

# **APPENDIX A**

*Letters of Support & Documentation*



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### Appendix A Letters of Support & Documentation

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October 19, 2009

Mr. Donald DeGraw, Airport Manager  
Floyd Bennett Memorial Airport  
443 Queensbury Avenue  
Queensbury, NY 12804

Re: Proposed 1000' extension of runway 01/19.

Dear Mr. DeGraw,

I am writing today to voice my strong support for the above referenced runway extension at the Floyd Bennett Memorial Airport (KGFL). Our company, Saratoga Aviation is based on the field and we operate a Hawker 800XP, a twin engine mid-size business jet. Currently when the runway is dry and we operate stage lengths under four hours we are not restricted with a 5000' foot runway. However, when the temperature increases during the warm summer months and we need to utilize the maximum range of the aircraft we are weight limited and cannot carry the required fuel to complete the trip without a stop. When the runway becomes contaminated with rain or snow the operating margins further decrease and we find ourselves significantly limited in utilizing our aircraft. An additional 1000' of runway would eliminate any restriction for us across our flight envelope and add a welcome margin of safety. It would also figure prominently in our decision where to base a large-cabin jet if our future travel requirements include that acquisition.

I think Warren County is in a unique and enviable position having an airport that has a well developed infrastructure and yet not been encroached upon with suburban development. The extra 1000' of runway would increase safety significantly, eliminate restrictions for most business jet operations and position Warren County well for business development.

Very truly yours,

Tim Maloney

Saratoga Aviation

## CitationShares



Tel: 203.542.3000  
Fax: 203.861.2707

Five American Lane  
Greenwich, CT 06831

[www.CitationShares.com](http://www.CitationShares.com)

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October 6, 2009

Don DeGraw  
Airport Manager  
Floyd Bennett Memorial Airport  
443 Queensbury Avenue, Room 201  
Queensbury, NY 12804

Dear Mr. DeGraw:

I am the Director of Operations for CitationShares, and am writing to express my full support for the pending decision to increase runway 1-19 from 5000' to 6000' in length.

CitationShares operates over 70 business aircraft on behalf of our customers throughout the United States, Canada, Mexico, Bahamas, Bermuda, and Caribbean. Our customers' ability to utilize airports which are close to either their business or leisure needs is often times the determining factor in business expansion or in where to spend their free time and tourism dollars.

Although KGFL is an all weather airport with good approaches, aircraft performance is degraded, if not restricted, at times due to the relatively short length of the main runway. Although not a cure-all, lengthening runway 1-19 to 6000' will greatly improve operational performance for the business aircraft that frequent your airport and should be viewed as vital to the long term economic development plans of the area.

CitationShares and its customers would benefit from this improvement as Albany is our normal alternate when conditions prohibit use of KGFL. Utilizing Albany versus KGFL adds considerable travel time via ground transportation to the final destination of our customers and unnecessarily redirects revenues to a city with a stable revenue infrastructure. I believe both the airport and the Glens Falls area will benefit from the runway improvement as more reliable access to the State Park will spur increased tourism and economic development within your area.

I urge you to move forward on the decision to increase the length of your runway and wish you the best.

I am looking forward to hearing of your progress.

Sincerely,

John D. Witzig  
SVP Flight Operations



September 28, 2009

Floyd Bennett Memorial Airport  
443 Airport Road, Room 201  
Queensbury, New York 12804

Dear Mr. DeGraw,

Thank you for allowing NetJets the opportunity to express our opinion toward the extension of runway 1/19 at the Bennett Memorial Airport in Glens Falls. Glens Falls has long been a favorite destination of Owners participating in the NetJets Fractional Ownership and Marquis Jet Card programs. NetJets Owners requested a peak number of 166 FAA operations in 2007. Our Citation Excel has been the most requested aircraft with the Hawker 800/900 fleet being second.

Always at the top of NetJets operating culture is the safety of the operation. A runway of 6000 feet provides a safer environment than one of 5000 feet. Since the majority of operations are conducted in either wet or dry conditions, I will focus on these benefits of a 6000 foot runway in the NetJets daily operation while realizing the value the extra length provides in a geographic region like Glens Falls that experiences heavy amounts of snow and freezing conditions. The runway extension could provide the extra length in these conditions that would save our Owners a diversion to an alternate airport.

