

Advancing Aviation – Advancing New York!

Air Currents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • VOL. 10 NO. 3 • S U M M E R 2 0 0 9

Governor Signs Bill to Eliminate Sunset on GA Tax Exemption

NYAMA received word that the Governor has signed a bill eliminating the sunset of the tax exemption on maintenance and repair of GA aircraft, making the tax exemption permanent!

The Assembly passed the bill (A8891/Schiminger) to repeal the December 1, 2009 sunset after the bill quickly moved through the committees to the floor where it was brought to a vote.

The bill was then delivered to the Senate which was deadlocked in a struggle for control of the leadership. The impasse ended a month later and the Senate was back at work. Final passage was given for the bill (S.5516/Stachowski).

The bill was transmitted to Governor Paterson on the same day, and signed into law the next day as Chapter 204 of the Laws of 2009 making the tax exemption permanent!

There were many bills put on the shelf during the recent events in the Senate. NYAMA was diligent in keeping this bill before Senators throughout the entire process. The passage of the bill is widely seen as a tremendous victory given the political and economic climate.

Please be sure to thank your legislators for their efforts!



**Assembly Speaker Sheldon Silver
and NYAMA President Bill McShane**

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Bill McShane
NYAMA 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:

Full-Year Advocacy Efforts Bring Multiple Victories

NYAMA is clearly being transformed as an organization—and it is significant!

In the past our goal was to have a strong Advocacy Day strategically placed during the budget season to make sure our interests were reflected in the State budget each year. Over the past few years, we have learned that our voice is necessary at the Federal level; and even State legislation requires consistent attention throughout the year.

Slot Auctions Withdrawn

Last fall, NYAMA partnered with the Port Authority of New York & New Jersey and others to successfully stall any effort to implement a slot auction at Newark International Airport until a new administration could review the policy. This year, the U.S. Department of Transportation has ended discussions of slot auctions in New York.

TSA and NFPS Regulations

The TSA has proposed unnecessary increases in security measures at GA airports. Likewise, National Fire Protection Standards (NFPS) have been proposed as part of the FAA Reauthorization. While there has been some progress in communicating our concerns, these issues will not likely go away any time soon. NYAMA continues to be vocal with the Federal legislators about the costly impact proposed regulations might have.

Budget Efforts

We also had a very well organized and successful advocacy effort—before, during and after our actual Advocacy Day.

In a tough deficit budget year such as this, it was no small victory that together we were successful in getting the luxury tax on aircraft out of the budget. Not only is this a big victory on the tax side, but it also reinforces the right message to the public: *planes are essential business transportation, not luxuries!*

Additionally, language to allow for the transfer of unused AIP matching funds to the AIR99 program was restored in the final budget. This could mean an additional \$1 million for AIR99 in the coming fiscal year.

Support the Aviation Jobs Bill

Before the budget season, we drafted the “New York Aviation Jobs Act” which was submitted as S.4551 Stachowski/A.5960 Schimminger. This bill would have repealed the December 1, 2009 sunset of the sales tax exemption on the maintenance, repair, overhaul or rebuilding of aircraft; and also exempt from sales and use taxes the purchase of general aviation aircraft.

With the aid of hundreds of letters from members, NYAMA made great progress in communicating our needs to legislators. In the end we were able to draft and pass an amended version of the bill submitted as S.5516 Stachowski/A.8891 Schimminger. This bill focused on repealing the December 1, 2009 sunset of the sales tax exemption on the maintenance, repair, overhaul or rebuilding of aircraft. As you can see, it passed both houses and was signed by the Governor.

While that is exciting in itself, we have been asked to resubmit the tax exemption for sales and use taxes on the purchase of general aviation aircraft next year. Real progress is being made, but we must continue to take the time to educate lawmakers on the issues.

We will keep you up-to-date on our efforts. Please be ready to support us through the fall as we look to finish the good work we have started. Thank you to each one who sent in letters. Together we are making a difference!

A handwritten signature in black ink that reads "Bill McShane". The signature is fluid and cursive, with the first and last names being the most prominent.

Sincerely,
Bill McShane
NYAMA President

Historic Takeoff Makes “Flying Car” a Reality



Carl Dietrich, CEO/CTO, fuels up his Transition® Roadable Light Sport Aircraft Proof of Concept which runs on premium unleaded auto gas.

able Aircraft Proof of Concept. Often referred to as a “flying car”, the Transition® is a two-seat aircraft designed to take off and land at local airports and drive on any road. Transforming from plane to car takes the pilot less than 30 seconds.

