

TOWN OF PLATTEKILL  
ZONING BOARD OF APPEALS  
P.O. Box 45, Modena NY 12548

Minutes of Thursday, June 25, 2026

SALUTE TO THE FLAG (7:00PM)

ROLL CALL: Joseph Egan  
Robert Egan  
Bruce Jantzi  
Judith Loertscher  
Christopher Mercier

Excused Absence: Helene Dembroski

Unexcused Absence: Larry Lindenauer

New Business:

Hudson Valley Flyers (Old Orchard Airport) of 156 Freetown Road.  
SBL # 101.2-3-6.11  
Proposed Site- Plan Restrictions Amendment

APPROVAL OF MINUTES: June 11, 2026

ADJOURNMENT: No time stated in recording for adjournment.

C. MERCIER:

Could I get a motion to move the minutes to the end of the meeting?

J. LOERTSCHER:

I'll make a motion to move the minutes, the approval of the June 11th minutes to the end of the meeting.

Seconded by J. EGAN

On the Vote: All Ayes

NEW BUSINESS: Hudson Valley Flyers

Burk Schindler:

Last month, let me back up, we have the airport on Freetown Road, Old orchard airport. Recently, there have been changes to federal aviation's on the classifications of aircraft and the type of recreational aircraft that we can use. That was done under mosaic. About mid-February, we reached out and said we have a 2016 map that doesn't have these restrictions on it, do we need to worry about this? She spent time talking to the different boards and said, yeah, those rules are in effect and since they are, we are going to need to change those to be compliant. We filled out the application, met with the planning board on June 9. I submitted everything, the chair and I had a long talk, and they said it's the Zoning board. I said no, I have planning board minutes from 1999, and the resolution was made by the planning board but adopted by the zoning board. They said, do you agree with this? Yeah, that's fine, okay, and the planning board took the vote on this. The chair of the planning board stated that he was going to talk to you guys internally, we had some additional conversations on this and said do a formal application, go in front of the zoning board so we can make this official. What he was seeking was a letter from you guys saying that yeah this is fine if the planning board addresses this and handles this and kicks it back to the planning board so his hands aren't tied and he can proceed with a new resolution and do what he needs to do. So, I filled out the application and submitted it to you guys so we can get there tonight. Maybe that is some of the confusion as to what is going on.

J. EGAN:

What changes are you looking for?

B. SCHLINDER:

The change that we are looking for is to keep everything exactly the same as we are operating now but this paragraph here in section 6: there is a current statement on the 1999 site plan that states limitations of the operation hours, things like that. We are looking to keep the hours of operation the same but change the wording a little bit to adopt the new incoming pieces of mosaic which reduces, changes the way the FAA looking at things to stall speed and things like that on aircraft rather than horsepower and its more inclusive to different types of aircraft. We are trying to comply with the current regulations, the town, and make sure we align because the 2016 map has no restrictions on it. We are a little out of sync with 1999 and the 2016 map. What we are trying to do is get some of these restrictions with modifications put back on the map. And we want to write it in such a way that when the feds change the regulations every 10/15 years, we don't have to

come back here and play the alphabet soup with the Town. We are a preexisting, non-conforming entity which creates problems when we try to add the South end piece that we bolted on to our property in 2016. I hope this makes sense to you guys.

J. EGAN:

I have quite a few questions. The old mosaic, specifically but also about 2016 because I sat on the board at the time you got the extension. And I remember at that time, you said all the conditions remain the same from the original one, and you agreed to it. You just needed a little more runway for the aircraft that go to 105 horsepower.

B. SCHINDLER:

That's correct.

J. EGAN:

So we agreed but all the conditions from 1999 still stayed with the property at that time. And as everyone here knows, mosaic only controls the aircraft, it doesn't have anything to do with the land.

B. SCHINDLER:

Right.

J. EGAN:

We have to do with the land and the use, what you are using it for. Now, mosaic itself, to follow mosaic and the rule changes on their which are your stall speed, sound, set of weight. You will now have heavier planes going faster, it opens you open to electric motor ones, gyroscopes, training, night flights. I got the FAA guidelines right here. It says what you can do.

