented for the whole proposal.

C18



Public Outreach:

On page 20, the document lists community outreach that was performed. This list of activities should be included in the section on public involvement. Since the last entry date on this list is from 2008, the list should also be updated to ensure it includes all activities.

C19

Further, copies of the scoping notices and other correspondence should be included in the final EA. In particular, a summary of the scoping comments received, if not copies of the scoping comments themselves, should also be provided.

C20

In a related matter, the document (page 174) mentions discussions with Town representatives. The dates of these meetings should be presented and updated to ensure they are current.

C21

Page Specific:

Page viii: next to last paragraph, line 2, the word "improved" seems incorrect.

C22

Page ix: coordination with State DOT regarding the roads should be included and cross referenced at appropriate points in the document.

C23

Page 108: last paragraph refers to "...based on forecasts, Republic Airport is expected to have less than 150,000 operations..." This paragraph should state the forecast year upon which this is based.

C24

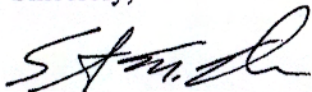
The Term "Runway Shift" should be added to the glossary.

C25

All charts, tables, photographs, etc., must be referenced and dated. Many in the document are presented without citation/dates. Further, when these items are inserted in the text, they should be appropriately referred to in the text. Additionally, all reference material should be readily available and captured in a bibliography. All acronyms should be listed (the current list is incomplete), and all sources of information should be identified.

The above comments should be addressed in the final EA. Should you have any questions or wish to further discuss these comments, please contact Ms. Marie Jenet of my staff at 516-227-3811.

Sincerely,



Steven M. Urlass, Manager  
New York Airports District Office

cc: E. Martin, SHPO

## LaRose, Shelley (DOT)

---

**From:** Geiger, Michael (DOT)  
**Sent:** Monday, March 18, 2013 8:53 AM  
**To:** LaRose, Shelley (DOT)  
**Subject:** FW: Safety, Infrastructure, and Tenant Improvement Project, Republic Airport East Farmingdale, NY

National Park Service does not have comments.

---

**From:** Morrison, Mary [[mailto:mary\\_morrison@nps.gov](mailto:mary_morrison@nps.gov)]  
**Sent:** Friday, March 15, 2013 4:23 PM  
**To:** Geiger, Michael (DOT)  
**Subject:** Safety, Infrastructure, and Tenant Improvement Project, Republic Airport East Farmingdale, NY

Hi Mike,

The NPS does not have comments at this time on the Republic Airport Improvements project. We appreciate the opportunity to provide comments. ] C26

In the future if there are any additional documents to review for this project, such as a Section 4(f) evaluation, please feel free to contact me.

Thank you

Missy

Mary K. Morrison (Missy)  
Resource Planning Specialist, External Environmental Review Coordinator

National Park Service, Northeast Region

200 Chestnut Street, 3rd Fl

Phila., PA 19106

Phone: 215-597-7067

Mobile: 215-617-9440



Fax: 215-597-5747



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FPetrone@huntingtonny.gov

**FRANK P. PETRONE**  
**Supervisor**

March 13, 2013

Michael J. Geiger, Airport Director  
New York State Department of Transportation  
7150 Republic Airport (Room 216)  
East Farmingdale, NY 11735-3930

Re: Republic Airport Safety, Infrastructure &  
Tenant Improvement Projects (December 2012)

Dear Mr. Geiger:

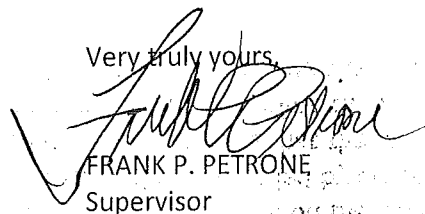
This is in response to your letter of January 24, 2013, advising that the New York State Department of Transportation (NYSDOT) has released for comment its Draft Environmental Impact Statement (DEIS) and Draft Environmental Assessment for the above referenced projects as required under Federal and State Environmental Protection Law.

I have argued for some time that improvements should be based on the development and approval of a Republic Airport Master Plan. The Airport Commission responded by proposing a Vision Plan, which is still incomplete. The DEIS makes no reference to it. I believe that the extensive nature of the Safety, Infrastructure and Tenant Improvement projects will in fact "define the future role of the Airport" to a large extent. It will certainly limit many potential improvements that otherwise might be part of a visioning or master plan. C27

The overall use of the facility is being intensified. The estimated daily traffic counts prove it. Huntington civic leaders who have contacted me believe that of the safety improvements analyzed in the DEIS, the preferred alternative will lead directly more flights in and out of Republic every day and create the *potential* for landing larger aircraft even if that is not a stated project purpose. C28

I once again urge the State to embrace the benefits of comprehensive planning. To that end, I would caution that conflating safety improvements with tenant improvements is unwise in the absence of an approved plan and that Republic should adopt safety improvements that minimize the need for new construction and site re-construction. C29

Very truly yours,

  
FRANK P. PETRONE  
Supervisor

cc: Hon. Richard Schaffer







## New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation Field Services • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

Andrew M. Cuomo  
Governor

Rose Harvey  
Commissioner

March 15, 2013

Mr. Michael J. Geiger, Airport Director  
Republic Airport  
7150 Republic Airport, Room 216  
East Farmingdale, NY 11735-3930

Re: SEQRA (DOT and FAA)  
DEIS for Republic Airport  
East Farmingdale, Nassau County  
09PR04668

Dear Mr. Geiger:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO) regarding the proposed runway safety modifications at Republic Airport. As you know, it is the role of this office in the New York State Environmental Quality Review Act (SEQRA) process is to provide the Lead Agency with our comments on historic preservation matters as part of its "hard look" at potential environmental impacts that may be associated with local discretionary reviews. As noted in the DEIS, the SHPO has been in consultation for a number of years with both the New York State Department of Transportation (DOT) and the Federal Aviation Administration (FAA) in accordance with Section 106 of the National Historic Preservation Act of 1966.

The DEIS fairly represents the ongoing consultation between the SHPO, DOT, and FAA. We have agreed that the only proposal that would not lead to a determination of Adverse Effect under Section 106 would be the relocation of Hangars 2 and 3 to the south of Hangar 4 in a mirror-image of the existing configuration. The buildings would retain their National Register eligibility as a historic district. The agencies must continue consultation to arrive at suitable means and methods for the deconstruction and reconstruction of the buildings and other appropriate mitigation measures. The SHPO does have an additional recommendation regarding interpretation of the original site of the historic hangars. Rather than leaving the area where Hangars 2 and 3 once stood as a grassy area, we suggest retaining the foundations of the buildings at grade level to provide a physical reference for the observer along with interpretive panels. Such a treatment would not interrupt the proposed improvements.

C30

C31

We look forward to continuing consultation with Republic and the agencies as we move through the process. Should you have any questions, please contact me by telephone at 518.366.8253, ext. 3287, or by email at [elizabeth.martin@parks.ny.gov](mailto:elizabeth.martin@parks.ny.gov).

Sincerely,



Elizabeth Martin  
Historic Sites Restoration Coordinator

Cc: Erin Maciel, NYSDOT  
Marie Jenet, FAA

Via email only

# Town of Babylon



Dept. of Environmental Control  
281 Phelps Lane, Room 23  
North Babylon, New York 11703-4045  
(631) 957-3000  
(631) 422-7640  
Fax (631) 422-7686  
Email: dec@townofbabylon.com

**RICH SCHAFFER**  
SUPERVISOR

March 14, 2013

Mr. Michael J. Geiger, Airport Director  
Republic Airport  
7150 Republic Airport  
Room 216  
East Farmingdale, New York 11735-3930

**Re: Safety, Infrastructure, and Tenant Improvement Project Draft Environmental Impact Statement**

Dear Mr. Geiger:

The Town of Babylon has reviewed the Draft Environmental Impact Statement for the above referenced project and our comments on the document are attached.

The Town appreciates this opportunity to comment and participate in the review process.

Very truly yours,

Victoria A. Russell  
Commissioner

VAR:ch

Encl.

cc: Rich Schaffer, Supervisor  
Brian Zitani, Waterways Management Supervisor  
Kevin Bonner, Director of Communications

---

Antonio A. Martinez	Thomas Donnelly	Jacqueline A. Gordon	Lindsay Patrick Henry	Corinne DiSomma	Carol A. Quirk
<i>Councilman</i>	<i>Councilman</i>	<i>Councilwoman</i>	<i>Councilman</i>	<i>Receiver of Taxes</i>	<i>Town Clerk</i>
<i>Deputy Supervisor</i>					

**Republic Airport, East Farmingdale, New York**

**Draft Environmental Impact Statement (SEQRA)**

**Draft Environmental Assessment (NEPA)**

**Town of Babylon Review**

1. General Comments

Overall the Draft EIS/Draft EA was found to be acceptable in scope and detail. However, many of the reference studies, appendices and reports were prepared several years ago. Some reports were initiated as far back as 2007 and the design manuals or accepted guidelines have since been updated. For example the sections evaluating stormwater design guidelines refer to the New York State 2005 Design Manual and New York State General SPEDES Permit. The Design Manual was updated in 2010 and the New York State General SPEDES Permit cited has since expired. The Town requests that these outdated references be revised in the preparation of the Final EIS/Final EA document. Also the project descriptions should reflect changes due to State Historic Preservations comments and safety improvements already completed. Figures are overlayed on 2006 and 2007 aerial photography and may be confusing to residents reviewing the document that are familiar with the airport. For the Final EIS/EA 2012 or more current aerial photographs should be used for base maps.

C32

C33

C34

2. Alternatives

Based upon a review of the 25 alternatives offered for review, the Town recommends the Department of Transportation consider alternatives 2 and 3 as they pertain to the Runway 1-19 safety area improvements. Both alternatives are noted as meeting the purpose and needs of the airport and both alternatives would eliminate the proposed shifting of Runway 1-19. As discussed in the Noise Impact Study the changes in aircraft approach and departure heights would result in a slight improvement to the residential area to the south of Route 109 however, the residential area to the north in Huntington would see a corresponding decrease in aircraft height.

C35

3. Noise Impacts

As mentioned previously in the General Comment Section, the Noise Impact Study was prepared in 2009 and uses some outdated references. The 2007 Noise Contour update was used for input data in calculations of the Area Equivalent Method (AEM). The State has produced new noise impact studies since 2007 and it is our recommendation that the most recent data be used. This holds true for the air quality calculations which use noise contour data in the Emissions and Dispersion Modeling System (EDMS).

C36

The Noise Impact Study concluded that the cumulative noise impacts from all proposed actions will not have a perceptible increase in overall noise to residents. However, the project will result in an increase in jet and large aircraft flights which do produce large single

C37

event noise impacts to the adjacent community. The report stated the increased number of flights will not statistically change noise contours to a significant degree. Although this may be an accurate method to predict long term noise exposure it does not acknowledge single event noise exposure.

C37  
cont'd

#### 4. Traffic Impacts

The Traffic Safety Division has reviewed the *Draft Environmental Impact Statement (DEIS) for Republic Airport Safety, Infrastructure, and Tenant Improvement Projects* of January 7, 2013, prepared by the New York State Department of Transportation (NYSDOT). It does not anticipate any traffic issues resulting from the various proposals to shift Runway 1-19, alter the threshold area, install EMAS safety systems, or relocate portions of Taxiway G. The Town of Babylon supports any measures to enhance safety that do not increase the length of the effective flight surfaces of the runways or increase the size of the aircraft utilizing the airport.

C38

Regarding the proposed infrastructure and tenant improvement projects, the Town prefers the following alternatives:

1. Demolition of Hangar 2 and Hangar 3.
2. Relocation of Hangar 2 (Sheltair Lease) and Hangar 3 (American Air Power Museum) to an area south of Hangar 4.
3. Reduction in size of the Northern Leasehold Area from 25.7± acres to 18.95± acres.
4. Relocation of all or part of Sheltair operations to the southern end of the airport (Breslau Area).
5. Construction of a new entrance to the Breslau Lease Area along the reverse-curve of New Highway to the north of the Southern State Parkway westbound exit ramp, improving the alignment along the reverse turn, and constructing a traffic signal at the new entrance.

C39

Of important note is the subject portion of New Highway bordering the airport is no longer under the control and maintenance of the Town of Babylon. It is now a County road (C. R. 28) under the control and maintenance of the Suffolk County Department of Public Works (SCDPW). Any approvals of roadway modifications or issuances of highway work permits would be at the discretion of SCDPW, subject to any modifications of agreements between the Town's Highway and SCDPW pertaining to maintenance of the roadway.

C40

The proposed improvements within the Northern Lease Area present an opportunity to provide additional highway improvements in the area surrounding the airport. Improvements along New Highway have always been limited by the presence of the airport to the west and St. Charles Cemetery to the east. With the removal of Hangars 2 and 3, there is the potential to widen New Highway and construct left-turn bays at the entrances to the leasehold area. The Town is seeking to have such improvements become a part of the proposed projects.

C41

The proposed new roadway to the Sheltair Farmingdale, LLC, facilities within the southerly Breslau Leasehold Area provides a desirable improvement. The straightening of the tight reverse turn that lies to the north of the Southern State Parkway westbound exit ramp, along

C42

with the construction of a traffic signal, should help to reduce hazards and improve sight distance.

C42  
cont'd

The Town also concurs with the findings of the Traffic Impact Study presented in Appendix J, prepared by Dunn Engineering Associates. The proposed projects will increase trips generated by the airport during the morning and evening peak traffic periods, but not to any extent that will cause degradations in the operational levels of service at intersections surrounding the airport. Levels of service will remain as they currently exist, at 2013 ambient levels, and corresponding intersections will retain acceptable operational conditions. Accordingly, the surrounding roadway network can readily accept any new traffic generated by the proposed airport projects.

C43

5. Public Health and Safety

The relocation of the fuel farm from the northern leasehold to the southern area will allow for new upgraded tanks that meet current New York State and Suffolk County storage regulations. Recently the Town has adopted the Acceptable Separation Distance (ASD) requirements established by the Department of Housing and Urban Development (HUD). If the project area permits, any storage facility for flammable fuels or chemicals should be located so in the case of a fire or explosion impacts to buildings or people would be limited to the project area.

C44

As provided by HUD's Environmental Planning Division (EPD) an electronic-based assessment tool that calculates the ASD from stationary hazards was developed. The ASD is the distance from aboveground stationary containerized hazards of an explosive or fire prone nature. The ASD is consistent with HUD's standards of blast overpressure (0.5 psi-buildings) and thermal radiation (450 BTU/ft<sup>2</sup>-hr) people and (10,000 BTU/ft<sup>2</sup>-hr) buildings. Using the ASD tool, the Town calculated the maximum radius for people at 963.41' which encroaches onto Route 109 and the public water well used by the East Farmingdale Water District. It is recommended the tank farm be relocated to keep the ASD within airport property only.

C45

6. Impacts to Water Resources

Development of the site has the potential for a significant impact on stormwater generation and potential for erosion and sedimentation. The New York State Department of Transportation must adhere to applicable New York State Phase II requirements for any development of the site. Approximately 40 acres of forested land will be cleared of vegetation. This will increase stormwater generation significantly over existing conditions. It has been determined that the regulation of stormwater runoff and sediment discharges from land development projects and another construction activities is in the public interest in order to control and minimize increases in stormwater runoff rates and volumes, soil erosion, stream channel erosion, and non-point source pollution associated with stormwater runoff and will prevent threats to public health and safety and enhance and improve the environmental and economic conditions.

C46

The Stormwater Management Report in Appendix F refers to the previous New York State Stormwater Design Manual and expired SPEDES permit. The report should be revised using

C47

the current Design Manual and permit requirements. Areas such as the relocated fueling facility are defined as "Hot Spots" and must be addressed in the preparation of the Stormwater Pollution Prevention Plan (SWPPP).

C47  
cont'd

7. Community Development Impacts

The Town supports the use of airport property that will generate P.I.L.O.T. fees. The maximum potential build-out plan proposes approximately 4.5 acres dedicated for retail use which would generate P.I.L.O.T. fees.

C48

The Town has also completed a Vision Plan for the Hamlet of East Farmingdale. A copy of the Plan is being forwarded to the airport under a separate cover letter. Please include the Plan in the Appendix Section of the EIS/EA and reference the document in the appropriate sections.

C49

# Town of Babylon

Dept. of Environmental Control  
281 Phelps Lane, Room 23  
North Babylon, New York 11703-4045  
(631) 957-3000  
(631) 422-7640  
Fax (631) 422-7686  
Email: dec@townofbabylon.com



**RICH SCHAFFER**  
SUPERVISOR

March 19, 2013

Mr. Michael J. Geiger, Airport Director  
Republic Airport Main Terminal  
7150 Republic Airport  
East Farmingdale, New York 11735-3930

**Re: Draft EIS/EA  
Safety, Infrastructure, and Tenant Improvement Project Republic Airport, East  
Farmingdale, New York**

Dear Director Geiger:

As an Addendum to our comments previously submitted on the Draft EIS/Draft EA the Town is providing a copy of the Final East Farmingdale Vision Plan. The Plan was prepared after the airport completed final scoping for the document, so it was not included in our original scoping comment.

C50

We request that the Vision Plan be incorporated into the Final EIS/Final EA to represent our land use plans in the areas adjacent to the airport property. Any discussions in the final document that involves the total airport build-out alternatives should assess compatibility with the Town land use plan.

A CD is enclosed with the file for your use. If you have any questions regarding the information provided please contact me at 631-422-7640.

Very truly yours,

Brian Zitani  
Waterways Management Supervisor

BZ:ch

Encl.

cc: Rich Schaffer, Supervisor, Town of Babylon  
Victoria A. Russell, Commissioner, Environmental Control, Town of Babylon  
Jonathan Keyes, Downtown Revitalization, Town of Babylon

Antonio A. Martinez  
Councilman  
Deputy Supervisor

Thomas Donnelly  
Councilman

Jacqueline A. Gordon  
Councilwoman

Lindsay Patrick Henry  
Councilman

Corinne DiSomma  
Receiver of Taxes

Carol A. Quirk  
Town Clerk



26 Hawthorne Street  
East Farmingdale, NY. 11735

February 26, 2013

Mr. Michael Geiger, Airport Director  
Republic Airport, Room 216  
7150 Republic Airport  
East Farmingdale, NY 11735

Dear Mr. Geiger:

Please include these comments in the official record of the 2/26/13 Public Hearing for the draft EIS/EA for Republic Airport. The major changes proposed are inconsistent with NYSDOT's Transportation Master Plan for 2030 which encourages energy efficient, mass transportation in order to reduce air pollution and fuel consumption. Exclusive charter aircraft are probably the most inefficient mode of transportation per passenger mile and their environmental "footprint" should be evaluated. This document has not assessed the combined cumulative environmental impacts of the seven 30,000 sf hangars, other proposed projects and all past airport development. This area exceeded standards for ozone and particulate matter, so it is essential that air quality is given more in-depth study than reported. Noise, water quality, traffic, the contaminated plume and all other potential environmental impacts need to be more comprehensively addressed.

C51

C52

C53

C54

Notification for this public hearing was extremely inadequate. Timely press releases, containing details of this public hearing, were not issued to Newsday and local papers. The Republic Airport Commissions's February 19th meeting agenda, that is widely circulated, contained no mention of this hearing. At the RAC meeting I was told that people who called in aircraft noise complaints received no notification. How can the public comment when they aren't informed? Furthermore, NYSDOT's January 24, 2013 letter advising me of this public hearing was postmarked January 30th, which means that 6 days of the comment period were eliminated. The public deserves better, more timely information and much more consideration.

C55

Doubling the number of jet aircraft based at Republic will greatly increase the number of instrument landings that result in many of the larger and generally noisier planes flying at very low altitudes over this densely populated area that also includes the 8,000 student Farmingdale State College and the famous Black golf course at Bethpage State Park. My residential community, the college and park are all elevated much higher above sea level than runway 14, which reduces the height of ILS landings above us. Since federal funding was turned down for installing the ILS, the MTA avoided environmental review that should have determined whether the project would be ecologically harmful. A March 30, 1972 Newsday article, "MTA Is Passing Up \$22 Million In Airport Development Funds" included speculation that fair consideration was not given to the interests of nearby communities.

C56

Runway 14 visibility minimums were surprisingly decreased in April, 2010, without airport officials or the public being informed of the public comment period. Lower minimums allow

C57

pilots to land in more hazardous weather conditions than previously permitted. Planes are not at lower altitudes, but they have better chances of maintaining schedules which may encourage more jet operations. It's obvious that lower minimums have related safety concerns as evidenced on the enclosed chart which shows runway protection zone dimensions, (copy 1). Aircraft require a 29.465 acre RPZ when the visibility minimum is 1 mile, but when it is reduced to 3/4 mile the RPZ increases to 48.978 acres. Doubling the number of jets based at Republic means more ILS approaches, noise, air pollution and safety concerns for this area. Inasmuch as the ILS lacked environmental review, it's essential that this draft EIS/EA finally studies the social and environmental impacts of the 1971 ILS installation and 2010 change in visibility minimums.

C57  
cont'd

It is not surprising that owners of charter planes would want to locate at Republic, because the landing fees are so much lower than at Laguardia, Kennedy and Teteboro. For example, in 2007 when Republic changed it rates and charges, the proposed fees for large aircraft were: \$0.50 per 1,000 lbs of aircraft certified maximum takeoff weight for the first 12,500 lbs, \$1.00 for each 1,000 lbs of takeoff weight from 12,500 lbs to 70,000 lbs, then \$2.00 for each 1,000 lbs above 70,000 lbs while Kennedy charged \$5.35 per 1,000 lbs of gross takeoff weight. At these rates a 200,000 lb 727 landing at Republic would pay less than 1/3 of the cost to land at Kennedy. Charters that provide easy access to NYC or transport people from distant locations to their destinations, don't have to be located in densely populated areas, they could be based at Stewart Airport which is approximately 20 times larger than Republic. It makes sense for local corporations to base their aircraft nearby to efficiently transport their executives. These businesses pay property taxes and create hundreds or even thousands of local jobs. I believe, it is illogical to locate, low job producing, charter businesses in tax free hangars, that also include large tax free offices, at Republic. The social implications of tax free offices competing with nearby offices that do pay property taxes needs financial analysis to rectify this inequity.

C58

In 1982 when Republic was transferred from the MTA to the DOT, Republic was a Basic Transport, General Aviation Airport which accommodated aircraft up to 60,000 lbs. Regulation 78.14 which was included in the 1984 curfew settlement, established a 60,000 lb aircraft weight limit that has been enjoined by the courts for 18 years. This rule was to assure that Republic would continue to serve smaller aircraft that do not cause as much noise and air pollution. Why does the draft EIS/EA consider this rule "nonrelevant or not environmentally significant,"? Since the legality of the 60,000 lb aircraft weight limit rule has not been resolved, I believe it would be negligent to disregard it in the draft EIS/EA currently being reviewed. Hangars for larger aircraft should not be allowed. Tie-downs, T-hangars, a pilot room, Avgas fuel pump and other related facilities could be built on land planned for large hangars. This would be more in keeping with past intentions.

C59

Reclaiming the 789 foot displaced threshold on Runway 19 when added to the 412 foot shift of the runway would result in approaching aircraft touching down almost 1/4 mile further north. Increasing the useable landing length of Runway 19 by 789 feet deserves full environmental review. Will landing flight tracks be altered by these changes?

C60

This draft EIS/EA should consider the indirect impacts which might occur as small planes are squeezed out, allowing more operations by larger, generally noisier, high performance aircraft. Sheltair plans to increase its Jet A fuel tanks' capacity from 45,000 gals. to 80,000 gals., while reducing its Avgas capacity from 15,000 gals. to 10,000 gals. On take-off, large jets forcefully

C61

C62

propel fumes downward which significantly affects air quality in areas below. Furthermore, potential damage from a crash by a large plane, fully loaded with fuel, should be carefully studied. Safety issues must be recognized. Jet aircraft replacing small planes is a reasonable assumption which must be given full consideration in the draft EIS/EA.

C62  
cont'd

Residential communities surrounding Republic Airport were densely populated long before it became a public airport in 1964. It had been an aircraft manufacturer's private airstrip, like Grumman. Since acquiring the airport in 1982, NYSDOT segmented the environmental review of many airport projects, whose impacts were apparently viewed as individually minor. They never completed a much needed Master Plan or a cumulative EIS for Republic Airport. Past projects, when viewed together, have collectively significant environmental impacts that need extensive review. Piecemealing must end, a 20 year MP and EIS are overdue and needed.

C63

The social impact of having over 500 acres of prime real estate removed from local property tax rolls is enormous. The report incorrectly identifies the 17½ acre South Breslau parcel as "aviation use", while the ALP shows it as "aviation compatible use", (copy 2). If this land is used for offices or retail, the town and school district would receive considerable PILOT payments as was intended when the state acquired the airport. Page 1-5 of the never completed February 1995 draft GEIS, reports "The second need mandated by State law, Article 15, Section (3), Paragraph (i) is to provide additional payments in lieu of taxes to local government through the development of non aviation uses." Suggested uses for this parcel included office space and light manufacturing. Nevertheless, for 23 years NYSDOT has allowed much land designated, on the 1989 ALP as "compatible non-aviation use" or "aviation compatible use", to remain vacant - producing no jobs or property taxes. Republic's draft Vision Plan on page 34 reports aviation provides few jobs per acre, while offices and retail are much better job producers.

C64

I hoped that NYSDOT would go beyond what is legally required when they finally produced this draft EIS/EA. Unfortunately, I am extremely disappointed. The time frame reviewed is not consistent with NYSDOT's two previous attempts at an EIS, which were to study 20 year periods. The 2013 Build and 2013 No Build time frame is especially inadequate and confusing when reviewing air quality. Some information is totally unbelievable, such as the chart on page 196 (copy 3) which indicates that substantial Sheltair development would be completed in 2012, with the remainder slated for completion in 2013.


C65

This draft EIS/EA should have included all past airport development and changes when considering the negative impacts of current proposals. These include the: land and easement acquisitions, terminal/administration building, control tower, ILS, lowering visibility minimums, numerous corporate hangars, taxiways, taxilanes, aprons, fuel tanks and vehicle parking lots that were added, shifting Taxiway B from 200' to 300' from runway centerline, on-airport schools, hotels, restaurant, state police barracks and all other changes made since going public. All significant environmental impacts on air quality, noise and traffic must be thoroughly evaluated for the short and long-terms as well as cumulatively. This includes fully assessing the impact of the contaminated plume located under the airport, the effects of relocating testing wells on the Breslau site and the overall effect on drinking water. I consider this EIS/EA to be inadequate, inaccurate and incomplete.

C66

C67

Very truly yours,

  
Helen G. Norjen

COPY 1

Table 2-4. Runway protection zone (RPZ) dimensions

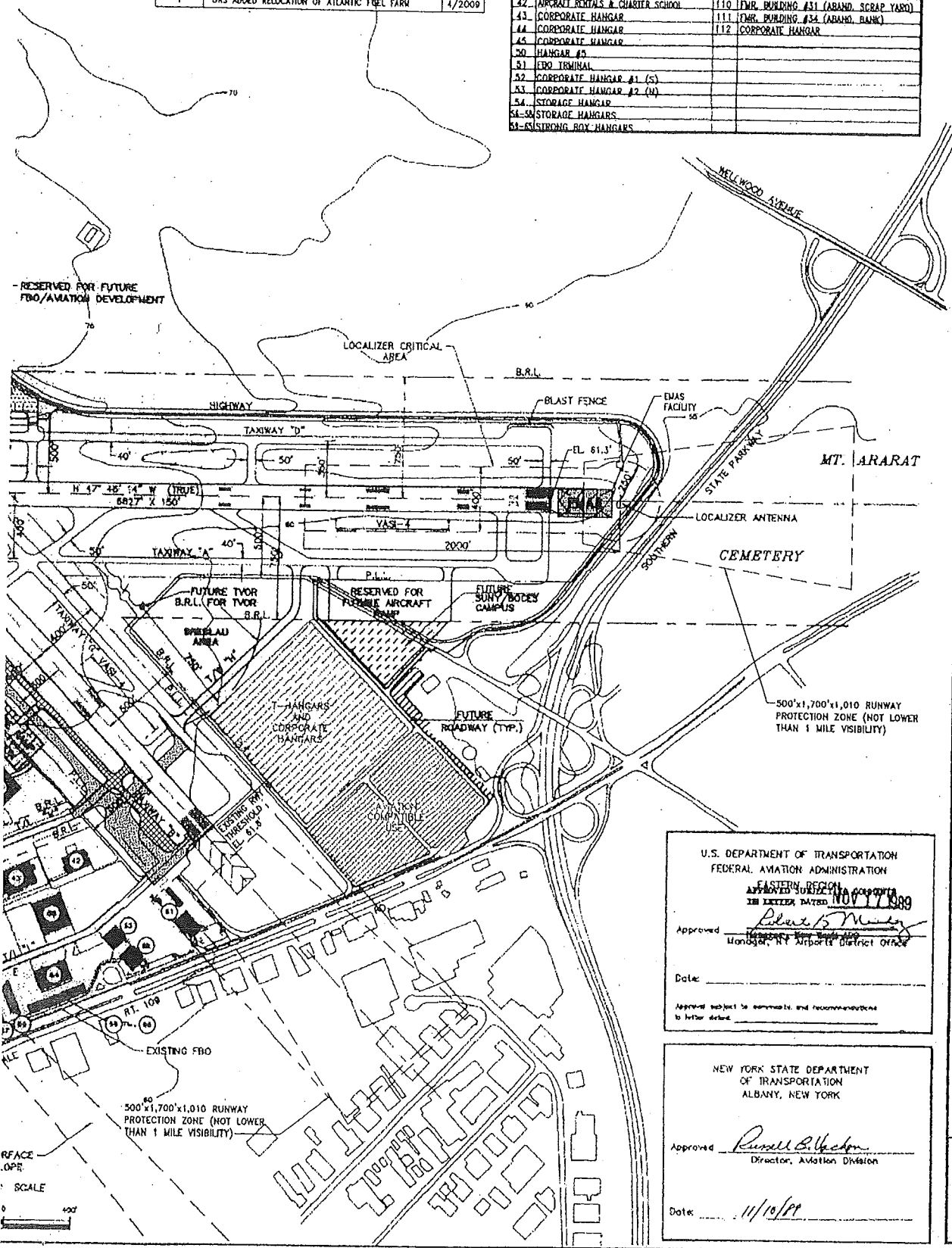
Approach Visibility Minimums <sup>1/</sup>	Facilities Expected To Serve	Dimensions			
		Length L feet (meters)	Inner Width W <sub>1</sub> feet (meters)	Outer Width W <sub>2</sub> feet (meters)	RPZ acres
Visual and Not lower than 1-Mile (1 600 m)	Small Aircraft Exclusively	1,000 (300)	250 (75)	450 (135)	8.035
	Aircraft Approach Categories A & B	1,000 (300)	500 (150)	700 (210)	13.770
	Aircraft Approach Categories C & D	1,700 (510)	500 (150)	1,010 (303)	29.465
Not lower than 3/4-Mile (1 200 m)	All Aircraft	1,700 (510)	1,000 (300)	1,510 (453)	48.978
Lower Than 3/4-Mile ( 1200 m)	All Aircraft	2,500 (750)	1,000 (300)	1,750 (525)	78.914

<sup>1/</sup> The RPZ dimensional standards are for the runway end with the specified approach visibility minimums. The departure RPZ dimensional standards are equal to or less than the approach RPZ dimensional standards. When a RPZ begins other than 200 feet (60 m) beyond the runway end, separate approach and departure RPZs should be provided. Refer to appendix 14 for approach and departure RPZs.

Copy 2

AIRPORT LAYOUT PLAN REVISIONS		
REVISION	DESCRIPTION	DATE
A	AIRPORTS ADDED AIRPORT PLAZA	1/2002
B	AIRPORTS UPDATED TMC BUILDING NUMBERS	8/2002
C	URS ADDED HOTELS	7/2006
D	URS ADDED TAXIWAY BRAVO	9/2006
E	URS ADDED TAXIWAY BRAVO AND TAXIWAY LIMA MODIFICATIONS	2/2007
F	URS ADDED NORTHEASTERN HANGARS #43 AND #44 AND PARKING	8/2007
G	URS ADDED EWAS TO RUNWAYS 14 AND 32	8/2008
H	URS ADDED STRATOSPHERE AND TMY L1 MODIFICATIONS	4/2009
I	URS ADDED RELOCATION OF ATLANTIC FUEL FARM	4/2009

AIRPORT BUILDINGS		
EXISTING BUILDINGS		
NO.	DESCRIPTION	NO.
2	HANGAR	71
3	HANGAR	72
4	HANGAR	73
5	ABANDONED WAREHOUSE & OFFICES	100
13	FORMER MAINTENANCE OFFICES (ABANDONED)	101
31	CORPORATE HANGAR AND OFFICES	102
32	AVIATION SCHOOL	103
33	AVIATION SCHOOL	104
34	AVIATION SCHOOL/EDUC. SVCS.	105
40	UG. PUMP HOUSE	106
41	CORPORATE HANGAR AND OFFICES	107
42	AVIATION SCHOOL	108
43	CORPORATE HANGAR	109
44	CORPORATE HANGAR	110
45	CORPORATE HANGAR	111
50	HANGAR #5	112
51	EDU. TERMINAL	
52	CORPORATE HANGAR #1 (S)	
53	CORPORATE HANGAR #2 (N)	
54	STORAGE HANGAR	
54-S	STORAGE HANGARS	
54-S1	STORAGE HANGARS	



ENGINEER/ARCHITECT	
PROJECT NO.	43701
FILE NAME	ALP
DATE	AUGUST, 1989
SCALE	1"=400'
Hoye, Tanner & Associates, Inc.	
Five Commerce Park North Bedford, New Hampshire 03102	

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
APPROVED FOR RELEASE  
18 OCT 1989  
Approved: *Robert S. Mendenhall*  
Manager, NY Airports District Office  
Date: \_\_\_\_\_  
Approval subject to comments and recommendations to better define.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
ALBANY, NEW YORK  
Approved: *Russell B. Updegraff*  
Director, Aviation Division  
Date: 11/10/89

REPUBLIC AIRPORT FARMINGDALE, NEW YORK
AIRPORT LAYOUT PLAN
DRAWING NO. <b>2</b>

Figure 3

Table 51 - Construction Emissions by Year (Sheltair Improvements)

Year	Task	2012 Estimated Emissions (Tons Per Year)					
		CO	VOC	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
1	Clearing Breslau Site	0.6178	0.1385	1.1639	0.1828	18.5676	0.1141
1	T-Hangars & Tie-Downs Northern Leasehold	3.2575	0.1829	0.8304	0.1081	0.0867	0.0840
1	Breslau - Build 1st 2-hangars (N\W to South)	5.4359	0.2149	0.7727	0.0901	0.0686	0.0665
1	Breslau FBO Building	2.3130	0.0946	0.3712	0.0425	0.0340	0.0329
1	Build Maintenance Garage	0.3355	0.0116	0.0341	0.0035	0.0028	0.0027
1	Fuel Farm Relocation	0.0158	0.0035	0.0342	0.0054	0.0031	0.0030
1	Breslau - Next 2-hangars	4.0769	0.1612	0.5795	0.0676	0.0515	0.0498
1	Northern Leasehold Hangar	0.4061	0.0146	0.0451	0.0049	0.0038	0.0037
	2012 Totals	16.4585	0.8218	3.8310	0.5048	18.8181	0.3567

Year	Task	2013 Estimated Emissions (Tons Per Year)					
		CO	VOC	NOx	SOx	PM <sub>10</sub>	PM <sub>2.5</sub>
2	Build Maintenance Garage	0.3355	0.0116	0.0341	0.0035	0.0028	0.0027
2	Breslau - Next 2-hangars	1.3590	0.0537	0.1932	0.0225	0.0172	0.0166
2	Northern Leasehold Hangar	1.2184	0.0438	0.1353	0.0147	0.0113	0.0110
2	Breslau - Next 2-hangars	5.4359	0.2149	0.7727	0.0901	0.0686	0.0665
2	Breslau - Last (1) hangar	2.7179	0.1074	0.3864	0.0450	0.0343	0.0332
	2013 Totals	11.0667	0.4315	1.5216	0.1758	0.1342	0.1300

Steve Hackett  
129 Larsen Drive  
Amityville, NY 11701

To whom it may concern:

I am a resident living a half mile south of the airport on Larsen Drive. Since you have a curfew enforce it. I heard jets land at 12:30am and every half hour thereafter for an hour and a half a month ago. I find it interesting the day of the meeting you don't hear a sound that morning, the prop planes are taking off at 07:00am the next day. They start-up the Jet engines at various hours of the early morning.

C68

They never list the airport complaint telephone number in the articles, calling Republic Airport you get a recorded message, and you don't know if it's the complaint line or not.

I like planes, my father was a Tuskegee airman, but Republic is abusing the curfew already.

EIS  
Response

Yours truly,

Steven Hackett

631-225-0940

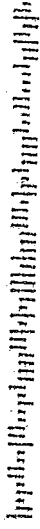
Steven Buckett  
129 Larsen Dr  
Amityville NY 11701



MID-ISLAND NY 117  
12 MAR 2013 PM 3:1

Republic Airport main Terminal  
Room 216  
7150 Republic Airport  
East Farmingdale NY 11735

11735339965







# Safety Infrastructure and Tenant Improvement Project

Please include this entire comment and the comment I submitted at the 2/26 P.H.  
Please use this form to submit your written comments.

Deadline for All Public Comments: March 15, 2013.

- C69 [ Comments: *Draft EIS/EA should cover 20 years.*
- C70 [ *\* NYSDOT did not issue timely, detailed press releases to local papers and Newsday. An article in Newsday on the day of the P.H. incorrectly reported the P.H. was at 4pm instead of 6pm. Most workers didn't see story until it was too late.*
- FOLD  
LINE
- C71 [ *\* Exec Summary doesn't contain details needed to evaluate plan (i.e. The jet aircraft increase is detailed on page 16 of draft EIS/EA.)*
- C72 [ *\* At the P.H. a pilot mentioned a major expansion on SW side of airport. Draft EIS/EA is supposed to evaluate maximum potential build-out.*
- C73 [ *\* Has any non aviation land been developed for "aviation use"? If so, how, when & where? Social & economic effects of such changes need thorough review. 17 1/2 acre S Breslau parcel is aviation compatible use, not aviation use.*
- C74 [ *\* Non-aviation acres need to finally be developed to provide the intended PILOTS and jobs. Aviation provides very few jobs per acre.*
- C75 [ *\* All monitoring wells need further testing in light of recent high groundwater levels.*
- C76 [ *\* Actual on-site ozone & PM2.5 levels should be obtained prior to projections.*
- C77 [ *\* All previous development needs to be reviewed in the draft EIS/EA, especially the installation of the ILS on R/W 14 and the 2010 decrease in minimums.*
- FOLD  
LINE
- C78 [ *\* The draft EIS/EA needs to be more comprehensive, accurate, cumulative & specific for a 20 year term. A new P.H. should be widely publicized and details reported in the press well prior to the P.H.*

Name:

*Helen Nayer*

Address:

*26 How Thorne St, Farmingdale, NY*

*11735*

Please Print Clearly  
Please mail your comments for receipt by March 15, 2013 to:

Michael J. Geiger, PE  
Airport Director  
Republic Airport

7150 Republic Airport, Room 216, East Farmingdale, NY 11735

Thank you for your comments.

REPUBLIC





## Safety Infrastructure and Tenant Improvement Project

Please use this form to submit your written comments.

**Deadline for All Public Comments: March 15, 2013.**

Comments I have no doubt that the proposed Shelt Air project will significantly increase the air traffic over my neighborhood of East Farmingdale and the rest of the neighborhoods surrounding Republic Airport. No private company would invest such a large amount of money unless they planned on promoting as much business as possible in order to make it profitable.

FOLD  
LINE

This project in conjunction with the proposed Runway 1-19 improvements can do nothing but negatively impact the quality of life in our neighborhoods. I implore you to reconsider allowing these proposals to happen. If you cannot completely prevent the Shelt Air project, then, at the very least, reduce the size of this project in order to lessen the potential for air traffic increases. Also, please choose the runway improvement which would allow for safety but also have the least potential for airport growth. Going forward, any build up of airport land should be non-aviation so that the towns could benefit from payment in lieu of taxes. The cost of living on Long Island as well as pollution, traffic, under-

C79

C80

C81

Name: Nancy Schliwka Address: 18 Hawthorne St., Farmingdale, NY  
Nancy Schliwka Please Print Clearly 11735

Please mail your comments for receipt by March 15, 2013 to:

Michael J. Geiger, PE  
Airport Director  
Republic Airport

7150 Republic Airport, Room 216, East Farmingdale, NY 11735

Thank you for your comments.

I have no doubt that the proposed SheltAir project will significantly increase the air traffic over my neighborhood of East Farmingdale and the rest of the neighborhoods surrounding Republic Airport. No private company would invest such a large amount of money unless they planned on promoting a much business as possible in order to make it profitable. This project, in conjunction with the proposed Runway 1-19 improvements, can do nothing but negatively impact the quality of life in our neighborhoods. I implore you to reconsider allowing these proposals to happen. If you cannot completely prevent the SheltAir project, then, at the very least, reduce the size of this project in order to lessen the potential for air traffic increases. Also, please choose the runway improvement which would allow for safety but also have the least potential for airport growth. Going forward, any build up of the airport land should be non-aviation so that the towns could benefit from payment in lieu of taxes. The cost of living on Long Island as well as pollution, traffic, under-performing schools, etc. have made living on this island undesirable to many. Please do not add to the problems of living in this area by increasing pollution and noise pollution, etc. I moved to this area from Queens in order to raise a family in a nice, quiet suburban area. Please do not make that decision a mistake and a regret. It would be a shame if the only option for a better life would be to move out of the State that I was born and raised in.

# Woodland Civic Association, Inc.

39 Alexander Avenue, Farmingdale NY 11735

February 26, 2013

Mr. Michael Geiger, Airport Director  
Republic Airport - Room 216  
7150 Republic Airport  
East Farmingdale, New York 11735

Re: Draft EIS (SEQRA)/EA(NEPA)

Dear Mr. Geiger:

The Woodland Civic Association, Inc., objects to the format and contents of the draft cumulative environmental impact statement/assessment prepared for the major changes proposed at Republic Airport. NYSDOT's two previous attempts at cumulative Environmental Impact Statements were to evaluate impacts for a 20 year period. This Draft document merely discusses 2013 Build and No Build time frames, which are difficult to comprehend and provide a very short term for the evaluation of all the negative environmental impacts that could occur if these extremely large changes take place. For example, would the 180,000 annual operations threshold be triggered, requiring a more extensive air quality analysis, if 20 year growth is evaluated? Page 16 shows 148,130 operations for 2018. At 4% annual growth - 180,000 annual operations would occur 10 years from now, in 2023. This densely populated area is in moderate nonattainment for the 8-hour ozone standard and nonattainment for the particulate matter (PM2.5) standard. Therefore, we request that the proposed changes be evaluated for a 20 year period so that all future environmental impacts are thoroughly reviewed.

C83

We strongly urge NYSDOT to include consideration of Republic's court enjoined rule 78.14 which restricted aircraft over 60,000 lbs. This rule was considered significant enough to be included on pages 3 and 4 of Chapter 1 of the unapproved 1997 Master Plan Update and should not be ignored as indicated on page 21 of Appendix A. Disregarding this rule when developing the airport causes us to question NYSDOT's "vigorous defense" of this important rule.

C84

It appears that the number of based jet aircraft and their future operations are seriously understated. For example, if Sheltair's 43 additional planes, Atlantic's anticipated jets and the 49 jets based here at the end of the 2011-2012 fiscal year are added together - they essentially double the current number of jets. Since, it is acknowledged that jets have the greatest influence on aircraft noise contours, we question how this large increase of based jets would result in the small noise increases projected.

C85

On page 196 of the draft study, Table 51 shows that Sheltair would build some facilities in 2012 and complete building all 7 hangars and their other proposed facilities in the year 2013. Since nothing was built in 2012, how is this possible? We question the accuracy of all the findings that are based on such erroneous, outdated information. Also, on page 192 it states, "The construction period is expected to last less than two years. Therefore, further analysis of particulate matter microscale screening or analysis is not required." Who decides if the schedule hasn't been met and whether additional studies are required?

C86

C87

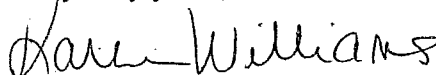
Finally, we urge NYSDOT to acknowledge and work to correct the injustice that Republic Airport has imposed on local residents and taxpayers. When Republic was transferred to the NYSDOT, provisions were included to provide relief for local taxpayers. A significant amount of land was to be used for non-aviation purposes so that payments-in-lieu-of-taxes would be generated. Now we discover that this draft document on page 228 incorrectly refers to the South Breslau area as "aviation use" when in fact, the Airport Layout Plan (ALP) identifies it as "aviation compatible use". Republic's 1997 unapproved MPU explored a variety of non-aviation uses for this land which were expected to provide considerable property tax relief. This extremely significant error needs to be corrected.

C88

We expected an environmental study that covered a greater time frame and provided correct, more understandable and complete information. Hopefully, this environmental study will be viewed as inadequate to assess the environmental impacts of such significant changes.

We request that you include this letter in tonight's official public hearing record.

Very truly yours,



Karen Williams  
President



## Safety Infrastructure and Tenant Improvement Project

Please use this form to submit your written comments.

Deadline for All Public Comments: March 15, 2013.

Comments **(1)** Extensive expansion maximizes the density of buildings and jet fuel within a small space adjacent to a highly populated area that includes Farmingdale State College and many residences and businesses along a heavily travelled corridor.

C89

FOLD  
LINE

**(2)** Aviation facilities do not pay property or school taxes, thus robbing the adjacent communities of valuable revenue.

C90

FOLD  
LINE

**(3)** Environmental impact studies have not been completed. Concerns are glossed over by planners to obtain desired outcome. If a full & factual environmental study were conducted it would certainly conclude that the smells, noise, air pollution traffic & safety concerns make this an unwise & dangerous expansion.

C91

Name: Michael Katz Address: 6 Larkin St., Farmingdale

Please Print Clearly

Please mail your comments for receipt by March 15, 2013 to:

Michael J. Geiger, PE  
Airport Director  
Republic Airport

7150 Republic Airport, Room 216, East Farmingdale, NY 11735

Thank you for your comments.







New York State  
Department of Transportation  
Federal Aviation Administration



## Safety Infrastructure and Tenant Improvement Project

Please use this form to submit your written comments.

**Deadline for All Public Comments: March 15, 2013.**

Comments

I do not want storage tanks being  
built near Rt 109.

C92

We have enough NOISE coming in  
at odd morning time 6 A.M. on Saturdays  
from JETS.

C93

FOLD  
LINE

FOLD  
LINE

Name: Cathy Nilsen

Address:

339 4th St. No. Lindenhurst  
11757

Please Print Clearly

Please mail your comments for receipt by March 15, 2013 to:

Michael J. Geiger, PE  
Airport Director  
Republic Airport

7150 Republic Airport, Room 216, East Farmingdale, NY 11735

Thank you for your comments.

**REPUBLIC**  
Long Island's Executive Airport



February 25, 2013

Republic Airport-NYS  
DOT  
Room 216  
7150 Republic Airport  
East Farmingdale, NY 11735

Dear Sir:

I have lived on Melville Road, Farmingdale, since 1979. When I moved in, the airport was small and catered to recreational pilots. I have heard it said that the residents of the areas surrounding the airport knew that they were moving into an airport zone, but the nature of the operations were very different at that time.

I immediately discovered that the neighborhood and civic association were concerned about airport development that would erode our quality of life, and this has been an ongoing battle for over 35 years now. Because the airport and its management have continuously attempted to develop the site without the proper oversight, there is a huge amount of distrust that the airport richly deserves.

This development is not necessary when we have Long Island Macarthur Airport just 20 minutes away. When you have LaGuardia, Islip, JFK, Newark, Teterboro and Stewart airports all within 75 miles of Farmingdale, changing the use of Republic to include frequent heavy aircraft is a safety issue and just adds to congestion. As it is now, it is difficult for the recreational pilot to use these airports. There is a railroad station at Long Island Macarthur Airport that gives direct access to Farmingdale in minutes.

C94

Please stop trying to jam development down the throats of the residents of this community. To the airport business owners, it is just profit to you, and you go home to your quiet houses. To the people that live here, raise their families, put their life savings into their homes, and have pride in their communities, development will only ruin what we have built and staked our hopes on. This development will eat away at our property values when we can't sell our homes because of the noise and pollution.


C95

**The current Environmental Impact Statement and Environmental Assessment must consider and include all changes and past development when evaluating the negative impacts the current proposals will cause. All changes made since Republic became a public airport must be included. The current draft is disregarding the court enjoined 60,000 lb aircraft weight restriction, and supports accommodation of larger aircraft.**

C96

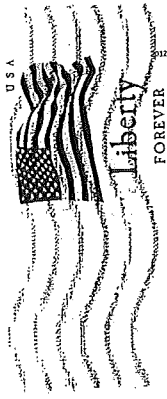
This community will not give up this fight. We have too much to lose.

Sincerely,



Nancy Cypser  
1207 Melville Road  
Farmingdale, NY 11735

Gus & Nancy Cypser  
1207 Melville Road  
Farmingdale, NY 11735

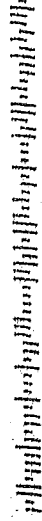


PAID-NEW YORK NY 117

POSTAGE WILL BE PAID BY ADDRESSEE

REPUBLIC AIRPORT - NYS DOT  
ROOM 216  
7150 REPUBLIC AIRPORT  
EAST FARMINGDALE, NY 11735

11735369966





New York State  
Department of Transportation  
Federal Aviation Administration



# Safety Infrastructure and Tenant Improvement Project

Please use this form to submit your written comments.

**Deadline for All Public Comments: March 15, 2013.**

Comments I have lived in Farmingdale for the last 25 years and it is here that my husband & I have chosen to raise our children and receive their education, which they completed in 2006. At this time, I am grateful to be able to have the opportunity to attend the Republic Airport Commission's open forum & to become fully educated about the airport's planned improvements and safety adjustments and continued evolution from historic airfield and vital locale of airplane manufacturing during World War II and into the Jet Age to its current presence as a General Aviation and Corporate airport that generates a tremendous amount of economic development to not only the surrounding community, but to all of Suffolk & Nassau County and the entire Long Island Metropolitan region.

As Republic Airport is bounded on all sides of its perimeter to the south, by the Southern St. Parkway, the east by St. Charles Cemetery (Godhous), the North by industry & retail and the West by more industry, retail and the Rte 110. Corridor it makes complete sense that "expansion" beyond its perimeters is a preposterous possibility to be concerned about, unless one is not exercising common sense. If "growth" and alterations occur it is within present airport perimeters which indicates to me that much larger, ~~noisier~~ noisier pollutant aircraft are, and will always remain, an impossibility as <sup>present & future</sup> runway length & weight allowance will not ever accomodate it. Therefore, I am in full support of Republic Airport's growth within its current footprint, particularly in regard to proposed safety measures and noise abatement ~~efforts~~ efforts. Thank-You.

Name: Julia Blum

Address: 289 Van Cott Ave, Farmingdale N.Y 11735

Please Print Clearly

Please mail your comments for receipt by March 15, 2013 to:

Michael J. Geiger, PE  
Airport Director  
Republic Airport

7150 Republic Airport, Room 216, East Farmingdale, NY 11735

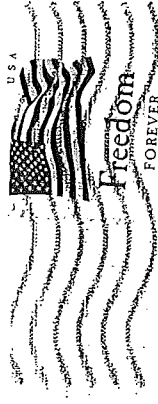
Thank you for your comments.

**REPUBLIC**  
Long Island's Executive Airport



Ms. Julia L. Blum  
289 Van Cott Ave.  
Farmingdale, N.Y. 11735

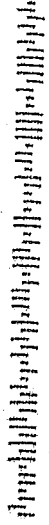
Michael J. Geiger, PE  
Airport Director  
Republic Airport  
7150 Republic Airport, Rm. 2-16  
E. Farmingdale, N.Y. 11735



WID-ISLAND NY 117

DEC 1988 2010 PMS 1

1173539556





New York State  
Department of Transportation  
Federal Aviation Administration



# Safety Infrastructure and Tenant Improvement Project

Please use this form to submit your written comments.  
**Deadline for All Public Comments: March 15, 2013.**

Comments

*see attached*

FOLD  
LINE

FOLD  
LINE

Name:

*Don Vogel*

Address:

*1300 NEW HWY, FARMINGDALE*

Please Print Clearly

Please mail your comments for receipt by March 15, 2013 to:

Michael J. Geiger, PE  
Airport Director  
Republic Airport

7150 Republic Airport, Room 216, East Farmingdale, NY 11735

Thank you for your comments.





1300 New Highway  
Farmingdale, New York 11735

March 15, 2013

Dear Mike,

I am the owner and President of Nassau Flyers, which is located at Hangar 2 at Republic Airport. Nassau Flyers has been a tenant of Republic Airport since 1976, and it has played a pivotal role in providing flight instruction and aviation services on Long Island. I purchased the company in 2009, and the company has grown exponentially to become one of the largest flight schools at Republic Airport. As a tenant of Hangar 2, I strongly oppose the proposed relocation of Hangar 2 as outlined in the Runway Safety Zone Project. Not only will the relocation stunt my company's future growth, but it could force me to lay off employees, lose customers, and risk my substantial capital investment.

C99

Since I purchased the company in 2009, Nassau Flyers has become a thriving business. I have invested over \$3,000,000 in capital for aircraft and facility upgrades, I increased my employees from ten to twenty-five, and I led my company to annualized growth of 15% or more. Nassau Flyers now represents Cirrus Aircraft and Aviat Aircraft, two of the most successful single-engine manufacturers of the last ten years. Furthermore, we obtained certification as a Part 135 Air Carrier, and we are constantly seeking new opportunities. If Hangar 2 is relocated, my business will be substantially disrupted for an extended period of time, and the time and money I have dedicated over the last three years will be deemed worthless. Due to concurrent demolition and construction at two locations (Present Hangar 2 location and the proposed Alpha Area location), my business will be unable to make a seamless transition to a new facility. Both locations will be inaccessible, and a central location for operating my business will be unavailable. Rather than relocating to a new, pre-constructed hangar, I will be forced to move twice, which will disrupt my business further.

