

WARREN COUNTY DPW-AIRPORT COMMITTEE MEETING

**Thursday, December 8, 2011
9:30 am**

AGENDA

CALL TO ORDER..... Chairman Dan Belden

APPROVAL OF MINUTES..... Chairman Dan Belden

NEW BUSINESS..... Chairman Dan Belden

Page #

1 (R) Authorizing Letter of Intent – VMJR Development..... Jeff Tennyson

- New Airport Manager – Ross Dubarry starts 12/19/11..... Jeff Tennyson

8 NYSCHSA Winter Conference – Albany..... Jeff Tennyson

OLD BUSINESS..... Chairman Dan Belden

REFERRALS Chairman Dan Belden

PRIVILEGE OF THE FLOOR..... Chairman Dan Belden

ADJOURNMENT..... Chairman Dan Belden

RESOLUTION REQUEST FORM NO. 20

MISCELLANEOUS

****Please List All Other Requests Not Covered by Previous Resolution Request Forms Here.
Please attach any backup information available and be as detailed as possible.***

DEPARTMENT NAME: DPW - Airport

DATE: 11/29/11

- (a) Purpose of Request: To authorize the Chairman to sign a letter of intent relavent to the VMJR proposed commercial development adjacent to the Floyd Bennett Memorial Airport.

- (b) Details: The letter of intent establishes a framework for future negotiations and allows the proposed development to proceed thru the planning process. Major components of the letter of intent include:
 1. County intends to grant access across County property from the proposed development site to Queensbury Ave.
 2. Expenses related to the construction of the access road would be the responsibility of the developer.
 3. New access road would be constructed to municipal standards and become a municipal roadway.
 4. Access road would be contingent on both parties agreeing to terms related to an avigation easement over the proposed development that would address Runway Protection Zone and Part 77 Flight Surfaces for the future 1000 foot extension of the main runway.

- (c) Previous Resolution Number: NA

Effect of Acquisition on Remainder:

Site: The acquisition's most dramatic effect is the encumbrance of 31.2± Ac. below the effective maximum building height¹⁹ at existing grade. Although C&S Engineers estimates that much of this could be mitigated with grading (reduced to 12.6± Ac.), damages are calculated on a worst case basis.

Sub-building height area may allow for some one-story developments, but primarily for parking/driveways, landscaping, and other ancillary uses that do not interfere with the approach. An additional 5.8± Ac. is also eased, but at heights well above those required for development or other conceivable uses. Damages are significantly less for this area as a result.

No severance damages apply to areas outside of the acquisition area. Refer to the Site Valuation After Acquisition for computations on damages. A sample of the avigation easement language is provided in Exhibit 2.

XXV. ANALYSIS OF SUBJECT AFTER ACQUISITION

The physical description of subject is as previously stated except for the following:

Rights Conveyed: Subject's fee simple interest is diminished as a result of the acquisition. Approximately 31.2± Ac. (37%) is restricted for development, while remaining 5.8 Ac. (7%) is effectively subject to a cut & trim easement.

XXVI. HIGHEST AND BEST USE AFTER ACQUISITION

The general discussion and analysis of highest and best use is as previously stated. Details specific to subject after the acquisition are as follows:

Site As Though Vacant:

Legally Permissible: As discussed, Light Industrial zoning permits various industrial/commercial uses. Because of height restrictions imposed by the easement, however, a portion of the subject has limited development potential.

Physically Possible: Physically, the parcel is unchanged, but the area within the new approach surface has lower utility than "before". Overall, it remains conducive to development, but to a lesser degree.

Financially Feasible: The trend to light industrial uses remains, but parcel cannot be as intensively developed as before the easement.

¹⁹ 50' maximum stipulated by zoning, but practical building height is effectively 35'.

Maximally Productive: Light industrial development still yields the highest return to the land and thus is maximally productive. Alternative projects are conceivable at the site, but would not command sufficiently higher rents to warrant primary consideration.

Conclusion: Site has met all four criteria for a highest and best use, after the acquisition, for ***Light Industrial Development***.

