

**FINAL SCOPE FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT  
PURSUANT TO THE STATE ENVIRONMENTAL QUALITY REVIEW ACT  
AND FOR ENVIRONMENTAL ASSESSMENT  
PURSUANT TO NATIONAL ENVIRONMENTAL POLICY ACT FOR THE  
PROPOSED RELOCATION AND MODERNIZATION OF THE SHELTAIR  
FARMINGDALE, LLC FACILITIES AND CONSTRUCTION OF NEW STRUCTURES  
IN CONFORMANCE WITH AIRPORT CAPITAL IMPROVEMENT PROJECTS  
AT REPUBLIC AIRPORT  
HAMLET OF EAST FARMINGDALE  
TOWN OF BABYLON, SUFFOLK COUNTY, NEW YORK**

**Overview**

This document is a Final Scope for the Draft Environmental Impact Statement (“DEIS”) pursuant to the State Environmental Quality Review Act (“SEQRA”) and National Environmental Policy Act (“NEPA”) Environmental Assessment (“EA”) pursuant to Federal Aviation Administration (“FAA”) Order 5050.4B for the proposed relocation and modernization of the existing SheltAir Farmingdale, LLC (“SheltAir”) facilities within Republic Airport, located on the east side of New York State Route 110 (“State Route 110”) and north of New York State Route 109 (“State Route 109”), and safety area improvements to be undertaken by the New York State Department of Transportation (“NYSDOT”). The SEQRA DEIS/ NEPA EA will also evaluate the maximum potential build-out of the Airport, specifically on the vacant remaining parcels owned by the NYSDOT.

Republic Airport, a designated general aviation airport, is approximately 530.0 acres in size and located along the east side of State Route 110, along the north side of State Route 109, along the west side of New Highway and south of Conklin Avenue, in the hamlet of East Farmingdale, Town of Babylon.

To ensure that the DEIS will address all significant issues, the NYSDOT, as lead agency, has issued a Positive Declaration and has elected to conduct formal scoping pursuant to 6 NYCRR §617.8 and 17 NYCRR §15.7(d). The NYSDOT has promulgated this Final Scope, in accordance with 6 NYCRR §617.8(f) and 17 NYCRR §15.7(d), which sets forth the following:

- Brief description of the proposed action;
- Potentially significant adverse impacts;
- Extent and quality of information needed to adequately address potentially significant adverse impacts;
- Initial identification of mitigation measures;
- Reasonable alternatives to be considered;
- Information/data that should be included in an appendix rather than the body of the DEIS; and
- Those prominent issues that were raised during scoping and determined to be not relevant or not environmentally significant.

## **Description of the Proposed Action**

### **Proposed Airport Improvements**

The NYSDOT is considering improvements which would result in a modification of the existing SheltAir lease area. The relocation of the SheltAir facilities is proposed, in part, to accommodate the shifting of markings of Runway 1-19 northward approximately 450 feet to achieve the appropriate Runway 1-19 Safety Areas (“RSAs”) (i.e., minimum of 1,000 feet (L) X 500 ft (W) of cleared area beyond each runway end on airport property), pursuant to the safety requirements of the FAA (hereinafter the “RSA relocation project”). As part of the RSA relocation project, associated improvements also include the installation of new LED runway edge lighting, installation of new and/or relocation of existing guidance signs, and any required vault work and/or control panel work associated with lighting and guidance systems. The RSA relocation project can only be accomplished with the removal of the existing Hangar 2 (currently being leased by SheltAir), Hangar 3 (existing American Air Power Museum), and the associated aircraft aprons and taxiways/lanes.

Implementation of the RSA relocation project would also require a new perimeter road to be constructed from Tie-down Area “D” around the RSA to the former location of Hangar 2 (to connect the east side of the airport), rehabilitation between Taxiways “B” and “M,” installation of security fencing, installation of a fire hydrant pump, recovery of the displaced threshold, and the associated markings, lighting, and signage. Also proposed is the shifting of a portion of Taxiway “G” to remove the jog north of Runway 14-32. The aforementioned improvement projects under consideration by the NYSDOT would be implemented upon the availability of funding and completion of the requisite reviews under NEPA and SEQRA. These projects are necessary to meet established FAA operational runway safety standards and will have no effect on the number of operations at the Airport. Also, as part of a future development project being considered by the NYSDOT, the existing perimeter road extensions at the southerly end of the Airport would be connected. The existing American Air Power Museum, which is currently situated in Hangar 3, would be demolished and reconstructed on a 5.169-acre site to the south of the Northern Leasehold Area.

