

Minutes of the Regular Schedule Meeting of the Morris Plains Planning Board held on August 19, 2013 at 7:30 P.M. in the Council Chambers, 531 Speedwell Avenue. The following members were present:

Present: Mr. Andre Jensen
Mrs. Sydney Leach, Vice Chair
Mr. Ralph Lopez, Chair
Mrs. Suzanne McCluskey
Mr. Leo Nichols
Mr. Vincent Novak
Mr. Hank Sawoski
Mr. Donald Underhill
Mayor Frank Druetzler

Leon Hall, Borough Engineer
William Denzler, Borough Planner
Christopher Falcon, Esq., Board Attorney

PLEDGE OF ALLEGIANCE

The meeting was called to order by Mr. Lopez. Mr. Lopez made the statement that adequate notice of this meeting has been published and posted in accordance with Chapter 231 of the Public Law of 1975, "Open Public Meetings Act."

COMMENTS FROM THE PUBLIC

Mr. Lopez opened the meeting to the public to speak on matters other than those on the agenda. Hearing none, he closed this portion of the meeting to the public.

APPROVAL OF MINUTES

Mr. Lopez requested a motion for the approval of the meeting minutes of the Board's Regular Meeting held on July 15, 2013.

Mr. Nichols moved that the minutes as circulated be approved, seconded by Mr. Jensen.

Roll Call

Yeas: Mr. Jensen, Mrs. Leach, Mr. Lopez, Mrs. McCluskey,
Mr. Nichols, Mr. Novak, Mr. Sawoski, Mr. Underhill,
Mayor Druetzler

Abstain: None

Absent: None

Nays: None

Motion carried.

CORRESPONDENCE AND BILLS

Mr. Nichols read the vouchers for payment.

A copy of this Resolution is attached and on file in the Board Secretary's office in the Planning Board's Resolution Book.

REPORTS OF COMMITTEES

Site Plan Committee

No report was presented by this Committee.

Master Plan Review Committee

No report was presented by this Committee.

OLD BUSINESS

Escrow Report

The Board Secretary reported that everything is fine; she does not have one but knows it is good. No one is in arrears.

NEW BUSINESS

None.

PB5-13 Honeywell International, Inc. – 115 Tabor Rd. Block: 151 Lot: 2.01

Mr. Lopez stated he must recuse himself due to a conflict of interest. Other Board members who recused themselves for the same reason are: Mrs. Leach, Mr. Novak, and Mr. Jensen.

A five-minute break was taken.

Mayor Druetzler moved that Mrs. McCluskey now serve as the Chair for this portion of the meeting, seconded by Mr. Nichols.

Roll Call

Yeas: Mr. Nichols, Mr. Sawoski, Mr. Underhill, Mayor Druetzler

Nays: None

Abstain: Mrs. McCluskey

Absent: None

Recused: Mr. Jensen, Mrs. Leach, Mr. Lopez, Mr. Novak

Motion carried.

Mrs. McCluskey stated this is an application for preliminary and final major site plan.

Mr. Thomas Malman, an attorney with Day Pitney, introduced himself as the attorney for the Applicant.

Mrs. McCluskey stated the Board has the August 13, 2013 report of the Borough Engineer recommending that the application be deemed complete from an engineering perspective. She asked if Mr. Hall had any additional comments.

Mr. Hall responded that as long as the Board agrees with his recommendations for the checklist waivers, he has no further questions.

Mrs. McCluskey stated the Board has the August 14, 2013 report of the Borough Planner also recommending that this application be deemed complete from a planning perspective. She asked if Mr. Denzler had any additional comments.

Mr. Denzler stated he does not if the Board agrees with his recommendations for waivers requests.

There being no questions or comments from the Board members, Mayor Druetzler moved that this application be deemed complete, seconded by Mr. Nichols.

Mr. Falcon suggested that the submittal waivers as contained in the Professionals' reports be approved.

Roll Call

Yeas: Mrs. McCluskey, Mr. Nichols, Mr. Sawoski, Mr. Underhill,
Mayor Druetzler

Abstain: None

Absent: None

Recused: Mr. Jensen, Mrs. Leach, Mr. Lopez, Mr. Novak

Nays: None

Mr. Malman introduced his two witnesses for this meeting.

Mr. Falcon swore in witnesses for the Applicant and the Borough Professionals.

Mr. Jason Larry and Mr. William Davis introduced themselves.