XXIX. ALLOCATION OF ACQUISITION

REITERATION OF MARKET VALUE OPINIONS					
	Site		Improvements		Total
Before Acquisition	\$838,700		N/A		\$838,700
After Acquisition	\$645,700		N/A		\$645,700
Difference	\$193,000		N/A		\$193,000
ASSIGNMENT OF DAMAGES					
	Site		Improvements		Total
Direct	\$193,000		\$0		\$193,000
Indirect	\$0		\$0		\$0
Total	\$193,000		\$0		\$193,000
COMPUTATIONAL DETAIL OF DAMAGES					
Site—Direct Damages					
App. Type	Area Impacted		Unit Value	Value Reduction	Total Damage
A.E. <35'	31.2	Ac.	\$10,000 per acre	60%	\$187,200
A.E. >35'	5.8	Ac.	\$10,000 per acre	10%	5,800
Total Direct Damages—Site (R)					\$193,000
Site—Indirect Damages					
Not Applicable					
Total Indirect Damages—Site					\$0
Total Damages—Site					\$193,000
Improvements—Direct Damages					
None					\$0
Total Direct Damages—Improvements					\$0
Improvements—Indirect Damages					
Not applicable					\$0
Total Indirect Damages—Improvements					\$0
Total Damages—Improvements					\$0
TOTAL DIRECT AND INDIRECT DAMAGES					\$193,000
COST-TO-CURE					
Not Applicable					\$0
Total Cost-To-Cure					\$0
TEMPORARY EASEMENT					
Not Applicable					
Total Temporary Easement					\$0
APPRAISED COMPENSATION					\$193,000

**Floyd Bennett Memorial Airport (GFL)
Warren County, Queensbury New York**

Benefits, purpose and need of a 6,000 foot Runway (1,000 ft extension):

The Airport Master Plan was finalized by C&S Engineers, Inc., in 2009. The Master Plan determined the extent, type, and schedule of development needed to accommodate existing and future aviation demand at the Airport. The master plan demonstrated that Runway 1-19, with an existing length of 5,000 feet, is inadequate and needs to be extended by 1,000 feet to accommodate existing and future aviation activity. Aviation Demand Forecasts and a Runway Length Analysis to support the runway extension were prepared as part of the Master Plan Update and were approved by the Federal Aviation Administration (FAA).

The top five business jets using the Airport include the Beechjet 400, Challenger 300, Citation V, the Hawker 800, and the Lear 60. These aircraft account for 52 percent of the annual business jet operations (450 annual operations). These are category B-II representative aircraft with an approach speed of 91-121 knots and a wingspan of 49-79 feet. Glens Falls is currently classified as a general aviation airport.

RUNWAY LENGTH REQUIREMENTS SUMMARY

	Dry Pavement	Wet Pavement
FAA Advisory Circular 150/5325-4B		
75% of fleet at 90% useful load	6,000'	6,900'
100% of fleet at 60% useful load	5,600'	5,600'
100% of fleet at 90% useful load	7,400'	7,400'
FAA Airport Design for Microcomputers Program		
75% of fleet at 90% useful load	6,050'	6,900'
100% of fleet at 60% useful load	5,610'	5,610'
100% of fleet at 90% useful load	7,570'	7,570'
Actual Aircraft Information using GFL		
Beechjet 400	3,968**	6,200**
Challenger 300 (36,000lbs)	4,640'	5,030'
Citation V	3,740**	4,485**
Hawker 800 (25,000lbs)	4,395'	6,033'
Lear 60	5,450**	5,808**

*Information from Avbuyer.com is at sea level on a standard day

Based on information provided in the above table, a runway extension is needed in order to accommodate existing aircraft operating at the airport. A 1,000 foot runway extension will provide a 6,000 foot long runway at the airport. The extension is recommended for the following reasons:

- Some of the critical family of aircraft runway length requirements shown in the table above are based on a standard day at sea level while the actual airport elevation is significantly higher at 1,723 feet. As a result, the actual runway length requirements would be higher based on flight manuals.
- The Hawker 800 is not able to takeoff fully loaded with fuel under restrictive weather conditions and must make a stop to refuel before continuing on to its destination. The FBO noted that the reason that 60 percent of jet operations do not purchase fuel is due to load restrictions and Base Field Length calculations, which is the runway length. The FBO estimates that it could achieve at least 25 percent more in revenue from these aircraft if they did not have to divert to Albany or could depart Floyd Bennett Memorial Airport fully loaded with fuel.

