

**From: Republic Airport**

East Farmingdale, New York 11735

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For immediate release

**NYSDOT APPROVES NEW RATES AND CHARGES FOR REPUBLIC AIRPORT  
New Structure Reflects Economic, Business Considerations**

The New York State Department of Transportation (NYSDOT) today instituted updated rates and charges for Republic Airport in East Farmingdale, Suffolk County. Republic is the only New York State owned and operated airport and serves general aviation – or non-commercial – customers.

Republic Airport charges a landing fee for all non-government aircraft, as well as fees for fuel usage, aircraft parking and rental of facilities. Landing fees will be proportionately based on aircraft weight, while maintaining the \$2.50 minimum fee. Rates will increase from forty cents per 1,000 pounds of weight, to fifty cents per 1,000 pounds of weight for aircraft up to 12,500 pounds. The fee will be \$1.00 per 1,000 pounds of weight for aircraft between 12,500 and 70,000 pounds, and \$2.00 per 1,000 pounds of weight for excess of 70,000 pounds. This will result in segments of the larger jet population paying a higher percentage of the landing fees.

Fuel usage fees will increase from five cents per gallon of fuel for jet fuel, to seven cents. Fees for propeller fuel will remain at five cents per gallon. Plane parking fees will increase from \$105 to \$140 for single engine planes, and from \$130 to \$170 for twin engine planes.

Usage fees at Republic Airport have remained stationary since 1992, during which time inflation rose by approximately 50 percent. The updated rates announced today will reflect the higher cost of operating the busiest general aviation airport in New York State.

NYSDOT Regional Director Subi Chakraborti said, “The revised fee structure is now comparable to other downstate general aviation airports. By adjusting prices to compensate for inflation, we can ensure that this vital Long Island asset remains competitive.”

Updated rates will assist in offsetting annual costs of routine maintenance of the airport’s infrastructure and the escalating cost of petroleum-based products required for the facility’s operation. Routine maintenance includes such actions as sealcoating, painting and rehabilitating pavement, for example.

Airport Director Michael Geiger noted, “Recreational flying has been diminishing due to the increase in aviation fuel costs. Preservation of general aviation was paramount in development of the updated rate structure, and economic impacts played an important role in the decision to raise rates.”

Organizations including Long Island Business Aircraft Association and Republic Airport Pilots Associations (RAPA) were instrumental in the development of the updated rate structure. Robert Gordon, president of RAPA said, “One of the biggest challenges was to increase revenue without placing undue burden on any segment of the aviation population. Development of a fair yet comparable rate schedule for the marketplace was our goal.”

The approval process to update rates and charges was nearly two years in the making due to the significant public input process used to determine the rate structure. The public information process included meetings with the pilot and business aviation community. It was followed by outreach to civic groups and governmental officials requesting input on the proposed rates and charges. Throughout the process, updates and further requests for information were solicited from various organizations and individuals having interest in the proposal.

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