

AirCurrents

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Governor Pataki Hails Creation of State Aviation Alliance

Marketing Plan Will Attract Aerospace and Aviation Tourists, Promote Economic Growth

Governor George E. Pataki, while attending the dedication of the Cradle of Aviation Museum at Mitchel Field, endorsed the creation of the New York State Aviation Alliance. The Alliance will consist of a coalition of six separate and distinct New York aerospace and aviation destinations that will coordinate their marketing plans with the I Love New York Campaign to attract aviation enthusiasts and tourists from across the country and around the world.

"In addition to attracting thousands of tourists, the Cradle of Aviation Museum will help to educate and inform visitors about our State's important role in aviation and aerospace history," Governor Pataki said. "By establishing the New York State Aviation Alliance, we can provide a unified marketing approach that will help

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Airport Security 'Part of Customer Service'

A security leader urges Stewart Airport to be the best it can be on the security front.

By Anuradha Raghunathan

The No. 1 priority of the New York state Office of Public Security is simple: Share information with local authorities.

"There are so many islands of information out there," said Frank Tabert, Assistant Director of Operations at the State Office of Public Security, which is the state version of the national Office of Homeland Security. "We need to build bridges and get the word down to the police officers."

Tabert was addressing post-Sept. 11 security issues at a breakfast meeting of the Stewart Airport Commission, a group of community, business and government leaders that monitors airport operations.

The State Office of Public Security was created October 10, 2001 to develop counterterrorism strategies in a post-Sept. 11 world.

Tabert stressed the need for agencies to talk to one another.

"We have to be putting our heads together – communicating with each other face to face and...database to database," he said.

Tabert said the reform of immigration rules and the development of a new wireless system with a new spectrum for statewide mobile radio communications also were at the top of the agency's priority list.

With reference to aviation security, he said that airports should not merely have the minimum passing grade, but they should be the best that they can be.

"Security is part of customer service," said Tabert. "If something happens at Stewart, it is not any good to say that it was the general aviation fixed base operator's fault. Stewart Airport has to take the rap."

He stressed the need for perimeter security, access control systems and intrusion-detection systems.

Meanwhile, members of the community raised security concerns at the airport.

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Terrence Slaybaugh
President

Word on the Wing

*From the
President*

The state and federal government's emphasis on airport security continues to evolve.

Just recently, President Bush announced a restructuring of the Homeland Security Office. The Transportation Security Administration (TSA) is working to put systems in place to communicate with

airports, and implement new security policies. Governor Pataki and our State Legislature have introduced legislation that would require additional credentialing of airport employees. Threats of terrorism continue.

The spotlight on the aviation community has never been greater. All of the airports (large and small) and fixed based operators (FBOs) in New York State, as well as our consultants, have been affected by our national conflict.

In the midst of all of this, we are celebrating Lindbergh's Anniversary, opening a national aviation museum, and planning for more. The public is anticipating our air shows, corporate travelers are on the move for business and pleasure in both commercial and private airplanes; most Americans have resolved their post-9/11 fear to fly, and those of us immersed in this business continue to love what we do.

As President of the New York Aviation Management Association, one of my greatest chal-

lenges is harnessing the passion of the people in this industry. We have focused our efforts intensely in recent years on diversifying our membership and, at the same time, working to meet the needs of our diverse airports, fixed base operators and consultants.

Since November of 2000, we have re-written our bylaws, held regional meetings, secured state funding for capital projects through the AIR '99 program, held annual lobby days in Albany, worked to develop a more cohesive working relationship with the New York State Department of Transportation, re-designed and updated our newsletters and other correspondence, restructured our conferences to better meet the needs of our members, and have responded to state and federal issues that directly impact us. Before the events of 9/11, by all accounts the Legislature was looking favorably at a \$75 million New York SOARS funding program.

