

**DRAFT MINUTES**  
**REPUBLIC AIRPORT COMMISSION (RAC) MEETING**  
**7150 REPUBLIC AIRPORT, ROOM 201**  
**EAST FARMINGDALE, NEW YORK**  
**AUGUST 12, 2025 7:00 P.M.**

The meeting was called to order by Commission Chairman Robert Bodenmiller at 7:03p.m. Vice-Chairman Vincent Bologna, Jr. and Commission Members Stella Barbera and Richard Grant were present.

**I. ANNOUNCEMENTS**

Chairman Bodenmiller stated there is no news on RAC appointments and that New York State Senate is in recess until January 2026. Airport Manager John Lauth announced that Ms. Sasha Dawes was chosen as the new Assistant Airport Manager.

**II. ADOPTION OF THE MINUTES FROM JUNE 2025**

Commission Member Grant made a motion to adopt the minutes, seconded by Commission Member Barbera and the minutes were adopted 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 MAY and JUNE 2025**

Mr. Lauth discussed the Operations Reports:

- Total Operations for May reported by FAA decreased 7.0% from the same month last year, and Landings decreased by 12.5%. Touch and Go's decreased 16.1%. Enplaned passengers were down 100% due to Ultimate Jet ceasing operations at the Main Terminal. Based aircraft fell 1.2%.
- Total Operations for June reported by FAA increased 7.3% from the same month last year. Landings decreased 3.2%. Touch & Go's saw no change. Enplaned passenger volume was zero due to no Atlantic City flights at the Main Terminal. Based aircraft fell 1.2%.

Mr. Lauth discussed the Aircraft Complaint Reports:

- In May, 39 complaints were filed, compared to 11 complaints last year. Fourteen complaints related to nighttime operations, 21 to daytime, and 4 were reported as 'General/Unknown'. The 'Unknown' category was renamed as 'General/Unknown' to include complaints that are general in nature with no specific information. Sixteen complaints came from the area west of the airport, 12 from the southeast, and 10 from the northwest. Twenty complaints could not be identified by runway and were reported as 'General/Unknown'. Ten complaints related to departures on Runway 32 and 5 complaints related to Touch and Go's. Eighteen complaints related to Transient aircraft, 10 to Based aircraft, and 11 were reported as 'General/Unknown'.

Chairman Bodenmiller asked Mr. Lauth why complaints increased in the southeast area. Mr. Lauth said he did not know the specific reason but thought it might be from JFK traffic because they are known to fly over that area.

- In June, 70 complaints were filed, compared to 17 complaints last year. Twenty-three complaints related to daytime operations, 14 to nighttime, and 33 were reported as 'General/Unknown'. Twenty-five complaints came from areas west of the airport, 24 from the southeast, and 18 from the northwest. Thirty-three complaints could

not be identified by runway and were reported as 'General/Unknown'. Thirteen complaints related to departures on Runway 14 and 7 complaints related to Touch and Go's. The 70 total complaints were submitted by 15 households. Twenty-four complaints related to Transient aircraft, 13 to Based aircraft, and 33 were reported as 'General/Unknown'.

Commission Member Richard Grant asked if complaints were submitted mainly via phone. Mr. Lauth answered that complaints are split between phone calls and online submissions.

Commission Member Stella Barbera remarked at the increase in complaints from the southeast and asked if airport operations have increased. Airport Director Anthony Ceglio said several complaints were received from that area about an aircraft leaving before 7:00 a.m. We do not want people to fly before 7:00 a.m. but it happens. We contacted the operator to ask them to abide by recommended noise abatement procedures and they have gotten better and we have not received any recent complaints. Airport Operations Manager Manuel Moran-Mendoza added that complaints from the southeast were submitted by a new caller. Chairman Bodenmiller asked if the airport follows up with the callers when there is an increase in complaints. Mr. Lauth stated we call them if they request a call back. Mr. Moran-Mendoza said letters are sent to explain the operation.

Mr. Lauth discussed the Financial Reports:

- May Revenue on an Accrual Basis was favorable overall by \$43,526.01. Actual Expenses for May were less than anticipated creating a favorable Net Operating variance of \$149,723.92.
- June Revenue on an Accrual Basis was unfavorable by \$20,676.17 due to lower than anticipated income from film shoots, fuel deliveries, and License Fees. Actual Expenses for June were less than anticipated by \$83,856.38. Total Net Operating variance was favorable by \$63,180.21.