A runway of 6000 feet in length provides greater utility for the NetJets fleet aircraft. Our current fleet numbers over 800 business jets ranging in size from Citation 560 Ultra up to a Boeing 737 BBJ. Out of these fleets, some of the aircraft are able to benefit from the grooves in the runway and make use of dry computations when the runway is wet. These fleets include the Hawker 400XP, 800XP, 900XP, and the Gulfstream 200. In spite of the benefits derived from the grooves, the Gulfstream 200 still faces performance challenges on departure with a runway length of 5000 feet. A runway of 6000 feet eliminates the performance issues on all but the highest temperatures and greatest weights in this group.

The other grouping of aircraft, those that cannot take the grooves credit, contains the Ultra/Encore, Excel, Sovereign, Ten, Falcon 2000 and EZ, and Gulfstream (IV-SP and V) fleets. As the most requested aircraft, the Excel could find landing distances a challenge at the 5000 foot length. NetJets and other air taxi operators could be prohibited from landing when the runway is wet using 60% planning numbers (regulatory) at the shorter length. For both Falcon models at 5000 feet, all landings would be limited to dry conditions.

The second group could also face either range or weight limitations on the existing runway of 5000 feet depending on the requested mission. Extending the runway to 6000 feet would erase these restrictions over 80% of the requested operations for all but the Falcon 2000EZ.

Each aircraft in the NetJets fleet is a Stage III aircraft. As you are probably aware, different loading or climb profiles sometimes produces different noise perceptions for residents. For trips

that do not require maximum fuel, the longer runway will provide a more contained environment for the operating noise associated with flying. This should be a positive step toward community good will.

In summary, NetJets supports the runway extension project for the improvement to airfield safety, the increase to aircraft utility that is a product of the extension, and the greater noise containment area that the extended runway will provide.


Thank you again for the opportunity to express our opinion toward the runway improvement plan. NetJets hopes that your hard work will bring this plan to fruition.



Al Ball  
Manager  
Operational Intelligence & Analysis  
614 239 4873  
[ball@netjets.com](mailto:ball@netjets.com)

Theresa Germano  
1785 Hawks Nest Lane Collegeville PA 19426 267 408 1262

RECEIVED  
MAR 11 2013

BY:.....

March 6, 2013

Mr. Ross Dubarry  
Airport Manager  
Floyd Bennett Memorial Airport  
Queensbury NY 12804

Dear Mr. Dubarry,

As you can see from my address above, I live in the Philadelphia area. My husband and I own a home in Lake George and spend approximately one weekend each month in the area as well as several weeks each summer. I am also a private pilot.

It is my understanding that the runway extension project that has been proposed for runway 1/19 is currently being reviewed by local elected officials. From what I've read in the local paper, there seems to be some derision regarding the benefits of this extension.

For the following reasons, I wish to convey my support of this project.

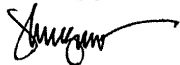
Trickle Down Dollars/ local economy- the increased runway length will enable more private aircraft to operate out of KGFL. The clients using these services will be spending money and using services in the greater Glens Falls/Lake George areas. The economical impact, both in terms of goods and services and the jobs that support them should not be overlooked.

Safety- The value of an excellent general aviation airport in our community is something that many people don't recognize. The extra 1000' of runway length would enable larger aircraft to utilize the airport for disaster relief or as a nearby alternate for scheduled service if something were to happen in Albany. There are potential uses for law enforcement and military personal as well, should the need arise.

Tourism- In the ongoing efforts to entice people to visit the beautiful Adirondack and Saratoga Springs areas, a well run, safe and efficient airport is an attractive addition to the package. A 4 or 5 hour trip by car can now become a 1 hour trip by plane! Again, more visitors, more money spent, more sales taxes generated, more jobs saved or created.

Please feel free to call me with any questions or if I can help facilitate this project in any way.

Thanking you,



Theresa Germano

## Irving Air Service Inc.



4180 Loch Lomond Rd., Saint John Airport  
Irving Hangar #2, Saint John, N.B.  
Canada E2N 1L7  
Facsimile : (506) 632-7277

### Flight Operations

506-651-0441

**DATE: March 13.2013**

**TO: Ross Dubarry**

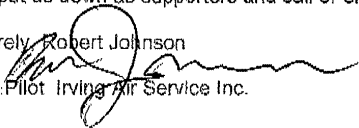
**FROM: Robert Johnson**

**Number of pages INCLUDING this cover page:**

If all pages are not received in good condition, please call (506) 658-4990.

