MINUTES
REPUBLIC AIRPORT COMMISSION (RAC) MEETING
7150 REPUBLIC AIRPORT, ROOM 201
EAST FARMINGDALE, NEW YORK
AUGUST 11, 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 Ward were present.

I. ANNOUNCEMENTS

Recognition of Commission Member Stella Barbera - Airport Director, Tony Ceglio read the Republic Airport Commission (RAC) Resolution regarding retired Commission Member Stella Barbera for her dedicated service of 25 years. Stella Barbera was presented with a plaque for her best efforts and her amazing participation.
Resolution was voted on and motion carried unanimously. Photo was taken of the entire RAC Commission Members. Stella Barbera gave a heartfelt thank you to everyone in attendance.

II. ADOPTION OF THE MINUTES FROM JUNE 2026

Chairman Bodenmiller made a motion to adopt the June minutes, which was seconded by Stella Barbera and Richard 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 MAY and JUNE 2026

Airport Manager Mr. John Lauth discussed the Operations Reports:

- May Total Operations reported by FAA increased 23.6% over last year. Landings reported by Airport Operations increased by 34.5% over last year. Single-engine aircraft operations increased 52.2%, jet operations decreased 11.8%. Single-engine Touch & Go's increased 28.8%. Passenger volume increased 706.0% due to SkyWest Charter starting flights from the Main Terminal to Atlantic City compared to no flights by Ultimate Jet Charter in May of last year. Based aircraft increased 4.4%.

- June Total Operations reported by FAA increased 12.1% from last year. Landings reported by Airport Operations increased 23.4% from last year. Single-engine aircraft operations increased 29.5%, jet operations increased 16.1%, and single-engine Touch & Go's increased 15.7%. Passenger volume increased 657.0% due to SkyWest Charter starting flights from the Main Terminal to Atlantic City compared to Ultimate Jet Charter who ceased operating in April of last year. Based aircraft increased 4.4%.

Mr. Lauth discussed the Aircraft Complaint Reports:

- In May, 289 complaints were filed by 11 households, compared to 39 complaints from 11 households last year. The majority of complaints were related to multi/single-engine aircraft and daytime operations and came from areas north and west of the airport. Arrivals on Runway 19 accounted for most of the complaints. Transient aircraft accounted for 142 complaints, Based aircraft for 86, and 61 were reported as 'General/Unknown'.

- In June, 629 complaints were filed by 17 households, compared to 70 complaints from 15 households last year. The majority of complaints were related to multi/single-engine aircraft and daytime operations and came from areas north of the airport. Arrivals on Runway 19 accounted for most of the complaints. Transient aircraft accounted for 285 complaints, Based aircraft for 204, and 140 were reported as 'General/Unknown'

Mr. Lauth discussed the Financial Reports:

- May Revenue on an Accrual Basis was $429,252.02. Total May Expenses were $710,706.50 for a deficit of $281,454.48. Actual Fiscal Year Revenue was $5,361,888.17, Expenses were $4,028,787.93, making the Fiscal Year Revenue profitable by $1,333,100.24. Mr. Ceglio added that May is the end of the airport's fiscal year.

- June Revenue on an Accrual Basis was $444,730.69. Total June Expenses were $303,888.86, starting off the new fiscal year with a surplus of $140,841,83.

2. RECENT / CURRENT EVENTS

Mr. Lauth reported the following:

a. Main Terminal Ramp Re-Paving, June 15-18 – The ramp is over 40 years old and was in need of repair.

b. US Customs & Border Protection (CBP) Global Entry Event, June 20 – Held in the Main Terminal and attended by more than 200 people. Future events are advertised on DHS's Trusted Traveler webpage: https://ttp.dhs.gov/programs-info?code=UP

c. Annual FAA Runway Safety Action Team (RSAT) Meeting, June 23 – Attended by airport tenants, flight schools, airport staff and hosted by FAA/ATC to review airport incidents and other safety-related items.