B. SCHINDLER:

It is, but the limitations in this paragraph here, we still have all the limitations in that that's saying no nighttime operations, no operations, you know, sunup to sundown operations, no flying before 7 a.m. on a Sunday, no commercial flight schools or operations based there. So all of those restrictions we're still trying to keep to be good neighbors, right, because we don't want to annoy our neighbors. We're not looking to bring in, like, large aircraft because the limiting factor to the property that really controls it, according to the FAA, is the length of the runway. And we can't change that because we have the thoroughway on one side, we have houses on the other, we have Freetown Road in front of us, and on the back side we have wetlands beyond our south end property that we bought. So the runway is not going to change in length. All those restrictions that are there in that paragraph we're looking to keep. What we're looking to do is change and say that any aircraft that's legally allowed by the FAA to fly off of a 3,000-foot runway is capable of doing

so. And because of the length of that runway, that's going to keep us at the aircraft that we're trying to fly now instead of, like, a Cessna Citation coming in, and we're not looking to turn it into commercial operations either.

J. EGAN:

The FAA does not control private runways. The New York State Department of Transportation controls that. So, the FAA is only dealing with the aircraft itself.

So, when you talk about Mosaic, my problem is giving a blank check to Mosaic to change because it's made by manufacturers, right? It's made by people that fly. They all give input into these rules. They're not FARs, just guidelines, right?

B. SCHINDLER:

Well it's adopted by the federal government.

J. EGAN:

So now they said that you have to know no longer go by any mandates from the manufacturer defects or whatever that used to have to follow. Now you have to just go by the FAA-mandated rules, changes, fixes, stuff like that. So, they're taking away some stuff.

They're taking away the weights. You can have retractable landing gear now. So, you've got a lot of other crafts (that can come into this, higher speeds, more weight.

Your runway may or may not. So, giving you a blank check on this is my issue. Now, we understand you say you want to do this, but if we give you an opening, and again, it's my view, we give you an opening to where (we only follow Mosaic, Mosaic will change in a drop of a hat, as you well know.

Tomorrow they can come out with another rule change. That would come in, what, as October is when they have the second phase put in?

B. SCHINDLER:

Well, that's why I wrote that the way that I wrote it and didn't list Mosaic specifically in there. I just said an aircraft that's legally allowed to fly off that field.

What's limiting to that is A, that it's a grass field. So, aircraft that are much heavier are not going to be permitted under FAA because they're going to sink into the runway. The types of aircraft that can come in and out of there are limited because when you open up the Pilot Operating Handbook, it tells you what's the type of surface, grass versus paved, we're not paving it, the length of the runway, and the performance characteristics.

So that limits you. So, we're not going to be getting high-performance jets and all kinds of other things that would be noise problems and abatement issues into there because of the way that's written and because of the length of the runway.

J. EGAN:

Well, as I watched aviation change over the years, because if you don't know, I've been in aviation since '76.

I graduated from school from aviation. So, I've been involved in it a long time and had an interest in it for a long time. (The rules change all the time.

Things change all the time. So, I'm not out to advocate our responsibilities to a blank check of the government that'll write a policy that's a nationwide policy, not our policy, that's geared to fit the whole country for guys in Oklahoma that have a different thing. Because of the controlled airports, you have no say over.

The FAA's got complete control of that. But the privately owned ones, now, we don't mind working with you. I just don't want to lose complete control of a bureaucratic change and we're stuck eating it. Because you may not be around all the time. The next guys to see you may say, hey, we're going to put in these gyroscopes or we're putting these parachutes flying in and out and we got all these other, you know, all the different aviation stuff that's out there. I'm very leery of the battery-powered planes at the time that they're looking to put out there. But what to stop you, I mean, these are things I'm concerned about at the time. We have (9:50) neighbors, we have the highway there, we have a lot of potential. Right now, it's been working fine.

No one's complaining. But the bigger planes, we're going to have the turboprops on there, (9:59) adjustable props, but that's more power. It's in mosaic. Right now, you have to adjust the prop on the ground.

B. SCHINDLER:

There's two things there, right? So, there's what's legal and what people do, right? So, like, you could potentially get an aircraft out of a field that is 3,000-foot-long grass strip.

It doesn't mean that it's illegal. And by the FAA, right? So, if the FAA was there and one of these aircraft were trying to take off, the pilot could be in a lot of trouble, including up to and losing their license. So, the field is really dictating what we have there. What we're trying to do is just keep it so that some of the additional aircraft can open up and people that don't have a private pilot's license anymore and that are using mosaic or light sports are able to fly these aircraft on a different set of requirements. So, we're really not changing anything. And really what mosaic does is open it up for older people to be able to fly the older aircraft and not have it be as problematic for them.