This letter is to show our support for runway extension at Glens Falls airport. This is certainly a worth while project not only for safety but also will attract other corporate flight depts to use the airport .  
Please put us down as supporters and call or email if you need any other assistance in this matter.

Sincerely, Robert Johnson

  
Chief Pilot Irving Air Service Inc.



## Gayle McKee

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**From:** Chris Brubach  
**Sent:** Tuesday, June 24, 2014 1:31 PM  
**To:** Gayle McKee  
**Subject:** FW: Warren County Airport runway extension  
**Attachments:** Appendix A - Letters of Support-1.pdf

-----Original Message-----

From: Ross Dubarry [mailto:rdubarry@warrencountydpw.com]  
Sent: Tuesday, June 24, 2014 11:53 AM  
To: Chris Brubach  
Subject: FW: Warren County Airport runway extension

1st response to my requests for runway extension support letters. I sent out follow up letter requests again yesterday.

Ross

-----Original Message-----

From: Timothy Maloney [mailto:timmaloney@verizon.net]  
Sent: Tuesday, June 24, 2014 11:14 AM  
To: Ross Dubarry  
Subject: Warren County Airport runway extension

Dear Mr. Dubarry,

I am writing today to reaffirm my support and that of our flight department for the proposed extension of Runway 01/19 at the Warren County Airport. I have included attached a letter of support submitted previously which outlines the importance of the runway extension as it relates to our operations. Certainly as the area grows and more high-performance turbine powered business aircraft utilize Glens Fall's airport the runway extension would benefit operators both in equipment efficiency and safety, two points that in my estimation cannot be overstated. We believe the 1000' runway extension would be a valuable improvement to the Warren County Airport. Please accept this letter of support and let us know if we can be of any service in the process of approving the extension.

very truly yours,

Tim Maloney

Saratoga Aviation  
Hangar 1, Warren County Airport  
Queensbury, New York



July 11, 2014

Floyd Bennett Memorial Airport  
443 Queensbury Avenue, Room 201  
Queensbury, NY 12804

Dear Mr. Dubarry,

I would like to take this opportunity to confirm that a runway extension to a length of 6000 feet at the Floyd Bennett Memorial Airport in Glens Falls, New York, would prove to be beneficial to the Owners involved with NetJets Fractional Ownership programs.

Many of the medium cabin business jet aircraft within the NetJets fleets are known for requiring a lengthy takeoff roll, especially during warm and/or wet meteorological conditions. NetJets Owners have conducted non-stop flights from Glens Falls to such destinations as Dallas, Houston, Georgia, and Scottsdale. An extension to 6000 feet would provide insurance that similar trips could be completed without the need for an enroute fuel stop. An extension would also provide the ability for our large cabin fleets to operate with more utility at Glens Falls.

Sampling a few aircraft in the NetJets fleets and conducting a comparison using a performance calculator indicate that the approximate range of the sample aircraft increase from 0.4 hours to 1.8 hours in medium cabin aircraft and from 1.3 to 2.2 hours in large cabin aircraft as the result of a runway extension.

In summary, existing operations would be enhanced and potentially further destinations could be accommodated as a result of a runway extension at Glens Falls. For these reasons, NetJets supports proceeding with the runway extension project.

Sincerely,

A handwritten signature in black ink, appearing to read "Al Ball".

Al Ball  
Manager  
Operational Intelligence & Analysis  
614 239 4873  
[ball@netjets.com](mailto:ball@netjets.com)

FLOYD BENNETT MEMORIAL AIRPORT  
 RUNWAY EXPANSION PROJECT  
 AIRCRAFT ARRIVALS CANCELLED OR DIVERTED DUE TO RUNWAY CONDITIONS  
 SINCE JUNE 15, 2009 THRU JULY 13 2016