#### Proposed Improvements by SheltAir

As indicated above, the existing SheltAir facility is situated at the northeastern portion of Republic Airport, to the east of Runway 1-19 and north of Runway 14-32. SheltAir’s current lease area of approximately 20.48 acres is developed with Hangar 2, Hangar 4, aircraft tie-down spaces (97), and a fuel farm with three 15,000-gallon, above-ground, Jet-A tanks and one 15,000-gallon, above-ground, Avgas tank. There are also related ramps and aprons, and vehicular parking areas (233 spaces), within the existing SheltAir lease area.

The proposed RSA relocation project and associated improvements will decrease the existing SheltAir lease area from 20.48 acres to 14.26 acres, a reduction of 6.22 acres. The 14.26-acre lease area is hereinafter referred to as the “Northern Leasehold Area.” SheltAir is proposing to redevelop the Northern Leasehold Area with one 20,000-square-foot hangar that would be constructed for the flight school tenants currently in Hangar 2. Also proposed is one 5,000-square-foot temporary FBO building. As part of the proposed action, the number of tie-down spaces would decrease from 97 to 70.

There are 13 T-hangars proposed for construction, which have a combined building area of 15,045 square feet. The existing fuel farm containing three (3) 15,000-gallon-above-ground, Jet-A tanks and one (1) 15,000-gallon-above-ground, Avgas tank would be relocated to the Breslau Leasehold Area (see discussion below).

The proposed action includes the relocation of a portion of the existing SheltAir facility to a 41-acre undeveloped area at the southern portion of the Airport. The 41-acre southern leasehold area is comprised of the “Breslau Area” and the “T-Hangars & Corporate Hangars” area, as identified on the Republic Airport - Airport Layout Plan (hereinafter the “Breslau Leasehold Area” or “southern leasehold”). The proposed improvements on the Breslau Leasehold Area include the removal of vegetation and the construction of seven 30,000-square-foot hangars, 6,000 square feet of office space within each hangar, a 30,000-square-foot FBO building and a 3,000-square-foot maintenance facility (for ground support equipment). Approximately 14 tie-downs are proposed along the northeast edge of this lease area.

Also proposed is the relocation of the existing fuel farm on the Northern Leasehold Area to the Breslau Leasehold Area, which would include the installation of four, 20,000-gallon-above-ground storage tanks for Jet-A fuel, and one, 10,000-gallon-above-ground storage tank for Avgas. There are currently three (3) 15,000-gallon, Jet-A tanks and one (1) 15,000-gallon, Avgas tank on the Northern Leasehold Area. These tanks would be removed as part of the proposed action.

Access into the SheltAir facility would be provided on the east side, from a proposed driveway extension from New Highway. Access is also proposed 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 from the projected 64 based aircraft. The estimated increase in daily transient traffic (i.e., those aircraft not based at Republic Airport) is expected to increase by three departures.

In order to implement the proposed action, the following approvals are required:

<b>Permit/Approval</b>	<b>Agency</b>
7460 Approval	Federal Aviation Administration
ALP – Pen and Ink Changes	Federal Aviation Administration
New Construction	New York State Department of Transportation
New Sanitary Connection	Suffolk County Department of Public Works – Sewer Agency
Sanitary System and Water Supply (Including RPZ Approval)	Suffolk County Department of Health Services
Article 12 – Aboveground Storage Tanks	Suffolk County Department of Health Services
Highway Work Permit (State Route 109)	New York State Department of Transportation
Roadway Permit (New Highway)	Town of Babylon
New Water Connections	East Farmingdale Water District

The section of the DEIS entitled *Description of the Proposed Action* will provide a thorough description the proposed action, and will specifically include information relating to:

- Description of the proposed NYSDOT safety area improvements;
- Description of any the current “design aircraft” (Design Group II), visibility minimums, and altitudes.
- Description of the proposed improvements on the Northern and Breslau Leasehold Areas, including the types of aircraft to be accommodated;
- Current and future potential operations at Republic Airport;
- Purpose and Need for the Airport safety area projects;
- Project purpose, need and benefits of the proposed SheltAir Improvement Projects (including public need and social and economic benefits);

- Physical characteristics of the site, such as the boundaries, size, slope areas, and existing pervious and impervious areas;
- Description of existing on-site structures and their locations;
- Utilities and existing on-site and adjacent infrastructure systems;
- Surrounding land uses and roadway network;
- Discussion of site access;
- Discussion of internal circulation patterns for vehicular traffic and air traffic within the proposed SheltAir facilities for purposes of security;
- Infrastructure requirements, including water supply, wastewater treatment, and stormwater management;
- Project phasing and schedule;
- Construction activities and the time when full build-out is anticipated;
- Potential for future development on the property or adjoining properties; and
- Required Federal, State and County approvals.

### **Affected Environment**

Pursuant to Section 706(d) of FAA Order 5050.4B, this section of the SEQRA DEIS/NEPA EA will describe the environment of those areas to be affected by the proposed SheltAir improvements, as well as the NYSDOT safety area improvements.

## **Alternatives**

Pursuant to 6 NYCRR Part 617 and Section 706(e) of FAA Order 5050.4B, the SEQRA DEIS/NEPA EA must contain a description and evaluation of reasonable alternatives to the proposed action. Thus, the SEQRA DEIS/NEPA EA will analyze the impacts of the following alternatives and quantitatively and qualitatively compare these impacts to those associated with implementation of the proposed action, based upon the specific issues outlined above:

- No-Action (site remains as it currently exists);
- Relocation of the SheltAir Facilities to the Southerly Portion of the Airport;
- Implementation of the Proposed Improvements by SheltAir at Another Airport;

## **Other Proposed Developments within Republic Airport**

Other aviation-use projects that are currently under construction and/or being considered by the Airport and/or its current tenants would be described.

## **Potentially Significant Adverse Impacts**

The DEIS will be prepared in accordance with a Final Scope to be issued by the lead agency, and in accordance with 6 NYCRR §617.9(b) and 17 NYCRR §15.7(d). Based upon review of the site, the proposed plan and the Environmental Assessment Form (“EAF”), a Positive Declaration has been issued by the NYSDOT. The issues identified in the Positive Declaration as warranting further study include impacts to: stormwater runoff and recharge, soils through erosion and sedimentation, water supply, sanitary waste, air quality, noise quality, construction impacts, and traffic flow. These identified potential impacts and other relevant and/or required issues pursuant to FAA Orders 1050.1E and 5050.4B will be fully addressed in various SEQRA DEIS/NEPA EA sections, as briefly outlined below. Where the impact analyses conducted in the SEQRA DEIS/NEPA EA indicate the potential for significant adverse impacts, measures to mitigate those impacts will be set forth.

## Soils and Topography

The *Soil Survey of Nassau County* will be used to determine the soil types on the site, the characteristics of such soils, and a description of the distribution of the soil types on the site. This information will be supplemented with test hole data. Test holes are proposed to be excavated at the locations of all proposed drainage reserve areas and recharge basins.

The suitability of the soils (stability, quality, etc.) and any potential engineering limitations for the proposed site alterations and proposed uses on the site will also be examined. The DEIS will include topographic information, including a slope analysis, obtained through review of relevant USGS maps and site-specific topographic surveys.

The SEQRA DEIS/NEPA EA will provide estimates of the cut and fill required (from infrastructure development, lot development, etc.) and the impacts associated therewith. In addition, a post-development slope analysis will be provided. A thorough narrative description of potential impacts to soils and topography and strategies to minimize such impacts will be included in the SEQRA DEIS/NEPA EA.