Mr. Malman provided background information pertinent to this application, stating he will call Mr. Larry as the first witness. He referred to a previous subdivision application to divide the old Pfizer/Johnson & Johnson site. Honeywell currently is leasing a 38-acre lot, Lot 2.02, and are under contract to purchase it in 2015 – Mr. Larry will provide additional details on this. The Applicant controls the facility; the old building 115 will be renovated to create Honeywell's international headquarters. The Applicant plans to occupy the building in 2015. The Applicant's plans include improving the existing helistop (There is a current license to operate a helistop at this facility; it was licensed to Johnson & Johnson.). The Applicant would install a concrete pad, some lighting, and changing the flight paths. This license has been transferred from Johnson & Johnson to Honeywell.

Continuing, Mr. Malman commented on the helicopter flight path changes. They have been reviewed by the Department of Transportation (DOT) and the DOT has accepted these flight paths. The Applicant intends to comply with the Borough's ordinance limiting usage to no more than four flights per day and issues relating to setback restrictions. Mr. Larry is with Honeywell and will talk about how and why the company will use the helistop Mr. Davis is a helistop consultant who assisted with the design of the flight paths and is a helistop expert.

Mr. Larry introduced himself to the Board, stating he is an employee of Honeywell, working with their Global Real Estate team. He is responsible for the company's American real estate portfolio. He is also responsible for this project to move Honeywell's global headquarters from the Morris Township location to the Borough. He thanked the Borough for its warm reception and hospitality to date. He commented on the value revealed at a previous meeting of having a one-point contact within the company to address questions and concerns; he intends to do this. He provided information on their efforts working with the DOT – Aeronautical Division and with the Federal Aviation Administration (FAA) to transfer the helistop license to Honeywell. Arrival and departure flight paths will be northbound and southbound using Route 53/Tabor Road. Mr. Davis will testify and provide additional information in connection with the use of the helistop and the helicopters. They are hopeful the changes will help to maintain good and neighborly relations.

Continuing, Mr. Larry stated the Applicant is here tonight to seek approval for minor improvements at the existing location. All proposed changes and improvements will comply with the Borough's ordinance; for example, no more than four helicopter trips per day. Based on their recent use, he anticipates there may not be more than 30 trips per month. When there are Board meetings, there could be slightly more activity that month.

Mr. Malman asked who typically uses the helistop/helicopters,

Mr. Larry responded their Chairman and CEO will use along with about four or five of his staff members. The Board will use when they are visiting two to three times a year from various U. S. locations. Most trips will be New York to Morris Plains and return with occasional trips to and from Washington, D.C. or Philadelphia. Approximately 1,400 Honeywell employees will reside at the Morris Plains location. There will be no helicopter use on Sundays or legal holidays nor will there be operations other than in day hours.

Mr. Malman asked when the helistop would be operational.

Mr. Larry replied it would not become operational until the company occupies – most likely mid to third quarter 2015. He expects the improvement work will occur during the spring and summer months of 2014. He also advised of a third site plan application Honeywell intends to submit in late 2013/early 2014 that will be a complete landscape package, including walking trails and walkways for employees.

Mayor Druetzler asked who will be the one-point contact person.

Mr. Larry stated there is an identified person (the Site Facility Leader) who will be resident on site and live close to the site. They are obligated to maintain the building and the property now. This person will perform similarly to Mr. Tufaro from Johnson & Johnson. The final information is not available tonight, but he will ensure the Borough

representatives and residents will be advised of who the person will be and how contact can be made with him/her.

Mr. Hall asked if during the higher helicopter usage timeframes it could increase to 40, 50 or 60 trips a month from the currently estimated 30 trips a month?

Mr. Larry stated he cannot absolutely say. It depends on how many Board members would be arriving at the same time and how many can fit in the helicopter at the same time – the helicopter holds five and two pilots.

Mrs. McCluskey opened this portion of the meeting to members of the public for questions of this witness and only as to what he testified on. All persons must provide their name and address.

Mrs. Valerie Marr, 18 Valley Stream Circle, Morris Plains, asked about the four helicopter trips and that means for the four trips there would be eight touches on the helipad. She asked how the permitted timeframe for flights (day hours/daylight) is precisely defined.

Mr. Larry responded he believes the ordinance states one half hour before sunrise and one half hour after sunset.

Mrs. Marr asked if the hours of usage can be stated as 8:00 a.m. to 8:00 p.m. or some defined start and stop times.

Mayor Druetzler stated he does not believe so because of how the “day hours”/“daylight” changes throughout the year.