DATE	TAIL	TYPE OF AIRCRAFT	NAME	WEATHER	DIRECT EFFECT AVG CHARTER FLIGHT	INDIRECT EFFECT LOCAL ECON. IMPACT
06/15/09	N313BW	LEARJET 45	KEY AIR	SEVERE THUNDER STORMS	\$ 2,108	\$ 6,008
06/26/09	N268WS	LEARJET 60	STARBASE AVIATION	RAINY	\$ 2,108	\$ 6,008
06/26/09	N801DL	FALCON 50	RAY HARVEY	RAINY	\$ 2,108	\$ 6,008
07/17/09	N413LX	HAWKER 400A	FLIGHT OPTIONS	RAINY	\$ 2,108	\$ 6,008
07/17/09	N918JT	LEGACY 600	EXCEL AIRE	RAINY	\$ 2,108	\$ 6,008
07/23/09	N2LD	BE200	JOEL MANDY	ISOLATED SHOWERS	\$ 2,108	\$ 6,008
08/02/09	N731QS	GULFSTREAM 200	NETJETS	AFTERNOON RAIN & THUNDER STORMS	\$ 2,108	\$ 6,008
08/09/09	N606CS	C680 CITATION	CITATION SHARES	LIGHT SHOWERS	\$ 2,108	\$ 6,008
10/10/09	N620BB	C525 CITATION JET	BRIAN SHORE (PARK ELECTROCHEMICAL)	FOG / LT RAIN	\$ 2,108	\$ 6,008
10/24/09	N769MS	G150 GULFSTREAM JET	CLAY LACEY AVIATION	HEAVY RAIN	\$ 2,108	\$ 6,008
11/25/09	N620BB	C525 CITATION JET	BRIAN SHORE (PARK ELECTROCHEMICAL)	DRIZZLE	\$ 2,108	\$ 6,008
01/01/10	N536BW	HAWKER B300	CLARK BOYCE	LIGHT SNOW	\$ 2,108	\$ 6,008
02/10/10	N834LX	HAWKER 800LX	FLIGHT OPTIONS/TARGET	SNOW SHOWERS	\$ 2,108	\$ 6,008
02/24/10	N427FL	HAWKER 400A	FLIGHT OPTIONS/TARGET	MOD-HEAVY SNOW	\$ 2,108	\$ 6,008
02/25/10	N427FL	HAWKER 400A	FLIGHT OPTIONS	SNOW / RAIN	\$ 2,108	\$ 6,008
02/26/10	N881Q	FALCON 900E	INTERNATIONAL PAPER	SNOW / RAIN	\$ 2,108	\$ 6,008
03/22/10	N772XJ	C750 CITATION	BANK OF AMERICA LEASING	MOD-HEAVY RAIN	\$ 2,108	\$ 6,008
03/23/10	N154VV	KINGAIR BE90	ELANAIR INC	MORNING RAIN	\$ 2,108	\$ 6,008
04/28/10	N423AK	HAWKER 400A	26 NORTH AVIATION	SNOW	\$ 2,108	\$ 6,008
06/04/10	N256BC	HAWKER 800	MERIDIAN AIR	EARLY AM RAIN, WET RUNWAY	\$ 2,108	\$ 6,008
06/26/10	N792XJ	C750 CITATION	XO JET	LIGHT RAIN	\$ 2,108	\$ 6,008
07/14/10	N501RP	G150 GULFSTREAM JET	KEY EQUIPMENT FINANCE	AM RAIN	\$ 2,108	\$ 6,008
07/23/10	N721CJ	GULFSTREAM 200	FERNANDO	HEAVY RAIN	\$ 2,108	\$ 6,008
09/30/10	N769XJ	C750 CITATION	XOJET	HEAVY RAIN	\$ 2,108	\$ 6,008
09/30/10	N790M	FALCON 2000	IBM	HEAVY RAIN	\$ 2,108	\$ 6,008
10/04/10	N699XP	HAWKER 800XP	SARATOGA AVIATION	AFTERNOON SHOWERS	\$ 2,108	\$ 6,008
10/07/10	N816LX	HAWKER 800XP	ODYSSEY PROPERTIES	MODERATE RAIN	\$ 2,108	\$ 6,008
10/07/10	N345FM	LEAR 45	CRENSHAW RESOURCES	MODERATE RAIN	\$ 2,108	\$ 6,008