C100

If I do not have office space, I will be unable to run administrative tasks on a daily basis. Without an aircraft ramp area that is clear of construction debris, I cannot base my 25 airplanes near the flight school. If I do not have a hangar, I risk losing ten long-term tenants that base their airplanes at my facility. Furthermore, I will be unable to operate my maintenance department, which runs seven days per week throughout the year. If I cannot maintain my airplanes, I will be unable to use them for flight instruction or rentals. The reduction in business could force me to lay off employees, and it will risk the future potential of the company.

C101

Sincerely,

Don Vogel

1201 RXR Plaza, Uniondale, NY 11556 tel 516.622.9200 fax 516.622.9212

Greg S. Zucker, Esq.

Ext. 405

Email: gzucker@westermanllp.com

March 7, 2013

**By Email, Federal Express and Certified Mail/RRR**

Michael Geiger, Airport Director  
New York State Department of Transportation  
7150 Republic Airport, Room 216  
Farmingdale, NY 11735

Re: Draft Environmental Impact Statement For Republic Airport  
Safety, Infrastructure and Tenant Improvement Projects;  
Comments to be submitted by March 15, 2013

Dear Mr. Geiger:

I represent Talon Hangar Services, LLC, Talon Air, Inc. and Stratosphere Development Co. LLC. Pursuant to a Hangar Development and Use Agreement, Talon Hangar Services, LLC and Talon Air, Inc. constructed and occupy Hangar 6 at Republic Airport. Pursuant to a lease with the New York State Department of Transportation ("DOT"), Stratosphere Development Co. LLC ("Stratosphere") constructed and occupies Hangar 7 at Republic Airport.<sup>1</sup>

As we discussed, Talon has two principal concerns with respect to Figure #29 – "Aerial Rendering of the Maximum Potential Build-Out" on page 226 of the Draft Environmental Impact Statement ("DEIS"). For your convenience, a copy of Figure #29 to the DEIS is annexed as Exhibit "A" hereto. Both issues concern the shaded green area marked as "12" and designated on the key as: "Commercial-Retail 1 (Southwest)". As explained below, the designation of that parcel as retail is inaccurate because, among other things:

- With respect to the Hangar 7 premises leased by Stratosphere from the DOT, the parties entered into a First Amendment of Ground Lease dated December 22, 2011, which you executed upon behalf of the DOT. The amendment expressly designates a portion of the area at issue as part of Stratosphere's leasehold. Moreover, the lease expressly provides that the use of that parcel is for, among other things, aviation purposes. Thus, the retail designation is directly contrary to a lease signed by the DOT; and
- Based upon Federal Aviation Administration ("FAA") grant agreements and

<sup>1</sup> Talon Hangar Services, LLC, Talon Air, Inc. and Stratosphere Development Co. LLC are sometimes collectively referred to herein as "Talon".

policies, the area to the north of Hangar 7 should also be designated as for aviation purposes, since: (i) Republic Airport has accepted FAA grants and is subject to the assurances in federal grant agreements, (ii) Talon has repeatedly requested to use this parcel in furtherance of providing aviation services, and (iii) the FAA's stated policy is that airport land must be used for aviation purposes when there is any aviation need, as now exists with this property.

C102  
cont'd

#### **Hangar 7 – Stratosphere's Leasehold:**

As noted, Stratosphere entered into a lease with the DOT in 2007. Among other things, the lease expressly grants Stratosphere and its affiliates with the right to provide aviation services at Hangar 7. See Article 3 to the 2007 Lease. The Hangar 7 premises are depicted on Exhibit A-1 to the First Amendment of Ground Lease for Hangar 7. See Exhibit "B". This lease amendment was signed by you on behalf of the DOT.

As evidenced by Exhibit A-1 to the First Amendment of Ground Lease for Hangar 7, the airport layout map (Figure #29) set forth in the DEIS improperly designates part of Hangar 7 as commercial-retail space. But, respectfully, this is clearly not the case. Indeed, this area is currently used for aircraft ramp space and vehicular parking lots associated with Talon's airport operations and services.

C103

In light of the foregoing, all of Hangar 7 should be designated as being used for aviation purposes on Figure #29.

#### **Area to the North of Hangar 7:**

Figure #29 of the DEIS also improperly designates the remainder of the "12" parcel as available for retail use. On page 228 of the DEIS, the DOT indicated that this area to the north of Hangar 7 is "being evaluated for future retail use, given the adjoining retail development (off Airport property)." (Emphasis Added).

C104

But this ignores the fact that Talon has a longstanding request with the DOT for use of this land in connection with the airport related services it provides at Republic Airport. Respectfully, as explained below, under such circumstances, FAA will consider that airport land that is needed for aviation use must be used for that purpose - - not for retail.

By way of background, the FAA provides monetary grants to public agencies that own and operate airports ("sponsors") through its Airport Improvement Program (AIP). Any recipient of such grant money must abide by a number of assurances promulgated by the Secretary of Transportation. *41 North 73 West, Inc. v. United States Dep't of Transp.*, No. 09-4810, 408 Fed. Appx. 393, 395, 2010 WL 4318655, at \*1 (2d Cir. Nov. 2, 2010) (citing 49 U.S.C. § 47107(a)). As a recipient of federal grant money, Republic Airport has committed to full compliance with these assurances. *State of N.Y. v. FAA*, 712 F.2d 806, 807-08 (2d Cir. 1983) (explaining that "the United States conveyed approximately 97 acres of land and made nine financial grants totaling almost \$7 million to the



Metropolitan Transit Authority (MTA), a New York State public benefit corporation and the owner of Republic Airport in Suffolk County, New York”).

On February 27, 2012, as attorney for Talon, I sent you and Shelley LaRose Arken, Airport Manager, a letter re-affirming that Talon was interested in leasing an area of approximately 6.7 acres located to the north of Hangar 7. *See* Exhibit “C”. The attachment sent with the letter makes clear that this request was for the same land shown on Figure #29 of the DEIS, which is designated as available for commercial retail use. You acknowledged receipt of my letter in connection with your response letter dated March 19, 2012. *See* Exhibit “D”. In your March 19, 2012 letter, you stated that a decision on the future use of the property would be postponed pending an airport “visioning” process to be completed in summer 2012. That process was not completed last summer, and to date we have heard nothing more about that process or plans for this parcel.

While part of this parcel appears to have been designated (in handwriting) for compatible non-aviation use on the 1989 Airport Layout Plan for the airport, it appears that such designation was based on the mistaken belief at that time that there was no possible aviation use for the property. But that is simply not the case. Talon has an immediate need to use that area for aviation purposes, and desires to lease the property for aviation use as soon as it is available.

The FAA expects that airport land will be used for airport purposes. If there is a possible aviation use for land at an airport, the airport sponsor does not have the option to reject aviation use in favor of non-aviation commercial use. The DOT’s grant agreements with the FAA contain an assurance that the DOT, as the airport sponsor, will provide reasonable access to the airport for aeronautical uses. It is not consistent with the DOT’s federal grant assurances to deny access to airport property for use for aeronautical services, and then lease that land for a non-aviation commercial use. FAA staff, in our meeting on February 12, 2013, confirmed that agency policy supports the use of airport land for airport purposes when there is any aviation need, as now exists with this property.

The FAA Airport Compliance Manual, Order 5190.6B, paragraph 22.6, contains guidance on the use of airport property that is suitable for aeronautical use for non-aeronautical purposes. Non-aeronautical use is permitted, even on a temporary basis, only when there is no current interest in aviation use. Paragraph 22.6 of Order 5190.6B reads in part:

**22.6. Request for Interim Use of Aeronautical Property for Other Uses.** The ADOs and regional airports divisions may consent to the interim use (not more than five (5) years) for nonaviation purposes of dedicated aeronautical land. This is the case whether or not the land was acquired with grant funds, is surplus property, or otherwise dedicated for aeronautical use. . . . FAA approval shall not be granted if the FAA

determines that an aeronautical demand is likely to exist within the period of the proposed interim use.

Aeronautical demand might be demonstrated by the existence of a qualified aeronautical service provider expressing interest in such property for aeronautical use, or by projected growth in airport operations. (Emphasis added.)

It is clear from the above policy just for temporary non-aviation use of airport property, that the FAA would not permit the long-term use of airport property for non-aviation purposes if that property is suitable and available for aeronautical use. The "12" parcel north of Hangar 7 is obligated airport land, undeveloped and not under lease, is desirable for aeronautical use, and is the subject of "qualified aeronautical service provider expressing interest in such property for aeronautical use." A marginal note on the 1989 ALP does not exempt the DOT from its obligation to use obligated airport land for aeronautical purposes, or its obligation to provide reasonable access to the airport for aeronautical services under 49 U.S.C. § 47107(a)(1) and AIP grant assurance no. 22.

Accordingly, Figure #29 incorrectly indicates that this parcel is available for commercial retail use. Moreover, for purposes of environmental assessment, this incorrect indication may fail to provide the project decision maker with accurate information on the probable future use of the parcel. That use will almost certainly be for aviation support, not non-aviation commercial retail development.

C104

Also, as we have previously advised, the only party that can make aviation use of this property is Talon. As depicted in Exhibit "E", this area does not have direct access to a runway or taxiway system. The only way this can be achieved is through the use of Talon's existing leasehold at Hangars 6 and 7. As such, Talon is the only party that is able to utilize this parcel for aviation purposes.

C105

Finally, Talon has the same objections to the Site Plan drawing included in Appendix "S" to the 2008 report, entitled "C.003 Republic Airport Development Uses." That drawing shows that the same parcel of property - - identified in this drawing as number "12" - - as containing 55,200 square feet of "retail" property for "commercial use," available for "Potential Development - Beyond 2013."

C106

For the reasons stated above, it is clear that part of the "12" parcel is currently leased to Stratosphere for aviation purposes and is not available to be leased to anyone else. The remainder of the property is not available for commercial retail use, due to the DOT's obligations under its FAA grant assurances. Once again, this is because there is a current demand for aviation-related use of that property.

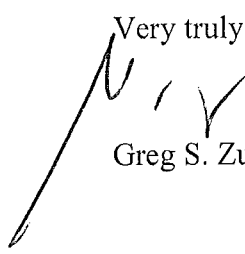
C107

Michael Geiger  
March 7, 2013  
Page 5

We respectfully request that the DOT revise its description of the airport land available for development in the DEIS. In the interim, Talon reserves all of its other rights, remedies and recourses, including, without limitation, to further respond to any other aspects of the DEIS or any amendments or modifications to the DEIS.

C108

Very truly yours,



Greg S. Zucker

GSZ/lk

cc: Regional Office of the Federal Aviation Administration (by email and Federal Express)  
Attn: Mr. Steven Urlass (steve.urlass@faa.gov)  
Ms. Marie Jenet (marie.jenet@faa.gov)

A

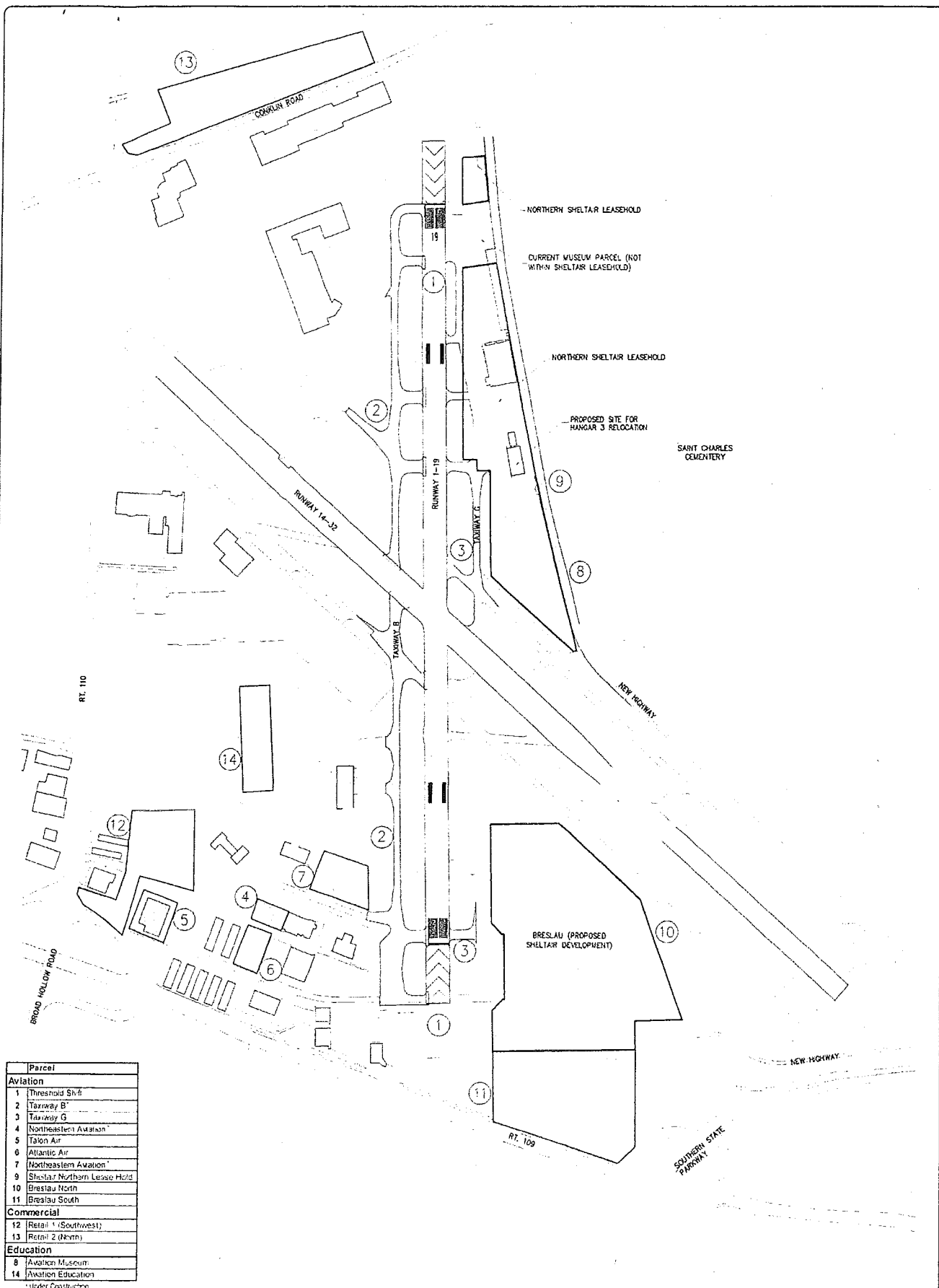


Figure 29: Aerial Rendering of Maximum Potential Build-Out



## FIRST AMENDMENT OF GROUND LEASE

**FIRST AMENDMENT OF GROUND LEASE** (this "Amendment") dated as of December 22, 2011 ("Effective Date") by and between **THE STATE OF NEW YORK ACTING BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION ("NYSDOT")** and **STRATOSPHERE DEVELOPMENT CO. LLC ("Lessee")**.

### WITNESSETH:

**WHEREAS**, NYSDOT and Lessee have entered into a Ground Lease dated in 2007 (as amended by this Amendment and as may be hereafter amended, collectively, the "Ground Lease" or the "Agreement"), pursuant to which NYSDOT leased to Lessee and Lessee hired from NYSDOT certain premises (the "Ground Lease Premises") located at Republic Airport in the Town of Babylon, County of Suffolk, State of New York (the "Airport");

**WHEREAS**, NYSDOT and Flightways of Long Island, Inc. (d/b/a Atlantic Aviation) ("Atlantic") have entered into a Lease Contract dated November 19, 1987 (as amended, and as may be hereafter amended, collectively, the "Atlantic Prime Lease"), pursuant to which NYSDOT leased to Atlantic and Atlantic hired from NYSDOT certain premises (the "Atlantic Prime Premises") located at the Airport;

**WHEREAS**, Lessee and affiliates of Lessee, Talon Hangar Services, LLC (f/k/a Talon Air Services, LLC) and Talon Air, Inc. (collectively, "Talon") have entered into subleases with Atlantic for portions of the Atlantic Prime Premises;

**WHEREAS**, the current expiration date of the term of the Atlantic Prime Lease is July 31, 2024; and

**WHEREAS**, NYSDOT and Lessee desire to amend the Ground Lease and to provide for non-disturbance protection to Lessee and Talon if the Atlantic Prime Lease is terminated prior to the expiration of the term thereof.

**NOW THEREFORE**, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby covenant and agree as follows:

1. **Definitions.** All terms used herein shall have the same meaning ascribed to them in the Ground Lease, unless otherwise defined herein.

2. **Replacement of Exhibit A to Ground Lease.** NYSDOT and Lessee hereby acknowledge and agree that pursuant to Section 2.2 of the Ground Lease, Lessee used and made substantial improvements to the vacant land immediately adjacent to the property described in Exhibit "A" to the Ground Lease to properly construct the Project, and that the Project, as it was approved by NYSDOT, was constructed on such additional property at the Airport. Pursuant to said Section 2.2, NYSDOT and Lessee hereby amend the Leased Premises to include such additional property as shown on the metes and bounds survey approved by NYSDOT and attached hereto as Exhibit "A-1". As of the Effective Date, Exhibit "A" to the Ground Lease is replaced by Exhibit "A-1" attached hereto and made a part hereof.

3. **Subleased Premises.** The area described by metes and bounds on Exhibit "B" attached hereto and made a part hereof and as identified as "Parcel C" on the survey attached hereto and made a part hereof as Exhibit "C" (the "Subleased Premises") are part of the Atlantic Prime Premises. Atlantic and Lessee have entered into a sublease for the Subleased Premises dated as of December 22, 2011 (as may be hereafter amended, collectively, the "Stratosphere Sublease"), the

term of which is also scheduled to expire on July 31, 2024. NYSDOT hereby consents to the Stratosphere Sublease. Atlantic has represented to Lessee that it has made an application to NYSDOT to extend the term of the Atlantic Prime Lease. Pursuant to the provisions of the Stratosphere Sublease, if the term of the Atlantic Prime Lease is extended, the term of the Stratosphere Sublease shall be automatically extended to the expiration date of the Atlantic Prime Lease as so extended, provided, however, that under any and all circumstances, no such extension of the Atlantic Prime Lease shall operate to extend the term of the Stratosphere Sublease beyond July 31, 2029.

4. **Additional Premises.** The Additional Premises are part of the Atlantic Prime Premises. As set forth in Section 1.9 of the Ground Lease, a copy of which is attached hereto as Exhibit "F", NYSDOT leased to Lessee the Additional Premises for a term commencing on the Additional Premises Commencement Date, which as of the date of the Ground Lease was expected to be August 1, 2024, the day after the current expiration date of the term of the Atlantic Prime Lease and of the term of the Hangar Development Operation and Use Agreement dated January 4, 2004, as amended by letter agreement dated March 3, 2008 and by Second Amendment to Hangar Development Operation and Use Agreement dated as of December 22, 2011, between Talon and Atlantic (as amended, and as may be hereafter amended, collectively, the "Talon Sublease") for the Additional Premises. Atlantic has represented to Talon that it has made an application to NYSDOT to extend the term of the Atlantic Prime Lease. Pursuant to the terms of the Talon Sublease, if the term of the Atlantic Prime Lease is extended, the term of the Talon Sublease shall be automatically extended to July 31, 2029. NYSDOT and Lessee hereby agree that upon the date of expiration of the term of the Talon Sublease as such date may be extended, the Additional Premises shall automatically and without the need for any further action by the parties become part of the Leased Premises demised under the Ground Lease as set forth in Section 1.9A of the Ground Lease, upon and subject to all of the terms and conditions of the Ground Lease, except that effective as of the date that the Additional Premises shall become a part of the Leased Premises under the Ground Lease, Base Rent for the Additional Premises shall be payable along with Base Rent for the Ground Lease Premises, at the rate to be determined in accordance with Section 1.9B of the Ground Lease.

5. **Stratosphere Sublease Non-Disturbance.** If the Atlantic Prime Lease is terminated for any reason whatsoever prior to the expiration date thereof, NYSDOT agrees that the Subleased Premises shall automatically and without need for any further action by the parties become part of the Leased Premises demised under the Ground Lease as if any such termination date was the expiration date of the Atlantic Prime Lease as set forth in Section 3 above, upon and subject to all of the terms and conditions of the Ground Lease, except that effective as of the date that the Subleased Premises shall become a part of the Leased Premises under the Ground Lease, Base Rent for the Subleased Premises shall be payable along with Base Rent for the Ground Lease Premises, at the rate to be determined in accordance with Section 4.2 of the Ground Lease.

6. **Talon Sublease Non-Disturbance.** If the Atlantic Prime Lease is terminated for any reason whatsoever prior to the expiration date thereof, NYSDOT agrees that the Additional Premises shall automatically and without need for any further action by the parties become part of the Leased Premises demised under the Ground Lease as if any such termination date was the expiration date of the Atlantic Prime Lease as set forth in Section 4 above, upon and subject to all of the terms and conditions of the Ground Lease, except that effective as of the date that the Additional Premises shall become a part of the Leased Premises under the Ground Lease, Base Rent for the Additional Premises shall be payable along with Base Rent for the Ground Lease Premises, at the rate to be determined in accordance with Section 1.9B of the Ground Lease.

7. **Modifications to the Ground Lease – Leasehold Mortgages.** NYSDOT hereby



consents to Lessee encumbering its leasehold estate under the Ground Lease and the Stratosphere Sublease, and to Talon encumbering its leasehold estate under the Talon Sublease, by Lessee and Talon granting a Leasehold Mortgage to People's United Bank ("People's Bank") or to another Institutional Investor. In connection therewith, and in connection with any subsequent Leasehold Mortgage, the following Sections of the Ground Lease are hereby amended:

(a) Section 10.7 is hereby deleted and replaced with the following:

"10.7. In lieu of the procedure set forth under Section 10.6, in the event of the termination of this Agreement for any reason whatsoever, including, without limitation, default and/or the bankruptcy of Lessee, at the Leasehold Mortgagee's request, NYSDOT shall enter into a new agreement with Leasehold Mortgagee or its designee without further obligation or notice to Lessee or anyone claiming any interests under this Agreement so terminated, for the remainder of the term of this Agreement effective as of the date of such termination of this Agreement, at the rent and upon the covenants, agreements, terms, provisions and limitations herein contained ("New Agreement"), provided (i) such Leasehold Mortgagee makes written request for such New Agreement within sixty (60) days after the date notice of such termination of this Agreement is given to Leasehold Mortgagee, and (ii) Leasehold Mortgagee or its designee complies with the provisions of Section 10.6, for such purposes any reference in said Section 10.6 to this Agreement shall be deemed to be a reference to any such New Agreement, as applicable. Any such New Agreement shall be and remain an encumbrance on the Leased Premises having the same priority thereon as this Agreement and shall be and remain prior to any lien, charge or encumbrance of the fee of the Leased Premises created by NYSDOT subsequent to the original lien of this Agreement. The Leasehold Mortgagee or its designee, as lessee under such New Agreement, shall have the same rights, title and interest in and to the buildings and improvements on the Leased Premises as Lessee had under this Agreement. The liability of Leasehold Mortgagee or its designee under this Agreement or under any New Agreement shall be limited to Leasehold Mortgagee's or its designee's interest in this Agreement or in any New Agreement. If the Leasehold Mortgagee or its designee becomes the holder of the Lessee's interest under this Agreement or under any New Agreement, and if the Leasehold Mortgagee or its designee shall thereafter assign its interest in this Agreement or in any New Agreement, then the Leasehold Mortgagee and its designee shall be released of all further liability under this Agreement and/or under any New Agreement from and after the date of any such assignment."

(b) The following phrase shall be added at the end of Section 10.11:  
"whereby Leasehold Mortgagee or its designee shall act as disbursing agent."

(c) Section 12.3 is hereby deleted and replaced with the following:

"This Agreement shall not be cancelled, terminated, surrendered, rescinded, modified or amended without, in each case, the prior written consent of the holder or holders (who shall have given NYSDOT written notice of its or their identity and address) of any Leasehold Mortgage. Any attempted cancellation, termination, surrender, rescission, modification or amendment of this Agreement made without the prior written consent of such holder or holders of any Leasehold Mortgage will be of no force and effect. Nothing contained herein is intended to prevent NYSDOT

from terminating this Agreement as a result of a default beyond the applicable notice and cure period by Lessee or any assignee or sublessee of Lessee, subject to the rights of the Leasehold Mortgagee as set forth in this Agreement."

8. **Memorandum of Lease.** Neither party hereto shall record the Ground Lease or this Amendment. However, NYSDOT and Lessee agree to execute and deliver a Memorandum of Ground Lease in the form attached hereto as Exhibit "D" attached hereto and made a part hereof, together with all ancillary documents required to record such Memorandum of Lease in the Suffolk County Clerk's office. Recording costs for the Memorandum of Lease shall be borne by Lessee. The provisions of the Ground Lease shall control, however, with regard to any omissions from, or provisions thereof which may be in conflict with, the Memorandum of Lease. Upon the expiration or earlier termination of the Ground Lease, Lessee shall execute and deliver to NYSDOT a memorandum, in recordable form, acknowledging Lessee's termination of its leasehold interest in the Leased Premises. This provision shall survive the expiration or earlier termination of the Ground Lease.

9. **Estoppel Provisions.** NYSDOT hereby agrees that together with its execution and delivery of this Amendment, it shall execute and deliver to Lessee the Estoppel Certificate and Consent attached hereto as Exhibit "E".

10. **Miscellaneous.**

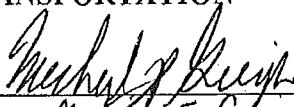
(A) The covenants, agreements, terms and conditions contained in this Amendment shall bind and inure to the benefit of the parties hereto and their respective successors, and assigns.

(B) This Amendment may not be changed orally, but only by a writing signed by the party against whom enforcement thereof is sought.

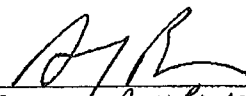
(C) Except as amended by this Amendment, the Ground Lease and all covenants, agreements, terms and conditions thereof shall remain in full force and effect and the Ground Lease, as so amended, is hereby in all respects ratified and confirmed.

IN WITNESS WHEREOF, NYSDOT and Lessee have respectively executed this Amendment as of the day and year first above written.

**THE STATE OF NEW YORK ACTING  
BY AND THROUGH ITS DEPARTMENT  
OF TRANSPORTATION**

By:   
Name: Michael J. Geiger  
Title: Airport Director

**STRATOSPHERE DEVELOPMENT CO. LLC**

By:   
Name: Amy Brown  
Title: CEO, V.P.

**EXHIBIT "A-1"**

**METES & BOUNDS SURVEY OF LEASED PREMISES**



## EXHIBIT B - LEGAL DESCRIPTION OF SUBLEASED PREMISES

### DESCRIPTION OF LEASE LINES - PARCEL "C"

BEGINNING AT A POINT IN THE NORTHEASTERLY CORNER OF THE HEREINAFTER DESCRIBED PREMISES, SAID POINT BEING SITUATED NORTH 8 DEGREES 22 MINUTES 53 SECONDS EAST 340.39 FEET FROM A CONCRETE MONUMENT SITUATED AT THE CORNER FORMED BY THE INTERSECTION OF THE NORTHERLY SIDE OF NEW YORK STATE ROUTE 19 WITH THE NORTHEASTERLY SIDE OF SERVICE ROAD ENTRANCE FROM STATE ROUTE 109 TO NEW YORK STATE ROUTE 110;

RUNNING THENCE SOUTH 20 DEGREES 13 MINUTES 44 SECONDS WEST, 22.92 FEET;

THENCE SOUTH 67 DEGREES 37 MINUTES 54 SECONDS WEST, 168.64 FEET;

THENCE NORTH 28 DEGREES 17 MINUTES 11 SECONDS WEST, 86.15 FEET;

THENCE ALONG AN ARC BEARING TO THE RIGHT HAVING A RADIUS OF 192.78 FEET AND A LENGTH OF 97.56 FEET;

THENCE SOUTH 69 DEGREES 46 MINUTES 16 SECONDS EAST, 242.67 FEET TO THE POINT OR PLACE OF BEGINNING.

[illegible]

**EXHIBIT "D"**  
**Memorandum of Ground Lease**



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**MEMORANDUM OF GROUND LEASE**

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**THE STATE OF NEW YORK ACTING BY AND THROUGH  
ITS DEPARTMENT OF TRANSPORTATION,**  
as Lessor,

and

**STRATOSPHERE DEVELOPMENT CO. LLC,**  
as Lessee.

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Dated: As of December 22, 2011

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Section:  
Block:  
Lot:  
County: Suffolk  
Address: Republic Airport  
Town of Babylon  
State of New York

---

Record and Return to:

WESTERMAN BALL EDERER MILLER & SHARFSTEIN, LLP  
1201 RXR Plaza  
Uniondale, New York 11556  
Attention: Greg S. Zucker, Esq.

## MEMORANDUM OF GROUND LEASE

This MEMORANDUM OF GROUND LEASE (this "**Memorandum**") is made and dated as of December 22, 2011, by and between THE STATE OF NEW YORK ACTING BY AND THROUGH ITS DEPARTMENT OF TRANSPORTATION ("**NYSDOT**") and STRATOSPHERE DEVELOPMENT CO. LLC, a New York limited liability company ("**Lessee**").

1. Lease. The parties hereto are parties to that certain Ground Lease entered into in 2007, as amended by First Amendment of Ground Lease, dated as of December 22, 2011, between NYSDOT and Lessee (as amended, the "**Lease**").

2. Incorporation of Lease Terms. This Memorandum is subject to all conditions, terms and provisions of the Lease, which agreement is hereby adopted and made a part hereof by reference to the same in the same manner as if all the provisions thereof were copied herein in full. Reference should be made to the Lease for a more detailed description of all matters contained in this Memorandum. All capitalized terms used in this Memorandum and not defined herein shall have the same meanings ascribed to them in the Lease.

3. Demised Premises. The Lease covers certain premises located at Republic Airport in the Town of Babylon, County of Suffolk, State of New York, as shown on the metes and bounds survey attached hereto as Exhibit A-1, as provided in the Lease and in this Memorandum (the "**Demised Premises**").

4. Initial Term. The Lease provided for the rental of the Demised Premises by the Lessee for an initial term of approximately one (1) year ("**Initial Term**"), commencing on the Commencement Date and ending on October 15, 2008, which was subject to Lessee's one-time right to renew the Initial Term as set forth in Section 5 below.

5. Option Term. Lessee exercised its right to renew the Initial Term in accordance with the terms of the Lease for one (1) additional period of thirty (30) years ("**Option Term**"). The Option Term will expire on October 15, 2038.

6. Additional Premises. The Additional Premises are part of the Atlantic Prime Premises. As set forth in Section 1.9 of the Ground Lease, NYSDOT leased to Lessee the Additional Premises for a term commencing on the Additional Premises Commencement Date, which as of the date of the Ground Lease was expected to be August 1, 2024, the day after the current expiration date of the term of the Atlantic Prime Lease and of the term of the Hangar Development Operation and Use Agreement dated January 4, 2004, as amended by letter agreement dated March 3, 2008 and by Second Amendment to Hangar Development Operation and Use Agreement dated as of December 22, 2011, between Talon and Atlantic (as amended, and as may be hereafter amended, collectively, the "**Talon Sublease**") for the Additional Premises. Atlantic has represented to Talon that it has made an application to NYSDOT to

extend the term of the Atlantic Prime Lease. Pursuant to the terms of the Talon Sublease, if the term of the Atlantic Prime Lease is extended, the term of the Talon Sublease shall be automatically extended to July 31, 2029. NYSDOT and Lessee hereby agree that upon the date of expiration of the term of the Talon Sublease as such date may be extended, the Additional Premises shall automatically and without the need for any further action by the parties become part of the Leased Premises demised under the Ground Lease as set forth in Section 1.9A of the Ground Lease, upon and subject to all of the terms and conditions of the Ground Lease, except that effective as of the date that the Additional Premises shall become a part of the Leased Premises under the Ground Lease, Base Rent for the Additional Premises shall be payable along with Base Rent for the Ground Lease Premises, at the rate to be determined in accordance with Section 1.9B of the Ground Lease.

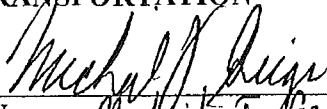
7. Non-Disturbance. The Lease provides that if the Atlantic Prime Lease is terminated for any reason whatsoever prior to the expiration date thereof, NYSDOT agrees that (i) the Subleased Premises shall automatically and without need for any further action by the parties become part of the Demised Premises as if any such termination date was the expiration date of the Atlantic Prime Lease; and (ii) the Additional Premises shall automatically and without need for any further action by the parties become part of the Demised Premises as if any such termination date was the expiration date of the Atlantic Prime Lease, upon and subject to all of the terms and conditions of the Lease.

8. No Modification of Lease. This Memorandum shall not, under any circumstances, be deemed to modify or change any provisions of the Lease, the provisions of which shall in all instances prevail. The Lease is binding upon and benefits the parties, their personal representatives, successors and assigns.

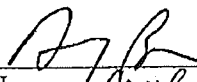
*[Remainder of page intentionally left blank; Signatures on following page]*

IN WITNESS WHEREOF, the parties have executed this Memorandum of Ground Lease  
as of December 22, 2011.

**THE STATE OF NEW YORK ACTING  
BY AND THROUGH ITS DEPARTMENT  
OF TRANSPORTATION**

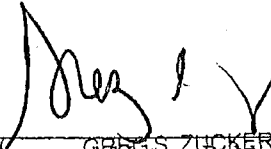
By:   
Name: Michael J. Geary  
Title: Airport Director

**STRATOSPHERE DEVELOPMENT CO. LLC**

By:   
Name: Amy Brown  
Title: CEO, V.P.

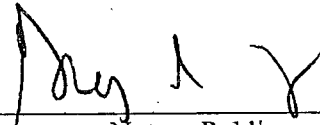
State of New York )  
County of Suffolk ) ss.:

On the 22 day of December, 2011, before me, the undersigned, personally appeared Michael Gury, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is described to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the individual, or person upon behalf of which the individual acted, executed the instrument.

  
\_\_\_\_\_  
GREG S. ZUCKER  
Notary Public, State of New York  
No. 02ZU6007021  
Qualified in Nassau County  
Commission Expires May 11th 2006 / 14

State of New York )  
County of Suffolk ) ss.:

On the 22 day of December, 2011, before me, the undersigned, personally appeared Amy Brown, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is described to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the individual, or person upon behalf of which the individual acted, executed the instrument.

  
\_\_\_\_\_  
Notary Public

GREG S. ZUCKER  
Notary Public, State of New York  
No. 02ZU6007021  
Qualified in Nassau County  
Commission Expires May 11th 2006 / 14

**EXHIBIT "A-1" TO MEMORANDUM**  
**METES & BOUNDS SURVEY OF LEASED PREMISES**



**EXHIBIT "E"**  
**Estoppel Certificate and Consent**



## GROUND LEASE ESTOPPEL CERTIFICATE AND CONSENT

TO: People's United Bank  
Attention: General Counsel

FROM: THE STATE OF NEW YORK ACTING BY AND THROUGH ITS  
DEPARTMENT OF TRANSPORTATION  
50 Wolf Road  
Albany, New York 12232

RE: Suffolk County Tax Map Designation  
District:  
Section:  
Block:  
Lots:

THE STATE OF NEW YORK acting by and through its DEPARTMENT OF TRANSPORTATION, as landlord ("Ground Lessor"), having an address at 50 Wolf Road, Albany, New York 12232 and STRATOSPHERE DEVELOPMENT CO. LLC, a New York limited liability company, as tenant, having an address at 29 Barstow Road, Great Neck, New York 11021 are parties to that certain Ground Lease dated as of [otherwise undated] 2007 (together with all amendments, modifications and supplements described on Exhibit B attached hereto, the "Ground Lease"), with respect to the real property legally described on the attached Exhibit A (the "Land").

STRATOSPHERE DEVELOPMENT CO. LLC, a New York limited liability company ("Borrower") is the Tenant under the Ground Lease.

PEOPLE'S UNITED BANK, a federally chartered savings bank ("Lender"), intends to make a loan to Borrower secured by Borrower's interest in the Land and the building, structures, fixtures and improvements located on the Land (collectively, the "Improvements"; the Land and Improvements are collectively referred to herein as the "Premises") (such loan, the "Loan"). In connection with the Loan, Lender and Borrower have requested that Ground Lessor execute and deliver this Ground Lease Estoppel Certificate and Consent (the "Certificate").

Ground Lessor hereby certifies, acknowledges and agrees as follows:

1. Ground Lessor is the owner of the fee simple estate in the Premises and is the landlord under the Ground Lease; an accurate and complete description of the Ground Lease and all the modifications to the Ground Lease, if any, appears on Exhibit B. The Ground Lease is the only lease or agreement between Ground Lessor and Borrower with respect to the Premises and has not been assigned, supplemented, modified or otherwise amended, and there are no other agreements concerning the Premises, whether oral or written, between Landlord and Tenant, except as set forth on Exhibit B. The Ground Lease is in full force and effect and is valid and enforceable against Ground Lessor. The current expiration date of the Ground Lease is October 15, 2038. The monthly Base Rent under the Ground Lease is to be determined pursuant to

Section 4.2 of the Ground Lease. As of November 30, 2010, Borrower has commenced the payment of Base Rent in the amount of \$2,800.00 per month. Such \$2,800.00 monthly Base Rent has been paid through and including December, 2011. Ground Lessor acknowledges receipt of Borrower's appraisals delivered pursuant to said Section 4.2 of the Ground Lease which were performed by appraisers approved by Ground Lessor and acceptable to the State Comptroller. When the monthly Base Rent has been determined pursuant to Section 4.2 of the Ground Lease, any amounts owed to Ground Lessor for the period commencing on November 30, 2010 shall be reconciled and paid by Borrower to Ground Lessor.

2. Borrower is not in default under the Ground Lease and, to the best of Ground Lessor's knowledge, no event has occurred and no condition exists which, with the giving of notice or the lapse of time or both, would constitute a default under the Ground Lease. Ground Lessor has not received any notice that (i) the Premises are in violation of any laws, municipal ordinances, rules or requirements, or (ii) there is any pending or threatened condemnation action or eminent domain proceeding affecting the Premises. To the best of Ground Lessor's knowledge, Borrower has no offsets, counterclaims, defenses, deductions or credits whatsoever with respect to the Ground Lease or any amounts owing under any other agreement between Ground Lessor and Borrower, except as set forth in Exhibit B.

3. Ground Lessor hereby consents to Borrower executing a mortgage in favor of Lender (the "Mortgage"), encumbering, among other things, Borrower's interest in the Improvements and the Ground Lease and acknowledges that it has received, pursuant to Section 10 of the Ground Lease, a copy of the Mortgage and the current address of Lender. The execution and recordation of the Mortgage (including UCC-1 Financing Statements) will not constitute a breach of or default under the Ground Lease.

4. Lender may enter the Premises for the purpose of exercising the rights and remedies provided under the Mortgage including, without limitation, removing equipment, trade fixtures and other personal property from the Premises; provided, however, Lender shall repair any damage resulting from such removal.

5. Lender shall have the right to assign its right, title and interest in the Mortgage to any third party. Unless Lender or its assignee is the purchaser at a foreclosure sale of the Mortgage or has accepted an assignment of the Ground Lease in lieu of foreclosure (such conveyance in either case, a "Foreclosure"), neither Lender nor its assignee shall be deemed by virtue of this Certificate to have assumed any of the tenant's obligations under the Ground Lease. After a Foreclosure, the purchaser shall only be deemed to have assumed all of the tenant's obligations accruing under the Ground Lease from and after the date of the Foreclosure. Lender shall have the right to assign its right, title and interest in the Ground Lease or the New Ground Lease to any third party so long as such assignee assumes in writing the tenant's obligations accruing under the Ground Lease or the New Ground Lease, from and after the date of such assignment. Upon any such assignment and assumption, Lender shall be automatically released of all of its obligations under the Ground Lease or the New Ground Lease.

6. Provided that all Base Rent and Additional Rent and Charges, as defined in the Ground Lease, owing under the Ground Lease are paid current, Ground Lessor will not terminate the Ground Lease for the failure of Lender to continuously operate the Premises after Lender takes possession of the Premises.

7. Ground Lessor will not modify, amend, or terminate the Ground Lease in any manner without the prior written consent of Lender, which consent will not be unreasonably withheld. Ground Lessor will not consent to any assignment, subletting or additional encumbrances of the Ground Lease by Borrower without the prior written consent of Lender. Landlord hereby agrees that the Lease shall not be modified, terminated, amended, altered or cancelled, nor shall a surrender of the Premises be accepted by Landlord, without the prior written consent of Lender, and that any such action taken without Lender's consent shall not be binding on Tenant or Lender.

8. Ground Lessor agrees that Borrower shall have the right to assign or sublet Borrower's interest under the Lease to Lender, Lender's successor or assign without the consent of Ground Lessor.

9. All notices given hereunder shall be in writing and given by express overnight delivery service or certified mail, return receipt requested, and shall be deemed to have been delivered (i) the next business day, if delivered by express overnight delivery service, or (ii) the third business day following the day of deposit of such notice with the United States Postal Service, if sent by certified mail, return receipt requested. Notices shall be provided at the addresses first referenced above or such other address or person as Lender, Ground Lessor, Borrower may from time to time hereafter specify in the manner provided above.

10. This Certificate shall be binding upon and shall inure to the benefit of the Ground Lessor, Lender, Borrower and their respective successors and assigns, including, without limitation, persons or entities holding mortgages on Ground Lessor's fee interest in the Premises.

11. If the Ground Lease conflicts with this Certificate, this Certificate shall control.

12. While the Ground Lease is in effect, Borrower, as the tenant under the Ground Lease holds an interest in the Improvements; provided, however, such interest in the Improvements shall vest in Ground Lessor upon the expiration or earlier termination of the Ground Lease (but such vesting is subject to the right of Lender to succeed to the tenant's interest in the Improvements as a result of Lender exercising its right to enter into the New Ground Lease for the Land pursuant to Section 10 of the Ground Lease).

13. If the Ground Lease is terminated as a result of a casualty or condemnation, the portion of the insurance proceeds or condemnation award allocable to the Improvements shall be paid first to Lender or its assignee to satisfy the outstanding principal balance of the Loan and all accrued but unpaid interest thereon, and then shall be allocated between Ground Lessor and Borrower in accordance with the terms of the Ground Lease.

14. Within 15 days after a request by Lender, Ground Lessor shall provide Lender with a signed statement indicating whether or not any defaults exist under the Lease and such other matters concerning the Premises and the Ground Lease as Lender may reasonably request.

15. So long as the Mortgage is in existence, unless Lender shall otherwise expressly consent in writing, fee title to the Premises and the leasehold estate of Borrower created by the Lease shall not merge but shall remain separate and distinct, notwithstanding the acquisition of such fee title and such leasehold estate by Ground Lessor or by Borrower or by a third party, by purchase or otherwise.

16. Lender is relying on this Certificate in connection with the Loan and the Title Insurance Company insuring the transaction may rely on this Certificate in connection with any title insurance policies which it may issue to Borrower or Lender.

**17. LENDER, BY ITS ACCEPTANCE HEREOF, AND GROUND LESSOR UNCONDITIONALLY, KNOWINGLY, VOLUNTARILY AND INTENTIONALLY WAIVE THEIR RIGHT TO A JURY TRIAL OF ANY CLAIM OR CAUSE OF ACTION BASED UPON OR ARISING OUT OF THIS AGREEMENT AND/OR THE RELATIONSHIP THAT IS BEING ESTABLISHED BETWEEN GROUND LESSOR AND LENDER HERETO. THE SCOPE OF THIS WAIVER IS INTENDED TO BE ALL ENCOMPASSING OF ANY AND ALL DISPUTES THAT MAY BE FILED IN ANY COURT. THIS WAIVER IS IRREVOCABLE MEANING THAT IT MAY NOT BE MODIFIED EITHER ORALLY OR IN WRITING. IN THE EVENT OF LITIGATION, THIS AGREEMENT MAY BE FILED AS A WRITTEN CONSENT TO A TRIAL BY THE COURT.**

This Estoppel and Agreement and the representations and agreements made herein are given with the understanding that this Estoppel and Agreement constitutes a material inducement for Lender in making the Loan to Borrower and that Lender shall rely hereon in making the Loan to Borrower.

(SIGNATURES BEGIN ON THE FOLLOWING PAGE)

IN WITNESS WHEREOF, the foregoing Ground Lease Estoppel Certificate and Consent is executed by Ground Lessor as of December 22, 2011.

THE STATE OF NEW YORK acting by and through  
its DEPARTMENT OF TRANSPORTATION

By: Richard D. Buey  
Airport Director

ACKNOWLEDGEMENT

STATE OF NEW YORK

SS:

COUNTY OF Suffolk ,

On the 22 day of December, in the year 2011, before me personally appeared Michael Geiger, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument, and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, he executed the instrument.

IN WITNESS MY Hand and Notarial Seal

[Signature]  
NOTARY PUBLIC

My Commission Expires:

\_\_\_\_\_  
GREG S. ZUCKER  
Notary Public, State of New York  
No. 02ZU6007021  
Qualified in Nassau County  
Commission Expires May 11th 20014

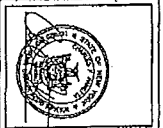
**EXHIBIT A**  
**LEGAL DESCRIPTION**

RECORDING OF LEASE LINES  
 BEARING OF A POINT IN THE CONVEYANCE OF THE HIGHER WATER DISCHARGE  
 OF THE TOWN OF SEVERSKY, NEW YORK, TO THE SEVERSKY DEVELOPMENT CO. LLC  
 THE SEVERSKY DEVELOPMENT CO. LLC, A LIMITED LIABILITY COMPANY, HAS  
 BEEN FORMED FOR THE PURPOSE OF DEVELOPING THE SEVERSKY AREA  
 AND THE SEVERSKY DEVELOPMENT CO. LLC HAS BEEN GRANTED THE  
 RIGHT OF WAY TO THE SEVERSKY DEVELOPMENT CO. LLC BY THE  
 STATE OF NEW YORK.

RECORDING OF LEASE LINES  
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 THE SEVERSKY DEVELOPMENT CO. LLC, A LIMITED LIABILITY COMPANY, HAS  
 BEEN FORMED FOR THE PURPOSE OF DEVELOPING THE SEVERSKY AREA  
 AND THE SEVERSKY DEVELOPMENT CO. LLC HAS BEEN GRANTED THE  
 RIGHT OF WAY TO THE SEVERSKY DEVELOPMENT CO. LLC BY THE  
 STATE OF NEW YORK.

Dist. 100 Sec. 71 Bk. 4 Lot 1

MAP  
 OF LEASE LINES - HANCOCK #7  
 Situated in  
 Farmingdale  
 Suffolk County, N.Y.

RECORDING OF LEASE LINES  
 BEARING OF A POINT IN THE CONVEYANCE OF THE HIGHER WATER DISCHARGE  
 OF THE TOWN OF SEVERSKY, NEW YORK, TO THE SEVERSKY DEVELOPMENT CO. LLC  
 THE SEVERSKY DEVELOPMENT CO. LLC, A LIMITED LIABILITY COMPANY, HAS  
 BEEN FORMED FOR THE PURPOSE OF DEVELOPING THE SEVERSKY AREA  
 AND THE SEVERSKY DEVELOPMENT CO. LLC HAS BEEN GRANTED THE  
 RIGHT OF WAY TO THE SEVERSKY DEVELOPMENT CO. LLC BY THE  
 STATE OF NEW YORK.

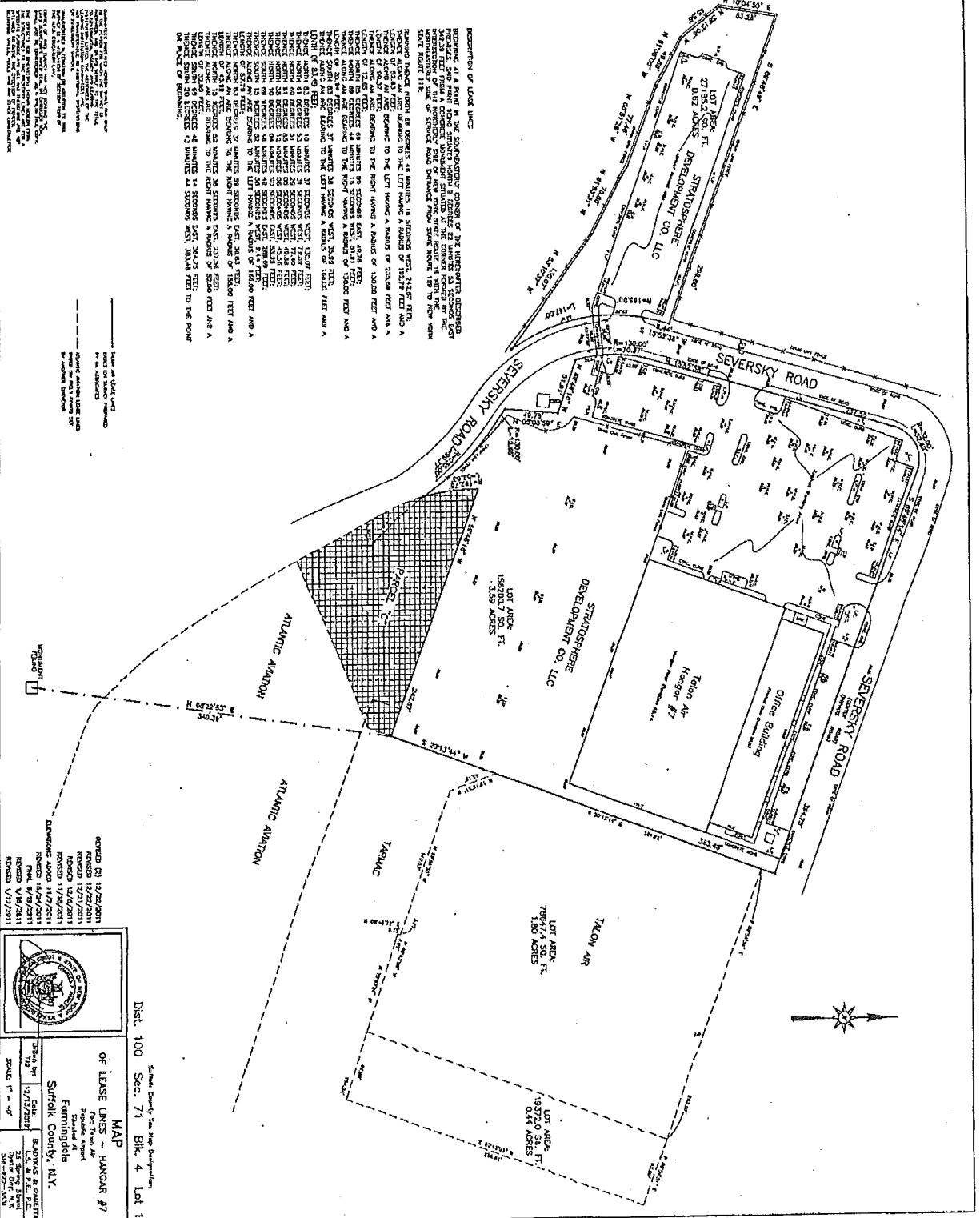


EXHIBIT B

DESCRIPTION OF GROUND LEASE

That certain Ground Lease dated as of [otherwise undated], 2007 with respect to the Premises between Ground Lessor and Borrower, as amended and supplemented by the following documents:

- First Amendment to Lease dated as of December 22, 2011



## EXHIBIT "F"

### Section 1.9 of the Agreement

1.9 A. *Additional Space.* In consideration of Lessee's affiliate having funded and constructed approximately \$4.5 million of aviation facilities and improvements thereon, Lessor hereby leases to Lessee and Lessee hereby hires from Lessor, the Additional Premises (as hereinafter defined) for the term commencing on the Additional Premises Commencement Date (as hereinafter defined) and ending on the Expiration Date of the Extended Term of this Agreement. For purposes hereof, "Additional Premises" shall mean the premises which Lessee's affiliate currently leases as a subtenant to one of the FBOs at the Airport, which premises are depicted on Exhibit "B" annexed hereto and made a part hereof, and include all buildings and other improvements now or hereafter located thereon and any necessary easement for common purposes. The "Additional Premises Commencement Date" shall mean the day after Lessee's affiliate's present sublease for the Additional Premises shall expire, presently expected to be August 1, 2024.

B. Commencing as of the Additional Premises Commencement Date: (i) the Additional Premises shall be added to and deemed a part of the Leased Premises for all purposes of this Agreement; (ii) the annual Base Rent shall be increased by an amount equal to the fair market rent for the Additional Premises, determined by appraisal obtained at the sole cost and expense of Lessee in accordance with procedures in effect for NYSDOT at the time

and acceptable to the State Comptroller, and (iii) the Additional Premises shall be delivered to and accepted by Lessee in its then "as is" condition and Lessor shall not be obligated to perform any work with respect thereto.

C. Lessor reserves the right to assign the lease for the Additional Premises to the immediately adjacent FBO on the same terms and conditions contained herein at its sole discretion. In the event Lessor effects such an assignment, it will provide customary non-disturbance protection in favor of Lessee and all of its subtenants, in a form reasonably acceptable to Lessee.



**WBEM&S**

**WESTERMAN BALL EDERER  
MILLER & SHARFSTEIN, LLP**

1201 RXR Plaza, Uniondale, NY 11556 tel 516.622.9200 fax 516.622.9212

Greg S. Zucker, Esq.  
Ext. 405  
Email: gzucker@westermanllp.com

February 27, 2012

**By Email and Federal Express**

Shelley LaRose Arken  
Airport Manager  
Republic Airport  
7150 Republic Airport, Room 216  
E. Farmingdale, NY 11735

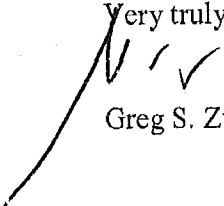
Mr. Michael Geiger  
Airport Director  
Republic Airport  
7150 Republic Airport  
Room 216  
East Farmingdale, NY 11735-3930

Re: Talon

Dear Shelley and Michael:

I hope all is well. As you know, I represent Talon Air, Inc. and Stratosphere Development Co. LLC (collectively, "Talon"). As you know, representatives of Talon have repeatedly inquired in the past whether there is any further available space to lease at Republic Airport. In particular, to the north of Hangar 7, there is an area of approximately 6.7 acres, which Talon is interested in leasing. For your convenience, I am forwarding to you a diagram which I received from Jay Baron of Talon which identifies that parcel. Once again, Talon would welcome the opportunity to speak with you or other representatives of the DOT about leasing or acquiring this parcel. Please let me know when you are available to discuss this matter further.

