



2008 ANNUAL REPORT

Your **Closer** Connection



www.FlyIthaca.com



The mission of the Ithaca Tompkins Regional Airport is to provide a safe, efficient, clean, and enjoyable facility which exceeds the expectations of the traveling public, the airport tenants, and other airport users.

Table of Contents

Airport Manager's Report	1
Air Service Board Chairperson's Q&A	2
Q&A with Robert A. Nicholas	4
From Our Passengers	6
Enplanment Figures and Statistics	8
Airport Services	10
Rental Car/Fuel Sold/East Hill Flying Club	12
Airport Organization Chart/Operations/Partners	13

**NEW WEBSITE NEW! LIVE BOOKING
FLIGHT INFORMATION and MORE!**



BOOK YOUR NEXT TRIP ON FlyIthaca.com

Airport Organization and Staff

In 2008 the airport reported to the Facilities and Infrastructure Committee, which provided guidance in matters of County policy. The committee is comprised of five County Legislators:

Leslyn McBean-Clairborne, Chair
Katherine Luz Herrera, Vice Chair
Carol Chock
Dooley Kiefer
Duane T. Randall

Ithaca Tompkins Regional Airport Staff

Robert A. Nicholas, Airport Manager
Tony Rudy, Assistant Airport Manager
Roxan E. Noble, Administrative Coordinator
Jim Strehle, Terminal Services Coordinator
Dave Crawford, ARFF Chief/Operations Supervisor

Airport Fire Fighter/Operations Technicians:

Tom Cooper, Mike Drake, Fritz Hess, Josh Nalley,
Jeremy Puterbaugh, Tom Smith, Noel Terwilliger,
Kerry VanEtten & Tom Warner

Air Service Board (ASB) Members



Larry Baum (Chair), Nathan Shinagawa (Vice Chair)
Mike Hall, Ed Marx, Rich McDaniel, Alan Pedersen
and Michael Stamm.

The ASB is a very important group of local leaders actively involved in helping the Ithaca Tompkins Regional Airport to retain and improve air service.

Ithaca Tompkins Regional Airport Airport Manager's Report for 2008



More passengers used the Ithaca Tompkins Regional Airport in 2008 than in 2007. A total of 182,260 passengers boarded and disembarked aircraft in Ithaca last year, up 7.2% over the previous year. 2007 had also been a good year with passenger usage increasing 10.8% over 2006. This welcome trend owed a lot to the addition of Northwest Airlines in May 2005 and Continental Airlines in October 2008. US Airways was the third of our airline tenants. Operations of commercial and private aircraft increased slightly from 46,063 in 2007 to 46,810 in 2008. Average aircraft load factors - the percentage of seats occupied by passengers - increased from 59.8% in 2007 to 62.3% in 2008.

Having three major airlines and a choice of four hub airports opened up literally hundreds of destinations that were just one stop removed from Ithaca. The other remarkable thing this added competition brought was a competitive airfare structure like we have never seen before. On advanced purchase tickets of 21-days or more Ithaca consistently beat airfares from Syracuse, Elmira and Binghamton. While there were certainly exceptions to that, we found that travelers often didn't need to look any further than their local airport (check FlyIthaca.com for details).

The airport began two major construction projects during 2008. We completed the third and final phase of the parallel taxiway relocation project. A few years ago the FAA revised the minimum separation distance between runways and parallel taxiways, requiring non-hub airports like Ithaca, with less than a 400 ft. separation, to relocate the taxiways to meet the new standard. Due to the expense of doing that, it necessitated having to break our project up into three phases.

The second major project, again to meet a new federal safety mandate, was to create 1,000 ft. safety areas at both ends of the runway. The safety areas must be flat, firm and free of obstacles so that in the unlikely event an aircraft lands short or runs off the end of the runway, there is an extra margin of safety to help protect the aircraft from damage.

