

County Facilities Committee - Airport
Department of Public Works
AGENDA
May 23, 2016 – 9:00am

Committee Members: *GIRARD, Wood, Beaty, Braymer, Conover, Leggett, MacDonald, Montesi, Seeber, Simpson, Strough*

- I. **Committee Meeting Call To Order**..... Chairman Girard
- II. **Motion to Approve Minutes of Prior Committee Meeting**..... Chairman Girard
- III. **Action Agenda/New Business**
Page
 - 2 Misc – Authorize agreement for Adirondack Balloon Festival..... Ross Dubarry
Rationale: Annual agreement for use of airport for festival (*tabled 4/20/2016*)
 - 3 Misc – Close H242 Rehab Fisher House & H337 Edge Light Installation... Ross Dubarry
Rationale: Projects not currently eligible for grant funding
 - 4 Amend Budget – Move balance from H242 into H348.....Ross Dubarry
Rationale: Provide funding to continue repairs to airport equipment & electrical bldg.
 - 5 Inc. Capital Project – H348 Equipment Building Repairs.....Ross Dubarry
Rationale: Additional construction material and rental of boom lift
 - 6 Grant App – FAA/State grant RWY 30 Obstruction Removal (const.)..... Ross Dubarry
Rationale: Remove trees; install obstruction lights & PAPI’s
 - 8 Grant App – FAA/State grant sign replacement/crack seal/painting.....Ross Dubarry
Rationale: Design for replacing airfield signs & airfield pavement maintenance/repair
- IV. **Referral/Pending Items**
Committee to discuss re-introducing Airport Advisory Committee. (01.26.16) Update: Supervisor Seeber to meet with Bill Mason regarding the Airport Advisory Committee and report back to the Committee. (03.23.16)
- V. **Information for Discussion/Review**
SEQRA Lead Agency RWY 1 Ext
- VI. **Privilege of the Floor to discuss any additional items to come before the Committee**
- VII. **Motion to Adjourn**

Attachments

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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 Division

DATE: 05/23/2016

- (a) Purpose of Request: **To authorize the agreement with and for the "Adirondack Hot Air Balloon Festival" and to authorize the use of the Floyd Bennett Memorial Airport for the event.**
- (b) Details: **The agreement shall be for the days of September 23, 24, & 25 of 2016 and shall be in a form approved by the County Attorney regarding permitted use, insurance requirements and all other relevant provisions, as determined by the committee. The percentage of donations collected by, and paid to the VFW, is requested to be at 15%.**
- (c) Previous Resolution Number: **106 of 2015**
- (d) Where are the Funds (if required)? List Budget Code, Object Code, Full Title* and Amount:

Sample: A.8021 470 Planning & Community Development – Contract

* as listed in budget and LOGOS

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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: Airport

DATE: 05/23/2016

- (a) Purpose of Request: To authorize closure of the following capital projects and return any remaining funds to funding sources.

Project	Estimated Funds	Funding Source
H242- Rehabilitate Fisher House	15,000.00	General Fund
H337 - Edge Light Installation	1,250.00	Airport Reserve A892.00

- (b) Details: A separate budget amendment request will be submitted to move the remaining cash balance from H242 into H348, Airport Equipment Building Repairs.

- (c) Previous Resolution Number:

- (d) Where are the Funds (if required)? List Budget Code, Object Code, Full Title* and Amount:

Sample: A.8021 470 Planning & Community Development – Contract

* as listed in budget and LOGOS

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RESOLUTION REQUEST FORM NO. 7

Request to Amend County Budget*

****If this is the result of a grant award, also complete and submit Form No. 5 or 6***

DEPARTMENT NAME: DPW - Airport

DATE: 5/23/2016

(a) Purpose of Amendment: **Move \$15,000 in funds from closing H242
Rehabilitate Fisher House to H348 Airport Equipment Building Repairs**