11/24/10	N620BB	C525 CITATION JET	BRIAN SHORE (PARK ELECTROCHEMICAL)	TRACE OF AM SNOW	\$ 2,108	\$ 6,008
01/03/11	N413LX	HAWKER 400A	FLIGHT OPTIONS	LIGHT SNOW SHOWERS	\$ 2,108	\$ 6,008
02/02/11	N569TA	C560	PHILMAR LLC	MODERATE SNOW	\$ 2,108	\$ 6,008
03/19/11	N699XP	HAWKER 800XP	SARATOGA AVIATION	LIGHT AM SNOW SHOWERS	\$ 2,108	\$ 6,008
07/20/11	N384JW	LEARJET	DELTA PRIVATE JETS	ISOLATED SHOWERS	\$ 2,108	\$ 6,008
08/07/11	N769XJ	C750 CITATION	XOJET	RAIN & THUNDERSTORMS	\$ 2,108	\$ 6,008
08/13/11	CFGIL	CL600	SKYSERVICE BUSINESS AVIATION	HEAVY RAIN	\$ 2,108	\$ 6,008
09/07/11	N201GA	GULFSTREAM 200	MMD LLC	HEAVY RAIN	\$ 2,108	\$ 6,008
10/11/11	N646AS	EMB-500	CLIP CRAFT LLC	CX DUE TO WEATHER (Other than Dry RW Co	\$ 2,108	\$ 6,008
12/22/11	N401EG	L45	SEVENSON ENVIRONMENTAL SERVICES INC	CX DUE TO WEATHER (Other than Dry RW Co	\$ 2,108	\$ 6,008
12/22/11	N328RC	C525B	RITZCRAFT AVIATION LLC	CX DUE TO WEATHER (Other than Dry RW Co	\$ 2,108	\$ 6,008
02/29/12	N555LR	G450	BEAUTY CENTRAL LLC	CX DUE TO WEATHER (Other than Dry RW Co	\$ 2,108	\$ 6,008
03/30/12	N581D	G550	DUPONT	CX DUE TO WEATHER (Other than Dry RW Co	\$ 2,108	\$ 6,008
04/01/12	N581D	G550	DUPONT	CX DUE TO WEATHER (Other than Dry RW Co	\$ 2,108	\$ 6,008
06/19/12	N757XJ	CITATION 750	XO-Jet	4 PX TO VAN NUYS, CA., LEFT FROM ALB INST	\$ 2,108	\$ 6,008
07/17/12	N201GA	G200	Pinnacle Aviation	CX DUE TO WEATHER (Wet RW Conditions) -	\$ 2,108	\$ 6,008
07/19/12	N754XJ	C750	XO-Jet	CX DUE TO WEATHER (Wet RW Conditions) -	\$ 2,108	\$ 6,008
07/27/12	N404TM	H800	Travel Management	CX DUE TO WEATHER (Wet RW Conditions) -	\$ 2,108	\$ 6,008
08/10/12	N201GA	G200	MMD Llc.	CX DUE TO WEATHER (Wet RW Conditions) -	\$ 2,108	\$ 6,008
09/01/12	N370TP	C650	Executive Aviation	CX DUE TO WEATHER (Wet RW Conditions) -	\$ 2,108	\$ 6,008
08/02/12	N802AG	G550	Altria	CX DUE TO WEATHER (Wet RW Conditions) -	\$ 2,108	\$ 6,008
12/28/12	N687QS	C560XL	NetJets	CX DUE TO WEATHER (Other than Dry RW Co	\$ 2,108	\$ 6,008
01/05/13	N708FL	C750	Flight Options	CX DUE TO WEATHER (Other than Dry RW Co	\$ 2,108	\$ 6,008
01/10/13	N776GM	C650	GLOBUS AVIATION	CX DUE TO WEATHER (Other than Dry RW Co	\$ 2,108	\$ 6,008
04/09/13	N852A	H800	WIN WIN AVIATION	CX DUE TO WEATHER (Wet RW Conditions) -	\$ 2,108	\$ 6,008
04/11/13	N852A	H800	WIN WIN AVIATION	CX DUE TO WEATHER (Wet RW Conditions) -	\$ 2,108	\$ 6,008

