MINUTES
REPUBLIC AIRPORT COMMISSION (RAC) MEETING
7150 REPUBLIC AIRPORT, ROOM 201
EAST FARMINGDALE, NEW YORK
JUNE 9, 2026

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, Richard Grant, and Jessica Santangelo were present.

I. ANNOUNCEMENTS

Chairman Bodenmiller welcomed Jessica Santangelo as the newly appointed member of the Republic Airport Commission and said the RAC is happy to have her join the board. He said Ms. Santangelo will be heading the RAC Working Group for Ms. Barbera who will resign after the August 2026 meeting. He said Ms. Barbera has served on the RAC since 2001.

II. ADOPTION OF THE MINUTES FROM APRIL 2026

Ms. Santangelo asked for a correction to the April meeting minutes where her position in the Woodland Civic Association should be "member" instead of "President". Chairman Bodenmiller stated the correction would be made. Vice-Chairman Bologna made a motion to adopt the April minutes with the correction which was seconded by Mr. Grant. 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 MARCH and APRIL 2026

Airport Manager Mr. John Lauth discussed the Operations Reports:

- March Total Operations reported by FAA increased 0.7% over last year. Landings reported by Airport Operations increased by 3.1% over last year. Single-engine aircraft operations increased 9.8%, jet operations increased 11.7%. Single-engine Touch and Go's decreased 8.1%. Passenger volume increased 96.8% due to SkyWest Charter starting flights to Atlantic City from the Main Terminal, compared to Ultimate Jet Charter's passengers in March of last year. Total Based aircraft fell 6.7% compared to last year.
- April Total Operations reported by FAA increased 12.8% from last year. Landings reported by Airport Operations increased 19.1% from last year. Single-engine aircraft operations increased 21%, jet operations increased 9.9%, and single-engine Touch and Go's increased 17.9%. Passenger volume increased 536% when compared to Ultimate Jet Charter who ceased operating in April of last year. Total Based aircraft fell 5.6%.

Mr. Lauth discussed the Aircraft Complaint Reports:

- In March, 604 complaints were filed by 13 households, compared to 46 complaints from 16 households last year. The majority of complaints were related to multi/single-engine aircraft and daytime operations and came from areas north and southwest of the airport. Arrivals on Runway 19 accounted for 287 of the complaints. Transient aircraft accounted for 260 complaints, Based aircraft for 200, and 144 were reported as 'General/Unknown'.
- In April, 495 complaints were filed by 21 households, compared to 37 complaints from 10 households last year. The majority of complaints were related to multi/single-engine aircraft and daytime operations and came from areas north and southwest of the airport. 211 complaints related to arrivals on Runway 19. Transient aircraft

accounted for 246 complaints, Based aircraft for 130, and 119 were reported as 'General/Unknown'

Mr. Lauth discussed the Financial Reports:

- March Revenue on an Accrual Basis was $414,335.32. Total March Expenses were $361,179.04 for a surplus of $53,156.28. Actual Fiscal Year Revenue was $4,327,212.73, Expenses were $3,684,962.66, making the Fiscal Year Revenue profitable by $642,250.02.
- April Revenue on an Accrual Basis was $752,100.24. Total April Expenses were $343,825.29 for a surplus of $408,274.95. Actual Fiscal Year Revenue was $5,361,324.43, Actual Expenses were $4,028,787.93, making Fiscal Year Revenue profitable by $1,332,536.50.

Commission Member Jessica Santangelo asked if an annual financial summary and the airport's business plan for revenue and expenses over the next 3 or 5 years could be provided because it would be helpful. Mr. Ceglio said that we do have a plan. For example, we are updating rates and charges, which have not changed in almost 20 years, to cover operating expenses, capital expenditures, debt service, NYSDOT employee salaries and other items. Chairman Bodenmiller said we can try to have a fiscal year-end summary of financial information and projects for the August meeting, and Mr. Lauth added that airport projects are discussed at every RAC meeting.

