

Air Currents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • VOL. 10 NO. 3 • SPRING 2008

Memorial Park for Aviation Pioneer

Glenn K. Curtiss first flew his “June Bug” just outside Hammondsport, NY for 1 minute and 42.5 seconds on July 4, 1908. This was the nation’s first officially observed flight exceeding 1 km.

As the centenary approaches, a park honoring this rival to the Wright Brothers will be open next to Keuka Lake. For more than a decade, the effort to honor Curtiss’ achievements finally came to fruition. The town bought 8 acres from a real estate developer for \$900,000 with the help of significant private donations toward the cause.

Curtiss’ aircraft innovations were crucial to victory during both world wars. He would later be called the “father of naval aviation”. In 1910, he invented the Model “D” biplane which was the first aircraft to take off from a ship. In 1911, Curtiss produced the Triad A-1 seaplane, which had both wheels and floats. Along with a partner John Cyril Porte, a retired English naval officer, Curtiss produced the two-seat “Flying Fish”. This larger craft became classified as a flying boat because its hull sat in the water. It featured an innovative notch in the hull that Porte had recommended for breaking clear of the water at takeoff. In collaboration with Porte, Curtiss designed the “America” in 1914, a larger flying boat with two engines for crossing the Atlantic. Several models of the America, later called the H-4, were purchased for use by Great Britain during World War I.

From 1915 to 1918, Hammondsport was considered the airplane manufacturing capital of America. His operations eventually grew to employ 18,000 workers in Buffalo and 3,000 workers in Hammondsport. The Curtiss factory built a total of 68 “Large Americas” which evolved into the H-12, the only American designed and American built aircraft that saw combat in World War I. As 1916 approached, it was feared that the United States would be drawn into the conflict. The U.S. Army Air Corps ordered the development of a simple, easy to fly and maintain two-seat trainer. Curtiss created the JN-4 “Jenny” for the Army, and the N-9 seaplane version for the Navy. It is one of the most famous products of the Curtiss company.

A patent dispute with the Wright brothers continued for several years until it was resolved during World War I, following Orville’s withdrawal from the business and the company’s shift to manufacturing engines only. The Wright Aeronautical Corporation, a successor to the original Wright Company, merged with the Curtiss Aeroplane and Motor Company on 5 July 1929, forming the Curtiss-Wright company, just before Glenn Curtiss’s death.

Thank you Advocacy Day Sponsors!

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NBAA (National Business Aviation Association)

Syracuse Hancock International Airport

**NYAMA
VICTORY:
Business Aviation
Tax Defeated!**

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William R. Vanecek
President

Word on the Wing

*From the
President*

Get Involved!

The Board of Directors would like to extend an invitation to all NYAMA members to attend a future board meeting. Please contact NYAMA Headquarters at (518) 432-9973 or info@nyama.com to see how you can get involved in leadership in the only organization in New York State dedicated solely to the needs of the aviation industry. Please also let us know if you are interested in serving on the Board of Directors.

Dear Friend of Aviation:

Advocacy Day

Our Advocacy Day program was a great success with representation from around the state and from every sector of aviation. Our united voice was very effective in communicating the needs of aviation to legislators. And of course, we are very grateful for the strong base of sponsorship which made the day possible.

During these meetings, we were able to make a solid case for rejecting the Governor's proposal for a new killer tax on business aviation. This tax would have singled out charter aircraft if their owners were related to the business on behalf of whom the aircraft was being operated. We then went further by providing a Pennsylvania study on the merits of tax exemptions for general aviation. This study may be found on our website at www.nyama.com.

Even more legislators joined us that evening for an excellent reception. During that time, we also honored Lorrin Bird who is retiring from the NYS Department of Transportation (NYSDOT) after an amazing career of service to the aviation community.

Five Year Capital Plan

NYSDOT Commissioner Astrid Glynn released her initial proposal of a Five Year Capital Plan for transportation. In it, she specified \$145 million for aviation which historically has not been named in the plan at all. Clearly, NYAMA's efforts over many years to garner support from the State to develop New York's aviation infrastructure are paying off.