Very truly yours,

  
Greg S. Zucker

GSZ:lk  
Encl.

bcc: Amy Brown

CUMKILIN AVENUE

AIRPORT PLAZA  
SHOPPING CENTER

PET AIRWAYS

NASSAU FLYERS

AMERICAN AIRPOWER MUSEUM

SHELTAIR

REPUBLIC AIRPORT

NEW HIGHWAY

MAIN TERMINAL  
YOU ARE HERE

56<sup>th</sup> FIGHTER GROUP

W.S. BOGES

MOLLOY COLLEGE

SUNNY FARMINGDALE

NORTHEASTERN

AIR EAST

ATLANTIC AVIATION

TALON

RTE 110

RTE 109

PARCEL

07/2011



# REPUBLIC AIRPORT

7150 REPUBLIC AIRPORT ROOM 216 EAST FARMINGDALE, NY 11735-3930  
TEL: 631.752.7707 | FAX: 631.293.1429 | [www.republicairport.net](http://www.republicairport.net)

SUBIMAL CHAKRABORTI, P.E.  
REGIONAL DIRECTOR  
MICHAEL J. GEIGER, P.E.  
AIRPORT DIRECTOR

JOAN McDONALD  
COMMISSIONER

March 19, 2012

Mr. Greg S. Zucker  
Westerman Ball Ederer Miller & Sharfstein, LLP  
1201 RXR Plaza  
Uniondale, NY 11556

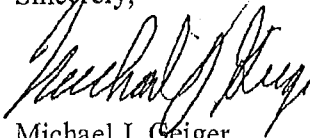
Dear Mr. <sup>Greg</sup>Zucker:

In reply to your letter of February 27, 2012 I offer the following.

The parcel of land you describe is one of several vacant parcels that the airport has in its possession. The process for leasing land at the airport is to issue a request for proposals (RFP) for the land and then select a tenant based on a review of the proposals received.

At this time, the airport is engaged in a visioning process to help determine the future of the airport, including development of the vacant lands. The airport has agreed to completion of the visioning process before issuing any RFPs for development. We expect the process to be complete this summer.

Sincerely,

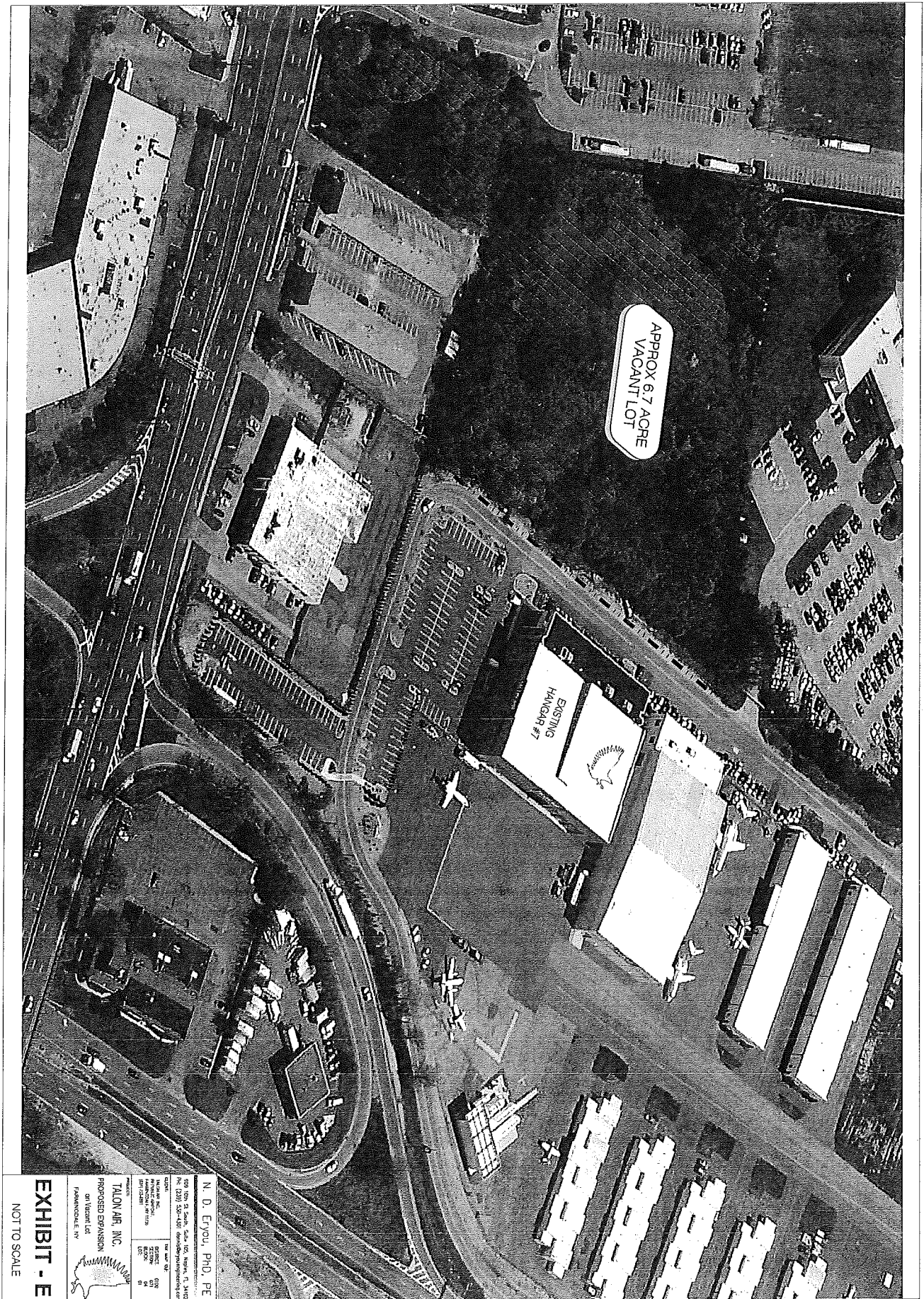
  
Michael J. Geiger  
Airport Director

cc: S. Larose-Arken  
File



NEW YORK STATE DEPARTMENT OF TRANSPORTATION





**N. D. Eyo, PhD, PE**  
 609 670-5100, Suite 100, Hightstown, NJ 08520  
 Fax: (609) 524-4100 | [ndeyo@ndeyo.com](mailto:ndeyo@ndeyo.com)

DATE:	10/10/18
PROJECT:	PROPOSED EXPANSION OF VACANT LOT
CLIENT:	TACON AIR, INC.
LOCATION:	1000 ROUTE 130, HIGHTSTOWN, NJ 08520
SCALE:	AS SHOWN
BY:	N. D. EYO
CHECKED BY:	N. D. EYO
APPROVED BY:	N. D. EYO

**TACON AIR, INC.**  
 PROPOSED EXPANSION  
 OF VACANT LOT  
 HIGHTSTOWN, NJ

**EXHIBIT - E**  
 NOT TO SCALE





Michael J. Geiger  
7150 Republic Airport Room 216  
East Farmingdale, NY 11735-3930

April 24, 2013

Dear Mr. Geiger,

Thank you for your suggestion to CDC-INFO. We are sorry for the delay in responding to your inquiry. A recent high volume of inquiries has slowed our response time.

Your comments have been forwarded to the CDC's office for their information. They will contact you directly if they have any additional questions.

C110

Any resource provided to non-Federal organizations are provided solely as a service to our users. These resources do not constitute an endorsement of these organizations or their programs by CDC or the Federal Government, and none should be inferred. The CDC is not responsible for the content given by the individual organizations.

Thank you for contacting CDC-INFO. For more information, please call 1-800-CDC-INFO (800-232-4636) or visit [www.cdc.gov/info](http://www.cdc.gov/info).

Sincerely,

CDC-INFO National Contact Center  
1-800-CDC-INFO (1-800-232-4636)  
Division of Communication Services  
Office of the Associate Director for Communication  
Centers for Disease Control and Prevention

*CDC-INFO is a service of the Centers for Disease Control and Prevention (CDC) and the Agency for Toxic Substances and Disease Registry (ATSDR). This service is provided by Verizon and its subcontractors under the Networx Universal contract to CDC and ATSDR.*







## Safety Infrastructure and Tenant Improvement Project

Please use this form to submit your written comments.

**Deadline for All Public Comments: March 15, 2013.**

Comments I have no doubt that the proposed Shelt Air project will significantly increase the air traffic over my neighborhood of East Farmingdale and the rest of the neighborhoods surrounding Republic Airport. No private company would invest such a large amount of money unless they planned on promoting as much business as possible in order to make it profitable. This project in conjunction with the proposed Runway 1-19 improvements can do nothing but negatively impact the quality of life in our neighborhoods. I implore you to reconsider allowing these proposals to happen. If you cannot completely prevent the Shelt Air project, then, at the very least, reduce the size of this project in order to lessen the potential for air traffic increases. Also, please choose the runway improvement which would allow for safety but also have the least potential for airport growth. Going forward, any build up of airport land should be non-aviation so that the towns could benefit from payment in lieu of taxes. The cost of living on Long Island as well as pollution, traffic, under-

Name: Nancy Schliwka Address: 18 Hawthorne St., Farmingdale, NY  
Nancy Schliwka Please Print Clearly 11735

Please mail your comments for receipt by March 15, 2013 to:

Michael J. Geiger, PE  
Airport Director  
Republic Airport

7150 Republic Airport, Room 216, East Farmingdale, NY 11735

Thank you for your comments.





I have no doubt that the proposed SheltAir project will significantly increase the air traffic over my neighborhood of East Farmingdale and the rest of the neighborhoods surrounding Republic Airport. No private company would invest such a large amount of money unless they planned on promoting as much business as possible in order to make it profitable. This project, in conjunction with the proposed Runway 1-19 improvements, can do nothing but negatively impact the quality of life in our neighborhoods. I implore you to reconsider allowing these proposals to happen. If you cannot completely prevent the SheltAir project, then, at the very least, reduce the size of this project in order to lessen the potential for air traffic increases. Also, please choose the runway improvement which would allow for safety but also have the least potential for airport growth. Going forward, any build up of the airport land should be non-aviation so that the towns could benefit from payment in lieu of taxes. The cost of living on Long Island as well as pollution, traffic, under-performing schools, etc. have made living on this island undesirable to many. Please do not add to the problems of living in this area by increasing pollution and noise pollution, etc. I moved to this area from Queens in order to raise a family in a nice, quiet suburban area. Please do not make that decision a mistake and a regret. It would be a shame if the only option for a better life would be to move out of the State that I was born and raised in.

# B

Public Hearing Transcript  
(February 26, 2013)



NEW YORK STATE  
DEPARTMENT OF TRANSPORTATION  
  
FEDERAL AVIATION ADMINISTRATION  
  
REPUBLIC AIRPORT  
  
SAFETY, INFRASTRUCTURE and TENANT IMPROVEMENT  
PROJECT

PUBLIC INFORMATIONAL HEARING

February 26, 2013

4:00 p.m. - Open Public Comments

6:00 p.m. - Moderated Public Comments

MODERATOR:

ROBERT A. RYBAK

Chief Administrative Law Judge

New York State Department of Transportation

Held before Donna C. Gilmore,  
a Notary Public within and  
for the State of New York.

COPY

1 Open Public Comments

2 MR. JENSEN: My name is Phil Jensen,  
3 B261, JFK Airport, Jamaica, New York  
4 11430.

5 I represent a company called Cargo  
6 Airport Services, which is the largest  
7 cargo handling company in North America,  
8 and I'm also the JFK Airport Chamber of  
9 Commerce Past President and current board  
10 member. I've also done a lot of business  
11 at Republic Airport and started two  
12 airlines here, Atlantic Express and Long  
13 Island Airlines, and have spent a number  
14 of years, approximately 25, in the  
15 industry on Long Island, a total of forty  
16 years in the aviation industry. I  
17 consider myself to be an expert in my  
18 field and also a historian.

19 I'd like to comment about today's  
20 meeting and hearing about the  
21 redevelopment at the airport and stress  
22 that I understand the importance and  
23 contribution of airports to the community  
24 and feel that Republic Airport has a  
25 significant positive impact on the economy



Open Public Comments

of Long Island and upon the aviation careers of young men that have mostly gotten their licenses at Republic Airport.

1  
cont'd

So I'm here to support the efforts today and to the continued development of Republic Airport.

MR. ZITANI: Brian Zitani, Town of Babylon Department of Environmental Conservation, 281 Phelps Lane, North Babylon, New York.

I'm representing the Town of Babylon on behalf of Supervisor Richard Schaeffer and the Town Board, and the Town will be reserving our right to comment in writing by the 15th. This is just to go over some very basic comments on the scoping and the draft EIS.

2

Basically, the Town's concern was on traffic and specifically New Highway, deficiencies that exist on the road in addition to the new curb opening on the street access that's being proposed for the Route 109/New Highway/Southern State Parkway intersection.

1 Open Public Comments

2 For water resources, the Town just  
3 during construction would like to see  
4 strict adherence to the stormwater  
5 pollution prevention plan that the DOT has  
6 issued for airport property. We are also  
7 concerned on any build-out near the well  
8 field that was formerly managed by East  
9 Farmingdale Water District and has now  
10 been transferred to Suffolk County water  
11 Authority, as well as impacts to water  
12 resources from bulk hazardous liquid  
13 storage for the new Sheltair facility  
14 proposal. We are also concerned that the  
15 DOT just maintains proper recharge and  
16 runoff of rainfall in the new developed  
17 areas.

18 As to socioeconomic and community  
19 impacts, the Town has always been  
20 concerned regarding development on the  
21 airport and the need for PILOT fees, and  
22 realizing that the proposal is essentially  
23 aircraft related, which would not incur  
24 PILOT fees for the future, we would ask  
25 that in the future build-out proposals on

## 1 Open Public Comments

2 alternatives that the airport does look  
3 into nonaviation-related uses that would  
4 potentially generate PILOT fees that would  
5 help the taxpayers.

4  
cont'd

6 One specific comment on stormwater  
7 and groundwater protection, in the  
8 draft EIS the consultant referenced the  
9 2005 New York State Stormwater Design  
10 Manual. There's a 2010 manual that's out,  
11 and we would like to see the more recent  
12 manual used for the standards on the  
13 design for all stormwater and stormwater  
14 protection during construction.

5

15 MR. FINUCANE: Charles Finucane,  
16 94 Carman Place, Amityville, New York.

17 I just wanted to support the project.  
18 Each aircraft that comes to the airport  
19 supports a certain amount of jobs, whether  
20 it's five people or ten people, and of  
21 course it's close to local businesses that  
22 support the aviation, you know, maintenance  
23 of the aircraft, and it's an important  
24 thing for the economics of Long Island. I  
25 don't think it's going to have any larger

6

Open Public Comments

impact than the airport already impacts the area. I know that people tend to go against projects like this because they think it's going to create more noise and everything, but the economic benefits to Long Island's economy is essential.

That's why I wanted to lend my support to the project.

MODERATED PUBLIC COMMENTS BEGIN AT 6 P.M.

JUDGE RYBAK: Okay. I think it's 6:00, my little Verizon Wireless tells me, so I think it's time to begin.

First of all, good evening. My name is Robert A. Rybak. I'm the Department's Chief Administrative Law Judge.

How's everyone doing tonight? Nothing else better to do, you decided to come to our hearing? That's great.

I've been asked by the Department to moderate this hearing, and my goal is to be finished by eight o'clock tonight so you all can get back to your families and hopefully avoid the bad weather that's on its way.

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cont'd

Moderated Public Comments

This hearing is being conducted in accordance with the provisions of Section 128 of Title 23 of the United States Code and Parts 1500 through 1508 of Title 40 of the Code of Federal Regulations, as well as 17 NYCRR Part 15, which requires a public hearing on projects to inform the public of environmental information before decisions are made and before the Department takes action.

This project is considered a Class III action under the National Environmental Policy Act, commonly known as NEPA, pursuant to the requirements of Part 771 of Title 23 of the Code of Federal Regulations. The Federal Aviation Administration is the lead agency with regard to the NEPA requirements, which also requires that an environmental assessment be prepared. It is also classified as non-Type II project under the New York State Environmental Quality Review Act, commonly known as SEQRA. NYSDOT is the lead agency with respect to

Moderated Public Comments

state environmental requirements, which requires that a Draft Environmental Impact Statement be prepared.

In the months following tonight's hearing the Department will evaluate the statements which are made tonight as well as written correspondence which is received by the department on or before March 15, 2013 and recommend a design alternative. I believe there are sheets that have the information if you want to submit written comments.

Notices of tonight's public hearing and the availability of the Draft Environmental Impact Statement and Draft Environmental Assessment were issued by the Department on or about January 25th of this year and were published in the Suffolk County edition of Newsday. In addition, over 300 letters and 3,000 e-mails with this information were sent to local residents, business owners and other interested parties. Copies of the Draft Environmental Impact Statement and

Moderated Public Comments

Environmental Assessment are available at eleven local libraries as well as on the Department's website, which is [www.nysdot.gov](http://www.nysdot.gov). That web address is also on the sheet in the back of the room.

The purpose of this hearing is to afford an opportunity for you to make statements before a final decision on the project is made. After the Department has reviewed the public comments and reaches a final decision on how to proceed with this project, a notice to that effect will be published in the state newspaper. At that time, a Final Environmental Impact Statement and Final Environmental Assessment will be made available for public inspection, which will contain a summary of the comments made at tonight's hearing, as well as written correspondence which is received by the Department on or before March 15th, as well as it will contain the Department's recommended design alternative.

I think we're just about ready to

Moderated Public Comments

begin to hear from you, and I would remind you that if anybody wants to speak, you have to fill out one of these pieces of paper. In addition, a staff member is available who can translate Spanish for anyone who needs that.

We will hear first from elected officials, if there are any, followed by appointed individuals and representatives of organizations and members of the public, in that order.

I would ask that you try and limit your comments to about five minutes if you plan on making an oral statement tonight. If you have a written statement I would ask that you not read it, because that's very boring. If you have a written statement I would just ask that you give me a copy of it and it will be included as part of the record and then just summarize what is in the statement.

Are there any elected officials?

There being none, we're going to call you in the order that you signed up,



1 Moderated Public Comments

2 hopefully.

3 Eileen Lamdan?

4 AUDIENCE MEMBER: Here.

5 JUDGE RYBAK: If you want, there's a  
6 microphone -- I should also say the young  
7 lady over there is taping this. I've  
8 already said it's okay by me. Just keep  
9 it in mind before you say anything nasty.  
10 It will be recorded for posterity.

11 MS. LAMDAN: I don't think I need the  
12 microphone.

13 JUDGE RYBAK: Okay. But first of  
14 all, you've got to tell us who you are,  
15 what your mailing address is, and kind of  
16 face this way, because if you're facing  
17 away from her it's difficult for her to  
18 hear you for the record.

19 MS. LAMDAN: Eileen Lamdan,  
20 570 Melville Road, Farmingdale, New York.

21 JUDGE RYBAK: Spell Lamdan.

22 MS. LAMDAN: L-A-M-D-A-N.

23 JUDGE RYBAK: Okay, Ms. Lamdan.

24 You're on.

25 MS. LAMDAN: Okay. I've lived in

## Moderated Public Comments

Farmingdale my whole life, so I went through Republic Aviation and now the airport.

As a resident, I have to tell you, your property doesn't gain value when you live on a runway of an airport.

In addition, I'm very, very concerned that Farmingdale School District, and I live in the Farmingdale School District, has lost a great deal of tax revenue with this airport. We are not an affluent district, if you go through our town you know that we are not an affluent town. We have lost so much with this airport. Any additional land that the airport says is for aviation use will not be taxed, that's my understanding. And we need revenue, we need jobs, and the airport hangars do not provide jobs. We need hotels, we need retail space, we need to develop this land for the people of Farmingdale.

I really think this airport owes us a great deal and I'm very, very concerned. The noise, the pollution, it's horrible.

1                   Moderated Public Comments

2                   Come visit me on a Friday afternoon or a  
3                   Sunday and I'm telling you, you sit in my  
4                   kitchen and you won't believe the number  
5                   of planes that go over. You develop this  
6                   land further, the jets, it will be  
7                   impossible.

8                   Thank you.

9                   JUDGE RYBAK: You're very welcome.  
10                  Thank you, ma'am.

11                  Next up is Helen G. Norjen, and you  
12                  can tell us your name, spell your last  
13                  name.

14                  MS. NORJEN: I'm going over by the  
15                  mike.

16                  JUDGE RYBAK: That's fine. If you  
17                  want to sit down just grab the mike and  
18                  grab a seat.

19                  MS. NORJEN: Judge Rybak, you had  
20                  said --

21                  JUDGE RYBAK: Wait, wait. You have  
22                  to pick up the mike and tell us who you  
23                  are, spell your last name and give us your  
24                  mailing address, please.

25                  MS. NORJEN: My name is Helen G.

1                   Moderated Public Comments

2                   Norjen. I live at 26 Hawthorne Street in  
3                   East Farmingdale. I'm a 56-year resident  
4                   of that area.

5                   I know you said it's boring, but I  
6                   took time to write this speech, I hope you  
7                   will allow me to read it. I would like to  
8                   have it entered and I'd like some of the  
9                   people to hear what I took the time to  
10                  write.

11                  JUDGE RYBAK: Thank you. We've got  
12                  to keep it to five minutes, so we'll let  
13                  you start, but I'd rather just have, I  
14                  mean, all these documents will be read  
15                  once they're submitted.

16                  MS. NORJEN: I know, but the people  
17                  in the audience I would like to hear.

18                  Please include these comments in the  
19                  record.

20                  The major changes proposed are  
21                  inconsistent with New York State DOT's  
22                  Transportation Master Plan for 2030, which  
23                  encourages energy efficient mass  
24                  transportation in order to reduce air  
25                  pollution and fuel consumption. Exclusive

## Moderated Public Comments

1 charter aircraft are probably the most  
2 inefficient mode of transportation per  
3 passenger mile and an environmental  
4 footprint should be evaluated.  
5

6 This document has not assessed the  
7 combined cumulative environmental impact  
8 of the seven 30,000 square foot hangars,  
9 other proposed projects and all past  
10 airport development. This area exceeded  
11 standards for ozone and particulate  
12 matter, so it's essential that air quality  
13 is given more in-depth study; noise, water  
14 quality, traffic, the contaminated plume,  
15 all the environmental review.

16 Notification for this public hearing  
17 was extremely inadequate, it was really  
18 the best-kept secret. Timely press  
19 releases containing details of this public  
20 hearing were not issued to Newsday and  
21 local papers. The Republic Airport  
22 Commission's February 19th meeting agenda  
23 that is widely circulated contained no  
24 mention of this hearing. At the Republic  
25 Airport Commission hearing I was told that

9  
cont'd

10

11

## Moderated Public Comments

people who call in aircraft noise complaints received no notification. How can the public comment when they aren't informed?

11  
cont'd

Furthermore, the New York State DOT's January 24, 2013 letter advising me of this public hearing was postmarked January 30th, which means six days of the comment period was eliminated.

12

Doubling the number of jet aircraft based at Republic will greatly increase the number of instrument landings that result in many of the larger and generally noisier planes flying at low altitudes over this densely populated area. My residential community, the college and park are all elevated much higher above sea level than Runway 14, which reduces the height of ILS landings above us.

13

Since federal funding was turned down for installing the ILS, the MTA avoided environmental review that should have determined whether the project would be ecologically harmful. A March 30, 1972

## Moderated Public Comments

1                   Moderated Public Comments  
2                   Newsday article, "MTA is Passing Up  
3                   \$22 million in Airport Development Funds,"  
4                   end of quote, included speculation that  
5                   fair consideration was not given to the  
6                   interests of nearby communities.

7                   Runway 14's visibility minimums were  
8                   surprisingly decreased in April of 2010  
9                   without airport officials or the public  
10                  being informed of the public comment  
11                  period. Lower minimums allow planes to  
12                  land in more hazardous weather conditions  
13                  than previously permitted. Planes are not  
14                  at lower altitudes, but they have better  
15                  chances of maintaining schedules, which  
16                  may encourage more jet operations. It's  
17                  obvious that lower minimums have related  
18                  safety concerns. As the enclosed chart  
19                  shows, the RPZ gets larger when the  
20                  minimums are reduced to three-quarters of  
21                  a mile. Doubling the number of jets based  
22                  at Republic means more ILS approaches,  
23                  noise, air pollution and safety concerns.  
24                  Inasmuch as the ILS lacks environmental  
25                  review, it is essential that this

14

15

## Moderated Public Comments

Draft EIS/EA finally study the social and environmental impacts of the 1971 ILS installation and 2010 change in visibility minimums.

15  
cont'd

And it's not surprising that the owners of charter planes want to come to Republic, because Republic's landing fees are so much lower than LaGuardia, Kennedy or Teterboro. A jet, a 200,000 pound 727 landing at Republic pays less than one-third of what they would pay if they landed at Kennedy.

Charters that provide easy access to New York City or transport people from distant locations to their destinations don't have to be located in densely populated areas. They can be based at Stewart Airport, which is approximately twenty times larger. It makes sense for local corporations to have their aircraft based here to efficiently transport their executives. These businesses pay property taxes and create hundreds or even thousands of jobs? I believe it is

16



## Moderated Public Comments

1  
2 illogical to locate low job producing  
3 charter businesses in tax-free hangars  
4 that also include large tax-free offices  
5 at Republic.

16  
cont'd

6 JUDGE RYBAK: Ms. Norjen, I'm going  
7 to ask that you wrap it up and if we have  
8 more time again, we'll call you back, but  
9 there are others waiting to speak.

10 MS. NORJEN: Okay.

11 The thing is, is that Sheltair is  
12 increasing their jet fuel storage, but  
13 decreasing the Avgas storage, which it  
14 could be leading to the jets replacing the  
15 small planes, and I think the social  
16 implications of this kind of change has  
17 not been reviewed in this document, and  
18 the environmental impact as the small  
19 planes leave they have more room for  
20 larger planes to take their place. So I  
21 just want to say that I don't believe that  
22 this is, I believe it's inadequate,  
23 inaccurate and incomplete, and I would  
24 like to include this for the record with  
25 the attachments that I have. Okay?

17

1                   Moderated Public Comments

2                   JUDGE RYBAK: Not a problem. Thank  
3                   you, very much. And if you could hand the  
4                   young lady whatever you would like to  
5                   submit she will take that.

6                   Thank you for your comments.

7                   And keep in mind, folks, you do have  
8                   until March 15th to submit written  
9                   comments.

10                  Next up is Karen Williams.

11                  MS. WILLIAMS: Well, I have one of  
12                  those letters that you don't want to hear.

13                  JUDGE RYBAK: No, I didn't say I  
14                  don't want to hear it.

15                  MS. WILLIAMS: Well, that may be  
16                  boring.

17                  JUDGE RYBAK: What I said is if you  
18                  have a letter I ask that you submit it and  
19                  summarize it. I don't mean that what's in  
20                  your letter is boring.

21                  MS. WILLIAMS: It's kind of hard to  
22                  summarize, so I think I'll just turn it  
23                  in.

24                  JUDGE RYBAK: Okay, that's up to you.  
25                  So you just want to submit it?

1 Moderated Public Comments

2 MS. WILLIAMS: Yes.

3 JUDGE RYBAK: I did not imply that  
4 the letter was not important. I'm just  
5 saying that I follow --

6 MS. WILLIAMS: My letter was boring.  
7 I heard you.

8 JUDGE RYBAK: No, I'm telling you,  
9 when you read letters they're boring.  
10 What's in the letter is important.

11 AUDIENCE MEMBER: Karen, you should  
12 read it. I think you should read it.

13 JUDGE RYBAK: I'd rather have you  
14 summarize it. It's not going to have any  
15 more of an impact if you read it or submit  
16 it.

17 MS. WILLIAMS: Well, I think I agree  
18 with the lady who spoke first. We live  
19 close to the airport --

20 JUDGE RYBAK: First of all, your name  
21 is?

22 MS. WILLIAMS: Karen Williams.

23 JUDGE RYBAK: Your address, ma'am?

24 MS. WILLIAMS: 39 Alexander Avenue,  
25 Farmingdale.

1                   Moderated Public Comments

2                   JUDGE RYBAK: Just kind of give us a  
3 sense of what you had to say.

4                   MS. WILLIAMS: Just that the  
5 environmental areas are not being  
6 addressed. Bigger planes are going to  
7 bring in more pollution and more noise to  
8 our area. We want a quality of life that  
9 we would like twenty years from now for  
10 our children to enjoy also. So we're not  
11 just concerned about us right now, but  
12 we'd like to look to the future and I  
13 don't think it addresses exactly what's  
14 going to happen in the future, without  
15 being too vague.

16                  JUDGE RYBAK: I appreciate that.  
17 Thank you, very much.

18                  Next up is Robert Gordon.

19                  Mr. Gordon, if you could spell your  
20 last name and give the reporter where you  
21 live.

22                  MR. GORDON: Robert Gordon,  
23 G-O-R-D-O-N, West Hills, New York.

24                  JUDGE RYBAK: If you want to grab the  
25 mike, are you going to be submitting

18

1                   Moderated Public Comments

2                   something?

3                   MR. GORDON: It will be a short  
4                   presentation.

5                   JUDGE RYBAK: What would you like to  
6                   tell us, sir?

7                   MR. GORDON: I'm Robert Gordon. I'm  
8                   president of the Pilots Association of  
9                   Republic Airport.

10                  We have studied for some time the  
11                  information presented regarding Sheltair's  
12                  expansion, and we agree that it is a good  
13                  move, necessary and so forth.

14                  However, we're a little disturbed by  
15                  something. I've been advised that there  
16                  is another expansion of which there has  
17                  been really no information given out on  
18                  the southwest side of the airport, and I  
19                  think in combination with Sheltair's,  
20                  which we approve of, we should know a lot  
21                  more about it. And my question is why  
22                  isn't it public. Will there be a similar  
23                  meeting with any subsequent expansions?

24                  We think the airport is at a nice  
25                  level right now. The waiting time for

19

20

Moderated Public Comments

1 departures or arrivals is reasonable, but  
2 it could get excessive, and we're  
3 concerned about this other expansion.  
4

5 JUDGE RYBAK: All right. Thank you.

6 All I can say is tonight's hearing is  
7 on the expansion as indicated in the  
8 notice. If there is a future expansion  
9 that may very well happen that will  
10 require a whole new process.

11 MR. GORDON: I think it's happening  
12 right now.

13 JUDGE RYBAK: I understand, but we're  
14 dealing with, this hearing is not on  
15 anything other than what's on the notice.

16 MR. GORDON: This hearing we approve  
17 of. Something else we may totally  
18 disapprove of.

19 JUDGE RYBAK: As you have that right  
20 to articulate that if there is another  
21 expansion.

22 Thank you, very much, sir.

23 MR. GORDON: Thank you.

24 JUDGE RYBAK: I next have Albert M.  
25 Loshin.

1                   Moderated Public Comments

2                   Mr. Loshin? If you spell your last  
3 name and your mailing address.

4                   MR. LOSHIN: L-O-S-H-I-N.

5                   JUDGE RYBAK: I'm going to ask you to  
6 pick up the mike. You can sit, if it's  
7 easier, sir.

8                   MR. LOSHIN: I reside at 4 Leaf  
9 Court, L-E-A-F, Court in Melville, New  
10 York.

11                  JUDGE RYBAK: Raise your voice.

12                  MR. LOSHIN: The main thing I'm  
13 concerned about is noise and any expansion  
14 of the length of the runways or increased  
15 jet use would impact us. My bedroom  
16 windows face the south and the planes that  
17 take off from Republic Airport are not at  
18 very high altitude when they fly over my  
19 home, which is about five miles away. And  
20 the, although I understand that they don't  
21 have jurisdiction beyond the five mile  
22 radius, most of the air traffic eventually  
23 goes west and therefore it goes along the  
24 Long Island Expressway, which is very  
25 close to my home.

21

## Moderated Public Comments

I studied the alternatives that are currently being considered, and there are three different alternatives, two, three and four. And four is particularly of concern. It would facilitate increasing runway size at a later date. Apparently they don't think it would impact it immediately, but any future expansion would be facilitated by 412 foot northbound extension of Runway I-19, and I-19 is heavily used and could be used to a greater extent for large aircraft.

22

The problem comes in to the fact that the position that the Republic Airport is taking is that the changes would not affect runway size. If it affects runway size it would be a lot more noise made by residents and people that are lying north of here. And so their position is that alternatives two, three and four do not increase the size of the runways.

23

However, by shifting the runway north by that amount it facilitates any future enhancement of the length of the runways



1                   Moderated Public Comments  
2                   on the south side, because it would  
3                   prevent other changes which have been  
4                   talked about being made, although they may  
5                   not be made under this immediate, of  
6                   immediate concern.

7                   I may expand this further in a  
8                   written submission.

9                   JUDGE RYBAK: Sure.

10                  Once again, any written comments can  
11                  be as lengthy as you would like. I think  
12                  the deadline is March 15th. So if you  
13                  want to supplement it, feel free.

14                  Thank you, very much.

15                  Are there any other individuals who  
16                  wish to speak?

17                  AUDIENCE MEMBER: Sure. I didn't  
18                  fill out a card. If you want me to --

19                  JUDGE RYBAK: No, but you will need  
20                  to tell us --

21                  AUDIENCE MEMBER: Sorry.

22                  JUDGE RYBAK: That's okay. Don't  
23                  have to apologize. First of all, tell us  
24                  who you are, spell your first and last  
25                  name and where you live.

## Moderated Public Comments

MS. SCHLIWKA: Sure. Nancy, last name is S-C-H-L-I-W-K-A, Schliwka. I live at 18 Hawthorne Street in Farmingdale.

I wasn't prepared to speak. Sorry.

JUDGE RYBAK: Relax.

MS. SCHLIWKA: Anyway, I have a little bit of an issue with something that you said a little earlier. The fact that we can only comment on this construction, I understand that that's what we had talked to, but I find it disturbing that if this is happening at this meeting, what's to stop that from happening at further expansion where we can only discuss that issue, and when is it that we're going to be able to discuss how all these various projects are going to be affecting the airport? Because that's what's really going to concern people, it's a cumulative issue, a cumulative impact.

So is that something that's going to be happening soon?

JUDGE RYBAK: I have not been asked

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2                   to come back for another public hearing,  
3                   so I don't know how to answer that. I'm  
4                   sure the department staff will be willing  
5                   to talk with you. But once again, any  
6                   project that meets the same criteria as  
7                   this project, which requires public input,  
8                   public hearing, those would also be  
9                   noticed and you would have an opportunity  
10                  to discuss that. It's just that the  
11                  project that's here, that the public  
12                  hearing is on is limited to the one  
13                  expansion. Is there going to be more  
14                  expansion? I don't know. If there is any  
15                  other expansion it would require a similar  
16                  process that the department is going  
17                  through today, and you can certainly talk  
18                  to the folks about that.

19                 MS. SCHLIWKA: And anything that goes  
20                 into the record, any verbal discussions  
21                 today and any written comments, what  
22                 exactly does it mean? Like if enough  
23                 people come and say they're against this  
24                 expansion, these seven hangars being  
25                 built, is there anything that can prevent

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it from happening or is this a foregone conclusion?

JUDGE RYBAK: It's not a foregone conclusion. If it were we would not be having a hearing today. So I can't say what, you know -- the department will evaluate all comments, either written or submitted, and make the decision based upon the comments. So as far as I'm concerned it's not a foregone conclusion. Does that mean that they will find for you or against you? I don't know. That's what this process is, to develop a record that supports whatever the department decides down the road.

You did fine. Relax.

Anybody else?

MS. NORJEN: Can I just add a little more?

JUDGE RYBAK: Sure.

MS. NORJEN: Thank you.

JUDGE RYBAK: You're not going to start from the beginning, are you?

MS. NORJEN: No, I promise I won't.

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JUDGE RYBAK: You want to just bring the mike over to you?

MS. NORJEN: No. No.

Helen Norjen again.

In 1982 when Republic was transferred from the MTA to the DOT, Republic was a basic transport general aviation airport which accommodated aircraft up to 60,000 pounds. Regulation 78.14, which was included in the 1984 curfew settlement, established a 60,000 pound aircraft weight limit that has been enjoined by the courts for 18 years. This rule was to assure that Republic would continue to serve smaller aircraft that do not cause as much noise and air pollution. Why does the draft EIS/EA consider this rule nonrelevant or not environmentally significant. Since the legality of the 60,000 pound aircraft weight limit rule has not been resolved, I believe it would be negligent to disregard it in the draft EIS/EA currently being reviewed.

Hangars for larger aircraft should

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## Moderated Public Comments

not be allowed. Tie-downs, T-hangars, a pilot room, Avgas fuel pump and other related facilities could be built on land planned for large hangars. This would be more in keeping with past intentions.

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Reclaiming the 789 foot of displaced thresholds on Runway 19 when added to the 412 foot shift of the runway would result in approaching aircraft touching down almost one-quarter mile further north. Increasing the use of the landing length of Runway 19 by 789 feet deserves full environmental review. Will landing flight tracks be altered by these changes?

27

The social impact of having over 500 acres of prime real estate removed from local property tax rolls is enormous. The report incorrectly identifies the 17 1/2 acre South Breslau parcel as aviation use, while the Airport Layout Plan shows it as aviation compatible use. If this land is used for offices or retail the town and school district would receive considerable payments and/or tax payments

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as was intended when the state acquired the airport. Page 1-5 of the never completed February 1995 draft GEIS reports, "The second need mandated by state law, Article 15, Section 3, paragraph I is to provide additional payments in lieu of taxes to local government through the development of nonaviation uses." Suggested uses for this parcel included office space and light manufacturing. Nevertheless, for 23 years New York State DOT has allowed much land designated on the airport 1989 layout plan as compatible nonaviation use or aviation compatible use to remain vacant, producing no jobs or property taxes. Republic's Draft Vision Plan on page 34 reports, "Aviation provides few jobs per acre, while offices and retail are much better job producers."

And then in closing I say I hoped that New York State DOT would go beyond what is legally required when they finally produced this draft EIS/EA. Unfortunately,

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I'm extremely disappointed. The time frame reviewed is not consistent with New York State DOT's two previous attempts at an EIS, which would have studied 20-year periods. The 2013 Build and 2013 No Build time frame is especially inadequate and confusing when reviewing air quality. Some information is totally unbelievable, such as the chart on page 196, which indicates that substantial Sheltair development will be completed in 2012 with the remainder slated for completion in 2013. That's unbelievable and I just hope that the rest of the document doesn't have as many errors as I noticed.

Thank you.

JUDGE RYBAK: You're very welcome.

Is there anybody else who would like to make a public comment?

There being none, what I'll do is we'll just take a short adjournment and see if anybody else shows up in the next half hour. Otherwise, you're welcome to continue your dialogue with department

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staff trying to answer any questions that you may have. Other than that, enjoy your, the rest of the night and have a safe drive home.

We're adjourned.

(A brief recess was taken from 6:30 p.m. to 6:40 p.m.)

JUDGE RYBAK: We have somebody coming to the microphone. If you could tell us first --

MS. CYPSEK: My name is Nancy Cypser.

JUDGE RYBAK: Spell the last name and tell us where you live.

MS. CYPSEK: C-Y-P-S-E-R.

JUDGE RYBAK: And your first name is Nancy?

MS. CYPSEK: Nancy. I live on Melville Road in Farmingdale.

JUDGE RYBAK: Okay. What would you like to tell us?

MS. CYPSEK: I would just like to say that I think the development really changes the initial use of the airport, that the airport, when I moved in in 1979,

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the airport was a small regional airport that catered to private pilots, recreational flights, because I've also heard it said that the people that live in the area knew that they were moving next to an airport, but when a lot of us moved in this major use, you know, big aircraft and frequent flights wasn't what we moved in next to. And I've been associated with the civic association, we've been a civic association for 35 years, and in the 35 years we've been fighting development because it's just coming by inches and it's going to ruin our property values. It's getting noisier as we sit in our back yards and we've got planes coming overhead. Where I am in particular, it's maybe planes coming in 300 feet over my house. I can see them clearly. And I can live with private pilots, that's fine. It's just the major, major aircraft coming in where large, loud aircraft, it's just going to ruin our quality of life. So I just wanted to go on record to say that.

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2 JUDGE RYBAK: I appreciate that.  
3 Thank you.

4 There was one other person?

5 AUDIENCE MEMBER: Me.

6 JUDGE RYBAK: Okay. First of all,  
7 tell us who you are and spell your first  
8 and last name, and tell us where you live.

9 MS. THOMAS: My name is Sandra  
10 Thomas, S-A-N-D-R-A, Thomas, T-H-O-M-A-S.  
11 I am the president of the Concerned  
12 Taxpayers of Wheatley Heights/Dix Hills  
13 Civic Association. I am here representing  
14 the civic association.

15 Personally, I have been a resident of  
16 the Town of Babylon for 42 years, and my  
17 concern is that the expansion of the  
18 runways is being done for much larger  
19 aircraft. I do believe that this airport  
20 is in a highly populated area and that  
21 large aircraft such as 727s and 767s  
22 should be at MacArthur Airport maybe as  
23 opposed to here.

24 I realize that there has to be some  
25 progress, but my concern is for the

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safety. There are many schools in the area, there are many shopping centers, and I believe that the, my concern is that the expansion is for larger aircraft which I was told was not the intent. So I'd like to put that on record.

JUDGE RYBAK: Thank you, very much.

Is there anybody else who would like to speak at this point?

There being none, we'll go on another short recess and see if anybody else shows.

(A brief recess was taken from 6:44 p.m. to 6:58 p.m.)

JUDGE RYBAK: Okay, we're going to go back on the record. We have somebody else who would like to make a public comment. We're looking for Alissa Sue Taff.

I'm just going to ask you to take the microphone to your right, please tell us who you are and where you live and if you could spell your first and last name, please.

MS. TAFF: My name is Alissa Sue

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cont'd

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Taff, A-L-I-S-S-A, Sue, S-U-E, Taff,  
T-A-F-F. I live at 11 Equestrian Court in  
Huntington.

JUDGE RYBAK: What would you like to  
tell us?

MS. TAFF: I'm president of the Civic  
Association of Sweet Hollow, Incorporated,  
and the area that I represent is off of  
the 110 corridor and the Round Swamp Road  
area, and we are very concerned about the  
shifting of the runway and having more  
planes fly closer over the Huntington  
area; more noise, lower levels, and also  
the increased volume. We understand that  
this will, the new hangars will encourage  
more planes coming here, larger planes,  
and we're concerned about the frequency of  
flights and all of the noise and air  
pollution from the planes and the quality  
of life of our residents in the area.

We feel that in doing this study a  
more thorough cumulative impact of all  
that has taken place at the airport over  
the years should have been included, or

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should be included. We're concerned that this study was done somewhat hastily, because originally it was just going to be a scoping at the meetings that we talked about, and then all of a sudden with the increase of hangars and the shifting, now a more thorough Environmental Impact Statement is being prepared, but we're concerned that it doesn't include everything because it was done as an afterthought. That's how it seems to the community. May not be, but that's how it seems to us, that not everything has been included.

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JUDGE RYBAK: Thank you, very much.

Next up is Steven Kaplan.

Mr. Kaplan, we're going to start off by spelling your first and last name and telling us where you live.

MR. KAPLAN: Sure. Steven Kaplan, S-T-E-V-E-N, K-A-P-L-A-N, and I'm in Melville, and I'm with the Tuxedo Hills Civic Association.

And throughout the years I've come to

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1  
2 some of these meetings and read some of  
3 the literature, and the concern that I  
4 have is that it seems there's been some  
5 inaccuracies in some of the information  
6 and also maybe not as much honesty in  
7 terms of the weight limits on the planes,  
8 the noise that the increase in the volume  
9 of take-offs and touch-downs will have.  
10 So we're concerned about that, we're  
11 concerned about the environmental  
12 problems.

13 And in light of all that we would be  
14 opposed to these expansive ideas that are  
15 going on.

16 That's all. Thank you.

17 JUDGE RYBAK: Okay. Thank you.

18 Yes, sir?

19 AUDIENCE MEMBER: I'd like to speak.

20 JUDGE RYBAK: All right. Just grab  
21 the microphone first, and tell us who you  
22 are, spell your first and last name and  
23 where you live, sir.

24 MR. BONCZEK: My name is Steve  
25 Bonczek, my last name is B-O-N-C-Z-E-K. I

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live in --

JUDGE RYBAK: Steven with a V?

AUDIENCE MEMBER: S-T-E-P-H-E-N. I  
live in Farmingdale off of Melville Road.

One thing that did happen, this is a  
while ago, this was many years back, there  
were two airplanes that collided and they  
landed on top of a factory and if there  
were people in that factory, thank God it  
was on a weekend, the people would have  
been dead. There were two private  
airplanes, they both collided and they  
basically landed right on top of the roof  
and went right through it, setting the  
place on fire as well. The place was  
called Masonix.

I'm just a little concerned about  
that because, you know, the planes were  
too close and they went right through one  
of the industrial factories and they were  
from the Republic Airport. This happened  
many years ago.

That's all.

JUDGE RYBAK: Thank you. Is there



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anyone else at this point?

AUDIENCE MEMBER: I'd like to speak.

JUDGE RYBAK: Good evening. Tell us who you are, spell your first and last name and where do you live.

MS. BLUM: My name is Julia Blum, B-L-U-M. I'm a resident of Farmingdale. I live at 289 Van Cott Avenue. I've lived in Farmingdale for over twenty years now.

What I'm hearing a lot in way of words is the word "expansion," and that's confusing me a little bit -- I totally was not expecting to speak tonight.

JUDGE RYBAK: That's okay. You're doing fine.

MS. BLUM: My understanding of this situation is that the runway is being pushed up, rather than expanding. Am I correct with that?

JUDGE RYBAK: You'll have to talk to the department staff after your comments.

MS. BLUM: I mean, I should have known my facts a little better when I got up here, but --

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2                   JUDGE RYBAK: Not a problem.

3                   MS. BLUM: I attended a meeting about  
4                   ten years ago at the junior high school  
5                   that Republic wanted to let the community  
6                   find all the information out that they  
7                   could. I didn't hear one word that night  
8                   because the screaming from the community  
9                   against the airport started before we even  
10                  got into the building, and it got really  
11                  ugly, so I left.

12                  What I want to say is in my twenty  
13                  years of living here, yes, I do recall the  
14                  accident with the two planes colliding and  
15                  of course that is something to be  
16                  concerned about at any, on any given day  
17                  around any airport. But in the  
18                  twenty-plus years I've been here,  
19                  unfortunately that that happened, it was  
20                  an isolated incident.

21                  And the economic growth that I've  
22                  seen in the area as a resident on the  
23                  Route 110 corridor, to me that's an  
24                  improvement and that's something that  
25                  should be welcomed, and if these

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adjustments that they're making create a safer airport for the community and Long Island, I think it brings in a lot of good, and I'm fully supportive of it.

Thank you.

JUDGE RYBAK: You're very welcome.

Is there anyone else who wants to speak at this point?

If not, we'll once again take another short recess.

(A brief recess was taken from 7:05 p.m. 8:00 p.m.)

JUDGE RYBAK: It is now approximately 8:00 p.m. There being no other speakers this public hearing is now closed. Folks will have an opportunity to submit written comments on or before March 15th of this year.

(Time noted: 8:00 p.m.)

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12 Helen G. Norjen, 3-page letter with attachments

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## CERTIFICATION

STATE OF NEW YORK )

) SS

COUNTY OF SUFFOLK )

I, DONNA C. GILMORE, a Shorthand Reporter  
and Notary Public within and for the State of New  
York, do hereby certify:

THAT the foregoing transcript is a true  
and accurate transcript of my original stenographic  
notes.

IN WITNESS WHEREOF, I have hereunto set my  
hand this 11th day of March, 2013.

*Donna C. Gilmore*

DONNA C. GILMORE

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NYSDOT Finding Documentation,  
Memorandum of Agreement, Section 4(f)  
Statement and Correspondence from U.S.  
Department of the Interior (Historic  
Resources)



**MEMORANDUM OF AGREEMENT  
AMONG  
THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
THE NEW YORK STATE HISTORIC PRESERVATION OFFICE, AND  
THE FEDERAL AVIATION ADMINISTRATION  
FOR  
THE RELOCATION AND REHABILITATION OF HANGARS 2 AND 3  
AT REPUBLIC AIRPORT  
FARMINGDALE, NEW YORK**

*WHEREAS*, aviation-related actions at Republic Airport (FRG) are subject to review by the Federal Aviation Administration (FAA); and

*WHEREAS*, the New York State Department of Transportation (NYSDOT) is the operator of FRG; and

*WHEREAS*, in November 2005, the United States Congress in consultation with FAA, mandated that all airports certificated under 14 CFR Part 139 enhance passenger safety by improving their Runway Safety Areas (RSA) by 2015; and

*WHEREAS*, in 2006, FAA conducted a Runway Safety Area Study (RSA) at FRG which determined that the Runway 1-19 Safety Area did not meet design standards for safety area, and that Hangars 2 and 3 are located in the Object Free Area (OFA) and in the Runway Protection Zone (RPZ), and are also penetrations to the Runway 19 approach surface; and

*WHEREAS*, the existing Hangars 2, 3, and 4 have been determined to be the only surviving historic structures from Fairchild Aviation that used the structures from 1923 through 1960 as part of the manufacturing and testing process for the company; and that the structures are significant because of the location or grouping of the Hangars in terms of their collective contribution to the history of aviation on Long Island; and

*WHEREAS*, the existing Hangars 2, 3, and 4 have been determined to be eligible for listing as a district on the National Register of Historic Places by the New York State Historic Preservation Office (SHPO) pursuant to 36 C.F.R. Part 800.4 "Identification of Historic Properties" and SHPO's letter dated June 25, 2010; and

*WHEREAS*, the Proposed Safety, Infrastructure and Tenant Improvement Projects at FRG have been evaluated in an Environmental Assessment (EA) prepared pursuant to the National Environmental Policy Act (NEPA)/ Environmental Impact Statement (EIS) prepared pursuant to the New York State Environmental Quality Review, effective July 12, 2000 (NYSEQR), and

*WHEREAS*, all of the proposed alternatives identified in the EA/EIS that might be implemented so as to ensure Republic Airport's compliance with FAA safety standards would result in an Adverse Effect on the historic properties identified above; and

**WHEREAS**, implementation of the preferred alternative, to comply with FAA safety standards which would entail the removal of Hangars 2 and 3 and would result in an Adverse Effect on the historic properties; and

**WHEREAS**, the FAA notified the Advisory Council on Historic Preservation (ACHP), on June 28, 2012, pursuant to 36 C.F.R. 800.11(e), that the Proposed Safety, Infrastructure and Tenant Improvement Projects at FRG would have an Adverse Effect on the National Register-eligible Hangars; and that the ACHP, in its letter dated July 27, 2012, stated that its participation in the consultation to resolve adverse effects was not needed; and

**WHEREAS**, the FAA, the SHPO, and NYSDOT, have consulted pursuant to 36 C.F.R. Part 800, regulations implementing Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. 470f); and

**WHEREAS**, SheltAir Aviation Services, Farmingdale, and the American Air Power Museum, have been invited and agreed to become consulting parties, and other interested parties have been provided an opportunity to be consulting parties and to participate in the 106 process as described by 36 C.F.R Part 800, and have been invited to concur in this Memorandum of Agreement (MOA); and

**WHEREAS**, NYSDOT is requesting that the FAA consider a change to the airport layout plan (ALP) subsequent to the successful completion of the NEPA and SEQR processes.

**NOW THEREFORE**, the FAA, the SHPO, and NYSDOT agree that the Proposed Safety, Infrastructure and Tenant Improvement Projects at FRG, which includes the relocation of Hangars 2 and 3, shall be implemented in accordance with the following Stipulations in order to take into account the effect of the undertaking on the National Register eligible Historic District containing Hangars 2, 3, and 4:

## **STIPULATIONS**

If the FAA approves the undertaking, the FAA will ensure that the following measures are carried out:

### **General**

1. All historic preservation work carried out pursuant to this MOA will be conducted by, or will be under, the direct supervision of a licensed architect or an engineer meeting, at a minimum, the *Secretary of the Interior's Professional Qualification Standards for Historic Preservation Professionals* as defined in the *Code of Federal Regulations*, 36 CFR Part 61.
2. The NYSDOT shall record the interior and exterior of Hangars 2, 3, and 4 to a Level 1 Historical Architectural Building Survey/Historic American Engineering Record (HABS/HAER) standards of the National Park Service. Note: Documentation of the district is undertaken not only to record the existing conditions of the buildings and their settings, but also to serve as a guide for design, repairs and rehabilitation of the structures in their new location.



- a. Copies of the recordation shall be sent to the National Park Service - HABS/HAER Coordinator, the New York State Archives, the NYSDOT, a local repository, and the SHPO/NYS Archives.
3. All MOA signatories will meet at the site and discuss the Character Defining Features (CDF) identified in the National Register Resource Evaluation and as defined in the *Secretary of the Interior's Standards for Rehabilitation* including a preliminary assessment of their condition. This information will be incorporated into the plan to rehabilitate the hangars as per the *2010 NYS Existing Building Codes*, specifically Chapter 11- Historic Buildings, and other pertinent codes.

#### Planning and Design

4. Hangars 2 and 3 will be moved to the south side of Hangar 4 in mirror image to retain the integrity of the Hangars as a district and to maintain their eligibility for listing on the National Register of Historic Places. The Hangar relocation will be executed according to the provisions of 36 CFR 60.14(b).
  - a. The relationships of the Hangars adjacent to Runway 1-19 are to be retained in the new location. Specifically, Hangar 3 would be relocated south of Hangar 4 and Hangar 2 would be relocated to the south of Hangar 3, essentially establishing a mirror-image of the existing district.
  - b. The original locations of the buildings will be identified with at-grade marking. The original site will be restored and maintained as an open field. The remaining original foundations of the hangars will be left *in situ*, filled in and seeded over, at-grade level.
  - c. In consultation with each other, the FAA, SHPO and NYSDOT will develop interpretive signage for installation near the original site of the Hangars; any signage or markings placed at the original location must meet FAA Standards.
5. A structural engineer experienced in the rehabilitation of historic buildings shall provide an analysis of each of the structures prior to the commencement of the project. The structural relocation procedures for Hangars 2 and 3 will be reviewed and subject to acceptance by SHPO.
6. NYSDOT shall prepare a plan to rehabilitate the Hangars to 2010 *NYS Existing Building Codes*, specifically Chapter 11-Historic Buildings, and all other pertinent codes.
  - a. NYSDOT shall prepare a construction phasing plan during project design to ensure appropriate accommodation for all tenants of the Hangars during construction.
  - b. The location and design of temporary facilities during construction for all businesses shall be resolved within the construction phasing plan prior to the commencement of work.
  - c. The improvement plans shall be subject to SHPO acceptance.
7. During the planning and design phase, NYSDOT will be responsible to prepare rehabilitation, reconstruction and maintenance guidelines (Guidelines), in consultation with the SHPO and the NYSDOT (including all long-term lease holders), to assist in the

long term consultation requirements of the structures, including preservation and maintenance of the Hangars. The Guidelines will identify items that will need to be reviewed by SHPO and items that are exempt from review. Guidelines will be appended to this MOA as "Appendix A" when completed and agreed upon by all signatory parties.