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

Mr. Lauth reported the following:

- FAA Part 139 Annual Certification Inspection, Sept. 10-12:** The airport will undergo a required annual inspection by FAA. The airport has always done well with inspections usually with few or no discrepancies found.
- Ryder Cup, Sept. 23-28:** Event to be held at nearby Bethpage Black Golf Course. The airport is expecting increased activity helicopters servicing the Ryder Cup and from State Police and have advised them of noise-sensitive areas, recommended helicopter routes, and noise abatement procedures.
- United Nations General Assembly (UNGA), Sept. 22-25:** TSA checkpoint will be set up in the Main Terminal to screen helicopter flights to Manhattan for the United Nations General Assembly.
- Snow Broom and Electric Mowers:** Airport used grant funds to purchase two electric mowers that are quieter and better for the environment. Airport also received bids and will use grant funds to purchase a new snow broom. Mr. Ceglio said the snow broom will help decrease the use of runway sand.

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

Mr. Ceglio reported the following:

- Stratosphere 5-Parcel Development Project:** A pre-construction meeting for the roadway realignment around Parcel A was held on July 30th and construction is anticipated to start by the end of August. The roadway construction around Parcel B is expected to start in January 2026.
- Runway 1/19 Pavement Resurfacing Project:** Mr. Ceglio referred to a news article mentioning the airport had received a grant from the Federal government for \$6.5 million for this project which is expected to begin in Spring 2026. Runway 1/19 will be closed for approximately six months during

construction and air traffic will be moved to Runway 14/32. Mr. Bodenmiller asked for a notice to be posted on the airport's website so the public is aware. Mr. Ceglio said when we have the schedule from the contractor, information will be posted.

Mr. Ceglio stated the airport also received a \$1.2 million grant through New York State's AirNY program for another snow blower and the replacement of an inground fuel tank. The inground tank is used for the airfield's emergency generator and will be replaced with an environmentally friendly above-ground tank.

Mr. Ceglio stated the airport received a request from a company called "Bark Air" that wants to fly dogs and their owners similar to RetrievAir. The application is being reviewed and we will keep you informed. RetrievAir started flying four times a week. Their schedule has since been very sporadic.

## **V. PUBLIC COMMENTS**

Six (6) individuals commented.

The next RAC meeting will be held on October 14, 2025 at 7:00 p.m. The meeting adjourned at 8:25p.m.

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

**PUBLIC COMMENTS**  
**REPUBLIC AIRPORT COMMISSION**  
**August 12, 2025**

Ms. Nancy Cypser of the Woodland Civic Association asked if air traffic can be split 50-50 between the 2 runways. Mr. Lauth explained that runway use is determined by the prevailing wind and Air Traffic Control. Mr. Bodenmiller said that Runway 14/32 is longer and has the Instrument Landing System (ILS), and Mr. Ceglio added the ILS is preferred during bad weather and low visibility.

Ms. Jessica Santangelo of the Woodland Civic Association asked who directs the air traffic to use Runway 14/32 when the Air Traffic Control Tower is not staffed. Mr. Ceglio stated that TRACON (Terminal Radar Approach Control), an FAA facility in Garden City, handles traffic from 11:00 p.m. to 7:00 a.m. using the wind information at the airport to direct the aircraft. Mr. Lauth said there are other factors, like a pilot who files a flight plan or if weather is bad. If there are prevailing winds and Visual Flight Rules are in effect, and it is the pilot's discretion on which runway to use, then that is when we want them to use the preferential Runway 1/19.

Ms. Loretta Swanson, a Lindenhurst resident, referred to the zero passengers listed on the Operations Reports and asked if it is safe to say they are not involved with noise complaints at all. Mr. Bodenmiller said that is correct. The Atlantic City trips are no longer flying.

Ms. Santangelo said she was informed about a large drone flying above houses in her neighborhood within the last 10 days and it was directly in the flight path to the airport. She assumed this was not allowed. Mr. Ceglio said that unless it was coordinated with Air Traffic Control, it is not permitted. Ms. Santangelo asked who should be contacted to ensure the drone was authorized. Mr. Lauth said local police are normally contacted. The airport was informed that drones will be used for the Ryder Cup and it is possible they were practicing, or it could have been the police. Airport Maintenance Manager Victor Cerami said FAA has a webpage with information about drones/UAS (Unmanned Aircraft Systems) concerns. Visit [https://www.faa.gov/uas/contact\\_us/report\\_uas\\_sighting](https://www.faa.gov/uas/contact_us/report_uas_sighting) for more information.

Ms. Santangelo commented she is wary of reasons that could cause a change in the number of noise complaints without having data available, such as 'windows are open' and 'time of year'. Most of her neighbors do not know they can submit complaints and those who do, often give up. She asked what the typical turn-around time is to respond to complaints when a response is requested. Mr. Moran-Mendoza said it is mostly done daily but we wait for a monthly report to collect all the complaints so we know how many households complained, and we are not sending a letter to the same person every few days. So we do it monthly. If an individual requests a call back on a specific complaint, I call them back the same day or the next. Ms. Santangelo said she called and left a complaint on August 3<sup>rd</sup> about a large aircraft and requested a call back but has not heard from anyone. Mr. Moran-Mendoza said sometimes the Operations personnel that take down the complaint from the phone call might have missed the comment to give a call back. He said if you call him directly, he will get the complaint. Ms. Santangelo said if there are times you are not told that someone requests a call back, it sounds like there is a process issue and it makes the whole airport look bad. I would like to talk to you about that airplane because I am really curious about who it was. Mr. Lauth said the airport responds to complaints the best we can and would like to do better. Unless it is a weekend, we would like to respond to those asking for a call back within one to three days. Mr. Bodenmiller agreed that there has got to be a better process. Answering the complaints faster should cut down on the number of complaints received.

Ms. Deborah Davis, a North Amityville resident, asked to know what the airport is doing about the noise and air traffic. Mr. Bodenmiller said the airport has little control of aircraft movement and can only speak to pilots and Tenants and ask them to try to alleviate the issue. Ms. Davis said she lives in the southeast area where complaints have increased. She said there will likely be more complaints because she is going to speak with her neighbors. She said their property values are being greatly decreased because of the noise. Mr. Lauth explained that, based on Ms. Davis' location, the flight paths used by Air Traffic Controllers and the established flight patterns could impact her. Ms. Davis said it was mostly 'paper-clip' airplanes flying when she moved

here 40 years ago and does not believe jets should come out of this airport at all. It is not fair to people of this community who are in a certain socio-economic condition. They should keep it out in the Hamptons. Mr. Lauth said the smaller single-engine planes are mostly student pilots. Ms. Davis said both the jets and the paper-clip airplanes are a noise problem. Mr. Lauth said there are about 40,000 fewer aircraft operations now than 20 years ago. Most of the noise complaints before were from jets, but now it has shifted and about 50% of complaints are about smaller aircraft. Ms. Barbera said the Commission is here to help and represent the community so that your concerns are heard and hopefully resolved.

Mr. Michael Canale, a Farmingdale Resident, asked to know if any amount of complaints will trigger a change. Mr. Bodenmiller said he did not think so but complaints help us isolate the aircraft so we can approach the pilot and ask them to follow Noise Abatement procedures. Mr. Canale said prop planes are flying low and the noise is constant, seven days a week. He said it is insane and he is thinking about selling his house. Mr. Lauth responded that aircraft are supposed to fly at a pattern altitude and he could give Mr. Canale more information to help answer his questions. Mr. Lauth said if they are doing flight training at night, we can speak to them about it. Mr. Ceglie stated that the FAA does not allow us to restrict operations and tell them not to fly. Mr. Canale said he has sent many complaints and he gets a boilerplate answer months later. Mr. Ceglie said the airport has 14 flight schools and the SUNY Farmingdale Aviation Center flight school, so they are doing training, and the pattern altitude is 1,100 feet. Mr. Canale said if a plane was flying under 1,000 feet and it was not doing a Touch and Go, how would he know that? He said the airport needs to police that and he wants them to be fined. He said complaints are useless and asked if he should complain to Nassau County Executive Bruce Blakeman or NY State Senator Steven Rhodes. Ms. Barbera said the Commission has done its level best to address the community's concerns and help make things better. Mr. Bodenmiller said if Mr. Canale feels he needs to contact a representative, it should be a federal representative.