d. 2026 FourLeaf Air Show & USA 250th Anniversary, July 3-6 - Featured performances by the U.S. Navy Blue Angels and military aircraft from other countries. NYSDOT and Avports had a booth on the Jones Beach boardwalk to promote the airport and recruit employees. The air show performance on Sunday was canceled due to weather.

e. Airport Career Fair held in Main Terminal Lobby, July 3 – Event for airport tenants, flight schools, and education centers to recruit new students and employees.

f. FAA Part 139 Annual Inspection, August 5-7 – FAA performed an inspection of airport training records, safety procedures, lighting, markings, ARFF, and other areas to ensure the airport is operating safely.

B. OTHER NEW YORK STATE DEPARTMENT OF TRANSPORTATION BUSINESS

Mr. Ceglio reported the following:

1. **SomeraRoad Inc. (Stratosphere) 5-Parcel Development Project:** Work is beginning at Parcel B roadway and the airport is working with SRAI on the building plans and RTR. Mr. Ceglio introduced Jonathan Reeser, President of SomeraRoad Aviation Infrastructure (SRAI). Mr. Reeser stated SRAI is currently working on Parcel A and that they have a good working relationship with the airport. He said when they submit their TAA, they will make set up a meeting with the RAC Working Group, hopefully before the next (RAC) meeting.

2. **Runway 1/19 Pavement Resurfacing Project:** Work began on July 27, 2026 and is expected to be ongoing until the end of November 2026. An airport closure will be required when construction works its way through the intersection of both runways at the end of September when Runway 14/32 will also be closed. The communities will be notified when 14/32 will re-open when the date is confirmed. Mr. Lauth stated Runway 1/19 is closed which is a north/south runway. Runway 14/32 is currently being utilized and directs air traffic in a northwest and southeast direction.

3. **FAA Grant Opportunity / Vehicle Tracking Equipment-** We were notified that a FAA grant for $147,000 is being submitted to the State to outfit up to 30 airport vehicles with a ground tracking system so they are visible on a screen to the Air Traffic Control Tower. The recent collision at LaGuardia Airport with a ground vehicle is the reason FAA is making these grants available to airports.

4. **2023 NYSAir 99 Grant Update- Airport Snow Broom/Blower Procurement-** A new snow broom with a blower attachment is being procured through a State grant. The vehicle is complete, was inspected, and will be

delivered to the airport within the next couple of months. Commission Member Stella Barbera inquired about the cost of this equipment. Mr. Ceglio stated that we received a grant 3 years ago. A similar grant was awarded about a year ago so we have funding to purchase another unit. Mr. Lauth stated that by purchasing this type of equipment it will allow the snow to be removed from the airfield more efficiently, and uses fewer chemicals than the current process.

5. Chairman Bodenmiller stated that a meeting with FAA Air Traffic Controllers and the community has not been ignored. Mr. Lauth said that he contacted FAA about doing a presentation at a RAC Meeting and we are waiting for response.

V. PUBLIC COMMENTS

Four (4) individuals commented.

The meeting adjourned at 8:07 p.m. The next RAC meeting will be held on Tuesday, October 13, 2026, at 7:00 p.m.

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

PUBLIC COMMENTS
REPUBLIC AIRPORT COMMISSION
August 11, 2026

Ms. Sherry Serwer, resident of Huntington, said she has called many times about the noise and it has impacted the quality of life at her home and she cannot afford to move. Ms. Serwer suggested that the larger private jets be sent to other airports and asked if there is a limit to the number and size of the aircraft. Mr. Ceglio stated that FAA does not permit the airport to limit the number or type of aircraft. He also stated the number of aircraft flying here is actually less than in the past. When we receive noise complaints from the local residents, we do notify aircraft operators about Noise Abatement Procedures. Commission Member Jessica (Santangelo) Ward suggested that Ms. Serwer talk to other people in her community and bring these issues to the town civic leaders and elected representatives. Ms. Ward offered to help Ms. Serwer obtain more information by filing a request through FOIA (Freedom of Information Act).

