

**MINUTES**  
**REPUBLIC AIRPORT COMMISSION (RAC) MEETING**  
**7150 REPUBLIC AIRPORT, ROOM 201**  
**EAST FARMINGDALE, NEW YORK**  
**OCTOBER 21, 2025**

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

**I. ANNOUNCEMENTS**

Chairman Bodenmiller thanked the RAC members and attendees for accommodating his request to change the date of this meeting. Airport Director Mr. Anthony Ceglio announced the American Airpower Museum will hold a "Fright Takes Flight" Halloween party on October 25th, and is offering flight experiences in a Douglas C-47 Skytrain aircraft. Details are available on their website at <https://www.americanairpowermuseum.com/>.

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

A vote was not held due to lack of a quorum.

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

No changes.

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

**A. REPORTS**

**1. OPERATIONS, AIRCRAFT COMPLAINTS, and FINANCIAL REPORTS for JULY and AUGUST 2025**

Airport Manager Mr. John Lauth discussed the Operations Reports:

- Total Operations for July reported by FAA increased 29.5% from the same month last year, and Landings increased 14.3%. Landings for the fiscal year to date increased 9.9% and landings increased by 1.6%. Touch and Go's increased 11.9%. Enplaned passengers were down 100% from last year due to Ultimate Jet ceasing operations at the Main Terminal. Based aircraft fell 1.2%.
- Total Operations for August reported by FAA increased 20.5% from the same month last year. Landings increased 9.5%. Landings for the fiscal year to date increased 12.2% and landings increased by 3.8%. Touch & Go's increased 6.9%. Due to SkyWest Charter commencing Atlantic City operations from the Main Terminal on August 28th, passenger enplanements for August were 77.7% less than Ultimate Jet's enplanements in August 2024. Based aircraft fell 1.2%.

Chairman Bodenmiller asked to know the reason for the decrease in Based aircraft. Mr. Lauth responded that there were only 8 fewer aircraft than the previous month and that jets may have changed ownership and have moved to other airports.

Mr. Lauth discussed the Aircraft Complaint Reports:

- In July, 594 complaints were filed, compared to 22 complaints last year. It was noted that 561 of the total complaints were submitted by one household located north of the airport. The majority of the complaints related to multi/single-engine aircraft and daytime operations. Most complaints came from north of the airport, 20 from the west, and 5 from the northwest. The majority of complaints related to arrivals on Runway 19 and came from one household, 65 complaints were reported as 'General/Unknown', and 19 related to arrivals on Runway 14. Transient aircraft accounted for 293 complaints, Based aircraft for 236, and 65 were reported as

'General/Unknown'.

- In August, 628 complaints were filed, compared to 26 complaints last year. It was noted that 559 of the total complaints were submitted by two households that are located north and west-southwest of the airport. The majority of complaints related to multi/single-engine aircraft and daytime operations. Most complaints were related to Touch and Go operations, 190 complaints were from arrivals on Runway 19, 61 from arrivals on Runway 01, and 53 were reported as 'General/Unknown'. Transient aircraft accounted for 327 complaints, Based aircraft for 248, and 53 were reported as 'General/Unknown'

Mr. Lauth discussed the Financial Reports:

- July Revenue on an Accrual Basis was unfavorable by \$1,877.65 overall. Fees for Landings, Utilities, and Tie-downs were all favorable due to higher than anticipated landings, water usage, and revenue from Echo and Alpha tie-downs. July's Rental Revenue and Miscellaneous Revenue were unfavorable due to FAA's pending lease renewal and the lack of film shoots. Actual Expenses for July were less than anticipated creating a Net Operating surplus for the month and year to date.
- August Revenue on an Accrual Basis was favorable by \$2,423.90 due to higher than anticipated income from Landing Fees and License Fees. Rental Revenue was unfavorable due to FAA's lease renewal and a credit to Modern Aviation for repairs to Building 40. Miscellaneous Revenue was unfavorable due to no film shoots. Actual Expenses for August created a Net Operating Deficit of \$1,910.10, but the year to date financial data related to Operations is still positive through August.

Chairman Bodenmiller asked about landing fees and how they could increase revenue. Mr. Ceglio responded that the Airport plans to meet with stakeholders and tenants over the next couple of months to discuss landing fees, terminal use fees, fuel flowage fees, and film shoot fees, which have not increased since 2008. We are comparing rates and charges at other airports in the area with the idea that updating our rates will help airport revenue going forward and make the airport self sustaining. The process could take at least six months but we are hoping to see our rates and charges updated by Summer 2026.