Ms. Cypser referred to Mr. Lauth's comment about air traffic not increasing over the last 40 years and asked if the flight schools have been open all that time. Mr. Lauth answered that there have always been flight schools here. Ms. Cypser asked to know the minimum altitude a plane is allowed to fly when it is not in the vicinity of the airport. Mr. Ceglie said the minimum is 1,000 feet overpopulated areas except when landing or departing. She asked to know how close a plane needs to be to the airport to descend below 1,000 feet. Mr. Moran-Mendoza answered that it is the pilot's discretion. Ms. Cypser suggested that pilots might try to descend below 1,000 to expedite their Touch and Go's and they might "cut it a little close" by not going as high as they need to go or fly out further than they need to go. Mr. Ceglie answered that the Air Traffic Control Tower will not permit it [cutting it close] because usually there are several airplanes flying in the pattern. The Tower will sometimes extend the pattern and send them further out, as far south as Great South Bay or north over Long Island Sound. Nobody is cutting corners.

Mr. Michael Tarascio, a pilot for Ventura Air Services said the pattern altitude at this airport is 1,100 feet for single-engine aircraft and 1,600 feet for multi-engine. The Tower does not let you climb above 1,100 feet even if you are sent further out to the south shore and back. It would not be a safe route because there are larger jet planes like JetBlue coming in from the south at 1,500 feet. Mr. Bodenmiller added that FAA regulations determine the height you must fly. It is not the pilot or the airport.

Ms. Cypser referred to a Newsday article on July 7th, 2025 about JSX looking to do charter flights to Long Island and asked if they had approached the airport. Mr. Ceglie said JSX contacted us about a year or more ago and we have not heard from them since. It was very preliminary. They came and looked at the airport and the Terminal and that was all. Mr. Ceglie said he recommended to JSX that they speak to Long Island MacArther airport because their facility was better equipped for their service.

Meeting adjourned 8:25pm.

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# REPUBLIC AIRPORT - OPERATIONS REPORT

MAY 2025 & TWO MONTHS YEAR-TO-DATE

		CURRENT MONTH				FISCAL YEAR-TO-DATE			
		2025/26	2024/25	CHANGE	% Change	2025/26	2024/25	CHANGE	%Change
<b>A.</b>	<b>TOTAL OPERATIONS (FAA)</b>	<b>19,138</b>	<b>20,579</b>	<b>(1,441)</b>	<b>-7.0%</b>	<b>39,457</b>	<b>39,252</b>	<b>205</b>	<b>0.5%</b>
<b>B.</b>	<b>LANDINGS BY TYPE AIRCRAFT (Ops)</b>	<b>7,754</b>	<b>8,861</b>	<b>(1,107)</b>	<b>-12.5%</b>	<b>16,319</b>	<b>17,109</b>	<b>(790)</b>	<b>-4.6%</b>
	Single Engine Piston	3,413	4,098	(685)	-16.7%	7,432	7,784	(352)	-4.5%
	Multi Engine Piston	101	136	(35)	-25.7%	217	277	(60)	-21.7%
	<b>SUB-TOTAL</b>	<b>3,514</b>	<b>4,234</b>	<b>(720)</b>	<b>-17.0%</b>	<b>7,649</b>	<b>8,061</b>	<b>(412)</b>	<b>-5.1%</b>
	Turboprop	85	94	(9)	-9.6%	132	153	(21)	-13.7%
	Jet	913	670	243	36.3%	1,678	1,432	246	17.2%
	Helicopter	117	137	(20)	-14.6%	184	230	(46)	-20.0%
	<b>TOTALS</b>	<b>4,629</b>	<b>5,135</b>	<b>(506)</b>	<b>-9.9%</b>	<b>9,643</b>	<b>9,876</b>	<b>(233)</b>	<b>-2.4%</b>
<b>C.</b>	<b>TOUCH &amp; GO'S (Ops)</b>								
	Single Engine Piston	3,108	3,696	(588)	-15.9%	6,649	7,151	(502)	-7.0%
	Multi Engine Piston	14	23	(9)	-39.1%	17	28	(11)	-39.3%
	Turboprop	2	2	0	0.0%	2	2	0	0.0%
	Jet	0	0	0	0.0%	0	0	0	0.0%
	Helicopter	1	5	(4)	-80.0%	8	52	(44)	-84.6%
	<b>TOTALS</b>	<b>3,125</b>	<b>3,726</b>	<b>(601)</b>	<b>-16.1%</b>	<b>6,676</b>	<b>7,233</b>	<b>(557)</b>	<b>-7.7%</b>
<b>D.</b>	<b>PASSENGERS</b>								
	Ultimate Jet Charters Inc.	0	536	(536)	-100.0%	0	1,280	(1,280)	-100.0%
	<b>TOTALS</b>	<b>0</b>	<b>536</b>	<b>(536)</b>	<b>-100.0%</b>	<b>0</b>	<b>1,280</b>	<b>(1,280)</b>	<b>-100.0%</b>
<b>E.</b>	<b>BASED AIRCRAFT</b>								
	Single Engine Piston	256	258	(2)	-0.8%				
	Multi Engine Piston	46	45	1	2.2%				
	Turboprop	10	10	0	0.0%				
	Jet	99	102	(3)	-2.9%				
	Helicopter	17	18	(1)	-5.6%				
	<b>TOTALS</b>	<b>428</b>	<b>433</b>	<b>(5)</b>	<b>-1.2%</b>				