J. EGAN:

I would personally prefer it if what you asked for is more in the scope of your usage, not follow mosaic alone, because mosaic is too broad for me to say and too easy to change. And once we say, okay, I don't care what the agreement is we say, well, you can follow mosaic, that trumps this agreement because we said, whatever mosaic changes, we're going to follow. And that's the technicality involved in that.

You may not do that, but it's the next guy behind you. So, when it comes 10 years after you, what do we do then? The neighborhood changes, these planes are getting bigger. When you go with landing gear, retractable landing gear, you're going to be faster. When you're doing a stall speed now, what is it now? 65 knots or something like that? 61 knots. So now your speed is up. Yeah. So, there's a lot of dynamics that are involved in this, and the noise is going to (go up for a bigger plane, you know.

B. SCHINDLER:

I actually have from the FAA here, if you need it, I have copies of various aircraft and their noises. So, the noise of a tractor trailer by the New York State DOT coming down the throughway with jake brakes is 90 decibels.

J. EGAN:

I haven't heard any complaints about the airport as far as any of that. And we said this the last time we did a runway extension. We don't mind working with people. I don't. But I want the scope of what you do not do to be so easily...

C. MERCIER:

So broad.

J. EGAN:

So if you put the scope into what you are looking for, then that's what we can agree with.

B. SCHINDLER:

With section 6 here, if you read that, what exactly do you not agree with that?

J. EGAN:

Once we say we're going to allow you to follow Mosaic guidelines.

B. SCHINDLER:

We're not asking for Mosaic. I'm asking specifically for that language in paragraph 6 there.

C. MERCIER:

So they don't want Mosaic.

J. EGAN:

No, but they're mentioning it. So, when they talk to us and they put it on their paperwork, they say they want to follow. But you got rid of the LSA. It's gone. Right? So LSA is gone and they went to this new definition and new guidelines.

B. SCHINDLER:

And technically, even when this was set up in 1999, it was set up incorrectly, right? Because light sport is a type of license for a pilot. It has nothing to do with the operation of an airport, and it has nothing to do with operations of the aircraft. Because I have a commercial license, right? I can fly just the same things as a light sport can, but I can also fly additional things. So, the definition that was given in 1999, and we can't go back and unwrite what we did but was really not correct at the time. Because the definition and really the scope of the restrictions that are on our 1999 map are direct verbiage of light sport aircraft, which A no longer exists. And B, is not correct because it's a definition of a pilot certificate. It's not operations.

J. EGAN:

Again, even here, you say aligned with the definitions and all this stuff. Once you say that that's superseding any other agreement we have, because this alignment is going to say we agree to this alignment. And including with Mosaic, you're allowed to do nighttime landings, right?

B. SCHINDLER:

I thought that was restricted.

J. EGAN:

No, it's on. I got it right here in print. So, these are things that you guys aren't doing, and you haven't done.

B. SCHINDLER:

But we wouldn't be allowed too because we don't have lights.

J. EGAN:

You don't have lights today. You have lights tomorrow.

B. SCHINDLER:

The cost of that is prohibitive for what we're doing because we don't have money for that.

J. EGAN:

With the LEDs and you get one rich guy moving his neighborhood, you got it done. He wants to come in from New York City to land.

B. SCHINDLER:

Well, the problem with it is you're still under the control of the FAA.

J. EGAN:

Only in the air.

B. SCHINDLER:

No, lighting and on-surface controls and towers and stuff like that are under the FAA.

J. EGAN:

Now, you're changing the scope from your type of airport or runway that you are once you start doing that. You fall into a different category of type of runway that you have. Right now, it's a private airstrip. So right now, you're running the guidelines. If you start putting control towers up and doing other stuff. You are now way off the beam. Lights, too. If you're using them for landing, now you've changed the scope of what your thing is. And the next thing you know, you have the control towers up there and doing a VIR and all this other stuff. So, I just don't want a broad aspect that we've got our hands tied to say, look, we agreed to this and we're done. It's not just for me, it's future board, future members in this neighborhood. And all I'm asking is you tell us what you need. And we're pretty good about that. And if it's written down such that, yes, if something changes in the future, you know what, you're burdened to have to come back in and see what life is like that time with the people that are running the town board. Who knows, it could be a 30-story building up the street and everybody's like, yeah, bring them in. I don't know.