- There is a significant amount of precipitation annually which results in operational restrictions for business jets currently using the airport, mainly the required runway lengths needed are increased due to wet conditions. Glens Falls, New York gets an average of 35 inches of rain per year, while the US average is 37 inches. Snowfall is an average of 66 inches, while the average US city gets 25 inches of snow per year.
- There is significant interest in basing larger aircraft at the Airport. These aircraft would require a runway extension to operate at the Airport. Companies that have expressed interest include Gulf States Toyota, Inc. and Heritage Flight.
- Due to the inadequate runway length, as identified in the previous section, the FBO is operating under restrictions that affect their business and finances. Based on information provided by the FBO, flights are diverted to Albany due to inadequate runway length approximately five to ten times per month during the summer and approximately eight times per month during the winter (approximately 84 to 120 operations annually). Companies that are directly affected by this include XOJet and Target, which are both operating a Citation X's, Clay Lacy Aviation which operates a Gulfstream G150, and Citation shares which operates a Citation Sovereign.

Benefits of a future 7,500+/- foot Runway (2,500+/- ft extension, **not currently approved)**

- Potential benefits of a longer runway include the following:
 - The FAA's airport general design standards show that 7,570 feet of pavement is currently required to accommodate 100% of the existing fleet at 90% useful load. The FAA has agreed to fund a 6,000 foot runway at this time based on actual aircraft currently using the airport.
 - Larger aircraft (larger private and commercial regional jets) that have longer takeoff and landing distances would be attracted to the airport.
 - Potential to attract air-related businesses such as air charters, cargo, parcel service, and commercial air service.
 - Businesses that have their own private jets would be more inclined to base at the airport.
 - More air traffic will bring more people and increase personal spending in the Glens Falls area.
 - Provides improved reliability for air traffic – and decreases diversions due to inadequate runway length.
 - Provides improved safety for all aircraft taking off or landing at the airport.
 - Would allow the airport to be used as a diversion point for aircraft unable to land at nearby airports due to weather, congestion, emergencies or other reasons.
 - If larger jets frequent the airport enough, the Airport Reference Code could be increased (from existing B-II to D-III, or greater) which would allow for expanded FAA funding for capital improvements. Airport category D-III is representative aircraft with an approach speed of 141-166 knots and a wingspan of 79-118 feet.
- Airport comparison to Erie International Airport (ERI): *The long-term future of Glens Falls????*
 - Erie International Airport /Tom Ridge Field is located in Erie County in northwestern Pennsylvania near two major interstates: the east-west I-90 and the north-south I-79. Cleveland Hopkins International Airport is approximately 110 miles to the west, Buffalo International Airport is approximately 105 miles to the east, and Pittsburgh International Airport is approximately 125 miles to the south.

- Classified as a Commercial Service Airport by the FAA, in terms of certified airline traffic activity, as measured by enplaned passengers. This classification requires at least 10,001 passengers per year. Erie has about 250,000 enplaned passengers per year.
- The following airlines serve Erie: US Airways, Delta, Continental Airlines and North coast Air.
- Representative Aircraft: DC-9-30, Fokker F-100, Dehavilland Dash 8, Embraer 120, Saab SF-340, Beechcraft 1900. These are basically all regional jets. The airport classification is C-III which is representative aircraft with an approach speed of 121-141 knots and a wingspan of 79-118 feet.
- The Airport Layout Plan (ALP) was developed with a 7,500-foot primary runway length for take-off and landing on Runway 24.
- The critical design aircraft (McDonnell Douglas DC-9-30) was operating under constrained conditions due to limited runway length. A length of 7,500 feet was recommended.

Winter Highway & Bridge Professional Development

Program & Expo

January 17-19, 2012, Holiday Inn Albany on Wolf Road



Conference Registration Form

Reserve today—Online Registration available at www.countyhwys.org

Early Conference Registration Deadline: December 2, 2011.

Hotel Reservation Deadline: December 27, 2011

Conference Registration Deadline: January 6, 2012

Please complete one registration form per participant. Please feel free to make copies of this form. Additional copies are available online at www.countyhwys.org.