I am still concerned that the current capital plan does not truly anticipate the amazing transformation Very Light Jets (VLJs) will bring about in five short years. But NYSDOT's estimates are strictly based on the plans submitted to them by local airports. Unless we, as airports, each anticipate the changes VLJ's may bring to our industry, the State will be unable to fully appreciate what is needed to move forward at the right time.

In the future, I would like to see the State go even further by providing a dedicated fund for aviation capital improvements. Aviation is critical to our State's economic development. Commissioner Glynn has at many points stressed the importance of an integrated multi-modal transportation infrastructure. Yet, much more needs to be done in aviation for this vision to be a reality.

FAA Reauthorization

The process of securing FAA Reauthorization for 2008 remains at a stand-still, despite the increasing severity of capacity and safety issues facing our airports. Unless both Congress and the President institute investment in aviation, and airports specifically, as a real priority for our nation's future, this kind of perennial gridlock will go on unchecked.

Active Membership

The effectiveness of our advocacy efforts at all levels continues to build. These items are just part of a larger process. Our Association will continue to meet with legislative leaders throughout the year and produce communications tools demonstrating the needs of aviation. But the relationships our members build with legislators throughout the state are foundational to everything we do.

Please feel free to contact me or any member of the NYAMA Board. We are eager to answer your questions about legislative advocacy and even partner with you in meeting your local representatives. Please read with interest the many articles in this edition of Air Currents which are sure to inform your efforts in discussing these important matters.

Sincerely,

William R. Vanecek, NYAMA President

Do we have your email?

NYAMA is increasingly using email to disseminate timely information to its members. If you haven't been receiving periodic emails from NYAMA Headquarters, it may be because:

- we don't have your email
- the email we have on record is incorrect
- you have not "white-listed" the info@nyama.com email, so it is being filtered out of your inbox.

Please check your email settings and contact us if you have not been receiving emails to ensure you receive timely, valuable updates from your Association.

Dealing with the Realities of Small Community Air Service After Deregulation

by Robert A. Nicholas, A.A.E. Manager of the Ithaca Tompkins Regional Airport

Though currently going through a period of relative prosperity, established airlines have a history of lurching from one financial crisis to another while trying to come to terms with low cost competition, escalating fuel prices, and keeping airfares in the ballpark of their customers' expectations. It is in this kind of environment that many smaller airports have struggled to provide an acceptable level of air service.

Ithaca is the home of Dr. Alfred Kahn, Professor Emeritus of Cornell's Economics Department but better known nationally as President Carter's Chairman of the Civil Aeronautics Board (CAB) when the airline industry was deregulated in 1978. Over the years I have come to appreciate that rather than being the "culprit" who caused all these problems, he was the person who recognized the inherent inefficiencies of having a regulated industry rather than one driven by the free market. Had the major airlines (legacy carriers) not been formed with artificial protections, the playing field would have always been even and the airlines would have grown up in a free market environment, like those that exist in most other industries. Airfares would have been a product of what it cost to deliver the service rather than what the CAB would allow. It was an extremely complex mess to unravel. Some twenty-nine years later we are still feeling the effects of deregulation and the game is not over yet.

But in focusing so much on airlines, many people are not paying enough attention to the negative influence of airline deregulation on small communities and small community air service. Obviously small airports, by definition, serve fewer people and as Dr. Kahn would readily admit, airline deregulation was designed to create a benefit for the greatest number of people. Few of us in the industry would argue with that statement. But the irony is not lost on Dr. Kahn that the forces of deregulation and consequent economies of scale, have resulted in his hometown airport losing airlines and having a reduced choice of destinations and flights. This article will explore some of the local problems stemming from deregulation, the problems created for the national system of airports, and some of the strategies used by the Ithaca Tompkins Regional Airport to deal with the situation.

The effects of the free market are more far reaching than just the loss of a few passengers from the nation's smallest airports. Consider that with oil around \$100+ a barrel, people are jumping into their vehicles to drive to airports that may be up to 150 miles away. They are burning all that fuel, wearing out their cars, wearing out the roads and bridges they use, contributing to more global warming, and wasting time that in many cases could be used more productively. Since the costs of doing all this must be reflected in the cost of their products (if it is a business trip) those products become less competitive as a result. Ultimately, one could argue, companies may be forced to congregate in larger population areas to take advantage of cheaper airfares and greater choice with the consequence that the local economies of smaller communities will then go into decline. These communities would then be unable to justify air service, and the airport would become a burden on the local taxpayers and eventually close.