B. SCHINDLER:

I felt as though that's what paragraph six there is. It's pretty much the restrictions because it's giving you the no nighttime operations. It's giving you that we're not flying before 7 a.m. It's giving sunup to sundown.

J. EGAN:

You see the thing is you say, yeah, you know, all these restrictions we believe in, but we're going to follow this rule. (And once we say that rule was going to trump the restrictions we have if there's a conflict because we agreed to say we're going to follow that definition. And that's the crux of the thing. All my wish is that, hey, look, I love planes. I love flying and doing all that stuff. (16:24) But I also protect the neighborhood and protect ourselves from not just you guys. I'm sure you mean everything you're saying. But the next group may not. You know, at that time, they would have to address the situation like we did with the runway extension, like we're doing with this. Just give us what you want without this type of following. Or if you say using it as a guidance rather than following it, you know, then I could say it's a guidance thing, not saying we're going to align with the definition. That's more of a commitment, you know, where we use this as a guideline. (And then give us, because what is the purpose of what you're trying to do for this? I mean, what is the crux of this whole thing besides the definition? What are you trying to do that we can't do now?

B. SCHINDLER:

Well, we have a group of guys with some antique airplanes.

J. EGAN:

Do you want to fly different crafts?

B. SCHINDLER:

It's all going to probably remain that type of grassroots kind of an airport.

J. EGAN:

So if we have in here the restrictions would be, you know, define the restrictions without, we'll try to align with this. You see the alignment that you have in here is committing us to something. But if you use it as a guideline, then it's not as restrictive to us. And if you say this is what we're looking to do, okay, you know, you want some old aircraft, you want to do this and that. The runway is 3,000 feet, yes, I understand. You've got only so much power can come off and on that grass. And retractable, I don't know why you do it. How smooth is your runway?

B. SCHINDLER:

Not that smooth.

J. EGAN:

Yeah, it's retractable. You can buy new running gear all the time.

B. SCHINDLER:

One of the biggest limitations, one of the main factors is the insurance industry. A lot of guys that have these high tech, these fancy airplanes, insurance won't even let them fly off the grass.

J. EGAN:

But you see my point though is, look, we're not trying to interfere with you, (but we don't want to give away the farm.

B. SCHINDLER:

My question for you is then on the scope of this proposal, the reason for this was to try to give an understanding of why we were looking after almost 27 years, why we're looking for a change.

And that's because this has opened it up to additional aircraft that can fly. So, I was trying to give the background to that. If there's something specific, you'd like to change in this, that's fine. The rules that are written in paragraph six are really what we're looking to adhere to, which is pretty much all the original restrictions. If there's something specific, you'd like changed in paragraph five for the conclusion instead of saying to align, use Mosaic as a guideline, with the below restrictions in paragraph six, I can change that.

B. JANTZI:

I think it's probably part of what's in four, regulatory future proofing is where Joe is going with it, that automatically changes anytime they change. That's my interpretation of the crux of the matter at this point in time. It may be better to, unfortunately, 10 years from now, come in because FAA has made more changes. It's like, okay, we've got to tweak it again. My guess is it's the automatically part that is the issue.

C. MERCIER:

Yeah, because we're granting you, we're saying now you can follow whatever they say. And it kind of takes it now out of our hands.

B. JANTZI:

There's a way of putting verbiage in there of attempting to follow, or maybe that's something that can't be done. (But if it's following guidelines as opposed to automatic changing. We'll take that first bullet out.

B. SCHINDLER:

We'll take that first bullet out. I mean, if we take that out, then it's just, okay, we're obviously going to comply with safety. And that's the most current FAA airworthiness standard. (So as pilots, we have to do that. And then community stability. I had near the resolution locks in the prohibition of night flights and commercial training, protecting the peace and the quiet of Freetown Highway Corridor. So that's the part there where we're saying, hey, we're not looking to go to night flying. We're not looking to, you know, cause those problems.

J. EGAN:

But what I'm saying is to override an item on their saying, look, I can promise you everything. But if I'm going to follow this one rule that can trump everything that I've agreed to on the bottom. So if that bullet's taken out. Then what good is the agreement? What good is it? Next, you will hold your word to it. I believe you will.