The remainder of our \$ 8.5 million special grant from the federal Airport Improvement Program (AIP) was used to remove

the old general aviation facility that has stood in the middle of the ramp since the 1940s, more recently becoming an eyesore and detracting from what is now a very impressive looking airport.

As I look forward to the rest of 2009 with a new administration in the White House, there are many new initiatives that could affect the Ithaca Tompkins Regional Airport. Congress has finally agreed to fund the second part of the Airport Improvement Program (AIP) for 2009. This has been held hostage by calls for new ways to fund the program in lieu of the traditional taxes on airline tickets and aviation fuel. That argument is likely to come up again but the need to get the money to airports has temporarily postponed the battle.

We purchased a much-needed snow plow with the initial funding and look forward to adding other equipment, removing identified obstructions, designing a new sand storage building for construction in 2010 and initiating an innovative "green" 20-year master plan.

Air service is always a concern for managers of large and small airports. The fuel crisis in 2007 and 2008 caused loss of service across the board. As I write this report the Ithaca Tompkins Regional Airport has certainly bucked the national trend by increasing the number of airlines serving the airport. With fuel dropping dramatically in price during the latter half of the year, the nationwide cutback in service served to strengthen the airlines just in time to deal with the catastrophic recession that followed. Much will depend on what the new government can do to stimulate the economy and, of course, what happens to the price of fuel.

The Ithaca Tompkins Regional Airport with its three airlines and competitive airfare structure is well positioned to maximize local air travel. Your local airport stands ready in 2009 to provide you with unparalleled customer service and the most convenient connections to the rest of the world. I hope to see you here.

Robert A. Nicholas, A.A.E.
Airport Manager



Air Service Board Chairman Larry Baum

“In late 2008 we helped to facilitate a great opportunity to spotlight Ithaca in the February 2009 issue of US Airways magazine. The article stressed economic development and highlighted the area, exposing the assets of our community to some number of millions of passengers who flew the airlines that month.”

Air Service Board (ASB) Chairperson’s Q&A

The Air Service Board is composed of a group of volunteer community leaders appointed by the Tompkins County Legislature. The board is the outgrowth of a task force of Chamber of Commerce and TCAD business leaders formed in 1995 to address declines in passenger usage as a result of the departures of TWA in that year and Continental in 1997. This group serves as an advisor to airport administration and as a community advocate to ensure the ongoing growth and viability of the Ithaca Tompkins Regional Airport. Air Service Board Chairman Larry Baum has a passion for flying and a passion for our community. Here is what he had to say about the board and their focus in 2008 and 2009.

Question: Please describe the role of the Air Service Board today.

Answer: Our role is to address air service development in the broadest sense. We work to enhance airline service, everything from: more flights, more seats and bigger planes, to promoting the airport as an important community resource.

Question: How are members selected to the Air Service Board?


Answer: Membership is somewhat self-selective, meaning that people express an interest to serve by submitting an application to the airport manager. These are usually individuals who have an interest in airline aviation and promoting the airport. Some are private pilots, some frequent flyers, and others who have direct experience with the airline industry. Members are appointed by the county legislature and serve for three-year terms.

Question: Why is this group important?

Answer: We live in a world of unregulated airlines and regulated airports. This group allows us to approach airlines in ways that are different than what a regulated governmental agency can do. We can be entrepreneurial. We can rally the community and support the airport administration in varying ways by being plugged into the community.

Question: The airport is one of the jewels of our community, much like the medical center and our educational institutions. What would you tell the community about our airport? Why is our support so vital?

Answer: It is a very special resource for Ithaca. With three airlines, airline fares are now competitive, and we are now able to connect to over 200 cities around the world with only one stop. In the world of economic development having a resource like our airport has helped



to create a quality of life you don't find in other places. It is really quite incredible to have such a high level of service and convenience in a community of this size. It is a resource that needs to be protected and the way you protect it is to use it.

Question: What were the key issues the committee dealt with in 2008?