(b) Appropriation Code, Object Code, Full Title and Amount:
Increase - A.9950 910 Interfund Transfers - \$15,000

(c) Revenue Code (with title), and Amount: **Increase - A.1325 5031 Interfund
Transfers - \$15,000**

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RESOLUTION REQUEST FORM NO. 9

*Request to Increase or Decrease or Amend Existing Capital Project or Capital Reserve Project**

**If this is the result of a grant award, also complete and submit Form No. 5 or 6*

DEPARTMENT NAME: Department of Public Works - Airport

DATE: May 23, 2016

- (a) Exact Title and Number of Project*:
H348.9550 280 Airport Equipment Building Repairs
- (b) Is this a Capital Project?
Yes
- (c) Is this a Capital Reserve Project?
Yes
- (d) Amount of Increase (if applicable):
\$15,000.00
- (e) Amount of Decrease (if applicable):
- (f) Source of Funding (if Increase) (including name & title of codes, etc.):
H348.9550 5031 Interfund Transfers
- (g) Changes in Funding (if Amendment):
- (h) Purpose of Increase or Decrease or Amendment:
**Increase Capital Project to cover additional costs:
Construction Material & Misc Hardware for Exterior - \$1,000
Equipment Rental - Man Lift \$3,200 2 months
Electrical repairs & Upgrades \$7,300 est
New Light Fixtures, Wiring & Conduit -\$2,000
Paint, Insulation Board, Drain Pipe -\$1,000
Demolition & Debris Removal - \$500**

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RESOLUTION REQUEST FORM NO. 5

Request to Apply for a Grant Application and Grant Agreement

DEPARTMENT NAME: DPW - Airport Division

DATE: 05/23/2016

(a) Purpose of Grant: **Obstruction Removal Runway 30 (construction)**

(b) Name of Grantor: **FAA / NYSDOT**

(c) Address of Contractor: **159-30 Rockaway Blvd, NYADO
Jamaica, New York 11434**

(d) Grantor's Contact Person and Telephone Number: **Ms. Evelyn Martinez,
NYADO Manager (718) 995- 5771**

(e) Has or Will the Grant Application or Grant Agreement be provided, if so, Please Attach? **Grant application will be provided**

(f) Effective Date of Grant: **When executed**

(g) Termination Date of Grant: **When complete**

(h) Total Dollar Amount Involved (not to exceed): **\$700,000**

(i) Deadline to Submit Grant Application and/or Grant Agreement: **July 1,
2016**

(j) Is a Budget amendment required? **No** If yes, also complete and submit Form No. 7.

(k) Are the funds to go into a Capital Project or Capital Reserve Project? **Yes** If yes, also complete and submit Form No. 8 or Form No. 9, as applicable.

(i) Is a Local Share Required? **Yes** If Yes, Where are the Funds? List Budget Code, Object Code, Full Title* and Amount **OR** Capital Project **OR** Capital Reserve Project Number and Title and Amount: **Local share from A.9950 910 Interfund Transfers - \$35,000; to H364 - Runway 30 Obstruction Removal**

Sample: A.1010 470 Legislative Board – Contract \$xx.xx
Capital Project No. H289.9550 480 – Old Jail Renovations \$xx.xx

*as listed in budget and LOGOS



Google

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1

REMOVE TREE
OBSTRUCTIONS

REMOVE TREE
OBSTRUCTIONS

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RESOLUTION REQUEST FORM NO. 5

Request to Apply for a Grant Application and Grant Agreement

DEPARTMENT NAME: DPW - Airport Division

DATE: 05/23/2016

(a) Purpose of Grant: **Airfield Guidance Sign Replacement; airfield pavement crack seal & striping (design)**

(b) Name of Grantor: **FAA / NYSDOT**

(c) Address of Contractor: **159-30 Rockaway Blvd, NYADO
Jamaica, New York 11434**

(d) Grantor's Contact Person and Telephone Number: **Ms. Evelyn Martinez,
NYADO Manager (718) 995- 5771**

(e) Has or Will the Grant Application or Grant Agreement be provided, if so, Please Attach? **Grant application will be provided**

(f) Effective Date of Grant: **When executed**

(g) Termination Date of Grant: **When complete**

(h) Total Dollar Amount Involved (not to exceed): **\$80,000**

(i) Deadline to Submit Grant Application and/or Grant Agreement: **July 1,
2016**

(j) Is a Budget amendment required? **No** If yes, also complete and submit Form No. 7.