But again, I can't do it for the next guy. You know, the next guy and it's one of we do things. We have to think down the road, too, of how it affects the community. You guys are great. You can live by the word. You know, Gen Z comes along and says, hey, you know, I've never followed the rules of my life. I'm going to do what I want. Now, they make mistakes flying. They only do it once or twice. They're usually done. But you know, you don't make too many mistakes with an aircraft.

B. JANTZI:

Joe, I think that if that first bullet under number four is taken out, I think that would, in itself, would eliminate that potential happening.

J. EGAN:

Yeah, because that automatic alignment with the FAA Mosaic standard would not require repetitive. So, every time that thing changes, you're going to, you know, you're going to write up what you need broad enough that you think in the near future you're going to be OK. (You know, 2016, you hit 10 years ago. I mean, I think we can live with every, you know, they change. But then we don't want to give away the farm as far as our ability to control the use of that land. We can't control what you do in the air because that's the FAA's role. You know, what the use of the land and the restrictions upon it is what we have control over, right? And again, I have not heard any complaints about the airport. So, you guys have been good neighbors. So, we have to try to keep this still within the realm of our, the town's control, right? But we want to also not stop you guys from having fun with your aircraft. And, you know, planes are fun, you know?

B. SCHINDLER:

So really just the objection is in section four, the first bullet. If I take that out of the application, then that gives everything back.

J. EGAN:

And your conclusion, do you seek to align? We use it as a guideline.

B. SCHINDLER:

Okay, I could take it out, you know.

J. EGAN:

You want it as a guideline, because when it's a guideline, it's just, you know, it's a guideline. There's no authority behind it. And I can even put 2025 in the third paragraph there. Planning Board adopts the 2025 updated resolution.

B. SCHINDLER:

And I can even put the 2025 2025hird paragraph there. Planning Board adopts the 2025 updated resolution. That locks you into what we're looking at right now, not future changes as well.

B. JANTZI:

And that's what covers all the hours, days, stuff like that then, right?

B. SCHINDLER:

Well, there's nothing in Mosaic that really covers the hours of operation. That's more of us saying, we don't want to fly at nighttime. We don't want to fly before 7 a.m. There's nothing in Mosaic that says you can't fly before 7 a.m. on a Sunday. We're doing that because, you know, people want to rest. So, we're self-imposing those restrictions in paragraph six. That's what we're looking to add in there.

J. EGAN:

Well, some of them were in the original agreement. And there's also the agreement we had in 2016 on an extension of the runway, you know. And I don't think you had a hard time with that either.

B. SCHINDLER:

We didn't change anything in 2016. (24:08) All we did was add the property to the lot line revision to the south end and add that to the primary.

J. EGAN:

And I remember we said these same questions came up about the runway and the operations.

B. SCHINDLER:

So if I take out that one bullet, change out the guidelines and put the date in there, and then do you guys agree with the language that's in paragraph six? Is there anything that needs to change in that? I think that adequately covers the town and what we're looking to do.

J. EGAN:

Yeah, and you got rid of that camp?

B. SCHINDLER:

We got rid of it, sold it. And then I sold it to the New York City Electrician's Union. And then they hired me to stay on as a facility manager. Win-win, all right.

B. SCHINDLER:

I can have those changes to you tomorrow. The question is, what's the next steps here? Because I think the planning board was asking for a release from the zoning board. So if I make these changes to the application, then you guys are comfortable sending that back to the planning board?

J. EGAN:

We'd have to, as a group, see the changes. Again, meet and agree to the changes, and we vote on it. And then at that time, the majority will decide to move back to them and say, (26:16) we agree. This is what we agreed to. Stipulations we agreed to. And then I could write our email letter saying this is what the ZBA agreed to. And I'll be on record.

B. SCHINDLER:

So what you then want to do is you want to have another meeting with the ZBA after I submit this, say, OK, yeah, you made the changes. OK, we agree with that. OK, so my only question is, are there any other changes? We agree to take the first bullet out of paragraph 4, instead of saying a line, change that to that we're using this as a guideline in the conclusion. And then we agree with the verb, which is written in paragraph 6, with our restrictions in there. I make those changes, get that back to you. We have a meeting, the next meeting. And then you'd say, OK, take a vote. I'm assuming since we're talking about this, we're all going to align since we're making the changes that we're agreeing to. You say yes. Then a letter gets written by you back to the planning board. And then he can take that and do a resolution. And when is the next ZBA Meeting?

