Yates County Airport Council / FAA Meeting

October 20, 2021  9:00 AM EST

AIRPORT COUNCIL PRESENT: Rich Leppert (Seneca Flight), Doug Marchionda Sr (Penn Yan Flying Club), Lisa Cheung (Passero Associates), Tim Dennis (At Large), Taylor Fitch (Marketing), Paul Middlebrook (Council Advisor), Doug Paddock (Yates County Legislature Chair), Dick Harper (Yates County Legislature), Allison Lia (Passero), Bill Middlebrook (Penn Yan Aero)

FAA MEMBERS PRESENT: Janine Abyad (FAA), David Carlin (FAA), Jose Moreno (FAA), Sophia Pariso (FAA), Evelyn Martinez (FAA), Zach Delaune (FAA)

OTHERS PRESENT: Dan Jablansky (Passero)

RUNWAY RECLASSIFICATION:
- Meeting started with FAA reviewing the 10-28 runway reclassification.
  - Historical background:
    o Started review in 2014 and implemented in 2019
    o Basically 3 classifications of runways
      ▪ Primary
      ▪ Crosswind
        • less than 13 knots used for small aircraft and +13 for larger corporate planes
        • if it is not crosswind, it can be considered secondary runway if annual operations are greater than 200,000 uses per year or military use
        • FAA uses NOAA data which they believe comes from ASOS.
      ▪ Additional
        • If it is not primary, secondary or crosswind it is considered additional.
  - FAA has classified 10-28 as additional
    o This means that 10-28 would no longer be funded by the FAA grants.
    o BM raised question on safety as this is the only east west runway in the local surrounding airports.
    o FAA initially responded that if we want to change classification, we will need to show 1-19 has <95% crosswind.
      ▪ FAA stated their numbers showed 1-19 was greater than 95%
      ▪ Lisa Cheung stated that when she ran the numbers on the website, when she put in PEO, it originally showed an international airport that was not Penn Yan. Once she ran KPEO for Penn Yan, it showed 91% at 10 knots and 95% at 13 knots.
      ▪ FAA agreed to review the web data again.
  - Update: on 10/22/21 the FAA reconvened the ACIP review acknowledging that Runway 10-28 is indeed a crosswind runway and eligible for funding.

AIP:
- Environmental Study:
  o FONSI submitted and waiting on notice of publication
- Terminal Apron = new grant

CIP:
- FAA noted there was quite a bit of carry over available ($ 429,786)
- Reviewed 2022-2025 plans.
  o FAA recommended splitting 10-28 from 1-19
  o FAA also recommended splitting out obstructions
- Need to review CIP planned dates and let FAA know if any change.

Consultant Selection:
- FAA noted Consultant selection needs to be completed by Dec 2021.
- We should include the resolution along with the letter

Submitted by: Richard Harper    10/27/2021