An historic milestone for aviation, the flight comes after six months of static, road and taxi testing. The Transition® cruises up to 450 mi at over 115 mph, can drive at highway speeds on the road, and fits in a standard household garage. The vehicle has front wheel drive on the road and a propeller for flight. Both modes are powered by unleaded gasoline from a regular gas station.

“This breakthrough changes the world of personal mobility. Travel now becomes a hassle-free integrated land-air experience. It’s what aviation enthusiasts have been striving for since 1918,” says Carl Dietrich, CEO of Terrafugia.

By giving pilots a convenient ground transportation option, the Transition® reduces the cost, hassle, and weather sensitivity of personal aviation. It also increases safety by incorporating automotive crash structures and allowing pilots to drive under bad weather.

For its first flight, the Transition® was flown by Phil Meteer, Colonel, USAFR (Retired) at Plattsburgh International Airport in Plattsburgh, NY. The chase aircraft was piloted by Giora Guth.

Categorized as a Light Sport Aircraft, the Transition® requires a Sport Pilot license to fly. The Proof of Concept will undergo additional advanced flight and drive testing and a pre-production prototype will be built and certified before first delivery. Refundable airframe reservations are being accepted.

Terrafugia (terra-FOO-gee-ah), based in Woburn, MA, is comprised of a team of award-winning engineers who have been advancing the state of personal aircraft since 2006. Founded by five pilots who are graduates of MIT and supported by a world-class network of advisors and private investors, Terrafugia’s mission is the innovative expansion of personal mobility. “Terrafugia” is Latin for “escape from land.”

The Transition® will temporarily be on exhibit at the Museum of Science, Boston.

For more information contact Anna Mracek Dietrich at Terrafugia (781) 491-0812, visit www.terrafugia.com, or e-mail: press@terrafugia.com

Story and images are courtesy of Terrafugia.

The Transition® Roadable Aircraft Completes Successful First Flight

Boston, MA – March 18, 2009: Terrafugia, Inc., a game-changing aircraft company, announced the first flight of its Transition® Road-



The first flight of the Terrafugia Transition® in Plattsburgh, NY. Photo taken from chase aircraft.

Babbitt Nominated to FAA Post

On May 21, the U.S. Senate confirmed Randy Babbitt as the head of the U.S. Federal Aviation Administration (FAA). The position has been filled by acting administrators since 2007 when the term of the previous administrator, Marion Blakey, ended.

Babbitt is a pilot and has close to 40 years of experience in the aviation industry. He served as President and CEO of the Airline Pilots Association (ALPA), and then left ALPA to found Eclat Consulting in Reston, Virginia, which provided economic support for regulatory, legislative, and business issues in aviation. Eclat joined Oliver Wyman’s global Aviation, Aerospace & Defense practice in September 2007.

In 1993, Babbitt served as a Presidential appointee on the National Commission to Ensure a Strong Competitive Airline Industry. In 2008 Babbitt was named by the Secretary of Transportation to an independent review team of aviation and safety experts tasked with evaluating and crafting recommendations to improve the FAA’s implementation of the aviation safety system and its culture of safety. Babbitt attended both the University of Georgia and the University of Miami.

New Board Member!

Teresa Rizzuto is the manager at Long Island MacArthur Airport and has recently been appointed to the NYAMA Board to fill an at-large position. Before coming to Long Island, she began as a ramp serviceperson and in fifteen years rose to hold the dual role of general manager for United Airlines at both Newark and Dulles. Teresa was later responsible for all of Terminal A at Newark in relationship with the Port Authority of New York & New Jersey. She was selected in 2008 by the LI Press as one of the Top 100 Most Influential Long Islanders.

\$63 M Expansion Planned for Syracuse

The events of 9/11 and the subsequent institution of new security procedures at the nation's airports have impacted passenger services at Syracuse Hancock International Airport. These impacts include, but are not limited to, long lines at security checkpoints during daily peak travel times and holidays, congestion in front of ticket counters created by baggage screening equipment and Transportation Security Administration (TSA) personnel, and the lack of concession space beyond security for passengers checking in up to 2 hours early.

Following meetings with the airlines, TSA, airport concessionaires, and completion of an access study that looked at three alternative solutions, the City of Syracuse is proceeding with a major passenger terminal renovation project to address these security issues.