Kevin Hajos, PE
NAME/NICK NAME (AS YOU WOULD LIKE IT LISTED ON YOUR NAME BADGE)

TITLE

COUNTY/AFFILIATION

ADDRESS

CITY, STATE, ZIP

PHONE

FAX

E-MAIL WEBSITE

Licensed NYS Engineer: Yes No
Licensed NY Land Surveyor: Yes No

Workshop Session Topics

Superintendents' Round Table – Tuesday, January 17th from 1-3pm.
Please list your top three issues facing County Highway Departments that you would like to discuss at the Superintendent/Commissioners' Round Table general session:

1. _____
2. _____
3. _____

Registration Rates

Register early and save by completing and returning your registration form with payment prior to December 2, 2011.

NYSCHSA MEMBER REGISTRATION RATES - \$ 175
\$175 (before 12/2); and \$225 (after 12/2)

NON-MEMBER REGISTRATION RATES* - \$ _____
\$450 (before 12/2); and \$500 (after 12/2)

NYSCHSA RETIRED SUPERINTENDENTS/COMMISSIONERS (\$50) - \$ _____
(Limited to fully retired Superintendents/Commissioners ONLY)

CEC Training Program

Please check below if applicable:

I am a professional engineer/land surveyor participating in the CEC training program for PDH credits. All conference attendees that are members in good standing can audit any conference session for no additional cost.

Commuter Or Part-Time Conference

Participant Meals

Those who do not reserve a hotel room at The Holiday Inn or plan to attend day sessions only, will need to pay the applicable program registration rate plus the cost of any meals they plan to attend.

Tuesday Lunch (\$26).....\$ 26
Tuesday Reception (\$40).....\$ _____
Wednesday Breakfast (\$23).....\$ _____
Wednesday Lunch (\$26).....\$ 26
Wednesday Reception (\$40).....\$ _____
Thursday Breakfast (\$23).....\$ _____

TOTAL PAYMENT ENCLOSED\$ 227.

Payment Options

- Credit Card
 Amex Visa Master Card Discover

CREDIT CARD NUMBER

EXPIRATION DATE SECURITY CODE

NAME ON CARD

ADDRESS/CITY/STATE /ZIP

Completed forms can be faxed to 518-465-1942 or emailed to info@countyhwys.org

Check
Please make all checks and vouchers payable in US Dollars to **The New York State County Highway Superintendents Association** and return this form and payment to **NYSCHSA** at the address listed below. Hotel reservations must be made directly with Holiday Inn using the enclosed reservation form and sent via fax at (518) 458-7377.

NYSCHSA
136 Everett Road
Albany, NY 12205

For questions please contact Association headquarters at 518-465-1694.

SCHEDULE "A"
AUTHORIZATION TO ATTEND MEETING OR CONVENTION

Check one:

- In-State (needs Supervisory Committee authorization)
- Out-Of State (needs Board resolution)

The DPW hereby authorizes Kevin Hajos

 (Supervisory Committee) (Employee Name)

to attend Winter Highway and Bridge Professional Development Program

 (Name of meeting or organization)

at Holiday Inn, Albany

 (Address)

on Jan 17-18, 2012. Mode of transportation to be used County

 (Dates) (County Vehicle or Mass Transportation)

If the mode of transportation is **not** a county vehicle or mass transportation, please explain:

Proper documentation must be attached when submitting for approval.

(Please check documents attached)

- Notice of meeting or convention including cost.

\$227 (Includes meals)

For Overnight Travel

Room rate \$ _____ GSA* Rate \$ _____

Meal costs - GSA*per diem rate \$ _____

*www.gsa.gov

Date: 12/8/11


 Department Head Signature

Date: _____

Committee Chairman Signature

Please refer to the Warren County Travel Policy and County Vehicle Use Regulations for general policy guidelines.

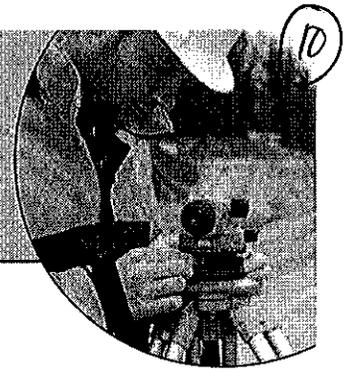
Please check to request a fleet vehicle.

REQUEST FOR USE OF FLEET VEHICLE

Filing Instructions:

Winter Highway & Bridge Professional Development Program & Expo

January 17-19, 2012, Holiday Inn Albany on Wolf Road



Conference Registration Form

Reserve today—Online Registration available at www.countyhwys.org

Early Conference Registration Deadline: December 2, 2011.
Hotel Reservation Deadline: December 27, 2011
Conference Registration Deadline: January 6, 2012

Please complete one registration form per participant. Please feel free to make copies of this form. Additional copies are available online at www.countyhwys.org.