Mr. Greg Galustian, President of Rollingwood Civic Association. He stated he is fed up with the number of aircraft flying in his neighborhood from 8:00am to sometimes 8:00pm at night. He said he sent an email to Marie Kennington-Gardiner, Eastern Regional Administrator of FAA, and she responded that these issues should be addressed with the Airport Manager and the Operations Manager. He suggested that patterns could be located over West Hills County Park in Huntington Station which has over 800 acres. It would relieve a lot of the community's frustration. Mr. Ceglio asked for a copy of Ms. Kennington-Gardiner's email to Mr. Galustian. Chairman Robert Bodemiller stated that FAA has exclusive control over where aircraft can fly. The State and the airport do not have that authority. Airport Manager John Lauth stated there are Noise Abatement Procedures and we request flight schools not to fly at certain times but it's not mandatory. The Air Traffic Control Tower determines where aircraft can operate safely within the airspace and with other traffic coming into and out of the airport. An Air Traffic Controller attended the June RAC meeting and his input was beneficial to address the concerns of the public.

Mr. Ceglio read from Ms. Kennington-Gardiner's email which seems to indicate the airport could be the proponent of a flight pattern change if it is deemed feasible, but it is still up to FAA to make any change. Mr. Ceglio invited Mr. Galustian to discuss the issue further after the meeting.

Chairman Bodenmiller addressed Ms. Serwer and said the Commission and the airport cannot arbitrarily tell the FAA to not fly planes over your house or anyone's house. Flight patterns can be changed only if FAA deems it necessary and reasonable. That's what we are going to investigate. If the flight patterns are changed, there will always be someone who is not going to be happy. He asked for little time to investigate and address Mr. Galustian's concerns.

Ms. Nancy Schliwka, a South Farmingdale resident spoke about Runway 1/19 being closed for several months and asked if that will limit the amount of flight training that takes place. Mr. Ceglio responded that only one runway can be used at any given time, and the runway that is used is the one most aligned with the wind. There are still the same number of planes using the runway. Ms. Schliwka asked how long the airport would be closed to pave the runway intersection, to which Mr. Ceglio answered seven days. Ms. Schliwka asked for an email to be sent to the RAC's mailing list to notify when the airport is closed to pave the intersection. Mr. Lauth said the information will be posted on the airport website at https://republicairport.net/ . Ms. Schliwka asked about TSA Global Entry Events to be held at the airport. Judi Zalewski, Airport Finance and Administration Manager, stated that a list of Global Entry Pop Up Events anywhere in the country can be found on Department of Homeland Security's (DHS) website at https://ttp.dhs.gov/schedulerui/schedule-interview/location?lang=en&vo=true&returnUrl=ttp-external&service=up . The next event at the airport will be held on Saturday, September 12th.

Mr. Michael Canale, a South Farmingdale resident, stated he has listened to the Air Traffic Controllers online and he hears them telling planes to go against the airport's preferred traffic pattern. He said he's never heard them push the aircraft further west, to go beyond the ½ to 1 mile recommended by FAA. He has contacted the local flight schools and doesn't receive a response until he writes them a bad Google review. He said he met with Aspire Aviation and Icarus Flying Academy. Their flight patterns change for a day or two then they go back to the same routine. Mr. Canale said he read an article in Newsday regarding helicopters https://www.newsday.com/long-island/towns/east-end-helicopter-noise-riverhead-qabgduqd , where FAA stated people should call the airport about the helicopter routes, but the RAC Commission is saying to contact FAA. There needs to be some clarity.

Mr. Canale stated that Commission Member Stella Barbera asked to know the cost of the snow blower and it wasn't addressed. Mr. Ceglio stated the dollar amount is about $900,000. Mr. Canale said that during the April and June RAC Meetings, he asked to know the last time a Noise Survey was conducted and if any fines were given out. He said he had not received a response. Mr. Lauth stated they are done every five years. There was one done in 2022 which showed the noise contour around the airport had gotten smaller. We will do another study in 2027.

Chairman Bodenmiller stated that the RAC Commission will continue to try to get a meeting with FAA Air Traffic Control Tower. Mr. Lauth stated during this meeting, the public should be engaging so that transparency will be conducted.

Commission Member Stella Barbera commented that we have to contact our federal representatives in Congress and in the Senate to make them aware that this airport exists and the problems the community is facing. They have to be involved. Ms. Barbera stated we don't want to bypass NYSDOT but we should ask our State representatives to address the FAA.

Meeting adjourned at 8:07 pm.

Gmail Greg Galustian <greg.galustian@gmail.com>

Republic Airport Noise

Greg Galustian <greg.galustian@gmail.com> Thu, Jul 9 at 12:57 PM
To: <marie.kennington-gardiner@faa.gov>

Ms. Kennington-Gardiner

I am writing to express serious concern regarding the air traffic noise generated by the approximately 14 flight schools operating out of Republic Airport.

Currently, these schools appear to follow the same training route, creating a constant loop from Republic Airport to West Hills County Park. We typically observe between 6 and 12 planes in this loop at an altitude of approximately 1,000 feet, with aircraft spaced only 90 seconds to 2 minutes apart.

As a homeowner and Co-President of the Rollingwood Civic Association, I represent 260 households that are enduring this relentless noise daily. The lack of deviation from this specific flight path has made the situation unbearable for our residents.

We are seeking your assistance in addressing this issue. Specifically, we would like to know why these training routes cannot be rotated to mitigate the repetitive impact on our neighborhood. Our previous attempts to resolve this through the Republic Airport noise complaint line have been unsuccessful, as we are often directed to an Air Traffic Control department that lacks a dedicated hotline for such grievances.

I have attached screenshots of the flight patterns illustrating the volume of traffic over our community. Thank you for your time and assistance in this matter.

Best regards,

Greg Galustian
Rollingwood Civic Association Co-President
917-653-6335

IMG_1227.jpeg, IMG_1226.jpeg, IMG_1225.png

Gmail

Greg Galustian <greg.galustian@gmail.com>

Republic Airport Noise

Kennington-Gardiner, Marie (FAA) <Marie.Kennington-Gardiner@faa.gov> Thu, Jul 9 at 2:57 PM
To: Greg Galustian <greg.galustian@gmail.com>
Cc: Jones, Steven (FAA) <steven.jones@faa.gov>

Mr. Galustian,

Your observation about the ***repetitive*** flight path the students are taking is why they are flying it. Student pilots learn the most basic of skills by flying the traffic pattern because it gives student pilots frequent, repeated practice with the most critical skills- especially takeoffs, landings, coordination, radio calls, and staying aware of other traffic -all in a predictable and controlled environment. Students are flying the published pattern to keep things simple as they learn. Since the airplane stays close to the airport, the students can focus on basic flying. Because the airport and runway are close by, they are a controlled environment to land if something mechanical needs to be addressed. The altitude at which the traffic pattern is flown depends on the type of aircraft being flown and is usually 1000' above ground level for prop-driven aircraft, which the students are learning on.

Republic Airport has long been home to numerous flight schools. Enrollment ebbs and flows with job-market supply and demand, and given the projected need for future pilots, it does not surprise me that numerous schools conduct business out of Republic Airport. The FAA does not control the volume of traffic at an airport, nor does it dictate the hours at which operations are conducted. To "fly neighborly" and reduce the environmental and acoustic footprint on surrounding communities, pilots, flight schools, and operators often coordinate with local airport managers to implement specific operational adjustments. Adjustments to the published traffic pattern are not arbitrary and must consider the safety of existing operations and obstacles. Air traffic constraints, etc. While you have entered the idea of altering the traffic pattern into the Noise Complaint Line, have you discussed the suggestion with the airport manager? The Airport Manager would be the proponent for the change if deemed feasible, as it would align with a "fly neighborly" campaign.

Regards,

Marie Kennington-Gardiner

Regional Administrator, Eastern Region

Regional Administrator, New England (A)

APL / FAA

U.S. Department of Transportation

(718) 553-3000 / (718) 344-4208

Marie.Kennington-Gardiner@faa.gov

Gmail Greg Galustian <greg.galustian@gmail.com>

Republic Airport Noise

Greg Galustian <greg.galustian@gmail.com> Thu, Jul 9 at 3:31 PM
To: Kennington-Gardiner, Marie (FAA) <marie.kennington-gardiner@faa.gov>
Cc: Jones, Steven (FAA) <steven.jones@faa.gov>, Kimberly Meade <klmeade2011@gmail.com>

Dear Ms. Kennington-Gardiner,

Thank you for your response. While I appreciate the explanation regarding the pedagogical value of repetitive traffic patterns for student pilots, I must push back on the implication that the current situation is a necessary or static reality.

It is important to clarify that the level of noise and the frequency of these repetitive flight paths have not always been this way. This has become an overwhelming issue only over the past three years, during which time the intensity and concentration of these flights have increased tremendously. The community has reached a breaking point, and we can no longer accept the status quo as a permanent fixture of our neighborhood.

Furthermore, I strongly disagree with the notion that all flight schools must adhere to the exact same, singular traffic pattern. The argument that safety requires constant, repetitive overflights of the same residential areas is unconvincing. There is ample opportunity to implement a more sophisticated system—one that utilizes different directions and assigns varied flight routes to different schools. This would effectively distribute the acoustic footprint rather than subjecting the same neighborhoods to a chronic, unrelenting nuisance.

"Flying neighborly" must be more than a slogan; it requires active management and a willingness to innovate. I am prepared to escalate this discussion with the airport manager, but I expect the FAA to recognize that the current operational model is unsustainable and that meaningful, systemic adjustments are required to mitigate the impact on our community.

Lastly, this has been brought up numerous times by the way at the Republic AirPort Commission Meetings but to no avail. Nothing gets done. I'm attaching the minutes from the last RAC meeting and you see the public's comments section stating the same frustrations.

Regards,

Greg Galustian
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Republic-Airport-Commission-DRAFT-Minutes-4.14.26-1.pdf

REPUBLIC AIRPORT - OPERATIONS REPORT

MAY 2026 & TWO MONTHS 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)***	**23,652**	**19,138**	**4,514**	**23.6%**	**46,563**	**39,457**	**7,106**	**18.0%**
B.	***LANDINGS BY TYPE AIRCRAFT (Ops)***	**10,433**	**7,754**	**2,679**	**34.5%**	**20,631**	**16,319**	**4,312**	**26.4%**
	Single Engine Piston	5,193	3,413	1,780	**52.2%**	10,057	7,432	2,625	**35.3%**
	Multi Engine Piston	169	101	68	**67.3%**	292	217	75	**34.6%**
	SUB-TOTAL	**5,362**	**3,514**	**1,848**	**52.6%**	**10,349**	**7,649**	**2,700**	**35.3%**
	Turboprop	78	85	(7)	**-8.2%**	133	132	1	**0.8%**
	Jet	805	913	(108)	**-11.8%**	1,646	1,678	(32)	**-1.9%**
	Helicopter	170	117	53	**45.3%**	295	184	111	**60.3%**
	TOTALS	**6,415**	**4,629**	**1,786**	**38.6%**	**12,423**	**9,643**	**2,780**	**28.8%**
C.	***TOUCH & GO'S (Ops)***								
	Single Engine Piston	4,004	3,108	896	**28.8%**	8,180	6,649	1,531	**23.0%**
	Multi Engine Piston	10	14	(4)	**-28.6%**	19	17	2	**11.8%**
	Turboprop	0	2	(2)	**0.0%**	0	2	(2)	**0.0%**
	Jet	0	0	0	**0.0%**	0	0	0	**0.0%**
	Helicopter	4	1	3	**300.0%**	9	8	1	**12.5%**
	TOTALS	**4,018**	**3,125**	**893**	**28.6%**	**8,208**	**6,676**	**1,532**	**22.9%**
D.	***PASSENGERS***								
	SkyWest Charter	706	0	706	**706.0%**	1,242	0	1,242	**1242.0%**
	TOTALS	**706**	**0**	**706**	**706.0%**	**1,242**	**0**	**1,242**	**1242.0%**
E.	***BASED AIRCRAFT***								
	Single Engine Piston	271	256	15	**5.9%**				
	Multi Engine Piston	48	46	2	**4.3%**				
	Turboprop	11	10	1	**10.0%**				
	Jet	96	99	(3)	**-3.0%**				
	Helicopter	21	17	4	**23.5%**				
	TOTALS	**447**	**428**	**19**	**4.4%**				