Through the federal Airport Improvement Program and its predecessors, enacted to assist airports with their infrastructure and equipment needs, the FAA has distributed billions of dollars to ensure a comprehensive national airport system that serves a population spread throughout this huge country. Different sized airports serve different sized market areas and traditionally this network of airports, particularly through the hub-and-spoke system, has meshed to form an extremely efficient means of connecting people from one destination to another - even though the destinations might be somewhat remote. Airlines, large and small, combined to make it happen and the FAA's investment in the system was serving almost the entire population of the country. This elaborate airport system is in decline. Now more people are using fewer airports, exacerbating the congestion problems that have begun to burgeon

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Lorrin Bird Recognized for Excellence in Service



On March 11, 2008 during our legislative reception, Bill Vanecek presented a plaque to Lorrin Bird in recognition of his 35 years of service to the aviation community in airport planning and development. Lorrin is retiring from the NYS Department of Transportation (NYSDOT) in April after a long and exceptional career.

Lorrin was born and raised in Queens, New York. He graduated from the prestigious Cooper Union for the Advancement of Science and Art in New York City in 1973 with a Bachelor's degree in Civil Engineering. Lorrin also holds a New York State Professional Engineering License in Civil Engineering.

Upon graduation from college, Lorrin began work with the FAA New York Airports District Office as an Airport Planner, working on airport projects throughout New York State and including the four Port Authority Airports (Kennedy, LaGuardia, Newark, and Teterboro).

In 1977, Lorrin left the FAA to work for the NYSDOT. He has been employed with NYSDOT since then, providing his expertise and very high level of service to the airports of New York.

Some of Lorrin's accomplishments include supervising the Airport Development Section, coordinating the Aviation Bond Act process, and managing many successful planning studies. Additionally, he has authored a long list of technical papers and presentations.

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Lorin has provided invaluable technical assistance and advice to the FAA, airports, and consultants throughout his tenure. His recommendations have resulted in positive FAA decisions for multi-million dollar runway projects at the Saratoga County, Sullivan County, Orange County, and Oneonta Airports. He has also provided analyses to the FAA and Airports on LPV Approaches.

Lorin has been an inspiration both to his colleagues and airport sponsors, and an amazing resource for the entire aviation community. His ease in talking with people and his cooperative yet efficient and effective work ethic has earned him wide respect.

Hydrogen-Powered Vehicles

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economy of 14mpg city and 20mph highway.

Paul D. Tonko, NYSERDA president and CEO said: "NYSERDA is excited to be part of this project, which builds upon the State's efforts to reduce our dependence on foreign fuels, cleans up our air and reduces our carbon footprint. We applaud the efforts of the Albany International Airport, CDTA and all of their partners in making this demonstration project a reality, which will showcase the technological advantages of using hydrogen in conventional reciprocating engines."

As part of the program, Airport employees will undergo a requisite safety training program to ensure proper operation of the fueling station and vehicles. The vehicles will be assigned to the Airport's Airfield Maintenance Department and will be dedicated to routine Airport duties including the transportation of workers and equipment to work sites and Airport inspections.

The project is being underwritten with the aid of a \$1.2 million NYSERDA contract. The total cost of the demonstration project, including Airport and CDTA vehicles, fuel, fueling station, labor and maintenance is estimated at \$2 million.

Legislators and Members Discuss Tax Exemptions

On March 11, 2008, NYAMA members from around the state gathered for the Association's annual Advocacy Day. With the help of a study published by the University of Pennsylvania, members actively engaged their legislative representatives about the importance of tax exemptions for aviation.

Immediately at stake was a new tax on business aviation proposed by Eliot Spitzer which would have affected charter services operating for the businesses which owned them. NYAMA's efforts were well rewarded as the legislature rejected his proposal.