Our security conference held in April in Buffalo was one of our most successful. Attendance was up, with many new people participating; speakers focused on timely issues and included, among others – Michael Robinson, Acting Associate Under Secretary for the Transportation Security Administration; Ray Whalen, Assistant Division Manager, Civil Aviation Security Division, FAA; Frank J. Tabert, Assistant Director of the New York State Office of Public Security; Steven E. Cooper, Assistant Fire Chief, Metropolitan Washington Airports Authority; and Jack Herrman, NYS Mental Health Lead for the American Red Cross.

We have more to do. And it has not always been a perfect process. However, we have taken *major* steps in the right direction.

Our security issues will continue to evolve. Large and small commercial airports, general aviation airports and fixed base operators continue to have unique challenges. The State appears to be facing major budget constraints over the next two years, at least; and the national conflict does not appear to be ending any time soon.

In the midst of all of this, the New York Aviation Management Association has worked to put a structure in place that allows us to be a part of the *solution*. For members to gather and work with our Board of Directors on addressing issues and immediate needs. A place where as a collective body we have a strong voice, an ability to work with decision makers, and communicate our importance to our communities and our economy. And NYAMA is a tremendous vehicle for sharing ideas and information *among colleagues*.

I hope you will continue to be an active member of NYAMA, and that you will participate in our "Fly New York" Fall Conference, scheduled for October 6-9 at the LaGuardia Crowne Plaza. Our continued growth and evolution depends on your involvement and support of our programs. Thank you for your commitment.

Sincerely,

Terry Slaybaugh

Economic Impact Comparison of Five General Aviation Airports

By Benjamin D. Manton, Program Manager, Central NY Regional Planning & Development Board

Comparison of the Economic Impact of Five General Aviation Airports¹

Airport	Direct Impact	Indirect Impact	Induced Impact	Total Economic Activity Impact
Cortland County Airport (1999)	\$424,200	\$1,422,800	\$847,800	\$2,694,800
Hamilton Municipal Airport (1997)	\$725,200	\$106,900	\$381,900	\$1,214,000
Oswego County Airport (1997)	\$2,847,300	\$219,700	\$1,708,300	\$4,775,300
Tri-Cities Airport (2000)	\$716,200	\$2,648,800	\$1,874,300	\$5,239,300
Whitford Airport (1997)	\$400,600	\$126,400	\$241,900	\$768,900

Introduction

At NYAMA's recent Conference in Buffalo, Richard Chimera of the New York State Department of Transportation made reference to work undertaken by some of the Upstate regional planning organizations. An example of such work is the airport economic impact assessments undertaken over the last five years. The Central New York Regional Planning and Development Board in Syracuse has performed several such impact assessments. Each assessment demonstrates that the respective airport generates an identifiable economic benefit to the community around the airport. The results of five such projects undertaken by Central New York Regional Planning Board are highlighted in this article and include the following general aviation airports: Cortland County, Hamilton Municipal, Oswego County, Tri-Cities (Endicott), and Whitford (Cayuga County) Airports. What follows is a description of the methodology and economic multiplier, some cautionary notes and the matrix comparing the results obtained at the five airports

Methodology

The methodology uses a statistical model (RIMS-II) prepared for the NYSDOT by Wilbur Smith Associates and EMJ/McFarland-Johnson Engineers, Inc. The methodology has been approved by the Federal Aviation Administration.² The model uses financial data collected for expenditures for on-airport services (*direct impact*) as well as expenditures by off-site users of the airport (*indirect impact*). This data is combined and an economic multiplier is applied (*induced impact*). Combining the on-and-off-site expenditures plus the multiplier together yields the total estimated dollar value of the airport's economic impact (*total economic activity impact*).

