

Introduction to the Proposed Projects

Republic Airport (FRG) is a general aviation airport serving a broad business, airtaxi, and personal aviation community. FRG currently has two runways, a primary runway (14-32) that is 6,827 feet long, and a secondary runway (1-19) that is 5,516 feet long.

Several projects are proposed at FRG in order to address current FAA design safety standards and to maintain existing tenant facilities affected by the airfield improvements. These projects are divided into two types – airfield projects and landside projects.

Overview of Proposed Airfield Projects

The airfield projects are proposed to address several conditions at Republic Airport (FRG) that do not currently meet the FAA design safety standards. There are two major components to the airfield project, the shift of Runway 1-19 landing thresholds and the relocation of portions of Taxiway G.

The Runway Safety Area (RSA) for Runway 1-19 does not meet FAA safety standards. In order to address these deficiencies, the New York State Department of Transportation (NYSDOT) has proposed to shift the thresholds of Runway 1-19 in order to establish standard RSAs. To accomplish this shift, the thresholds will be moved to the north as shown on the exhibit on the next page.

The second airfield project, the relocation of Taxiway G, is necessary because a portion of Taxiway G does not meet FAA separation criteria (300 feet from runway centerline to taxiway centerline).

The relocation of Taxiway G is proposed between its intersection with Runway 14-32 and Taxiway G4. Through this area, the taxiway will be moved approximately 90 feet to the east to establish the necessary standard centerline separation.

Overview of Proposed Landside Projects

SheltAir Farmingdale, LLC (SheltAir) is proposing the relocation and modernization of its facilities within Republic

Airport. SheltAir currently leases two hangars, a fuel farm, and 97 aircraft tie-down spaces. The proposed action includes the relocation of a portion of the existing SheltAir facility to a 41-acre undeveloped site at the southern portion of the Airport, known as the Breslau Leasehold Area.