Jeff Tennyson, P.E.
 NAME/NICK NAME (AS YOU WOULD LIKE IT LISTED ON YOUR NAME BADGE)

TITLE _____

COUNTY/AFFILIATION _____

ADDRESS _____

CITY, STATE, ZIP _____

PHONE _____

FAX _____

E-MAIL _____ WEBSITE _____

Licensed NYS Engineer: Yes No
 Licensed NY Land Surveyor: Yes No

Workshop Session Topics

Superintendents' Round Table – Tuesday, January 17th from 1-3pm.
 Please list your top three issues facing County Highway Departments that you would like to discuss at the Superintendent/Commissioners' Round Table general session:

1. _____
2. _____
3. _____

Registration Rates

Register early and save by completing and returning your registration form with payment prior to December 2, 2011.

NYSCHSA MEMBER REGISTRATION RATES - \$ 175
 \$175 (before 12/2); and \$225 (after 12/2)

NON-MEMBER REGISTRATION RATES* - \$ _____
 \$450 (before 12/2); and \$500 (after 12/2)

NYSCHSA RETIRED SUPERINTENDENTS/COMMISSIONERS (\$50) - \$ _____
 (Limited to fully retired Superintendents/Commissioners ONLY)

CEC Training Program

Please check below if applicable:

I am a professional engineer/land surveyor participating in the CEC training program for PDH credits. All conference attendees that are members in good standing can audit any conference session for no additional cost.

Commuter Or Part-Time Conference

Participant Meals

Those who do not reserve a hotel room at The Holiday Inn or plan to attend day sessions only, will need to pay the applicable program registration rate plus the cost of any meals they plan to attend.

Tuesday Lunch (\$26).....	\$	<u>26</u>
Tuesday Reception (\$40).....	\$	_____
Wednesday Breakfast (\$23).....	\$	_____
Wednesday Lunch (\$26).....	\$	<u>26</u>
Wednesday Reception (\$40).....	\$	_____
Thursday Breakfast (\$23).....	\$	_____

TOTAL PAYMENT ENCLOSED \$ 227

Payment Options

Credit Card

Amex Visa Master Card Discover

CREDIT CARD NUMBER _____

EXPIRATION DATE _____ SECURITY CODE _____

NAME ON CARD _____

ADDRESS/CITY/STATE /ZIP _____

Completed forms can be faxed to 518-465-1942 or emailed to info@countyhwys.org

Check

Please make all checks and vouchers payable in US Dollars to **The New York State County Highway Superintendents Association** and return this form and payment to **NYSCHSA** at the address listed below. Hotel reservations must be made directly with Holiday Inn using the enclosed reservation form and sent via fax at (518) 458-7377.

NYSCHSA
 136 Everett Road
 Albany, NY 12205

For questions please contact Association headquarters at 518-465-1694.

SCHEDULE "A"
AUTHORIZATION TO ATTEND MEETING OR CONVENTION

Check one:

- In-State (needs Supervisory Committee authorization)
- Out-Of State (needs Board resolution)

The DPW hereby authorizes Jeff Tennyson

 (Supervisory Committee) (Employee Name)

to attend Winter Highway and Bridge Professional Development Program

 (Name of meeting or organization)

at Holiday Inn, Albany

 (Address)

on Jan 17-18, 2012. Mode of transportation to be used County

 (Dates) (County Vehicle or Mass Transportation)

If the mode of transportation is **not** a county vehicle or mass transportation, please explain:

Proper documentation must be attached when submitting for approval.

(Please check documents attached)

- Notice of meeting or convention including cost. \$227 (Includes Meals)

For Overnight Travel

- Room rate \$ _____ GSA* Rate \$ _____
 - Meal costs - GSA*per diem rate \$ _____
- *www.gsa.gov

Date: 12/8/11



 Department Head Signature

Date: _____

 Committee Chairman Signature

Please refer to the Warren County Travel Policy and County Vehicle Use Regulations for general policy guidelines.

Please check to request a fleet vehicle.

REQUEST FOR USE OF FLEET VEHICLE

Filing Instructions: