

**MINUTES**  
**REPUBLIC AIRPORT COMMISSION (RAC) MEETING**  
**7150 REPUBLIC AIRPORT, ROOM 201**  
**EAST FARMINGDALE, NEW YORK**  
**APRIL 8, 2025**

The meeting was called to order by Commission Chairman Robert Bodenmiller at 7:04.m. Vice-Chairman Vincent Bologna, Jr, Commission Members Stella Barbera and Richard Grant were present.

**I. ANNOUNCEMENTS**

No announcements.

**II. ADOPTION OF THE MINUTES FROM DECEMBER 2024 and FEBRUARY 2025**

Vice-Chairman Bologna made a motion to adopt the December 2024 minutes, seconded by Mr. Grant. The motion carried unanimously. Mr. Grant made a motion to adopt the February 2025 minutes, seconded by Ms. Barbera. The motion carried unanimously.

**III. CHANGES AND/OR ADOPTION OF AGENDA**

No changes.

**IV. REPORTS, RESOLUTIONS, & OTHER BUSINESS**

**A. REPORTS**

**1. OPERATIONS, AIRCRAFT COMPLAINTS, and FINANCIAL REPORTS FOR JANUARY and FEBRUARY 2025**

Mr. Lauth discussed the Operations Reports:

- January Total Operations increased 7.7% and Landings increased by 5.7% when compared to the previous year. Single-engine aircraft operations increased 6.8%, jet operations increased 9.3%, and single-engine Touch & Go's were up 3.1%. Passenger volume decreased 8.0% and Based aircraft fell 5.5%.
- February Total Operations decreased 0.5% and Landings decreased 4.5% when compared to the previous year. Single-engine aircraft operations fell 16.1%, jet operations were up 5.4%, and single-engine Touch & Go's were up 10.0%. Passenger volume fell 24.9%. Based aircraft fell 4.6%.

Mr. Lauth discussed the Aircraft Complaint Reports:

- In January, 33 complaints were filed, compared to 22 complaints last year. Six complaints related to daytime operations, 6 to nighttime operations, and 21 complaints could not be identified by time of day and were reported as 'Unknown'. Twenty-seven complaints could not be identified by aircraft type. Twenty-six complaints came from areas west of the airport. Most complaints could not be identified by runway and were reported as 'Unknown'. Six of the 33 complaints related to Based aircraft, 6 to Transients, and 21 were reported as 'Unknown'.
- In February, 52 complaints were filed, compared to 17 complaints last year. Nineteen complaints related to daytime operations, 7 to nighttime operations, and 26 complaints could not be identified by time of day and were reported as 'Unknown'. Forty-three complaints could not be identified by aircraft type. Most complaints came from areas west and northwest of the airport. Forty-three of the complaints could not be identified by runway and were reported as 'Unknown'. Only 1 of the 52 complaints related to Based aircraft, 8 related to Transients, and 43 were reported as 'Unknown'.

Mr. Lauth discussed the Financial Reports:

- January Revenue was favorable overall. Rent Revenue showed a deficit of \$48,016.19 due to pending rent adjustments for several tenants. January Total Expenses showed a surplus of \$58,773.72. Airport Director Anthony Ceglio added that January Revenue exceeded January Expenses by \$151,002.11.
- February Revenue was favorable overall except for Rent, due to the postponed rent adjustments and billing for the Hotels' concessions. February Total Expenses were favorable overall, with Revenue exceeding Expenses by \$31,758.37.

Ms. Barbera asked if there has been any interest in the property previously occupied by Molloy College, and how long the building has been vacant. Mr. Lauth replied that a Request for Proposals (RFP) will be issued to find a new tenant, and the building has been vacant for 2 years. Mr. Ceglio added that SUNY expressed interest in the building when it first became vacant, so NYSDOT held off issuing an RFP which created a delay. SUNY later informed us that they were no longer interested. Western Suffolk BOCES expressed interest at one time also, which created another delay. We expect the RFP for the building to be issued in a few months.

## **2. RECENT / CURRENT EVENTS**

Mr. Lauth reported the following:

- 2025 Air Show Planning Meeting Hosted by Parks Dept, Feb. 10:** Air Show will take place Memorial Day weekend. A pre-planning meeting was held with all agencies involved including the Airport.
- Modern Film Shoots in March, "FBI" and "Non-View":** TV and movie productions were filmed at Modern hangars.
- Electric Mowers:** Airport will purchase electric grass mowers to promote sustainability in support of the GreenNY program. The Airport received State Grant funding for the purchase.
- Marriott Hotels New Signs:** New signage will be installed at Marriott Courtyard and TownePlace Suites.
- Ryder Cup 2025:** Major golfing event will take place at the nearby Bethpage Black course in late September. Many players and visitors are expected to travel through the Airport. Pre-planning discussions will take place with tenants, ATC, and PGA.

## **OTHER NEW YORK STATE DEPARTMENT OF TRANSPORTATION BUSINESS**

Mr. Ceglio reported the following:

- 1. Stratosphere 5-Parcel Development Project:** Projects for roadway improvements at Parcels A and B, which were reviewed by the Working Group, are moving forward. The Tenant Alteration Application (TAA) for Parcel A's relocation of Seversky Road was approved. Construction on the roadway is expected to start in a few months. Plans for the hangar on Parcel A are not available yet. Parcel B is going to take a little longer due to revisions being made to the plans for underground utilities. Plans for Parcel C, where the restaurant was located, are still being worked on and may take a year or more to complete due to an FAA antenna relocation. Parcel D plans for a tie-down area are under review by NYSDOT and will be presented to the RAC Working Group in the near future.
- 2. Runway 1/19 Pavement Resurfacing Project:** Posillico, Inc. submitted the lowest bid was selected as the contractor. Paperwork for the project was submitted to FAA. We are waiting for the FAA 95% grant to help fund the project and anticipate starting construction in Spring 2026.
- 3. Modern/Breslau Project:** A Certificate of Occupancy (CO) was issued for Hangar 85 on September 12, 2024 and its tenant is expected to move in within the next couple of months. Hangar 86 construction was just completed and received a CO on March 28, 2025. One of the tenants will be Northwell Health.

**V. PUBLIC COMMENTS**

Four (4) individuals commented.

The next RAC meeting will be held on June 10, 2025. Mr. Bologna made a motion to adjourn, seconded by Ms. Barbera, and the meeting was adjourned at 7:33 p.m.

These minutes are respectfully submitted by:  
**Anthony C. Ceglie on behalf of Executive Secretary**  
**Republic Airport Commission**

**PUBLIC COMMENTS**  
**REPUBLIC AIRPORT COMMISSION**  
**April 8, 2025**

Mr. Gus Cypser from Woodland Civic Association commented that the Airport's written responses to aircraft noise complaints seem to be boilerplate and asked if future letters could provide more details, such as information about the aircraft. Chairman Bodenmiller said we can look into it, however many complaints submitted are lacking sufficient data to provide the details you're asking for. Mr. Ceglie said that an idea is being discussed, to include a list of what data is needed in the response letter, such as date, time, aircraft type, etc., so the complainant will know what to provide the next time. Mr. Lauth added that the information the Airport needs is described when you call on the phone or submit a complaint online. Mr. Cypser agreed that if a list of needed details is stated in the response letter, that would be great.

Mr. Cypser referred to calculation error with the November Aircraft Complaint report cumulative year-to-date totals that was pointed out at the last RAC meeting. He asked to know if the error was investigated. Mr. Lauth said it was and the error was corrected and posted on the Airport website.

Mr. Cypser asked about year-end numbers on previous reports. Mr. Lauth said they were investigated. Airport Operations Manager Manuel Moran-Mendoza made those corrections and we will send an email response. Mr. Cypser asked if the previous reports can be sent out. Mr. Ceglie said we can provide a link to the website location where the information can be found.

Mr. Mark Goldberg, an Echo tenant, asked if results were available from a survey of aircraft owners done several months ago. Mr. Ceglie said the Main Office in Albany was compiling the survey responses and he will check on that.

Mr. Jeffrey Chipetine, an Echo tenant, asked if the water service in the Echo tie-down area could be turned on. He said water is needed because these aircraft are capital assets and represent a serious investment for the owners. He stated there is an aircraft parked at the wash rack in Echo Spot #74 and this has happened before. He is not sure if that aircraft is assigned to that spot or just squatting there. Mr. Lauth responded that the Airport Maintenance staff is responsible for turning on the water and that it would be taken care of. Chairman Bodenmiller said Echo tenants may contact the Airport's Administration Office with matters like these and it will be addressed right away. Ms. Barbera asked if there are squatters on Echo and said she was concerned about security. Airport Operations Manager Manuel Moran-Mendoza was in attendance and said the aircraft parked in Spot #74 was assigned to park there and is not a squatter. Mr. Ceglie stated the Airport is actively going through the Echo tie-downs to determine if any aircraft are unairworthy and need to be repaired or moved. Mr. Lauth said that Echo tenants are supposed to inform the Airport if they sell their aircraft. If they fail to do so and another aircraft takes that spot, then it's considered a squatting situation and our Operations staff addresses it.

Ms. Therese Coppola, Director of Sales for Hampton Inn & Suites Farmingdale, introduced herself and wanted to let the Commission and attendees know that a new Hampton Inn and Suites is currently being built at 1030 Broadhollow Road across from the Airport. It is scheduled to open on August 1, 2025.

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# REPUBLIC AIRPORT - OPERATIONS REPORT

JANUARY 2025 & TEN MONTHS YEAR-TO-DATE

|           |  | CURRENT MONTH |               |              |              | FISCAL YEAR-TO-DATE |                |                 |               |
|-----------|--|---------------|---------------|--------------|--------------|---------------------|----------------|-----------------|---------------|
|           |  | 2024/25       | 2023/24       | CHANGE       | % Change     | 2024/25             | 2023/24        | CHANGE          | %Change       |
| <b>A.</b> | <b>TOTAL OPERATIONS (FAA)</b>          | <b>14,000</b> | <b>13,000</b> | <b>1,000</b> | <b>7.7%</b>  | <b>198,582</b>      | <b>228,629</b> | <b>(30,047)</b> | <b>-13.1%</b> |
| <b>B.</b> | <b>LANDINGS BY TYPE AIRCRAFT (Ops)</b> | <b>5,928</b>  | <b>5,607</b>  | <b>321</b>   | <b>5.7%</b>  | <b>88,611</b>       | <b>78,727</b>  | <b>9,884</b>    | <b>12.6%</b>  |
|           | Single Engine Piston                   | 2,606         | 2,441         | 165          | 6.8%         | 40,654              | 36,469         | 4,185           | 11.5%         |
|           | Multi Engine Piston                    | 110           | 85            | 25           | 29.4%        | 1,424               | 1,369          | 55              | 4.0%          |
|           | <b>SUB-TOTAL</b>                       | <b>2,716</b>  | <b>2,526</b>  | <b>190</b>   | <b>7.5%</b>  | <b>42,078</b>       | <b>37,838</b>  | <b>4,240</b>    | <b>11.2%</b>  |
|           | Turboprop                              | 42            | 32            | 10           | 31.3%        | 815                 | 813            | 2               | 0.2%          |
|           | Jet                                    | 720           | 659           | 61           | 9.3%         | 7,250               | 6,900          | 350             | 5.1%          |
|           | Helicopter                             | 46            | 44            | 2            | 4.5%         | 1,109               | 1,168          | (59)            | -5.1%         |
|           | <b>TOTALS</b>                          | <b>3,524</b>  | <b>3,261</b>  | <b>263</b>   | <b>8.1%</b>  | <b>51,252</b>       | <b>46,719</b>  | <b>4,533</b>    | <b>9.7%</b>   |
| <b>C.</b> | <b>TOUCH &amp; GO'S (Ops)</b>          |               |               |              |              |                     |                |                 |               |
|           | Single Engine Piston                   | 2,403         | 2,330         | 73           | 3.1%         | 37,195              | 31,789         | 5,406           | 17.0%         |
|           | Multi Engine Piston                    | 1             | 15            | (14)         | -93.3%       | 101                 | 169            | (68)            | -40.2%        |
|           | Turboprop                              | 0             | 0             | 0            | 0.0%         | 2                   | 1              | 1               | 100.0%        |
|           | Jet                                    | 0             | 1             | (1)          | 0.0%         | 0                   | 1              | (1)             | 0.0%          |
|           | Helicopter                             | 0             | 0             | 0            | 0.0%         | 61                  | 48             | 13              | 27.1%         |
|           | <b>TOTALS</b>                          | <b>2,404</b>  | <b>2,346</b>  | <b>58</b>    | <b>2.5%</b>  | <b>37,359</b>       | <b>32,008</b>  | <b>5,351</b>    | <b>16.7%</b>  |
| <b>D.</b> | <b>PASSENGERS</b>                      |               |               |              |              |                     |                |                 |               |
|           | Ultimate Jet Charters Inc.             | 727           | 790           | (63)         | -8.0%        | 7,524               | 8,736          | (1,212)         | -13.9%        |
|           | <b>TOTALS</b>                          | <b>727</b>    | <b>790</b>    | <b>(63)</b>  | <b>-8.0%</b> | <b>7,524</b>        | <b>8,736</b>   | <b>(1,212)</b>  | <b>-13.9%</b> |
| <b>E.</b> | <b>BASED AIRCRAFT</b>                  |               |               |              |              |                     |                |                 |               |
|           | Single Engine Piston                   | 258           | 274           | (16)         | -5.8%        |                     |                |                 |               |
|           | Multi Engine Piston                    | 46            | 46            | 0            | 0.0%         |                     |                |                 |               |
|           | Turboprop                              | 10            | 9             | 1            | 11.1%        |                     |                |                 |               |
|           | Jet                                    | 100           | 109           | (9)          | -8.3%        |                     |                |                 |               |
|           | Helicopter                             | 18            | 19            | (1)          | -5.3%        |                     |                |                 |               |
|           | <b>TOTALS</b>                          | <b>432</b>    | <b>457</b>    | <b>(25)</b>  | <b>-5.5%</b> |                     |                |                 |               |

**REPUBLIC AIRPORT - OPERATIONS REPORT**  
FEBRUARY 2025 & ELEVEN MONTHS YEAR-TO-DATE

|           |  | CURRENT MONTH |              |              |               | FISCAL YEAR-TO-DATE |               |                |               |
|-----------|--|---------------|--------------|--------------|---------------|---------------------|---------------|----------------|---------------|
|           |  | 2024/25       | 2023/24      | CHANGE       | % Change      | 2024/25             | 2023/24       | CHANGE         | %Change       |
| <b>A.</b> | <b>TOTAL OPERATIONS (FAA)</b>          | 15,977        | 16,064       | (87)         | -0.5%         | 214,559             | 244,693       | (30,134)       | -12.3%        |
| <b>B.</b> | <b>LANDINGS BY TYPE AIRCRAFT (Ops)</b> | 6,550         | 6,861        | (311)        | -4.5%         | 95,161              | 85,588        | 9,573          | 11.2%         |
|           | Single Engine Piston                   | 2,912         | 3,471        | (559)        | -16.1%        | 43,566              | 39,940        | 3,626          | 9.1%          |
|           | Multi Engine Piston                    | 115           | 103          | 12           | 11.7%         | 1,539               | 1,472         | 67             | 4.6%          |
|           | <b>SUB-TOTAL</b>                       | <b>3,027</b>  | <b>3,574</b> | <b>(547)</b> | <b>-15.3%</b> | <b>45,105</b>       | <b>41,412</b> | <b>3,693</b>   | <b>8.9%</b>   |
|           | Turboprop                              | 28            | 48           | (20)         | -41.7%        | 843                 | 861           | (18)           | -2.1%         |
|           | Jet                                    | 725           | 688          | 37           | 5.4%          | 7,975               | 7,588         | 387            | 5.1%          |
|           | Helicopter                             | 36            | 55           | (19)         | -34.5%        | 1,145               | 1,223         | (78)           | -6.4%         |
|           | <b>TOTALS</b>                          | <b>3,816</b>  | <b>4,365</b> | <b>(549)</b> | <b>-12.6%</b> | <b>55,068</b>       | <b>51,084</b> | <b>3,984</b>   | <b>7.8%</b>   |
| <b>C.</b> | <b>TOUCH &amp; GO'S (Ops)</b>          |               |              |              |               |                     |               |                |               |
|           | Single Engine Piston                   | 2,726         | 2,478        | 248          | 10.0%         | 39,921              | 34,267        | 5,654          | 16.5%         |
|           | Multi Engine Piston                    | 8             | 10           | (2)          | -20.0%        | 109                 | 179           | (70)           | -39.1%        |
|           | Turboprop                              | 0             | 0            | 0            | 0.0%          | 2                   | 1             | 1              | 100.0%        |
|           | Jet                                    | 0             | 0            | 0            | 0.0%          | 0                   | 1             | (1)            | 0.0%          |
|           | Helicopter                             | 0             | 8            | (8)          | -100.0%       | 61                  | 56            | 5              | 8.9%          |
|           | <b>TOTALS</b>                          | <b>2,734</b>  | <b>2,496</b> | <b>238</b>   | <b>9.5%</b>   | <b>40,093</b>       | <b>34,504</b> | <b>5,589</b>   | <b>16.2%</b>  |
| <b>D.</b> | <b>PASSENGERS</b>                      |               |              |              |               |                     |               |                |               |
|           | Ultimate Jet Charters Inc.             | 657           | 875          | (218)        | -24.9%        | 8,181               | 9,611         | (1,430)        | -14.9%        |
|           | <b>TOTALS</b>                          | <b>657</b>    | <b>875</b>   | <b>(218)</b> | <b>-24.9%</b> | <b>8,181</b>        | <b>9,611</b>  | <b>(1,430)</b> | <b>-14.9%</b> |
| <b>E.</b> | <b>BASED AIRCRAFT</b>                  |               |              |              |               |                     |               |                |               |
|           | Single Engine Piston                   | 258           | 274          | (16)         | -5.8%         |                     |               |                |               |
|           | Multi Engine Piston                    | 46            | 46           | 0            | 0.0%          |                     |               |                |               |
|           | Turboprop                              | 10            | 9            | 1            | 11.1%         |                     |               |                |               |
|           | Jet                                    | 101           | 106          | (5)          | -4.7%         |                     |               |                |               |
|           | Helicopter                             | 18            | 19           | (1)          | -5.3%         |                     |               |                |               |
|           | <b>TOTALS</b>                          | <b>433</b>    | <b>454</b>   | <b>(21)</b>  | <b>-4.6%</b>  |                     |               |                |               |