2. RECENT / CURRENT EVENTS

Mr. Lauth reported on the following:

a. York College Career Fair in Jamaica Queens, April 21st. - Administrative staff attended to promote Airport employment opportunities to aviation students.

b. NYSP Troop L Memorial Day Ceremony, May 19th. – Annual event held to honor NYSP officers lost in the line of duty.

c. American Airpower Museum Flight Experience, May 29th, 30th and June 6th and 27th- Go to the Museum's website for more information and to sign up.

d. US Customs & Border Protection Global Entry Event, June 20th -interviewed and processed over 200 Global Entry applicants.

f. Air Show Preparations and USA's 250th Anniversary – Airport is preparing for the arrival of the US Navy Blue Angels and other performers for the FourLeaf Air Show taking place at Jones Beach over July 4th weekend.

g. FAA Part 139 Inspection. The annual FAA Part 139 Certification Inspection will be from Aug 5th-7th.

B. <u>OTHER NEW YORK STATE DEPARTMENT OF TRANSPORTATION BUSINESS</u>

Mr. Ceglio reported the following:

1. **SomeraRoad Inc. (Stratosphere) 5-Parcel Development Project:** Mr. Ceglio we have had meetings with the tenant on the Parcel A and B roadway. We are waiting for the new contractor's insurance and an independent inspector's agreement. When received, they will begin work which will continue through November 2026. We are also reviewing the Parcel A site plan with SomeraRoad. When we receive development plans for the buildings, they will be brought to the RAC and Working Group for review.

   Mr. Ceglio introduced Jonathan Reeser, President of SomeraRoad Aviation Infrastructure (SRAI) and Tomaso Rock, Vice President, SRAI. Mr. Reeser gave a brief background of SRAI and said their focus is on development of based aircraft and hangar-type products in major airports across the country. He said SRAI is currently working on the site plans before they are presented to the RAC and the Working Group.

2. **Runway 1/19 Pavement Resurfacing Project:** Mr. Ceglio said the project was broken down into two parts: the Main Terminal ramp repaving, which will begin on June 15th and take 3 days to complete; and the Runway 1/19 resurfacing, which will start on July 27th and continue through the end of November. The project requires Runway 1/19 to be closed and Runway 14/32 will be the only runway in use during this time. When the main

runway intersection is paved, the airport will be closed to fixed wing traffic for about one week. The closure will take place in mid-to-late August.

3. **Rates and Charges Meeting #2 with Tenants-** A meeting was held on April 30th in the Main Terminal Building to discuss the proposed rates and charges. The current rates and charges were last updated in 2008. The next step is the New York SAPA (State Administrative Procedure Act) process when the rates will be published in the NY State Register. The new rates are expected to go into effect on January 1, 2027.
4. **FAA Grant Opportunity / Vehicle Tracking Equipment-** An application was submitted to obtain FAA grant funding for tracking system to be installed on airport maintenance equipment used on the airfield.
5. **2023 NYSAir 99 Grant Update- Airport Snow Broom Procurement**- A new snow broom with a blower attachment was ordered through the State grant. We should receive it before the start of the next snow season.

Mr. Ceglio added that a Fire Water Loop Suppression System project to connect pumps at Hangar 31 to the existing system is expected to start June 25th and be completed by August 10th. Some of the planes along the edge of Echo ramp will be relocated during the construction.

V. PUBLIC COMMENTS

Seven (8) individuals commented.

Chairman Bodenmiller adjourned the meeting adjourned at 8:43p.m. The next RAC meeting will be held on Tuesday, August 11, 2026, at 7:00 p.m.

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

Ms. Nancy Schliwka of the Woodland Civic Association asked if traffic patterns changed 3 years ago and that is why some people were affected differently by noise. Airport Director Anthony Ceglio responded that traffic patterns have not changed at Republic Airport in the past 3 years.

Mr. Michael Tarascio, a pilot for Ventura Air Services, Inc., added that flight paths for JFK arrivals changed 3 years ago. Mr. Lauth stated some JFK traffic comes in from the south, flies over Republic and banks left for final approach to JFK.