Economic multiplier

For some, the concept of the economic multiplier is hard to grasp. The multiplier corresponds to the estimated number of times a dollar is spent and thereafter re-spent in the local economy before leaving the impact area. All re-spending of that dollar is treated as a spin-off of an initial airport-related expenditure and is therefore included in the impact assessment.³

Cautionary notes

At any airport, there can be significant annual differences in activity which affect the economic impact assessment. For example, a major on- or off-site event drawing many visitors during a single year can cause the visitor expenditures to be much higher that year than during a "normal" year. Therefore, the results of an economic impact assessment should be treated as an estimate, not an absolute measure. Comparisons among two or more airports should be treated even more gingerly. One reason, for example, is that the data used is derived from questionnaire surveys. If an FBO or a key airport user

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Financial Wiz Tapped for Airport Authority

Albany County Executive Michael Breslin has selected a longtime fiscal expert with the state Legislature, who is also a special adviser to Senate Republican Majority Leader Joseph Bruno, to fill a vacancy on the Albany County Airport Authority.

Abraham M. Lackman, a Slingerlands Republican, is the top staff member for the Senate Finance Committee and served for just over a year as New York City Mayor Rudolph Giuliani's Budget Director in 1993 and 1994.

If approved by the County Legislature for a four-year term in the unpaid post, Lackman will replace attorney William Crowell III, a Republican, who is moving out of Albany County and thus no longer eligible to serve, Breslin said.

Breslin said Lackman's extensive background in municipal finance and familiarity with public authorities weighed in favor of his selection. Also, he said, "his boss, Sen. Bruno, has been very instrumental in assisting the airport."

Membership on the seven-member administrative board is limited to four members of any political party.

The authority board is chaired by the Rev. Michael A. Farano, a political independent. Democrats on the board are: Gerald J. Jennings, son of Albany Mayor Jerry Jennings; David E. Langdon, a lawyer, lobbyist and former counsel to the state Senate Democratic minority; Henry E. Dennis, a Colonie architect and former county legislator; and Charla Everette, who works for Assemblywoman Aurelia Greene, D-Bronx.

Lackman would join one other Republican member, Daniel Sleasman, a lawyer with Harris, Beach & Wilcox.

Lackman went to work for the Senate Finance Committee as an analyst in 1980.

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Frank Tabert, Terry Slaybaugh and Jack Herman



Charles Everett



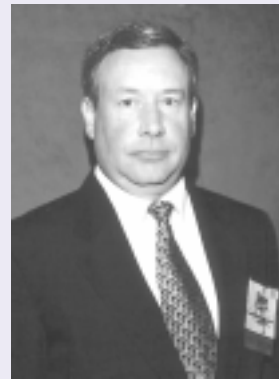
Lawrence Meckler, NFTA



William Vanecek, BNIA



Vera Nuspliger



Steve Cooper



Opening Luncheon – Red Cross Presentation

Security & Safety Conference Reaches New Heights

Over 130 airport managers from across the state gathered in Buffalo, April 21-23, for an airport safety and security training conference.

“It’s more important than ever that the state’s airports gather and share information about airport security,” said NYAMA President, Terrence Slaybaugh, Airport Director, Greater Rochester International Airport (GRIA).

“Security requirements continue to evolve daily. We are pleased to have state and federal officials here to update us on the latest developments and to answer questions,” Slaybaugh said.

Lunch and dinner keynote speakers on Monday included Jack Herrmann, NYS Mental Health Lead for the American Red Cross, and Frank Tabert an Assistant Director for the NYS Office of Public Security.

Monday’s program also included Steve Cooper, Assistant Fire Chief, Metropolitan Washington Airports Authority. Cooper, a 34 year veteran of the fire service, and supervisor of the Deputy Fire Chiefs assigned to Reagan National and Washington Dulles International Airports, presented a training session on Air Disasters for the state commercial service airports. Bob Speigel, ARFF Chief, GRIA presented a day long seminar on Emergency Response Training for the general aviation airports.

“We have fit a lot of information into two days — focusing on safety, security, security technology, media relations and business development for GA Airports,” Slaybaugh said.