Answer: Understanding Continental's needs and how they would fit into the scheduling and how best to promote the use of the airport to support the important addition of this major airline was a very important focus for the committee. We also worked to meet goals for increased numbers of passenger, filling seats, and adding more jet service. In late 2008 we helped to facilitate a great opportunity to spotlight Ithaca in the February 2009 issue of US Airways magazine. The article stressed economic development and highlighted the area, exposing the assets of our community to the millions of passengers who flew the airlines that month.

Questions: Please give a snapshot of 2008 achievements from the committee's perspective.

Answer: Adding Continental to US Airways and Northwest means passengers can travel from Ithaca to 200 major cities worldwide with only one stop. With two stops the "sky is the limit".

Northwest added jet service and as a result more seats, which is good news for our passengers. U.S. Airways balanced seat capacity to better meet our needs and the US Airways article helped to bring Ithaca to a broader audience. The airport terminal is a great facility. There is so much entrepreneurial spirit with food concessions, rental car services, and more. Internet access is now free for passengers waiting in the terminal, thanks to Clarity Connect. In general, the terminal is small, convenient, and has a lot to offer.

Questions: What are you looking at in 2009?

Answer: We are looking at parking with the goal to have enough capacity to assure that parking is available at all times. We also hope to improve connectivity to the rest of the community through enhanced bus and taxi service. Leveraging the website, FlyIthaca.com is also a priority. We offer the opportunity to make reservations through the site. Beyond this we want people to register so we can remain connected and directly communicate about specials and contests. We hope to solicit feedback through surveys on the site. We also want to encourage our community employers to encourage their visitors to fly into Ithaca. This will take some consciousness-raising about the convenience and accessibility of Ithaca made possible by three major airlines.

Question: What else would you like to add?

Answer: Fly Ithaca! Try it. Lots of people are still not using the airport. They are still driving to Syracuse, but when you look at the costs of flying and factor in the travel, the time and cost of parking, the "total" cost of travel is the same as flying out of Ithaca. With the number of airlines available to us now, the connectivity to destinations has multiplied. I encourage people to give Ithaca a try. The only way to protect this resource for our community is to use it.



Q&A with Robert A. Nicholas, A.A.E.

Airport Manager

Ithaca Tompkins Regional Airport

In 1989 Ithaca Tompkins Regional Airport manager, Robert A. Nicholas, A.A.E. came to Ithaca expressly to build a new airport. He did just that. We now have one of the finest terminals of any regional airport in the country. But running an airport goes well beyond a great facility, easy parking, excellent service, and community access. It's about attracting airlines, competitive pricing, increased passenger usage, and planning for the future. Here is what Bob Nicholas had to say about this and more.

Question: How long have you been working in the industry?

Answer: I have been working in the aviation industry for four decades starting at Heathrow Airport in various roles, including training officer and overseas station manager. After 15 years at British Airways, I came to the US where my first jobs were with a small commuter airline out of Long Island and South Florida. In 1985 I became the assistant operations manager in Fort Lauderdale and in 1989 took my position in Ithaca.

Question: It seems as if an airport manager must wear many hats, especially for a smaller operation. What do you particularly enjoy or find most satisfying about your job?

Answer: That is the neat part of the job. No two days are ever the same, especially in a small airport. At a large airport the role would be different because there, a larger staff is responsible for the various aspects of the operations. In a smaller operation there are less people to do the jobs and so you have to know more about everything. That being said, I want to emphasize that the airport staff is a great team. It is important to note and appreciate that everyone plays a vital role in making operations efficient. The Air Service Board along with the county legislature has also helped tremendously to sustain air service for our community.

Question: How many airports are within an hour radius of Ithaca and why should passengers choose Ithaca over another airport?