Responding to noise concerns, Mr. Ceglio said most operations at Republic Airport are single-engine aircraft operated by flight schools. We recently looked at the touch and go traffic patterns and noticed how flight instructors appear to be training student pilots. We then spoke to the Air Traffic Controllers and one of the flight schools. We looked into several resources for guidelines on traffic patterns, such as the FAA Aeronautical Information Manual, FAA Flight Training Handbook, and AOPA (Aircraft Owners and Pilots Association). We noticed the pattern that most schools are flying is approximately 1½ to 2 miles from the runway on the downwind leg. The FAA and AOPA guidelines recommend ½ to 1 mile which would bring aircraft closer to the airfield. We want the flight schools to recognize the communities' concerns about aircraft noise. All schools were contacted about this issue asking for their cooperation to follow FAA guidelines and bring the pattern closer to the airport. He said, however, student pilots may fly a wider pattern as they train, develop their skills and become more proficient. Mr. Ceglio added that the Airport was also being proactive about helicopter traffic. He said that after observing a departure, a helicopter operator was contacted about using The Republic Airport Recommended Noise Abatement Procedures and have been cooperating ever since.

Dr. George Blednick, a Melville resident, asked what percentage of the Airport's revenue is received from flight schools. Mr. Ceglio said the majority of revenue comes from rental income. For smaller aircraft, landing fees are less than 10% of total revenue. Mr. Lauth added that flight schools generate revenue from fuel usage and tie-down fees but the total is not a significant percentage of total revenue. Dr. Blednick asked if the Commission was familiar with a recent Newsday editorial written by Nancy Cypser, President of Woodland Civic Association, which discussed the potential for more revenue from non-aviation sources (https://www.newsday.com/opinion/voices/living-near-republic-airport-farmingdale-long-island-j6r0vrhh).

Ms. Nancy Cypser, President of Woodland Civic Association, summarized her Newsday editorial and said it should not matter where the revenue comes from as long as you are getting the revenue you need to run the airport. Why couldn't the developer develop a parcel with a commercial, non-aviation purpose, such as a restaurant or storage area, where the surrounding community could actually benefit from it? Mr. Ceglio noted that FAA Grant Assurances require land to be used and developed for aeronautical purposes. Ms. Cypser said she was not sure if the FAA had even been approached about reversing a land use decision. Mr. Ceglio said FAA has a process to release airport property from aviation use. To do that, FAA would need to determine that the land could never be used for any aircraft purposes and that is not a simple process – especially if there is a plan and lease in place for aviation use. Chairman Bodenmiller said that going counter to the FAA's land use determination would require substantial reasoning that justifies non-aviation use. Mr. Ceglio added that if a developer requests to use airport land for aviation purposes, you have to let them (FAA Grant Assurance 38). Commission Member Stella Barbera asked if there is any other vacant land available for development for non-aviation purposes? Mr. Ceglio answered that he was not aware of any additional land available for non-aviation development. Ms. Barbera asked if there was any change in the status of the building that was vacated by Molloy College. Mr. Ceglio said no and that the State is still working on the RFP.

Dr. Blednick asked if there is any genuine collaboration between policies of the airport regarding the flight patterns and the surrounding communities. He said many planes pass directly over his house and are below the 1,000 feet limit, both day and night. This is not right. Is there a regulation or a curfew? Is there a limit for Touch and Go's? I want you to understand what we are going through. I lived in peace in my house for the last 44 years but the last three years have been miserable. Mr. Ceglio said the federal government controls aircraft in the air. The federal government does not allow local control by the airports. Every airport in the country needs to be open 24/7 and the number of flights cannot be limited or curfewed. The federal government sets those rules. Airport Manager John Lauth added that the airport is continuously talking with the Air Traffic Control Tower (ATCT) about flight patterns and night time training. We invite them to attend these meetings. Commission Member Jessica Santangelo stated she has been thinking about how we can all work together on this issue. She said the RAC is an advisory body and is limited on what it can do, but there are many stakeholders. She said a FOIA (Freedom of Information Act) request can be made for documents about air traffic in this area. The information is powerful and can be used with the FAA Ombudsman and State representatives.