A description of measures that will be implemented to mitigate impacts due to potential erosion and off-site sediment transport will be presented. This section will address potential impacts associated with the clearing of wooded areas to accommodate the construction of the Breslau Leasehold Area. This section will also discuss the placement and timing of installation of erosion and sedimentation control measures. Additionally, a discussion of the impacts of soil importation/exportation will be presented along with a discussion of the impacts associated with the proposed duration of construction.

## Water Resources

Areas to be cleared, developed with impervious surfaces, landscaped, and preserved in a natural state will be calculated. Regional and local hydrogeological conditions and water quality will be discussed. This section of the SEQRA DEIS/NEPA EA will determine the depth to groundwater, the seasonal variation or fluctuation of the local water table and will discuss groundwater quality and quantity, as well as area uses of groundwater, including the number and location of area wells. As Long Island is considered a sole source aquifer region,<sup>1</sup> applicable policies and plans and recommendations set forth therein will be evaluated, including the *Long Island Comprehensive Waste Treatment Management Plan (208 Study)*, *Long Island Comprehensive Special Groundwater Protection Area Plan*, and Suffolk County Sanitary Code (Articles 6, 7 and 12).

Water use and sanitary flow will also be projected. It is expected that the site will be served by public water, and sanitary flow is proposed to be accommodated by the municipal sewer system. Compliance with applicable regulatory requirements will be presented. The use of “lavcarts” for aircraft sanitary waste should be confirmed.

This section will also discuss existing stormwater management conditions (contributory areas, amount of stormwater runoff, any existing stormwater structures, etc.) Post-development stormwater management conditions will be evaluated. This evaluation will include calculations of stormwater to be generated, discussion of the proposed collection and management systems, proposed future maintenance practices for stormwater collection and leaching structures, discussion of anticipated changes in drainage patterns, and analysis (via preparation of a conceptual stormwater pollution prevention plan and narrative) of how the proposed stormwater management system will comply with applicable regulatory requirements, including the NYSDEC Stormwater Regulations.

## Ecology

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<sup>1</sup> On January 21, 1975, the Environmental Defense Fund petitioned the U.S. Environmental Protection Agency Administrator to designate the aquifers underlying Nassau and Suffolk Counties, Long Island, New York, as a sole source aquifer under the provision of the Safe Drinking Water Act (1974), Section 1424 (e).

Site investigations will be performed by a qualified landscape architect, and an inventory of flora and fauna will be provided in the SEQRA DEIS/NEPA EA. The habitat value of the Breslau Leasehold Area will be assessed, and endangered, threatened and/or special concern species will be identified. A vegetation map will also be prepared. To supplement the site investigations, the New York Natural Heritage Program will be contacted regarding records of significant species.

Site data will be evaluated to determine areas of native vegetation to be removed. A determination will also be made as to the habitat to be reduced or eliminated, and the impact that such habitat reduction or elimination will have on identified species.

### Land Use

Land use on site and in the surrounding area will be described. The density and types of existing development will be presented and the compatibility of the proposed improvements, from a land use perspective, will be evaluated. The impacts to land use resulting from implementation of the proposed action will be assessed. An analysis of applicable plans and studies will also be performed. Section 4(f) lands and farmland will be identified and evaluated, as necessary.

### Security

The proposed projects will meet current security requirements of the Airport. Due to the sensitive nature of this issue, there will be limited discussion in the DEIS.

### Impacts to Hazardous Materials and Pollution Prevention

This section will summarize the findings of the Phase I and/or II Environmental Site Assessments prepared for the Northern and Breslau Leasehold Areas. All hazardous materials to be stored on-site would be identified and compliance with Articles 7 and 12 of the Suffolk County Sanitary Code would be evaluated. The potential for soil-vapor intrusion due to impacted groundwater from the Fairchild Main Plant site will be evaluated on the Breslau

Leasehold Area. Existing NYSDEC-monitoring wells associated with the Fairchild Main Plant site on the Breslau Leasehold Area will be identified on the site plan.

### Community Facilities and Services

This section will include a list of existing facilities and a discussion of existing usage and service levels for police and fire protection, ambulance services and solid waste management. Potential impacts to emergency services and solid waste facilities, associated with implementation of the proposed action, will be evaluated. Construction-related debris and transport off-site will also be evaluated.