Answer: While there are small regional airports in Binghamton and Elmira, they aren't really competition like the Syracuse Airport. The arrival of Continental brought lower fares while expanding our reach to more cities. As a result other airlines have had to lower their prices as well. If you book a month ahead of time, many of the fares are the same or better than Syracuse. Those passengers who travel frequently are beginning to realize this. Passenger travel is up 18%, which

is huge. The other things to consider when choosing another airport are the cost of fuel, wear and tear on your car, and the valuable time spent in making the trip. Increasingly, people are also taking into account the cumulative effect of all that on the environment.

Question: In terms of passenger satisfaction, what are the advantages of flying out of Ithaca that make the experience for passengers an exceptional one?

Answer: The Ithaca Tompkins Regional Airport has the elements of convenience and friendliness. Short lines are still the case at counters and going through security and parking is very convenient. The fact is that if you travel frequently you will be recognized at the check in counter and that makes the airport more friendly and personal.

Question: We live in Ithaca and in a time of increasing environmental consciousness. How does sustainability factor into your planning and airport operations?

Answer: Last year we began working on a 20-year green master plan, the first in the country. When we plan we look at all the factors such as passenger usage and impact on infrastructure and then try to project how this will effect the environment. We try to make choices in our planning that will have the least impact on the environment and we also look at the cost factor. European airports and especially those in the UK have been setting goals to become carbon neutral for some-time. They are ahead of where we are in the United States. We have worked with two Cornell classes and engaged two teams of students in helping to brainstorm strategies that will help us to reduce our carbon footprint over time. These ideas include everything from recycling, composting, and reuse of rainwater to replacing all the grass with shrubs to eliminate the need for mowing and therefore cutting down on use of gasoline and chemical emissions. Ideas also include use of electric vehicles and bio fuels.

The project details had to be submitted to the FAA in order to have the green master plan funded with a federal grant. The FAA enthusiastically endorsed the plan and the work at Ithaca Tompkins Regional Airport will serve to inform the "greening" of America's airports. I am already starting to hear from other airports. The County legislature has approved the plan. The next steps are to look at the Cornell students' suggestions, which also center on how to become LEED certified within the existing structure.



Question: While this is a regional airport, Ithaca is an international community with travelers coming and going from all parts of the world. Are there any particular measures that you have taken around security?

Answer: Since 2001 the security standards have become uniform at all airports. We do no more or less. As a point of entry for travelers we must be thorough; screen bags for explosives and adhere to the standards set for personal identification and screening of carry on items.

Question: What can the community do to help ensure the viability of continued air service for Tompkins County and the surrounding communities?

Answer: Support the airport. It will not only keep services vital, but it will make the community more self-sustaining and more vibrant. The airport's economic impact on the community is about \$30M per year through purchased services and goods and services used by travelers who book hotels, eat in restaurants and more. With increased passenger usage this can only grow. That is good for everyone.



“The Ithaca Tompkins Regional Airport has the elements of convenience and friendliness. Short lines are still the case at counters and going through security and parking is very convenient.”

From Our Passengers

Sound bites from the terminal building



International flights ...

“I am very impressed with the Ithaca airport. My parents can fly easily from here to Munich with only one stop.”



Fast and convenient ...

“I love how quickly I can go from my car to the airplane. This airport is so much faster than other airports I’ve been to.”



Great service ...

“I think everyone is so friendly and helpful. Makes a big difference to people flying in and out of Ithaca.”



Great rates ...

“I am always amazed at how much lower the ticket price is out of Ithaca. Used to be more expensive and now it’s competitive.”



Close to home ...

“I actually live across the street from the airport so I can walk over and grab a flight without even parking my car.”



Perfect location ...

“Ithaca’s airport is so close to the center of the city that it only takes me minutes to get here from home. I love that.”