J. EGAN:

That is the process as you understand it. Two weeks, the 9<sup>th</sup>, I think? Now, we don't have that public hearing on this. That's my question.

C. MERCIER:

That I do not know.

J. EGAN:

Are they going to take any public input sometimes? And we have to make sure this is not just determination on us, but does it have to be opened up to public scrutiny before we give the OK? Because we don't want, again, you don't want and we don't want someone in the public to say, as they see the video here, that you didn't get any feedback from the public. Every time we have a thing here, we go to public hearing afterwards, and the public has an opportunity that night. Now, if things go well during the public hearing night, that same night we make the determination.

C. MERCIER:

I am going to look into that. You know, one of my questions was, and Elizabeth couldn't find out what was the original jurisdiction that the ZBA stepped in and did the notes versus the planning board. And no one could find any record for back then.

B. SCHINDLER:

Yeah, I went back through all, because I made a FOIL request, and I took all of our records, and I went back through it. And the only thing I was able to find, these are the minutes from back in 1999 when we asked for it. But if you look at the last page, it was the planning board who made the resolution, who said, I make a resolution that we incorporate these guys (and everything else with the restrictions, and we approved it. When we were going through this, it was back to the zoning board and said, (Hey, do you guys agree with this? Yeah, OK. And then he took the madelution. So, the original resolution that incorporated us and set us on the path of being what we are today with the town was done at the planning board. I can't answer to you why it was done there.

J. EGAN:

When you're setting something up new, building a house, a plot, whatever it may be, it has to go before planning. Then if planning has a question about use of the property, which probably the airport had a use question, they send it to the zoning board to say, is this within our use or do we need to give an exemption or something specific for changing use of it? It would say it was farmland and now you're going to use it for something else. So, they have to change the use. And they wanted that in the record before they took the plot and said, OK, you can be an airport. So, they were getting their ducks in a row to make sure no one can come back later on and question that you have an airport without anyone ever

changing the use. What is that land used for?

B. SCHINDLER:

And the weird thing is we're incorporated there as a recreational.

C. MERCIER:

I saw that.

B. SCHINDLER:

So when we did this, the town doesn't have zoning for an airport, right? So, they said, well, we have all these things in outdoor recreational (and then you have the bucket for other but then when the town wanted to do some of these noise issues with the racetracks and the other problems that were in the town, you change the zoning, you took that out, we weren't notified. And now when we came in at 16 to do the lot line revision, we spent six months with the town going through the entire alphabet soup () because we were what was called a pre-existing nonconforming entity. So we're here, but there's no code for us anymore. (So that became very complicated for that process. And we saw everybody multiple times. And we're still in that because the town hasn't actually written a code for an airport. So, if we want to make changes there, we're still pre-existing and non-conforming. So it becomes very difficult to do anything with the property if there's other things we want to do that's not on the current site plan.

J. EGAN:

I believe you got the extension? You went through us and to plan and that was okay.

B. SCHINDLER:

Well, as a planning, the ZBA, the back to the planning board, it was a zoning board of appeals, the regular zoning board. And then the zoning board of appeals said, well, why do we have this? The zoning board says, hey, we need a 10-foot setback, let's say, but you only have five, they can write a waiver for that. Because we have no code, there's nothing in the book we can go to say, hey, what are you asking for a variance on? So, it just went round and round and round. So eventually came back to the planning board. And we said, look, we have a piece of property you made to change, we didn't. And now we're being taxed and we can't do what we want. We're stuck with this property and there's no way for us to go forward.

J. EGAN:

But you need a variance on something for that extension going south. Right? And we gave it to you, I believe.

B. SCHINDLER:

Well, it was, we wanted to do a lot line revision and add it to the property. And it needed a site plan, but then to get the approval, who was going to take control of that? And then it just went around and around and around. So finally came back to the town board who said, OK, do that site plan, put everything on. That's why we put the pavilion that we just built on there, the tractor shed extension, the additional hangers that we're looking to add at the south end. We were told to put everything on there because, you know, don't come back for another site plan, because you just can't get from point A to point B.

J. EGAN:

That's on the planning board side. And whether the use changes or setbacks or something wrong when you come to zoning and you already had pre-existing. I think it had offset to something on the southern end. It was a problem. It was huge for safety. I don't remember giving you guys a hard time last time; it was just the motions we had to go through. Didn't stick in my mind or something that was problematic.