**(AVERAGE 14 PER YEAR)**

KNOWN FLIGHTS CANCELLED FOR WEATHER (KNOWN BY FBO IN ADVANCE OF ARRIVAL DATE)	\$ 113,832	\$ 324,421
UNKNOWN FLIGHT CANCELLED FOR WEATHER (NOT KNOWN BY THE FBO IN ADVANCE)	\$ 227,664	\$ 648,842
ECONOMIC IMPACT - LOST REVENUE FOR AREA, ASSUMING ALL DIVERTED FLIGHTS ARRIVED AT GFL	\$ 341,496	\$ 973,264

TOTAL LOST REVENUE FOR AREA (46 MONTH PERIOD)	\$ 1,314,760
ADDITIONAL REVENUE LOST - SCALED TO A NORMAL ECONOMIC LEVELS (ADD 30%)	\$ 394,428
	\$ 1,709,187

ANNUALIZED ECONOMIC BENEFIT FOR THE COUNTY \$ 445,875

ASSUMPTIONS: EVERY DIVERTED/CANCELLED FLIGHT DUE TO WEATHER WOULD HAVE ARRIVED IF WE HAD A 6,000 FOOT RUNWAY  
 INDIRECT FACTOR FROM DON DEGRAW = 2.85  
 ESTIMATED 2 ADDITIONAL FLIGHT DIVERTED/CANCELLED FOR EVERY KNOWN FLIGHT DIVERTED/CANCELLED  
 NORMAL ECONOMY JET TRAFFIC: FROM 1/1/06 - 12/31/08, JET TRAFFIC WAS 30% HIGHER THEN VS. TEST PERIOD

FLOYD BENNETT MEMORIAL AIRPORT  
 RUNWAY EXPANSION PROJECT  
 AIRCRAFT ARRIVALS CANCELLED OR DIVERTED DUE TO RUNWAY CONDITIONS  
 SINCE JUNE 15, 2009 THRU JULY 13 2016

DIRECT  
EFFECT  
 AVG CHARTER FLIGHT  
 INDIRECT  
EFFECT  
 LOCAL ECON. IMPACT

DATE TAIL TYPE OF AIRCRAFT NAME WEATHER

WEATHER INFO FROM CBS6 WEATHER ARCHIVE...

TOTAL COST OF RUNWAY EXTENSION (WITH EASEMENTS, AND OBSTRUCTION REMOVALS) (CONSTRUCTION TO START 4/2013 AND END 11/2015)	\$ 10,552,000
COUNTY COST PORTION OF RUNWAY EXTENSION (EXCLUDING BOCES OBSTRUCTION CLEARING COSTS)	\$ 251,300
ANNUAL COUNTY DIRECT BENEFIT (3% TAX, ADDITIONAL AIRPORT REVENUE)	\$ 17,930
PAYBACK TO COUNTY (IN YEARS)	14.0

**Known Diverted Flights Due to Weather (Continued from 02/2015 - 02/2017)**

02/02/15	N774GE	C525	TX OK AIR LLC	CX DUE TO WEATHER (Other than Dry RW Conditions) - RE: RW LENGTH ISSUE
2/19/2015	N895QS	HAWKER 800XP	NETJETS	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
3/27/2015	N889QS	HAWKER 900XP	ORANGE LAKE COUNTRY CLUB INC	Diverted to KAIB for WX
3/30/2015	N7CH	CESSNA 525	CMH HOMES INC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
4/13/2015	N313QS	C680	NETJETS	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
4/15/2015	N431HF	Bell 430	HELIFLITE SHARES LLC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW
4/17/2015	N648JR	BEECH A36	WESTMORELAND AVIATION HOLDING CO	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
5/19/2015	N1972H	LEAR 60	HOBBY LOBBY STORES INC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
6/26/2015		PC12		CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
6/27/2015	N491N	FALCON 2000EX	INDIUM CORPORATION OF AMERICA	CX DUE TO WEATHER(OTHER THAN DRY RW+
7/16/2015	N802AG	G550	ALTRIA CLIENT SERVICES LLC	CX DUE TO WEATHER(OTHER THAN DRY RW+
7/18/2015	N744N	LEARJET INC	PRIOR AVIATION SERVICE INC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
7/18/2015	N802AG	G550	ALTRIA CLIENT SERVICES LLC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
7/24/2015	N400XP	HAWKER 400	SKYWAY AERO INC	CX DUE TO WEATHER(OTHER THAN DRAY RW CONDITIONS)-RE: RW LENGTH ISSUE
8/27/2015	N205MS	BEECH C90	INSTANT AIR OF NC CORP	CX DUE TO WEATHER(OTHER THAN DRY RW+
9/2/2015	N317QS	CESSNA 680	NETJETS	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
9/11/2015	N873QS	HAWKER 800XP	NETJETS	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
9/13/2015	N515JM	HAWKER 800XP	JET I LLC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW
10/09/15	N227SV	G-IV	ASSEMBLY POINT AVIATION INC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
10/15/15	N5348U	CESSNA T210N	PMG AVIATION INC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
11/18/15	N145KK	560	REDWING AEROPLANE CO	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
12/07/15	CG1XL	DA40	WATERLOO-WELLIKNGTON FLYING CLUB	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
12/11/15	N60ES	CESSNA 750	ESMARK AVIATION LLC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
12/13/15	N60ES	CESSNA 750	ESMARK AVIATION LLC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
12/15/15	N503QF	CESSNA 560XL	PAP AVIATION LLC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW
01/03/16	N751LJ	LEAR 45	BANK OF UTAH TRUSTEE	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
02/08/16	NCGOHI	PC 12	AVIATION STARLINK INC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
02/07/16	N33805	HAWKER BEEHCRAFT	HAWKER BEEHCRAFT CORP	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
05/13/16	N76PW	FALCON 900	MADRONE ADVISORS LLC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
06/08/16	N753XJ	CESSNA 750	XOJET INC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
07/09/16	Unknown	Citation XL	NETJETS	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
08/07/16	N498TM	400A	Travel Management	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
08/10/16	Unknown	C560XL	Wheels Up	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
10/17/16	N227SV	GIV	ASSEMBLY POINT AVIATION INC	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE
01/03/17	N969LD	C90A	Reliant Air	CX DUE TO WEATHER (Other than Dry RW Conditions)-RE: RW LENGTH ISSUE