8. NYSDOT will not begin relocation of Hangars 2 and 3 until the Guidelines, as referred to in paragraph 7, above, have been completed and agreed upon by all signatory parties and the NEPA and SEQRA processes have been successfully completed.

#### During Construction

9. If any unanticipated discoveries of archeological resources are encountered during the implementation of this undertaking, the NYSDOT shall suspend work in the area of discovery, and shall comply with 36 CFR 800.13 by consulting the SHPO and the FAA as appropriate, and, if applicable, resolve adverse effects in an expedited manner.

#### On-going Maintenance and Preservation

10. The Guidelines shall address the replacement and repair of historic materials, on-going exterior maintenance and cleaning, the repair of historic and replacement elements such as light fixtures, hardware and entrances. The Guidelines shall prescribe periodic inspections and maintenance for systems and assemblies on a five-year cycle. The Guidelines shall prescribe that the inspection shall review the condition of the restored historic fabric.
11. Hangar modification proposals after the completion of the initial project will be reviewed and subject to acceptance by SHPO as the property is owned and operated by the NYSDOT.
12. NYSDOT will continue to consult with the SHPO to ensure that ongoing work will be in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation.
13. After the restoration/rehabilitation work is completed, the NYSDOT shall perform an inspection of the Hangars every five years in accordance with the maintenance and preservation guidelines referenced in Stipulation 10.
14. If the Stipulations comprising this MOA have not been implemented within five years after the date on which the MOA was fully executed, the signatories to this agreement shall review the MOA to validate all terms and stipulations. If a signatory determines that revisions/modifications are required, the signatories shall initiate consultation in accordance with 36 CFR 800 in order to make such revisions/modifications.
15. The measures in this MOA shall be subject to available funding and nothing in this agreement shall bind the NYSDOT, State or Federal agencies to expenditures in excess of funds duly authorized and appropriated for the purposes outlined in the MOA.



16. NYSDOT will retain oversight of the Hangars. NYSDOT will ensure the ongoing maintenance and reasonable protection of the Hangars in keeping with the Secretary of the Interior's Standards for Rehabilitation, again subject to available funding as aforesaid. NYSDOT, under section 14.09 of the NYS Historic Preservation Law, will consult with the SHPO if questions arise regarding treatment or proposed changes to the hangars that are not addressed in the Guidelines.

#### Termination of Memorandum of Agreement

17. The maintenance and inspection obligations referenced in the Stipulations above shall continue as outlined in those Stipulations. This agreement shall expire after any objections raised pursuant to the Dispute Resolution process detailed in Stipulation 19 below have been considered in accordance with that Stipulation. The FAA shall notify all signatories when this MOA expires.
18. If any signatory determines that the terms of the MOA cannot be or are not being carried out, then this signatory shall give written notice of such determination to all other signatories to the MOA. If the MOA is not amended by consultation among all signatories within three months after issuance of such notice, then any single signatory may terminate the MOA by providing thirty (30) calendar days written notice to the other signatories. The FAA shall then either execute a new agreement with the signatories pursuant to 36 CFR 800.6 (c) (1), or request and respond to the comments of the ACHP under 36 CFR 800.7(a).
19. Should any member of the public or other interested party, including the signatories to this MOA, object within the 30 days of the approval or any other action proposed with regard to the relocation of Hangars 2 and 3, the NYSDOT shall consult with the objecting party to resolve the objection. If the NYSDOT, after consultation with the SHPO and the objecting party, determines that the objection cannot be resolved, the NYSDOT shall request additional comments from the ACHP. Any ACHP comment provided in response to such request shall be taken into account by the NYSDOT, in further consultation with the SHPO with reference only to the subject of dispute; the NYSDOT's responsibility to carry out all actions under this agreement that are not subjects of this dispute shall remain unchanged.

#### **EXECUTION AND AMENDMENT**

Execution of this Memorandum by the FAA, the SHPO, and the NYSDOT, and implementation of its terms, will be evidence that FAA has afforded the public an opportunity to comment on the undertaking and its effects on the historic property, and that the FAA has taken into account the effect of the undertakings on the historic property, and has completed all processes in accordance with Section 106 of the National Historic Preservation Act.

Until the NYSDOT enters into an agreement with a contractor for relocation of Hangars 2 and 3, any signatory to this agreement may propose to the other signatories that this agreement be amended, whereupon the FAA shall consult with the other signatories to this MOA in accordance with 36 C.F.R. 800.6(c)(7), (8) to consider such an amendment.

**SIGNATORY PAGE**

Richard Purpont DSHPO 8/15/14  
NEW YORK STATE HISTORIC PRESERVATION OFFICE Date

OTIS M. LUCINI for Steven Weiss, Dir. 8/18/14  
FEDERAL AVIATION ADMINISTRATION Date

Michael J. Geiger 8/8/14  
NEW YORK STATE DEPARTMENT OF TRANSPORTATION Date

**CONSULTING PARTIES CONCURRENCE**

\_\_\_\_\_  
SHELTAIR AVIATION Date

\_\_\_\_\_  
AMERICAN AIR POWER MUSEUM Date



SIGNATORY PAGE

Richard Purpont DSHPO 8/15/14  
NEW YORK STATE HISTORIC PRESERVATION OFFICE Date

Off. N. Sciam for Steven Weiss, Dir. 8/18/14  
FEDERAL AVIATION ADMINISTRATION Date

Richard J. Reiger 8/8/14  
NEW YORK STATE DEPARTMENT OF TRANSPORTATION Date

CONSULTING PARTIES CONCURRENCE

[Signature] 8/21/14  
SHELTAIR AVIATION TODD ANDERSON Date

\_\_\_\_\_  
AMERICAN AIR POWER MUSEUM Date

SIGNATORY PAGE

Richard Purpont DSHPO 8/15/14  
NEW YORK STATE HISTORIC PRESERVATION OFFICE Date

Atte N. Lurini for Steven Weiss, Dir. 8/18/14  
FEDERAL AVIATION ADMINISTRATION Date

Richard J. Reiger 8/8/14  
NEW YORK STATE DEPARTMENT OF TRANSPORTATION Date

CONSULTING PARTIES CONCURRENCE

\_\_\_\_\_  
SHELTAIR AVIATION Date

[Signature] 9/23/14  
AMERICAN AIR POWER MUSEUM Date

## **FINDING DOCUMENTATION**

### **REPUBLIC AIRPORT SAFETY, INFRASTRUCTURE AND TENANT IMPROVEMENT PROJECTS HAMLET OF EAST FARMINGDALE, TOWN OF BABYLON SUFFOLK COUNTY, NEW YORK SHPO PROJECT REVIEW NUMBER (PR#09PR04668)**

#### **A. Project Description**

Republic Airport covers a land area of approximately 530 acres, and has two asphalt paved runways. Runway 14-32 is 6,827 feet long and 150 feet wide, and Runway 1-19 is 5,516 feet long and 150 feet wide. The threshold for Runway 14 is displaced 660 feet in order to maintain a clear glide path over vehicles traveling along State Route 110, and the threshold for Runway 19 is displaced 789 due to the location of the former Fairchild Building 18.

The New York State Department of Transportation (NYSDOT) is upgrading the safety of Republic Airport by improving the runway safety area (RSA) associated with Runway 1-19 to meet current federal standards. In order to facilitate Republic Airport's safety upgrade, the FAA is providing funds for the planning, design, and construction activities.

Due to the close proximity of Runway 1-19 to the hangars, several safety standards are not met. Since it is not feasible to move the runway further from the hangars, the proposal is to move Hangars 2 and 3. Hangars 2, 3, and 4 have been identified by the New York State Office of Parks, Recreation, and Historic Preservation (SHPO) as an architecturally and historically significant industrial district, removal of Hangars 2 and 3 would negatively affect the district as a whole. The district has been determined eligible for the National and State Register of Historic Places.

The proposal, if the hangars are relocated, is to reverse this arrangement so that Hangar 4 would be located the furthest north (Note: Hangar 4 is not in the runway safety area and therefore does not need to be relocated), followed by Hangar 3 and then Hangar 2 the furthest south. The hangars would maintain approximately the same separation as they have now. Hangars 2 and 3 would be moved intact to their new location. New foundations would be poured for the buildings to rest on and utilities similar to what exist would be provided at the new location.

The NYSDOT is considering the implementation of safety area and infrastructure improvements, as well as tenant-related improvements on lease areas operated by Sheltair Farmingdale, LLC (Sheltair). The following is a complete list of improvements and modifications to Republic Airport associated with the safety improvement project:

#### **1. Safety and Infrastructure Improvements**

- a. Runway 1-19 Safety Area improvements include the shifting of Runway 1-19 approximately 412 feet to establish standard Runway Safety Areas (RSA's) beyond both runway ends. The runway shift would not add useable runway length nor does it equate to a runway extension.
- b. Removal of penetrations to the 14 CFR Part 77 imaginary surfaces, Obstacle Clearance Service (OCS), Departure Surface, and Precision Approach Path Indicator (PAPI) OCS.

- i. Relocation of Hanger 2 (currently being leased by Sheltair).
    - ii. Relocation of Hanger 3 (existing American Air Power Museum).
  - c. Relocation of Taxiway G north of its intersection with Runway 14-32.
  - d. Installation of new LED runway edge lighting.
  - e. Relocation and installation of new guidance signs.
  - f. Vault work and/pr control panel work associated with lighting and guidance systems.
  - g. Construction of a new emergency access road from Tie-down Area D around the RSA to the former location of Hanger 2 (to connect the east and west sides of the airport for use by authorized personnel only).
  - h. Rehabilitation of the emergency access road between Taxiways B and M.
  - i. Installation of security fencing (along the outside of the perimeter road, where the existing fence may be impacted, and along New Highway following the relocation of hangars 2 and 3).
  - j. Recovery of the displaced threshold on Runway 19 and relocation and placement of the associated markings, lighting and signage.
2. Tenant-Related Improvements: As a result of the planned RSA improvements, the lease area of Sheltair, a Fixed-Based Operator (FBO) with its facilities currently located to the east of Runway 1-19 and north of Runway 14-32, would be affected. Specifically, the planned RSA improvements would require a reduction in the size of Sheltair's lease area from 25.7 +/- acres to 18.95 +/- acres. Accordingly, Sheltair is proposing to relocate a portion of its facilities and provide additional services on a 41-acre lease area at the southern end of the Airport, commonly referred to as the "Breslau Area". Sheltair is also proposing improvements on its modified lease area. A detailed list of proposed Sheltair improvement projects follows:
- a. Modification to and reduction of the existing lease area for Sheltair, from 25.7 +/- acres to 18.95 +/- acres (defined herein as the "Northern Leasehold Area").
  - b. Establishment of a new 41-acre lease area for Sheltair (defined herein as the "Breslau Leasehold Area") to relocate a portion of its operation and provide additional services at the Airport.
  - c. Improvements to the Northern Leasehold Area, including:
    - i. Removal of aircraft aprons and taxiways/lanes.
    - ii. Removal of 97 tie-downs and replacement with 70 tie-downs and 13 T-hangers.
    - iii. Relocation of the existing fuel farm to the new Breslau Leasehold Area.
    - iv. Relocation of infrastructure for sanitary discharge (sewer lines), on-site drainage, and public water supply.
  - d. Improvements to the Breslau Leasehold Area, including:
    - i. Construction of seven hangers with associated office space (each hanger to consist of 30,000-square-feet of hanger space and 6,000 square feet of office space)/
    - ii. Construction of new 30,000-square-foot FBO building.
    - iii. Construction of new 3,000-square-foot maintenance facility (for ground support equipment).
    - iv. Construction of 14 tie-downs.
    - v. Construction of new fuel farm (to replace the fuel farm being removed from the Northern Leasehold Area).
    - vi. Construction of 500 +/- parking spaces.
    - vii. Construction of new access road from New Highway.
    - viii. Construction of infrastructure for sanitary discharge (sewer lines) on-site drainage (connection to existing NYSDOT recharge basin), and public water supply.

## The Area of Potential Effect (APE):

### Reconnaissance (Phase 1) Survey

The Area of Potential Effect for the development of the aircraft hangers, aircraft ramps, and parking lots associated with the runway safety improvements at Republic was defined as a 660 meter by 390 meter parcel totally 51 acres between Runways 1 and 32, on the north side of NY Route 109. It is approximately 1 mile east of the central business district of Farmingdale, in the Town of Babylon, Suffolk County, NY. See attached map. (Appendix A: PIN 0903.55.101 Location Map Phase 1 Survey)

### Architectural Survey

In November, 2005, the United States Congress, in consultation with the Federal Aviation Administration (FAA), mandated that all Federal Aviation Regulations (FAR) Part 139 Certified airport sponsors enhance passenger safety by improving their RSAs. The runway safety area standard was expanded by the FAA in September, 1989 with the release of their Advisory Circular 150/5300-13, Airport Design. The standard RSA for Runway 1-19 is 500 feet wide for the entire length of the runway extending 1,000 feet beyond each runway end. The congressional mandate stated that the improvements must be completed by 2015, and FAA reports annually on its progress toward improving RSAs. Consequently, in 2006 the FAA conducted an RSA Study at Republic Airport (FRG) which determined that the Runway 1-19 RSA was deficient.

Hangars 2 and 3 encroach upon this runway safety area. Due to the close proximity of Runway 1-19 to the hangars, several safety standards are not met. In addition, the hangars do not meet Object Free Area standards, Runway Protection Zone standards, and penetrate the approach surfaces to Runway 19. The approach surfaces, commonly called Part 77 surfaces, are where aircraft fly. See attached map. (Appendix B: Republic Airport-Runway Safety Area Map)

## **B. Steps Taken to Identify Historic Properties**

In order for Republic Airport to comply with Section 106 of the National Historic Preservation Act and 36 CFR 800 under NEPA, the Federal Aviation Administration (FAA) and NYSDOT coordinated with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP).

A Reconnaissance (Phase 1) Survey was conducted in September 2007 of properties being considered for disturbance by the various airport projects. A survey was undertaken in an abandoned housing development (Breslau Gardens) to determine if any artifacts of a historic nature existed in addition to a visual survey of the airport. No historic resources were identified in the project area. A determination of No Effect was completed based on this survey for the Breslau Gardens on November 11, 2007. (Appendix C: SHPO Concurrence Letter PIN 0903.55.101/ 07PR02304/ November 19 2007).

After completion of the Phase 1 Survey for the airport, the runway reconfiguration proposal was submitted to SHPO for comment by the FAA, SHPO responded with the determination that both Hangars 3 and 4 were eligible for listing on the National Register of Historic Places under Criteria A (associated with events that have made a significant contribution to the broad patterns of our history) and C (embodies the distinctive characteristics of a type, period, or method of construction). Within this letter it stated that the demolition of either of the hangars would result in an Adverse Effect. (Appendix D: SHPO Letter 09PR04668/ October 13, 2009). Upon receipt of the letter NYSDOT scheduled a field review and site visit to review all three of the hangars on Republic Airport

property. The field visit was completed in February 2010. After the field review, SHPO submitted an official revised Resource Evaluation stating that in the opinion of the SHPO, Hangers 2, 3, and 4 located in the northeast portion of the airport were architecturally and historically significant as a small industrial district remaining from the Fairchild/deSeversky and Republic Aviation era (1923 through 1960) when the company developed, produced and tested new military aircraft in its factories and hangers, making the hangers significant under Criterion A. (Appendix E: Resource Evaluation of Republic Airport Hangers 2,3,& 4)

### **C. Evaluation of Project Impact on Identified Historic Properties**

The table below contains each property that is listed or eligible for listing on the National Register of Historic Places. Also listed are characteristics that qualify properties for inclusion in the National Register or research potential. Remediation or Actions to Minimize Impacts are proposed.

Name/Address	National Register Status	Criteria/ Description	Setting Concerns	Proposed Construction	Affect on Resource	Proposed treatment of mitigation
Republic Airport Hanger 2 USN: 10301.000327	Eligible/ Contributes to a District	(A) Associated with events that have made a significant contribution to the broad patterns of our history (C) Embodies the distinctive characteristics of a type, period or method of construction;	Runway Safety Area Intrusion	Runway safety area improvements that require the area be free from obstructions.	Adverse Effect with Mitigation. Hanger to be relocated in a mirror image around Hanger 4 to maintain historic eligibility.	Memorandum of Agreement. Relocation of hanger. HABS/HEAR documentation.
Republic Airport Hanger 3 USN: 10301.000136	Eligible/ Contributes to a District	(A) Associated with events that have made a significant contribution to the broad patterns of our history (C) Embodies the distinctive characteristics of a type, period or method of construction;	Runway Safety Area Intrusion	Runway safety area improvements that require the area be free from obstructions.	Adverse Effect with Mitigation. Hanger to be relocated in a mirror image around Hanger 4 to maintain historic eligibility.	Memorandum of Agreement. Relocation of hanger. HABS/HEAR documentation.
Republic Airport Hanger 4 USN: 10301.000137	Eligible/ Contributes to a District	(A) Associated with events that have made a significant contribution to the broad patterns of our history (C) Embodies the distinctive characteristics of a type, period or method of construction;	None.	None.	No Adverse Effect upon district. Hanger not to be impacted by proposed construction.	None.





#### **D. Basis for Recommended Project Finding**

Discussions were held with SHPO to determine alternatives that could mitigate impacts to the historic district and by letter of November 5, 2013 they determined that a mirror image arrangement of the existing hangars would be the only acceptable alternative (other than the No- Build Alternative) to mitigate the effects of an Adverse Effect. (Appendix F: SHPO Letter 09PR04668/ November 4, 2013). In addition, they added conditions that would apply to the relocation of the hangars. To ensure that the conditions are met, the Adverse Effect shall be resolved through the Memorandum of Agreement between SHPO, FAA, NYSDOT and Sheltair Aviation (current Fixed Based Operator). Sheltair Aviation, who leases Hangar 2 and the American Airpower Museum, a not-for-profit museum that leases Hangar 3 are considered consulting parties and have been actively involved in the development of the MOA to ensure all parties are in agreement and willing to accept the stipulations of the MOA.

FAA and NYSDOT, in consultation with SHPO, concluded that the project will have an **Adverse Effect** under Section 106 of the National Historic Preservation Act and 36 CFR 800 and 14.09 of the New York State Historic Preservation Act. Concurrence from SHPO was received November 4, 2013. (Appendix F: SHPO Letter 09PR04668/ November 4, 2013)

The Memorandum of Agreement was signed on [REDACTED] and has been included for reference as Appendix H. The MOA was written in consultation with the FAA, NYSDOT, SHPO and Republic Airport tenants (Sheltair Farmingdale, LLC (*the Fixed Based Operator at Republic Airport*) and the American Air Power Museum). (Appendix G: Signed Memorandum of Agreement)

#### **E. Attachments**

- o Appendix A: PIN 0903.55.101 Reconnaissance (Phase 1) Survey Location Map
- o Appendix B: Republic Airport- Runway Safety Area Map
- o Appendix C: SHPO Concurrence Letter PIN0903.55.101/ 07PR02304
- o Appendix D: SHPO Letter 09PR04668 (October 13, 2009)
- o Appendix E: Resource Evaluation (February 19, 2010)
- o Appendix F: SHPO Letter 09PR04668 (November 4, 2013)
- o Appendix G: Signed Memorandum of Agreement

#### **PREPARED BY:**

Erin Maciel, Regional Cultural Resource Coordinator, in consultation with the NYSDOT Regional Landscape Architecture/Environmental Group Leader, the NYSDOT Environmental Analysis Bureau and Republic Airport.



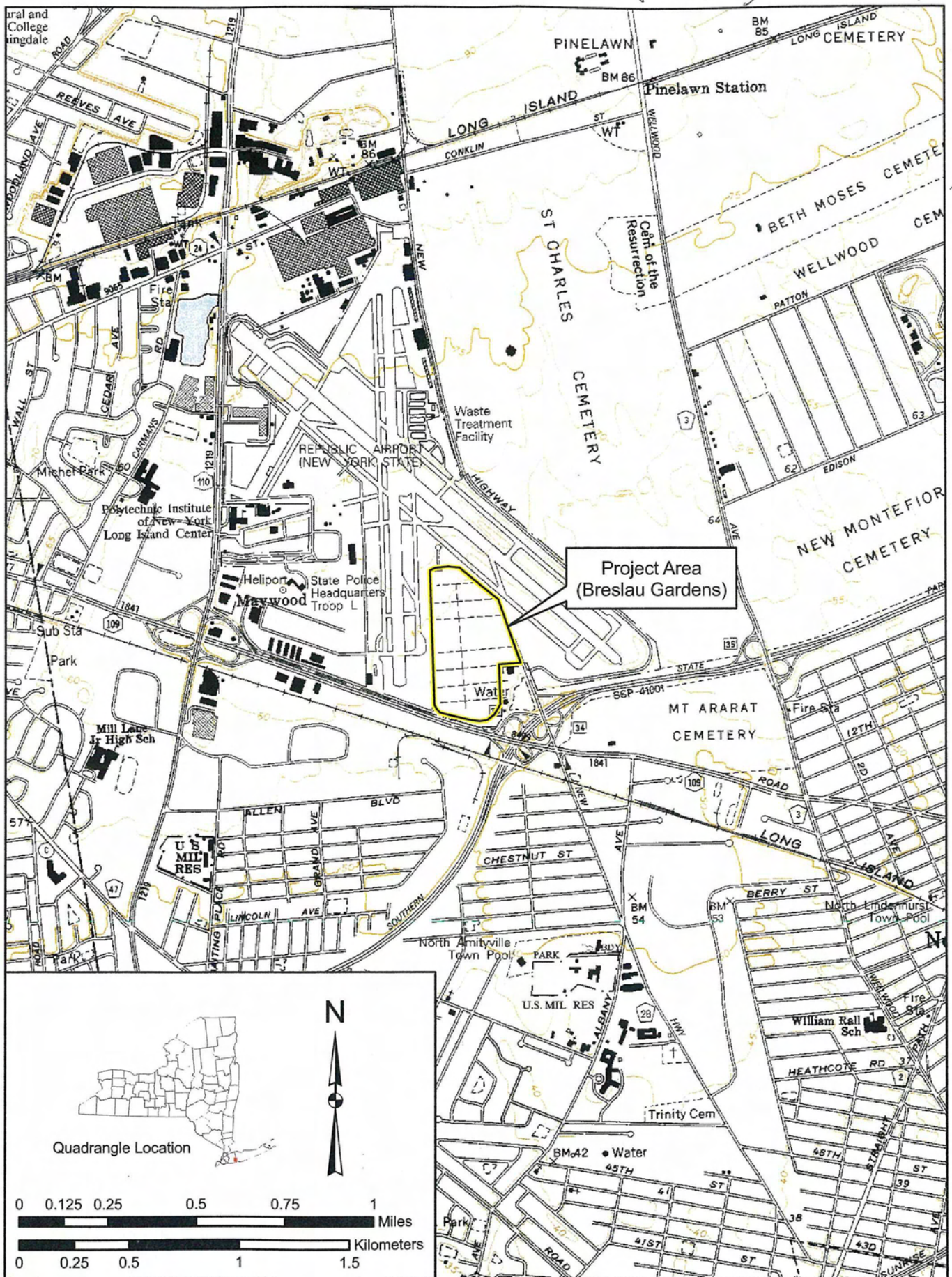


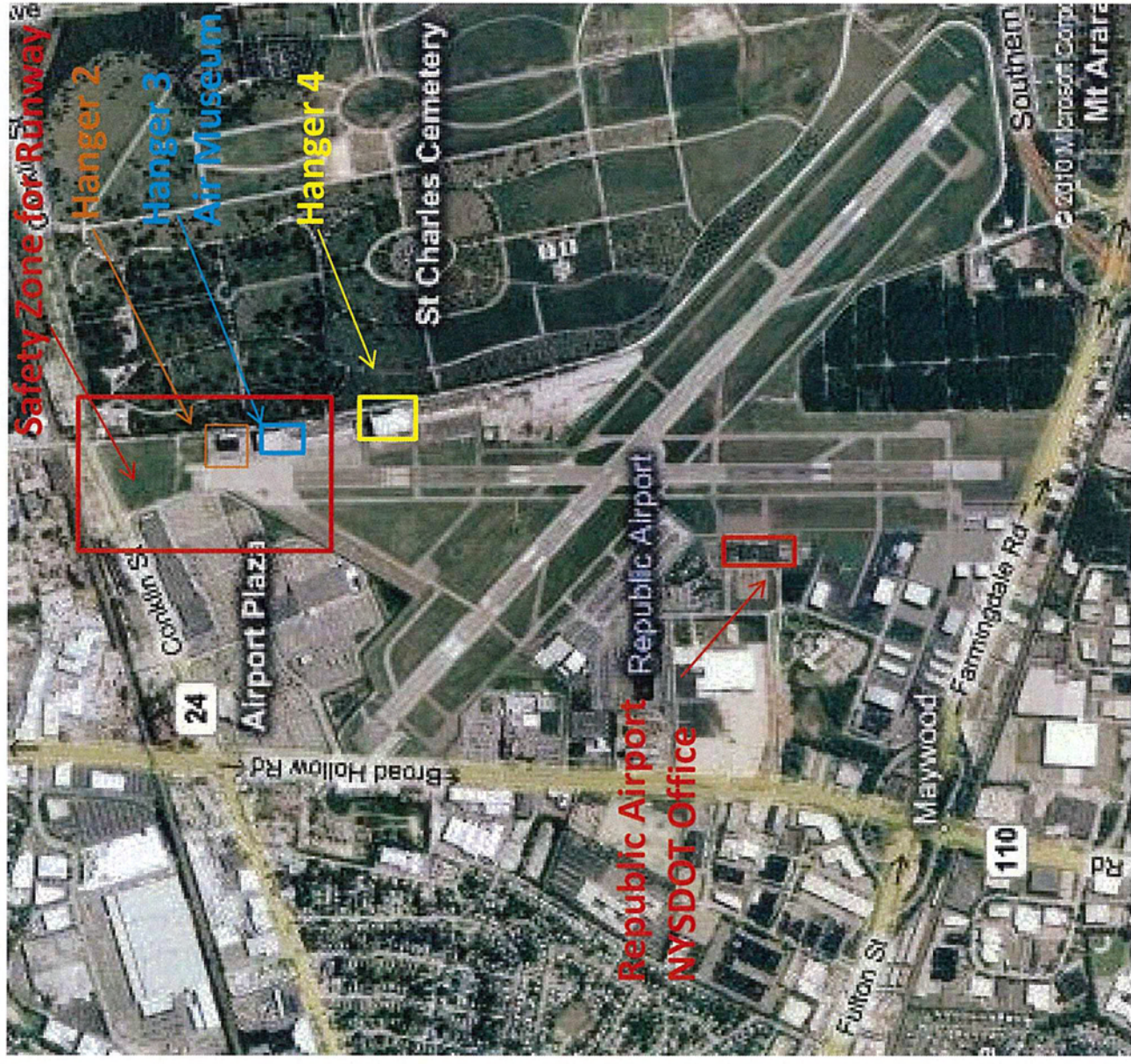
FIGURE 1: Project Area Location

SOURCE: USGS 7.5-Minute Quadrangle, Amityville, NY 1979 (NYSDOT 1991)



APPENDIX B:

REPUBLIC AIRPORT - RUNWAY SAFETY AREA MAP





Appendix C: SHPO Concurrence Letter  
PIN 0903.55.101/07 PR 02304



**New York State Office of Parks,  
Recreation and Historic Preservation**

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

November 19, 2007

**Eliot Spitzer**  
Governor

**Carol Ash**  
Commissioner

Stephanie DeLano  
NYS DOT Region 10  
NYS Office Building Rm 51-11  
250 Veterans Memorial Highway  
Hauppauge, New York 11788

Re: FAA, DOT  
Republic Airport Site development/0903.55.101  
East Farmingdale/BABYLON, Suffolk County  
07PR02304

Dear Mr. DeLano:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966.

Based upon this review, it is the SHPO's opinion that your project will have No Effect upon cultural resources in or eligible for inclusion in the National Registers of Historic Places.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

Ruth L. Pierpont  
Director



**New York State Office of Parks,  
Recreation and Historic Preservation**

Historic Preservation Field Services • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

Appendix D: SHPO LETTER  
09 PR 04668 / October 13, 2009

David Paterson  
Governor

Carol Ash  
Commissioner

October 13, 2009

Ms. Marie C. Jenet  
Environmental Specialist  
US Department of Transportation  
New York Airports District Office  
600 Old Country Road, Suite 446  
Garden City, NY 11530

Re: FAA  
Republic Airport – Runway Reconfiguration  
Farmington, Suffolk County  
09PR04668

Dear Ms. Jenet:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO) regarding the proposed reconfiguration of Runway 1-19. We have started our review of the submission in accordance with Section 106 of the National Historic Preservation Act of 1966 the relevant implementing regulations.

Virginia Bartos of our National Register Unit has determined that both Hangars 3 and 4 are eligible for listing on the National Register of Historic Places under Criteria A (associated with events that have made a significant contribution to the broad patterns of our history, and C (embodies the distinctive characteristics of a type, period, or method of construction). Dan Bagrow of our Archaeology Unit has no archaeology concerns about the Breslau Area.

We understand that the proposed runway reconfiguration might necessitate the demolition of Hangar 3 and its reconstruction at another location on the airport site. Our regulations are clear that demolition of historic properties, either eligible for listing or already listed on the National Register of Historic Places, would be deemed an adverse effect. That finding would require an exploration of prudent and feasible alternatives that might avoid or reduce the project effects. We are hopeful that one of the alternatives identified during the preparation of the Environmental Assessment will include the restoration of the hangar rather than its demolition.

We look forward to continued consultation on the project. Should you have any questions about this review, please contact me at 518-237-8643 (ext 3287) or by email at [elizabeth.martin@oprhp.state.ny.us](mailto:elizabeth.martin@oprhp.state.ny.us). Please refer to the PR (project review) number above when corresponding about the project.

Sincerely,

Elizabeth Martin  
Historic Sites Restoration Coordinator

✓ Cc: Michael J. Geiger, Republic Airport





Appendix 2

**Historic Preservation Field Services Bureau**  
New York State Office of Parks, Recreation & Historic Preservation  
Peebles Island State Park, PO Box 189, Waterford NY 12188

**Resource Evaluation (Revised)**

DATE: 2/19/10

STAFF: Virginia L. Bartos, Ph.D.

PROPERTY: Hangars 2, 3 & 4

MCD: T/Babylon

ADDRESS: Republic Airport  
East Farmingdale

COUNTY: Suffolk

PROJECT REF: 09PR04668

USN: 10301.000327 (Hangar 2)  
10301.000136 & 137 (Hangars 3&4)

- I. ☐ Property is individually listed on SR/NR:  
name of listing:
- ☐ Property is a contributing component of a SR/NR district:  
name of district:
- II. ☒ Property meets eligibility criteria.  
☒ Property contributes to a district which appears to meet eligibility criteria:  
Pre SRB: ☒ Post SRB: ☐ SRB date:

**Criteria for Inclusion in the National Register:**

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

- III. ☐ Property does not meet eligibility criteria.

**STATEMENT OF SIGNIFICANCE:** Based on the information submitted, it is the opinion of the State Historic Preservation Office that Hangars 2, 3, and 4 located in the northeast portion of Republic Airport in East Farmingdale, (Suffolk County) New York, are architecturally and historically significant as a small industrial district remaining from the Fairchild/deSeversky and Republic Aviation manufacturing era (1923 through 1960) when the company developed, produced and tested new military aircraft in its factories and hangars, making the hangars significant under Criterion A. Although the hangars have seen some alteration, they retain a significant amount of architectural integrity (Criterion C) in terms of location, design, setting, form, materials, feeling and association. See the attached for additional information.





**Historic Preservation Field Services Bureau**  
 New York State Office of Parks, Recreation & Historic Preservation  
 Peebles Island State Park, PO Box 189, Waterford NY 12188

**Resource Evaluation (Revised)**

**Criterion A: Industry and Military History**

*(From an unpublished nomination draft for the Seversky Airplane Assembly Building by architectural historian Zachary Studenroth, 2008.)*

East Farmingdale, New York, [and] Long Island... was uniquely situated in the early twentieth century to serve the needs and growth of America's emerging aviation industry. Within easy commuting distance of metropolitan New York City and with access to its investment capital, its flat farm fields remained undeveloped in the late nineteenth century and provided expansive opportunities for constructing airfields and aircraft manufacturing facilities. East Farmingdale (Suffolk County) joined other Long Island communities such as nearby Mineola (Nassau County) in becoming known as the "Cradle of Aviation" in the early decades of the twentieth century because of its geographically natural airfields. Long Island as a whole is ideally situated in the eastern United States, on the Atlantic coast and adjacent to America's most populous city, thus making it the ideal focal point for launching both transatlantic and transcontinental flights. Its role in developing aircraft in times of war and peace are historically significant to the industry as a whole.

**Seversky Aircraft Company [1931-1939]: innovation & the "P-35"**

The assembly building was originally built for the Fairchild Airplane Manufacturing Corporation in 1923, but housed the Seversky Aircraft Company for nearly a decade [1931-1939] and continued to function thereafter as an integral manufacturing facility for the firm that succeeded Seversky's company, the Republic Aviation Corporation [1939-1966]. Founded by Alexander P. de Seversky in 1931, the original aircraft company was staffed by Russian-born engineers and other professionals whom Seversky had rescued from Stalin's purges in post-Czarist Russia. Among them were individuals who also distinguished themselves in the field of aeronautical design, thus extending Seversky's influence on the American aircraft industry beyond his personal involvement in aircraft design and manufacture.

The Seversky "P-35" was a fighter aircraft built by the Seversky Aircraft Company in the late 1930s that established the company's reputation for designing and constructing innovative and effective military aircraft. Their work occurred at a time when the role that aircraft could play in waging effective land and sea battles was becoming better understood, and Seversky brought his personal experience to the process. The "P-35" was the first single-seat fighter in the nation's Army Air Corps to feature all-metal construction, a retractable landing gear and an enclosed cockpit. Designed by Seversky's Russian-born colleague and chief engineer Alexander Kartveli, the origins of the "P-35" are traced back to Seversky's "SEV-3," an amphibious aircraft that was developed into the Seversky "BT-8" basic trainer. The first new product of Seversky's company had been the "SEV-3," which was an all-metal monoplane with a distinctive, low-mounted cantilever wing. The "3" in the designation referred to the number of crew members it could carry. The plane was first built in a hangar rented from the Edo Aircraft Corporation, a well-known manufacturer of floats for airplanes.

**Republic Aviation Corporation [1939-1965]**

[The] innovative "AP-4" continued in development and finally went into production as the "P-43 Lancer" under the direction of the reorganized Republic Aviation Corporation. All together, two hundred and seventy-





**Historic Preservation Field Services Bureau**  
 New York State Office of Parks, Recreation & Historic Preservation  
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## Resource Evaluation (Revised)

two "P-43 Lancers" were eventually produced; significantly, one hundred and eight of them were sent to China to be used against the Japanese. In fact, many of these aircraft would also pass through the hands of the famed AVG Flying Tigers, who were impressed by the plane's performance at altitudes of up to 30,000, while the competing Curtiss "P-40's" were ineffective at altitudes over 20,000. Unfortunately, the renowned flying ace and influential Army Air Corps Lieutenant General Claire Chennault is thought to have disliked the lack of self-sealing fuel tanks and armor in Seversky's "P-43's", and declined to retain the plane for his crews. In 1939, both Republic and Curtiss participated in an Army competition to develop a lightweight interceptor. Curtiss submitted a light weight version of the "P-40" designated the "XP-46" while Republic submitted a similar design designated the "XP-47." In the end, however, neither design showed a significant improvement over the "P-40" and neither would see production.

As the air war in Europe progressed, the Army determined that what it really needed was a long range fighter capable of escorting bombers into Germany. Alexander Kartveli, one of the engineers brought to the United States by Seversky in the early 1930s, was called to the Army's Experimental Aircraft division and told of the new requirements. Kartveli's solution was the "P-47 Thunderbolt" which became one of the most reliable and popular aircraft of World War II. With the entry of the United States into the war in December 1941, the need for this aircraft rapidly increased and work on the plane progressed quickly. In June 1942, the Army took delivery of its first "P-47B's." They soon placed an order that required Republic Aviation Corporation to quadruple the size of their factory and build three new runways. Eventually even this expanded capacity proved inadequate, and in November 1942, the Army authorized construction of a new factory adjacent to the Evansville, Indiana airport.

Throughout the war, the "P-47" underwent continual development. A bubble canopy was added, for example, to increase backward visibility. The final version of the "P-47" was a long-range version with longer wings and fuselage, and an increased fuel capacity. The re-designated "P-47N" was designed to escort "B-29's" on long missions to Japan for a planned invasion of the Japanese homeland, although such an invasion never took place. Production of all versions of the aircraft ended in November 1945. By then, over 15,000 of the renowned "P-47's" had been built, making it the most produced American fighter aircraft of World War II. A later model continued to serve in the Air Force Reserve and in Air National Guard units until the mid 1950's.

### *Unpublished material from the American Airpower Museum (2001):*

Republic Hangar Three, four and its adjacent control tower were, at one time, at the very epicenter of American's Arsenal of Democracy. Final assembly for some 9,000 P-47 Thunderbolt fighters, these facilities were an integral part of the nation's defense industry that brought the war to the heart of Axis Powers in Europe and the Pacific during World War II.

Not only did tens of thousands of defense workers work inside these buildings, Americans who redefined our society flocked to this facility. For example, *Women Air Service Pilots (WASP)* were women charged with ferrying these Republic Aircraft to American military destinations, broke the gender barrier and demonstrated that women had the skill and stamina to pilot the most sophisticated aircraft of the day... These facilities represent a connection to another era that even the most sophisticated video presentation cannot accomplish—





## Historic Preservation Field Services Bureau

New York State Office of Parks, Recreation & Historic Preservation  
Peebles Island State Park, PO Box 189, Waterford NY 12188

### Resource Evaluation (Revised)

a tangible contact for a new generation of Americans with our aviation and military past. In addition, these hangars served as final assembly bays for aircraft that have played a significant role in the Korean War, the Vietnam War, the Cold War and the Gulf War. Literally until the day that Fairchild-Republic closed its doors in 1982, these facilities remained landmarks that set the state for excellence in aviation.

#### Criterion C: Architecture

Hangars 2, 3 and 4 are classic examples of early twentieth century to World War II era steel aviation hangar construction. Hangars 2 and 3 are steel truss type buildings with gable roofs with the gable ends over the doors. Doors run the length of the buildings. Hangar 2's door system consists of panels that move horizontally on steel tracks. Hangar 2 was built around 1923 and is almost identical in form and construction to an all-steel hangar that was built at Fort Sam Houston (Houston, Texas) around 1917. Hangar 2's exterior walls are sheathed in brick and the gable ends are covered with stucco. Two later additions are on either side of the building and similar additions first appear in World War II era photographs of the airfield. Hangar 3 is also a steel truss building with exterior walls sheathed in brick. The doors are vertical lift "garage" type doors. Both hangars are two stories in height and Hangar 3 is the larger of the two. Both truss systems support wooden roofs. Hangar 3 currently houses the American Air Power Museum, a museum dedicated to documenting and interpreting Long Island's role in aviation history and the important role of U.S. air power during World War II.

Hangar 4 is an excellent example of steel girder hangar construction that was introduced in the 1940s for aviation hangars. A series of steel girders support a barrel style tar roof that is currently covered by a protective membrane. Offices were built of brick on the east and west sides of the building and a control tower sited on the northwest end. The tower was later heightened and a modern waiting area was added to the southwest end. Doors on the north and south ends are vertical lift doors but only the south end doors function due to a counterweight problem on the north end. The Hangar was built in 1944. All three hangars have been in constant use since their construction and alterations/additions/modernization have not adversely affected the historic integrity of the buildings. The integrity is further enhanced by the three constituting a small industrial district and by sharing a similar history and design/construction typology.

Sources: for additional information see

United States Air Force Air Combat Command, *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations*, 1999. Online at  
[http://owwww.cecer.army.mil/techreports/Webster98/webster98\\_idx.htm](http://owwww.cecer.army.mil/techreports/Webster98/webster98_idx.htm)



## REPUBLIC AIRPORT

EAST FARMINGDALE  
Long Island, New York

## AERONAUTICAL FACILITIES

Airport Identifier - KPRG      Airport Elevation - 81'

Airport Reference Point - 40 43 43.254' N 073 24 49.825' W

RUNWAYS: 150' wide asphalt. Maximum Gross Wt. - 60,000 Lbs.

Runway 1	Runway 14	Runway 32	Runway 32
<u>Runway End Coordinates:</u>			
LATITUDE 40 43 18.0N	40 44 04.3N	40 44 12.5N	40 43 18.9N
LONGITUDE 73 24 52.9W	73 25 19.8W	73 24 53.9W	73 24 14.1W
<u>Runway Lengths:</u>			
TAKEOFF 5,516'	6,827'	5,516'	6,827'
LANDING 5,516'	6,167'	4,727'	6,827'
<u>Approach Lights:</u>			
VASI(V4R)	MALSR	VASI(V4L)	VASI(V4L)
<u>COMMUNICATIONS:</u>			
<u>Air Traffic:</u>			
ATIS - 126.65 Tower - 118.8 Ground - 121.6 UNICOM - 122.95			
<u>Fixed Base Operators:</u>			
Beechcraft - 122.95 (UNICOM) Flightways - 122.95 (UNICOM)			
<u>RADIO AIDS TO NAVIGATION:</u>			
Deer Park VORTAC - 111.2 DPK Ch49 Babylon NDB - 275 BBN			
ILS - 111.9 (Rwy 14 + BC Rwy 32) PRIKK NDB (LOM) - 407 PR			

MOVEMENT AREA: CONTACT GROUND CONTROL ON 121.6 MHz BEFORE ENTERING MOVEMENT AREA.

— RUNWAY/TAXIWAY CONNECTOR INDICATOR

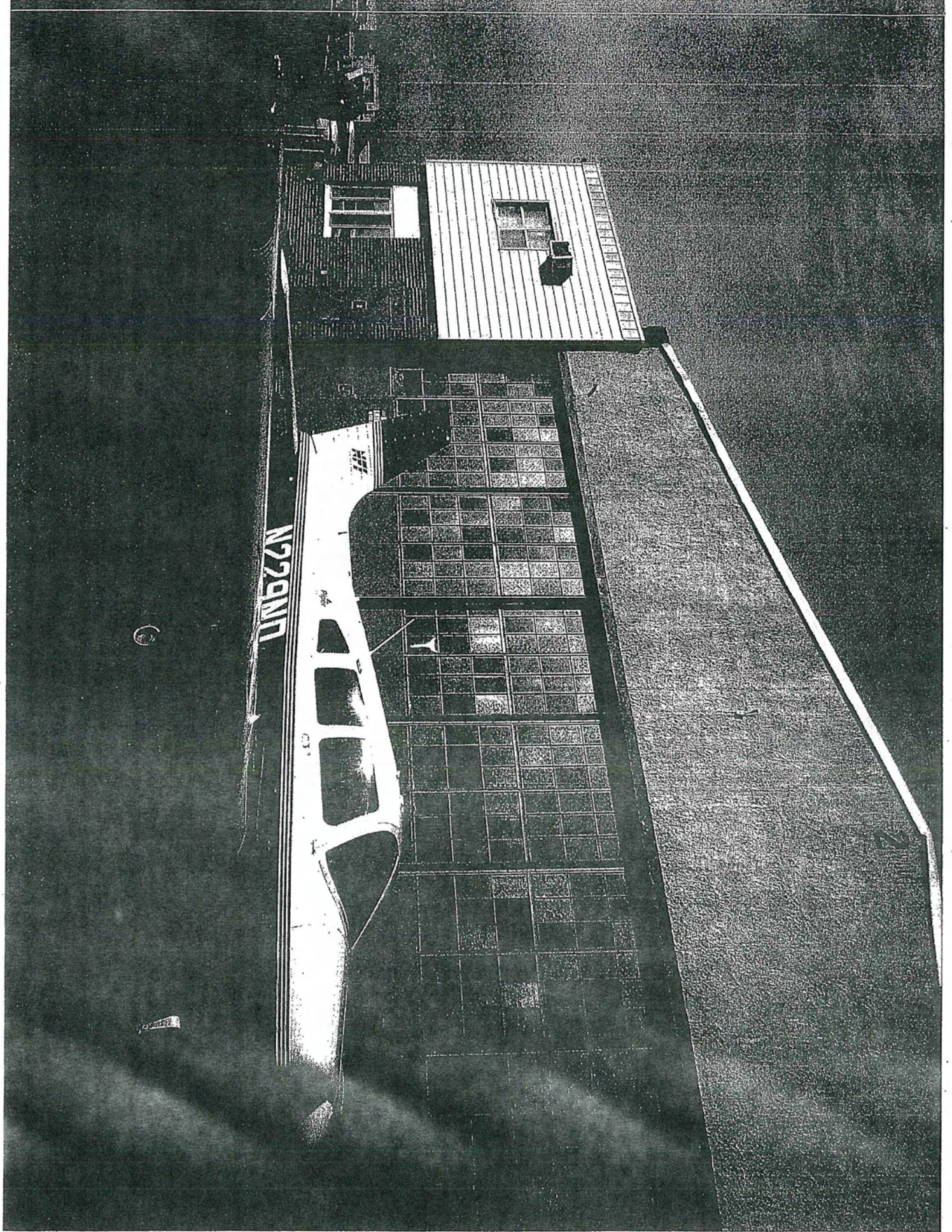
— DISPLACED LANDING THRESHOLDS

— AIRCRAFT PARKING AREAS

— AIRCRAFT HANGARS

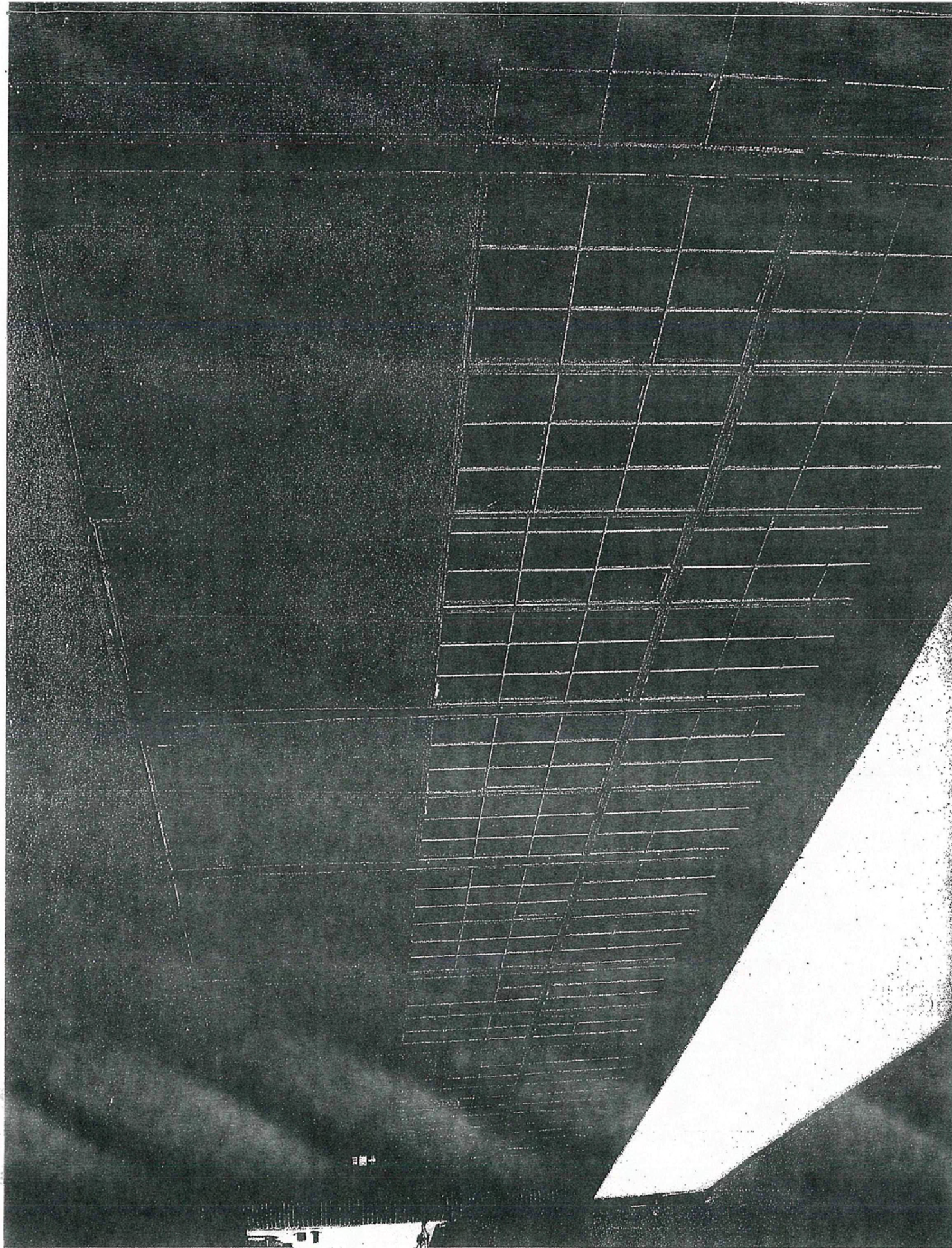
Hundreds of Feet  
0 4 8 12





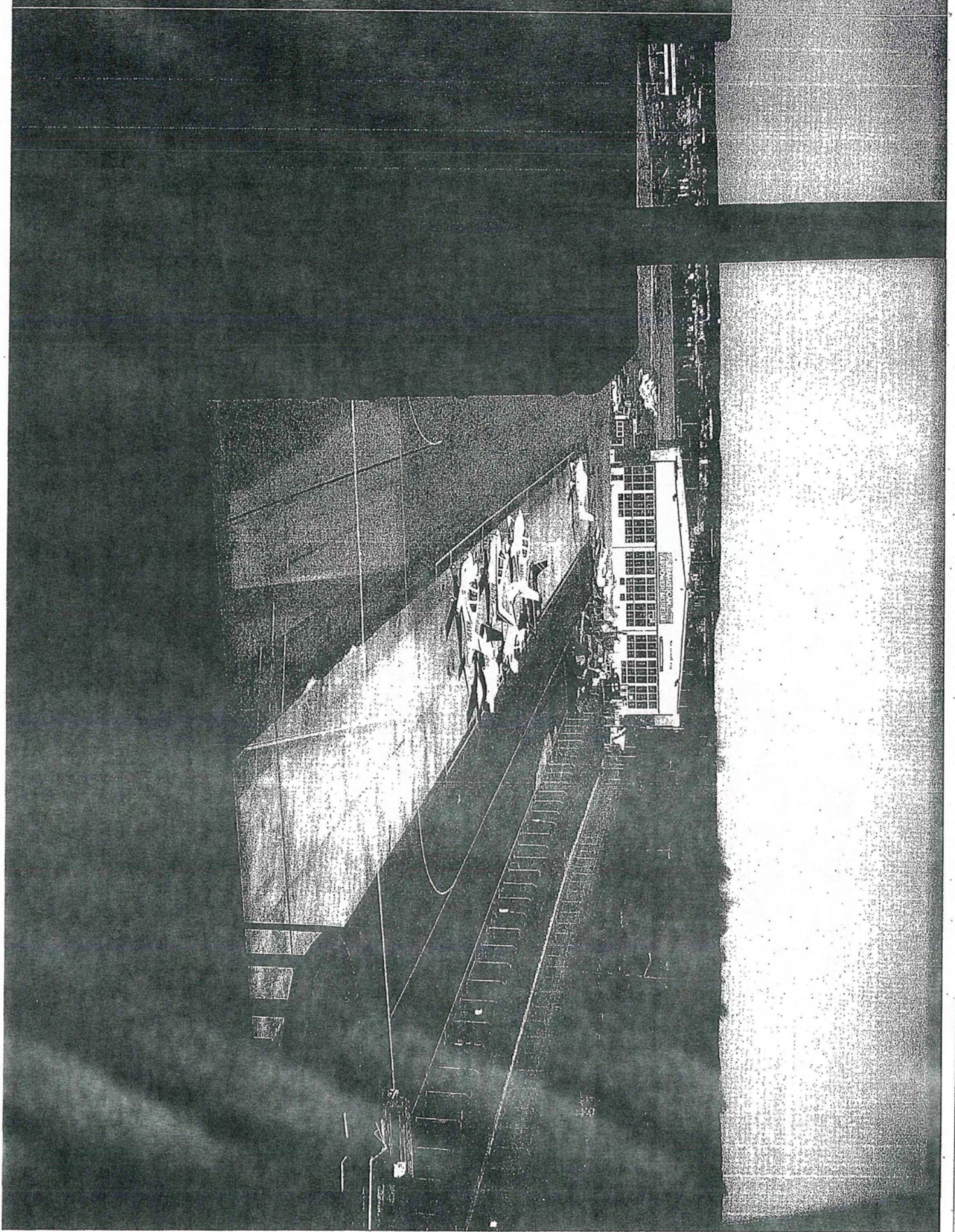
Appendix E (page)





Appendix E (pg 7)





Appendix E (pg 8)



## The American Airpower Museum at Republic

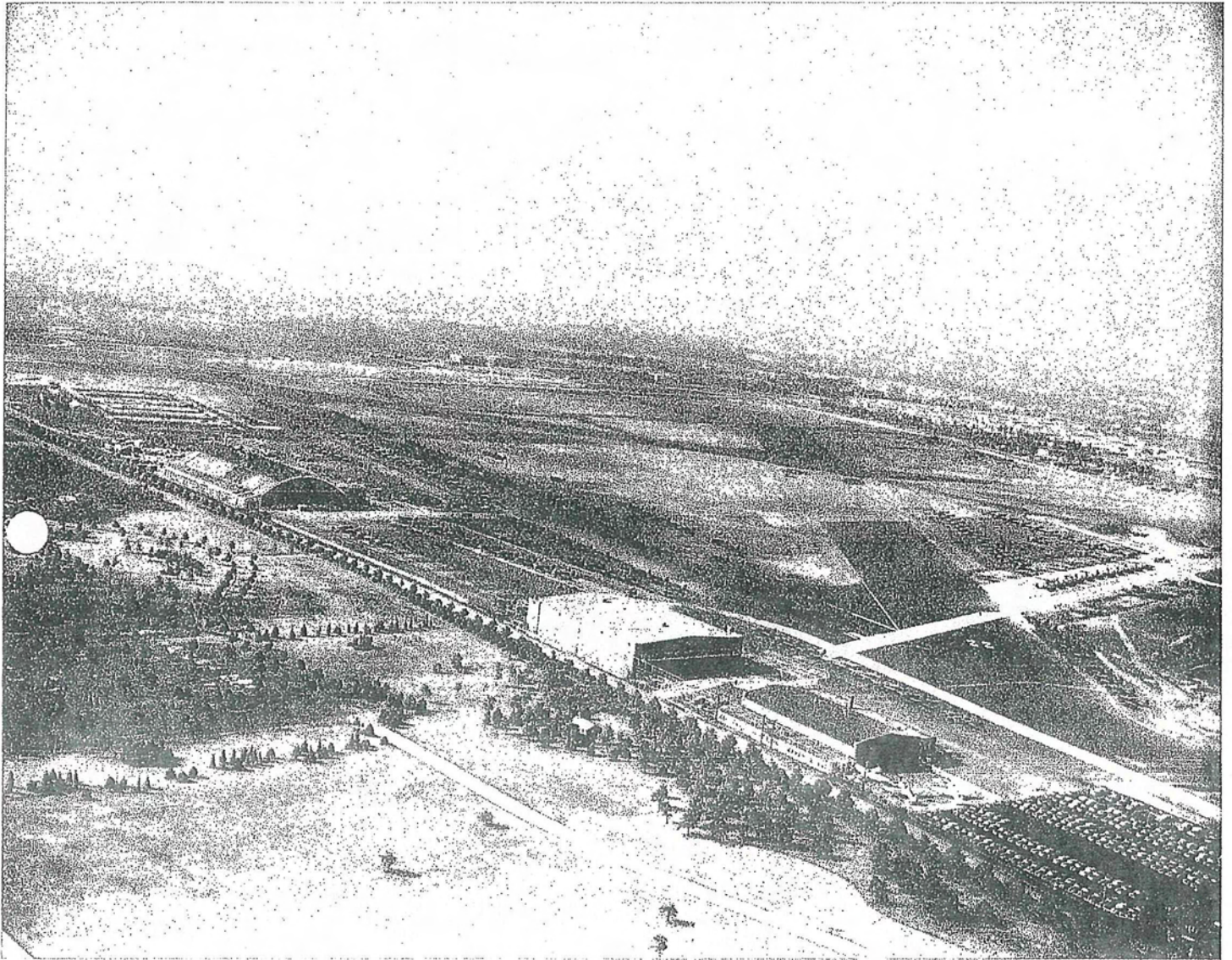


30.tif

Just completed Thunderbolts fighters were towed to Hangar Four even before the facility was completed at the height of World War II. An exterior fire escape would later be added to the control tower but this facade has not appreciably changed in sixty years.