Commission Member Ms. Stella Barbera asked if there was any movement on the old Molloy building. Mr. Ceglio said that NYSDOT obtained two appraisals of the property. The appraisals are being reviewed and DOT will come up with a recommended lease rate and we will issue a Request for Proposals (RFP) in the next few months.

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

Mr. Lauth reported the following:

- a. Atlantic City Flights Resume from Main Terminal, Aug. 28:** SkyWest Charter began operating trips to Atlantic City previously flown by Ultimate Jet.
- b. Film Shoots: Modern, "F.A.S.T." Sept. 4; Atlantic, "CIA" Sept 19:** Movie and TV film shoots at Modern Aviation and Atlantic Aviation hangars.
- c. Hampton Inn Grand Opening, Sept. 9:** Hotel held its grand opening in time for the Ryder Cup event. Airport representatives attended.
- d. FAA Part 139 Annual Certification Inspection, Sept. 10-12:** Airport underwent annual FAA inspection. Only a few minor discrepancies were noted.
- e. United Nations General Assembly (UNGA), Sept. 22-25:** TSA set up a checkpoint in Main Terminal lobby to screen helicopter flights into Manhattan for the United Nations General Assembly.
- f. FAA Surface Awareness Initiative (SAI) Installation Contracted with Saab, Inc., Sept 22-26:** FAA contracted with Saab, Inc. to install a radar system that allows ATC to monitor the safe movement of aircraft on the ground, especially in inclement weather. Installation was at no cost to the airport.

Ms. Barbera asked if there are staff shortages in ATC caused by the government shutdown. Mr. Lauth said they are at full capacity.

- g. Ryder Cup / POTUS, Sept. 25-28:** Arrival and departure of many aircraft for Ryder Cup went smoothly. President Trump flew into the Airport to attend the event. Air Force One's visit required special planning with Secret Service and we had to stop airport operations only for a short time. No safety issues were reported. Chairman Bodenmiller added that Air Force One followed Recommended Noise Abatement procedures.

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

Mr. Ceglio reported the following:

- 1. Stratosphere 5-Parcel Development Project:** Construction for Parcel A roadway realignment began September 12<sup>th</sup>. The new road area was excavated, and drainage structures were submitted and approved. Next step is for the installation of the drainage structures and construction of the road surface within the next month.
- 2. Runway 1/19 Pavement Resurfacing Project:** A pre-construction meeting was held September 29<sup>th</sup> with the contractor Posillico, Inc. Work will not begin until Spring 2026. A kick-off meeting is planned for March 2026. A tentative schedule has the project running from end of March until December 2026. Mr. Bodenmiller re-stated that the communities will be notified when this will happen and to anticipate a change in the air traffic pattern. Mr. Ceglio said when we receive the project schedule, we will make the notifications.
- 3. Building 32 RFP:** Already discussed.

Mr. Ceglio added there is ongoing construction at Modern Aviation's Hangar 4 off New Highway to replace their north-side hangar door. Modern will also finish construction of a Pilots' Lounge in the Breslau area to service their 23 new single-engine tie-downs. Pilots interested in leasing a spot in this tie-down area should contact Modern Aviation for more information.

**V. PUBLIC COMMENTS**

Four (4) individuals commented.

The meeting adjourned at 8:05p.m.

The next RAC meeting will be held on Tuesday, December 9, 2025 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**  
**October 21, 2025**

Ms. Nancy Cypser of the Woodland Civic Association asked for clarification on what area is considered north of the airport. Airport Manager Mr. John Lauth responded that Melville lies to the north and the Village of Farmingdale lies to the west.

Ms. Deborah Davis, a North Amityville resident, asked if the complaints from the one or two households minimizes the complaints and dismisses the fact that there is noise. Mr. Lauth and Airport Director Mr. Anthony Ceglio both responded “no”. Mr. Ceglio said complaints from the two households skew the noise complaint data and we wanted to point that out. He said the Airport continues to meet with people filing complaints and speak with the flight schools, airport tenants, and the Aircraft Control Tower (ATC).

Ms. Nancy Schliwka of the Woodland Civic Association commented that even if the complaints from the two households are removed, there is still a significant increase from same month last year.