Mrs. Marr then asked if morning limitations could be set.

Cross discussion concerning the definition of day hours and daylight, including that this is what caused some of the problems with previous usage.

Mr. Michael Bilenki, 12 Thompson Way, Morris Plains, asked why Honeywell cannot use Morristown Airport versus use of helicopters. He also commented on how the existence of the helipad and the use of the helicopters impact the adjacent residential area.

Mr. Larry stated that Honeywell uses the helicopters for both convenience and efficiency. It is viewed as a very valuable asset to the leadership of Honeywell. He recognized the property value concerns of those in the nearby residential area of the helipad and the helicopters.

Mrs. Susan Gibney, 15 Valley Stream Circle, Morris Plains, asked about the former flight paths. She believes the proposed flight path changes are only minor. She also commented on what it is like to live so close to the helipad operations, including the

amount of idling time of the helicopter. She does not believe that previous helicopter usage was just four trips per day.

Mr. Malman distinguished between the various helicopter flight paths – Pfizer's, the one approved for Johnson & Johnson, and the one being proposed by Honeywell and different locations for helipads over time.

Mr. Larry advised that Mr. Davis will be able to provide more specific information concerning flight paths and other issues directly related to the helipad and use of the helicopters.

Cross discussion concerning the hours of operation for the helicopter, including the current ordinance covering the helicopter, the hours of usage, the number of flights permitted and related matters.

Mayor Druetzler commented on the issue of helicopter flight paths over the years advising that Warner Lambert originally had five flights and then later had 15 round trips; the proposed number of flights that Honeywell will have is a big difference. Yes, residents will hear the helicopter.

Mr. Hall stated "the day" in connection with the time allowed for helicopter flights is defined by the ordinance as "half an hour before sunrise and a half an hour after sunset."

Mrs. Gibney asked if the ordinance addresses the idling of helicopters.

Mr. Hall advised that he does not believe it does.

Mr. Larry stated he will ensure that the concerns raised over helicopter idling will be communicated to the Honeywell flight operations team to reduce any idling.

Ms. Susan Gibney, 15 Valley Stream Circle, Morris Plains, stated that at an earlier time Warner Lambert apparently had two helicopters at the site. How and who will oversee compliance with Borough regulations and restrictions as to such issues as how many helicopters Honeywell can have at the site?

Mayor Druetzler stated Warner Lambert had approval for two helicopters.

Mr. Larry stated Honeywell owns only one helicopter.

Mr. Keith Gibney, 15 Valley Stream Circle, Morris Plains, asked about trees and their condition, maintenance and possible replacement of certain trees by Johnson & Johnson. He has contacted both Johnson & Johnson and Honeywell about this situation.

Mr. Larry replied he will investigate this situation.

Mr. Hall provided additional information concerning plans regarding trees and that replacement will occur as appropriate.

Mrs. Sally Landi, 21 Valley Street Circle, Morris Plains, stated that Johnson & Johnson has not been adequately maintaining the grass hill on their side of the property. It has not been cut for approximately a month and a half.

Mr. Larry responded it is probably Honeywell's fault since they began leasing the property on June 4. He will look into this matter.

Mrs. Susan Gibney, 15 Valley Stream Circle, Morris Plains, asked if there will be fuel stored on site. She also asked about Honeywell's action plan in the event of a crash. She inquired if there could be future plans for an additional helipad and whether there is any currently existing approval for another helipad..

Mr. Larry stated there will be none. He stated their technical witness, the design consultant, will provide information relating to safety measures.

No one is aware of any currently existing helicopter approval elsewhere on the property.

Mayor Druetzler and Mrs. McCluskey advised this would almost certainly require the submission of a new application.

Mr. Keith Gibney, 15 Valley Stream Circle, Morris Plains, asked for the hours that the Honeywell offices will be operational.

Mr. Larry stated the hours when most employees would be on site will be 8:00 a.m. to 6:00 p.m., but there will be employees working outside these hours due to the global nature of the work being done here.

Mr. Gibney asked about the overall/general necessity of helicopter flights. Are there any flights from Morristown Airport to the site?

Mr. Larry advised the helicopter is stored at Morristown Airport so most likely there will be some flights from the airport to the site.

Mr. Gibney asked if the helicopter will fly on weekends.

Mr. Larry stated the ordinance limits flights; there can be no flights on Sundays or legal holidays; Saturdays are permissible.

A resident from Beech Drive, Morris Plains, expressed concern about the southbound flight path along Route 53. He asked about where the turn east will be made.

Mr. Malman stated the next witness can address this question, but that the east turn will be further down and does not make a hard left when it leaves the site.

Mr. Malman called Mr. Davis.

Mr. Davis stated he is president of Heliport Systems, Inc., 55 Madison Avenue, Morristown, New Jersey. The company plans and designs heliports and helistops throughout the country. His business had constructed between 400 and 500 helistops throughout the country. In New Jersey they have done about 15 to 18 helistops. He is also a licensed helicopter pilot. He was a helicopter pilot in U. S. Army for three years and re-entering civilian life he obtained a commercial helicopter pilot's license. He started his company in 1977 to address the many poorly designed helistops and heliports he had to land on over time. He has been accepted as an expert in his field before boards and court proceedings. He is not a professional engineer; there is one on staff.

Exhibit A-1 was marked into evidence. It shows the Honeywell property and the proposed flight paths. Exhibit A-2 is similar and superimposes property lines and flight paths. Exhibit A-3 is a blow-up of the area on the site where the helistop will be located.

Mr. Davis pointed out Tabor Road/Route 53 on Exhibit A-1 as well as the buildings on the site and the parking area(s).

Mr. Malman advised that the Johnson & Johnson license was for a helistop on a level grass area; there is no physical evidence of a helistop, but there is a windsock.

Mr. Davis stated there is a windsock on top of the lab building which will be relocated to the roof of the office building. Honeywell is upgrading what was previously approved for Johnson & Johnson. The Applicant is proposing a 60' x60' concrete pad surrounded by paver blocks to allow for snow plowing. There will be LED in-ground lights around the perimeter of the pad that are not visible to anyone but the pilot and anyone on the pad and are not visible from the road. The lights come up about $\frac{3}{4}$ of an inch. The pilot will turn on the lights five minutes prior to landing and turn them off after leaving the site. There will be manual switches so Honeywell security can turn the lights on or off. There will be a single "pencil beam" type of light that will shine on the pad. This lighting is turned on after the pilot lands. Bollards will line the concrete path from the pad to the building. This is for the passengers. There will be no light spill-off to neighboring properties. In the day hours this lighting would not be needed.

Continuing, Mr. Davis provided information on how a helicopter flight is scheduled and how the helicopter flies in and out. Passengers are escorted to and from the helicopter and building by Honeywell security. A helicopter would probably be on the pad for no more than five minutes. If it were to be longer, the pilot would shut down. All fueling and maintenance is done at the airport. It is called a helistop because it is only for landing and take-off of the helicopter.

Exhibit A-2 was discussed next. Mr. Davis provided commentary regarding the flight paths. He designed the flight paths and talked with the DOT about them. The DOT has approved the flight paths as designed. FAA approval is pending for the same approval and is expected to be issued soon. The FAA strongly encourages two flight paths under 135 degrees or more apart because of the efficiency provided by taking off into the wind and landing in the wind. Down wind is virtually forbidden. He continued his presentation describing where the flight paths will take the helicopter. Honeywell uses an extremely powerful helicopter; it is an Agousta Westland AW139. It is a medium twin-engine turbine-powered helicopter weighing 15,000 pounds. It is flown by two pilots at all times. When out by Route 10, the helicopter is approximately 1,380' above ground level. The helicopter follows Tabor Road south until reaching Morris Plains Business Park where it makes a left turn heading east toward New York City. At this point it is roughly 1,320' above ground level. Many helistop flight paths follow transportation corridors and is recommended by the FAA to do so.

Mrs. McCluskey asked if there were any questions from the Board.

Mr. Sawoski asked if the helicopter would ever stay overnight at the site.

Mr. Davis responded that it will not.

Mayor Druetzler asked which flight path is the primary one.

Mr. Davis replied that they believe the north flight path will be the one used almost all the time – at least three out of four times. This is due to prevailing winds.

Mr. Falcon asked if it is correct that the helicopter will be at 300' at the boundary with Johnson & Johnson.

Mr. Malman replied that when it is over the Johnson & Johnson building, 185, it would be at 300'. This is somewhat further away.

Mayor Druetzler asked about the need to eliminate some trees. He asked if Mr. Davis designed the original Warner Lambert helistop and if he knows where it was located

Mr. Davis responded that for the south flight path there are between 12 and 24 trees that will need to either be removed or lowered considerably. Trees are not an issue for north flight path and none will need to be removed, except for Building 175 that is scheduled to be removed. He did not design the original Warner Lambert helistop, but he does know where it was and pointed the area out on the Exhibit.