**From:** [Ross Dubarry](#)  
**To:** [Gayle McKee](#)  
**Subject:** FW: GFL - flight diversion data  
**Date:** Tuesday, January 24, 2017 12:27:16 PM

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New data just in...

Ross

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**From:** Allan Ball [mailto:ball@netjets.com]  
**Sent:** Tuesday, January 24, 2017 12:21 PM  
**To:** Ross Dubarry  
**Subject:** RE: GFL - flight diversion data

Hello Mr. Dubarry,

Our Case Study team is refining the query to better determine if we could, with certainty, state that we took a penalty as a result of the existing runway length at Glens Falls. In the meantime, this is the tally of operations, 2012 to 2016. As we discussed before, high activity with Citation Excel – 5000 feet on arrivals becomes ‘short’ when runway is contaminated. I was surprised to see equal numbers by our Hawker 800/900 fleets. They land well, but have longer runway requirements when departing. Citation Tens would probably follow with greater departure requirements. We sold our G-200 fleet, it could have been a poster child for you, although few operations.

2012 – 81 ops  
2013 – 60  
2014 – 102  
2015 – 245  
2016 – 150

BE-400 – 8 ops, CE-560E/EP – 98 ops, **CE-560XL/XLS – 163 ops**, CE-680 – 79 ops, **CE-750 – 50 ops**, CL-300 – 6 ops, CL-350 – 4 ops, CL-604 – 4 ops, DA-2000 – 19 ops, DA-2EASY – 6 ops, DA-900EX – 2 ops, EMB-135-BJ – 4 ops, EMB-505 – 31 ops, G-200 – 12 ops, GIV – 1 op, GL5000 – 12 ops, GL6000 – 2 ops, **HS-125-800/900 – 166 ops**, LR-40XR – 4 ops, LR-60XR – 4 ops, LR-75 – 4 ops, RA-390 – 4 ops

Hope you find this useful – I am hoping that our Case Study team is able to mine some useful data for you.

Cheers!

**AI Ball**  
*Manager, Operational Intelligence & Analysis*  
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**From:** Ross Dubarry [mailto:rdubarry@warrencountydpw.com]  
**Sent:** Tuesday, January 17, 2017 12:02 PM

**To:** Allan Ball <[ball@netjets.com](mailto:ball@netjets.com)>  
**Cc:** Gayle McKee <[gmckee@cscos.com](mailto:gmckee@cscos.com)>  
**Subject:** GFL - flight diversion data

Good afternoon Mr. Ball,

Thanks for taking time to speak with me today. As we discussed over the phone this morning, GFL is seeking to extend our main runway 1 from 5,000' to 6,000'. We are currently in the environmental assessment phase and the FAA has requested data to **“Provide documentation that shows whether departing jets are taking penalties due to the current runway length.”**

Any information and data that you can provide would be greatly appreciated.

Regards,

Ross Dubarry  
Airport Manager  
Floyd Bennett Memorial Airport - GFL  
(518) 792-5995

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