(k) Are the funds to go into a Capital Project or Capital Reserve Project? **Yes** If yes, also complete and submit Form No. 8 or Form No. 9, as applicable.

(i) Is a Local Share Required? **Yes** If Yes, Where are the Funds? List Budget Code, Object Code, Full Title* and Amount **OR** Capital Project **OR** Capital Reserve Project Number and Title and Amount: **Local share from A.9950 910 Interfund Transfers - \$4,000; to HXXX - Airfield Guidance Sign Replacement**

Sample: A.1010 470 Legislative Board – Contract \$xx.xx
Capital Project No. H289.9550 480 – Old Jail Renovations \$xx.xx

*as listed in budget and LOGOS

From: G. Travis Whitehead PE, Queensbury, NY

5/22/2016

To: Warren County Board of Supervisors, County Attorney

cc: NY DEC, USACE, EPA

Subject: Inaccuracy of the proposed EAF-1 document

Let this document serve as notice that the following defects exist in the draft statement of purpose or need as stated below.

Brief Description of Proposed Action (include purpose or need):
<p>Floyd Bennett Airport, located in Queensbury, New York lies approximately three miles northeast of Glens Falls. The purpose of this project is to provide adequate runway length to accommodate the family of critical design airplanes/aircraft currently operating at the airport and those anticipated to operate at the airport in the next five years while ensuring requisite runway safety areas. The proposed extension of Runway 1-19 from 5,000 feet to 6,000 feet is needed to provide the necessary length to operate the existing and anticipated jet aircraft without imposing weight restrictions or requiring an intermediate fuel stop when flying to medium or long haul destinations. The proposed project involves a 1,000 foot extension to Runway 1-19 to provide a total length of 6,000 feet, constructing a parallel taxiway extension; excavating/grading 66.7 acres of land to construct the runway/taxiway extension, remove terrain penetrations, relocated lighting and navigational aids, and construct a maintenance road; removing 23 acres of trees that are RESS obstructions (five acres on airport property, 18 acres off airport property within limits of existing aviation easement); redesign and publication of new approach procedures to the Runway 1 end (1/2-mile visibility minimum); and Pen and Ink change to ALP drawing to incorporate approximately 97.5 acres of county owned-land to airport owned-land.</p>

Issue 1: The above statement is false since the existing runway is long enough to serve the existing critical design class (B-II) without imposing weight restrictions except on the most unusual circumstances. No examples of such inconveniences as requiring an intermediate fuel stop have been documented. Nor has any evidence been provided to show that this might change in the next 5 years. To the contrary, by the very statements of the consulting engineers (C&S) in their Draft EIS, appendix K

Aircraft weight during departure is a factor in the dispersion of noise because it impacts the rate at which an aircraft is able to climb. Where specific aircraft weights are unknown, the INM uses the distance flown to the first stop as a surrogate for the weight, by assuming that the weight has a direct relationship with the fuel load necessary to reach the first destination. The INM groups trip lengths into seven categories. These categories are:

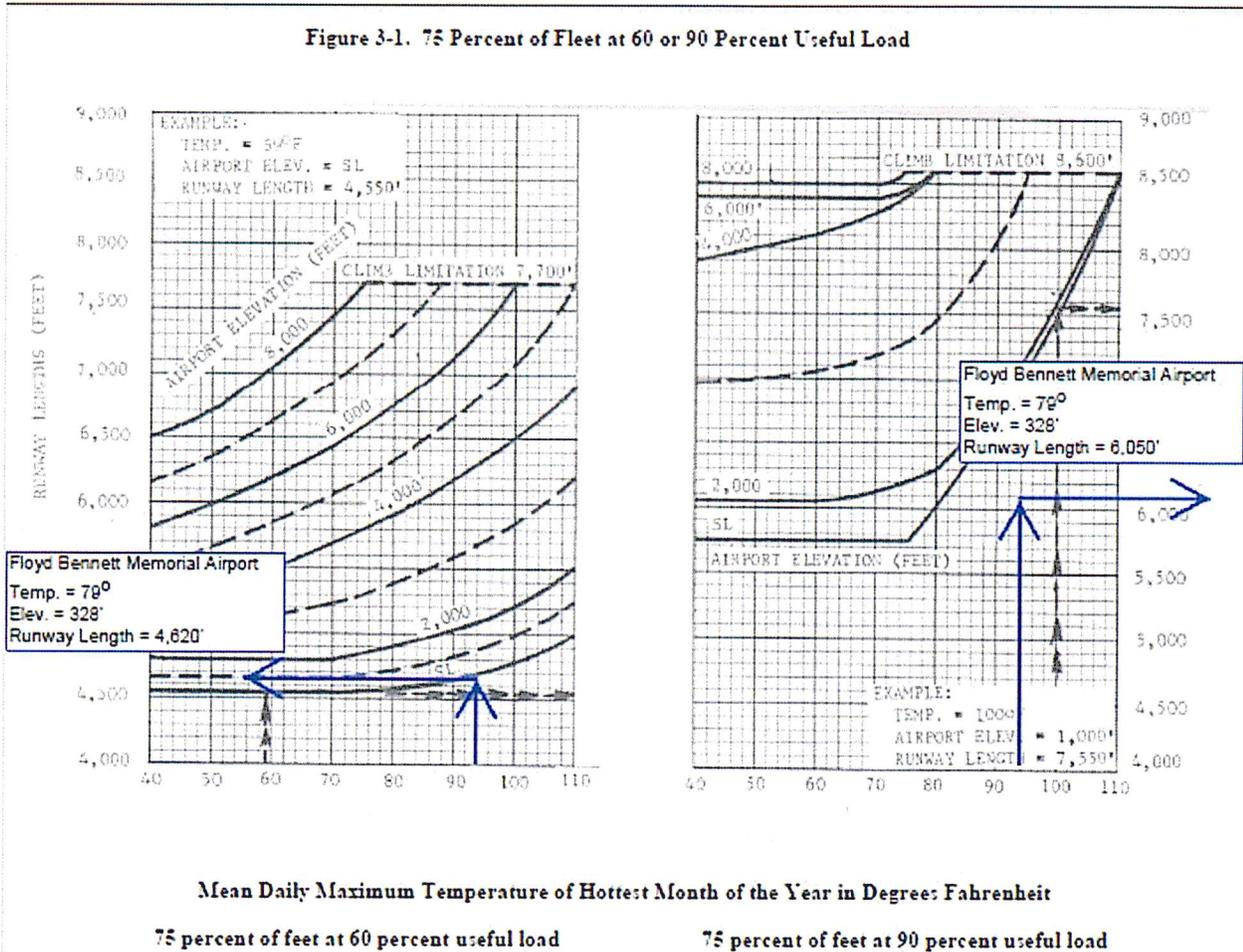
Category	Stage Length
1	0-500 nautical miles
2	500-1000 nautical miles
3	1000-1500 nautical miles
4	1500-2500 nautical miles
5	2500-3500 nautical miles
6	3500-4500 nautical miles
7	4500+ nautical miles

Aircraft operating at Glen Falls/Floyd Bennett Memorial Airport are local and itinerant GA traffic operating within 500 miles of the airport. Therefore, stage lengths for all modeled aircraft were designated as 1.