**REPUBLIC AIRPORT - AIRCRAFT COMPLAINT REPORT**  
**JANUARY 2025 & TEN MONTHS YEAR-TO-DATE**

|                                  | CURRENT MONTH |           | FISCAL YEAR-TO-DATE |            |
|----------------------------------|---------------|-----------|---------------------|------------|
|                                  | 2024/25       | 2023/24   | 2024/25             | 2023/24    |
| <b>TOTAL AIRCRAFT COMPLAINTS</b> | <b>33</b>     | <b>22</b> | <b>273</b>          | <b>474</b> |
| <b>I. TIME OF DAY</b>            |               |           |                     |            |
| Day                              | 6             | 15        | 146                 | 272        |
| Night                            | 6             | 4         | 46                  | 110        |
| Unknown                          | 21            | 3         | 81                  | 92         |
| <b>TOTAL BY TIME</b>             | <b>33</b>     | <b>22</b> | <b>273</b>          | <b>474</b> |
| <b>II. TYPE OF AIRCRAFT/ USE</b> |               |           |                     |            |
| Jet                              | 1             | 4         | 28                  | 52         |
| Turboprop                        | 0             | 0         | 2                   | 2          |
| Multi/ Single                    | 5             | 0         | 35                  | 81         |
| Helicopter                       | 0             | 0         | 10                  | 23         |
| Unknown                          | 27            | 18        | 198                 | 316        |
| <b>TOTAL BY TYPE</b>             | <b>33</b>     | <b>22</b> | <b>273</b>          | <b>474</b> |
| <b>III. COMPLAINTS BY AREA</b>   |               |           |                     |            |
| North                            | 0             | 2         | 15                  | 60         |
| Northwest                        | 6             | 11        | 69                  | 117        |
| Northeast                        | 0             | 0         | 2                   | 3          |
| South                            | 0             | 0         | 10                  | 20         |
| Southwest                        | 0             | 0         | 7                   | 18         |
| Southeast                        | 0             | 3         | 15                  | 19         |
| East                             | 1             | 0         | 9                   | 3          |
| West                             | 26            | 6         | 136                 | 234        |
| Unknown                          | 0             | 0         | 10                  | 0          |
| <b>TOTAL BY AREA</b>             | <b>33</b>     | <b>22</b> | <b>273</b>          | <b>474</b> |
| <b>IV. HOUSEHOLD TOTAL</b>       | <b>8</b>      | <b>10</b> |                     |            |
| <b>V. COMPLAINT BY RUNWAY</b>    |               |           |                     |            |
| Arrival 32                       | 1             | 0         | 10                  | 19         |
| Departure 14                     | 1             | 0         | 4                   | 4          |
| Arrival 14                       | 0             | 2         | 10                  | 16         |
| Departure 32                     | 3             | 2         | 16                  | 27         |
| Arrival 19                       | 1             | 0         | 8                   | 29         |
| Departure 01                     | 0             | 0         | 5                   | 2          |
| Arrival 01                       | 0             | 0         | 7                   | 15         |
| Departure 19                     | 0             | 0         | 3                   | 2          |
| Other *                          | 0             | 0         | 12                  | 41         |
| Unknowns                         | 27            | 18        | 198                 | 319        |
| <b>TOTAL BY RUNWAY</b>           | <b>33</b>     | <b>22</b> | <b>273</b>          | <b>474</b> |
| <b>VI. AIRCRAFT LOCATION</b>     |               |           |                     |            |
| Based                            | 6             | 2         | 31                  | 47         |
| Transient                        | 6             | 2         | 51                  | 107        |
| Unknown                          | 21            | 18        | 191                 | 320        |
| <b>TOTAL BY LOCATION</b>         | <b>33</b>     | <b>22</b> | <b>273</b>          | <b>474</b> |

| *Touch and Gos |   |
|----------------|---|
| RWY 1          | 0 |
| RWY 14         | 0 |
| RWY 19         | 0 |
| RWY 32         | 0 |