NYAMA has previously been successful in encouraging lawmakers to provide a tax exemption for general aviation maintenance and service. But concerns were raised during the morning briefing as participants were informed of an approaching sunset on this provision scheduled for 2009. A bill sponsored by Senator William Larkin, Jr. and Assemblyman Robin Schimminger would also provide a tax exemption for general aviation sales. In the face of a deficit budget, no progress was made on these exemptions during the budget process. Still, legislators were impressed by the strong case presented that ignoring these matters will put New York at a competitive disadvantage with neighboring states who are already enjoying or seriously considering these incentives.



Senator William Larkin receives a number of NYAMA officers and members into his office on Advocacy Day March 11, 2008. With the help of a study published by the University of Pennsylvania, members discussed the importance of tax exemptions for the growth of aviation in New York.

Front (left to right)

Bill Vanecek, Buffalo Niagara International Airport; Bill McShane, Sheltair Aviation; Rich Halik, Port Authority of NY & NJ; Joel Russell, Albany International Airport

Back (left to right)

Bruce Geiger, NYAMA legislative representative; Fritz Kass, Aviation Advocate; Daryl Roberts, Wurtsboro-Sullivan County Airport; Carl Beardsley, Greater Binghamton Regional Airport; Daniel Depew, Wurtsboro-Sullivan County Airport; Senator William J. Larkin Jr.; Charles Brodie, Aerodrome Development Corp.; Ann Crook, Elmira Corning Regional Airport; John O'Donnell, Albany International Airport; Michael Thompson, NYAMA; Anthony Ceglie, Francis S. Gabreski Airport; Chad Nixon, McFarland Johnson Inc; Marsha Hochstadt, McFarland Johnson Inc; Craig Dotlo, Aircraft Owners and Pilots Association

NYAMA Kills Aviation Tax In 2008-2009 State Budget

NYAMA Kills Charter Plane Tax

As you will recall, the Executive Budget proposal threatened to compound the competitive disadvantage New York has with neighboring states by seeking to impose new tax penalties on certain business and corporate aircraft owners that base these aircraft in this State. If enacted, this tax would have had a chilling effect on airports, businesses and jobs as aircraft owners would no doubt relocate their aircraft to neighboring states, taking with them their pilots, crew, mechanics and other aviation-related employment, and possibly some or all of their corporate operations as well.

NYAMA's efforts to beat back this ill-conceived anti-aviation proposal by then-Governor Eliot Spitzer were successful and the "charter plane tax" is NOT part of the final budget!

This is a tremendous accomplishment considering the long list of taxes that were proposed in the Executive Budget and sustained by the legislature; in addition to a plethora of tax and fee increases that were added to the revenue plan. (Reports indicate that the new state budget raises nearly \$1 billion through business-tax "loophole closures" and by new taxes and fees).

While the state's dire fiscal situation precluded NYAMA from having any real chance of advancing a broad, General Aviation tax exemption this year, our advocacy over recent years has educated legislators as to the harmful affect such tax policies have on the aviation industry in New York. This campaign by NYAMA, assisted by the Aircraft Owners and Pilots Association (AOPA) and the National Business Aviation Association (NBAA), certainly helped us gather enough members of the legislature to actively oppose new aviation taxes, despite their inclusion in the Assembly one-house budget bill passed by that house a few weeks

ago. A special thank you goes out to Senator William Larkin and Assemblyman Robin Schimminger; champions of aviation in New York State.

\$33 Million for NY Aviation

This good news on the tax front is complimented by the fact that there was no negative fiscal impact on overall spending for aviation in the capital budget for transportation. On the appropriations side, there is a total of \$33 million for aviation for FY 2008-2009:

- \$8 million AIP state match for federal program
- \$4 million for Stewart International Airport
- \$6 million for Republic Airport
- \$15 million for Bond Act projects

Budget language that allows for the unused portion of AIP to be transferred to AIR99, a big budget win for NYAMA last year, is carried over again this year. This could mean an additional \$2 million to \$3 million for airport projects in fiscal year 2008-2009.

Five-Year Capital Plan

The DOT proposed Five-Year Capital Plan for transportation, which was unveiled in March and includes \$145 million over five years for aviation, will continue to be discussed and analyzed by legislators and stakeholders. NYAMA representatives participated in a number of DOT-sponsored roundtables throughout the state to urge that an appropriate level of state financial commitment be dedicated to the needs of aviation. The current Five-Year Plan has one year remaining.