This \$63 million project will not be paid for by local or state taxpayer dollars, nor through significant rent increases to airport airline tenants. This project will be 100% funded through the continued collection of Passenger Facility Charges (PFCs). Airlines have been collecting PFCs of up to \$4.50 per enplaned passenger for eligible airport improvements at commercial service airports like Syracuse since the early 1990s. The city currently receives approximately \$4.5 million annually from PFC collections—funds dedicated to airport improvements. In April 2007, after meeting with the airlines and securing approval from the FAA, the city began the collection of PFCs for this project.

The city has entered into a contract with C&S Companies to begin design of this project in March 2009. C&S recently completed a schematic design study and initiated environmental approvals for the project. All design fees will be funded with PFC revenue. The project will take approximately one year to design and two years to construct, with completion estimated for the summer of 2012.

Continued on Page 8

Legislative Update

Aviation Sales Tax Victory!

The Governor signed into law, as Chapter 204 of the Laws of 2009, NYAMA's bill to repeal the sunset of the sales tax exemption for general aviation maintenance and repair services that was scheduled to expire December 1, 2009. This is a tremendous victory for NYAMA and the aviation industry in New York. The elimination of the sunset makes the tax exemption permanent, and removes a barrier to investment that the aviation maintenance and repair industry faced to investing in existing facilities and establishing new operations in the state.

In addition to working closely with our bill sponsors, Assemblyman Robin Schimminger and Senator William Stachowski, NYAMA's efforts were bolstered by Assembly Speaker Sheldon Silver and Ways and Means chairman Denny Farrell, whose support was critical in securing the bill's ultimate enactment. The Speaker met with NYAMA representatives at a crucial time in the legislative process, and insured that the sunset repeal legislation passed the Assembly prior to the summer recess of the session.

NYAMA will now focus on building on this victory by continuing to work to eliminate the state sales tax on the purchase and basing of business jets in New York.

New Political Leadership in Albany

The well-reported political events during the month of June resulted in a shut-down of the New York State Senate as the body deadlocked at 31-31 with no Lt. Governor to break the tie. The stalemate was eventually resolved, with new Senate leadership being announced and an appointment by Governor David Paterson of a Lt. Governor.

The new Senate leaders are:

Senator Malcolm Smith (D-New York City), President Pro-Tempore of the Senate
 Senator Pedro Espada, Jr. (D-Bronx), Senate Majority Leader
 Senator John Sampson (D-Brooklyn), Chairman, Senate Majority Conference

As part of the resolution in the Senate, a series of "reforms" were enacted to change the Senate rules and to more equitably share Senate resources among members.

With regard to a New York Lt. Governor, on July 8, Governor David Paterson announced he appointed former MTA chairman Richard Ravitch to serve as his lieutenant governor through 2010. A day later, a judge, in response to a challenge by Senate Republican leaders, issued a restraining order preventing Ravitch from serving as lieutenant governor. Then, on July 22, a judge of the Appellate Division Second Department in Brooklyn temporarily blocked the restraining order, effectively reinstating Ravitch. It is expected that the case will ultimately reach the New York State Court of Appeals, the state's highest court, before it is finally resolved.

Other Legislation of Interest

NYAMA tracks all bills and regulations that relate to aviation in New York. Among the bills that were acted on and are of particular interest to members are:

S.5643 (Dilan)/A.4552-A (Aubry) – Makes unlawful solicitation of ground transportation at airports a class B misdemeanor, punishable by a \$500 fine and/or 90 days imprisonment

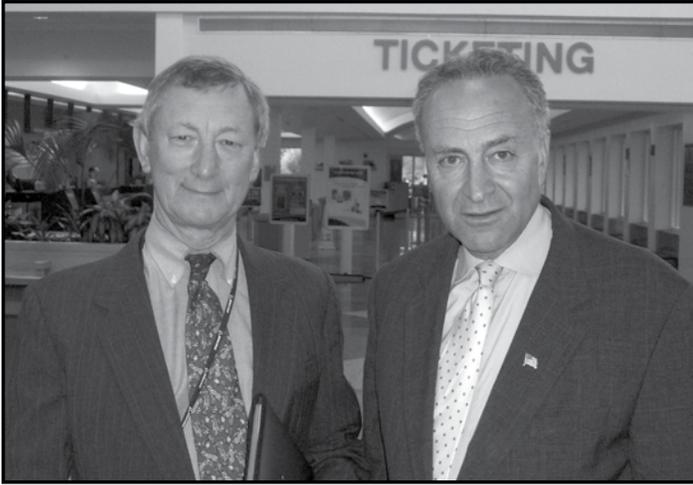
This bill passed the Assembly but did not pass the Senate prior to the summer recess of the legislature. NYAMA supports this bill.