Tabert, NYS Office of Public Security



Vendor Showcase



Michael Robinson, TSA



Ralph Hensel and Bob Nicholas, Bill Shea Award Recipient

US Acting Associate Under Secretary of the Transportation Security Administration (TSA), Michael Robinson opened Tuesday's program with a TSA Security Briefing.

Lawrence M. Meckler, Executive Director, Niagara Frontier Transportation Authority (NFTA) which operates the Buffalo Niagara International Airport, stated, "We are pleased to have the opportunity to have this year's conference in Buffalo. This year's conference is especially important given the fact that airport security practices continue to be the primary focus we have today."

Ray Whalen, Assistant Division Manager Civil Aviation Security Division, Federal Aviation Administration (FAA) provided an update on Part 139 Role Under the New Aviation Security Act.

The conference was also attended by members of the aviation business community. Several vendors exhibited throughout the two-day event, showcasing new security technology and other aviation-related products and services.

The conference was jointly sponsored by the New York Aviation Management Association and the Statewide Aviation Training Program (SATP), funded through an AIR 99 grant awarded by the NYS Department of Transportation.

TSA Announces Private Security Screening Pilot Program

Greater Rochester International Airport among five airports selected to participate in private security screening company test program

The Under Secretary of Transportation for Security John W. Magaw announced Greater Rochester International Airport in New York was selected to participate in the Private Security Screening Pilot Program – intended to test the feasibility of returning security screening to private contractors at airports.

Monroe County is pleased that we are able to help the TSA advance this pilot program.

– Terry Slaybaugh, Airport Director, GRIA

Greater Rochester International Airport was among four others selected for the program, which include San Francisco International, Kansas City International, Tupelo Airport in Mississippi, and Jackson Hole Airport in Wyoming.

"I'm pleased to announce Greater Rochester International as a selectee for this pilot program," said Magaw. "The airports selected for this pilot program will be key in determining how TSA moves forward in meeting provisions under the Aviation and Transportation Security Act."

The Private Security Screening Pilot Program is designed to determine if, with the proper government supervision and controls, contract-screening companies can provide and maintain a performance level needed to match those that are provided by a federal workforce.

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Miller Aviation to Expand to Oneida County Airport

Oneida County Executive Ralph J. Eannace, Jr. announced that Miller Aviation/Jet Center of America began operations at the Oneida County Airport early in June.

"We are thrilled to welcome Miller Aviation/Jet Center of America to the Oneida County Airport," Eannace said, "and we are excited about the future growth opportunities Miller Aviation is already discussing with us."

Miller Aviation/Jet Center of America, whose main headquarters are located at the Binghamton Regional Airport, is a large aviation company, specializing in maintenance and part sales for aircraft ranging in size from single-engine planes to large corporate jets. With the anticipated growth in general and corporate aviation, Miller anticipates hiring up to fifty highly skilled workers who will be based at the Oneida County Airport.

"We are very pleased with the opportunity and the cooperation we have received from Oneida County," said Bill Hendrickson, Executive Vice President of Miller Aviation/Jet Center of America. We feel that the new operation at the Oneida County Airport will be a win-win situation for both Miller Aviation and Oneida County. There is a high frequency of corporate and charter traffic at the Oriskany airport already, and the existing facilities match our needs to operate a maintenance and parts operation almost perfectly."

"Miller Aviation has also indicated it will begin discussions with Mohawk Valley Community College to utilize graduates of the college's A&P technical school as maintenance apprentice workers," Eannace said.

Hendrickson said Miller Aviation/Jet Center of America began moving into the Oneida County Airport in June, and expects the company to be fully operational at the airport by January of 2003.

Albany Installs Defibrillators Throughout Terminal

The Albany County Airport Authority has installed six Automated External Defibrillators (AEDs) throughout the terminal at the Albany International Airport. The new battery-operated defibrillators are designed to be safe and easy to use by trained individuals or those with little or no medical knowledge.