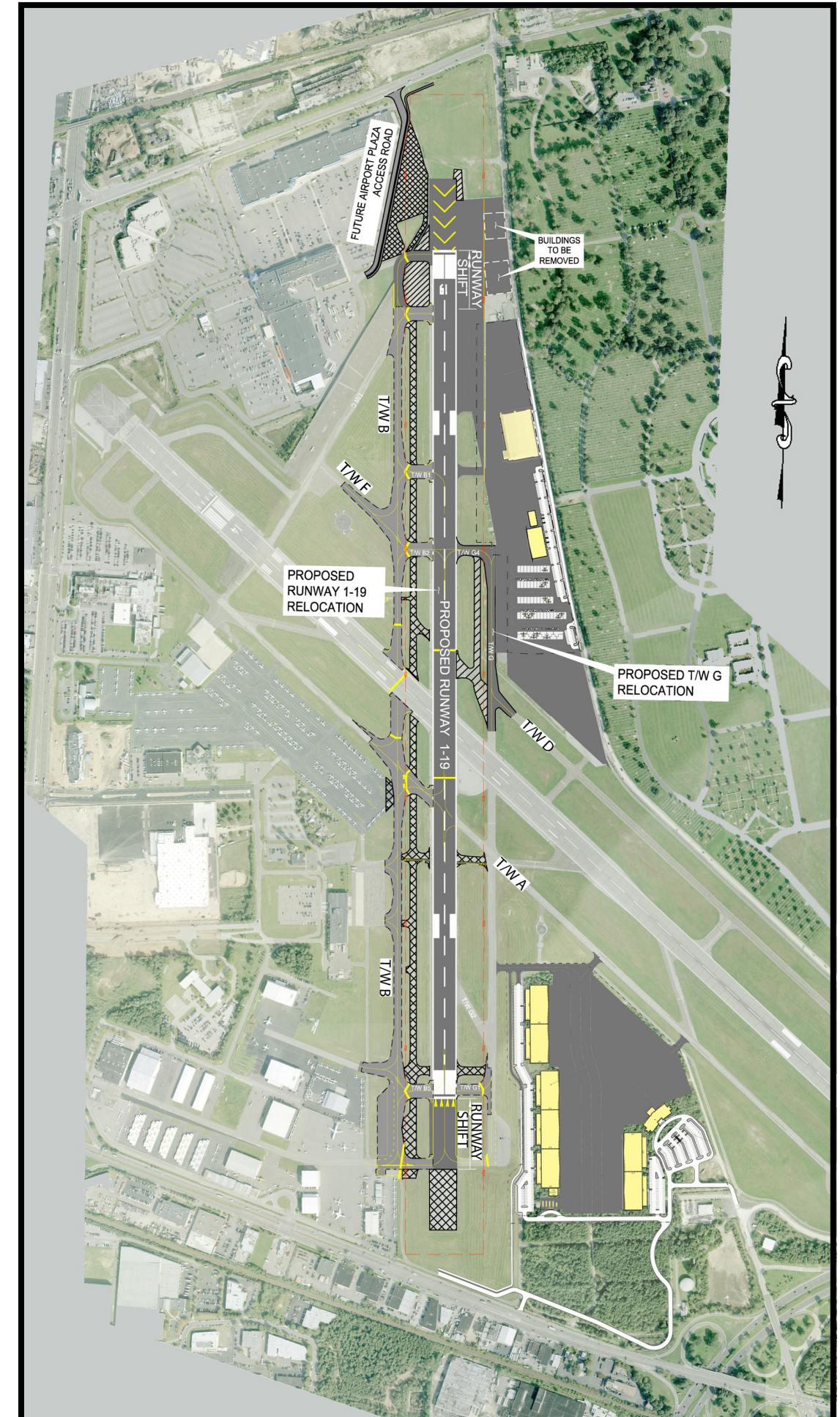
This relocation is proposed to accommodate the relocation of Runway 1-19. The proposed RSA relocation project will decrease the existing SheltAir lease area, which is commonly referred to as the “Northern Leasehold Area”, from 20.48 acres to 14.26 acres.

Hangar 4 would remain in its current configuration. A 20,000-square-foot hangar would be constructed for the flight school tenants currently in Hangar 2. Also proposed is a 5,000 square foot temporary FBO building, 70 tie-down spaces and 13 T-hangars.

The existing 60,000 gallon fuel farm will be relocated and the replacement fuel farm will hold 90,000 gallons. The proposed improvements on the Breslau Leasehold Area include the removal of vegetation and the construction of seven 30,000

square-foot hangars, a 30,000 square-foot FBO building, and a 3,000 square-foot ground support maintenance facility. Approximately 14 tie-downs are proposed along the northeast edge of this lease area. Access into the relocated SheltAir facility would be provided on the east side, from a proposed driveway extension from New Highway and also from State Route 109. Upon implementation of the proposed action, the number of based aircraft at the SheltAir facilities would be expected to increase from 21 to 64. It is estimated that daily departures would increase by approximately 18 due to the increased number of based aircraft.

The American Air Power Museum, currently located in Hangar 3, along with 200 parking spaces, would be reconstructed on a 5.169-acre site to the south of the Northern Leasehold Area. As part of a future development project being considered by the NYSDOT, the existing perimeter road at the southerly end of the Airport would be connected.



ENVIRONMENTAL STUDY CATEGORIES

- Soils and Topography
- Water Resources
- Ecology (Biotic Communities and Endangered and/or Threatened Species)
- Land Use
- Hazardous Materials and Pollution Prevention
- Solid Waste
- Vehicular Traffic and Parking
- Air Quality
- Noise
- Light Emissions and Visual Impacts
- Historic, Archaeological and Cultural Resources
- Energy Supply, Natural Resources and Sustainable Design
- Social Impacts
- Induced Socioeconomic Impacts
- Construction Impacts
- Cumulative Impacts