Governor David A. Paterson

Obviously the big news this session was the resignation of Governor Eliot Spitzer effective March 17, 2008, making Lt. Governor David Patterson New York's new Governor for at least the remainder of Spitzer's term. Senate Majority Leader Joseph Bruno becomes "acting" Lt. Governor and assumes the duties of the office, in addition to his Senate leadership post. This development in the midst of the State Budget process was a tremendous impediment to getting a budget completed by the April 1 deadline.

As expected, some of the Spitzer inner circle have resigned including Richard Baum, Secretary to the

New Board Members

The Board has appointed two new Board members to fill in mid-year vacancies:

Ann Crook (Elmira Corning Regional Airport) came to New York from Oregon. There she was appointed as Oregon's first Director of the Department of Aviation and most recently served as president of the Oregon Aviation Management Association. Ann has also served as an executive for the Northwest Chapter of AAAE and the National Association of State Aviation Officials (NASAO).

Anthony Ceglie (Francis S. Gabreski Airport, Suffolk Co.) has been in airport management for 21 years. He previously served in operations for MacArthur Airport in Islip. Tony is also a licensed pilot with commercial and multi-engine instrument ratings.

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Technical Articles

We are eager to highlight the best practices and newest innovations serving aviation today. Members are welcome to submit articles for consideration in future newsletters to Michael Thompson by email: info@nyama.com.

New Website Member Search and Directory!

We continue to develop new features for our website at www.nyama.com. Members may now login to access a Member Search or Member Directory of others within the Association. Simply go to the Members Only menu on the left after you have logged in. The Member Search option will allow you to type in specific information to find a member. The Member Directory will list all individuals in the organization and may be alphabetized using the arrows next to each heading.

We hope these new features will serve all of our members by providing needed resources and recognition for commitment to aviation in New York.

Preliminary user names and passwords were sent to members by email last fall. If you have not received an email notice, it may be due to one of the following reasons:

- 1. You are not a current member of NYAMA.**
- 2. We do not have an email address for you.**
- 3. We have the wrong email address for you.**

Please feel free to contact Michael Thompson at 518-432-9973 for assistance or with further suggestions of how we might serve your needs.

New Tools for Obstruction Studies



McFarland Johnson

By Chris Fales, AICP, Senior Airport Planner

One of the nicest things about living in New York State is the abundance of beautiful wooded hills and mountains in the landscape. If you are a pilot though, these trees are a lot less pretty when they have the potential to pop up in front of your windscreen some night on final approach to your local airport. McFarland Johnson (MJ) has been helping airport sponsors deal with these trees through obstruction studies and obstruction removal for our airport clients for over twenty years. Over that time our products have changed dramatically as we have utilized new technology in our processes, and have addressed new requirements for the latest generation of satellite guided instrument approach procedures.

The most noticeable difference to the average client is that, like many other consultants, we have gone to full color orthophotos as a base for our obstruction drawings. Underlying this, however, is our use of more cost effective mapping techniques, more efficient automated obstruction identification procedures, and extensive use of GIS files to bring in supplemental data that allows us to provide much more 'bang for the buck' than what has previously been available.

The technical aspects of the studies, though less noticeable, are the areas that have seen the biggest changes over the last several years. Almost all airport clients are interested in getting the lowest approach minimums possible at their airport, and the availability of the new LPV (Lateral/Localizer Precision with Vertical guidance) procedures have opened the door to airports achieving lower minimums than they had ever thought possible. Evaluation of the obstruction clearance surfaces for this type of approach procedure is included in nearly all of the obstruction studies that we now do. This guidance, contained in FAA Orders 8260.3B (TERPS) and 8260.54 (United States Standard for Area Navigation) permits us to determine if a runway end is now, or could be, a candidate for an LPV approach procedure. We have also developed an analytical tool that permits us to individually evaluate each of the hundreds of obstructions that may be present to the Federal Aviation Regulations (FAR) Part 77 and obstruction clearance surfaces and make good estimates of the approach minimums of a future LPV procedure.