While we agree with the engineers that aircraft operating at GFL fit a stage length of 1 (short haul) as stated, they provided no analysis to prove that. I have performed that analysis using the available FlightAware database

and determined a median haul length of 200 miles which confirms their opinion. I have asked C&S to perform the same analysis, but if they have done that they are not sharing the results.

This information is critical, because it confirms that the proper runway length, as shown again in the same EA, by the same engineers is **4,620 ft** as shown below.



By their own marked up graphs from FAA design document AC 150/5325-4B; it is shown that at 60% useful load, used for short haul lengths the desired runway length is 4620' and that only at high fuel loads (meaning heavy planes), would 6,050' be more appropriate since a heavier plane requires a longer runway. This is not a safety issue, it is the responsibility of the pilot to choose a proper airport for the conditions and under very unusual conditions there may be a need to divert to Albany, Schenectady, or Plattsburg to safely land and suffer the inconvenience of a delay, something that most of us who have flown have experienced. In the case of a take off there is no plane that can't take off with adequate fuel reserves to top off the tanks a few hundred miles away. This is not a choice, it is a responsibility of the pilot. The existing 5000' is adequate by every measure. Furthermore the FAA NEVER tells an airport they need a longer runway, and they have not done so here. Our runway is longer than Saratoga's, better maintained, with fewer obstructions, a better landing system, lower minimums, and yet Saratoga sees more corporate jet traffic than we do. Build it and they will come? It is already built. It happens to be 15 miles closer to the horse track and that will never change. We are 15 miles

closer to Mr. Cantanucci's lakefront mansion and Mr. Schermerhorn's home, and that will never change either. We will neither lose nor gain based jets based on runway length, but it would cost us more to maintain.

It seems that when short haul lengths and low plane weights result in discounting noise as a negative factor, the engineers chose short haul. When larger plane weights result in longer required runway length, then they say the haul lengths are long. You might assume the engineers get paid well for these judgments. The fact is that since project inception prior to 2002, these engineers have been paid over \$2 Million by Warren County for this project. It should also be noted that over this time period the critical aircraft class was reduced to B-II in 2011, making much of the earlier conclusions invalid. The Board should remember that under SEQR that while they can and should utilize consultants, it is their responsibility under the law to understand the issues before taking responsibility for the accuracy of the document, or be subject to the charge of filing a false instrument which happens to be the only remedy available to question the judgment of the Lead Agency.

Again from FAA runway design document AC 150/5325-4B which states.....

302. DESIGN APPROACH. The recommended runway length for this weight category of airplanes is based on performance curves (figures 3-1 and 3-2) developed from FAA-approved airplane flight manuals in accordance with the provisions of 14 Code of Federal Regulations Part 25, Airworthiness Standards: Transport Category Airplanes, and Part 91, General Operating and Flight Rules. If the airport is planned for operations that will include only turbojet-powered airplanes weighing under 60,000 pounds (27,200 kg) maximum certificated takeoff weight (MTOW) in conjunction with other small airplanes of 12,500 pounds (5,670 kg) or less, use the curves shown in either figures 3-1 or 3-2. To determine which of the two figures to apply, first use tables 3-1 and 3-2 to determine which one of the two "percentage of fleet" categories represents the critical design airplanes under evaluation. With that determination, then select either the "60 percent useful load" curves or the "90 percent useful load" curves on the basis of the haul lengths and service needs of the critical design airplanes.

An objective analysis of the FlightAware data for the 245 flights from the WC airport shows:

182/245 were Short Haul (0-500 statute miles) 74%

60/245 were Medium Haul (500-1,500 statute miles) 24%

3/245 were Long Haul (Over 1,500 statute miles) 2%

This is far from the first time that the Board has been made aware of these concerns which they never adequately addressed. They were presented both prior to and during a Public meeting that we were told were to lead to a Public Hearing and a FONSI issued by the FAA. The last communication was that that process continues, and that another Public Hearing would need to be held. Which leads to ...