### Vehicular Traffic and Parking

This section will describe the proposed site access locations and internal roadway locations, and evaluate their impact upon site characteristics and area roadways. The evaluation of the proposed access locations will consider sight distance, visibility, appropriate final grades, travel speeds on the roadways and gaps in vehicular traffic flow.

A trip generation analysis will be performed to estimate traffic that will be generated by the proposed project. Evaluation of the amount of traffic anticipated during construction, and its impact on the local highway network, will be provided. The ability of the street network to accommodate the additional volumes that will be generated by the proposed use will be determined. Intersection capacity analyses will be performed for the intersection of State Route 109 at New Highway and New Highway at the Southern State Parkway Exit ramp.

Other developments planned for the area that will impact traffic conditions will be identified through discussions with the Town of Babylon, Town of Oyster Bay and the Village of Farmingdale.

## Air Quality

A general conformity determination will be prepared consistent with applicable regulations. As part of the evaluation, an emission inventory will be performed to account for mobile sources, stationary sources, as well as potential construction emissions associated with the proposed action. The existing air quality and the potential air quality impacts under the 2013 No-Build Condition, 2013 Build Condition, and 2013 Maximum Build-Out (cumulative analysis) will be presented. The latest version of Federal Aviation Administration's *Emission Dispersion and Modeling System* will be utilized in assessing the various impacts. The potential sources of odors will also be identified.

## Noise

A Noise Analysis will be prepared to evaluate the potential adverse noise impacts associated with the projected increase in operations by SheltAir, upon implementation of the proposed action, and the proposed shift in Runway 1/19, in conjunction with the Terminal Area Forecasts of Republic Airport. The noise analysis will also evaluate non-aviation sources for purposes of cumulative impact analyses, including construction activities. Current traffic volumes by aircraft type, runway use percentages and night period splits will be obtained from published records and analyzed to provide detailed input to the Area Equivalent Model and subsequently to the INM for the base year. The Area Equivalent Method will be used to determine the overall increase in noise contour area in square miles. The existing noise condition (2007) and the potential noise impacts under the 2013 No-Build Condition, 2013 Build Condition, 2013 Maximum Build-Out (cumulative analysis) and the future potential ten-year (2018) condition will be evaluated.

Potential impacts due to vibrations caused by aircraft on structures and persons will be evaluated.

## Light Emissions and Visual Impacts

The proposed lighting by SheltAir and NYSDOT will be described, including its purpose, installation method (pole or ground-mounted), and intensity. The potential impacts on surrounding land uses and light-sensitive areas on the Airport will be evaluated. A Line-of-Sight Shadow Plan and Profile will be prepared to demonstrate proper building placement such that there would be no visual obstructions to the runways and taxiways from the air traffic control tower. An analysis will be conducted of the potential changes to visual character on the Breslau Leasehold Area from State Route 109.

#### Historic, Architectural, Archaeological and Cultural Resources

The potential impacts on cultural resources (historic, architectural and archaeological) will be evaluated. Published resources of the New York State Office of Parks, Recreation and Historic Preservation (“OPRHP”) and the National Park Service will be reviewed. An archaeological survey of the Breslau Leasehold Area has been prepared and submitted to OPRHP for review.

#### Impact on Energy Supply, Natural Resources and Sustainable Design

All proposed improvements will be designed in accordance with New York State Building and Fire Codes. The energy needs of the proposed action will be presented and consultations with National Grid and the Long Island Power Authority will be undertaken regarding their ability to serve the proposed development. The projected changes to aircraft fuel consumption will also be identified. In addition, this section of the SEQRA DEIS/NEPA EA will include measures that will be employed to minimize energy use and foster energy efficiency. The feasibility of green building design will also be evaluated.

#### Social Impacts

An evaluation will be performed of the potential for the projects to cause the relocation of any residences or businesses; the alteration of surface transportation patterns; the division or disruption of established communities; the disruption of orderly, planned development; or, an appreciable change in employment. The potential impacts to public safety will be addressed. The issue of jet blast turbulence on surrounding roadways will also be addressed.