"The installation of defibrillators within the terminal will provide a new level of safety for the 3-million passengers that travel through the Airport each year," said Rev. Michael A. Farano, Chairman of the Albany County Airport Authority. "The County Legislature's decision to provide funding for the defibrillators will enable our Airport Rescue and Fire Fighting team, non-medical employees and individuals to administer immediate life saving aid to heart attack victims."

Funding for the Heartstream FR2 defibrillators was provided in the form of a \$17,000 grant from the Albany County Legislature with assistance from legislators Mary Lou B. Connolly and Daniel McCoy.

Automated External Defibrillators are being installed in airport terminals and on aircraft. They can also be found in a variety of facilities including golf courses, health clubs, medical clinics and office buildings.

In the past, only medical professionals were able to interpret the heart rhythms on manual defibrillators. The new AEDs rely on computer chips to instantly analyze heart rhythms thus enabling individuals to administer the same vital service without risking an accidental shock. Trained airport personnel and others can use the defibrillators in the event a passenger or employee suffers a heart attack while in the terminal.

The defibrillators are installed so as to be no more than 1-minute away from any location within the terminal. Each is installed in easily identifiable boxes along concourses and ticketing.

Members of the Airport Rescue and Fire Fighting team will be the first to be trained to use the new defibrillators. The Airport Authority will then initiate a defibrillator-training program for airport employees.

Airport Security 'Part of Customer Service'

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Jim Wright, chairman of the Stewart Airport Commission, questioned the safety of the Route 17K end of the airport, where the fence is low. Also, anyone who is traveling on Route 17K can actually see military aircraft parked behind the airport fence.

"You can create havoc at the airport, with a couple of mortar rounds," Wright said.

The privatized airport's managing director, Chuck Seliga, said that Stewart was working out an overall plan to "beef up" security. The airport recently received a \$1.5 million federal grant to work on security enhancements.

Airport administrators are specifically studying perimeter security, screening points, additional cameras and increased lighting within the airport.

"This airport is less vulnerable than many," said Seliga. "But that doesn't mean that we don't have to keep up our guard."

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Governor Pataki Hails Creation of State Aviation Alliance

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spread the word about this outstanding facility, as well as the many other institutions in our State that celebrate and preserve our aerospace and aviation heritage. By helping us reach a regional, national and international audience, this exciting new organization will provide a major boost to the tourism industry in many regions of the State.”

The destinations would include: Grumman Memorial Park at the former Calverton Test Center in Suffolk; the American Airpower Museum at Republic with its squadron of operational World War II aircraft; The Cradle in Nassau County; the Intrepid Sea/Air/Space Museum in Manhattan; the Rhinebeck World War I Aerodrome in the Hudson Valley; and the National Warplanes Museum in Chemung County. Visitors could spend more than a week in New York touring these various museums and never see the same thing twice.

Jeff Clyman, President of the American Airpower Museum at Republic said, “The Governor’s endorsement of this concept creates enormous momentum for an effort that can have a strategic impact on New York’s tourism industry. We see a broad spectrum of possibilities that would include marketing programs with cross promotions, more effective purchases of paid advertising media and coordinated programs that allow a visitor to understand the State’s significant contributions to our nation’s defense and aviation milestones.”

Comparison of the Economic Impact of Five General Aviation Airports

Continued from page 3

refuses to provide data for proprietary reasons, a problem encountered at all of the airports listed in the matrix, the results can be thrown off, sometimes by a very significant factor. Consequently, the results underestimate the economic activity at any one of the airports. The good news is that, even despite these data collection difficulties, all of the airports show positive results, lending support to the position of NYAMA that the aviation industry is an important element in our state and national economy.

Why are the results not better known?