Issue 2: With no FONSI or EIS from the FAA, why is Warren County proceeding with seeking Lead Agency status and submitting a part 1 EAF before the FAA Record Of Decision is filed? This is out of order from previous projects. The FAA may have stopped short of a Pos Dec and EIS issuance to keep the EPA at bay and we feel this is inappropriate given the Global rarity of the Marl Fen and the already completed deforestation in excess of 70 acres to insure the "safety" of the **existing** runway. This is the 3rd major project in this area and we are suffering

a death by a thousand cuts with incremental reviews when the extension plan has been stated since 2002. We question the propriety of allowing the sponsor to serve as the Lead Agency when it is the FAA that is providing approvals and 90% of costs, the State providing an additional 5%, leaving the "sponsor" with only a 5% monetary outlay and seeking reasons for a 95% match. How can anything like a cost-benefit decision be entrusted to a local Board?

Issue 3: If you look at the proposed mitigation plan in Appendix N of the Environmental Assessment document¹ you will see that a blatant conflict of interest exists as it is proposed to trade off the environmental damage done in Queensbury for funding of projects in many of the Supervisor's own Towns. \$570,000 is requested in Environmental blackmail granted by the USACE who I am told may not even participate in these SEQR proceedings. See Off-Site Water Quality Mitigation page N-10 and N-44 at <http://www.westcottupny.com/wp-content/uploads/2013/05/Appendix-N-Conceptual-Mitigation-Plan.pdf> and while the USACE and EPA are not "involved" Agencies under SEQR, it is not uncommon to treat them as "interested" as they will be involved in the NEPA determination and have been named in the EA.

Issue 4: Contrary to the assumption that the airplane critical class may increase over the next 5 years; in actuality the critical class has been reduced twice in the past 10 years, indicating a downward trend. When the plans were originally proposed in 2002 the class was D-II, later reduced to C-III and now it minimally qualifies for B-II 75% Fleet with not much more than the required 500 annual operations (250 take offs and landings).

Issue 5: The Marl Fen, ranked S1/G1 in significance and fully accounting for 10% of the Global inventory is endangered by this proposal and it would seem that the State would have a greater interest in protecting the same. Indeed in the 1980's this same Fen, on land then owned by a private individual, was protected by the DEC. Protected to such an extent that the land owner let the property go for taxes owed, which is how the County came into possession. It is hoped that the State would show the same concern for this rare feature whether owned by an individual or another State political entity. The Marl Fen has been declared a CEA by the Town of Queensbury, which was Lead Agency for the private action and to date has not been mentioned to be asked to be involved in the present SEQR action.

Granting Lead Agency status to the County is tantamount to asking the Fox to guard the Hen House, but as the progression will probably include an EIS, I feel it is paramount to note that the null or no-action option, is the correct option, and that the very idea that any other action has ANY benefit beyond the economic stimulus created by transferring tax monies from one pocket to the pocket of the Lead Agency is a question that must be explored in detail at this time. With the incorrect assumption of a need, the deck will be stacked for the Lead Agency to choose an action in support of that false need.

I ask that the DEC and USACE look into the issue of whether or not the facts indicate a true need exists before granting Lead Agency status to Warren County. It is not like the taxpayers or voters of Warren County are in favor of this expansion either. We have asked for a non-binding referendum, there have been several contentious meetings. My estimate is that local sentiment runs 9:1 against the expansion.

<http://www.suncommunitynews.com/articles/the-sun/controversy-erupts-county-airport-meeting/>

http://poststar.com/news/local/special-meeting-on-warren-county-airport-draws-large-crowd-heated/article_8abbefc8-e820-11e2-be4c-0019bb2963f4.html