REPUBLIC AIRPORT - OPERATIONS REPORT

JUNE 2026 & THREE MONTHS 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)***	**25,819**	**23,041**	**2,778**	**12.1%**	**72,382**	**62,498**	**9,884**	**15.8%**
B.	***LANDINGS BY TYPE AIRCRAFT (Ops)***	**11,372**	**9,216**	**2,156**	**23.4%**	**32,003**	**25,535**	**6,468**	**25.3%**
	Single Engine Piston	5,670	4,378	1,292	**29.5%**	15,727	11,810	3,917	**33.2%**
	Multi Engine Piston	171	121	50	**41.3%**	463	338	125	**37.0%**
	SUB-TOTAL	**5,841**	**4,499**	**1,342**	**29.8%**	**16,190**	**12,148**	**4,042**	**33.3%**
	Turboprop	110	97	13	**13.4%**	243	229	14	**6.1%**
	Jet	860	741	119	**16.1%**	2,506	2,419	87	**3.6%**
	Helicopter	237	141	96	**68.1%**	532	325	207	**63.7%**
	TOTALS	**7,048**	**5,478**	**1,570**	**28.7%**	**19,471**	**15,121**	**4,350**	**28.8%**
C.	***TOUCH & GO'S (Ops)***								
	Single Engine Piston	4,313	3,728	585	**15.7%**	12,493	10,377	2,116	**20.4%**
	Multi Engine Piston	11	10	1	**10.0%**	30	27	3	**11.1%**
	Turboprop	0	0	0	**0.0%**	0	2	(2)	**0.0%**
	Jet	0	0	0	**0.0%**	0	0	0	**0.0%**
	Helicopter	0	0	0	**0.0%**	9	8	1	**12.5%**
	TOTALS	**4,324**	**3,738**	**586**	**15.7%**	**12,532**	**10,414**	**2,118**	**20.3%**
D.	***PASSENGERS***								
	SkyWest Charter	657	0	657	**657.0%**	1,899	0	1,899	**1899.0%**
	TOTALS	**657**	**0**	**657**	**657.0%**	**1,899**	**0**	**1,899**	**1899.0%**
E.	***BASED AIRCRAFT***								
	Single Engine Piston	271	256	15	**5.9%**				
	Multi Engine Piston	48	46	2	**4.3%**				
	Turboprop	11	10	1	**10.0%**				
	Jet	96	99	(3)	**-3.0%**				
	Helicopter	21	17	4	**23.5%**				
	TOTALS	**447**	**428**	**19**	**4.4%**				