## The American Airpower Museum at Republic

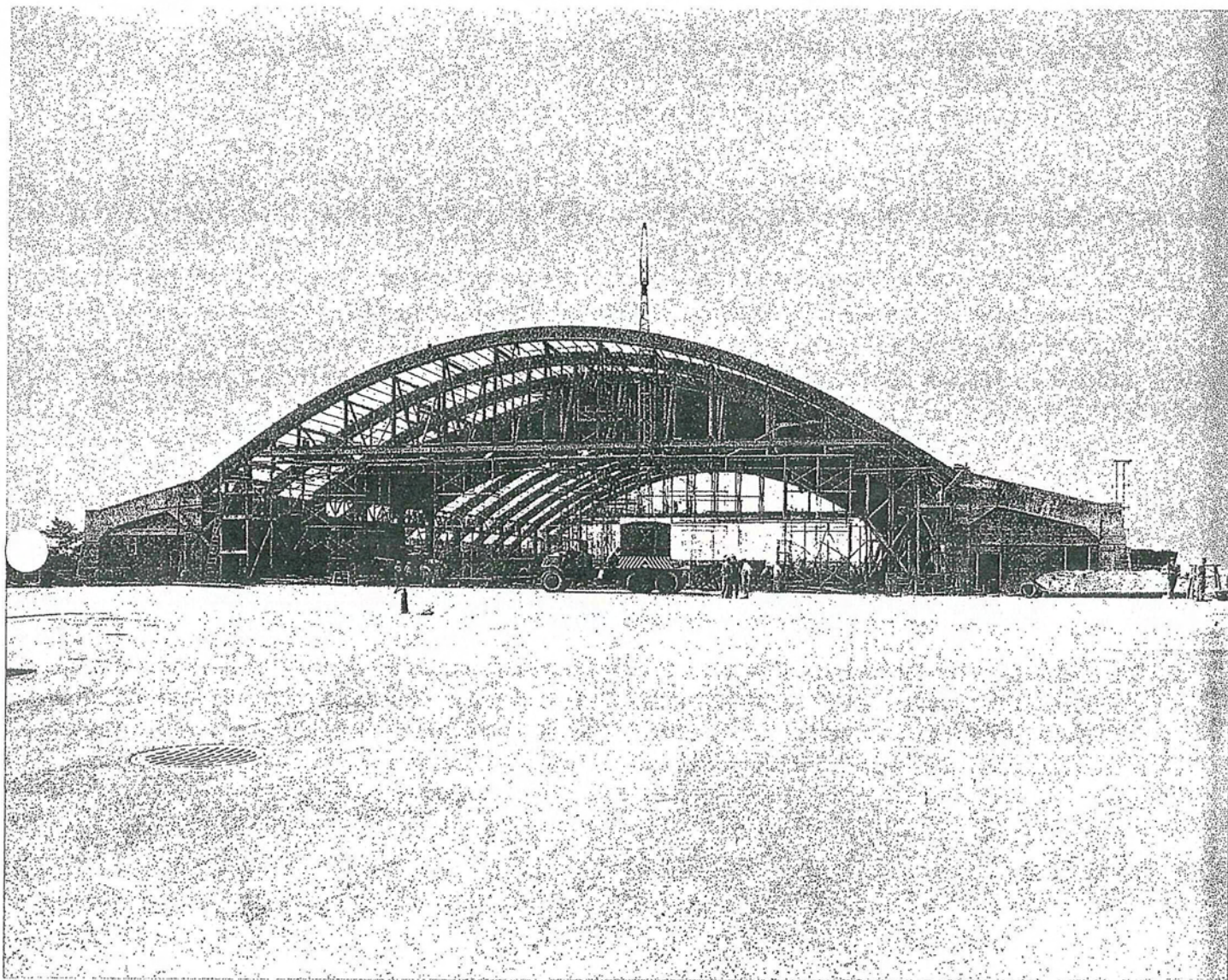


21.tif

This vintage aerial looks south and shows Hangars Two, Three and Four, along with squadrons of P-47's waiting for checkout and delivery. Under construction is the tower at the north west corner of Hangar Four. The sheds that line the ramp between Hangars Three and Four would not be built by Republic until the 50's.



## The American Airpower Museum at Republic

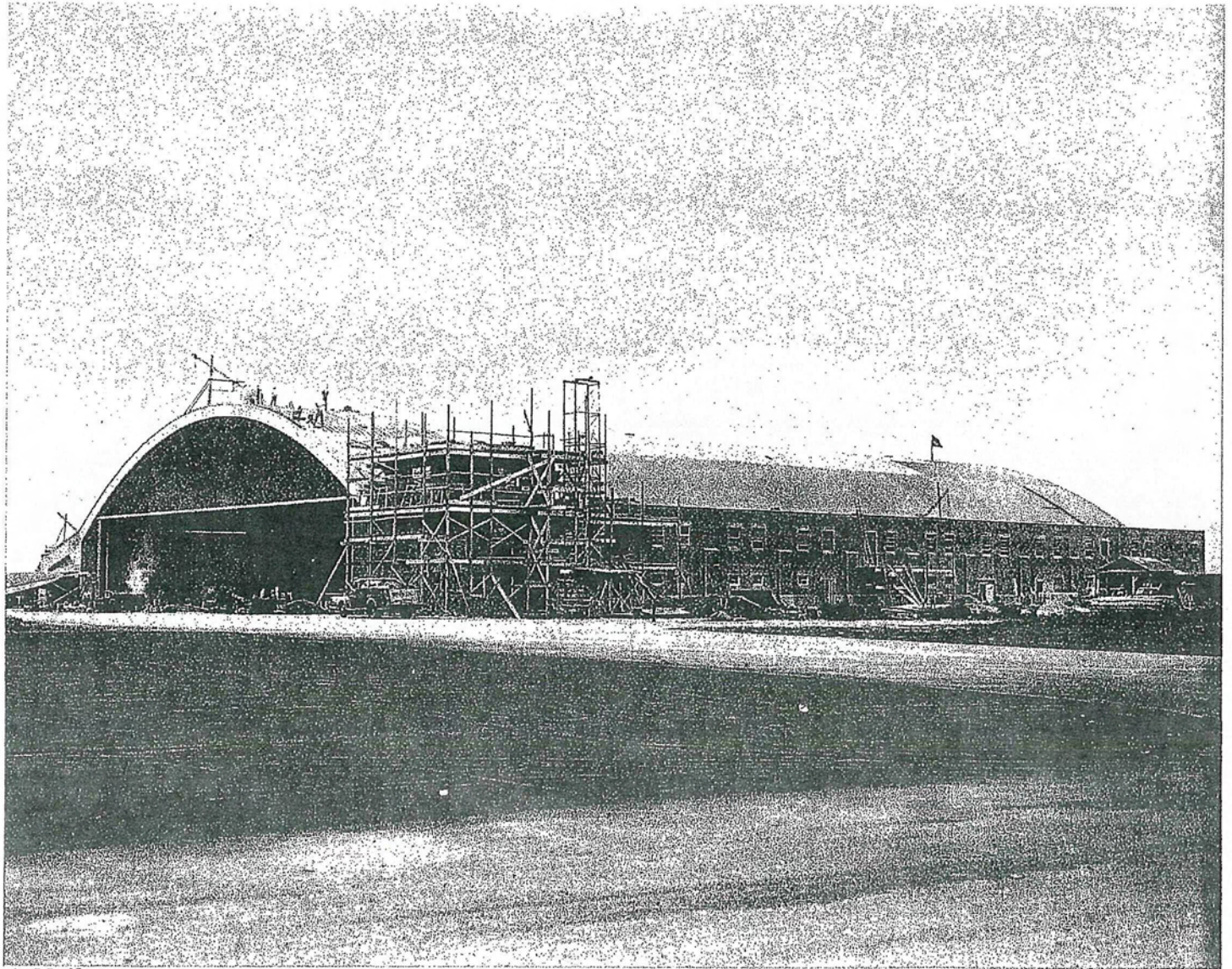


26.tif

While wood was considered a non-strategic construction material in 1944, some steel beams were required to support the hangar doors that have yet to be installed in this status photo of construction on Hangar Four.



## The American Airpower Museum at Republic



29.tif

Roofing tar is being heated on the north end of Hangar Four as scaffolding rises to surround the brickwork and poured concrete of the control tower on the north west corner. In virtually every photo of construction of this landmark an American flag is seen flying from some vantage point.





## New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation • Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

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David Paterson  
Governor

Carol Ash  
Commissioner

June 25, 2010

Erin Maciel  
Cultural Resource Coordinator  
New York State Department of Transportation  
250 Veterans Memorial Highway  
Hauppauge NY 11788

Re: FAA  
Republic Airport – Runway Reconfiguration  
Farmington, Suffolk County  
09PR04668

Dear Ms. Maciel:

The following letter is intended as a follow-up to the conference call that the State Historic Preservation Office (SHPO) recently had with you and members of the New York State Department of Transportation (DOT) and Mike Geiger and Sheref Fathi from Republic Airport (RA) regarding the alternative analysis you provided and Hangars 2, 3, and 4 that will be impacted by FAA-required runway safety modifications. SHPO review is mandated by Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations and our recommendations are guided by the provisions therein.

As previously mentioned, the three hangars at Republic Airport are eligible for listing as a district in the National Register of Historic Places, being the only surviving historic structures from Fairchild Aviation that used the structures from 1923 through 1960 as part of the manufacturing and testing process for the company. According to the National Park Service bulletin *Guidelines for Evaluating and Documenting Historic Aviation Properties*, Hangars 2, 3 and 4 are eligible for listing as a district or "a significant and distinguishable entity whose components may lack individual distinction." Although the case could be made for Hangars 2 and 3 being individually eligible for their design and surviving integrity, the real significance is with the location or grouping of the hangars in terms of their collective contribution to the history of aviation on Long Island.

Loss of or significant alterations to one or more of the hangars would have an Adverse Effect not only on the eligible historic district, but also to the physical expression of the region's cultural history. As such, Alternative 12 – Demolish Hangars 2 and 3 and use elements from the hangars in new structures – would constitute an Adverse Effect on the historic district and is not a viable alternative from the SHPO point of view as it is contrary to the Secretary of the Interior's Standards for Rehabilitation, Standard 2: "The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided." The SHPO is required by the federal Section 106 process to use the Standards as guidelines for making impact/effect determinations regarding historic properties: "The Standards (Department of the Interior Regulations, 36 CFR 67) pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility."

Part of the discussion included comments on a number of alternatives that would allow Hangars to remain on the Republic Airport property. Ideally, reconfiguring the runway (as presented in Alternatives 1-9) would be the solution preferred by our

## Appendix F (pg 2)

office, but in realistic terms, Alternative 10 (Moving Hangars 2 and 3) would be the most feasible as long as Hangars 2, 3 and 4 could be retained as a district. In other words, if Hangars 2 and 3 were moved to the south side of Hangar 4 in mirror image, the district would retain its integrity and status as being eligible for listing in the National Register of Historic Places. According to the National Park Service Bulletin on applying National Register Criteria for evaluation, moved properties are significant as long as they retain an orientation, setting and general environment that are comparable to those of the historic location. As long as the Hangars remain on the Republic Airport property and are kept as a group, the structures will retain their historic significance, context and integrity. Conditions that would apply to Alternative 10 are as follows:

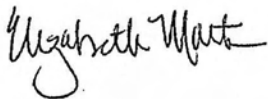
1. The relationships of the hangars adjacent to Runway 1-19 are retained in the new location. Specifically, Hangar 3 would be immediately south of Hangar 4 and Hangar 2 would be relocated to the south of Hangar 3, essentially establishing a mirror-image of the existing district.
2. Documentation of the district is undertaken not only to record the existing conditions of the buildings and their setting, but also to serve as a guide for repairs and rehabilitation of the structures in their new location. The specifics of the documentation should be further discussed should Alternative 10 be selected.
3. Process for moving/relocating the two hangars are reviewed and accepted by SHPO.
4. Rehabilitation proposals are reviewed and accepted by SHPO.

Alternative 11 – Rebuilding Hangars 2 and 3 – suggests the deconstruction and reconstruction of Hangars 2 and 3 in a new location at the airport. Alternative 11 is acceptable provided there is effective and exhaustive consultation with SHPO regarding identification of character-defining features, retention/preservation of major portions of the historic fabric, construction methods and proposed new materials. Using the guidance offered by the Secretary of the Interior's Standards for Rehabilitation (Standard 5 which relates to the retention of historic fabric and Standard 6 which addresses repair and replacement of historic fabric) will be essential to the success the Alternative 11. The proposal would serve to reconfigure the historic district and retain the relationships between the hangars; however, it is less desirable than Alternative 10 – Moving Hangars 2 and 3. Conditions that would apply to Alternative 11 are as follows:

1. The relationships of the hangars adjacent to Runway 1-19 are retained in the new location. Specifically, Hangar 3 would be immediately south of Hangar 4 and Hangar 2 would be relocated to the south of Hangar 3, essentially establishing a mirror-image of the existing district.
2. Documentation of the district is undertaken not only to record the existing conditions of the buildings and their setting, but also to serve as a guide for repairs and rehabilitation of the structures in their new location. The specifics of the documentation should be further discussed should Alternative 10 be selected.
3. Historic fabric to be retained and preserved is identified by SHPO, the DOT and Republic Airport.
4. Process for deconstruction and reconstruction of the two hangars are reviewed and accepted by SHPO.
5. Rehabilitation proposals are reviewed and accepted by SHPO, including the use of new replacement and substitute materials.

We truly appreciate the thoughtful approach the DOT and Republic Airport is taking regarding these important historic hangars and a delighted to continue consultation with you on the project. Should you have any questions regarding our letter, please feel free to contact me or Dr. Virginia L. Bartos of our National Register Unit.

Sincerely,



Elizabeth Martin  
Historic Sites Restoration Coordinator





Appendix G

**New York State Office of Parks,  
Recreation and Historic Preservation**

Division for Historic Preservation Field Services • Peebles Island, PO Box 189, Waterford, New York 12188-0189

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**Andrew M. Cuomo**  
Governor

**Rose Harvey**  
Commissioner

March 15, 2013

Mr. Michael J. Geiger, Airport Director  
Republic Airport  
7150 Republic Airport, Room 216  
East Farmingdale, NY 11735-3930

Re: SEQRA (DOT and FAA)  
DEIS for Republic Airport  
East Farmingdale, Nassau County  
09PR04668

Dear Mr. Geiger:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO) regarding the proposed runway safety modifications at Republic Airport. As you know, it is the role of this office in the New York State Environmental Quality Review Act (SEQRA) process is to provide the Lead Agency with our comments on historic preservation matters as part of its "hard look" at potential environmental impacts that may be associated with local discretionary reviews. As noted in the DEIS, the SHPO has been in consultation for a number of years with both the New York State Department of Transportation (DOT) and the Federal Aviation Administration (FAA) in accordance with Section 106 of the National Historic Preservation Act of 1966.

The DEIS fairly represents the ongoing consultation between the SHPO, DOT, and FAA. We have agreed that the only proposal that would not lead to a determination of Adverse Effect under Section 106 would be the relocation of Hangars 2 and 3 to the south of Hangar 4 in a mirror-image of the existing configuration. The buildings would retain their National Register eligibility as a historic district. The agencies must continue consultation to arrive at suitable means and methods for the deconstruction and reconstruction of the buildings and other appropriate mitigation measures. The SHPO does have an additional recommendation regarding interpretation of the original site of the historic hangars. Rather than leaving the area where Hangars 2 and 3 once stood as a grassy area, we suggest retaining the foundations of the buildings at grade level to provide a physical reference for the observer along with interpretive panels. Such a treatment would not interrupt the proposed improvements.

## Appendix G (Pg 2)

We look forward to continuing consultation with Republic and the agencies as we move through the process. Should you have any questions, please contact me by telephone at 518.366.8253, ext. 3287, or by email at [elizabeth.martin@parks.ny.gov](mailto:elizabeth.martin@parks.ny.gov).

Sincerely,

A handwritten signature in dark ink, appearing to read "Elizabeth Martin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Elizabeth Martin  
Historic Sites Restoration Coordinator

Cc: Erin Maciel, NYSDOT  
Marie Jenet, FAA

Via email only

**REPUBLIC AIRPORT – RUNWAY RECONFIGURATION  
ENVIRONMENTAL ASSESSMENT  
SECTION 4(f) STATEMENT**

**PROJECT BACKGROUND**

Republic Airport is a general aviation/reliever airport owned by the State of New York and administered by the New York State Department of Transportation (NYSDOT). The airport is located within the hamlet of East Farmingdale, Town of Babylon, County of Suffolk, New York. The 2012 Draft Environmental Impact Statement/Draft Environmental Assessment (DEIS/Draft EA) was prepared in accordance with the New York State Environmental Quality Review Act (SEQRA) and the National Environmental Policy Act of 1969 (NEPA).

The Proposed Action described in the December 2012 DEIS/Draft EA includes Runway Safety Area (RSA) improvements associated with Runway 1-19 and other infrastructure improvements to be undertaken by the NYSDOT to meet federal standards to the maximum extent possible. The NYSDOT safety area related projects are being performed in accordance with a Congressional mandate that all RSAs at Part 139 airports, including Republic Airport, be in compliance with Federal Aviation Administration (FAA) design standards by 2015.

The Preferred Alternative will include the shifting of Runway 1-19 approximately 400 feet to establish standard RSAs beyond both runway ends. The runway shift will not add useable runway length nor does it equate to a runway extension. Also included is the removal of penetrations to the 14 CFR Part 77 imaginary surfaces, Obstacle Clearance Surface (OCS), Departure Surface, and Precision Approach Path Indicator (PAPI) OCS. As part of the preferred alternative, existing Hangars 2 and 3 will be relocated to the south of Hangar 4 and thus out of the 14 CFR Part 77 imaginary surfaces zone, Runway Protection Zone (RPZ) and the required Runway Object Free Area (ROFA).

Hangar 2, Hangar 3, and Hangar 4 have been determined eligible for the National Register of Historic Places (NRHP) under Criteria A and C as a historic district. The proposed relocation of Hangar 2 and Hangar 3 constitutes a physical use of the property under Section 4(f) of the Department of Transportation Act of 1966. This Section 4(f) Statement is being prepared in support of the Proposed Action. **Table 1** summarizes the Section 4(f) property and the proposed uses.

**Table 1:** Section 4(f) Property and Proposed Uses

<b>4(f) Resource</b>	<b>Description</b>	<b>Proposed Use</b>
Hangar 2	<ul style="list-style-type: none"><li>• Eligible for the NRHP under Criteria A and C as an element of a historic district</li><li>• Owned by the State of New York; leased by Sheltair</li></ul>	Yes - Relocation
Hangar 3	<ul style="list-style-type: none"><li>• Eligible for the NRHP under Criteria A and C as an element of a historic district</li><li>• Owned by the State of New York; leased to the American Airpower Museum</li></ul>	Yes - Relocation
Hangar 4	<ul style="list-style-type: none"><li>• Eligible for the NRHP under Criteria A and C as an element of a historic district</li><li>• Owned by the State of New York; leased by Sheltair</li></ul>	No

### **OWNER**

The Section 4(f) property has been identified as Hangar 2, Hangar 3, and Hangar 4, which are owned by the State of New York. Together these hangars have been identified by the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) as an architecturally and historically significant industrial district. This district has been determined eligible for the NRHP. Hangars 2 and 4 are leased to Sheltair Farmingdale, LLC (Sheltair), a fixed based operator (FBO) and Hangar 3 is leased to the American Airpower Museum.

Related correspondence may be found in Appendix A of this Section 4(f) Statement and also in Appendix Q of the 2012 DEIS/Draft EA.

### **SIZE**

Hangar 2 is approximately 23,000 square feet (sf), Hangar 3 is approximately 32,000 sf, and Hangar 4 is approximately 68,000 sf. The three hangars are located to the east of Runway 1-19.

### **VISUAL INFORMATION**

An aerial view of Republic Airport and Hangars 2, 3 and 4 is provided in Figure 1. Photographs can be found in Appendix D of the 2012 DEIS/Draft EA.



**Figure 1: Aerial View of Hangars 2, 3, and 4 in relation to Runway 1-19.**



### **USES**

The Section 4(f) properties are owned by the State of New York and are eligible for the NRHP under Criteria A and C. The proposed relocation of Hangars 2 and 3 constitutes a physical use of the property under Section 4(f).

Hangars 2 and 3 are two-story steel truss structures with wooden roofs with gables; the gable ends are over the doors; and the exterior is sheathed in brick. Hangar 2 was constructed circa 1925 and the doors consist of panels that move horizontally on steel tracks and run the length of the building. Hangar 3 was constructed circa 1940 and has vertical lift “garage” type doors. Originally, both hangars were used for the development and assembly of various aircraft (Resource Evaluation, 6/25/10).

Hangar 4 is a two-story, steel girder structure with the former control tower that was constructed circa 1940. A series of steel girders support a barrel style tar roof that is currently covered by a protective membrane. Vertical lift “garage” type doors are found on the north and south ends. On the east and west sides of the building, offices were built of brick. The control tower is located on the northwest end and a waiting area was added to the southwest end of the structure (Resource Evaluation, 6/25/10).

Currently, Hangar 2 is leased to Sheltair and houses a maintenance facility and flight school. Hangar 3 houses the American Airpower Museum, which is dedicated to documenting and interpreting Long Island’s role in aviation history and the important role of U.S. air power during World War II (NYS OPRHP, 2010). Hangar 4 is also leased to Sheltair and is used as a combination of hangar and office space.

Relocation of both structures to the south of Hangar 4 is proposed in Alternatives 2, 3, and 4. In an effort to retain the character of the historic district, the hangars will be placed in mirror image to their current orientation. In other words, Hangar 3 will be relocated to the south of Hangar 4 and Hangar 2 will be relocated to the south of Hangar 3. Hangars 2 and 3 will be moved intact and will maintain approximately the same separation as they currently have. New foundations would be poured for the buildings to rest on and similar utilities would be provided (Finding Documentation, 12/2013).

### **ACCESS**

Hangars 2, 3 and 4 are located on the east side of Runway 1-19 at the north end of the runway. Should Hangars 2 and 3 be relocated, the location of the access gates from New Highway will be different; however, access from within the airport will not change significantly.

Sheltair leases Hangar 2 and uses the building as a maintenance facility and flight school. Approximately 50 people per day access this hangar. The American Airpower Museum is located in Hangar 3. The Museum is open Thursday through Sunday. Approximately 250 people on weekdays, and up to 1,000 people on weekends, access this hangar per day. Sheltair also leases Hangar 4 and uses the building for hangar space and office space; approximately 70 people per day access this hangar.

### **ASSOCIATED AREAS**

Hangars 2, 3, and 4 are the only surviving structures from Fairchild Aviation, which used the structures for manufacturing and testing aircraft from 1923 through 1960 (NYS OPRHP, 2010). The relocation of Hangars 2 and 3 is not anticipated to have an impact on any other similarly used lands in the area.



### **PRUDENT AND FEASIBLE ALTERNATIVES**

The 2012 DEIS/Draft EA provides a detailed discussion of 17 alternatives, including the No Build alternative, identified to bring the RSA for Runway 1-19 up to current FAA standards to the maximum extent possible (see Section 3.1 of the 2012 DEIS/Draft EA). These alternatives are presented in **Table 2**. If an alternative does not meet the project purpose and need, it is not considered prudent and therefore not carried forward for purposes of this Section 4(f) Statement.

**Table 2:** Alternatives Considered in the 2012 DEIS/Draft EA

<b>Alternative</b>	<b>Description</b>	<b>Meets Project Purpose and Need</b>	<b>Prudent and Feasible</b>
1	No-Action	No	No
2	Install Engineered Materials Arresting System (EMAS) on Runway 1-19 and Shift Runway 25 feet	Yes	Yes; see discussion below
3	Install EMAS on Both Ends of Runway 1-19 and Shift Runway 25 feet	Yes	Yes; see discussion below
4	Runway 1-19 Shift	Yes	Yes; see discussion below
5	Demolish Hangars 2 and 3	No	No
6	Obstruction Lighting on Hangars	No	No
7	Move Runway 1-19 to West (13 feet)	No	No
8	Move Runway 1-19 to West (>13 feet)	No	No
9	Close Runway 1-19	No	No
10	Change Orientation of Runway 1-19	No	No
11	Install EMAS on Both ends of Runway 1-19 – No Hangar Relocation	No	No
12	Shorten Runway 1-19	No	No
13	Designate Runway 1-19 as Small Aircraft Exclusively	No	No
14	Rebuilding of Hangars 2 and 3	No	No
15	Demolish Hangars 2 and 3 – Incorporate Elements in New Hangars	No	No
16	Remove Portion of Hangar 3 that Penetrates the RSA	No	No
17	Install EMAS on runway 1-19 and Shorten runway Approximately 500 feet	No	No

Of these 17 alternatives, only three (Alternatives 2, 3, and 4) meet the project purpose and need and are summarized below.

**Alternative 2 – Install EMAS on Runway 1-19 and Shift runway 25 feet**

Alternative 2 (see Figure 2) includes the installation of an EMAS at the Runway 1 approach (for Runway 19 operations). The EMAS would be 150 feet wide by 235 feet long and is comprised of “crushable concrete” blocks. On the Runway 19 approach, the displaced threshold would be reclaimed and the threshold would be located at the end of usable pavement (approximately 790 feet reclaimed). The width of the RSA on the Runway 19 end has to be adjusted slightly to avoid the Airport Plaza access road located between the runway and the existing buildings to the west of the runway. The RSA on the Runway 19 end would be 500 feet wide for approximately 940 feet of the RSA with the final 60 feet being 492 feet wide. In addition to the placement of an EMAS bed on the south side of Runway 1-19, the runway will be relocated approximately 25 feet to provide a full 600-foot long safety area south of the runway. Finally, Hangars 2 and 3 will be relocated from the north side of Hangar 4 to the south side of Hangar 4 because their current location encroaches into the 14 CFR Part 77 imaginary surfaces zone and the required ROFA. Hangars 2 and 3 would be moved intact to their new location and they would maintain approximately the same separation as they have now.

**Alternative 3 – Install EMAS on Both Ends of Runway 1-19 and Shift Runway 25 feet**

Alternative 3 (see Figure 3) includes the installation of EMAS at both ends of Runway 1-19. The EMAS would be 150 feet wide by 235 feet long at the south end and 150 feet wide by 247 feet long at the north end of the runway. On the Runway 19 approach, the displaced threshold would be reclaimed and the threshold would now be located at the end of usable pavement (approximately 790 feet reclaimed). The placement of EMAS on the north end of the runway allows for a full standard safety area on both ends of the runway. In addition to the placement of the EMAS beds on Runway 1-19, the runway will be relocated approximately 25 feet to provide a full 600-foot long safety area south of the runway. Finally, Hangars 2 and 3 will be relocated from the north side of Hangar 4 to the south side of Hangar 4 because their current location encroaches into the 14 CFR Part 77 imaginary surfaces zone and the required ROFA.

**Alternative 4 – Runway 1-19 Shift (Preferred)**

Alternative 4 (see Figure 4) involves a shift of the Runway 1-19 thresholds in order to improve RSAs beyond both runway ends. The runway will have to be shifted approximately 400 feet both runway ends in order to achieve the maximum possible RSA dimensions while maintaining the existing 5,516-foot long runway. This shift would create the required 1,000-foot RSA on the Runway 1 end. The width of the RSA on the north end has to be adjusted slightly to avoid the Airport Plaza access road located between the runway and the existing buildings to the west of the runway. The perimeter fence and airport perimeter road at the north end would be relocated in order to follow the adjusted RSA along the Airport Plaza access road. This narrow strip along the west side of the RSA would be 28 feet wide at its widest point and in average 10 feet wide which narrows the RSA to 471 feet. Additionally, because Conklin Street cannot be relocated, the width of the RSA must be reduced to 420 feet at its edge to avoid the existing perimeter fence along Conklin Street. Finally, Hangars 2 and 3 will be relocated from the north side of Hangar 4 to the south side of Hangar 4 because their current location encroaches into the 14 CFR Part 77 imaginary surfaces zone and the required ROFA.

Although this alternative does not allow for a standard RSA on the north end of the runway, it provides a much larger safety area than what currently exists and complies with the recommended RSA improvements included in the revision to the RSA Determination approved on December 22, 2008.

The NYSDOT prefers the shifting of Runway 1-19 as a) the initial cost of the runway shift is the same as EMAS, b) there are lower long-term maintenance and replacement costs, c) it better meets the RSA standards, and d) aircraft will be higher over the residential areas to the south.

### **MITIGATION**

A Memorandum of Agreement (MOA) between the FAA, Republic Airport, and the NYSHIP is being negotiated to address impacts and mitigation requirements. The MOA requires that if the FAA approves the undertaking, it will ensure that the following measures, in addition to what has been described in the FEA/FONSI document, are carried out:

#### **General**

1. All historic preservation work carried out pursuant to the MOA will be conducted by, or will be under, the direct supervision of a licensed architect or an engineer meeting, at a minimum, the *Secretary of the Interior's Professional Qualification Standards for Historic Preservation Professionals* as defined in the *Code of Federal Regulations, 36 CFR Part 61*.
2. The NYSDOT shall record the interior and exterior of Hangars 2, 3, and 4 to a Level 1 Historical Architectural Building Survey/Historic American Engineering Record (HABS/HAER) standards of the National Park Service. Note: Documentation of the district is undertaken not only to record the existing conditions of the buildings and their settings, but also to serve as a guide for design, repairs and rehabilitation of the structures in their new location.
  - a. Copies of the recordation shall be sent to the National Park Service - HABS/HAER Coordinator, the New York State Archives, the NYSDOT, a local repository, and the SHPO/NYS Archives.
3. All MOA signatories will meet at the site and discuss the Character Defining Features (CDF) identified in the National Register Resource Evaluation and as defined in the *Secretary of the Interior's Standards for Rehabilitation* including a preliminary assessment of their condition. This information will be incorporated into the plan to rehabilitate the hangars as per the *2010 NYS Existing Building Codes*, specifically Chapter 11- Historic Buildings, and other pertinent codes.

#### **Planning and Design**

4. Hangars 2 and 3 will be moved to the south side of Hangar 4 in mirror image to retain the integrity of the Hangars as a district and to maintain their eligibility for listing on the National Register of Historic Places. The Hangar relocation will be executed according to the provisions of 36 CFR 60.14(b).
  - a. The relationships of the Hangars adjacent to Runway 1-19 are to be retained in the new location. Specifically, Hangar 3 would be relocated south of Hangar 4 and Hangar 2 would be relocated to the south of Hangar 3, essentially establishing a mirror-image of the existing district.
  - b. The original locations of the buildings will be identified with at-grade marking. The original site will be restored and maintained as an open field. The remaining original foundations of the hangars will be left *in situ*, filled in and seeded over, at-grade level.

- c. In consultation with each other, the FAA, SHPO and NYSDOT will develop interpretive signage for installation near the original site of the Hangars; any signage or markings placed at the original location must meet FAA Standards.
- 5. A structural engineer experienced in the rehabilitation of historic buildings shall provide an analysis of each of the structures prior to the commencement of the project. The structural relocation procedures for Hangars 2 and 3 will be reviewed and subject to acceptance by SHPO.
- 6. NYSDOT shall prepare a plan to rehabilitate the Hangars to 2010 *NYS Existing Building Codes*, specifically Chapter 11-Historic Buildings, and all other pertinent codes.
  - a. NYSDOT shall prepare a construction phasing plan during project design to ensure appropriate accommodation for all tenants of the Hangars during construction.
  - b. The location and design of temporary facilities during construction for all businesses shall be resolved within the construction phasing plan prior to the commencement of work.
  - c. The improvement plans shall be subject to SHPO acceptance.
- 7. During the planning and design phase, NYSDOT will be responsible to prepare rehabilitation, reconstruction and maintenance guidelines (Guidelines), in consultation with the SHPO and the NYSDOT (including all long-term lease holders), to assist in the long term consultation requirements of the structures, including preservation and maintenance of the Hangars. The Guidelines will identify items that will need to be reviewed by SHPO and items that are exempt from review. Guidelines will be appended to the MOA as "Appendix A" when completed and agreed upon by all signatory parties.
- 8. NYSDOT will not begin relocation of Hangars 2 and 3 until the Guidelines, as referred to in paragraph 7, above, have been completed and agreed upon by all signatory parties and the NEPA and SEQRA processes have been successfully completed.

#### During Construction

- 9. If any unanticipated discoveries of archeological resources are encountered during the implementation of this undertaking, the NYSDOT shall suspend work in the area of discovery, and shall comply with 36 CFR 800.13 by consulting the SHPO and the FAA as appropriate, and, if applicable, resolve adverse effects in an expedited manner.

#### On-going Maintenance and Preservation

- 10. The Guidelines shall address the replacement and repair of historic materials, on-going exterior maintenance and cleaning, the repair of historic and replacement elements such as light fixtures, hardware and entrances. The Guidelines shall prescribe periodic inspections and maintenance for systems and assemblies on a five-year cycle. The Guidelines shall prescribe that the inspection shall review the condition of the restored historic fabric.
- 11. Hangar modification proposals after the completion of the initial project will be reviewed and subject to acceptance by SHPO as the property is owned and operated by the NYSDOT.

12. NYSDOT will continue to consult with the SHPO to ensure that ongoing work will be in accordance with the recommended approaches in the Secretary of the Interior's Standards for Rehabilitation.
13. After the restoration/rehabilitation work is completed, the NYSDOT shall perform an inspection of the Hangars every five years in accordance with the maintenance and preservation guidelines referenced in Stipulation 10.
14. If the Stipulations comprising the MOA have not been implemented within five years after the date on which the MOA was fully executed, the signatories to this agreement shall review the MOA to validate all terms and stipulations. If a signatory determines that revisions/modifications are required, the signatories shall initiate consultation in accordance with 36 CFR 800 in order to make such revisions/modifications.
15. The measures in the MOA shall be subject to available funding and nothing in this agreement shall bind the NYSDOT, State or Federal agencies to expenditures in excess of funds duly authorized and appropriated for the purposes outlined in the MOA.
16. NYSDOT will retain oversight of the Hangars. NYSDOT will ensure the ongoing maintenance and reasonable protection of the Hangars in keeping with the Secretary of the Interior's Standards for Rehabilitation, again subject to available funding as aforesaid. NYSDOT, under section 14.09 of the NYS Historic Preservation Law, will consult with the SHPO if questions arise regarding treatment or proposed changes to the hangars that are not addressed in the Guidelines.

## **REFERENCES**

*Finding Documentation.* Prepared by Erin Maciel, New York State Department of Transportation, 12/2013. On file at the New York State Office of Parks, Recreation, & Historic Preservation, Waterford, NY. SHPO Review No. 09PR04668.

*Resource Evaluation, Hangars 2, 3, & 4.* Attachment to 6/25/10 Project Correspondence: Elizabeth Martin, New York State Office of Parks, Recreation, & Historic Preservation to Erin Maciel, New York State Department of Transportation.



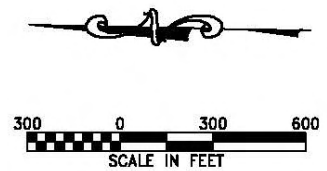
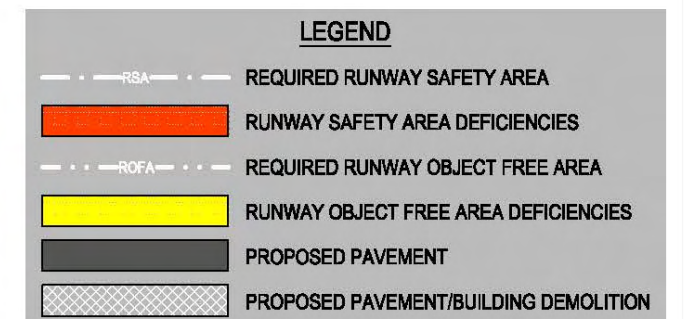
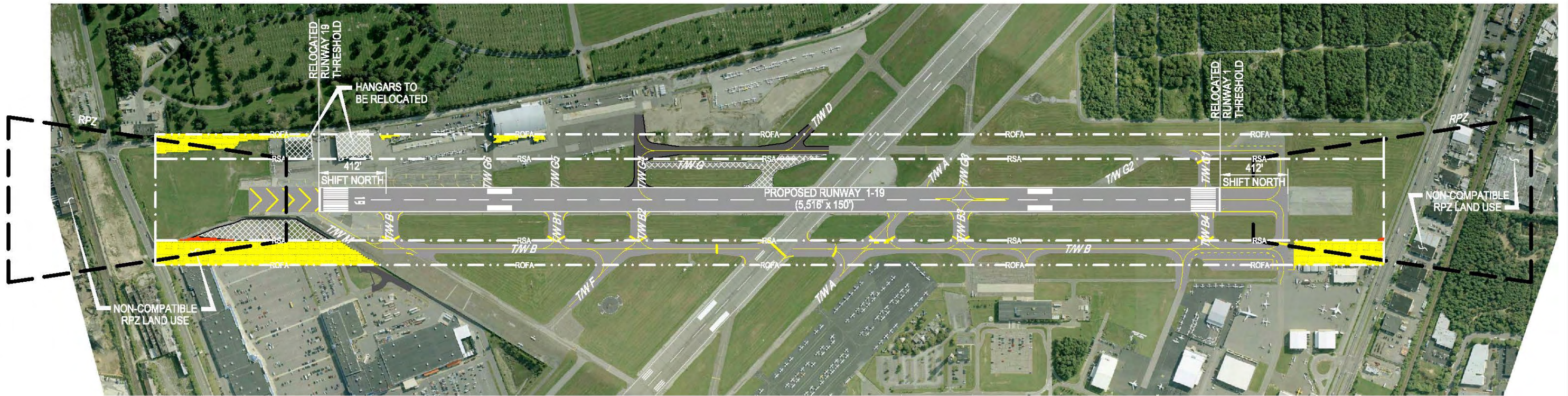












**FIGURE 4**

**ALTERNATIVE 4**  
RELOCATE HANGARS 2 AND 3  
AND SHIFT RUNWAY NORTH  
FOR FULL RSA ON BOTH ENDS





## APPENDIX A

Correspondence with NYS Office of Parks, Recreation and Historic Preservation



U. S. Department  
of Transportation

Federal Aviation  
Administration

New York Airports District Office  
600 Old Country Rd, Suite 446  
Garden City, New York 11530  
Telephone: 516-227-3800  
Fax: 516-227-3813

August 25, 2009

Ms. Ruth Pierpont, Director  
New York State Office of Parks Recreation and Historic Preservation  
Historic Preservation Field Services Bureau  
Peebles Island  
P.O. Box 89  
Waterford, New York 12188-0189

COPY

Re: Republic (Farmingdale) Airport Environmental Assessment

Dear Ms. Pierpont:

As you may know, the New York State Department of Transportation (NYSDOT) in cooperation with the Federal Aviation Administration (FAA) is preparing an Environmental Assessment (EA) for the Proposed Modernization of the Sheltair Farmingdale, LLC Facilities and Airport Safety Projects at Republic Airport, located in Suffolk County, New York. The EA is an undertaking subject to compliance with Section 106 of the National Historic Preservation Act and its implementing regulations. Accordingly, this letter is intended to initiate consultation with the New York State Historic Preservation Office (SHPO) on this matter.

The undertaking is the preparation of an EA pursuant to the National Environmental Policy Act (NEPA). The EA will evaluate the proposed shifting of Runway 1-19 to establish Runway Safety Areas and the relocation and expansion of the Sheltair leasehold to the Breslau Area. At the conclusion of the NEPA process and after issuance of a Record of Decision, we anticipate that one of the alternatives identified in the EA will be able to be implemented.

Attached is information that describes the undertaking. We understand there has been some communication between your office and the NYSDOT regarding parts of this project (07PR02304 - Republic Site Development PIN 0903.55.101). In order to ensure compliance with Section 106, FAA is specifically requesting the SHPO's determination on the eligibility of the Republic Airport Air Museum for listing on the National Register of Historic Places and the likelihood of encountering historic resources on the Breslau property. We appreciate your assistance in this matter. Should you have any questions or need additional information, please call me at (516) 227-3811.

Sincerely,

Marie C. Jenet  
Environmental Specialist  
New York Airports District Office

cc: M. Geiger, Republic Airport



# **New York State Office of Parks, Recreation and Historic Preservation**

Historic Preservation Field Services • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

David Paterson  
Governor

Carol Ash  
Commissioner

October 13, 2009

Ms. Marie C. Jenet  
Environmental Specialist  
US Department of Transportation  
New York Airports District Office  
600 Old Country Road, Suite 446  
Garden City, NY 11530

Re: FAA  
Republic Airport – Runway Reconfiguration  
Farmington, Suffolk County  
09PR04668

Dear Ms. Jenet:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO) regarding the proposed reconfiguration of Runway 1-19. We have started our review of the submission in accordance with Section 106 of the National Historic Preservation Act of 1966 the relevant implementing regulations.

Virginia Bartos of our National Register Unit has determined that both Hangars 3 and 4 are eligible for listing on the National Register of Historic Places under Criteria A (associated with events that have made a significant contribution to the broad patterns of our history, and C (embodies the distinctive characteristics of a type, period, or method of construction). Dan Bagrow of our Archaeology Unit has no archaeology concerns about the Breslau Area.

We understand that the proposed runway reconfiguration might necessitate the demolition of Hangar 3 and its reconstruction at another location on the airport site. Our regulations are clear that demolition of historic properties, either eligible for listing or already listed on the National Register of Historic Places, would be deemed an adverse effect. That finding would require an exploration of prudent and feasible alternatives that might avoid or reduce the project effects. We are hopeful that one of the alternatives identified during the preparation of the Environmental Assessment will include the restoration of the hangar rather than its demolition.

We look forward to continued consultation on the project. Should you have any questions about this review, please contact me at 518-237-8643 (ext 3287) or by email at [elizabeth.martin@oprhp.state.ny.us](mailto:elizabeth.martin@oprhp.state.ny.us). Please refer to the PR (project review) number above when corresponding about the project.

Sincerely,

Elizabeth Martin  
Historic Sites Restoration Coordinator

✓Cc: Michael J. Geiger, Republic Airport



## New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation • Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

[www.nysparks.com](http://www.nysparks.com)

David Paterson  
Governor

Carol Ash  
Commissioner

June 25, 2010

Erin Maciel  
Cultural Resource Coordinator  
New York State Department of Transportation  
250 Veterans Memorial Highway  
Hauppauge NY 11788

Re: FAA  
Republic Airport – Runway Reconfiguration  
Farmington, Suffolk County  
09PR04668

Dear Ms. Maciel:

The following letter is intended as a follow-up the conference call that the State Historic Preservation Office (SHPO) recently had with you and members of the New York State Department of Transportation (DOT) and Mike Geiger and Sheref Fathi from Republic Airport (RA) regarding the alternative analysis you provided and Hangars 2, 3, and 4 that will be impacted by FAA-required runway safety modifications. SHPO review is mandated by Section 106 of the National Historic Preservation Act of 1966 and the relevant implementing regulations and our recommendations are guided by the provisions therein.

As previously mentioned, the three hangars at Republic Airport are eligible for listing as a district in the National Register of Historic Places, being the only surviving historic structures from Fairchild Aviation that used the structures from 1923 through 1960 as part of the manufacturing and testing process for the company. According to the National Park Service bulletin *Guidelines for Evaluating and Documenting Historic Aviation Properties*, Hangars 2, 3 and 4 are eligible for listing as a district or “a significant and distinguishable entity whose components may lack individual distinction.” Although the case could be made for Hangars 2 and 3 being individually eligible for their design and surviving integrity, the real significance is with the location or grouping of the hangars in terms of their collective contribution to the history of aviation on Long Island.

Loss of or significant alterations to one or more of the hangars would have an Adverse Effect not only on the eligible historic district, but also to the physical expression of the region’s cultural history. As such, Alternative 12 – Demolish Hangars 2 and 3 and use elements from the hangars in new structures – would constitute an Adverse Effect on the historic district and is not a viable alternative from the SHPO point of view as it is contrary to the Secretary of the Interiors Standards for Rehabilitation, Standard 2: “The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.” The SHPO is required by the federal Section 106 process to use the Standards as guidelines for making impact/effect determinations regarding historic properties: “The Standards (Department of the Interior Regulations, 36 CFR 67) pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior related landscape features and the building’s site and environment as well as attached, adjacent, or related new construction. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.”

Part of the discussion included comments on a number of alternatives that would allow Hangars to remain on the Republic Airport property. Ideally, reconfiguring the runway (as presented in Alternatives 1-9) would be the solution preferred by our

office, but in realistic terms, Alternative 10 (Moving Hangars 2 and 3) would be the most feasible as long as Hangars 2, 3 and 4 could be retained as a district. In other words, if Hangars 2 and 3 were moved to the south side of Hangar 4 in mirror image, the district would retain its integrity and status as being eligible for listing in the National Register of Historic Places. According to the National Park Service Bulletin on applying National Register Criteria for evaluation, moved properties are significant as long as they retain an orientation, setting and general environment that are comparable to those of the historic location. As long as the Hangars remain on the Republic Airport property and are kept as a group, the structures will retain their historic significance, context and integrity. Conditions that would apply to Alternative 10 are as follows:

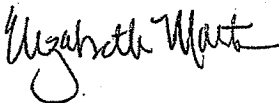
1. The relationships of the hangars adjacent to Runway 1-19 are retained in the new location. Specifically, Hangar 3 would be immediately south of Hangar 4 and Hangar 2 would be relocated to the south of Hangar 3, essentially establishing a mirror-image of the existing district.
2. Documentation of the district is undertaken not only to record the existing conditions of the buildings and their setting, but also to serve as a guide for repairs and rehabilitation of the structures in their new location. The specifics of the documentation should be further discussed should Alternative 10 be selected.
3. Process for moving/relocating the two hangars are reviewed and accepted by SHPO.
4. Rehabilitation proposals are reviewed and accepted by SHPO.

Alternative 11 – Rebuilding Hangars 2 and 3 – suggests the deconstruction and reconstruction of Hangars 2 and 3 in a new location at the airport. Alternative 11 is acceptable provided there is effective and exhaustive consultation with SHPO regarding identification of character-defining features, retention/preservation of major portions of the historic fabric, construction methods and proposed new materials. Using the guidance offered by the Secretary of the Interior's Standards for Rehabilitation (Standard 5 which relates to the retention of historic fabric and Standard 6 which addresses repair and replacement of historic fabric) will be essential to the success the Alternative 11. The proposal would serve to reconfigure the historic district and retain the relationships between the hangars; however, it is less desirable than Alternative 10 – Moving Hangars 2 and 3. Conditions that would apply to Alternative 11 are as follows:

1. The relationships of the hangars adjacent to Runway 1-19 are retained in the new location. Specifically, Hangar 3 would be immediately south of Hangar 4 and Hangar 2 would be relocated to the south of Hangar 3, essentially establishing a mirror-image of the existing district.
2. Documentation of the district is undertaken not only to record the existing conditions of the buildings and their setting, but also to serve as a guide for repairs and rehabilitation of the structures in their new location. The specifics of the documentation should be further discussed should Alternative 10 be selected.
3. Historic fabric to be retained and preserved is identified by SHPO, the DOT and Republic Airport.
4. Process for deconstruction and reconstruction of the two hangars are reviewed and accepted by SHPO.
5. Rehabilitation proposals are reviewed and accepted by SHPO, including the use of new replacement and substitute materials.

We truly appreciate the thoughtful approach the DOT and Republic Airport is taking regarding these important historic hangars and a delighted to continue consultation with you on the project. Should you have any questions regarding our letter, please feel free to contact me or Dr. Virginia L. Bartos of our National Register Unit.

Sincerely,



Elizabeth Martin  
Historic Sites Restoration Coordinator





**Historic Preservation Field Services Bureau**  
New York State Office of Parks, Recreation & Historic Preservation  
Peebles Island State Park, PO Box 189, Waterford NY 12188

**Resource Evaluation (Revised)**

**DATE:** 2/19/10

**STAFF:** Virginia L. Bartos, Ph.D.

**PROPERTY:** Hangars 2, 3 & 4

**MCD:** T/Babylon

**ADDRESS:** Republic Airport  
East Farmingdale

**COUNTY:** Suffolk

**PROJECT REF:** 09PR04668

**USN:** 10301.000327 (Hangar 2)  
10301.000136 & 137 (Hangars 3&4)

I. ☐ Property is individually listed on SR/NR:  
name of listing:

☐ Property is a contributing component of a SR/NR district:  
name of district:

II. ☒ Property meets eligibility criteria.

☒ Property contributes to a district which appears to meet eligibility criteria.

Pre SRB: ☒ Post SRB: ☐ SRB date:

**Criteria for Inclusion in the National Register:**

A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;

B. ☐ Associated with the lives of persons significant in our past;

C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;

D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

III. ☐ Property does not meet eligibility criteria.

**STATEMENT OF SIGNIFICANCE:** Based on the information submitted, it is the opinion of the State Historic Preservation Office that Hangars 2, 3, and 4 located in the northeast portion of Republic Airport in East Farmingdale, (Suffolk County) New York, are architecturally and historically significant as a small industrial district remaining from the Fairchild/deSeversky and Republic Aviation manufacturing era (1923 through 1960) when the company developed, produced and tested new military aircraft in its factories and hangars, making the hangars significant under Criterion A. Although the hangars have seen some alteration, they retain a significant amount of architectural integrity (Criterion C) in terms of location, design, setting, form, materials, feeling and association. See the attached for additional information.



**Historic Preservation Field Services Bureau**  
New York State Office of Parks, Recreation & Historic Preservation  
Peebles Island State Park, PO Box 189, Waterford NY 12188

**Resource Evaluation (Revised)**

**Criterion A: Industry and Military History**

*(From an unpublished nomination draft for the Seversky Airplane Assembly Building by architectural historian Zachary Studenroth, 2008.)*

East Farmingdale, New York, [and] Long Island... was uniquely situated in the early twentieth century to serve the needs and growth of America's emerging aviation industry. Within easy commuting distance of metropolitan New York City and with access to its investment capital, its flat farm fields remained undeveloped in the late nineteenth century and provided expansive opportunities for constructing airfields and aircraft manufacturing facilities. East Farmingdale (Suffolk County) joined other Long Island communities such as nearby Mineola (Nassau County) in becoming known as the "Cradle of Aviation" in the early decades of the twentieth century because of its geographically natural airfields. Long Island as a whole is ideally situated in the eastern United States, on the Atlantic coast and adjacent to America's most populous city, thus making it the ideal focal point for launching both transatlantic and transcontinental flights. Its role in developing aircraft in times of war and peace are historically significant to the industry as a whole.