B. JANTZI:

It looks like you passed a resolution. To have the airport. There was a public hearing.

C. MERCIER:

So there was a public hearing.

B. SCHINDLER:

Well, initially for building the airport, (there was a public hearing for building because we were taking farmland and turning it into an airport. But in this case, we're just changing some definitions on the site planning and trying to get it aligned and making sure that it's actually on there. Because there were discussions within our club that says that site plan from 2016 doesn't have restrictions on there. There's nothing in the town document saying that those restrictions are still going to be in place. And that's the current site map. So, we are concerned that if we don't get them back on to a new map, and there was a change in administration or whatever else, it could lead to a conflict between the town and whoever's operating the airport, whether it be today or 20 years from now, that that site plan doesn't have it on there. And then you end up in a legal battle of that's an official document the planning board approved it, and the restrictions aren't on there, which is what we want to try to avoid. Continue to be good neighbors and get those restrictions on there so that we

still have things set up. Because just as you're concerned for future and what's going to happen down the road, it's also our concern and my concern is why the verbiage is correct. So, if it's all aligned, everybody's happy

B. JANTZI:

So I think we're in agreement with removing that, changing those one or two words. You're getting a revised copy into us. And I think the question I think that we have remaining is, does this have to go for a public hearing? And that's something we'll have to research through our lawyer.

C. MERCIER:

So if it doesn't, we should be able to take care of this next meeting. (If not, we've got to schedule a public hearing.

J. EGAN:

And that public hearing obviously won't be scheduled at the July 9th meeting Because you have to be able to get the mailers out and do all this other stuff and get the response. We wouldn't schedule you for the 9th if that's needed. You'd have to get the paperwork so you can mail the stuff out, get the return of mailers, bring back the receipts and that. And that would be the 23rd then, July 23rd.

C. MERCIER:

That is if we need a public hearing.

J. EGAN:

Because you got something out of the ordinary at the moment, you know, just a redefinition or is it. We don't want to get in trouble because we missed something procedure. So, what would happen is on the 9th, we would have to open a public hearing for that.

C. MERCIER:

If it needs it. Which would push it to the 23rd. And then we'd have to draft up the public notice.

J. EGAN:

We want to get everything correct and everybody's happy. And we protect the community and protect you guys at the same time. That's easy enough.

B. SCHINDLER:

So we'll take care of that, and then I'll just wait to hear from somebody on what we're doing with the 9th. If we can't, if not, it's public hearing. Then you'll open that on the 9th, and then

we'll get some language, and then we'll have to mail it out. We'll just keep going and jumping through.

#### OLD BUSINESS—NONE

C. MERCIER:

Roberts would be set up for the public hearing, providing that they get us everything back.

J EGAN:

I saw the SEQRA came back.

C. MERCIER:

But the SEQRA doesn't really take effect, unless it depends on what the vote is.

#### MINUTES:

C. MERCIER:

Does anyone have any changes to the minutes of June 11th?

Roll Call- NO all throughout the board.

J. LOERTSCHER:

I make a motion to approve the June 11th minutes.

Seconded by J. EGAN

On the Vote: All Ayes

C. MERCIER:

Is there anything you guys want to discuss before I close the meeting?

J. EGAN:

Does anyone want to see the guidelines that I was talking about? This is the actual FAA page with all the guidelines on that mosaic. The mosaic. So, and part of there, they have a lot of things that they can do and fly different aircraft. And that was a concern. So read these if you wish. It's

part of the FAA website. You can see some of the aircraft that are able to fly now. So, it opens up to a lot of stuff, and I just don't want that.

B. JANTZI:

Well, you know, I say myself, I'm comfortable with that one paragraph taken out. You go a long way to eliminate the potential for this kind of stuff then. Yeah, I mean, I fully understand, you know, 10 years, 20 years down the road, who knows what their wishes and desires are going to be. And if mosaic says, okay, well, you can do this, then, all right, let's do it.

J. EGAN:

Well, if you look at the things that they permit them to do, it's really broad.

ADJOURNMENT:

C. MERCIER:

Can I have a motion to adjourn the meeting?

J. EGAN:

I am making a motion to adjourn the meeting.

Seconded by B. JANTZI

On the Vote: All Ayes