#### Induced Socioeconomic Impacts

An evaluation will be performed to determine the potential for the project to induce or cause secondary impacts, including shifts in patterns of population movement or growth; public service demands; or, changes in business or economic activity to the extent influenced by the airport development.

#### Construction Impacts

The projected construction schedule and phasing of improvements will also be identified. The construction-related impacts of the proposed improvement projects will be evaluated. Included will be the potential impacts to noise, air quality, and land.

#### Potential Cumulative Impacts of Past, Present and Reasonably-Foreseeable Actions, Including Theoretical Maximum Development Potential of Republic Airport

Past, other present and reasonably-foreseeable future actions will be evaluated for the potential cumulative impacts of these actions on affected resources. Also included, for comprehensive review purposes, will be a theoretical maximum build-out for purposes of determining the maximum potential impacts associated with same. The following projects and/or parcels will be included in the evaluation:

- Northeastern Aviation (currently under construction);
- Stratosphere Development Company (pending application for new hangar);
- Atlantic Aviation (potential future hangar project – no applications filed); and

- Maximum build-out of the remaining four vacant airport parcels, assigning the following uses for purposes of determining the maximum potential environmental impacts of same: (1) Retail uses on the 12.7±-acre parcel at the northernmost boundary of the Airport, (2) Educational uses on the 4.2±-acre parcel to the west of the terminal building, (3) Retail uses on the 5.0±-acre parcel at the southwest corner of the Airport, and (4) Aviation-compatible uses on the 17± acres to the south of the Breslau Leasehold Area.

An aerial overlay map will be prepared to identify these project locations, as well as the remaining four Airport-owned parcels that could potentially be developed in the future. The theoretical maximum development will be evaluated as the 2013 Maximum Build-Out in the SEQRA DEIS/NEPA EA and should, where relevant, evaluate the environmental parameters set forth in this Final Scope.

The Vision Plan being considered by Republic Airport and its relationship to the theoretical maximum development evaluated within this section of the SEQRA DEIS/NEPA EA will be discussed.

**Extent and Quality of Information Needed to Adequately Address Potentially Significant Adverse Impacts**

In order to conduct the analyses of potential adverse impacts, available information will be collected and reviewed and empirical information will be developed. While it is not possible to determine all information sources to be used, the following represent sources/research that have been preliminarily identified as necessary to perform the required analyses in the SEQRA DEIS/NEPA EA.

## Soils and Topography

- *Soil Survey of Suffolk County*
- On-site soil borings, if available
- USGS Topographic Map, Amityville Quadrangle
- Site-specific topographic information
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

## Water Resources

- U.S.G.S. Water Table of the Upper Glacial Aquifer on Western Long Island, New York in March-April 2000 (2002)
- Federal and State Wetland Maps
- *The Long Island Comprehensive Waste Treatment Management Plan (“208 Study”)*
- Suffolk County Sanitary Code – Articles 6, 7 and 12
- *Final Long Island Groundwater Management Program*
- NYSDEC stormwater regulations and related publications (e.g., *Reducing the Impacts of Stormwater Runoff from New Development* and *New York State Stormwater Management Design Manual*)
- *Republic Airport Stormwater Pollution Prevention Plan*
- *Long Island Segment of the Nationwide Urban Runoff Program*
- *Nonpoint Source Management Handbook*
- Consultations with East Farmingdale Water District
- Consultations with Suffolk County Department of Public Works – Sewer Agency
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

## Ecology

- Field inspections
- Review of publicly-available information
- Consultations with the New York Natural Heritage Program
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

## Land Use

- Site and area inspections
- Republic Airport - Airport Layout Plan
- Republic Airport Performance and Development Standards
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions
- Any additional relevant planning documents

## Hazardous Materials and Pollution Prevention

- Phase I and/or II Environmental Site Assessments
- Soil vapor samples within the Breslau Leasehold Area
- Consultations with the NYSDEC
- Articles 7 and 12 of the Suffolk County Sanitary Code
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