The biggest difference between evaluating FAR Part 77 obstructions and obstructions to the new LPV surfaces is the fact that the LPV criteria permit the FAA Flight Procedures office to consider the use of different glide path angles and height above touchdown values in the development of the procedure. These changes are directly reflected in the slope and elevation of the obstruction clearance surfaces. As many of us have experienced when going from a visual to a non-precision approach, the change from a 20:1 to a 34:1 FAR Part 77 surface has a dramatic impact on the number of obstructions present. Our analytical tool allows us to quickly evaluate the approach minimums feasible with different glide path angles and threshold crossing heights and, in effect, tailor an approach procedure to the particular needs of the individual airport. Additionally, it allows us to distinguish between the "broad brush" approach of removing all FAR Part 77 obstructions, and identification of the obstructions that must truly be removed to protect the approaches actually in place or planned for the airport. We can then look at the property ownership, possible property acquisition, and environmental issues surrounding the future obstruction removal and develop a project that keeps costs and community concerns to a minimum.

For an airport sponsor who is seeking an improved instrument procedure, this analysis, when done at an early stage in the process, allows the scheduling of obstruction removal needed to meet the LPV criteria ahead of the survey upon which the new procedure will be based. The LPV procedure development process will require a separate aeronautical survey which, until recently was done by the National Geodetic Survey (NGS), other government employees or private firms working under FAA contract. New guidance has been developed in the last few years permitting the surveys to be done by "third party" surveyors under contract with airport sponsors. MJ is a registered third party aeronautical survey contractor and is now performing these projects, under strict new criteria developed by NGS and the FAA Airport Surveying/GIS Program, at several airports in New York and across the Northeast. These new aeronautical surveys, which are the building blocks for the FAA's Airport GIS database, are part of the way that MJ brings value to our airport clients and stays on the leading edge of airspace analysis.

Small Community Air Service

Continued from page 3

again after the post 9/11 lull. Some industry experts have called for re-regulation to try to deal with these issues. Notably absent from that list of re-regulation proponents is Alfred Kahn. Just as the legacy carriers have been forced to cope, so airports will have to find a way forward.

So how is the Ithaca Tompkins Regional Airport dealing with this? It has been estimated that between 50% and 68% of Ithaca's passengers leak to other airports and other modes of transportation with price and schedule convenience being the most often cited reasons.

Since we can't consistently compete against the economies of volume and multi-airline competition for near-term ticket sales, we encourage people to book as far in advance as possible to take advantage of the airlines' pricing strategies. As often as not passengers can find reasonable airfares low enough that travel to a more distant airport is not worth the trouble. The airport's website (flyithaca.com) emphasizes the point by including a "calculator" that factors in the costs associated with travel to another airport in order to give people a true price comparison.

We emphasize the lack of hassle experienced in travel from the local airport. In addition to the travel time to other airports, we suggest travelers add on the longer lines at check-in and the endless lines at the security check points. As air travel becomes seemingly more burdensome, short check-in and screening lines, coupled with pleasant people who know your name, become more and more appealing.

The Ithaca Tompkins Regional Airport solved a security problem and created a service that has really become a popular feature for local travelers. The TSA regulations regarding unattended vehicles on the curb necessitated the use of a contract security company to monitor traffic and issue tickets if people ignored the rules, particularly leaving their unattended vehicles at the curb. The result was very confrontational. The somewhat rigid security officer mentality did not blend well with the kind of freedom that local travelers had come to expect over the years. In recognizing that friendly service and convenience were our main stock in trade, we could see that issuing tickets and getting into verbal altercations were not helping us towards our goals.

So the airport changed its approach. We provided an incentive for people to use the nearby parking lot by giving free parking for the first 30 minutes. We removed our baggage cart dispensing machine and began giving carts away free of charge. Most importantly we cancelled the security guard contract and replaced it with a customer service based Airport Ambassador program. This program costs more because the Ambassadors are paid more. A Request for Proposals was issued calling for a high level of interpersonal skills and I interview all prospective employees before the contractor (Fair Weather Enterprises) is allowed to take them on. The ambassadors greet arriving passengers as they drive up to the curb, assist with bags, take care of special needs like wheelchairs, and help in any other way they can. Almost as a side issue they are taking care of the TSA's requirement not to have unattended vehicles at the curb. Amazingly, in the four years the contract has been in place, the ambassadors have issued just two tickets. In the meantime they have made lots of friends for the airport and helped boost our enplanements in the face of our many challenges.