A.7153 (Alessi) – Authorizes and directs the department of transportation to prepare a report on noise abatement procedures at certain heliports and airports in the county of Suffolk

This bill passed the Assembly but has no Senate sponsor and, consequently, was not given final passage. NYAMA has been working with the bill's sponsor to address the issues raised in this legislation.

Ithaca's "Green" Master Plan

By Robert A. Nicholas, A.A.E.



Bob Nicholas and US Senator Chuck Schumer

With the demolition of the 1940s-era hangar/office complex in 2008, the transformation of the Ithaca Tompkins Regional Airport is almost complete. Over the past sixteen years we have replaced the old terminal building, general aviation facility, and private aircraft hangars. We have expanded the ARFF building three times, relocated the parallel taxiway to meet new safety standards and reconfigured the runway to comply with another safety mandate.

With all our basic infrastructure needs taken care of, the airport is about to embark on

a ground-breaking initiative that seems certain to attract a lot of attention on the national airport scene - a "green" Master Plan.

Master plans are not new, of course. Airports have been doing them for decades. The essential master plan requires a qualified planning consultant to do a current airport inventory, to then calculate what needs the airport will have over the next 20 years, and then develop various options to meet those needs. The process involves detailed assessments of how these options are likely to impact the environment and how those impacts can be mitigated. Finally, the consultant comes up with a plan to finance the development. In the normal course of events most of that financing comes from federal and state grants that are generated from taxes on fuel and airline tickets.

Even though most of our infrastructure needs appear to have been met, the FAA still wants to know what our capital development plans are for the next twenty years and how the airport plans on spending its federal entitlement grants, even if it's just for eligible equipment purchases and overhauling the existing runway, taxiways and ramps.

As we deal with and observe what's happening in the world, it is impossible to ignore the dire warnings about climate change. As I read industry magazines, particularly articles about European airports, I note how many are pursuing remedies with as much urgency as they can muster. After reading about one initiative after another I began putting the articles in a folder to discuss with the airport's engineering consultant (C&S Companies of Syracuse). From those discussions C&S came up with the idea for a green master plan. This new vision for a master plan will attempt to integrate green and sustainable principles and ideas into the development plan for the airport in the long term. That could include finding opportunities to change the way we manage some of our operations, looking at the materials and products we use at the airport, and even how we generate energy to run our facilities. The technologies and strategies to become greener are numerous and we are excited about finding the right solutions to apply to our airport.

Because the idea of a green master plan is new and because we will be asking the FAA to pay for it, there will be some hard negotiating ahead of us. The FAA traditionally pays for all the basic components of a master plan but this one is going places the FAA has never been before. The selling job may be at a level many steps above those we usually deal with, but given the new administration's public commitment towards improving the environment, we are hoping to find a receptive ear.

That's the first hurdle. Beyond that, once we have identified these initiatives to drastically reduce our carbon footprint, we need to find ways to finance those infrastructure and equipment changes.

Converting existing buildings to become more environmentally friendly is much more difficult than building from scratch. Part of our challenge is executing that conversion while the buildings are being used and doing so in a cost-effective manner. Since the fuel in our gasoline and diesel tanks is co-mingled with our tenants' fuel, the tenants have to agree to be part of the solution. And of course, because we

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2009 Fall Conference and Exhibit Show

Join the New York Aviation Management Association September 30-October 2, 2009 at The Genesee Grande Hotel in Syracuse, NY for the Association's annual fall conference hosted by Syracuse Hancock International Airport.

The conference will feature sessions addressing the Green Airport Strategies, General Aviation Environmental Regulations Update, Communicating with the Media, Air Service in the Empire State and a Peer Review Session on Snow Removal. Special guest NY State Senator David Valesky will speak during the luncheon banquet.

The conference features an exhibit show providing opportunities for airport managers to network with vendors, consultants and suppliers in the aviation industry. Please call Michael at (518) 432-9973 with any questions.

Online registration and brochure are available on the NYAMA website at www.nyama.com.

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Dear Mr. President:

Recent negative press which has mischaracterized general aviation has created a poisonous climate for the aviation sector of our economy. Jobs have been lost, and an entire sector of our economy seriously damaged. For our communities and those of many small and mid-size towns across the heartland who depend on general aviation, this is very troubling situation.

To make matters worse, nearly 100 cities and towns have lost scheduled airline service in the last several months. General aviation has become that much more important to the economic life of those communities the airlines won't serve.