**Seversky Aircraft Company [1931-1939]: innovation & the "P-35"**

The assembly building was originally built for the Fairchild Airplane Manufacturing Corporation in 1923, but housed the Seversky Aircraft Company for nearly a decade [1931-1939] and continued to function thereafter as an integral manufacturing facility for the firm that succeeded Seversky's company, the Republic Aviation Corporation [1939-1966]. Founded by Alexander P. de Seversky in 1931, the original aircraft company was staffed by Russian-born engineers and other professionals whom Seversky had rescued from Stalin's purges in post-Czarist Russia. Among them were individuals who also distinguished themselves in the field of aeronautical design, thus extending Seversky's influence on the American aircraft industry beyond his personal involvement in aircraft design and manufacture.

The Seversky "P-35" was a fighter aircraft built by the Seversky Aircraft Company in the late 1930s that established the company's reputation for designing and constructing innovative and effective military aircraft. Their work occurred at a time when the role that aircraft could play in waging effective land and sea battles was becoming better understood, and Seversky brought his personal experience to the process. The "P-35" was the first single-seat fighter in the nation's Army Air Corps to feature all-metal construction, a retractable landing gear and an enclosed cockpit. Designed by Seversky's Russian-born colleague and chief engineer Alexander Kartveli, the origins of the "P-35" are traced back to Seversky's "SEV-3," an amphibious aircraft that was developed into the Seversky "BT-8" basic trainer. The first new product of Seversky's company had been the "SEV-3," which was an all-metal monoplane with a distinctive, low-mounted cantilever wing. The "3" in the designation referred to the number of crew members it could carry. The plane was first built in a hangar rented from the Edo Aircraft Corporation, a well-known manufacturer of floats for airplanes.

**Republic Aviation Corporation [1939-1965]**

[The] innovative "AP-4" continued in development and finally went into production as the "P-43 Lancer" under the direction of the reorganized Republic Aviation Corporation. All together, two hundred and seventy-



**Historic Preservation Field Services Bureau**  
New York State Office of Parks, Recreation & Historic Preservation  
Peebles Island State Park, PO Box 189, Waterford NY 12188

**Resource Evaluation (Revised)**

two "P-43 Lancers" were eventually produced; significantly, one hundred and eight of them were sent to China to be used against the Japanese. In fact, many of these aircraft would also pass through the hands of the famed AVG Flying Tigers, who were impressed by the plane's performance at altitudes of up to 30,000, while the competing Curtiss "P-40's" were ineffective at altitudes over 20,000. Unfortunately, the renowned flying ace and influential Army Air Corps Lieutenant General Claire Chennault is thought to have disliked the lack of self-sealing fuel tanks and armor in Seversky's "P-43's", and declined to retain the plane for his crews. In 1939, both Republic and Curtiss participated in an Army competition to develop a lightweight interceptor. Curtiss submitted a light weight version of the "P-40" designated the "XP-46" while Republic submitted a similar design designated the "XP-47." In the end, however, neither design showed a significant improvement over the "P-40" and neither would see production.

As the air war in Europe progressed, the Army determined that what it really needed was a long range fighter capable of escorting bombers into Germany. Alexander Kartveli, one of the engineers brought to the United States by Seversky in the early 1930s, was called to the Army's Experimental Aircraft division and told of the new requirements. Kartveli's solution was the "P-47 Thunderbolt" which became one of the most reliable and popular aircraft of World War II. With the entry of the United States into the war in December 1941, the need for this aircraft rapidly increased and work on the plane progressed quickly. In June 1942, the Army took delivery of its first "P-47B's." They soon placed an order that required Republic Aviation Corporation to quadruple the size of their factory and build three new runways. Eventually even this expanded capacity proved inadequate, and in November 1942, the Army authorized construction of a new factory adjacent to the Evansville, Indiana airport.

Throughout the war, the "P-47" underwent continual development. A bubble canopy was added, for example, to increase backward visibility. The final version of the "P-47" was a long-range version with longer wings and fuselage, and an increased fuel capacity. The re-designated "P-47N" was designed to escort "B-29's" on long missions to Japan for a planned invasion of the Japanese homeland, although such an invasion never took place. Production of all versions of the aircraft ended in November 1945. By then, over 15,000 of the renowned "P-47's" had been built, making it the most produced American fighter aircraft of World War II. A later model continued to serve in the Air Force Reserve and in Air National Guard units until the mid 1950's.

*Unpublished material from the American Airpower Museum (2001):*

Republic Hangar Three, four and its adjacent control tower were, at one time, at the very epicenter of American's Arsenal of Democracy. Final assembly for some 9,000 P-47 Thunderbolt fighters, these facilities were an integral part of the nation's defense industry that brought the war to the heart of Axis Powers in Europe and the Pacific during World War II.

Not only did tens of thousands of defense workers work inside these buildings, Americans who redefined our society flocked to this facility. For example, *Women Air Service Pilots* (WASP) were women charged with ferrying these Republic Aircraft to American military destinations, broke the gender barrier and demonstrated that women had the skill and stamina to pilot the most sophisticated aircraft of the day... These facilities represent a connection to another era that even the most sophisticated video presentation cannot accomplish—



**Historic Preservation Field Services Bureau**  
New York State Office of Parks, Recreation & Historic Preservation  
Peebles Island State Park, PO Box 189, Waterford NY 12188

**Resource Evaluation (Revised)**

a tangible contact for a new generation of Americans with our aviation and military past. In addition, these hangars served as final assembly bays for aircraft that have played a significant role in the Korean War, the Vietnam War, the Cold War and the Gulf War. Literally until the day that Fairchild-Republic closed its doors in 1982, these facilities remained landmarks that set the state for excellence in aviation.

**Criterion C: Architecture**

Hangars 2, 3 and 4 are classic examples of early twentieth century to World War II era steel aviation hangar construction. Hangars 2 and 3 are steel truss type buildings with gable roofs with the gable ends over the doors. Doors run the length of the buildings. Hangar 2's door system consists of panels that move horizontally on steel tracks. Hangar 2 was built around 1923 and is almost identical in form and construction to an all-steel hangar that was built at Fort Sam Houston (Houston, Texas) around 1917. Hangar 2's exterior walls are sheathed in brick and the gable ends are covered with stucco. Two later additions are on either side of the building and similar additions first appear in World War II era photographs of the airfield. Hangar 3 is also a steel truss building with exterior walls sheathed in brick. The doors are vertical lift "garage" type doors. Both hangars are two stories in height and Hangar 3 is the larger of the two. Both truss systems support wooden roofs. Hangar 3 currently houses the American Air Power Museum, a museum dedicated to documenting and interpreting Long Island's role in aviation history and the important role of U.S. air power during World War II.

Hangar 4 is an excellent example of steel girder hangar construction that was introduced in the 1940s for aviation hangars. A series of steel girders support a barrel style tar roof that is currently covered by a protective membrane. Offices were built of brick on the east and west sides of the building and a control tower sited on the northwest end. The tower was later heightened and a modern waiting area was added to the southwest end. Doors on the north and south ends are vertical lift doors but only the south end doors function due to a counterweight problem on the north end. The Hangar was built in 1944. All three hangars have been in constant use since their construction and alterations/additions/modernization have not adversely affected the historic integrity of the buildings. The integrity is further enhanced by the three constituting a small industrial district and by sharing a similar history and design/construction typology.

Sources: for additional information see

United States Air Force Air Combat Command, *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations*, 1999. Online at [http://owwww.cecer.army.mil/techreports/Webster98/webster98\\_idx.htm](http://owwww.cecer.army.mil/techreports/Webster98/webster98_idx.htm)

# REPUBLIC AIRPORT

EAST FARMINGDALE  
Long Island, New York

## AERONAUTICAL FACILITIES

Airport Identifier - KPRG      Airport Elevation - 81'  
 Airport Reference Point - 40 43 43.254' N 073 24 49.825' W  
 RUNWAYS: 150' wide asphalt. Maximum Gross Wt. - 60,000 Lbs.  
 Runway 1    Runway 14    Runway 32    Runway 32  
Runway End Coordinates:  
 LATITUDE 40 43 18.0N 40 44 04.3N 40 44 12.5N 40 43 18.9N  
 LONGITUDE 73 24 52.9W 73 25 19.8W 73 24 53.9W 73 24 14.1W  
Runway Length:  
 TAKEOFF 5,516'    6,827'    5,516'    6,827'  
 LANDING 5,516'    6,167'    4,727'    6,827'  
Approach Lights:  
 VASI(V4R)    MALSR    VASI(V4L)    VASI(V4L)  
COMMUNICATIONS:  
Air Traffic:  
 ATIS - 126.65 Tower - 118.8 Ground - 121.6 UNICOM - 122.95  
Fixed Base Operators:  
 Beechcraft - 122.95 (UNICOM) Flightways - 122.95 (UNICOM)  
RADIO AIDS TO NAVIGATION:  
 Deer Park VORTAC - 111.2 DPK Ch49 Babylon NDB - 275 BBN  
 ILS - 111.9 (Rwy 14 + BC Rwy 32) PRIKK NDB (LOM) - 407 FR

MOVEMENT AREA: CONTACT GROUND CONTROL ON  
121.6 MHz BEFORE ENTERING MOVEMENT AREA.

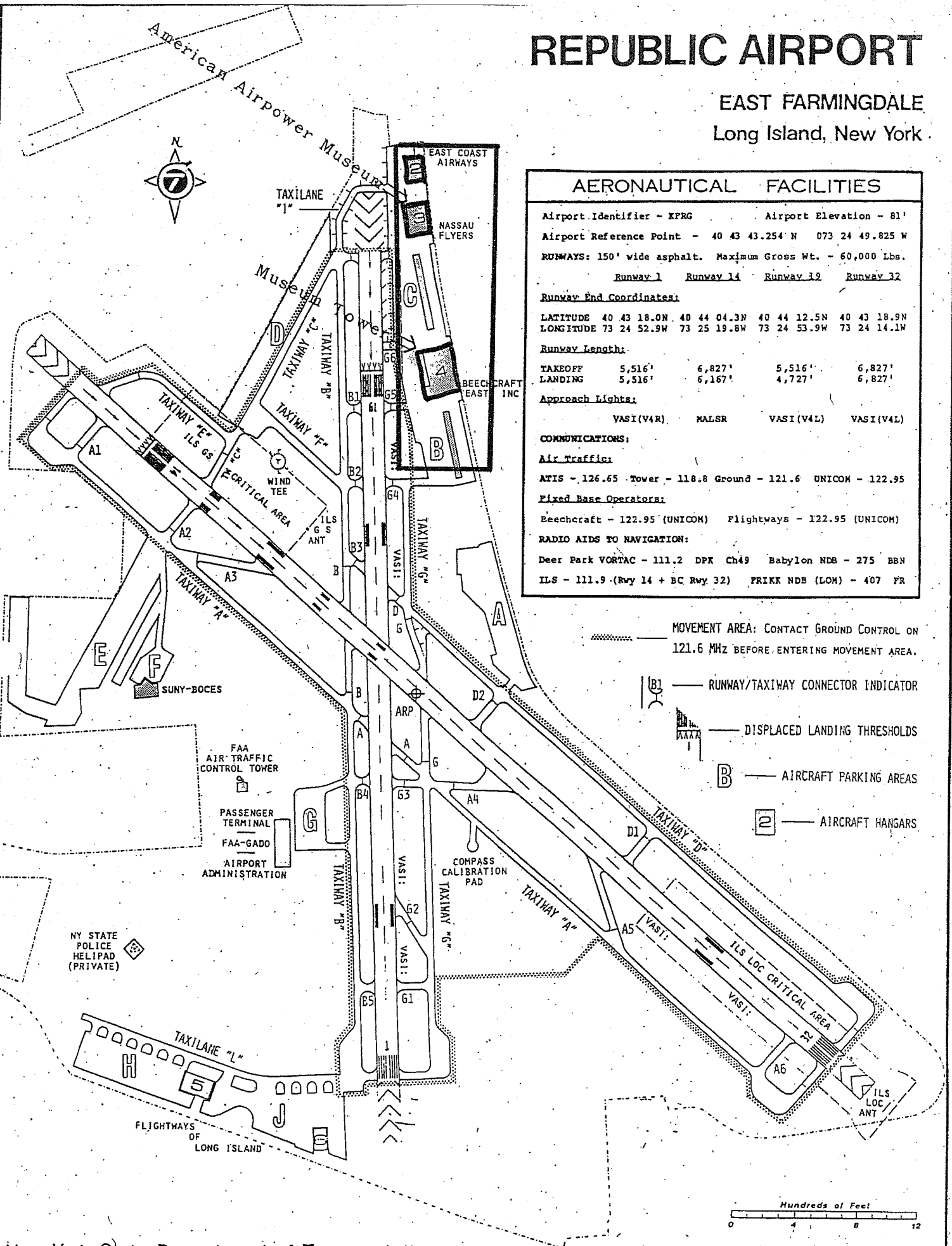
— RUNWAY/TAXIWAY CONNECTOR INDICATOR

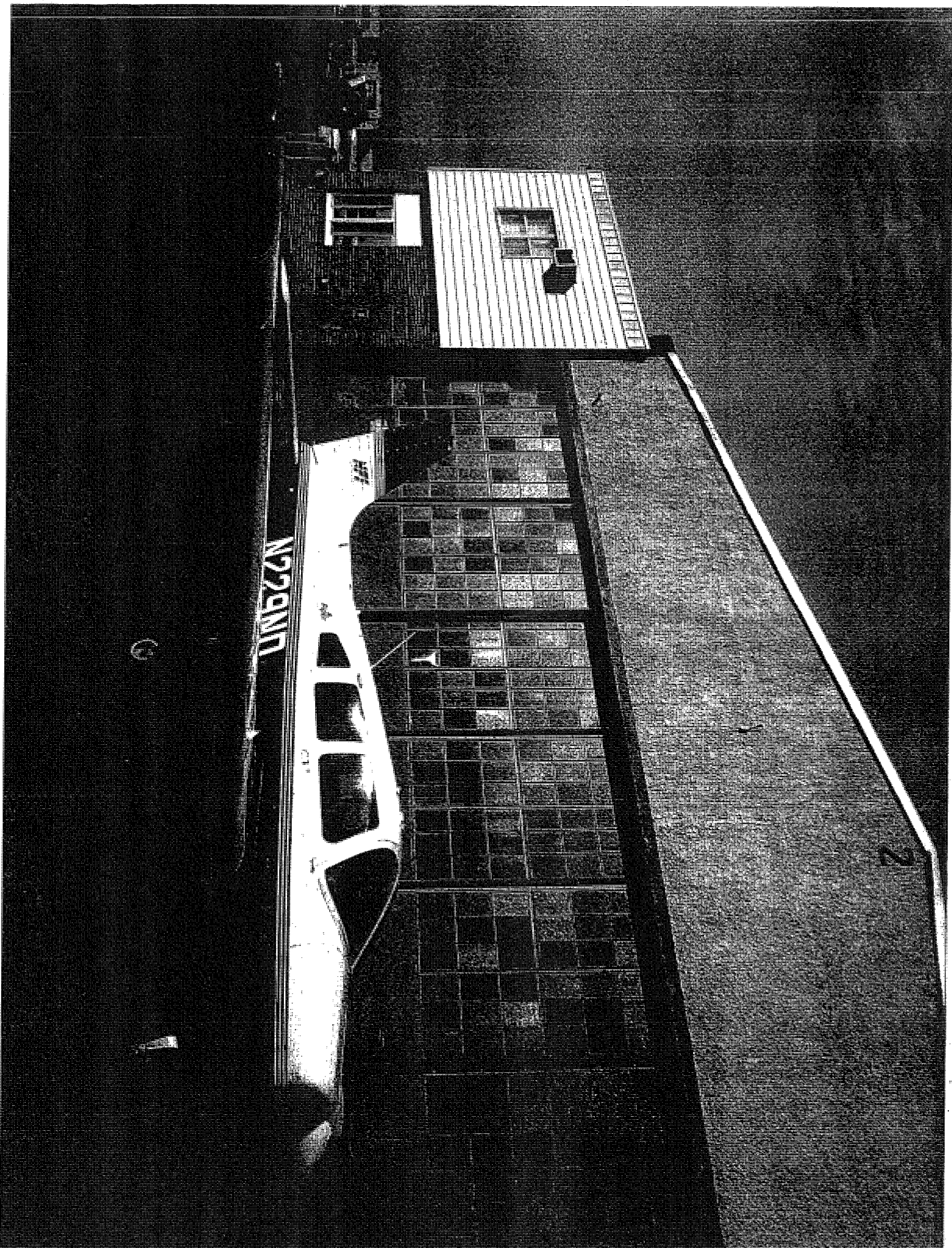
— DISPLACED LANDING THRESHOLDS

B — AIRCRAFT PARKING AREAS

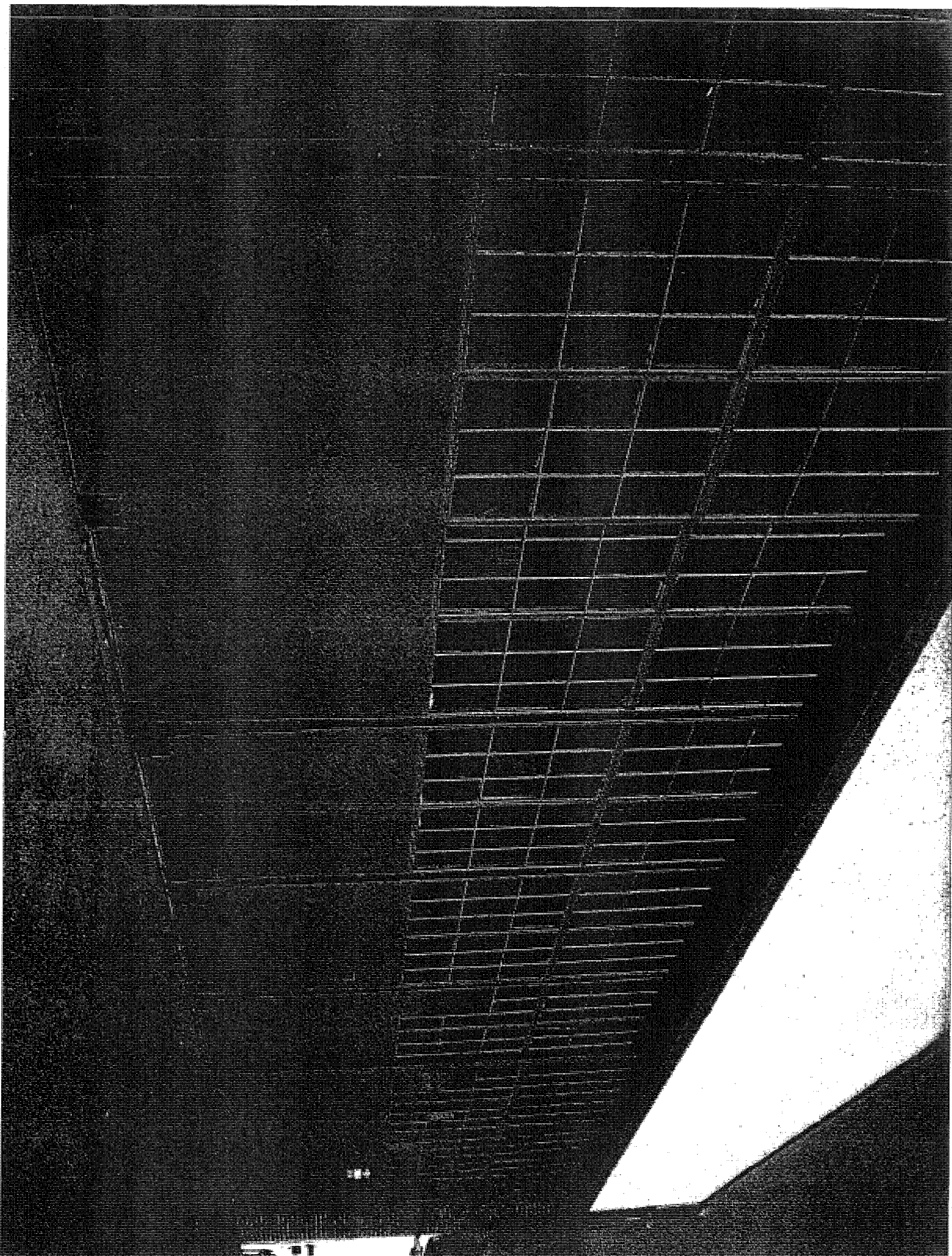
2 — AIRCRAFT HANGARS

Hundreds of Feet  
0 4 8 12

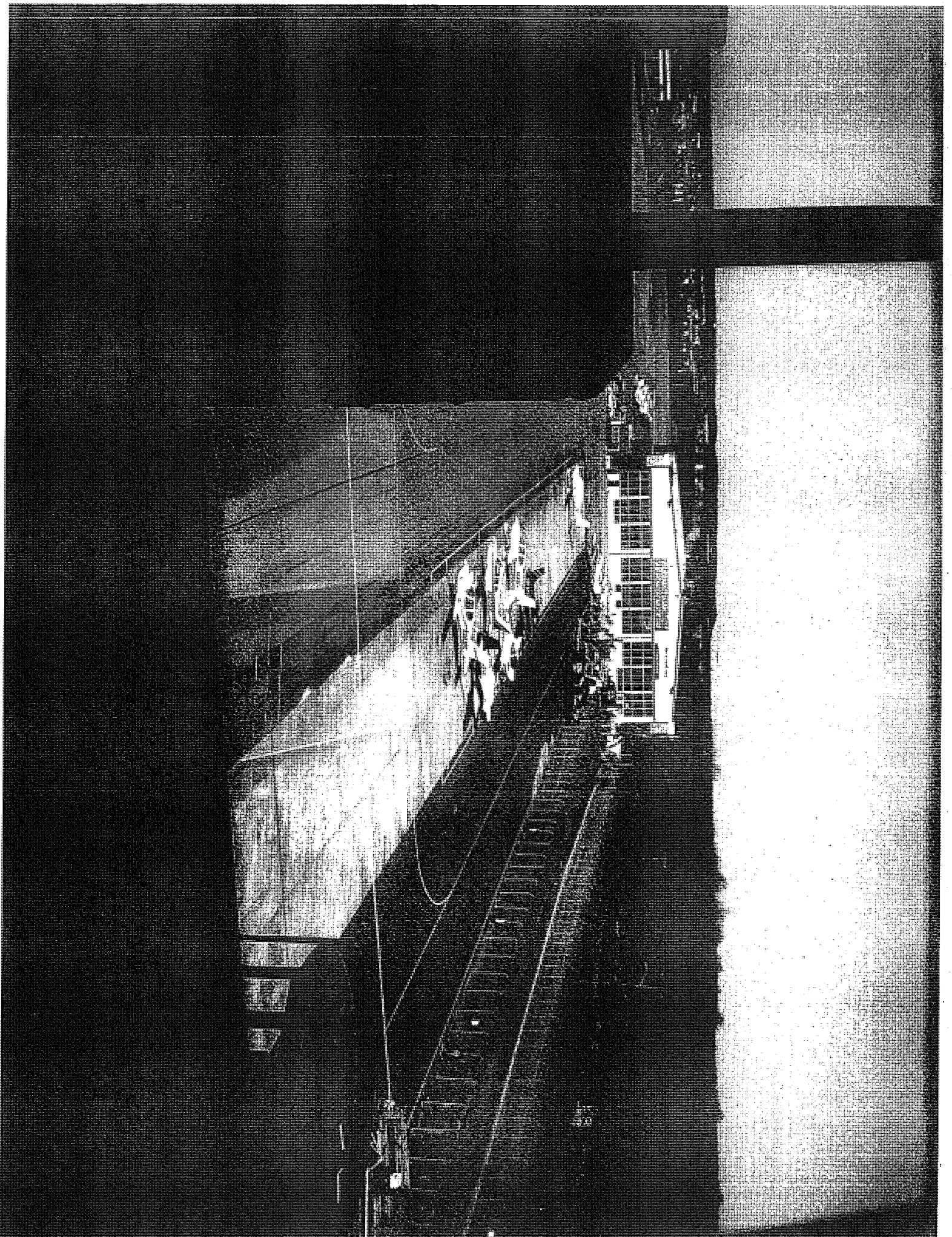












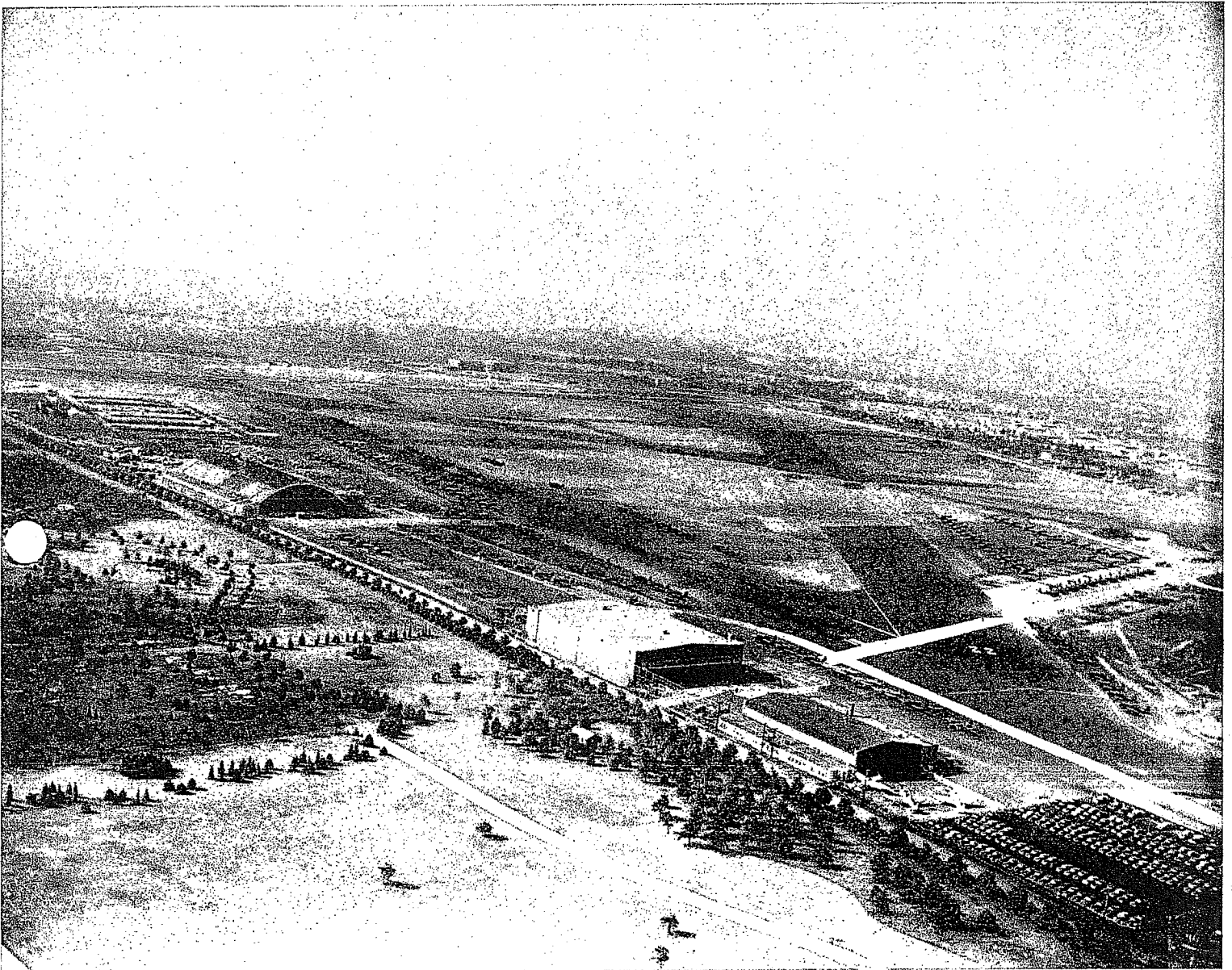
# The American Airpower Museum at Republic



30.tif

Just completed Thunderbolts fighters were towed to Hangar Four even before the facility was completed at the height of World War II. An exterior fire escape would later be added to the control tower but this facade has not appreciably changed in sixty years.

# The American Airpower Museum at Republic

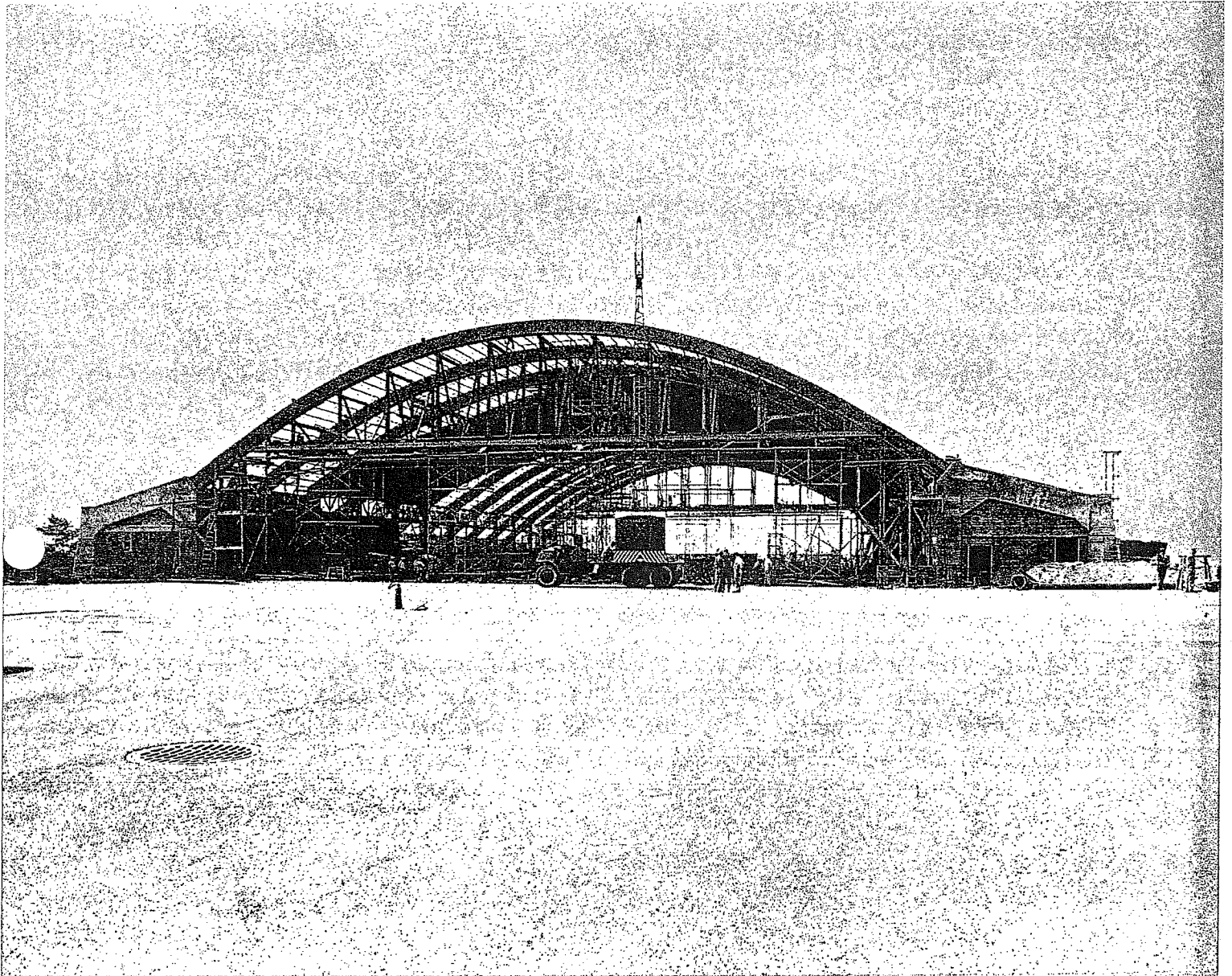


21.tif

This vintage aerial looks south and shows Hangars Two, Three and Four, along with squadrons of P-47's waiting for checkout and delivery. Under construction is the tower at the north west corner of Hangar Four. The sheds that line the ramp between Hangars Three and Four would not be built by Republic until the 50's.



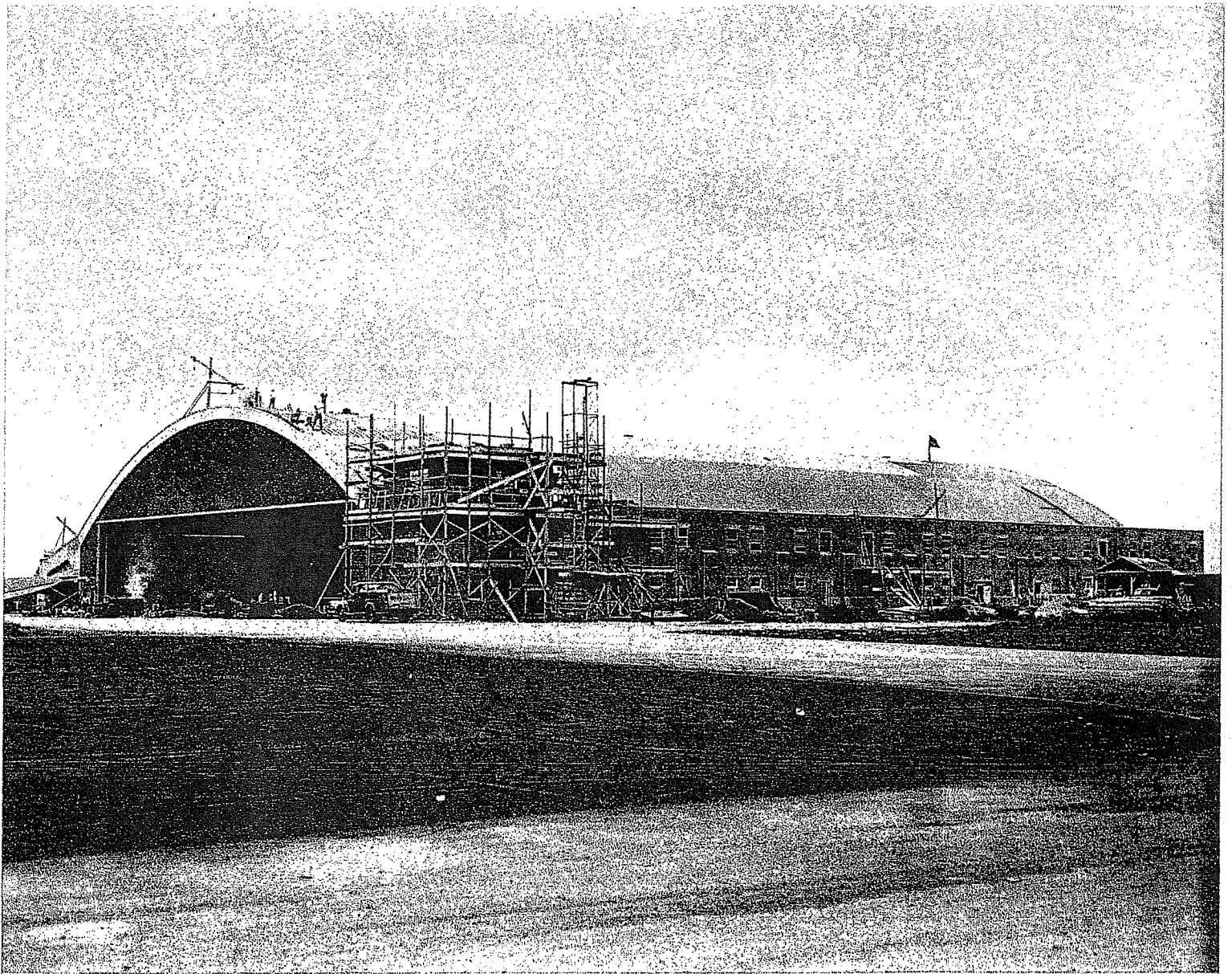
# The American Airpower Museum at Republic



26.tif

While wood was considered a non-strategic construction material in 1944, some steel beams were required to support the hangar doors that have yet to be installed in this status photo of construction on Hangar Four.

# The American Airpower Museum at Republic



29.tif

Roofing tar is being heated on the north end of Hangar Four as scaffolding rises to surround the brickwork and poured concrete of the control tower on the north west corner. In virtually every photo of construction of this landmark an American flag is seen flying from some vantage point.





## New York State Office of Parks, Recreation and Historic Preservation

Division for Historic Preservation • Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

[www.nysparks.com](http://www.nysparks.com)

**Andrew M. Cuomo**  
Governor

**Rose Harvey**  
Commissioner

November 4, 2013

Ms. Erin Maciel  
Cultural Resource Coordinator  
New York State Department of Transportation  
250 Veterans Memorial Highway  
Hauppauge NY 11788

Re: FAA and NYSDOT  
Republic Airport – Runway Reconfiguration  
Hangars 2, 3, and 4  
Farmington, Suffolk County  
09PR04668

Dear Ms. Maciel:

Further to our many discussions with the NYSDOT, FAA, Republic Airport, and Sheltair regarding the runway reconfiguration at Republic Airport, the New York State Historic Preservation Office (NYSHPO) is rescinding its previous determination of No Adverse Impact offered in our letter dated June 25, 2010. Hangars 2, 3 and 4 at Republic Airport are eligible for listing as a district in the National Register of Historic Places, being the only surviving historic structures from Fairchild Aviation that used the structures from 1923 through 1960 as part of the manufacturing and testing process for the company. Although the case could be made for Hangars 2 and 3 being individually eligible for their design and surviving integrity, the real significance is with the location or grouping of the hangars in terms of their collective contribution to the history of aviation on Long Island. Therefore, we concur with the FAA's finding, as expressed in a June 28, 2012, letter to the ACHP, that the loss of or significant alterations to one or more of the historic hangars at Republic would have an Adverse Effect not only on the eligible historic district, but also to the physical expression of the region's cultural history.

Relocation of Hangars 2 and 3 in a mirror image of their present arrangement has been proposed as mitigation for the undertaking's Adverse Effect on the resources; the NYSHPO is in agreement provided the character-defining features of the hangars are preserved and protected.



We look forward to completing the Memorandum of Agreement pursuant to the requirements of Section 106 of the National Historic Preservation Act and progressing with the project to make the runways at Republic comply with FAA safety standards.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elizabeth Martin".

Elizabeth Martin  
Historic Sites Restoration Coordinator

Cc: Marie Jenet, FAA



# United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
15 State Street – Suite 400  
Boston, Massachusetts 02109-3572



April 9, 2014

9043.1  
ER 14/0109

Steven M. Urlass, Manager  
U.S. Department of Transportation  
Federal Aviation Administration  
New York Airports District Office  
Jamaica, New York, 11434

**RE: Section 4(f) Evaluation, Republic Airport Reconfiguration  
Farmingdale, Suffolk County, New York**

Dear Mr. Urlass:

The U.S. Department of the Interior (Department) has reviewed the Draft Section 4(f) Evaluation for proposed improvements to the Farmingdale (Republic) Airport. In general, the project proposes Runway Safety Area (RSA) improvements and other infrastructure improvements to be undertaken by the New York State Department of Transportation (NYS-DOT) to meet federal standards. The Preferred Alternative will include the shifting of Runway 1-19 approximately 400 feet and the relocation of Hangars 2 and 3, two properties eligible for listing in the National Register of Historic Places (NRHP). We offer the following comments on this project for your consideration.

**Section 4(f) Evaluation Comments**

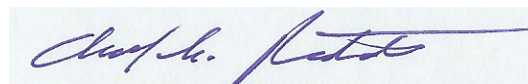
The Department concurs that there is no prudent and feasible alternative to the proposed use of 4(f) lands, which consists of Hanger 2 and Hanger 3, two structures eligible for listing in the NRHP. Both structures are owned by the State of New York and will be relocated to the south side of Hanger 4, which constitutes a transportation use and adverse effect to these historic properties.

We note that measures to minimize harm to these historic resources are being executed in a Memorandum of Agreement (MOA) developed in consultation with the NY-SHPO and concurred with, as appropriate, by the Advisory Council on Historic Preservation. We recommend that a signed copy of the agreement document be included in the final

documentation for this project to reflect the procedures for protecting cultural resources determined in consultation with the NY-SHPO.

Thank you for the opportunity to review and comment on this project. Should you have questions about these comments, please contact Missy Morrison, National Park Service, at (215) 597-7067. Please contact me at (617) 223-8565 if I can be of further assistance.

Sincerely,



Andrew L. Raddant  
Regional Environmental Officer

CC: SHPO-NY (ruth.pierpont@parks.ny.gov)

# D

Addendum to Noise Analysis, Forecast of  
Future Activity Levels 2013-2025



**Republic Airport**  
**East Farmingdale, New York**  
**Addendum to Noise Analysis**  
**Forecast of Future Activity Levels 2013-2025**

**Prepared by:**  
**Young Environmental Sciences, Inc.**

**Republic Airport  
East Farmingdale, New York  
Addendum to Noise Analysis for Forecast of Future Activity Levels 2013-2025**

## **1.0 Introduction**

This analysis has been prepared to address a change in the Build Year for the Proposed Safety, Infrastructure and Tenant Improvement Projects at Republic Airport. Specifically, due to an extended environmental review process, the original build year of 2013 has been extended to encompass a five year development program ending in 2020. This Addendum provides a review of airport activity levels since 2002 and projections of future build (2020) and no build operational levels through 2025 based on actual operations in 2012.

## **2.0 DEIS/Draft EA Analysis**

The analysis in the DEIS/Draft EA included the 2007 Existing Conditions, and analyses of the 2013 Build Year and a 2018 Build plus Five Years. The build projections for 2013 and 2018 were 148,752 and 169,258, respectively. These projections were based upon 2007 Existing Conditions with the relevant growth factors applied, as well as the Sheltair operations, to determine the estimated operations for the future years.

These projections have since been updated. Specifically, the 2012 Existing Conditions were used to project operations out to 2025. This addendum evaluates the changes in projections in relation to the updated Build Year of 2020 and Build Year + 5 Years(2025).

## **3.0 Airport Operations 2002-2012**

Table 1 presents the annual operations at Republic Airport from 2002 through 2012. These figures are divided into aircraft classes and represent actual total takeoffs and landings as recorded by Republic Airport.

During this 11 year period, the peak activity levels occurred in 2002, a total of 169,638 operations and the peak Jet Aircraft activity occurred in 2007 at 19,400 total operations. Traffic declined in 2003, increased in 2004, and declined in 2005. Activity remained in the range of 141,110 to 169,638 during this four year period.

The largest fraction of total traffic, single-engine general aviation aircraft (SEGA) constituted 72 to 77 percent of total operations during the four-year period. Jet aircraft ranged from 9 percent to 12.5 percent of the annual total during the same period, 17.5% of the total operations at its highest level in 2007. Twin engine and multi-engine propeller driven aircraft, turboprop aircraft and helicopter constituted the balance of activity.

Aircraft Operations began to decline in 2005 except for Jet operations which began to decline in 2008 after the 2007 peak.



**Table 1**  
**Republic Airport**  
**History of Operations 2002-2012**

						History of Operations							
						2006	2007	2008	2009	2010	2011		
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012		
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual		
Jet	14,894	15,594	16,988	17,710	17,990	19,400	16,268	13,698	15,218	14,742	13,876		
Turbprop	4,352	4,392	5,080	4,970	5,858	5,252	5,034	3,142	3,862	3,488	4,008		
Twin Engine	10,774	9,390	8,616	7,988	7,896	6,926	6,460	5,378	6,170	5,536	4,834		
Single Engine	130,712	111,180	120,504	101,794	87,470	71,986	75,900	73,684	77,636	80,526	73,194		
Helicopter	8,808	8,142	8,216	8,648	7,526	6,978	7,142	4,944	5,442	4,726	4,376		
Blimp	98	150	80		16	154	92	98	84				
Total	169,638	148,848	159,484	141,110	126,756	110,696	110,896	100,944	108,412	109,018	100,288		

By 2012 total airport operations were 100,288, 59 percent of the 2002 total. All classes of aircraft usage declined to levels below 2002 with the largest decline in the SEGA category. By 2012, single engine aircraft were 73% of the total operations with Jet aircraft at 13.8% of the Airport's operations.

#### **4.0 Forecast of Future Traffic Levels**

There are a variety of sources for projections of future activity levels. The most commonly used are the FAA's Terminal Area Forecast and the annual forecast projections contained in the FAA publication *FAA Aerospace Forecast Fiscal Years 2013-2033*. Various industry reports and data sources such as aircraft production rates, totals of registered pilots, and especially airline usage figures are reviewed in making the projections shown there.

The Terminal Area Forecast for Republic Airport is of limited use because it includes aircraft passing through the terminal area airspace as well as actual takeoffs and landings. However, growth rates applied in this exercise show, essentially, no expectations of growth throughout the ten year future. The expansion rate applied was 0.09 percent annually, uniformly used for each of the future years. This is a modest rate compared with historical growth rates and below that which might be expected due population growth. However, since it projects growth during what has been characterized as recessionary times, it is considered optimistic.

The *National Aerospace Forecast* contains two tables directly relevant to general aviation activity, Table 28, Active General Aviation and Air Taxi Aircraft, and Table 29, Active General Aviation and Air Taxi Hours Flown. Both tables present projected annual rates of change for differing classes of aircraft. Table 28 reflects the numbers of aircraft that are active in the fleet while Table 29 is based on activity levels. Table 28 shows slightly greater projected growth rates and is similar to projecting traffic in terms of increases in based aircraft. It was selected for developing future projections of operations.

The key figures are the projected rates for the 2012 to 2022 ten year period. The projected rates for single-engine and twin engine aircraft are expected to decline by 0.5 percent and 0.6 percent annually. Turboprop aircraft are expected to increase by 1.7 percent annually while jet aircraft are projected to grow each year by 3.5 percent. Similarly, helicopters are projected to increase by 3.2 percent each year. The results of calculating these projections from the 2012 activity levels at Republic Airport are shown in Table 2, the No Build Forecast.

#### **5.0 Proposed Development**

The proposed safety, infrastructure and tenant (Sheltair) improvement projects include (1) safety and infrastructure improvements being undertaken by NYSDOT, which include the shifting of Runway 1/19 and conforming with FAA requirements for safety-related clearances on the sides and ends of this runway. Since the runway shift will not result in increased length or added capability, these actions are not expected to result in traffic increases. The tenant improvement projects include the relocation of the Sheltair FBO and the construction of new aircraft hangars and associated appurtenances.

Specifically, the development plan proposed by Sheltair involves creating a new FBO ramp, including a terminal building, seven new hangars (totaling 210,000 square feet) and associated

**Table 2**  
**Republic Airport**  
**Forecast of Future Operations 2013-2025**  
**No Build**

[illegible]

paved areas for aircraft and motor vehicle access and parking. Due to the time associated with the environmental review process and declining demand, the proposed build out year for the Sheltair projects has been moved from 2013 to 2020, and is to be developed in five phases starting in 2015.

The proposed phases of the Sheltair development plan as it relates to the total of 210,000 sq. ft. of hangar space are:

- Phase 1: 30,000 sq. ft. - 2015
- Phase 2: 30,000 sq. ft. - 2016
- Phase 3: 60,000 sq. ft. - 2017
- Phase 4: 60,000 sq. ft. - 2018
- Phase 5: 30,000 sq. ft. - 2019

As stated above, there is no development being proposed by Republic Airport (i.e., NYSDOT) that would affect operations, and, thus, the Build Year analysis includes the background growth of the Airport and the Sheltair operations.

## **6.0 Build Forecast**

Using the same projected activity increases by Sheltair, as shown in earlier documentation included in the DEIS/Draft EA accepted by the NYSDOT on January 7, 2013, these increases were apportioned in the relevant years to the No Build Projections. These original estimates envisioned accommodating, primarily, jet powered aircraft and a much smaller number of turbine-powered helicopters.

The results of those projections are shown in Table 3, the Build Forecast.

As shown in Table 3, by 2023, total airport operations are projected to increase to 127,474 operations with jet traffic representing 30% of total operations (a 16% increase over 2012 percentage of operations), and single-engine aircraft representing 61% of total operations, (a 15% decline over 2012 percentage of operations). By 2025, total airport operations are projected to increase to 124,045 with jet aircraft representing 25% of total operations and single engine aircraft representing 62% of total operations.

The previous noise analysis for the then-2013 Build Year was based on projected total operations of 127,633, with 39% jet aircraft and 52.5% single-engine aircraft. The year 2018 projection was based on 169,250 total operations, with 42% jet aircraft and 45% single-engine aircraft. Accordingly, when utilizing the 2012 actual operations, the total operations at Republic Airport are expected to be significantly lower than that previously forecasted in 2007.

Original estimates of the future operations in 2005 and 2006 resulting from the Sheltair development have been preserved in these projections and resulting noise analyses. This is the maximum foreseeable level of future operations and may prove to be as much as a 40 percent

**Table 3**  
**Republic Airport**  
**Forecast of Future Operations 2013-2025**  
**Build Forecast**

[illegible]

overestimate given the currently foreseeable economic circumstances. Future daily jet and helicopter operations at the end of and result from the Sheltair development project are expected to range from 36 to 58 average daily takeoffs and landings. This is a reflection of economic conditions which were strongly positive in 2005/2006 and current conditions which project only moderate increases in demand.

## **7.0 Potential Environmental Consequences**

- In year 2000, the DNL 65 Contour covered a total area of 1.43 square miles, its largest extent in terms of area and did not encroach on residential areas.
- In year 2007, the total operations at the Airport were 110,696 with 17.5% jet aircraft and 65% single-engine (the balance comprised of turbo prop, multi-engine, and helicopters). The DNL 65 Contour area was reduced (from 2000) to 0.958 square miles and did not encroach on residential areas. Year 2007 had the highest jet activity on record for the Airport. The fleet mix included Stage 2 jet aircraft. These aircraft will be completely phased out by the end of 2015 in accordance with federal law.
- The newer Stage 3 and Stage 4 jet aircraft that are operating today are significantly quieter and more fuel efficient than Stage 2 aircraft.
- The DEIS previously prepared included an Area Equivalent Method (AEM) analysis for year 2013. The noise analysis included projected total operations, including Sheltair operations to reach a total of 127,633 operations. Of this total 39 percent were jet aircraft and 52.5 percent single-engine (the balance comprised of turbo prop, multi-engine, and helicopters) showed a DNL 65 area of 1.3 sq. miles (4 percent increase over No-Build). Presuming similar runway and flight track use patterns, a similar split between day and night period traffic and no additions of large air carrier aircraft, the DNL contour would not be expected to encroach on existing residential areas.
- In year 2018 calculations from the prior determination, the build noise analysis considered projected operations at 169,250. This is the greatest volume of activity among all the cases studied. Of this total 42 percent were jet aircraft and 45 percent single-engine aircraft. the balance comprised of turbo prop, multi-engine, and helicopters. This showed a DNL 65 Contour area of 1.6 sq. miles (3.2 percent increase over No Build). This represents a larger area than previously determined in full noise contour studies. However, the aircraft mix analyzed contained Stage 2 business jet aircraft which will be grounded by the end of 2015 in accordance with recent federal legislation. Table 4 shows a revised AEM analysis for 2018 based on the earlier studies but deleting all Stage 2 aircraft. These were all converted to Stage 3 types. The total DNL 65 contour was reduce to 1.1 square miles for both build and no build cases. The additional Sheltair volumes caused a 5 percent increase in the DNL 65 area.
- The threshold of significance in an AEM analysis is a 17 percent increase in the DNL 65 Contour Area. Accordingly, both the 2013 and 2018 Build scenarios (with operations far

**Table 4**  
**Republic Airport**  
**Revised AEM Analysis of 2018 Contour Area**  
**From Table 3-2 of DEIS**  
**All Jets Stage 3**

Federal Aviation Administration  
Office of Environment and Energy

7/29/2013

Federal Aviation Administration  
Office of Environment and Energy

**Area Equivalent Method (AEM) Version 7.0**

Airport Name/Code:	FRG 2018 No Stage 2 Jets
--------------------	--------------------------

DNL (dBA)	Baseline Area (sq.mi.)	Alternative Area (sq.mi.)	Change in Area (sq.mi.)
85	1.1	1.1	5.0%
55	5.5	6.0	8.4%
60	2.4	2.5	6.6%
70	0.5	0.5	3.7%
75	0.2	0.2	2.7%
80	0.1	0.1	1.9%

Aircraft Type	BASE Case		ALTERNATIVE Case	
	Daytime LTO Cycles	Nighttime LTO Cycles	Daytime LTO Cycles	Nighttime LTO Cycles
727EM2	0.22		0.22	
737300		0.01		0.01
737700	0.02	0.01	0.02	0.01
737800	0.12	0.05	0.12	0.05
A319-131		0.01		0.01
A321-232	0.06	0.01	0.06	0.01
A7D	0.44		0.44	
REC58P	4.35	0.79	4.35	0.79
CIT3	4.71	0.49	4.71	0.49
CL600	5.85	0.66	10.09	1.13
CL601	2.06	0.20	6.36	0.61
CNA172	63.98	1.67	63.98	1.67
CNA500	2.73	0.21	2.73	0.21
CNA750			4.27	0.44
DC870	0.01		0.01	
DC93LW	0.06	0.02	0.06	0.02
DC95HW	0.20	0.09	0.20	0.09
DHC6	16.41	1.58	18.98	1.70
DHC8	1.22	0.27	1.22	0.27
EMB120	0.87	0.20	0.87	0.20
EMB145	0.96	0.22	0.96	0.22
EMB14L	0.06	0.04	0.06	0.04
GIV	6.75	1.03	14.34	2.18
GV	6.18	0.86	9.26	1.12
JA1125	2.95	0.05	2.95	0.05
LEAR35	15.66	2.11	15.66	2.11
MD83	0.01		0.01	
MU3001	13.63	1.24	13.63	1.24
PA28	37.72	0.99	37.72	0.99
PA31	2.68	0.38	2.68	0.38
Total LTO's	189.91	13.19	215.96	16.04



exceeding current projections based upon 2012 actual operations) showed significantly smaller increase than the 17 percent threshold of significance.

- Based on 2012 actual operations and applying the relevant growth factors and the Sheltair operations, in year 2020, the total projected operations under the Build scenario are 115,397, with approximately 24% jet aircraft and 63% single engine aircraft (the balance is comprised of turbo prop, multi-engine and helicopter).
- In year 2025 (Build + 5 Years), the projections for total operations under the Build scenario is 124,045 with 25% jet aircraft and 62% single-engine aircraft (the balance is made up of turbo prop, multi-engine, and helicopters).