In an attempt to cover as many bases as possible the airport belongs to the American Association of Airport Executives (AAAE), the New York Aviation Management Association (NYAMA), the Community Air Service Coalition (CASC) - an association of non-hub airports intent on improving small community air service, and a peer group of New York's Southern Tier airports. Each entity is continually working towards solving airport and air service problems.

Most people think there will be no re-regulation of the airline industry. I happen to agree. Each small airport must find a way to garner rock-solid community support. The federal Small Community Air Service grant program and grant programs from various states have sponsored many new ideas and given cash-strapped communities a means to deal with the relentless tide of deregulation. But like King Canute, we may find that there is no turning back the tide. Despite revenue guarantees, waiving of airport fees, innovative ideas like communities buying their own aircraft or starting their own airline, despite huge amounts of money spent on advertising, and many other initiatives - despite all that, perhaps the most likely means of survival will be the fostering of a solid base of community support that provides a viable market for the airlines now and into the future. Without that support many small community airports will lose airline service and be left to reflect on the good old days when air service was taken for granted and they didn't have to tap the local tax rolls to make ends meet.

2008-2009 State Budget

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Governor and Lloyd Constantine, Senior Advisor to the Governor. It remains to be seen as to what will happen to other Spitzer appointees, some of whom NYAMA has been working closely with on a variety of aviation matters.

Governor Patterson is not expected to request any Spitzer-appointed Commissioners to leave right away, but some of these appointees gave up lucrative jobs and moved family to Albany from NY City at Spitzer's invitation to join him in public service. We can expect that some of them may resign and return to the private sector.

Governor David A. Patterson, who is legally blind, became New York's 55 Governor on March 17, 2008. He was first elected to the New York State Senate in 1985 at age 31, becoming Albany's youngest Senator at the time. In 2003, he became Minority Leader of the New York State Senate; the first non-white legislative leader in New York's history, later becoming New York's first African American Lieutenant Governor in 2007.

Despite this upheaval, the State Budget was finalized and passed by the legislature on April 9, just over a week late.



Governor David A. Patterson

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AirCurrents reserves the right to edit all submitted articles for content and format. Please address any comments or questions in care of the Editor to: *AirCurrents*, 119 Washington Avenue, Suite 100, Albany, NY 12210, (518) 432-9973, email: info@nyama.com.



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Airport to Launch Test of Hydrogen-Powered Vehicles

Albany, NY (January 30, 2008) - - - David E. Langdon, chairman of the Albany County Airport today announced the launch of the Airport's portion of HyIMPACT, a joint hydrogen vehicle test program which will be undertaken by the Albany International Airport and the Capital District Transportation Authority. The demonstration project is funded by the New York State Energy Research and Development Authority (NYSERDA) as part of its Hydrogen Roadmap Program that seeks ways to integrate hydrogen technology into the Empire State's economy by demonstrating the operational viability of dedicated hydrogen-fueled vehicles.

The Airport will add two hydrogen-powered pickup trucks to its growing fleet of "green" vehicles which currently features compressed natural gas (CNG) powered shuttle buses and pick-up trucks. The project will also include the construction of a hydrogen fueling station that will serve the two Airport vehicles as well as two vehicles being placed into service by the Capital District Transportation Authority. Under the agreement, the hydrogen fueling station will be installed at the Airport by Air Liquide.

"We have enthusiastically embraced this demonstration project which will help to focus on our nation's dependency on foreign oil and address the challenge of creating a reliable, domestic energy source that is also environment friendly," said David Langdon, chairman of the Albany County Airport Authority. "Our experience with hydrogen vehicles could pave the way to use hydrogen as a fuel for additional airport ground support equipment and fleet vehicles.

The Airport will use two HICE (Hydrogen Internal Combustion Engine) powered, one-ton Chevrolet Silverado pickup trucks for the demonstration program. The four-wheel drive trucks will be equipped with engines that have been retrofitted by eTec Systems of Phoenix, Arizona. The vehicles are rated at 195 hp and will include two 150-liter storage tanks for hydrogen fuel with an estimated fuel

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