# REPUBLIC AIRPORT - OPERATIONS REPORT

JUNE 2025 & THREE MONTHS YEAR-TO-DATE

		CURRENT MONTH				FISCAL YEAR-TO-DATE			
		2025/26	2024/25	CHANGE	% Change	2025/26	2024/25	CHANGE	%Change
A.	<b>TOTAL OPERATIONS (FAA)</b>	23,041	21,472	1,569	7.3%	62,498	60,724	1,774	2.9%
B.	<b>LANDINGS BY TYPE AIRCRAFT (Ops)</b>	9,216	9,524	(308)	-3.2%	25,535	26,633	(1,098)	-4.1%
	Single Engine Piston	4,378	4,680	(302)	-6.5%	11,810	12,464	(654)	-5.2%
	Multi Engine Piston	121	174	(53)	-30.5%	338	451	(113)	-25.1%
	<b>SUB-TOTAL</b>	<b>4,499</b>	<b>4,854</b>	<b>(355)</b>	<b>-7.3%</b>	<b>12,148</b>	<b>12,915</b>	<b>(767)</b>	<b>-5.9%</b>
	Turboprop	97	97	0	0.0%	229	250	(21)	-8.4%
	Jet	741	699	42	6.0%	2,419	2,131	288	13.5%
	Helicopter	141	136	5	3.7%	325	366	(41)	-11.2%
	<b>TOTALS</b>	<b>5,478</b>	<b>5,786</b>	<b>(308)</b>	<b>-5.3%</b>	<b>15,121</b>	<b>15,662</b>	<b>(541)</b>	<b>-3.5%</b>
C.	<b>TOUCH &amp; GO'S (Ops)</b>								
	Single Engine Piston	3,728	3,731	(3)	-0.1%	10,377	10,882	(505)	-4.6%
	Multi Engine Piston	10	6	4	66.7%	27	34	(7)	-20.6%
	Turboprop	0	0	0	0.0%	2	2	0	0.0%
	Jet	0	0	0	0.0%	0	0	0	0.0%
	Helicopter	0	1	(1)	-100.0%	8	53	(45)	-84.9%
	<b>TOTALS</b>	<b>3,738</b>	<b>3,738</b>	<b>0</b>	<b>0.0%</b>	<b>10,414</b>	<b>10,971</b>	<b>(557)</b>	<b>-5.1%</b>
D.	<b>PASSENGERS</b>								
	Ultimate Jet Charters Inc.	0	846	(846)	-100.0%	0	2,126	(2,126)	-100.0%
	<b>TOTALS</b>	<b>0</b>	<b>846</b>	<b>(846)</b>	<b>-100.0%</b>	<b>0</b>	<b>2,126</b>	<b>(2,126)</b>	<b>-100.0%</b>
E.	<b>BASED AIRCRAFT</b>								
	Single Engine Piston	256	258	(2)	-0.8%				
	Multi Engine Piston	46	45	1	2.2%				
	Turboprop	10	10	0	0.0%				
	Jet	99	102	(3)	-2.9%				
	Helicopter	17	18	(1)	-5.6%				
	<b>TOTALS</b>	<b>428</b>	<b>433</b>	<b>(5)</b>	<b>-1.2%</b>				