Mr. Denzler asked whether Honeywell will have emergency equipment available in the case of an accident on landing or takeoff.

Mr. Davis responded there will be a fire suppression foam system activated by Honeywell security. There are also nearby fire hydrants. The State Police's Northstar

helicopter is the same make and model as Honeywell's helicopter. This helistop could accommodate the MediVac helicopter in an emergency.

Mr. Hall asked whether the FAA or the Division of Aeronautics regular idle times for helicopters. Will there be more than one helicopter using this helistop at any one time? He asked about the beacon light and whether it would be on at all time during the night. He asked about the one flood light and the seven bollard lights being turned on after landing. How will they be turned off and when.

Mr. Davis replied no. He will recommend to Honeywell that a helicopter not idle for more than five minutes on the pad and if it cannot leave, it will shut down after five minutes. The helistop is designed strictly for one helicopter only at a time regardless of make or model. The beacon light will be turned on only when the south flight path is to be used and only if it is dark. The pilot's radio-operated lighting control turns on various lighting from the helicopter, including the green perimeter lights, a red obstruction light on the roof of the office building and other lighting. All these lights will be off by half an hour after sunset. He continued providing information about the lights being shut off by the pilot, Honeywell security or a timer in the unit. He believes the State Police would be very pleased to be able to use this helistop for MediVac emergencies.

Mrs. McCluskey opened this portion of the meeting to members of the public for questions of this witness and only as to what he testified on. All persons must provide their name and address.

Mrs. Valerie Marr, 18 Valley Stream Circle, Morris Plains, asked if the State Police would be likely to want to use this helistop at Honeywell when Morristown is so close.

Mr. Davis replied that it would most likely be used for situations occurring closer to Morris Plains than to Morristown, such as a traffic accident.

Mrs. Marr stated she does not want to see "the State Police loving this helipad." She asked about the operation of the fire suppression system and whether there would be any possibility of a fuel fire at the helipad.

Mr. Davis responded that in the event of a fire and fuel, the fuel would run off the pad and soak into the grass. It will not go across the grass and into the parking lot and further.

Mrs. Marr asked how quickly the fire suppression becomes operational. Will there be a curb?

Mr. Davis advised the fire code requires that foam come out of the nozzles within approximately ten seconds once activated. Honeywell will have security staff observing the helistop. The recommendation is that the system be tested once a year and there is a specific testing procedure. Honeywell's helipad and landing process will be very similar to what existed and was done previously. No curb is planned; in the winter any

water will turn to ice. If there were to be a fire and a fuel spill, it would not likely go any more than 10' or 15' from the edge of the helipad, assuming an accident happened on the pad.

Mr. Hall asked about the pavers proposed for around the helipad wondering if they are there for maintenance vehicles and related reasons.

Mr. Davis replied yes.

Mrs. Susan Gibney, 15 Valley Stream Circle, Morris Plains, thanked Mr. Davis for all the information he provided. She recalled that Warner Lambert had fencing around their helipad. She believes this may have been because Warner Lambert was very neighborhood friendly, allowing residents to use parts of their park-like areas. Will Honeywell have a fence?

Mr. Davis stated no, Honeywell will not have fencing since it gets in the way of the helicopter. There will be very good security and in his visits to the site he has never seen anyone on the site.

Mr. Nichols asked about the path of the helicopter coming from Morristown Airport to the Honeywell helistop.

Mr. Davis stated it will leave the airport, follow Route 10 West up to the intersection with Route 53 and then come down Route 53, following the approved flight paths. The pilot does have final authority for safety, but if this flight path cannot be followed, the pilot is not supposed land on that day.

Mr. Keith Gibney, 15 Valley Stream Circle, Morris Plains, asked about changing of the flight path, for instance, if the wind is in the wrong direction.

Mr. Davis explained their resources and methods for determining predominant wind directions over time. Any change would not be easy, requiring going back to the FAA and NJDO; it would be embarrassing to need to come back to the Board. They are confident these are the right flight paths.

Mr. Falcon asked what criteria would be needed to request that the FAA and NJDOT to approve changed flight paths.

Mr. Davis referred to the FAA recommendation that they be 135 degrees apart is that no matter which way the wind is blowing, you will never be downwind. The orange wind cones are critical for the pilot to determine the wind direction and approximate speed. He commented that Johnson & Johnson's plan met only the bare minimum of FAA standards.