Dr. Bob Corona, an Echo tenant, asked how many aircraft were parked at the airport for Ryder Cup week. Mr. Lauth said that the information will be available for the next RAC meeting in December. He said everything was done safely and it was well-coordinated months in advance with the Airport, Air Traffic Control (ATC), the FBOs, PGA, airport tenants, TSA, Suffolk County Police 1<sup>st</sup> Precinct, New York State Police and the New York State Parks Department. Mr. Ceglio expressed his appreciation to Modern Aviation, Atlantic Aviation, and Republic Jet Center FBOs for doing a great job handling the large number of aircraft that came for the event.

Ms. Davis referred to a plane over her area on Sunday, September 28<sup>th</sup>, a huge jet that appeared to ‘stand still over us’ that was making a tremendous noise and she thought it was going to ‘come down on top of us and kill us’. Mr. Lauth responded that there were no emergencies reported on that day and it could have been an aircraft landing on Runway 32.

Ms. Davis commented that she would just like to feel safe in her house and this is her 3<sup>rd</sup> time coming to the meetings. She said there doesn’t seem to be any improvement with the noise and she intends to send more noise complaints. Mr. Bodenmiller said he encourages her to submit complaints but there is only so much the Commission can do to address it. The movement of aircraft is strictly under the federal government and the FAA and we have absolutely no control over that. We do ask them to put aircraft in a different pattern if they can and when it is safe. He suggested Ms. Davis may want to contact a federal official about her concerns.

Ms. Schliwka asked what type of aircraft are used for the Atlantic City flights. Mr. Ceglio stated the aircraft is an Embraer ERJ-135, a 30-passenger jet. It is similar to what Ultimate Jet was flying. After Ultimate Jet filed Chapter 11 bankruptcy and went out of business, SkyWest took over the trips to Caesar’s casino in Atlantic City. Ms. Schliwka asked how the trips are being marketed and advertised. Mr. Ceglio said it is just like Ultimate Jet. Caesar’s casino is chartering the flights for their “high-rollers.”

Ms. Schliwka asked to know the outcome of the lawsuit involving Hangar 7 and Parcel A. Mr. Ceglio said the State determined that it made sense to have both leases terminate at the same time. Rather than doing an RFP in 2038, an appraisal for fair market value will be completed and the rates will be adjusted when the leases would have expired.

Ms. Cypser commented that there could be a work stoppage by Air Traffic Controllers due to the government shutdown. She asked if there is a contingency plan if the Tower is not staffed, such as asking flight schools to reduce their Touch and Go’s. Mr. Lauth answered the Tower has gone to minimum staffing in the past, like during COVID when they had to shut down the Tower at times. The Airport would receive communication from ATC prior to that occurring. He said there are rules for uncontrolled airports to operate and there are contingencies for something like that. Ms. Cypser asked if the communities

would know if the Tower goes unstaffed. Mr. Lauth said it could come out through the media from FAA, and at the same time they would be communicating with the Airport. Mr. Ceglie agreed that flight schools would be contacted about suggesting a lighter flight schedule.

Ms. Cypser asked if she is giving enough information on her own noise complaints to determine what aircraft is involved. She said she gives all the information that is asked for but there is still a large number of "Unknowns" appearing on the noise reports. Mr. Lauth responded that multiple aircraft could be flying in the area in the same timeframe, but if you give the definite time of the event, it can help us to identify the aircraft.

Ms. Cypser referred to the Operations Reports and commented that there is a big variance in FAA's Total Operations from last year to this year. Mr. Lauth explained that the FAA's Total Operations includes aircraft operating at the airport, ground operations, and aircraft who are transiting through the area and communicating with the Tower. Ms. Cypser commented that Touch and Go's and Landings do not show a similar increase and asked if FAA's Total Operations indicate there's been an increase in ground operations or overflights. Mr. Lauth said he could not answer for the FAA and their data. He said the Airport tries to provide the communities with as much information as we can. He said the Airport invites ATC to attend RAC meetings so they can give more details about how they operate, and they have attended in the past. We can reach out to them again and ask them to attend the next meeting in December.

Ms. Cypser acknowledged the Airport's concerted effort to keep air traffic away from noise sensitive communities during the Ryder Cup event and thanked the Airport for any measures they took to do that.

Meeting adjourned at 8:05 pm.

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