Ms. Cypser asked what the regulation is for how close a plane can get to the top of a house.

Mr. Jon McCleery, an Air Traffic Controller at Republic Airport, responded to Ms. Cypser saying it is 1,000 feet in a residential area. If the pilot is landing, it will be less. Sometimes helicopters are restricted to 600 feet to pass beneath the traffic pattern. Mr. Lauth stated that altitudes reported in the air traffic phone apps are not always accurate and can be off by 200 feet or more.

Mr. Michael Canale, a Farmingdale resident, referred to Mr. Ceglio's comment about flight paths being ½ to 1 mile from the airport instead of 1 ½ to 2 miles, and that it reduces the noise. He asked Mr. McCleery if air traffic can be distributed to other areas. Mr. McCleery answered 'not really'. He said because this is a training airport, not everyone is going to fly a 'perfect pattern'. We try our best to keep them in the pattern. From a controller's perspective, it's a safety issue. We put planes to the west during the day because we have so much other traffic coming in from the east. If we didn't, there would be a constant conflict. He said the Tower does move traffic to the east over the cemeteries, usually in the morning or at night when there is light traffic. Mr. Bodenmiller said the RAC will try to set up a meeting with FAA specifically for the people to voice their concerns.

Ms. Tina Diamond, President of Concerned Citizens Association of Farmingdale, commented it is not the fault of the Air Traffic Controllers. It is the fault of the people who keep bringing more airplanes into this airport. Obviously, we are overloaded.

Mr. Tarascio disagreed with Ms. Diamond's comment and said there were 50-60 more airplanes here in the 1990s than there are today.

Ms. Cypser commented that most of the problem is the flight schools and the Touch and Go's. She asked if flight schools are tenants of the airport to which Mr. Ceglio answered 'yes'. Ms. Cypser asked if the airport has any control over their procedures. Mr. Ceglio said no because they must follow federal regulations. Ms. Cypser asked if it is possible to limit Touch and Go's to certain days or times and charge a specific fee, and charge a higher fee for Touch and Go's done at other times. She said if the communities knew when Touch and Go's are happening, we could plan around that. Mr. Ceglio responded that higher fees cannot be charged based on noise or traffic issues. Ms. Cypser asked if another flight school wanted to operate here, you would let them? Mr. Ceglio replied that if there is available space, we can't say no. He said Touch and Go traffic comes here from other airports, also, not just from the schools that are based here. Flight schools at this airport will fly to other airports to practice Touch and Go's as well. You can't stop that. Ms. Cypser asked if this discussion can be brought up with the flight schools. Mr. Ceglio said that we have been communicating the

recommended ½ to 1 mile flight path to our flight schools and it's working, based on Mr. Canale's comments. Ms. Cypser commented that if one plane does ten Touch and Go's while he is 'practicing his hobby', he is disturbing hundreds of people on the ground and they are unable to enjoy their homes. It seems the pilots should be mandated to go somewhere else to practice or be encouraged to practice somewhere else. Mr. Ceglio stated we don't have the ability to mandate when or where they fly or don't fly. Chairman Bodenmiller added that the government cannot restrict commerce. We will try to get more answers from FAA by asking for a meeting dedicated to this topic.

Mr. McCleery said the airport passes the public's messages about noise to the Air Traffic Controllers, and ATC tries to accommodate these concerns the best we can. He said many planes go to Islip and Connecticut to practice Touch and Go's and there is no limit to how many times a pilot can practice Touch and Go's.