Ithaca Tompkins Regional Airport - Enplanements

Airline	2007	2008
Air Wisconsin (US Airways Express)	31,077	28,812
Colgan (US Airways Express)	18,161	16,525
Continental - began service in 10/2008	N/A	6,174
MESABA (Northwest Airlink)	17,746	18,797
Piedmont (US Airways Express)	18,472	20,776
PSA (US Airways Express)	188	N/A
Totals	85,644	91,084

Percent Change from 2007 to 2008 was + 6.35%. *N/A Not Applicable (did not operate into Ithaca)

Ithaca Tompkins Regional Airport - Deplanements

Airline	2007	2008
Air Wisconsin (US Airways Express)	29,449	27,748
Colgan (US Airways Express)	17,984	16,629
Continental - began service in 10/2008	N/A	6,416
MESABA (Northwest Airlink)	17,481	18,916
Piedmont (US Airways Express)	19,501	21,467
PSA (US Airways Express)	35	N/A
Totals	84,450	91,176

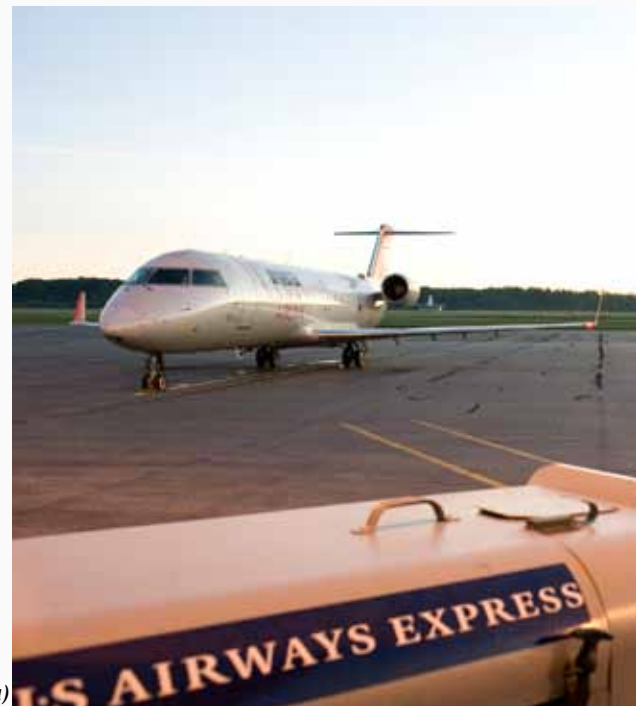
Percent Change from 2007 to 2008 was + 7.96%. *N/A Not Applicable (did not operate into Ithaca)

Aircraft Operations

Total of Arrivals and Departures
Year Ended December 31, 2008

	2007	2008
Air Carrier (Jet/Commuter Operations)	9,177	9,346
General Aviation (Visitors)	13,000	12,307
General Aviation (Local)	23,696	24,958
Military	186	199
Totals	46,063	46,810

Percent Change from 2007 to 2008 was + 1.6%



Ithaca Tompkins Regional Airport - TOTAL passengers

Airline	2007	2008
Air Wisconsin (US Airways Express)	60,526	56,560
Colgan (US Airways Express)	36,145	33,154
Continental - began service in 10/2008	N/A	12,590
MESABA (Northwest AirlinK)	35,227	37,713
Piedmont (US Airways Express)	37,973	42,243
PSA (US Airways Express)	223	N/A
Totals	170,094	182,260

*Percent Change from 2007 to 2008 was + 7.15%. *N/A Not Applicable (did not operate into ITH)*

The airport has experienced a steady growth in utilization of services over the past five years.



Passenger Stats (historical)