Mr. Gibney asked about the noise levels when helicopters are landing and taking off. He asked if the Honeywell helicopter will be louder than the Warner Lambert helicopter – if Mr. Davis is familiar with it.

Mr. Davis explained that the noise level is greater at landing. The RPMs for a helicopter are the always the same due to the blades. From where most of the residents at this meeting appear to live, the distance from the helistop to the property line is 513'; the noise level will equate to the noise of a heavy truck driving in front of your house. Mr. Davis said he is familiar with a Gazelle and provided information about it, including the tail rotor that had a high-pitched whine sound. While the two helicopters produce roughly the same level of noise, people were bothered by the whine sound.

A resident asked who will be accountable if the Applicant does not follow the Borough ordinance(s).

Mr. Falcon advised that once a plan is approved, it is turned over to the municipality and to the municipality's representatives responsible for enforcing the rules and regulations of the municipality, such as a Zoning Officer. The Planning Board cannot enforce adherence. Since the State approved the flight paths, he believes it would be the State that would have enforcement authority as to the permitted and correct use of the flight paths. The Borough will not have any enforcement role in connection with flight paths.

Cross discussion regarding prior use of helicopters at this site by Warner Lambert/Pfizer, including that any misuse should be reported to the NJDOT – Division of Aeronautics; this could result in the helicopter license being taken away from Honeywell.

Mrs. Susan Gibney, 15 Valley Stream Circle, Morris Plains, asked about the flights permitted per day. She asked if the distance between the helipad and the property line (513') will meet the Borough's rules and regulations regarding noise levels.

Several persons stated the Borough's ordinance limits the number of trips per day to no more than four round trips.

Mr. Davis stated that aircraft noise is exempt in New Jersey.

Mr. Keith Gibney, 15 Valley Stream Circle, Morris Plains, asked if another company's helicopter would be able to fly to the Honeywell site for business purposes, especially one that might be louder.

Mr. Davis replied it would not be a helicopter that was larger than the Honeywell helicopter; "the larger it is the louder it is."

Mrs. Susan Gibney, 15 Valley Stream Circle, Morris Plains, asked about the recommendation that was promised that the helicopter will idle for no more than five minutes and if it will be discussed further and finalized.

Mr. Davis stated he could not answer this question.

Mr. Larry stated he is committed to raising this recommendation with Honeywell for discussion, including discussing with the helicopter pilots. He wants to minimize any and all disruption to the residents as much as possible. The ordinance does not address idle times specifically.

Mayor Druetzler commented that no one wants idling lasting "22 minutes."

Hearing no further questions from the audience, Mrs. McCluskey closed this portion of the meeting to the public.

Cross discussion about the proposed lighting, particularly the lighting that will be turned on and off by the pilot, but also including other lighting such as LED and bollard.

Mr. Davis stated there will be a security camera looking at the helistop at all times and that it is recommended that all landings and take-offs be recorded.

Mr. Hall asked about setbacks shown on the site plan.

Mr. Malman responded this must be "cleaned up."

Mr. Malman stated his presentation is concluded.

Mrs. McCluskey opened this portion of the meeting to the public to give testimony and to make any comments.

Mrs. Valerie Marr, 18 Valley Stream Circle, Morris Plains, stated "we're delighted you're coming."

Mrs. Susan Gibney, 15 Valley Stream Circle, Morris Plains, welcomed Honeywell to the Borough.

Mayor Druetzler asked for confirmation that Honeywell is anticipating approximately 30 helicopter trips a month. Is the helicopter used every day?

Mr. Larry believes that is a correct estimate. He does not believe the helicopter is used every day.

Mayor Druetzler moved that this application be approved, commenting on the various issues discussed at this meeting and the recommendations of the Borough Professionals, and that there be a memorializing resolution at the Board's next meeting, seconded by Mr. Sawoski.

Roll Call

Yeas: Mrs. McCluskey, Mr. Nichols, Mr. Sawoski, Mr. Underhill,

Mayor Druetzler

Nays: None

Abstain: None

Absent: None

Recused: Mr. Jensen, Mrs. Leach, Mr. Lopez, Mr. Novak

Motion carried.

There being no further business, Mr. Underhill moved the meeting be adjourned, seconded by Mr. Nichols. Voice vote. All in favor. Motion carried.

Karen M. Coffey
Commission Secretary

Maureen Sullivan
Recording Secretary