Based upon (1) the significant reduction in overall operations at the airport since 2005, (2) the phasing out of all Stage 2 aircraft by 2016, (3) the noise analysis in 2009 considered significantly greater operations than that which is expected in all future cases based on 2012 actual operations, (4) the analysis of the greater number of operations with a greater percentage of Jet aircraft did not show the DNL 65 Contour area likely to expand into existing residential areas, and (5) the increase in DNL 65 Contour area was less than the 17 percent threshold of significance, it can be reasonably concluded that the DNL 65 Contour area in 2020 or later years would not result in an increase sufficient to reach the threshold of significance triggering further analysis. Thus, it can be reasonably concluded that there would be no violations of current federal or state noise exposure guidelines in the future years including the projected Sheltair proposal.

# E

Air Quality Analysis Final Addendum –  
August 2013



# **ADDENDUM TO THE AIR QUALITY ANALYSIS FOR REPUBLIC AIRPORT**

**Prepared For:**

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**AUGUST 2013**

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## Addendum to the Air Quality Analysis for Republic Airport August 2013

This addendum to the *Air Quality Analysis for Republic Airport* report, dated September 2008, revised January 2009, and October 2011, (Air Quality Analysis Report) summarizes the methodology and assumptions of the evaluation, the results of the analysis, as well as the potential impacts associated with the proposed relocation and modernization of the existing SheltAir Farmingdale, LLC (SheltAir) facilities at Republic Airport. The SheltAir improvements are expected to begin in 2014, with completion of the full buildout in 2019. Republic Airport is located on the east side of New York State Route 110 in the Town of Babylon, Suffolk County, New York. SheltAir is proposing improvements on its modified lease area and relocation of a portion of its facilities and to provide additional services on a 41-acre lease area at the southern end of the Airport. These improvements include the following:

- Clearing of Breslau site
- T-Hangars and Tie-downs
- 11 hangars on Breslau site
- Northern Leasehold hangar
- 10,000 square foot (sf) Corporate Hangar
- 42,000 sf Office/Shop
- 7,500 sf FBO Building
- 94,000 gallon Fuel Farm
- 3,000 sf Maintenance Garage

### **SECTION 1 - SUMMARY OF THE AIR QUALITY ANALYSIS REPORT**

The Air Quality Analysis Report, provided as Appendix K in the Draft Environmental Impact Statement (DEIS), assessed whether the increase in direct and indirect emissions from construction and operations of the proposed improvements would exceed the de minimis thresholds for a conformity analysis as well as determine whether the project would generate emissions resulting in an exceedance of the National Ambient Air Quality Standards (NAAQS). The analysis used the 2007 existing conditions as a baseline, a construction period of two years in 2012 and 2013, and full operations incorporating the improvements at the airport in 2013. The FAA required and USEPA approved Emission Dispersion Modeling System (EDMS), Version 5.0.2) was used to calculate emissions for sources, other than stationary combustion units and construction emissions. The following assumptions were used in the analysis:

#### **2007 Baseline Emissions - Existing Conditions**

- Number of Landings/Takeoffs - 55,348 (Total Operations – 110,696)
- Taxi Time for Departures – 19 minutes (EDMS default)
- Taxi Time for Arrivals – 7 minutes (EDMS default)
- Auxiliary Power Unit Usage – 26 minutes (EDMS default)

- Ground Support Equipment – Based on survey of airport operators, fuel use, operating hours and a speed of 15 miles per hour when in operation.
- Stationary Sources – Based on airport inventory and AP-42 emission factors.
- Transportation – 822,120 vehicle trips per year (information from Dunn Engineering Associates)

These assumptions resulted in the following emissions for criteria pollutants:

Carbon Monoxide	993.5 tons per year
Volatile Organic Compounds	84.4 tons per year
Nitrogen Oxides	64.3 tons per year
Sulfur Oxides	8.0 tons per year
Particulate Matter	3.3 tons per year

### **2013 No Build Alternative – Emissions without SheltAir Development**

This alternative included projects, to be undertaken by New York State Department of Transportation (NYSDOT), scheduled to occur at Republic Airport before 2013 using the Airport Capital Improvement Plan, dated August 2008.

- Number of Landings/Takeoffs - 63,817 (Total Operations – 127,634)
- Taxi Time for Departures – 19 minutes (EDMS default)
- Taxi Time for Arrivals – 7 minutes (EDMS default)
- Auxiliary Power Unit Usage – 26 minutes (EDMS default)
- Ground Support Equipment – Based on survey of airport operators for 2007 existing conditions, fuel use, operating hours and a speed of 15 miles per hour for 2007 increased by the same percentage as aircraft operations or approximately 16 percent.
- Stationary Sources – Based on airport inventory for 2007, emission factors from AP-42, and replacement of Hangar 3, which was scheduled for 2011.
- Transportation – 1,202,448 vehicle trips per year (Information from Dunn Engineering Associates)

These assumptions resulted in the following emissions for criteria pollutants:

Carbon Monoxide	1,133 tons per year
Volatile Organic Compounds	116.1 tons per year
Nitrogen Oxides	83.7 tons per year
Sulfur Oxides	11.4 tons per year
Particulate Matter	4.5 tons per year

### **2013 Build Alternative – Emissions with SheltAir Development**

This alternative included the NYSDOT projects scheduled to occur at Republic Airport before 2013 as well as the proposed SheltAir development:



- Number of Landings/Takeoffs - 74,378 (Total Operations – 148,756)
- Taxi Time for Departures – 19 minutes (EDMS default)
- Taxi Time for Arrivals – 7 minutes (EDMS default)
- Auxiliary Power Unit Usage – 26 minutes (EDMS default)
- Ground Support Equipment – Based on survey of airport operators for 2007 existing conditions, including fuel use, operating hours and a speed of 15 miles per hour for 2007 was increased by the same percentage as aircraft operations or approximately 34 percent.
- Stationary Sources – Based on airport inventory for 2007, emission factors from AP-42, replacement of Hangar 3, and an assumed heat input for the new offices, FBO building, and hangars of 40 Btu/hr/sf while maintenance facilities have a 60 Btu/hr/sf heat input.
- Transportation – 1,695,096 vehicle trips per year (Information from Dunn Engineering Associates)

These assumptions resulted in the following emissions for criteria pollutants:

Carbon Monoxide	1,306.4 tons per year
Volatile Organic Compounds	141.8 tons per year
Nitrogen Oxides	128.3 tons per year
Sulfur Oxides	17.2 tons per year
Particulate Matter	6.6 tons per year

**Addendum to the Air Quality Analysis Report, dated February 2010, revised April 2010 and November 2010 (Addendum to the Air Quality Analysis Report)**

The Addendum to the Air Quality Analysis Report analyzed the effect of vehicular transportation on the air quality of the proposed Sheltair development at Republic Airport in accordance with the *New York State Department of Transportation Environmental Procedures Manual (NYSDOT EPM, January 2001)*. The conclusions of the analysis indicated the following:

- A mesoscale analysis is not required for the project because there are no roadway improvement projects planned in the immediate vicinity of the proposed development that would significantly impact the site that meet the mesoscale criteria.
- A CO microscale analysis was not necessary since the highest single approach volume is less than the applicable threshold.
- Particulate matter microscale screening analysis was not performed since construction was not expected to last more than 3 years. The former Chapter 1.2 of the NYSDOT Air Quality Manual presenting requirements for microscale PM analysis of mobile source emissions has been deleted and is no longer applicable.
- A PM hot spot conformity analysis is not needed since the project is not listed as a project of air quality concern.
- The project has no meaningful potential mobile source air toxic (MSAT) or lead effects.

- The project does not meet any criteria which would require a full Energy and Greenhouse Gas analysis.

### **Sheltair Construction Emissions**

As part of the Air Quality Analysis report, SheltAir provided the development activities and timelines for proposed construction. C&S construction personnel estimated the type and expected operating hours of various pieces of equipment as well as fugitive dust emissions based on area of disturbance. The construction emissions were based on equipment emission factors from the NONROAD model. It should also be noted that construction emissions associated with NYSDOT projects were calculated by KB Environmental Sciences, Inc.

These assumptions resulted in the following estimate for construction emissions for the Calendar Years 2012 and 2013:

<b>Parameter</b>	<b>2012 Emissions</b>	<b>2013 Emissions</b>
Carbon Monoxide	16.5 tons per year	11.0 tons per year
Volatile Organic Compounds	0.8 tons per year	0.4 tons per year
Nitrogen Oxides	3.8 tons per year	1.5 tons per year
Sulfur Oxides	0.5 tons per year	0.2 tons per year
Particulate Matter (PM <sub>10</sub> )	18.8 tons per year	0.1 tons per year
Particulate Matter (PM <sub>10</sub> )	0.4 tons per year	0.1 tons per year

## **SECTION 2 - SUMMARY OF FINDINGS**

To demonstrate compliance with the General Conformity Rule, the total direct and indirect emissions of non-attainment parameters due to a proposed action's construction and operation in the future (Build Alternative) is compared with the direct and indirect emissions if the project is not undertaken (No Build Alternative). The difference between the two alternatives is then compared to the de minimis threshold for applicable parameters to determine whether a conformity analysis is required. For the Air Quality Analysis Report at Republic Airport, the comparison year between the Build and No-Build alternative was taken as 2013. The applicable de minimis thresholds are as follows:

VOCs.....	50 tons per year
NOx.....	100 tons per year
PM.....	100 tons per year

As provided in the Air Quality Analysis Report, Table 1 illustrates the total emissions by year for 2007 Baseline conditions, the 2013 No Build alternative, and the 2013 Build alternative for the non-attainment parameters. As exhibited in the table, the total emissions, including construction emissions for 2013, associated with the proposed development from SheltAir (Build Alternative) compared with the No Build Alternative were less than the de minimis thresholds for a conformity analysis.

<b>TABLE 1</b> <b>COMPARISON BETWEEN BUILD AND NO BUILD ALTERNATIVES</b>						
TONS PER YEAR						
Parameter	2007 Conditions	2013 No Build Alternative	2013 Build Alternative	Difference Between Build and No Build	De Minimis Threshold	General Conformity Determination Required
VOC	84.39	116.12	142.20	26.08	50	No
NO <sub>x</sub>	64.26	82.69	129.78	47.09	100	No
PM <sub>2.5</sub>	3.32	4.49	6.75	2.26	100	No

1. The Year 2013 Build Alternative includes the sum of direct and indirect (including construction) emissions.

In addition to the total emission increases for the Build Year of 2013, construction emissions must also be compared to the de minimis thresholds for the various years of construction. The analysis was conducted based on a two year construction period between 2012 and 2013. The VOC, NO<sub>x</sub>, and PM<sub>2.5</sub> emissions associated with construction were less than the de minimis threshold of 50, 100 and 100 tons per year, respectively. Table 2 summarizes the construction emissions for 2012 and 2013 as well as corresponding de minimis thresholds. Therefore, since the net increase in total emissions due to construction or operations were less than the de minimis thresholds, it was determined that a conformity analysis was not required.

<b>Table 2</b> <b>CONSTRUCTION EMISSIONS AND DE MINIMIS THRESHOLDS</b>					
Year	VOC Emissions (tons/year)	DeMinimis Threshold (tons/year)	NO <sub>x</sub> Emissions (tons/year)	PM Emissions	DeMinimis Threshold (tons/year)
2012	0.82	50	3.83	0.36	100
2013	0.43	50	1.52	0.13	100

C&S Engineers, Inc., 2011

In order to document compliance with the National Environmental Policy Act (NEPA), an assessment was also conducted to determine if a proposed project will generate emissions resulting in an exceedance of the National Ambient Air Quality Standards (NAAQS). If the annual number of combined general aviation (GA) and air taxi aircraft operations at an airport is less than 180,000, a NAAQS assessment is not required. Based on the forecasts for the project, Republic Airport was expected to have 148,756 annual operations under the year 2013 Build alternative, including helicopter activity. Therefore, an analysis of the NAAQS was not required for the project since the general aviation activity at the Republic Airport is under the 180,000 forecasted general aviation operations.

As mentioned previously, the Addendum to the Air Quality Analysis Report analyzed the effect of vehicular transportation on the air quality of the proposed Sheltair development of Republic Airport in accordance with the *New York State Department of Transportation Environmental Procedures Manual (NYSDOT EPM, January 2001)*. Since none of the applicable criteria associated with the various analyses were met, it was determined that no further analysis was required.

### **SECTION 3 - EVALUATION OF REGULATORY IMPACTS ASSESSMENT BASED ON UPDATED PROJECTIONS**

This Addendum was developed to qualitatively evaluate the potential impacts associated with the proposed relocation and modernization of the existing facilities at Republic Airport, based on new aircraft operation forecasts and a five year construction period, starting in 2014 to 2019. The following summarizes the operation projections as well as its impact on the various regulatory requirements.

#### **Projected Operations**

Since the development of the Air Quality Analysis Report for the DEIS, the number of actual operations at Republic Airport have decreased. As shown in Table 3, there were 110,896 actual operations in 2007 (baseline year) and 100,288 in 2012, a decrease of approximately 9.6%. Although some of this reduction can be attributed to the aftermath of Hurricane Sandy, it has been reported that operations for 2013 have been approximately equivalent to 2012.

Young Environmental Science has updated the aircraft forecast from 2013 through 2023. As illustrated in Table 4, the projected 2019 and 2024 operations for Republic Airport without any SheltAir development (No Build Alternative) is 103,464 and 107,119, respectively. The 2019 and 2024 operations for the Build Alternative are 124,590 and 128,245, respectively, as shown in Table 5. The 2024 Build operations are down 19,885 operations, compared to 148,130 used for the 2013 Build Alternative in the Air Quality Analysis Report or approximately 13.4%. Table 5 indicates that the increase of operations due to the SheltAir development would be associated with jets and helicopters. According to Henry Young of Young Environmental Science, the increase in emissions is consistent with the increase in jet and helicopter traffic listed in the previous forecast and used in the Air Quality Analysis Report.

The following is an evaluation of how the various regulatory requirements may be affected by the updated projections.

#### **National Environmental Protection Act (NEPA)**

Under NEPA, an assessment must be conducted to determine if a proposed project will generate emissions resulting in an exceedance of the National Ambient Air Quality Standards (NAAQS). If the annual number of combined general aviation (GA) and air taxi aircraft operations at an airport is less than 180,000, a NAAQS assessment is not required. Based on the updated forecasts provided in Tables 4 and 5, Republic Airport is not projected to have greater than

180,000 annual operations in any year through 2024. Therefore, an analysis of the NAAQS is not required for the project.

### **New York State Department of Transportation Environmental Procedures**

Since the number of operations through 2024 is forecasted to be approximately 13.4% less than the 2013 Build Alternative projected in the Air Quality Analysis Report, it is likely that the volume of traffic would be less than initially projected. However, since the difference in aircraft operations from the Build to the No Build alternatives would be approximately the same, it is assumed that the difference in traffic emissions between the two alternatives would be the same.

It should be noted that the New York State Department of Transportation Environmental Procedures Manual is undergoing a revision and being reformatted to provide updated guidance that better meets the needs of the users and that is more closely aligned with other NYSDOT guidance. The document is also being renamed as *The Environmental Manual (TEM)*. Using the evaluation criteria in the Addendum to the Air Quality Analysis Report, it does not appear that further analysis would be necessary for the following:

- A mesoscale analysis would not be required because there are no additional roadway improvement projects planned in the immediate vicinity of the proposed development that would significantly impact the site.
- A CO microscale analysis is not expected to be necessary since the calculated highest single approach volume would be less than the 4,000 vehicles per hour applicable threshold in 2039, based on a 1.3% increase per year.
- A PM microscale analysis is not needed to satisfy the PM hot spot conformity analysis since an interagency consultation concurred that the project is not of air quality concern for PM<sub>2.5</sub> in October 2012.
- The project has no meaningful potential mobile source air toxic (MSAT) or lead effects since the anticipated changes in traffic volumes, vehicle mix, project location, or any other factor are small and not expected to cause a significant increase in MSAT impacts as compared to the No-Build alternative.
- The project would not be expected to meet any criteria which would require a full Energy and Greenhouse Gas analysis.

### **Conformity Analysis**

In the Air Quality Analysis Report, the difference in the total emissions for 2013, including operation and construction emissions associated with the Build Alternative, as compared to the No-Build Alternative, are less than the de minimis thresholds for a conformity analysis. The majority of the emissions for the baseline, Build and No-Build alternatives are associated with aircraft and associated operations (APUs and GSE). According to Young Environmental Science, the increase in operations and fleet mix for the 2019 Build scenario is projected to be approximately the same as the previously analyzed 2013 scenario. Therefore, it would be expected that the difference in emissions associated with aircraft between the Build and No-

Build for calendar year 2019 would be approximately the same than those contained in the Air Quality Analysis Report.

The emissions associated with GSE and transportation would likely be proportional to the number of aircraft operations. Therefore, it would be expected that difference in GSE and traffic emissions from the Build and No Build alternative would also remain the same. Since the development is similar to the Air Quality Analysis report, the increase in stationary source emissions from the Build to the No-build Alternative would be expected to remain the same.

The last component of the emissions comparison between the Build and No Build alternatives is construction emissions. The construction is now being phased over five years instead of 2 years. In general, the emissions per year would be expected to decrease since construction activities are expected to take place over a longer period of time. Since a de minimis threshold was not exceeded based on two years of construction, it is unlikely a threshold would be exceeded in any one year over a 5 year period.

The total emissions associated with Build and No Build alternatives in future years can only be performed through modeling using EDMS and NON-ROAD. However, based on the qualitative comparison of the 2013 Build/No-Build alternatives outlined in the Air Quality Analysis Report described in the DEIS to the potential emission increase associated with the SheltAir project from 2015 through 2019, it is unlikely the difference in total emissions, including operations and construction emissions, from the Build and No-Build alternatives would exceed any de minimis threshold in any one year, given the following assumptions.

- The difference in operations from the Build and No-Build alternative is approximately the same or lower.
- The difference in fleet mix between the Build and No-Build alternatives does not change significantly from the 2013 scenario in the Air Quality Analysis Report.
- The GSE and transportation emissions would be proportional to operations, while the stationary source emissions would stay approximately the same.
- Phasing the construction over a five year period, rather than 2 years, would likely decrease the maximum emissions associated with construction in any one year from 2014 through 2019.

**Table 3**  
**Republic Airport**  
**History of Operations 2002-2012**

					History of Operations						
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
<b>Jet</b>	14,894	15,594	16,988	17,710	17,990	19,400	16,268	13,698	15,218	14,742	13,876
<b>Turbprop</b>	4,352	4,392	5,080	4,970	5,858	5,252	5,034	3,142	3,862	3,488	4,008
<b>Twin Engine</b>	10,774	9,390	8,616	7,988	7,896	6,926	6,460	5,378	6,170	5,536	4,834
<b>Single Engine</b>	130,712	111,180	120,504	101,794	87,470	71,986	75,900	73,684	77,636	80,526	73,194
<b>Helicopter</b>	8,808	8,142	8,216	8,648	7,526	6,978	7,142	4,944	5,442	4,726	4,376
<b>Blimp</b>	98	150	80		16	154	92	98	84		
<b>Total</b>	<b>169,638</b>	<b>148,848</b>	<b>159,484</b>	<b>141,110</b>	<b>126,756</b>	<b>110,696</b>	<b>110,896</b>	<b>100,944</b>	<b>108,412</b>	<b>109,018</b>	<b>100,288</b>



**Table 4**  
**Republic Airport**  
**Forecast of Future Operations 2013-2025**  
**No Build**

						No	Build	Forecast						
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
<b>Jet</b>	13,876	14,278	14,735	15,207	15,693	16,196	16,714	17,249	17,801	18,370	18,958	19,565	20,250	20,958
<b>Turbprop</b>	4,008	4,076	4,145	4,216	4,288	4,360	4,435	4,510	4,587	4,665	4,744	4,825	4,907	4,989
<b>Twin Engine</b>	4,834	4,815	4,805	4,786	4,776	4,757	4,748	4,729	4,719	4,700	4,691	4,672	4,644	4,616
<b>Single Engine</b>	73,194	72,682	72,831	72,317	72,469	71,955	72,109	71,595	71,751	71,236	71,395	71,252	71,110	70,968
<b>Helicopter</b>	4,376	4,520	4,665	4,800	4,940	5,083	5,230	5,382	5,538	5,699	5,864	6,034	6,209	6,389
<b>Total</b>	<b>100,288</b>	<b>100,371</b>	<b>101,182</b>	<b>101,326</b>	<b>102,166</b>	<b>102,351</b>	<b>103,236</b>	<b>103,464</b>	<b>104,396</b>	<b>104,670</b>	<b>105,652</b>	<b>106,348</b>	<b>107,119</b>	<b>107,920</b>

**Table 5**  
**Republic Airport**  
**Forecast of Future Operations 2013-2025**  
**Build Forecast**

									Build	Forecast									
	2012	2013	2014	Sheltair	2015	Sheltair	2016	Sheltair	2017	Sheltair	2018	Sheltair	2019	2020	2021	2022	2023	2024	2025
	Actual	Forecast	Forecast	2015 Build	Forecast	2016 Build	Forecast	2017 Build	Forecast	2018 Build	Forecast	2019 Build	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
<b>Jet</b>	13,876	14,278	14,735	2,738	17,944	2,738	21,168	5,475	27,146	5,475	33,139	2,738	36,411	36,963	37,533	38,121	38,727	39,412	40,121
<b>Turbprop</b>	4,008	4,076	4,145		4,216		4,288		4,360		4,435		4,510	4,587	4,665	4,744	4,825	4,907	4,989
<b>Twin Engine</b>	4,834	4,815	4,805		4,786		4,776		4,757		4,748		4,729	4,719	4,700	4,691	4,672	4,644	4,616
<b>Single Engine</b>	73,194	72,682	72,831		72,317		72,469		71,955		72,109		71,595	71,751	71,236	71,395	71,252	71,110	70,968
<b>Helicopter</b>	4,376	4,520	4,665	281	5,081	281	5,501	561	6,205	561	6,352	281	7,346	7,502	7,662	7,828	7,998	8,173	8,353
<b>Blimp</b>																			
<b>Total</b>	<b>100,288</b>	<b>100,371</b>	<b>101,182</b>	<b>3,018</b>	<b>104,344</b>	<b>3,018</b>	<b>108,202</b>	<b>6,036</b>	<b>114,423</b>	<b>6,036</b>	<b>120,783</b>	<b>3,018</b>	<b>124,590</b>	<b>125,522</b>	<b>125,796</b>	<b>126,778</b>	<b>127,474</b>	<b>128,245</b>	<b>129,046</b>



# F

FAA Terminal Area Forecast Reports for  
2007, 2010, 2012, and 2015



## APO TAF Quick Data Summary Report - Facility

### For National Forecast 2007 -- 2007 Scenario

Region State: AEA-NY

LOCID: FRG VFR Towers

City: FARMINGDALE

Airport: REPUBLIC

2006 Based Aircraft: 537

## -- AIRPORT OPERATIONS --

Fiscal Year	-- Enplanements --			-- Itinerant Operations --					-- Local Operations --			Total OPS	Total IOPS
	Air Carrier	Commuter	Total	Air Carrier	AT & Comm	GA	Military	Total	GA	Military	Total		
2002	1,414	0	1,414	155	9,511	98,845	374	108,885	98,249	19	98,268	207,153	29,186
2003	1,740	275	2,015	169	7,353	91,217	386	99,125	84,070	6,042	90,112	189,237	27,665
2004	1,964	0	1,964	202	7,507	97,622	380	105,711	93,802	17	93,819	199,530	28,738
2005	99	108	207	110	7,601	100,627	317	108,655	94,264	990	95,254	203,909	28,543
2006	1,545	89	1,634	169	10,393	94,372	551	105,485	85,107	1,635	86,742	192,227	28,766
2007 *	842	1,531	2,373	201	12,765	93,477	518	106,961	80,940	2,830	83,770	190,731	28,899
2008 *	842	1,546	2,388	201	12,813	94,673	518	108,205	82,745	2,830	85,575	193,780	29,167
2009 *	842	1,562	2,404	201	12,861	97,096	518	110,676	84,591	2,830	87,421	198,097	29,673
2010 *	842	1,578	2,420	201	12,909	99,581	518	113,209	86,478	2,830	89,308	202,517	30,190
2011 *	842	1,578	2,420	201	12,957	102,130	518	115,806	88,406	2,830	91,236	207,042	30,719
2012 *	842	1,594	2,436	201	13,005	104,744	518	118,468	90,377	2,830	93,207	211,675	31,261
2013 *	842	1,610	2,452	201	13,053	107,425	518	121,197	92,392	2,830	95,222	216,419	31,814
2014 *	842	1,626	2,468	201	13,102	110,175	518	123,996	94,451	2,830	97,281	221,277	32,383
2015 *	842	1,642	2,484	201	13,150	111,794	518	125,663	96,558	2,830	99,388	225,051	32,734
2016 *	842	1,642	2,484	201	13,199	113,437	518	127,355	98,713	2,830	101,543	228,898	33,090
2017 *	842	1,658	2,500	201	13,248	115,104	518	129,071	100,914	2,830	103,744	232,815	33,450
2018 *	842	1,674	2,516	201	13,297	116,796	518	130,812	103,165	2,830	105,995	236,807	33,815
2019 *	842	1,690	2,532	201	13,346	118,512	518	132,577	105,466	2,830	108,296	240,873	34,186
2020 *	842	1,706	2,548	201	13,395	120,254	518	134,368	107,817	2,830	110,647	245,015	34,560
2021 *	842	1,722	2,564	201	13,444	122,021	518	136,184	110,220	2,830	113,050	249,234	34,940
2022 *	842	1,722	2,564	201	13,496	123,814	518	138,029	112,678	2,830	115,508	253,537	35,327
2023 *	842	1,738	2,580	201	13,545	125,634	518	139,898	115,191	2,830	118,021	257,919	35,717
2024 *	842	1,754	2,596	201	13,597	127,480	518	141,796	117,759	2,830	120,589	262,385	36,114
2025 *	842	1,770	2,612	201	13,649	129,353	518	143,721	120,385	2,830	123,215	266,936	36,517
GR1	-3.14	17.04	2.49	0.91	1.44	1.67	-0.32	1.64	1.84	2.92	1.86	1.74	1.26
GR2	0.00	0.80	0.53	0.00	0.37	1.82	0.00	1.65	2.22	0.00	2.16	1.88	1.30

GR1: Growth Rate from 2006 to 2025

GR2: Growth Rate from 2007 to 2025

Report created 8/13/2014 12:00



## APO TAF Quick Data Summary Report - Facility

### For National Forecast 2010 -- 2010 Scenario

Region State: AEA-NY  
City: FARMINGDALE

LOCID: FRG VFR Towers  
Airport: REPUBLIC

2009 Based Aircraft: 467

-- ENPLANEMENTS --				-- AIRPORT OPERATIONS --								TRACON	
				-- Itinerant Operations --				-- Local Operations --					
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	AT & Comm	GA	Military	Total	Civil	Military	Total	Total OPS	Total OPS
2006	1,796	48	1,844	169	10,393	94,372	551	105,485	85,107	1,635	86,742	192,227	
2007	2,172	196	2,368	201	12,765	93,477	518	106,961	80,940	2,830	83,770	190,731	-
2008	1,821	256	2,077	339	9,808	85,760	501	96,408	71,129	3,990	75,119	171,527	-
2009	2,488	63	2,551	411	14,030	98,155	498	113,094	58,091	63	58,154	171,248	-
2010 *	2,398	134	2,532	351	15,707	108,092	605	124,755	67,680	10	67,690	192,445	-
2011 *	2,398	136	2,534	351	15,786	109,530	605	126,272	66,557	10	66,567	192,839	-
2012 *	2,398	138	2,536	351	15,865	110,209	605	127,030	67,315	10	67,325	194,355	-
2013 *	2,398	140	2,538	351	15,944	110,893	605	127,793	68,082	10	68,092	195,885	-
2014 *	2,398	142	2,540	351	16,024	111,581	605	128,561	68,858	10	68,868	197,429	-
2015 *	2,398	144	2,542	351	16,104	112,273	605	129,333	69,643	10	69,653	198,986	-
2016 *	2,398	146	2,544	351	16,185	112,970	605	130,111	70,436	10	70,446	200,557	-
2017 *	2,398	148	2,546	351	16,266	113,671	605	130,893	71,238	10	71,248	202,141	-
2018 *	2,398	150	2,548	351	16,347	114,376	605	131,679	72,050	10	72,060	203,739	-
2019 *	2,398	152	2,550	351	16,429	115,086	605	132,471	72,871	10	72,881	205,352	-
2020 *	2,398	154	2,552	351	16,511	115,800	605	133,267	73,701	10	73,711	206,978	-
2021 *	2,398	156	2,554	351	16,593	116,518	605	134,067	74,541	10	74,551	208,618	-
2022 *	2,398	158	2,556	351	16,676	117,240	605	134,872	75,391	10	75,401	210,273	-
2023 *	2,398	160	2,558	351	16,759	117,967	605	135,682	76,251	10	76,261	211,943	-
2024 *	2,398	162	2,560	351	16,843	118,698	605	136,497	77,120	10	77,130	213,627	-
2025 *	2,398	164	2,562	351	16,927	119,433	605	137,316	77,999	10	78,009	215,325	-
2026 *	2,398	166	2,564	351	17,011	120,174	605	138,141	78,888	10	78,898	217,039	-
2027 *	2,398	168	2,566	351	17,096	120,919	605	138,971	79,786	10	79,796	218,767	-
2028 *	2,398	170	2,568	351	17,181	121,668	605	139,805	80,695	10	80,705	220,510	-
2029 *	2,398	172	2,570	351	17,267	122,422	605	140,645	81,614	10	81,624	222,269	-
2030 *	2,398	174	2,572	351	17,353	123,181	605	141,490	82,544	10	82,554	224,044	-
GR1	-0.17	4.95	0.03	-0.74	1.01	1.08	0.93	1.07	1.68	-8.39	1.68	1.28	0.00
GR2	0.00	1.31	0.07	0.00	0.49	0.65	0.00	0.63	0.99	0.00	0.99	0.76	0.00

GR1: Growth Rate from 2009 to 2030

GR2: Growth Rate from 2010 to 2030

Report created 8/13/2014 12:02



## APO TAF Quick Data Summary Report - Facility

### For National Forecast 2012 -- 2012 Scenario

Region State: AEA-NY

LOCID: FRG VFR Towers

City: FARMINGDALE

Airport: REPUBLIC

2011 Based Aircraft: 523

-- ENPLANEMENTS --

-- AIRPORT OPERATIONS --

 --  
 TRACON  
 --

Fiscal Year	Air Carrier	-- Itinerant Operations --							-- Local Operations --					Total OPS
		Commuter	Total	Air Carrier	AT & Comm	GA	Military	Total	Civil	Military	Total	Total OPS		
2008	1,821	256	2,077	339	9,808	85,760	501	96,408	71,129	3,990	75,119	171,527	-	
2009	2,470	63	2,533	411	14,030	98,155	498	113,094	58,091	63	58,154	171,248	-	
2010	2,144	134	2,278	351	15,707	108,092	605	124,755	67,680	10	67,690	192,445	-	
2011	2,156	522	2,678	181	9,762	96,985	315	107,243	74,110	22	74,132	181,375	-	
2012 *	2,057	6,537	8,594	190	9,778	109,152	235	119,355	96,797	4	96,801	216,156	-	
2013 *	2,057	6,642	8,699	190	9,826	116,885	235	127,136	102,662	4	102,666	229,802	-	
2014 *	2,057	6,747	8,804	190	9,875	117,072	235	127,372	102,638	4	102,642	230,014	-	
2015 *	2,057	6,852	8,909	190	9,924	117,259	235	127,608	102,614	4	102,618	230,226	-	
2016 *	2,057	6,957	9,014	190	9,973	117,446	235	127,844	102,590	4	102,594	230,438	-	
2017 *	2,057	7,062	9,119	190	10,022	117,633	235	128,080	102,566	4	102,570	230,650	-	
2018 *	2,057	7,167	9,224	190	10,071	117,821	235	128,317	102,542	4	102,546	230,863	-	
2019 *	2,057	7,272	9,329	190	10,120	118,009	235	128,554	102,518	4	102,522	231,076	-	
2020 *	2,057	7,377	9,434	190	10,169	118,197	235	128,791	102,494	4	102,498	231,289	-	
2021 *	2,057	7,482	9,539	190	10,218	118,385	235	129,028	102,470	4	102,474	231,502	-	
2022 *	2,057	7,587	9,644	190	10,269	118,574	235	129,268	102,446	4	102,450	231,718	-	
2023 *	2,057	7,692	9,749	190	10,320	118,763	235	129,508	102,422	4	102,426	231,934	-	
2024 *	2,057	7,797	9,854	190	10,372	118,952	235	129,749	102,398	4	102,402	232,151	-	
2025 *	2,057	7,902	9,959	190	10,424	119,142	235	129,991	102,374	4	102,378	232,369	-	
2026 *	2,057	8,007	10,064	190	10,476	119,332	235	130,233	102,350	4	102,354	232,587	-	
2027 *	2,057	8,112	10,169	190	10,529	119,522	235	130,476	102,326	4	102,330	232,806	-	
2028 *	2,057	8,217	10,274	190	10,582	119,712	235	130,719	102,302	4	102,306	233,025	-	
2029 *	2,057	8,322	10,379	190	10,635	119,903	235	130,963	102,278	4	102,282	233,245	-	
2030 *	2,057	8,427	10,484	190	10,688	120,094	235	131,207	102,254	4	102,258	233,465	-	
2031 *	2,057	8,532	10,589	190	10,741	120,285	235	131,451	102,230	4	102,234	233,685	-	
2032 *	2,057	8,637	10,694	190	10,794	120,476	235	131,695	102,206	4	102,210	233,905	-	
2033 *	2,057	8,742	10,799	190	10,848	120,668	235	131,941	102,182	4	102,186	234,127	-	
2034 *	2,057	8,847	10,904	190	10,902	120,860	235	132,187	102,158	4	102,162	234,349	-	
2035 *	2,057	8,952	11,009	190	10,957	121,052	235	132,434	102,134	4	102,138	234,572	-	
2036 *	2,057	9,057	11,114	190	11,012	121,244	235	132,681	102,110	4	102,114	234,795	-	
2037 *	2,057	9,162	11,219	190	11,067	121,438	235	132,930	102,086	4	102,090	235,020	-	
2038 *	2,057	9,267	11,324	190	11,123	121,632	235	133,180	102,062	4	102,066	235,246	-	
2039 *	2,057	9,372	11,429	190	11,179	121,826	235	133,430	102,038	4	102,042	235,472	-	
2040 *	2,057	9,477	11,534	190	11,235	122,020	235	133,680	102,014	4	102,018	235,698	-	
GR1	-0.16	10.51	5.16	0.16	0.48	0.79	-1.00	0.76	1.10	-5.70	1.10	0.90	0.00	
GR2	0.00	1.33	1.05	0.00	0.49	0.39	0.00	0.40	0.18	0.00	0.18	0.30	0.00	

GR1: Growth Rate from 2011 to 2040

GR2: Growth Rate from 2012 to 2040

Report created 8/13/2014 12:03

# APO TERMINAL AREA FORECAST DETAIL REPORT

## Forecast Issued January 2015

FRG

AIRCRAFT OPERATIONS															
Enplanements				Itinerant Operations					Local Operations				Total Ops	Total Tracon Ops	Based Aircraft
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total				
REGION:AEA		STATE:NY		LOCID:FRG											
CITY:FARMINGDALE				AIRPORT:REPUBLIC											
1990	0	3,929	3,929	0	2,688	96,282	534	99,504	66,375	83	66,458	165,962	0	504	
1991	0	1,611	1,611	0	3,157	127,735	823	131,715	84,935	68	85,003	216,718	0	504	
1992	0	3,493	3,493	0	2,490	117,418	874	120,782	75,410	12	75,422	196,204	0	502	
1993	0	2,424	2,424	254	3,867	111,832	753	116,706	89,080	33	89,113	205,819	0	502	
1994	175	11	186	0	3,534	104,715	329	108,578	97,300	43	97,343	205,921	0	506	
1995	453	0	453	31	5,552	114,512	325	120,420	91,212	25	91,237	211,657	0	506	
1996	199	23	222	16	5,153	99,542	294	105,005	90,588	32	90,620	195,625	0	506	
1997	639	189	828	10	5,516	112,536	290	118,352	113,875	3	113,878	232,230	0	491	
1998	732	0	732	4	4,068	110,084	328	114,484	120,513	932	121,445	235,929	0	491	
1999	1,117	0	1,117	0	3,412	120,597	272	124,281	123,129	8	123,137	247,418	0	491	
2000	709	0	709	14	4,018	106,897	238	111,167	103,812	22	103,834	215,001	0	491	
2001	901	0	901	19	5,184	101,258	299	106,760	99,999	21	100,020	206,780	0	518	
2002	1,414	0	1,414	155	9,511	98,845	374	108,885	98,249	19	98,268	207,153	0	516	
2003	1,740	275	2,015	169	7,353	91,217	386	99,125	84,070	6,042	90,112	189,237	0	522	
2004	1,964	0	1,964	202	7,507	97,622	380	105,711	93,802	17	93,819	199,530	0	529	
2005	99	108	207	110	7,601	100,627	317	108,655	94,264	990	95,254	203,909	0	537	
2006	1,796	48	1,844	169	10,393	94,372	551	105,485	85,107	1,635	86,742	192,227	0	537	
2007	2,172	196	2,368	201	12,765	93,477	518	106,961	80,940	2,830	83,770	190,731	0	546	
2008	1,821	256	2,077	339	9,808	85,760	501	96,408	71,129	3,990	75,119	171,527	0	504	
2009	2,470	63	2,533	411	14,030	98,155	498	113,094	58,091	63	58,154	171,248	0	467	
2010	2,144	134	2,278	351	15,707	108,092	605	124,755	67,680	10	67,690	192,445	0	527	
2011	2,098	3,848	5,946	181	9,762	96,985	315	107,243	74,110	22	74,132	181,375	0	523	
2012	2,158	7,928	10,086	190	9,778	109,152	235	119,355	96,797	4	96,801	216,156	0	508	
2013	1,766	114	1,880	108	10,091	106,100	212	116,511	95,436	10	95,446	211,957	0	518	
2014*	1,991	8,060	10,051	126	10,259	95,346	140	105,871	88,544	0	88,544	194,415	0	525	
2015*	1,991	8,193	10,184	126	10,310	94,494	140	105,070	87,862	0	87,862	192,932	0	532	
2016*	1,991	8,326	10,317	126	10,361	94,569	140	105,196	88,125	0	88,125	193,321	0	540	
2017*	1,991	8,459	10,450	126	10,412	94,644	140	105,322	88,389	0	88,389	193,711	0	548	
2018*	1,991	8,592	10,583	126	10,463	94,719	140	105,448	88,654	0	88,654	194,102	0	556	
2019*	1,991	8,725	10,716	126	10,514	94,794	140	105,574	88,920	0	88,920	194,494	0	563	

## APO TERMINAL AREA FORECAST DETAIL REPORT

### Forecast Issued January 2015

FRG

AIRCRAFT OPERATIONS														
Enplanements				Itinerant Operations				Local Operations				Total Ops	Total Tracon Ops	Based Aircraft
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2020*	1,991	8,858	10,849	126	10,565	94,869	140	105,700	89,187	0	89,187	194,887	0	570
2021*	1,991	8,991	10,982	126	10,616	94,944	140	105,826	89,454	0	89,454	195,280	0	579
2022*	1,991	9,124	11,115	126	10,669	95,019	140	105,954	89,722	0	89,722	195,676	0	586
2023*	1,991	9,257	11,248	126	10,722	95,094	140	106,082	89,991	0	89,991	196,073	0	595
2024*	1,991	9,390	11,381	126	10,776	95,169	140	106,211	90,261	0	90,261	196,472	0	602
2025*	1,991	9,523	11,514	126	10,830	95,244	140	106,340	90,532	0	90,532	196,872	0	609
2026*	1,991	9,656	11,647	126	10,884	95,319	140	106,469	90,804	0	90,804	197,273	0	617
2027*	1,991	9,789	11,780	126	10,939	95,394	140	106,599	91,077	0	91,077	197,676	0	625
2028*	1,991	9,922	11,913	126	10,994	95,469	140	106,729	91,351	0	91,351	198,080	0	633
2029*	1,991	10,055	12,046	126	11,049	95,544	140	106,859	91,625	0	91,625	198,484	0	642
2030*	1,991	10,188	12,179	126	11,104	95,620	140	106,990	91,899	0	91,899	198,889	0	651
2031*	1,991	10,321	12,312	126	11,159	95,696	140	107,121	92,174	0	92,174	199,295	0	660
2032*	1,991	10,454	12,445	126	11,214	95,772	140	107,252	92,450	0	92,450	199,702	0	669
2033*	1,991	10,587	12,578	126	11,270	95,848	140	107,384	92,727	0	92,727	200,111	0	678
2034*	1,991	10,720	12,711	126	11,326	95,924	140	107,516	93,005	0	93,005	200,521	0	687
2035*	1,991	10,853	12,844	126	11,384	96,000	140	107,650	93,284	0	93,284	200,934	0	696
2036*	1,991	10,986	12,977	126	11,442	96,076	140	107,784	93,564	0	93,564	201,348	0	705
2037*	1,991	11,119	13,110	126	11,500	96,152	140	107,918	93,845	0	93,845	201,763	0	715
2038*	1,991	11,252	13,243	126	11,559	96,228	140	108,053	94,127	0	94,127	202,180	0	725
2039*	1,991	11,385	13,376	126	11,618	96,304	140	108,188	94,409	0	94,409	202,597	0	735
2040*	1,991	11,518	13,509	126	11,677	96,380	140	108,323	94,692	0	94,692	203,015	0	746



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Noise Sensitivity Analysis for 2013  
Operation Levels Technical Memorandum





## Memorandum

To: Republic Airport, Michael Geiger,  
New York State Department of  
Transportation

Date: March 19, 2015

From: Jennifer Hogan, VHB  
Ben Siwinski, VHB

Re: Republic Airport Noise Sensitivity Analysis for 2013 Operational  
Data

### 1 Noise Sensitivity Analysis

During the review of the New York's State Environmental Quality Review Act (SEQRA) Environmental Impact Statement (EIS) and the National Environmental Policy Act (NEPA) Environmental Assessment (EA) at Republic Airport (FRG) (hereafter referred to as the Draft EIS/EA),<sup>1</sup> the Federal Aviation Administration (FAA) determined that the operations data utilized in the noise analysis (and the operations reviewed again in 2011) were inconsistent with activity levels recorded in FAA's Traffic Flow Management System Counts (TFMSC)<sup>2</sup> and Terminal Area Forecasts (TAF).<sup>3</sup> The operations utilized in the noise analysis in the Draft EIS/EA were derived from the airport sponsor's counts of operations at FRG through 2007 (the year the Draft EIS/EA effort was initiated) and subsequent projected growth in operations. When the original baseline noise contour was developed in 2008, the Affected Environment Noise Contour Map (Figure 24 of the Draft EIS/EA) was based on sponsor operational counts for 2007, with impact analyses performed for 2013 and 2018 as future years.<sup>4</sup>

Due to a protracted review and development process for this Draft EIS/EA, reviews were ongoing through 2014, the year after which the initial future year was analyzed. At this point, a large discrepancy was identified between both the sponsor's operational counts for 2007 and sponsor's forecasted counts for 2013 and actual recorded counts for 2007 and 2013 as recorded in the FAA's 2015 TAF<sup>5</sup> (see Attachment A). The sponsor's operational counts for 2007, used as the basis for developing the baseline noise contour in the Draft EIS/EA, was 110,696 and the actual recorded

<sup>1</sup> The Draft EIS/Draft EA was submitted to the relevant agencies and the general public as a Draft EA/Draft EIS in January 2013.

<sup>2</sup> The Traffic Flow Management System is a data exchange system for supporting the management and monitoring of national air traffic flow. TFMS processes all available data sources such as flight plan messages, flight plan amendment messages, and departure and arrival messages. The FAA's airspace lab assembles TFMS flight messages into one record per flight. The System Counts are the actual records of flights that occurred and can be filtered by a single origin or destination airport, which they were in this case for FRG.

<sup>3</sup> The Terminal Area Forecast is the official FAA forecast of aviation activity for U.S. airports. It contains active airports in the National Plan of Integrated Airport Systems including FAA towered airports, Federal contract towered airports, nonfederal towered airports, and non-towered airports. Forecasts are prepared for major users of the National Airspace System including air carrier, air taxi/commuter, general aviation, and military. The forecasts are prepared to meet the budget and planning needs of FAA and provide information for use by state and local authorities, the aviation industry, and the public.

<sup>4</sup> FAA's Area Equivalent Method (AEM) was used to conduct impact analyses of future conditions compared to 2007 Existing Conditions in accordance with guidance established in the *Desk Reference for Airports Actions*, Chapter 17. The analysis showed that the changes to the noise contour associated with the proposed project would not cause the contour to grow by more than 17 percent and, thus, no detailed noise analysis of impacts using the Integrated Noise Model was required.

<sup>5</sup> The 2015 TAF (published in January 2015) was only utilized to obtain actual historic counts, recorded by the Airport Traffic Control Tower and reported to the FAA's OPSNET system for previous years of operation, the latest of which is 2013.



operational count for 2007 in the 2015 TAF was 190,731. Additionally, the sponsor's forecast used as the basis for the impact analysis for 2013 was 148,756 and the actual recorded operational count for 2013 in the 2015 TAF was 211,957. A review of a sample of the OPSNET database from June 2014 indicated that roughly five percent of the operations counted during that period at FRG were overflights, which have no material impact on aircraft noise contours. Therefore, the level of operations occurring at FRG were adjusted down by five percent to 203,906 operations.

Because of the large difference between what the FAA databases showed and what the sponsor was reporting, the FAA requested that a sensitivity analysis be conducted to validate that the depiction of the noise contour developed based on the 2007 sponsor operational counts and used in the Affected Environment chapter of the Draft EIS/EA remains accurate. In order to ensure that the contour is valid and current, the most recent full year of data (2013) is used to provide the best representation of existing conditions during this sensitivity analysis. In the original analysis, the future conditions were compared to the existing (2007) conditions using the FAA's Area Equivalent Method (AEM). Alternatively, this sensitivity analysis uses INM in order to compare the 2007 existing conditions and an updated 2013 existing conditions to determine the accuracy of the EIS/EA Affected Environment. Based on the findings of this sensitivity analysis, the original Affected Environment analysis remains valid, as does the future conditions comparisons to the existing conditions conducted in AEM.

To conduct this analysis, the FAA provided the Airport with an updated set of aircraft operational data for 2013. The original baseline noise contours developed in 2008 that developed the noise contour map for the Draft EIS/EA used 2007 operational levels based on the sponsor's operational counts. However, this noise sensitivity analysis for 2013 operational data uses the FAA's TFMSC to determine the aircraft fleet mix, and the operation counts were developed based on FAA's Operations Network (OPSNET) database and FAA's TAF.

**Table 1-1 Noise Sensitivity Analysis Parameters for 2013 Operational Data**

Parameter	Original Analysis	Updated Analysis
Model	INM Version 6.2	INM Version 6.2
Year	2007	2013
Aircraft Operations (Annual)	110,696	203,906
Aircraft Fleet Mix	Airport Landing Fee Records <sup>1</sup>	FAA TFMSC (IFR); GA Single-Engine Piston (VFR)

Source: VHB, 2015.

<sup>1</sup> *Republic Airport Proposed Sheltair Development Working Papers – Existing Conditions: Noise, Forecast of Future Aircraft Activity Levels, Future Noise Impact, Understanding Aircraft Sound and Its Measurement, Aircraft Noise Consequences Runway 1/19 Relocation, Sheltair Projected Activity Levels*, Young Environmental Sciences, February 2009.

The purpose of this Noise Sensitivity Analysis for 2013 Operational Data is to evaluate potential changes in the baseline noise contour when compared to the original noise study. The outcome, discussed in Section 1.5 of this memorandum, details that the contours are smaller when the 2013

operational data is used compared to the contours developed for the original noise study. The decrease in the size of the noise contour can be attributed to the characteristics of the 2013 operations data provided by the FAA for this sensitivity analysis. The data used in the original noise study included more jet and turboprop operations, louder categories of aircraft that no longer operate by regulation, and higher nighttime runway utilization percentages. Due to these differences, the noise sensitivity analysis contour developed for 2013 operational data is smaller than the original noise study baseline contour.

## **1.1 Introduction to Noise**

The aircraft operational data and assumptions described in this memorandum were used to develop noise contours in the Day-Night Average Sound Level (DNL) metric using the FAA's Integrated Noise Model (INM). The following sections provide additional information regarding the noise metrics and assumptions/data used for this modeling.

### **1.1.1 Noise Metrics**

The INM was used to calculate noise contours for this Noise Sensitivity Analysis using the DNL metric. The DNL metric is the FAA-required and industry accepted method to measure and evaluate cumulative aircraft noise levels.

The DNL metric represents average daily noise levels that would occur over a 24-hour period; this includes a 10 dB penalty added to noise levels of aircraft operations occurring between the hours of 10:00 PM and 7:00 AM, which is considered nighttime. The 10 dB penalty is applied to account for the increased disturbance that noise intrusions can cause during nighttime hours. Therefore, in terms of disturbance and DNL impacts, this penalty is equivalent to one nighttime operation equaling 10 daytime operations (of the same aircraft). Because the penalty is applied to nighttime operations in the DNL metric, daytime and nighttime operations by aircraft types are separated in the INM.

Residential land uses and some public (schools) and recreational (outdoor music shells and amphitheaters) land uses are considered to be incompatible at noise levels of DNL 65 dB or greater. Most non-aviation commercial and industrial land uses are considered incompatible at noise levels of DNL 75 dB or more. Land use compatibility standards are documented in Title 14 Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning, and are summarized in its Appendix A Table 1 (Table A-1 in Attachment B of this memorandum, *Title 14 CFR Part 150, Airport Noise Compatibility Planning*). To determine if there is the potential for land use incompatibility as previously described, DNL contours were generated at levels of DNL 65, 70, and 75 dB for the most recent full year of operations data (2013) available in the FAA's OPSNET database and TAF.

### 1.1.2 FAA's Integrated Noise Model (INM)

The FAA's INM, Version 6.2<sup>6</sup> was used for this noise sensitivity analysis in order to provide an accurate comparison to the original baseline noise contour, which used the same version of INM. The model requires user input in the form of aircraft operations, runways, runway use, flight tracks, flight track use, and other airport operational conditions. The model is most frequently used to develop maps of cumulative noise levels called noise contours. The INM is designed to estimate long-term average effects using average annual input conditions. The INM standard day atmospheric conditions were modeled. The INM does not account for non-aircraft noise events, such as vehicle traffic, landscaping equipment, and other common noise events that may occur at an airport.

## 1.2 Aircraft Operations

For this noise sensitivity analysis, data from the following FAA databases were used to develop the aircraft operational INM input files:

- FAA Operations Network (OPSNET) database
- FAA Traffic Flow Management System Counts (TFMSC)
- FAA Terminal Area Forecast (TAF)

The following material was provided by Republic Airport:

- Airport Operations Report
- Daily Tower Airport Operations
- INM Jet Arrivals Report
- Monthly INM Jet Departures Report
- Monthly INM Night Arrival and Departure Reports
- Quarterly INM Sample Report (for arrival day/night operation counts)
- Monthly INM Night Departure Report (for departure night operation counts)

### 1.2.1 Aircraft Fleet Mix

The INM requires that the rate of aircraft operations be represented by the average daily operational level. The average annual day scenario is recognized as the “best representation of the typical long-term average conditions” at an airport<sup>7</sup> and necessary for policy decisions, therefore, the average annual day scenario was modeled. Operational data for specific aircraft types were available from FAA's TFMSC for Instrument Flight Rule (IFR) operations. A total of 12,489 annual IFR arrival operations were identified in the 2013 FAA TFMSC database, and those were doubled to account for an identical number of departure operations at FRG. The VFR operations

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<sup>6</sup> FAA's INM Version 6.2 was released for use on May 19, 2006.

<sup>7</sup> FAA INM User's Guide, FAA Office of Environment and Energy, April 2007, Page 12.

were all modeled as piston aircraft, but the IFR operations comprised of the following aircraft types:<sup>8</sup>

- Jet
- Piston
- Turboprop

The difference between the annual total and IFR operations were assumed to be Visual Flight Rule (VFR) operations (178,928 annual VFR operations). The number of average annual day aircraft operations was calculated based on the annual number of aircraft operations (203,906) divided by the number of days in a year, which equal 558.6 average daily operations. A summary of the annual and average annual daily aircraft operations by aircraft type and flight type is provided in Table 1-2.

INM has the ability to model a number of different aircraft types, but in some cases, substitutions may be necessary due to INM not having a particular aircraft type in the model. Substitutions are determined based on the type and number of engines, maximum take-off weight, and other performance characteristics. For instances where INM did not have the same aircraft type as in the TFMSC data, substitutions were made based on professional judgment. Attachment C to this memorandum, Aircraft Operations Data, Tables C-4 through C-6, provide the INM aircraft type modeled for the aircraft types listed in the TFMSC data.

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<sup>8</sup> No helicopter aircraft types were modeled as part of this analysis because the level of effort required to model custom helicopter flight profiles and tracks exceeded the scope of this sensitivity analysis.

**Table 1-2 Noise Sensitivity Analysis for 2013 Operational Data: Annual Aircraft Operations Summary**

	<b>Annual Aircraft Operations</b>	<b>Average Annual Day Aircraft Operations</b>
<i>IFR Arrivals</i>		
Jet	7,017	19.2
Turboprop	1,714	4.7
Piston	3,758	10.3
<i>Total IFR Arrivals</i>	<i>12,489</i>	<i>34.2</i>
<i>IFR Departures</i>		
Jet	7,017	19.2
Turboprop	1,714	4.7
Piston	3,758	10.3
<i>Total IFR Departures</i>	<i>12,489</i>	<i>34.2</i>
<b>IFR Total Operations</b>	<b>24,978</b>	<b>68.4</b>
VFR Operations	178,928	490.2
<b>2013 TOTAL OPERATIONS</b>	<b>203,906</b>	<b>558.6</b>

Sources: FAA OPSNET, FAA TFMSC

Note: An aircraft arrival or departure is considered one aircraft operation.