Airport projects undertaken by regional planning organizations are financially supported by the Federal Aviation Administration under the Continuing Airport Improvement Program, or CASPP. Until recent years, this included a Coordination and Service element through which technical assistance was provided to airports. However, in light of the FAA’s changing financial and programmatic circumstances, this element has been dropped. Consequently, this technical service has been terminated that would otherwise provide local continuing assistance to an airport operator in publicizing the impact results and attending the local meetings where the information is presented. The task is barely carried out, if at all, because airport operators are fully occupied with the daily running of an airport. Consequently, community decision-makers and the public are unaware of the benefits of an airport. Ironically, the amount of money required to provide several airport operators with at least modest annual support is very small – \$5,000 to \$10,000 annually. The current circumstances do not offer much hope that things will change soon.

¹ The projects summarized in this report were funded by the Federal Aviation Administration, with support from the NYS Department of Transportation. Questions should be addressed to Benjamin D. Manton, Program Manager, Central New York Regional Planning and Development Board, (315) 422-8276 or bmanton@cnyrpd.org.

² The NYSDOT anticipates updating the assessment process for application on a statewide basis in the near future.

³ For example, a dollar spent on fuel leaves the area very quickly because the dollar is remitted to a petroleum company located in another state. A dollar spent on a flight instructor is re-spent a number of times to buy, for example, potatoes at a store whose owner purchases the potatoes from a local grower, who buys seed and fertilizer from a local supplier, who pays the wages of the person working at the supply store, and so on.

TSA Announces Private Security Screening Pilot Program

Continued from page 3

Qualified private screening companies selected to participate in the pilot program are required to establish a two-year contract with the Under Secretary. During this period, that screening company will carry out the security screening of passengers and property. Upon completion of the pilot program, the Under Secretary will determine if the private security company is meeting or exceeding the standards of the federal workforce, and if so, the airport can continue to use the private security company.

The Aviation and Transportation Security Act, Section 108, requires TSA to establish the pilot program. The Act requires that the private screening company be owned and controlled by a citizen of the United States. The Act also sets forth the provision that TSA may terminate any contract entered into with a private screening company that has repeatedly failed to comply with any standard, regulation, directive, order, law, or contract applicable to hiring or training personnel or to the provision of screening at the airport. In addition, contractors are required to meet the same employment standards and requirements as federal security screeners.

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State Budget Contains Some Airport Funding Opportunities

Stephen J. Acquario, Legislative Counsel

On May 16, 2002, the New York State Legislature completed passage of the 2002/03 New York State Budget. Included within the terms of the adopted state budget are the following NYAMA Priorities, and NYAMA Members are encouraged to submit funding applications for inclusion in various programs.

- \$4.5M appropriation in Stewart Airport Privatization proceeds, to be used for payment of airport capital projects as set forth in a Memorandum of Understanding (MOU) amongst the Governor, the Majority Leader of the Senate and the Speaker of the Assembly.
- \$1M appropriation for technical assistance as part of the NYAMA initiative, the New York Statewide Opportunities for Airport Revitalization (NY SOARs) program. These funds can be used for air service studies, market analysis, preparation of applications of public/private partnerships and the pledge of community and/or industry funding; to airports and communities where improved commercial air service is essential for the economic development of the community and such commercial services are characterized as unreasonably high air fares and/or insufficient service for the application to and the participation in the federal low fare demonstration program, established pursuant to federal law.
- \$8M appropriation as the state match to the Federal Airport Improvement Program (AIP).
- \$2.25M reappropriated to fund airport projects selected in the Airport Improvement and Revitalization (AIR 99), also a NYAMA initiated Program.
- \$300M Dollars appropriated into a special account for economic development projects, including transportation capital projects, as selected by the Senate Majority Leader and the Speaker of the Assembly.

Notice:

The Statewide Economic Benefits study of aviation, funded by the NYS Department of Transportation Aviation Services Bureau, is well underway. The consultant is scheduled to provide a report update during NYAMA's annual Fall Conference. In order to present the most accurate information, it is critical that all airports respond to the consultant's requests for information in a timely manner. Thank you for your attention to this important matter.