## Community Facilities and Services

- Consultations with the Suffolk County Police Department
- Consultations with the East Farmingdale Fire Department

- Consultation with Jet Sanitation (existing carter) and other solid waste carters and disposal facilities (as identified)
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

### Vehicular Traffic and Parking

- ATR counts at study intersections
- Traffic volume and accident data published by the NYSDOT, NYSDMV, SCDPW and Town of Babylon
- Institute of Transportation Engineer Trip Generation, 7<sup>th</sup> Edition
- Field investigations
- Highway Capacity Manual (2000 edition)
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

### Air Quality

- *FAA Emission Dispersion and Modeling System*
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions
- NYSDOT inventory of point and non-point source emissions

### Noise

- Traffic volumes for 2007 by aircraft type
- Terminal Area Forecasts for Republic Airport, as published by the FAA
- FAR Part 150, Appendix A, FAA Order 5050.4B
- NYSDOT Environmental Procedures Manual
- Integrated Noise Model Version 7.0

- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

#### Light Emissions and Visual Impacts

- Lighting details
- Site and area inspections
- Line-of-sight plans
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

#### Historic, Architectural, Archaeological, and Cultural Resources

- Review of National and State Registers of Historic Places
- Review of published resources of the National Park Service
- Archaeological investigation
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

#### Energy Supply, Natural Resources and Sustainable Design

- Consultations with National Grid/KeySpan
- Consultations with Long Island Power Authority
- LEED (Leadership in Energy and Environmental Design) building standards and practices
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

#### Social Impacts

- Traffic impact analysis

- Employment data
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

#### Induced Socioeconomic Impacts

- Noise impact analysis
- Land use analysis
- Social impact analysis
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

#### Construction Impacts

- NYSDEC publications, including *Reducing the Impacts of Stormwater Runoff from New Development* and the *New York State Stormwater Management Design Manual*
- FAA AC 150/5370-10, *Standards for Specifying Construction of Airports*
- FAA Order 1050.1E, FAA Order 5050.4B, and FAA Environmental Desk Reference for Airport Actions

#### Potential Cumulative Impacts of Past, Present and Reasonably-Foreseeable Actions, Including Theoretical Maximum Development Potential of Republic Airport

- Aerial overlay map
- Maximum Build-Out Plan

## **Identification of the Information/Data to be Included in Appendices Rather than in the Body of the DEIS**

The SEQRA DEIS/NEPA EA will contain appropriate appendices to support information and analyses contained in the body of the document. Although it is not possible to enumerate all appendices that may be included until the analyses are completed, the following are expected:

- Copy of the Positive Declaration and the Final Scope;
- Project plans;
- Alternative plans;
- As appropriate, relevant excerpts of documents used in preparation of the SEQRA DEIS/NEPA EA;
- As appropriate, copies of supporting information/analyses developed for preparation of the DEIS; and
- Copies of correspondence related to issues discussed in the SEQRA DEIS/NEPA EA.

## **Issues Raised During Scoping and Determined Not to be Relevant or Not Environmentally Significant**

The following issues were raised during scoping are not relevant and/or not environmentally significant:

- Enforcement of the 60,000 pound weight limit, as a court injunction was issued prohibiting Republic Airport from requiring prior permission for aircraft over 60,000 pounds to use the airport.
- Instituting coverage of the tower in the evening hours as this issue is not relevant to the proposed projects.
- Instituting a curfew, as Republic Airport's original curfew was previously adjudicated.
- Number of fatalities and/or injuries in a "worst case" crash scenario as this is not relevant to the proposed projects. However, safety will be discussed in the DEIS.

- Insurance requirements for aircraft owners and airports as this is not relevant to the proposed projects and there will be no impact on insurance requirements from these projects.
- Inventory and description of off-airport lighting as this is not relevant to the proposed projects.
- Relationship between landing fees and aviation traffic since landing fees are controlled by state law and can only be modified through the rule making process of the Department of State.
- Hangar location of jets included in the February 2008 Operations Report as this is not relevant to the proposed projects.
- Loss of tax revenue from aviation uses on Republic Airport as this is not relevant to the proposed projects.