#### 1.2.1.1 Jet

The jet aircraft group consists of commercial aircraft such as the Boeing 737-400 and Airbus 319, regional jets such as the Embraer 145, business jet aircraft such as the Bombardier Challenger 601 and Learjet 35, and a few military jet aircraft such as the F-16 and F-18 (associated with a local airshow). Attachment C to this memorandum (Table C-1), provides the jet aircraft operational data by INM aircraft types used in this noise analysis.

#### 1.2.1.2 Piston

Multi- and single-engine piston aircraft in this category include aircraft such as the Cessna 172 and Beech Baron. All VFR operations were modeled as single-engine piston aircraft operations. Attachment C (Table C-2) provides the piston aircraft operational data by INM aircraft types used in this noise analysis.

#### 1.2.1.3 Turboprop

Multi- and single-engine aircraft in the turboprop type group include aircraft such as the Cessna 441, Dash 6, and Embraer 120. Attachment C (Table C-3) provides the estimated turboprop operational data by INM aircraft types used in this noise analysis.

### 1.2.2 Stage Length

An aircraft's stage length is defined as the nonstop departure distance from the originating airport to the first destination airport. A departure operation is assigned to a stage length range that corresponds to the planned trip length between the origin and first destination. The farther the

aircraft is traveling, the more fuel it has to carry; therefore, the aircraft is heavier and generates more noise during the departure. The stage lengths are defined in Table 1-. For the purposes of this sensitivity analysis, a conservative approach was used to assure that noise impacts were not underestimated, and each aircraft was modeled with all departure operations utilizing the maximum stage length available in the INM. Attachment C (Tables C-7 and C-8) provide jet and turboprop aircraft stage lengths, respectively. All piston aircraft have a maximum stage length of 1 in INM, and were modeled as such.

**Table 1-3 Stage Lengths**

Stage Length	Distance (Nautical Miles)
1	0 – 500 nm
2	501 – 1000 nm
3	1001 – 1500 nm
4	1501 – 2500 nm
5	2501 – 3500 nm
6	3501 – 4500 nm
7	4501 – 5500 nm
8	5501 – 6500 nm
9	6501 + nm

Source: FAA, 2007, *INM User's Guide: Integrated Noise Model*

### 1.2.3 Day-Night Utilization

For the purposes of the noise modeling and DNL, daytime is defined as between 7:00 AM and 10:00 PM, and nighttime is defined as 10:00 PM to 7:00 AM. The DNL noise metric includes a penalty for aircraft movements occurring in the nighttime period. Essentially, one nighttime operation is equivalent to 10 daytime operations of the same aircraft type.

Day and night utilizations were estimated and confirmed based on a summary of hourly operations data from FAA's TFMSC for IFR operations. Based on the available data, IFR operations were modeled as 95 percent occurring during the daytime, and the remaining 5 percent occurring during the nighttime. As agreed to by the Airport and FAA, an assumption to this analysis included that all VFR operations were assumed to occur during the daytime. The day-night utilization by aircraft type is provided in Table 1-4.

**Table 1-4 Noise Sensitivity Analysis for 2013 Operational Data: Daytime and Nighttime Utilization Summary**

	Daytime	Nighttime	Total
IFR Operations	95%	5%	100%
VFR Operations	100%	0%	100%

Source: VHB, 2015; FAA TFMSC data, 2015.

### 1.3 Runway Utilization

Runway utilization accounts for the number, location, and orientation of the active runways, as well as the directions and types of operations that occur on each runway. Runway use depends primarily on wind direction and wind speed. However, it is also a function of factors such as fixed-base operator (FBO) location, taxiing distances, origin/destination, runway length, and runway instrumentation (such as precision instrument approaches to assist a pilot during an arrival operation).

Actual daytime and nighttime runway utilizations, by aircraft type were determined based on reports from 2013 provided by FRG. The following reports provided by FRG were used to determine the runway utilization:

- INM Jet Arrivals Report
- Monthly INM Jet Departures Report
- Monthly INM Night Arrival and Departure Reports
- Quarterly INM Sample Report (for arrival day/night operation counts)
- Monthly INM Night Departure Report (for departure night operation counts)

The runway utilization for daytime arrival operations for multi-engine piston, single-engine piston, and turboprop aircraft were also used to represent daytime departure runway utilization because FRG only monitors daytime runway utilization for jet aircraft. Table 1- provides a summary of the runway utilization by operation type and time period.



**Table 1-5 Noise Sensitivity Analysis for 2013 Operational Data: Runway Utilization Summary by Day/Night**

Jet			Piston			Turboprop		
Arrivals								
Runway	Day %	Night %	Runway	Day %	Night %	Runway	Day %	Night %
1	18.37%	16.44%	1	25.43%	16.47%	1	19.84%	17.37%
14	13.63%	16.98%	14	7.22%	6.73%	14	9.99%	10.78%
19	34.01%	32.07%	19	36.80%	52.26%	19	40.33%	26.95%
32	33.99%	34.51%	32	30.55%	24.54%	32	29.84%	44.91%
Total	100.00%	100.00%	Total	100.00%	100.00%	Total	100.00%	100.00%
Departures								
Runway	Day %	Night %	Runway	Day %	Night %	Runway	Day %	Night %
1	21.95%	51.36%	1	25.43%	37.54%	1	19.84%	64.00%
14	11.82%	12.30%	14	7.22%	4.56%	14	9.99%	2.67%
19	32.11%	15.45%	19	36.80%	37.19%	19	40.33%	22.67%
32	34.12%	20.89%	32	30.55%	20.70%	32	29.84%	10.67%
Total	100.00%	100.00%	Total	100.00%	100.00%	Total	100.00%	100.00%

Source: Republic Airport Reports: INM Jet Arrivals Report, Monthly INM Jet Departures Report, Monthly INM Night Arrival and Departure Reports, Quarterly INM Sample Report, and Monthly INM Night Departure Report

Notes: Multi-engine and single-engine piston aircraft data were combined to determine runway utilization for piston aircraft. The Runway utilization for daytime arrival operations for piston and turboprop aircraft was also used to represent daytime departure runway utilization because daytime departure runway use information was not available. Numbers may not add up due to rounding.

## 1.4 Flight Tracks and Utilization

Average aircraft routes, or flight tracks, represent where aircraft fly when departing or arriving at an airport. One arrival and one departure flight track was modeled on each runway. All flight tracks were modeled as straight-in or straight-out with the exception of the Runway 32 departure flight track, which turns toward the north approximately ¼ of a mile past the runway end (Attachment D, Figure 1). Since there is only one flight track per runway, the track utilization is 100 percent for each flight track and aircraft category.

## 1.5 Noise Analysis Results

The aircraft operational data described previously were used in the FAA's INM to produce noise contours. The results and findings of the aircraft noise analysis are described below. The DNL 65, 70, and 75 dB noise contours are shown over an aerial and land use base map in Attachment D (Figures 2 and 3, respectively).

The result of this noise sensitivity analysis for 2013 operational data demonstrates that these noise contours are smaller than the original noise study baseline contours. This noise sensitivity analysis modeled 203,906 annual operations from data based on the TAF, TFMSC and OPSNET, and the original noise study modeled 110,696 annual operations derived from the airport sponsor's counts

of operations at FRG. The fleet mix and day/night split of operations were also noticeably different between the two data sets. The only aircraft category to increase from the original noise study to this noise sensitivity analysis of 2013 operational data is piston aircraft, which are relatively insignificant from a noise perspective when compared to jet and turboprop aircraft.

To fully understand the impact of the nighttime operations, daytime “equivalent” operations were calculated and are provided in Table 1-6. The nighttime penalty associated with the DNL metric results in every nighttime operation counted as 10 daytime operations. To calculate the number of daytime equivalent operations, the nighttime operations were multiplied by 10 and added to the daytime operations. Consistent with the overall operations, only the piston aircraft experienced an increase in daytime equivalent operations from the original noise study to the noise sensitivity analysis for 2013 operational data. There was a decrease of 45.9 percent daytime equivalent jet operations and a decrease of 64.4 percent daytime equivalent turboprop operations from the original noise study.

This noise sensitivity analysis for 2013 operational data modeled 95 percent of all jet and turboprop operations during the daytime, and 99.8 percent of all piston operations occurring during the daytime. Therefore, only 5 percent of jet and turboprop and 0.2 percent of piston operations were modeled as nighttime operations. The original noise study included a higher nighttime utilization for all three aircraft categories. Jet aircraft nighttime operations were modeled at 10 percent, turboprop aircraft at 18 percent, and piston aircraft at 3 percent. Table 1-7 shows the day/night split differences.

As shown in Figures 2 and 3 of Attachment D, these contours do not extend into residential areas. Therefore, according to this noise sensitivity analysis for 2013 operational data, the baseline noise contours presented in the EA remain a valid depiction of the noise footprint at FRG for the current operational fleet mix. Additionally, all analyses based off these contours, including noise impacts, land use, and environmental justice, are also valid because, as this noise sensitivity analysis for 2013 operational data shows, the 65 DNL contour does not incorporate any noise sensitive receptors within its limits.

Table 1-6 Modeled Operational Differences between Noise Sensitivity Analysis for 2013 Operational Data and the Original Noise Study

Aircraft Category	Noise Sensitivity Analysis for 2013 Operational Data				Original Noise Study				Differences				Percent Change			
	Day Operations	Night Operations	Total Operations	Annual Daytime Equivalent Operations	Day Operations	Night Operations	Total Operations	Annual Daytime Equivalent Operations	Day Difference	Night Difference	Total Difference	Equivalent Difference	Day Change	Night Change	Total Change	Equivalent Change
Jet	13,332	702	14,034	20,352	17,398	2,024	19,402	37,638	-4,066	-1,322	-5,368	-17,286	-23.4%	-65.3%	-27.7%	-45.9%
Turboprop	3,256	172	3,428	4,976	4,284	968	5,252	13,964	-1,028	-796	-1,824	-8,988	-24.0%	-82.2%	-34.7%	-64.4%
Piston	186,068	376	186,444	189,828	76,364	2,700	79,064	103,364	109,704	-2,324	107,380	86,464	143.7%	-86.1%	135.8%	83.7%
Total Operations	202,656	1,250	203,906	215,156	104,720	5,996	110,696	164,680	97,936	-4,746	93,210	50,476	93.5%	-79.2%	84.2%	30.7%

Source: FAA Traffic Flow Management System Counts (TFMSC), Draft Environmental Impact Statement, Appendix L, February 2009.  
Note: Daytime equivalent operations are the total of daytime operations plus ten times nighttime operations.

Table 1-7 Day/ Night Split

Aircraft Category	Noise Sensitivity Analysis for 2013 Operational Data		Original Noise Study	
	Day %	Night %	Day %	Night %
Jet	95%	5%	90%	10%
Turboprop	95%	5%	82%	18%
Piston	100%	0%	97%	3%

Source: Draft Environmental Impact Statement, Appendix L, February 2009.



**Attachment A – FAA Terminal Area Forecast (TAF) for Republic Airport, Issued January 2015**



# APO TERMINAL AREA FORECAST DETAIL REPORT

## Forecast Issued January 2015

FRG

AIRCRAFT OPERATIONS															
Enplanements				Itinerant Operations					Local Operations				Total Ops	Total Tracon Ops	Based Aircraft
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total				
REGION:AEA		STATE:NY		LOCID:FRG											
CITY:FARMINGDALE				AIRPORT:REPUBLIC											
1990	0	3,929	3,929	0	2,688	96,282	534	99,504	66,375	83	66,458	165,962	0	504	
1991	0	1,611	1,611	0	3,157	127,735	823	131,715	84,935	68	85,003	216,718	0	504	
1992	0	3,493	3,493	0	2,490	117,418	874	120,782	75,410	12	75,422	196,204	0	502	
1993	0	2,424	2,424	254	3,867	111,832	753	116,706	89,080	33	89,113	205,819	0	502	
1994	175	11	186	0	3,534	104,715	329	108,578	97,300	43	97,343	205,921	0	506	
1995	453	0	453	31	5,552	114,512	325	120,420	91,212	25	91,237	211,657	0	506	
1996	199	23	222	16	5,153	99,542	294	105,005	90,588	32	90,620	195,625	0	506	
1997	639	189	828	10	5,516	112,536	290	118,352	113,875	3	113,878	232,230	0	491	
1998	732	0	732	4	4,068	110,084	328	114,484	120,513	932	121,445	235,929	0	491	
1999	1,117	0	1,117	0	3,412	120,597	272	124,281	123,129	8	123,137	247,418	0	491	
2000	709	0	709	14	4,018	106,897	238	111,167	103,812	22	103,834	215,001	0	491	
2001	901	0	901	19	5,184	101,258	299	106,760	99,999	21	100,020	206,780	0	518	
2002	1,414	0	1,414	155	9,511	98,845	374	108,885	98,249	19	98,268	207,153	0	516	
2003	1,740	275	2,015	169	7,353	91,217	386	99,125	84,070	6,042	90,112	189,237	0	522	
2004	1,964	0	1,964	202	7,507	97,622	380	105,711	93,802	17	93,819	199,530	0	529	
2005	99	108	207	110	7,601	100,627	317	108,655	94,264	990	95,254	203,909	0	537	
2006	1,796	48	1,844	169	10,393	94,372	551	105,485	85,107	1,635	86,742	192,227	0	537	
2007	2,172	196	2,368	201	12,765	93,477	518	106,961	80,940	2,830	83,770	190,731	0	546	
2008	1,821	256	2,077	339	9,808	85,760	501	96,408	71,129	3,990	75,119	171,527	0	504	
2009	2,470	63	2,533	411	14,030	98,155	498	113,094	58,091	63	58,154	171,248	0	467	
2010	2,144	134	2,278	351	15,707	108,092	605	124,755	67,680	10	67,690	192,445	0	527	
2011	2,098	3,848	5,946	181	9,762	96,985	315	107,243	74,110	22	74,132	181,375	0	523	
2012	2,158	7,928	10,086	190	9,778	109,152	235	119,355	96,797	4	96,801	216,156	0	508	
2013	1,766	114	1,880	108	10,091	106,100	212	116,511	95,436	10	95,446	211,957	0	518	
2014*	1,991	8,060	10,051	126	10,259	95,346	140	105,871	88,544	0	88,544	194,415	0	525	
2015*	1,991	8,193	10,184	126	10,310	94,494	140	105,070	87,862	0	87,862	192,932	0	532	
2016*	1,991	8,326	10,317	126	10,361	94,569	140	105,196	88,125	0	88,125	193,321	0	540	
2017*	1,991	8,459	10,450	126	10,412	94,644	140	105,322	88,389	0	88,389	193,711	0	548	
2018*	1,991	8,592	10,583	126	10,463	94,719	140	105,448	88,654	0	88,654	194,102	0	556	
2019*	1,991	8,725	10,716	126	10,514	94,794	140	105,574	88,920	0	88,920	194,494	0	563	



## APO TERMINAL AREA FORECAST DETAIL REPORT

### Forecast Issued January 2015

FRG

AIRCRAFT OPERATIONS														
Enplanements				Itinerant Operations				Local Operations				Total Ops	Total Tracon Ops	Based Aircraft
Fiscal Year	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total			
2020*	1,991	8,858	10,849	126	10,565	94,869	140	105,700	89,187	0	89,187	194,887	0	570
2021*	1,991	8,991	10,982	126	10,616	94,944	140	105,826	89,454	0	89,454	195,280	0	579
2022*	1,991	9,124	11,115	126	10,669	95,019	140	105,954	89,722	0	89,722	195,676	0	586
2023*	1,991	9,257	11,248	126	10,722	95,094	140	106,082	89,991	0	89,991	196,073	0	595
2024*	1,991	9,390	11,381	126	10,776	95,169	140	106,211	90,261	0	90,261	196,472	0	602
2025*	1,991	9,523	11,514	126	10,830	95,244	140	106,340	90,532	0	90,532	196,872	0	609
2026*	1,991	9,656	11,647	126	10,884	95,319	140	106,469	90,804	0	90,804	197,273	0	617
2027*	1,991	9,789	11,780	126	10,939	95,394	140	106,599	91,077	0	91,077	197,676	0	625
2028*	1,991	9,922	11,913	126	10,994	95,469	140	106,729	91,351	0	91,351	198,080	0	633
2029*	1,991	10,055	12,046	126	11,049	95,544	140	106,859	91,625	0	91,625	198,484	0	642
2030*	1,991	10,188	12,179	126	11,104	95,620	140	106,990	91,899	0	91,899	198,889	0	651
2031*	1,991	10,321	12,312	126	11,159	95,696	140	107,121	92,174	0	92,174	199,295	0	660
2032*	1,991	10,454	12,445	126	11,214	95,772	140	107,252	92,450	0	92,450	199,702	0	669
2033*	1,991	10,587	12,578	126	11,270	95,848	140	107,384	92,727	0	92,727	200,111	0	678
2034*	1,991	10,720	12,711	126	11,326	95,924	140	107,516	93,005	0	93,005	200,521	0	687
2035*	1,991	10,853	12,844	126	11,384	96,000	140	107,650	93,284	0	93,284	200,934	0	696
2036*	1,991	10,986	12,977	126	11,442	96,076	140	107,784	93,564	0	93,564	201,348	0	705
2037*	1,991	11,119	13,110	126	11,500	96,152	140	107,918	93,845	0	93,845	201,763	0	715
2038*	1,991	11,252	13,243	126	11,559	96,228	140	108,053	94,127	0	94,127	202,180	0	725
2039*	1,991	11,385	13,376	126	11,618	96,304	140	108,188	94,409	0	94,409	202,597	0	735
2040*	1,991	11,518	13,509	126	11,677	96,380	140	108,323	94,692	0	94,692	203,015	0	746

**Attachment B – Title 14 CFR Part 150, Airport Noise Compatibility Planning,  
Appendix A, Table 1**



*Please note that Table A-1, the Key to Table A-1, and the Notes to Table A-1 are from Title 14 CFR Part 150, Airport Noise Compatibility Planning, Appendix A, Table 1.*

**Table A-1: Land Use Compatibility\* With Yearly Day-Night Average Sound Levels**

Land use	Yearly day-night average sound level (L <sub>dn</sub> ) in decibels					
	Below 65	65–70	70–75	75–80	80–85	Over 85
<b>Residential</b>						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
<b>Public Use</b>						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
<b>Commercial Use</b>						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
<b>Manufacturing and Production</b>						
Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
<b>Recreational</b>						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

\*The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable or unacceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

**Key to Table 1**

SLUCM = Standard Land Use Coding Manual.

Y (Yes) = Land Use and related structures compatible without restrictions.

N (No) = Land Use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

**Notes for Table 1**

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

(4) Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

## Attachment C – Aircraft Operational Data

This attachment contains detailed aircraft operational data. This aircraft operational data was used in the development of the 2013 INM inputs.

The following aircraft operational data tables are provided in this attachment:

Table C-1	Average Annual Day Jet Operations
Table C-2	Average Annual Day Piston Operations
Table C-3	Average Annual Day Turboprop Operations
Table C-4	Jet Aircraft Substitutions
Table C-5	Piston Aircraft Substitutions
Table C-6	Turboprop Aircraft Substitutions
Table C-7	Jet Aircraft Departure Stage Lengths
Table C-8	Turboprop Aircraft Departure Stage Lengths





**Table C-1: Average Annual Day (AAD)  
Jet Operations**

INM Aircraft	Operations	Percent (%) <sup>1</sup>
737400	0.22	0.57%
737800	0.08	0.22%
757PW	0.01	0.01%
A319	0.14	0.37%
CIT3	1.20	3.14%
CL600	4.56	11.94%
CL601	6.33	16.59%
CNA500	2.95	7.74%
CNA55B	0.49	1.29%
CNA750	2.22	5.81%
DC930	0.01	0.01%
EMB145	0.01	0.03%
F16GE	0.01	0.01%
F-18	0.02	0.04%
FAL20	0.08	0.22%
GII	0.05	0.14%
GIIB	0.80	2.10%
GIV	3.13	8.21%
GV	2.60	6.82%
IA1125	0.20	0.53%
LEAR25	0.06	0.16%
LEAR35	7.63	19.98%
MD81	0.01	0.03%
MD9025	0.01	0.01%
MU3001	5.35	14.01%
<b>Total</b>	<b>38.17</b>	<b>100.00%</b>

Sources: Operations – FAA OPSNET (2013); Fleet Mix –TFMSC (2013)

1 Numbers may not add up, due to rounding.

**Table C-2: Average Annual Day (AAD)  
Piston Operations**

INM Aircraft	Operations	Percent (%) <sup>1</sup>
BEC58P <sup>2</sup>	3.73	0.73%
CNA172	3.13	0.61%
CNA206	1.33	0.26%
CNA20T	0.01	0.00%
COMSEP	0.01	0.00%
DC3	0.01	0.00%
GASEPF <sup>2</sup>	491.28	96.05%
GASEPV <sup>2</sup>	11.39	2.23%
PA28	0.01	0.00%
PA30	0.01	0.00%
PA31	0.55	0.11%
T34	0.02	0.00%
<b>Total</b>	<b>511.47</b>	<b>100.00%</b>

Sources: Operations – FAA OPSNET (2013); Fleet Mix –TFMSC (2013)

1 Numbers may not add up, due to rounding.

2 The engine types for a portion of these operations were identified incorrectly in the TFMSC data; therefore, the operations for the piston category do not match the annual operations summary table, however the overall total operations are consistent with the OPSNET data.

**Table C-3: Average Annual Day (AAD)  
Turboprop Operations**

<b>INM Aircraft</b>	<b>Operations</b>	<b>Percent (%)<sup>1</sup></b>
1900D	0.01	0.06%
CNA441 <sup>2</sup>	2.58	28.61%
CVR580 <sup>2</sup>	0.01	0.06%
DHC6	3.50	38.89%
DHC8 <sup>2</sup>	0.26	2.86%
EMB120	2.65	29.40%
HS748A	0.01	0.06%
L188	0.01	0.06%
<b>Total</b>	<b>9.00</b>	<b>100.00%</b>

Sources: Operations – FAA OPSNET (2013); Fleet Mix –TFMSC (2013)

1 Numbers may not add up, due to rounding.

2 The engine types for a portion of these operations were identified incorrectly in the TFMSC data; therefore, the operations for the turboprop category do not match the annual operations summary table, however the overall total operations are consistent with the OPSNET data.

**Table C-4: Jet Aircraft Substitutions**

<b>INM Aircraft</b>	<b>TFSMC Aircraft</b>
737400	B734 - Boeing 737-400
737800	B738 - Boeing 737-800
757PW	B752 - Boeing 757-200
A319	A319 - Airbus A319
CIT3	C650 - Cessna III/VI/VII
	C680 - Cessna Citation Sovereign
CL600	CL30 - Bombardier (Canadair) Challenger 300
	E135 - Embraer ERJ 135/140/Legacy
	F2TH - Dassault Falcon 2000
CL601	CL60 - Bombardier Challenger 600/601/604
	CRJ2 - Bombardier CRJ-200
	DA50 - Mystere Falcon 50 Dassault
	F900 - Dassault Falcon 900
	FA50 - Dassault Falcon/Mystère 50
CNA500	HA4T - Hawker 4000
	C25A - Cessna Citation CJ2
	C25B - Cessna Citation CJ3
	C25C - Cessna Citation CJ4
	C500 - Cessna 500/Citation I
	C501 - Cessna I/SP
	C510 - Cessna Citation Mustang
	C525 - Cessna CitationJet/CJ1
	E50P - Embraer Phenom 100
	EA50 - Eclipse 500
CNA55B	C550 - Cessna Citation II/Bravo
CNA750	C750 - Cessna Citation X
	GALX - IAI 1126 Galaxy/Gulfstream G200
DC930	DC93 - Boeing (Douglas) DC 9-30
EMB145	E145 - Embraer ERJ-145
F16GE	F16C - F-16 Fighting Falcon
F-18	F18 - Boeing FA-18 Hornet
FAL20	FA20 - Dassault Falcon/Mystère 20
GII	GLF2 - Gulfstream II/G200

Source: FAA INM Version 6.2 aircraft.

**Table C-4: Jet Aircraft Substitutions (continued)**

<b>INM Aircraft</b>	<b>TFSMC Aircraft</b>
GIIB	GLF3 - Gulfstream III/G300
GIV	FA7X - Dassault Falcon F7X
	G4 - Gulfstream IV
	GLF4 - Gulfstream IV/G400
GV	GL5T - Bombardier BD-700 Global 5000
	GLEX - Bombardier BD-700 Global Express
	GLF5 - Gulfstream V/G500
	GLF6 - Gulfstream
IA1125	ASTR - IAI Astra 1125
	G150 - Gulfstream G150
	WW24 - IAI 1124 Westwind
LEAR25	H25A - BAe HS 125-1/2/3/400/600
	LJ24 - Bombardier Learjet 24
	LJ25 - Bombardier Learjet 25
	SBR1 - North American Rockwell Sabre 40/60
	E55P - Embraer Phenom 300
LEAR35	FA10 - Dassault Falcon/Mystère 10
	H25B - BAe HS 125/700-800/Hawker 800
	H25C - BAe/Raytheon HS 125-1000/Hawker 1000
	LJ31 - Bombardier Learjet 31/A/B
	LJ35 - Bombardier Learjet 35/36
	LJ40 - Learjet 40; Gates Learjet
	LJ45 - Bombardier Learjet 45
	LJ55 - Bombardier Learjet 55
	LJ60 - Bombardier Learjet 60
	LR35 - Learjet 35
	LR55 - LearJet 55
MD81	MD81 - Boeing (Douglas) MD 81
MD9025	MD90 - Boeing (Douglas) MD 90
MU3001	BE40 - Raytheon/Beech Beechjet 400/T-1
	C560 - Cessna Citation V/Ultra/Encore
	C56X - Cessna Excel/XLS
	MU30 - Mitsubishi MU300/ Diamond I
	PRM1 - Raytheon Premier 1/390 Premier 1

Source: FAA INM Version 6.2 aircraft.

**Table C-5: Piston Aircraft Substitutions**

INM Aircraft	TFSMC Aircraft
BEC58P	AC50 - Aero Commander 500
	AC56 - Aero Commander 560
	AC6L - Aero Commander 680FL
	AEST - Piper Aero Star
	BE50 - Beech Twin Bonanza
	BE55 - Beech Baron 55
	BE56 - Beech 56 Turbo Baron
	BE58 - Beech 58
	BE76 - Beech 76 Duchess
	BN2 - Britten Norman BN 2T
	BN2P - Britten Norman Islander
	C303 - Cessna T303 Crusader
	C310 - Cessna 310
	C337 - Cessna Turbo Super Skymaster
	C340 - Cessna 340
	C402 - Cessna 401/402
	C414 - Cessna Chancellor 414
	C421 - Cessna Golden Eagle 421
	EVOL - Lancair Evolution
	G44 - Gannet G-44 Super Widgeon
	GA7 - Grumman American Cougar
	NAVI - C335
	P68 - Partenavia P68 Victor
	PA23 - Piper PA-23
	PA27 - Piper Aztec
	PA34 - Piper PA-34 Seneca
	PA44 - Piper Seminole
	PASE - Piper PA 31 Seneca
	PAZT - Piper Aztec
CNA172	C150 - Cessna 150
	C152 - Cessna 152
	C170 - Cessna 170
	C172 - Cessna Skyhawk 172/Cutlass
	C177 - Cessna 177 Cardinal
	C72R - Cessna Cutlass RG
	C77R - Cessna Cardinal RG
	M7 - Maule M-7-235 Orion

Source: FAA INM Version 6.2 aircraft.

**Table C-5: Piston Aircraft Substitutions  
(continued)**

INM Aircraft	TFSMC Aircraft
GASEPF	(blank)
	-1 - unknown
	AA1 - American AA-1 Trainer
	AA5 - American AA-5 Traveler
	AA5B - American Traveler
	AC11 - North American Commander 112
	BE23 - Beech 23 Sundowner
	BE24 - Beech 24 Sierra
	BL17 - Bellanca Viking
	BL26 - Viking; Bellanca Aircraft
	BL8 - Bellanca 8 Scout
	C162 - Cessna 162 Skycatcher
	C175 - Cessna 175 Skylark
	C195 - Cessna 195
	C208 - Cessna 208 Caravan
	CAT - unknown
	DA20 - Diamond DA 20
	GLAS - New Glasair
	HUSK - Aviat A-1 Husky Pup
	L8 - Luscombe 8 Master
	LANC - Avro 683 Lancaster
CNA206	PA38 - Piper Tomahawk PA38
	C180 - Cessna 180
	C182 - Cessna Skylane 182
	C185 - Cessna Skywagon 185
	C206 - Cessna 206 Stationair
CNA20T	C210 - Cessna 210 Centurion
	C82R - Cessna Skylane RG
	P210 - Riley Super P210
COMSEP	C207 - Cessna Turbo Stationair 7
	TAMP - Socata TB-9 Tampico
DC3	TB9 - Socata Rallye TB-9 Tampico
	TBM - Grumman G-40 Avenger

Source: FAA INM Version 6.2 aircraft.

**Table C-5: Piston Aircraft Substitutions  
(continued)**

<b>INM Aircraft</b>	<b>TFSMC Aircraft</b>
GASEPV	B36T - Allison 36 Turbine Bonanza
	BE33 - Beech Bonanza 33
	BE35 - Beech Bonanza 35
	BE36 - Beech Bonanza 36
	COL3 - Lancair LC-40 Columbia 400
	COL4 - Lancair LC-41 Columbia 400
	COUR - Helio U-10 Super Courier
	DA40 - Diamond Star DA40
	LA25 - Lake Turbo Seafury
	M020 - Mark 20, MO20
	M20 - Mooney M-20C Ranger
	M20J - Mooney M-205
	M20P - Mooney M-20C Ranger
	M20T - Turbo Mooney M20K
	MO20 - Mooney M-20
	MO21 - Mooney Mark 21
	P28 - Piper Cherokee
	P28A - Piper Cherokee
	P28B - Piper Turbo Dakota
	P28R - Cherokee Arrow/Turbo
	P32R - Piper 32
	P46T - Piper Malibu Meridian
	PA14 - unknown
	PA24 - Piper PA-24
	PA28 - Piper Cherokee
	PA32 - Piper Cherokee Six
	PA46 - Piper Malibu
	PARO - Piper Cherokee Arrow
	RV4 - Experimental
	RV7 - Experimental RV-7
	SR20 - Cirrus SR-20
	SR22 - Cirrus SR 22
	T28 - HamiltonT-28 Nomair
	TB10 - Socata TB-10 Tobago
	TOBA - Socata Tobago
	TRIN - Socata TB-21 Trinidad

Source: FAA INM Version 6.2 aircraft.

**Table C-5: Piston Aircraft Substitutions  
(continued)**

<b>INM Aircraft</b>	<b>TFSMC Aircraft</b>
PA28	P281 - unknown
PA30	PA30 - Piper PA-30
PA31	PA31 - Piper Navajo PA-31
T34	BE17 - Beech YC-43 Traveler
	T6 - North American T-6 Texan

Source: FAA INM Version 6.2 aircraft.

**Table C-6: Turboprop Aircraft Substitutions**

<b>INM Aircraft</b>	<b>TFSMC Aircraft</b>
1900D	B190 - Beech 1900/C-12J
	AC90 - Gulfstream Commander
	AC95 - Gulfstream Jetprop Commander 1000
	BE10 - Beech King Air 100 A/B
	BE90 - Beech King Air 90
	BE9L - Beech King Air 90
	BE9T - Beech F90 King Air
	C425 - Cessna 425 Corsair
	C441 - Cessna Conquest
CNA441	PAY1 - Piper Cheyenne 1
	PAY2 - Piper Cheyenne 2
	PAY3 - Piper PA-42-720 Cheyenne 3
	PAY4 - Piper Cheyenne 400
	PC12 - Pilatus PC-12
	SW2 - Swearingen Merlin 2
	SW3 - Fairchild Swearingen SA-226T/TB Merlin 3
	TBM7 - Socata TBM-7
	TBM8 - Socata TBM-850
CVR580	C123 - Fairchild Provider
	B350 - Beech Super King Air 350
	BE20 - Beech 200 Super King
DHC6	BE30 - Raytheon 300 Super King Air
	MU2 - Mitsubishi Marquise/Solitaire
	P180 - Piaggio P-180 Avanti
DHC8	J328 - Fairchild Dornier 328 Jet
EMB120	E120 - Embraer Brasilia EMB 120
HS748A	SB20 - Saab 2000
L188	C160 - Transall C-160

Source: FAA INM Version 6.2 aircraft.

**Table C-7: Jet Aircraft Departure  
Stage Lengths**

INM Aircraft	Stage Length
737400	4
737800	6
757PW	7
A319	4
CIT3	1
CL600	1
CL601	1
CNA500	1
CNA55B	1
CNA750	1
DC930	3
EMB145	4
F16GE	1
F-18	1
FAL20	1
GII	1
GIIB	1
GIV	1
GV	1
IA1125	1
LEAR25	1
LEAR35	1
MD81	3
MD9025	5
MU3001	1

Source: FAA INM Version 6.2 profiles.

**Table C-8: Turboprop Aircraft  
Departure Stage Lengths**

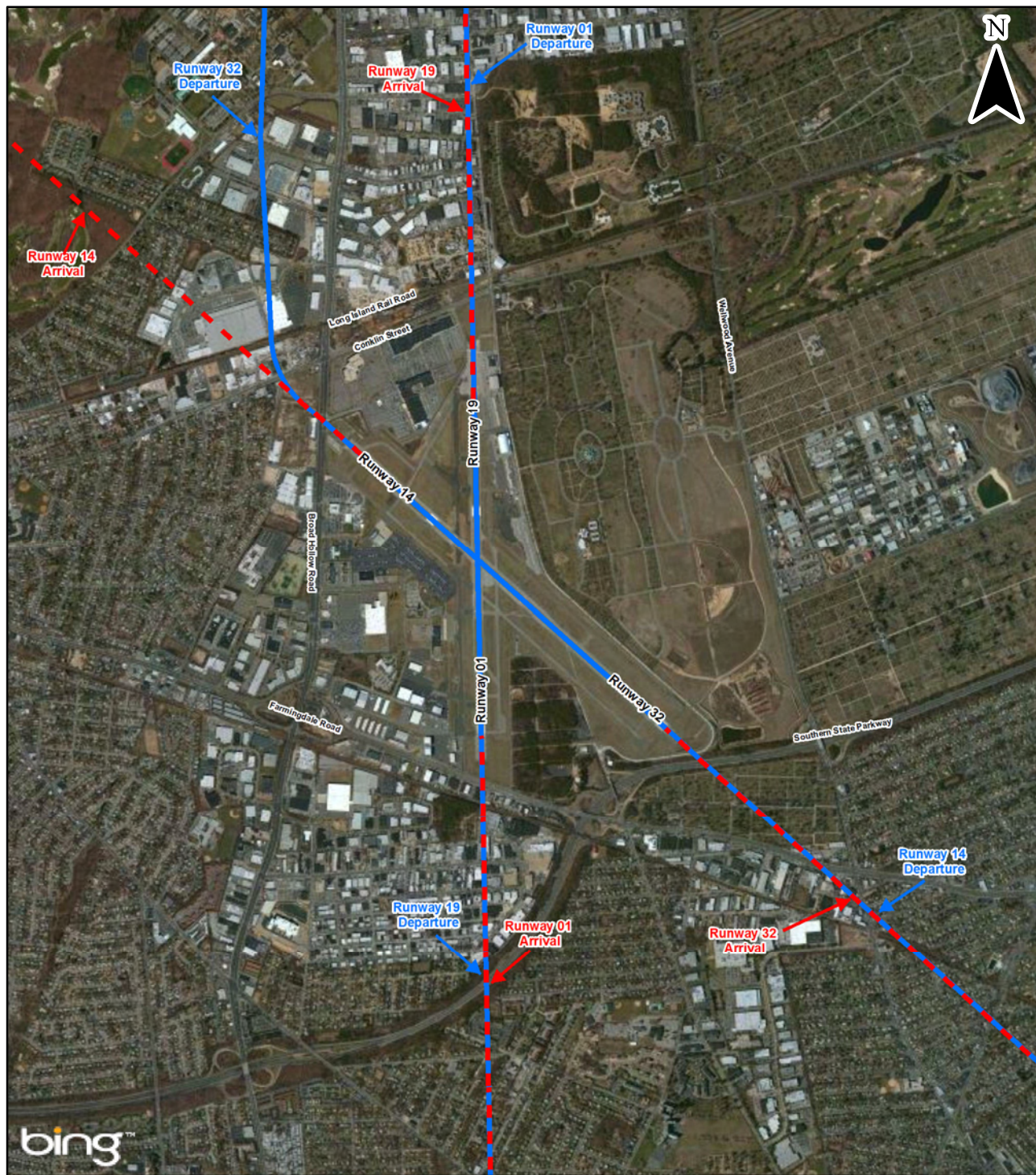
INM Aircraft	Stage Length
1900D	2
CNA441	1
CVR580	3
DHC6	1
DHC8	1
EMB120	1
HS748A	1
L188	3

Source: FAA INM Version 6.2 profiles.





## Attachment D – Figures



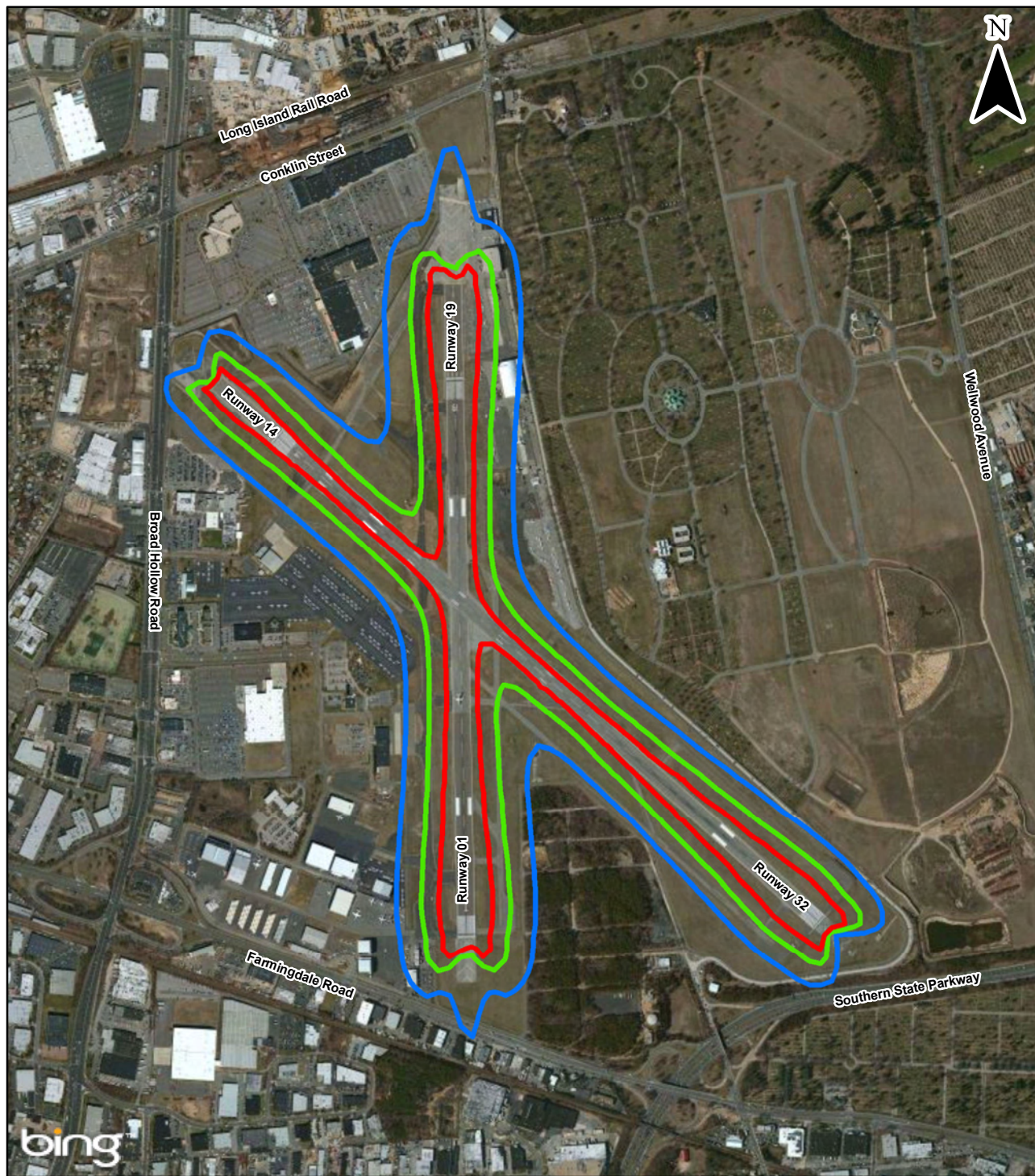
### Legend

- Arrival Tracks
- Departure Tracks

**Figure 1: 2013 Noise Sensitivity Analysis - Flight Tracks  
Republic Airport**

Sources: Noise Model – INM Version 6.2  
Service Layer Credits: Image courtesy of USGS Earthstar Geographics SIO © 2015 Microsoft Corporation



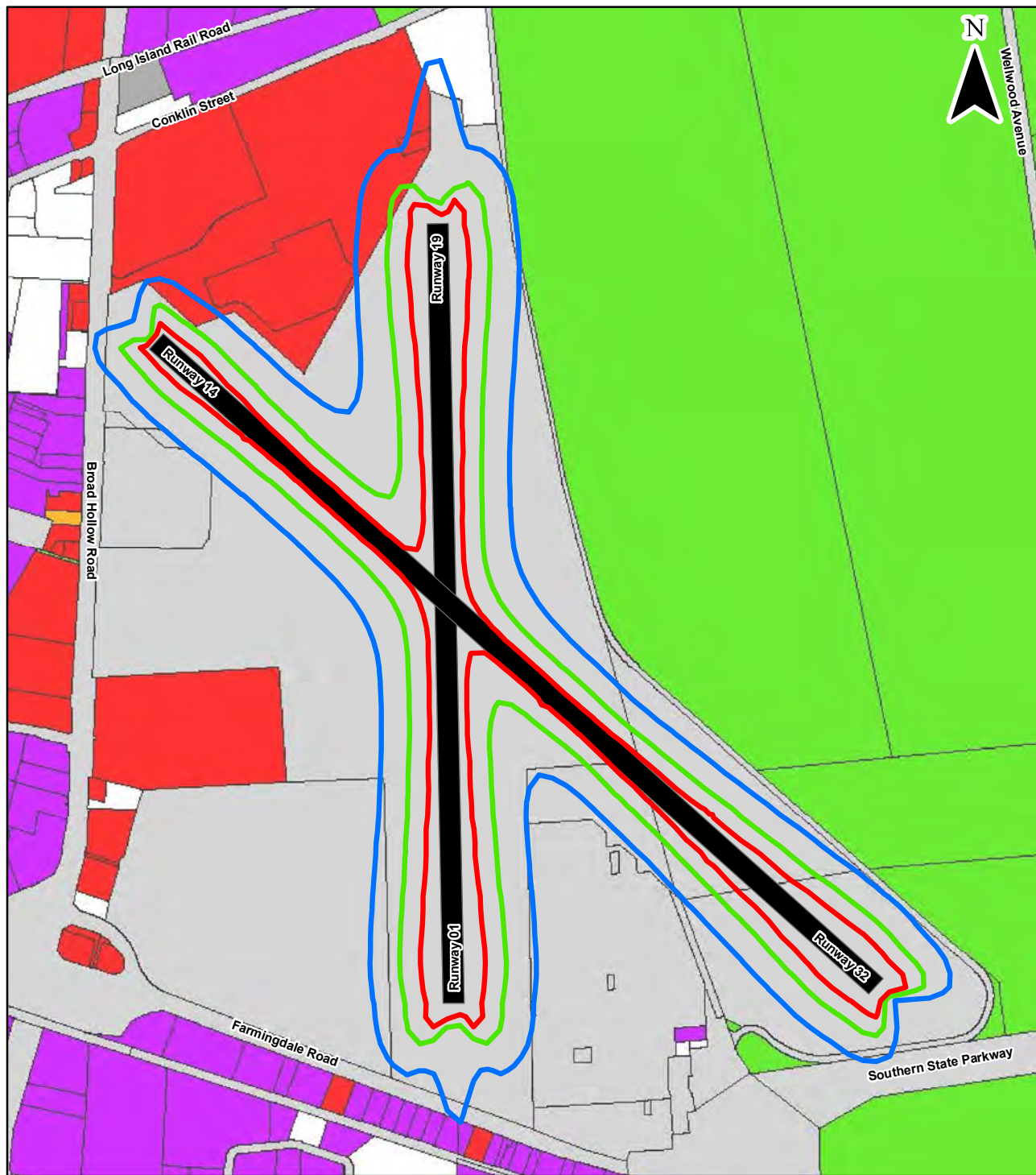


### Legend

- DNL 65 dB
- DNL 70 dB
- DNL 75 dB

**Figure 2: 2013 Noise Sensitivity Analysis – DNL Noise Contours (Aerial)  
Republic Airport**

**Sources:** Noise Model – INM Version 6.2  
Operational Data – FAA Traffic Flow Management System Counts (TFMSC)  
Day/Night Data – NYSDOT/FRG  
Service Layer Credits: Image courtesy of USGS Earthstar Geographics SIO © 2015 Microsoft Corporation



#### Legend

- Airport Runway
- DNL 65 dB
- DNL 70 dB
- DNL 75 dB

#### Land Use Key

- Medium Density Residential
- High Density Residential
- Commercial
- Industrial

- Institutional
- Recreation and Open Space
- Vacant
- Transportation
- Utilities

**Figure 3: 2013 Noise Sensitivity Analysis – DNL Noise Contours (Land Use)**  
**Republic Airport**

Sources: Noise Model – INM Version 6.2  
 Operational Data – FAA Traffic Flow Management System Counts (TFMSC)  
 Day/Night Data – NYSDOT/FRG  
 Suffolk County Department of Planning. Town of Babylon 2007 Existing Land Use Map



# H

## Air Quality Sensitivity Analysis for 2013 Operation Levels Technical Memorandum



## Memorandum

**To:** Republic Airport, Michael Geiger, New York State Department of Transportation  
**From:** Michael Kenney, KB Environmental Sciences, Inc.  
**Subject:** Republic Airport Air Quality Assessment Sensitivity Analysis  
**Date:** March 19, 2015

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### A. Introduction and Purpose

The Air Quality Analysis Report was last revised in 2011 (2011 Air Quality Report), to evaluate the air quality impacts associated with the construction and operations of Sheltair post-development (the “Build” analysis), and also considered the future aircraft operations associated with normal growth (i.e., ambient growth without planned projects [the “No-Build” analysis]) at Republic Airport. An Addendum to the Air Quality Analysis was prepared in 2013 (2013 Air Quality Addendum), subsequent to the Draft EIS/Draft EA public hearing on February 26, 2013 to address a change in the build year from 2013 to 2019 and to address a five-year construction plan rather than the two-year construction period previously evaluated (Appendix K of the Draft EIS/Draft EA).<sup>1,2</sup> A primary component of this analysis was an operational emissions inventory of the airport for 2013 conditions. The outcome was used to disclose and assess the potential air quality impacts of the improvements and to demonstrate compliance with the Clean Air Act General Conformity Rule. The analysis concluded that the proposed activities, as compared to the No-Build Alternative, were less than the applicable “de-minimis” thresholds for a conformity analysis.

During the review of the Draft EIS/EA, the Federal Aviation Administration (FAA) determined that the operations data utilized to support the analysis were inconsistent with activity levels recorded in FAA’s Traffic Flow Management System Counts (TFMSC) and Terminal Area Forecasts (TAF). A large discrepancy was identified between both the sponsor’s operational counts for 2007 and sponsor’s forecasted counts for 2013 and actual recorded counts for 2007 and 2013 as recorded in the FAA’s 2015 TAF.<sup>3</sup> Because of the large difference between what the FAA databases showed and what the sponsor was reporting, the FAA requested that sensitivity analyses be conducted for noise and air quality to validate the findings of the analyses in the EIS/EA. For these sensitivity analyses, the aircraft fleet mix was identified from the FAA’s Traffic Flow Management System Counts (TFMSC) and the operation counts were developed based on FAA’s Operations Network (OPSNET) database. These new data (including the aircraft fleet mix, by aircraft type) are described in more detail in another memorandum pertaining to the *Republic Airport Noise Sensitivity Analysis for 2013*

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<sup>1</sup> *Addendum to the Air Quality Analysis for Republic Airport*, prepared for Sheltair Farmingdale and prepared by C&S Engineers, Inc., August 2013.

<sup>2</sup> The EIS/EA was submitted to the relevant agencies as a Draft EA/Draft EIS in January 2013.

<sup>3</sup> The 2015 TAF (published in January 2015) was only utilized to obtain actual historic counts, recorded by the Airport Traffic Control Tower and reported to the FAA’s OPSNET system for previous years of operation, the latest of which is 2013. The 2015 TAF is included in Appendix W in the Final EA.



*Operational Data.*<sup>4</sup> The purpose of this *Air Quality Memorandum* is to discuss the methodology and outcome of a “sensitivity” analysis designed to evaluate the change (if any) in the original 2013 emissions inventory for FRG using the updated aircraft operational and fleet mix data.

## **B. Analysis Approach, Data and Assumptions**

For consistency, this air quality sensitivity analysis used the same version of the FAA’s Emissions & Dispersion Modeling System (EDMS) that was used for the original assessment (i.e., EDMS Version EDMS 5.0.2). In this way, the emission factors for aircraft, auxiliary power units (APUs) and ground support equipment (GSE) remained the same between the two analyses. The ground-based aircraft taxi times and APU usage were also kept consistent.

However, for the aircraft operational data, the original analysis reportedly used 148,756 annual operations while this updated analysis used 203,906 operations from the data provided by the FAA. The main difference in fleet mix was the use of modern jet aircraft types that more accurately reflect the types that currently operate at FRG. These data sets are discussed further in the Republic Airport Noise Sensitivity Analysis for 2013 Operational Data, and therefore not repeated here.

Another difference between the two analyses pertains to the GSE fleet mix. For the original analysis, a FRG-specific GSE fleet mix was used. As these data were not available for the updated analysis, the EDMS “default” GSE fleet mix was used – which is a common approach as it yields more conservative (high) results.

For ease of assimilation, the following table provides a summary of the parallels and differences between the two analyses.

<b>Air Quality Analyses Parameters</b>		
<b>Parameter</b>	<b>Original Analysis</b>	<b>Updated Analysis</b>
Model	EDMS 5.0.2	EDMS 5.0.2
Year	2013 <sup>1</sup>	2013
Aircraft Operations (Annual)	148,756	203,906
Taxi Times	EDMS default	EDMS default
APU Times	EDMS default	EDMS default
GSE Fleet Mix	Airport survey data	EDMS default

Source: KB Environmental Sciences, Inc., 2015.

1. Addendum to the Air Quality Analysis for Republic Airport, prepared for Sheltair Farmingdale and prepared by C&S Engineers, Inc., August 2013

<sup>4</sup> *Republic Airport Republic Airport Noise Sensitivity Analysis for 2013 Operational Data*, prepared by VHB, March 19, 2015. This technical memorandum is included as Appendix X in Final EA.

## C. Results

Based upon the information, data and assumptions described above, the results of this *Air Quality Assessment Sensitivity Analysis* are summarized and discussed below. Again, for consistency, the results are shown for both analyses for the three pollutants volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM<sub>2.5</sub>) and are inclusive of aircraft, GSE and APUs.

Emissions Inventory Results (tons)		
Pollutant	Original Analysis <sup>1</sup>	Updated Analysis
VOCs	115	46
NO <sub>x</sub>	70	22
PM <sub>2.5</sub>	4	1

Source: KB Environmental Sciences, Inc., 2015

1. Addendum to the Air Quality Analysis for Republic Airport, prepared for Sheltair Farmingdale and prepared by C&S Engineers, Inc., August 2013

Results are for 2013 and include emissions from aircraft, APUs and GSE.

VOCs – volatile organic compounds

NO<sub>x</sub> – nitrogen oxides

PM<sub>2.5</sub> – particulate matter

As shown, the updated analysis resulted in less emissions for all three pollutants when compared to the original analysis. This outcome is likely due, in large part, to the lower number of jet and turboprop aircraft based on the updated operational data for FRG. This overall reduction in aircraft operations in these large- and medium-sized aircraft clearly outweighs the corresponding increase in piston aircraft and their resultant emissions.

## D. Conclusion

According to the outcome of this sensitivity analysis, it is evident that the original emissions inventory prepared for FRG contains considerably more emissions associated with aircraft, APUs and GSE when compared to the updated inventory and activity levels. In other words, the original results are significantly higher (i.e., more conservative) and account for much greater amounts of emissions of VOCs, NO<sub>x</sub> and PM<sub>2.5</sub>. Based upon these findings, the conclusions reported in the original analysis still apply and that the proposed improvements to FRG comply with the General Conformity Rule of the CAA.



I

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To: Marie Jenet

Date: April 27, 2015

USFWS File No:

Regarding your: ☒ letter ☐ FAX ☐ E-mail dated: April 16, 2015

For project: Republic Airport Runway Improvement

Located:

In Town/County: Farmingdale, Nassaus County

**Pursuant to the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), the U.S. Fish and Wildlife Service:**

- ☒ Acknowledges receipt of your "no effect" determination. No further ESA coordination or consultation is required.
- ☐ Acknowledges receipt of your determination. Please provide copy of your determination and supporting materials to any involved Federal agency for their final ESA determination.
- ☐ Is taking no action pursuant to ESA or any other legislation at this time but would like to be kept informed of project developments.

As a reminder, until the proposed project is complete, we recommend that you check our website (<http://www.fws.gov/northeast/nyfo/es/section7.htm>) every 90 days from the date of this letter to ensure that listed species presence/absence information for the proposed project area is current. Should project plans change or additional information on listed or proposed species or critical habitat become available, this determination may be reconsidered.

**Pursuant to the Fish and Wildlife Coordination Act (FWCA) (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*),**

- |   |  |
|---|--|
| <input type="checkbox"/> Requests additional time for review.       | <input type="checkbox"/> Is taking no action pursuant to FWCA due to lack of funding.  |
| <input type="checkbox"/> Is providing FWCA comments (see attached). | <input type="checkbox"/> Has no objection pursuant to the FWCA.  |
| <input type="checkbox"/> Will provide FWCA comments separately.     | <input type="checkbox"/> Is taking no action pursuant to the FWCA at this time but would like to be kept informed of project developments. |

USFWS Contact(s):

Date

4/27/2015

Supervisor:

Date