**REPUBLIC AIRPORT - AIRCRAFT COMPLAINT REPORT**  
**FEBRUARY 2025 & ELEVEN MONTHS YEAR-TO-DATE**

|                                  | CURRENT MONTH |           | FISCAL YEAR-TO-DATE |            |
|----------------------------------|---------------|-----------|---------------------|------------|
|                                  | 2024/25       | 2023/24   | 2024/25             | 2023/24    |
| <b>TOTAL AIRCRAFT COMPLAINTS</b> | <b>52</b>     | <b>17</b> | <b>325</b>          | <b>491</b> |
| <b>I. TIME OF DAY</b>            |               |           |                     |            |
| Day                              | 19            | 15        | 165                 | 287        |
| Night                            | 7             | 1         | 53                  | 111        |
| Unknown                          | 26            | 1         | 107                 | 93         |
| <b>TOTAL BY TIME</b>             | <b>52</b>     | <b>17</b> | <b>325</b>          | <b>491</b> |
| <b>II. TYPE OF AIRCRAFT/ USE</b> |               |           |                     |            |
| Jet                              | 3             | 4         | 31                  | 56         |
| Turboprop                        | 0             | 0         | 2                   | 2          |
| Multi/ Single                    | 5             | 3         | 40                  | 84         |
| Helicopter                       | 1             | 0         | 11                  | 23         |
| Unknown                          | 43            | 10        | 241                 | 326        |
| <b>TOTAL BY TYPE</b>             | <b>52</b>     | <b>17</b> | <b>325</b>          | <b>491</b> |
| <b>III. COMPLAINTS BY AREA</b>   |               |           |                     |            |
| North                            | 0             | 2         | 15                  | 62         |
| Northwest                        | 11            | 4         | 80                  | 121        |
| Northeast                        | 0             | 0         | 2                   | 3          |
| South                            | 0             | 5         | 10                  | 25         |
| Southwest                        | 0             | 2         | 7                   | 20         |
| Southeast                        | 0             | 0         | 15                  | 19         |
| East                             | 0             | 0         | 9                   | 3          |
| West                             | 41            | 4         | 177                 | 238        |
| Unknown                          | 0             | 0         | 10                  | 0          |
| <b>TOTAL BY AREA</b>             | <b>52</b>     | <b>17</b> | <b>325</b>          | <b>491</b> |
| <b>IV. HOUSEHOLD TOTAL</b>       | <b>9</b>      | <b>13</b> |                     |            |
| <b>V. COMPLAINT BY RUNWAY</b>    |               |           |                     |            |
| Arrival 32                       | 2             | 1         | 12                  | 20         |
| Departure 14                     | 0             | 0         | 4                   | 4          |
| Arrival 14                       | 2             | 1         | 12                  | 17         |
| Departure 32                     | 4             | 1         | 20                  | 28         |
| Arrival 19                       | 1             | 1         | 9                   | 30         |
| Departure 01                     | 0             | 0         | 5                   | 2          |
| Arrival 01                       | 0             | 2         | 7                   | 17         |
| Departure 19                     | 0             | 0         | 3                   | 2          |
| Other *                          | 0             | 1         | 12                  | 42         |
| Unknowns                         | 43            | 10        | 241                 | 329        |
| <b>TOTAL BY RUNWAY</b>           | <b>52</b>     | <b>17</b> | <b>325</b>          | <b>491</b> |
| <b>VI. AIRCRAFT LOCATION</b>     |               |           |                     |            |
| Based                            | 1             | 2         | 32                  | 49         |
| Transient                        | 8             | 5         | 59                  | 112        |
| Unknown                          | 43            | 10        | 234                 | 330        |
| <b>TOTAL BY LOCATION</b>         | <b>52</b>     | <b>17</b> | <b>325</b>          | <b>491</b> |

| *Touch and Gos |   |
|----------------|---|
| RWY 1          | 0 |
| RWY 14         | 0 |
| RWY 19         | 0 |
| RWY 32         | 0 |