REPUBLIC AIRPORT - AIRCRAFT COMPLAINT REPORT
MAY 2026 & TWO MONTHS YEAR-TO-DATE

	CURRENT MONTH		FISCAL YEAR-TO-DATE	
	2026/27	2025/26	2026/27	2025/26
TOTAL AIRCRAFT COMPLAINTS	289	39	784	76
I. TIME OF DAY				
Day	193	21	538	27
Night	38	14	69	27
General/Unknown	58	4	177	22
TOTAL BY TIME	**289**	**39**	**784**	**76**
II. TYPE OF AIRCRAFT/ USE				
Jet	8	12	23	25
Turboprop	4	0	5	0
Multi/ Single	212	8	566	14
Helicopter	5	8	11	8
General/Unknown	60	11	179	29
TOTAL BY TYPE	**289**	**39**	**784**	**76**
III. COMPLAINTS BY AREA				
North	239	0	645	2
Northwest	6	10	19	19
Northeast	1	0	2	0
South	0	0	5	0
Southwest	0	1	44	1
Southeast	13	12	18	24
East	0	0	0	0
West	30	16	51	30
General/Unknown	0	0	0	0
TOTAL BY AREA	**289**	**39**	**784**	**76**
IV. HOUSEHOLD TOTAL	**11**	**11**		
V. COMPLAINT BY RUNWAY				
Arrival 32	21	0	29	0
Departure 14	3	0	9	4
Arrival 14	2	0	15	0
Departure 32	4	10	6	20
Arrival 19	138	0	349	0
Departure 01	2	4	4	4
Arrival 01	0	0	5	0
Departure 19	2	0	4	0
Other *	56	5	183	10
General/Unknown	61	20	180	38
TOTAL BY RUNWAY	**289**	**39**	**784**	**76**
VI. AIRCRAFT LOCATION				
Based	86	10	216	20
Transient	142	18	388	27
General/Unknown	61	11	180	29
TOTAL BY LOCATION	**289**	**39**	**784**	**76**

266 Complaints came from two households

*Touch and go	
RWY 14	0
RWY 32	10
RWY 01	0
RWY 19	46

REPUBLIC AIRPORT - AIRCRAFT COMPLAINT REPORT
JUNE 2026 & THREE MONTHS YEAR-TO-DATE

	CURRENT MONTH		FISCAL YEAR-TO-DATE	
	2026/27	2025/26	2026/27	2025/26
TOTAL AIRCRAFT COMPLAINTS	629	70	1,413	146
I. TIME OF DAY				
Day	438	23	976	50
Night	54	14	123	41
General/Unknown	137	33	314	55
TOTAL BY TIME	629	70	1413	146
II. TYPE OF AIRCRAFT/ USE				
Jet	31	22	54	47
Turboprop	2	0	7	0
Multi/ Single	449	8	1015	22
Helicopter	6	7	17	15
General/Unknown	141	33	320	62
TOTAL BY TYPE	629	70	1413	146
III. COMPLAINTS BY AREA				
North	553	2	1198	4
Northwest	8	18	27	37
Northeast	1	0	3	0
South	0	0	5	0
Southwest	25	0	69	1
Southeast	19	24	37	48
East	2	0	2	0
West	21	25	72	55
General/Unknown	0	1	0	1
TOTAL BY AREA	629	70	1413	146
IV. HOUSEHOLD TOTAL	17	15		
V. COMPLAINT BY RUNWAY				
Arrival 32	34	3	63	3
Departure 14	7	13	16	17
Arrival 14	6	4	21	4
Departure 32	7	5	13	25
Arrival 19	246	3	595	3
Departure 01	2	0	6	4
Arrival 01	8	1	13	1
Departure 19	1	1	5	1
Other*	179	7	362	17
General/Unknown	139	33	319	71
TOTAL BY RUNWAY	629	70	1413	146
VI. AIRCRAFT LOCATION				
Based	204	13	420	33
Transient	285	24	673	51
General/Unknown	140	33	320	62
TOTAL BY LOCATION	629	70	1413	146

571 Complaints came from two households

*Touch and Go	
RWY 14	0
RWY 32	20
RWY 01	6
RWY 19	153