Mr. Michael Canale asked if the airport can double the landing fee so that pilots are less likely to do a lot of Touch and Go's. Mr. Ceglio said the rates have to be fair and reasonable. Mr. Canale referred to a lawsuit that was overturned about the airport closing at 11:00pm, and at the last meeting he asked to know who was responsible for the lawsuit. Mr. Bodenmiller said did not know of any time when the airport closed at 11:00pm. Vice-Chairman Vincent Bolgna, Jr. stated the Air Traffic Control Tower closes at 11:00pm. Commission Member Jessica Santangelo commented that the RAC passed a Resolution about eliminating the curfew, and the curfew is still found in New York State Transportation Law Section 402 to this day. Mr. Lauth stated that after the Tower closes at 11:00pm, it is an uncontrolled airport. Pilots follow regulations for uncontrolled airports and some will communicate with TRACON (Terminal Radar Approach Control) for guidance.

Mr. Canale mentioned that Transportation Law 402 states that noise decibel readings are supposed to be taken and people can be fined up to $2,500. When was the last time a reading was done? Mr. Lauth said we will provide the information. Mr. Canale said 'nobody pays attention' to the I-495 and Sunrise Highway routes. Mr. Bodenmiller said that the noise abatement procedures are voluntary and the pilot decides if he will turn or go straight out. Mr. Canale asked 'does anything happen dynamically in this airport' when a pilot does something the airport doesn't want. Does someone notify the pilot of their mistake or does it rely completely on complaints? Mr. Ceglio responded yes, that the airport is proactive and speaks with aircraft and helicopter operators. We contact aircraft operators who are flying at night and send letters asking them to 'fly neighborly' and follow our recommended noise abatement procedures.

Mr. Gus Cypser of the Woodland Civic Association asked how air traffic will be handled on only one runway when Runway 1/19 is closed. Mr. McCleery said that winds will help the pilot determine if they want to fly or not. This is a training airport so some students will learn how to land in a crosswind but it should not affect the jets. Mr. Lauth said that the smaller planes may not want to fly at all if there are strong crosswinds on 14/32.

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REPUBLIC AIRPORT - OPERATIONS REPORT

MARCH 2026 & TWELVE MONTHS YEAR-TO-DATE

		CURRENT MONTH				FISCAL YEAR-TO-DATE			
		2025/26	2024/25	CHANGE	% Change	2025/26	2024/25	CHANGE	%Change
A.	***TOTAL OPERATIONS (FAA)***	**18,061**	**17,935**	**126**	**0.7%**	**244,257**	**234,140**	**10,117**	**4.3%**
B.	***LANDINGS BY TYPE AIRCRAFT (Ops)***	**7,768**	**7,532**	**236**	**3.1%**	**103,145**	**103,010**	**135**	**0.1%**
	Single Engine Piston	3,948	3,596	352	**9.8%**	49,129	47,495	1,634	**3.4%**
	Multi Engine Piston	121	102	19	**18.6%**	1,524	1,616	(92)	**-5.7%**
	SUB-TOTAL	**4,069**	**3,698**	**371**	**10.0%**	**50,653**	**49,111**	**1,542**	**3.1%**
	Turboprop	53	55	(2)	**-3.6%**	954	886	68	**7.7%**
	Jet	762	682	80	**11.7%**	9,816	8,660	1,156	**13.3%**
	Helicopter	101	58	43	**74.1%**	1,715	1,177	538	**45.7%**
	TOTALS	**4,985**	**4,493**	**492**	**11.0%**	**63,138**	**59,834**	**3,304**	**5.5%**
C.	***TOUCH & GO'S (Ops)***								
	Single Engine Piston	2,775	3,020	(245)	**-8.1%**	39,799	43,027	(3,228)	**-7.5%**
	Multi Engine Piston	6	18	(12)	**-66.7%**	150	125	25	**20.0%**
	Turboprop	0	0	0	**0.0%**	2	2	0	**0.0%**
	Jet	0	0	0	**0.0%**	0	0	0	**0.0%**
	Helicopter	2	1	1	**100.0%**	56	22	34	**154.5%**
	TOTALS	**2,783**	**3,039**	**(256)**	**-8.4%**	**40,007**	**43,176**	**(3,169)**	**-7.3%**
D.	***PASSENGERS***								
	SkyWest Charter	681	346	335	**96.8%**	4,838	7,783	(2,945)	**-37.8%**
	TOTALS	**681**	**346**	**335**	**96.8%**	**4,838**	**7,783**	**(2,945)**	**-37.8%**
E.	***BASED AIRCRAFT***								
	Single Engine Piston	247	263	(16)	**-6.1%**				
	Multi Engine Piston	45	46	(1)	**-2.2%**				
	Turboprop	10	10	0	**0.0%**				
	Jet	86	97	(11)	**-11.3%**				
	Helicopter	17	18	(1)	**-5.6%**				
	TOTALS	**405**	**434**	**(29)**	**-6.7%**				