YEAR	ENPLANED PASSENGERS	% CHANGE	DEPLANED PASSENGERS	% CHANGE
1989	106,786	- 4.0	107,863	- 1.1
1990	114,154	+ 6.9	112,659	+ 4.4
1991	104,334	- 8.6	103,446	- 8.2
1992	104,517	+ 0.2	104,471	+ 1.0
1993	106,296	+ 1.7	104,476	+ 0.0
1994	107,785	+ 1.4	107,450	+ 2.9
1995	103,282	- 4.2	103,694	- 3.5
1996	105,465	+ 2.1	104,632	+ 0.9
1997	108,974	+ 3.3	109,429	+ 4.6
1998	100,690	- 7.6	100,367	- 8.3
1999	101,611	+ 1.0	102,147	+ 1.8
2000	99,720	- 1.9	100,931	- 1.2
2001	88,373	-11.4	88,449	-12.4
2002	80,368	- 9.1	81,028	- 8.4
2003	68,224	-15.1	67,932	-16.2
2004	71,228	+ 4.4	71,815	+ 5.7
2005	79,916	+12.2	78,642	+ 9.5
2006	76,908	- 3.8	76,640	- 2.6
2007	85,644	+11.4	84,450	+10.2
2008	91,084	+ 6.4	91,176	+ 8.0

The world is a hub away. With direct flights from Ithaca to four major US cities, passengers are able to connect to the world.



Airport Services

The Ithaca Tompkins Regional Airport provides vital services that ensure convenient, safe, and efficient travel for our passengers.

Air Carriers:	Air Wisconsin (US Airways Express)	257-0808
	Colgan (US Airways Express)	257-0808
	Piedmont (US Airways Express)	257-0808
	Mesaba (Northwest AirlinK)	257-2555
	Continental Connection (began Oct. 2008)	257-1249

Fixed Base Operator:		
	Taughannock Aviation	257-7500

Full Service FBO including Maintenance, Avionics, Aircraft Charter Service (Jet & Prop), Fueling, and Aircraft Ground Handling.

Air Traffic Control Tower:	Mid West ATC Service, Inc.	257-1316
----------------------------	----------------------------	----------

Flight Instruction:	East Hill Flying Club (FAR Part 141 Flight School)	257-1313
---------------------	---	----------

T-Hangars: 20 County Owned
12 Private (Ithaca Hangar Association)
(Revert to County Ownership January 1, 2009)

Rental Cars:	Avis	257-0441
	Hertz	257-8677

Ground Transportation:		
	Ithaca Dispatch	277-7777

Airport Advertising:	Interspace Airport Advertising	1-800-628-6800
----------------------	--------------------------------	----------------

Terminal Restaurant, Gift Shop, Vending Machines & Conference Room:		
	The Second Landing	266-0007 Fax # 266-8829

Parking:	Standard Parking	257-3417
----------	------------------	----------

Airport Administration:		
Airport Administration Office:		257-0456 Fax # 257-2314 266-7073
Terminal Services Coordinator:		266-7078

ITHACA TOMPKINS REGIONAL AIRPORT DIRECT SERVICE FROM ITHACA

NEW YORK, (LA GUARDIA) PHILADELPHIA, PA
DETROIT, MI NEWARK, NJ/NYC

ITHACA TOMPKINS REGIONAL AIRPORT Selection of International Connections

AMMAN	via	DETROIT
AMSTERDAM	via	PHILADELPHIA
BEIJING	via	NEWARK
COPENHAGEN	via	NEWARK
DUBLIN	via	NEWARK
FRANKFURT	via	DETROIT
LONDON	via	PHILADELPHIA OR NEWARK
MADRID	via	PHILADELPHIA
MEXICO CITY	via	DETROIT
MUNICH	via	PHILADELPHIA
NAGOYA	via	DETROIT
OSAKA	via	DETROIT
PARIS	via	PHILADELPHIA or DETROIT
ROME	via	PHILADELPHIA
SANJUAN, PR	via	NEWARK
TOKYO	via	DETROIT OR NEWARK

Ithaca Tompkins Regional Airport 2008 Weather Information

MONTH	RAINFALL (INCHES)	SNOWFALL (INCHES)
January	.846	.9
February	4.07	16.0
March	5.38	10.0
April	2.58	0.0
May	1.35	0.0
June	4.46	0.0
July	5.48	0.0
August	2.74	0.0
September	2.36	0.0
October	3.31	0.3
November	2.42	6.6
December	2.87	27.5
Totals	37.86	67.3

Airport Freight/Mail (Pounds)

Amount of freight and mail carried in aircraft holds on a monthly basis.