**REPUBLIC AIRPORT - AIRCRAFT COMPLAINT REPORT  
MAY 2025 & TWO MONTHS YEAR-TO-DATE**

	CURRENT MONTH		FISCAL YEAR-TO-DATE	
	2025/26	2024/25	2025/26	2024/25
<b>TOTAL AIRCRAFT COMPLAINTS</b>	<b>39</b>	<b>11</b>	<b>76</b>	<b>31</b>
<b>I. TIME OF DAY</b>				
Day	21	7	27	24
Night	14	0	27	0
General/Unknown	4	4	22	7
<b>TOTAL BY TIME</b>	<b>39</b>	<b>11</b>	<b>76</b>	<b>31</b>
<b>II. TYPE OF AIRCRAFT/ USE</b>				
Jet	12	2	25	4
Turboprop	0	0	0	0
Multi/ Single	8	0	14	3
Helicopter	8	1	8	1
General/Unknown	11	8	29	23
<b>TOTAL BY TYPE</b>	<b>39</b>	<b>11</b>	<b>76</b>	<b>31</b>
<b>III. COMPLAINTS BY AREA</b>				
North	0	0	2	3
Northwest	10	4	19	13
Northeast	0	0	0	0
South	0	1	0	2
Southwest	1	2	1	4
Southeast	12	0	24	3
East	0	0	0	1
West	16	4	30	5
General/Unknown	0	0	0	0
<b>TOTAL BY AREA</b>	<b>39</b>	<b>11</b>	<b>76</b>	<b>31</b>
<b>IV. HOUSEHOLD TOTAL</b>	<b>11</b>	<b>7</b>		
<b>V. COMPLAINT BY RUNWAY</b>				
Arrival 32	0	0	0	0
Departure 14	0	0	4	0
Arrival 14	0	0	0	2
Departure 32	10	1	20	1
Arrival 19	0	1	0	1
Departure 01	4	0	4	0
Arrival 01	0	1	0	1
Departure 19	0	0	0	0
Other *	5	0	10	3
General/Unknown	20	8	38	23
<b>TOTAL BY RUNWAY</b>	<b>39</b>	<b>11</b>	<b>76</b>	<b>31</b>
<b>VI. AIRCRAFT LOCATION</b>				
Based	10	2	20	3
Transient	18	1	27	5
General/Unknown	11	8	29	23
<b>TOTAL BY LOCATION</b>	<b>39</b>	<b>11</b>	<b>76</b>	<b>31</b>

*Touch and go	
RWY 14	2
RWY 32	0
RWY 01	3
RWY 19	0



**REPUBLIC AIRPORT - AIRCRAFT COMPLAINT REPORT  
JUNE 2025 & THREE MONTHS YEAR-TO-DATE**

	CURRENT MONTH		FISCAL YEAR-TO-DATE	
	2025/26	2024/25	2025/26	2024/25
<b>TOTAL AIRCRAFT COMPLAINTS</b>	<b>70</b>	<b>17</b>	<b>146</b>	<b>48</b>
<b>I. TIME OF DAY</b>				
Day	23	15	50	39
Night	14	1	41	1
General/Unknown	33	1	55	8
<b>TOTAL BY TIME</b>	<b>70</b>	<b>17</b>	<b>146</b>	<b>48</b>
<b>II. TYPE OF AIRCRAFT/ USE</b>				
Jet	22	4	47	8
Turboprop	0	0	0	0
Multi/ Single	8	4	22	7
Helicopter	7	0	15	1
General	33	9	62	32
<b>TOTAL BY TYPE</b>	<b>70</b>	<b>17</b>	<b>146</b>	<b>48</b>
<b>III. COMPLAINTS BY AREA</b>				
North	2	4	4	7
Northwest	18	5	37	18
Northeast	0	1	0	1
South	0	3	0	5
Southwest	0	0	1	4
Southeast	24	0	48	3
East	0	2	0	3
West	25	2	55	7
General	1	0	1	0
<b>TOTAL BY AREA</b>	<b>70</b>	<b>17</b>	<b>146</b>	<b>48</b>
<b>IV. HOUSEHOLD TOTAL</b>	<b>15</b>	<b>13</b>		
<b>V. COMPLAINT BY RUNWAY</b>				
Arrival 32	3	0	3	0
Departure 14	13	0	17	0
Arrival 14	4	0	4	2
Departure 32	5	2	25	3
Arrival 19	3	2	3	3
Departure 01	0	1	4	1
Arrival 01	1	0	1	1
Departure 19	1	2	1	2
*Touch and Go	7	1	17	4
General	33	9	71	32
<b>TOTAL BY RUNWAY</b>	<b>70</b>	<b>17</b>	<b>146</b>	<b>48</b>
<b>VI. AIRCRAFT LOCATION</b>				
Based	13	4	33	7
Transient	24	4	51	9
General	33	9	62	32
<b>TOTAL BY LOCATION</b>	<b>70</b>	<b>17</b>	<b>146</b>	<b>48</b>

*Touch and Go	
RWY 14	0
RWY 32	4
RWY 01	0
RWY 19	3