REPUBLIC AIRPORT - OPERATIONS REPORT

APRIL 2026 & ONE MONTH YEAR-TO-DATE

		CURRENT MONTH				FISCAL YEAR-TO-DATE			
		2026/27	2025/26	CHANGE	% Change	2026/27	2025/26	CHANGE	%Change
A.	***TOTAL OPERATIONS (FAA)***	**22,911**	**20,319**	**2,592**	**12.8%**	**22,911**	**20,319**	**2,592**	**12.8%**
B.	***LANDINGS BY TYPE AIRCRAFT (Ops)***	**10,198**	**8,565**	**1,633**	**19.1%**	**10,198**	**8,565**	**1,633**	**19.1%**
	Single Engine Piston	4,864	4,019	845	**21.0%**	4,864	4,019	845	**21.0%**
	Multi Engine Piston	123	116	7	**6.0%**	123	116	7	**6.0%**
	SUB-TOTAL	**4,987**	**4,135**	**852**	**20.6%**	**4,987**	**4,135**	**852**	**20.6%**
	Turboprop	55	47	8	**17.0%**	55	47	8	**17.0%**
	Jet	841	765	76	**9.9%**	841	765	76	**9.9%**
	Helicopter	125	67	58	**86.6%**	125	67	58	**86.6%**
	TOTALS	**6,008**	**5,014**	**994**	**19.8%**	**6,008**	**5,014**	**994**	**19.8%**
C.	***TOUCH & GO'S (Ops)***								
	Single Engine Piston	4,176	3,541	635	**17.9%**	4,176	3,541	635	**17.9%**
	Multi Engine Piston	9	3	6	**200.0%**	9	3	6	**200.0%**
	Turboprop	0	0	0	**0.0%**	0	0	0	**0.0%**
	Jet	0	0	0	**0.0%**	0	0	0	**0.0%**
	Helicopter	5	7	(2)	**-28.6%**	5	7	(2)	**-28.6%**
	TOTALS	**4,190**	**3,551**	**639**	**18.0%**	**4,190**	**3,551**	**639**	**18.0%**
D.	***PASSENGERS***								
	SkyWest Charter	536	0	536	**536.0%**	536	0	536	**536.0%**
	TOTALS	**536**	**0**	**536**	**536.0%**	**536**	**0**	**536**	**536.0%**
E.	***BASED AIRCRAFT***								
	Single Engine Piston	247	258	(11)	**-4.3%**				
	Multi Engine Piston	45	46	(1)	**-2.2%**				
	Turboprop	10	10	0	**0.0%**				
	Jet	86	97	(11)	**-11.3%**				
	Helicopter	17	18	(1)	**-5.6%**				
	TOTALS	**405**	**429**	**(24)**	**-5.6%**				