January	361
February	159
March	874
April	120
May	279
June	986
July	38
August	304
September	345
October	1,016
November	1,096
December	904
Total	6,482



Rental Car Concessions - Gross Revenues - 2008

MONTH	HERTZ	%MARKET	AVIS	%MARKET	TOTAL REVENUES
JANUARY	44,069	39.9	66,432	60.1	110,501
FEBRUARY	54,012	42.6	72,712	57.4	126,724
MARCH	61,362	36.6	106,161	63.4	167,523
APRIL	68,547	38.3	110,517	61.7	179,064
MAY	77,377	34.0	150,348	66.0	227,725
JUNE	80,890	38.6	128,535	61.4	209,425
JULY	88,138	37.0	149,833	63.0	237,971
AUGUST	92,196	32.0	195,937	68.0	288,133
SEPTEMBER	69,747	38.8	110,224	61.2	179,971
OCTOBER	73,789	34.5	140,269	65.5	214,058
NOVEMBER	58,972	39.0	92,119	61.0	151,091
DECEMBER	49,292	37.0	83,876	63.0	133,168
Totals	\$818,391	36.8%	\$1,406,963	63.2%	\$2,225,354

Total Gallons of Fuel Sold Taughannock Aviation

	AVGAS	JET
JANUARY	2,352	118,297
FEBRUARY	1,389	102,919
MARCH	2,290	121,726
APRIL	4,851	113,197
MAY	4,982	123,278
JUNE	4,238	110,398
JULY	4,702	90,837
AUGUST	5,083	100,747
SEPTEMBER	4,466	118,807
OCTOBER	6,006	136,848
NOVEMBER	2,317	123,117
DECEMBER	1,658	106,841
Totals	44,334	1,367,012

NOTES:AVGAS fuel is used in piston engines and Jet fuel is used in turbo-prop and pure jet aircraft. The airport receives a six cent per gallon fuel flowage fee from Taughannock Aviation (TAC).

East Hill Flying Club

TOTAL MEMBERSHIP	220
TOTAL AIRCRAFT OWNED	8
TOTAL HOURS FLOWN	2360
TOTAL STUDENTS TRAINED	22
CERTIFIED FLIGHT INSTRUCTORS	7

East Hill Flying Club has formed a joint venture with Tompkins Cortland Community College (TC3) to provide a 2-year Aviation Sciences degree which can subsequently be transferred to Embry-Riddle Aeronautical University towards a 4-year degree.

Airport Organizational Chart



Airport Operational Information

Airport Hours: 5:30 am - 12:30 am
Airport Terminal Hours: 4:30 am - 12:30 am
** Security staff present 24 hours*
Airport Admin. Hours: 8:00 am - 4:30 pm
Air Traffic Control Tower Hours: 6:30 am - 10:00 pm

Runway 14-32 6976' x 150' grooved asphalt
 Runway 15-33 2018' x 50' turf

High Intensity Runway Lights (HIRL), pilot operated after 10:00 pm.

Beacon dusk to dawn.

Approaches: ILS and VOR.

Frequencies: Tower - 119.6
 Ground - 121.8
 VOR - 111.8
 UNICOM - 122.95
 ATIS - 125.175

Fixed Base Operator: Taughannock Aviation (Unicom 131.6)

Flight Instruction: East Hill Flying Club

Aircraft Maintenance: Taughannock Aviation

Airport Operational Statistics

Aircraft based on the field: 60

Single engine airplanes: 45

Multi engines airplanes: 7

Jet airplanes: 8

Aircraft operations: avg 129/day*

53% local general aviation

27% transient general aviation

19% air taxi

<1% military

<1% commercial

* for 12-month period ending 31 October 2008



Ithaca Tompkins Regional Airport
72 Brown Road
Ithaca NY 14850