REPUBLIC AIRPORT - AIRCRAFT COMPLAINT REPORT
MARCH 2026 & TWELVE MONTHS YEAR-TO-DATE

	CURRENT MONTH		FISCAL YEAR-TO-DATE	
	2025/26	2024/25	2025/26	2024/25
TOTAL AIRCRAFT COMPLAINTS	604	46	3,732	336
I. TIME OF DAY				
Day	437	8	2741	176
Night	23	19	284	53
General/Unknown	144	19	707	107
TOTAL BY TIME	**604**	**46**	**3732**	**336**
II. TYPE OF AIRCRAFT/ USE				
Jet	15	6	217	32
Turboprop	0	0	21	2
Multi/ Single	440	19	2586	40
Helicopter	5	0	72	11
General/Unknown	144	21	836	251
TOTAL BY TYPE	**604**	**46**	**3732**	**336**
III. COMPLAINTS BY AREA				
North	509	1	2802	16
Northwest	3	23	267	85
Northeast	0	1	3	2
South	2	0	19	11
Southwest	70	0	282	10
Southeast	8	1	118	15
East	0	0	6	9
West	12	20	234	178
General/Unknown	0	0	1	10
TOTAL BY AREA	**604**	**46**	**3732**	**336**
IV. HOUSEHOLD TOTAL	**13**	**16**		
V. COMPLAINT BY RUNWAY				
Arrival 32	7	4	149	12
Departure 14	1	0	37	4
Arrival 14	13	12	146	12
Departure 32	9	1	68	20
Arrival 19	287	1	1285	9
Departure 01	0	0	22	5
Arrival 01	4	0	118	7
Departure 19	1	1	24	4
Other *	138	8	1038	12
General/Unknown	144	19	845	251
TOTAL BY RUNWAY	**604**	**46**	**3732**	**336**
VI. AIRCRAFT LOCATION				
Based	200	14	1214	33
Transient	260	13	1727	59
General/Unknown	144	19	791	244
TOTAL BY LOCATION	**604**	**46**	**3732**	**336**

*Touch and Gos	
RWY 1	1
RWY 14	1
RWY 19	132
RWY 32	4

*574 - COMPLAINTS CAME FROM TWO HOUSEHOLD

REPUBLIC AIRPORT - AIRCRAFT COMPLAINT REPORT
APRIL 2026 & ONE MONTH YEAR-TO-DATE

	CURRENT MONTH		FISCAL YEAR-TO-DATE	
	2026/27	2025/26	2026/27	2025/26
TOTAL AIRCRAFT COMPLAINTS	**495**	**37**	**495**	**37**
I. TIME OF DAY				
Day	345	6	345	6
Night	31	13	31	13
General	119	18	119	18
TOTAL BY TIME	**495**	**37**	**495**	**37**
II. TYPE OF AIRCRAFT/ USE				
Jet	15	13	15	13
Turboprop	1	0	1	0
Multi/ Single	354	6	354	6
Helicopter	6	0	6	0
General	119	18	119	18
TOTAL BY TYPE	**495**	**37**	**495**	**37**
III. COMPLAINTS BY AREA				
North	406	2	406	2
Northwest	13	9	13	9
Northeast	1	0	1	0
South	5	0	5	0
Southwest	44	0	44	0
Southeast	5	12	5	12
East	0	0	0	0
West	21	14	21	14
General	0	0	0	0
TOTAL BY AREA	**495**	**37**	**495**	**37**
IV. HOUSEHOLD TOTAL	**21**	**10**		
V. COMPLAINT BY RUNWAY				
Arrival 32	8	0	8	0
Departure 14	6	4	6	4
Arrival 14	13	0	13	0
Departure 32	2	10	2	10
Arrival 19	211	0	211	0
Departure 01	2	0	2	0
Arrival 01	5	0	5	0
Departure 19	2	0	2	0
Other * (Touch & Go)	127	5	127	5
General	119	18	119	18
TOTAL BY RUNWAY	**495**	**37**	**495**	**37**
VI. AIRCRAFT LOCATION				
Based	130	10	130	10
Transient	246	9	246	9
General	119	18	119	18
TOTAL BY LOCATION	**495**	**37**	**495**	**37**

*Touch and go	
RWY 14	8
RWY 32	8
RWY 01	1
RWY 19	110