We call on you to help protect the 1.2 million good paying jobs and \$150 billion per year in economic output created by GA. Mr. President, small and mid-size communities like ours need the manufacturing and service jobs which general aviation makes possible. Ready access to these airplanes provides a crucial lifeline to rural America, connecting farmers, charitable groups, and individuals with resources, tools and business to national and world markets.

You may not know that only 500 cities are served by the major airlines, whereas general aviation has access to 5,000 airports across the country. Further, nearly 85% of companies using these aircraft are small and mid-sized businesses; the very kinds of enterprises that create the bulk of new jobs, especially in an economic climate like the one we're currently facing.

Given the crisis which has been created in this entire economic sector, it is not enough to remain silent.

Mr. President, we call on you to speak out. Use your bully pulpit to help change the toxic perceptions about general aviation and its contribution to the American economy.

Please help. Speak out in support of general aviation today.

Sincerely,

Signed by 70 Mayors

Mayors Release Letter to President Highlighting Needs for General Aviation

Washington, DC – In May, seventy mayors and county executives from across the country held a conference call with reporters announcing the release of a letter to President Barack Obama communicating the crucial importance that small aircraft - also known as general aviation - provide to small towns and local economies across the country.

During the call, Wichita Mayor Carl Brewer also renewed his call to invite the President to Wichita to witness firsthand the toll that the recent economic downturn has taken locally in terms of massive lay-offs, as well as the ripple effect that this downturn has had on Wichita and the over 5,000 communities around the country that depend on general aviation, many of which have little or no commercial air service. General aviation contributes \$150 billion to the U.S. economy annually and supports 1.2 million jobs.

"We have lost over 8,000 jobs in Wichita alone because of the economic downturn and the string of negative press about general aviation. General aviation is a crucial segment of our national economy and for thousands of local economies around the country, and that's why I am urging the President to visit our city and pledge his support to these hard-working Americans whose lives depend on this important industry," said Wichita Mayor Carl Brewer.

Mayor Steve Van Oort of Ankeny, IA continued: "In Iowa alone, general aviation contributes approximately \$176 million annually to our state, and aviation in our state supports at least 10,000 jobs. We must support this crucial infrastructure, both here in Iowa and nationally, because it affects not only manufacturers, but thousands of airports, industries, businesses and services that depend on this crucial form of transportation."

At least 13,000 jobs have been lost nationally, sales of general aviation aircraft have fallen 7%, and Eclipse Aircraft announced Chapter 11 bankruptcy and subsequent Chapter 7 liquidation on February 24th of this year. Hawker Beechcraft has announced two rounds of lay-offs since November, 2007, Piper Aircraft has had to lay off 300 employees, roughly one-third of their workforce, and Gulfstream, the largest employer in Savannah, Georgia announced lay-offs of 2,700 workers.

Mayor Rick Fernau of Show Low, Arizona added, "Small and mid-size communities like ours need the manufacturing and service jobs that general aviation makes possible, as well as to connect with larger, urban areas in Arizona and around the country. That is why I join with these Mayors from across the country in urging the President to recognize this important industry."

"General aviation is a literal lifeline to thousands of communities around the U.S that do not have commercial airline service. In the wake of the recent disaster here in North Dakota, general aviation planes and airports were crucial in helping the Civil Air Patrol and National Guard monitor the floodwaters to make evacuation plans and watch hazardous effects of the flood such as downed power lines. We have to ensure that this vital lifeline is preserved," concluded Mayor Fred Bott of Devils Lake, North Dakota.

This article is reprinted from The Alliance for Aviation Across America (AAAA). For more information, see their website at www.aviationacrossamerica.com.

Transportation Secretary Proposes to Cancel Slot Auctions

On May 13, 2009, U.S. Transportation Secretary Ray LaHood announced that the U.S. Department of Transportation (DOT) is proposing to rescind plans for slot auctions at New York-area airports. Under the proposal, the Department would halt plans announced last October to withdraw a number of slots from airlines operating at airports in the New York region and auction the slots to the highest bidder. "We're still serious about tackling aviation congestion in the New York region," Secretary LaHood said in New York City in remarks to the Association for a Better New York. "I'll be talking with airline, airport and consumer stakeholders, as well as elected officials, over the summer about the best ways to move forward."

The plans for the auctions for slots at New York's JFK and LaGuardia Airports and Newark Liberty International Airport were announced by the Department on Oct. 10, 2008. The auctions were proposed as part of a plan to reduce congestion and delays at the region's airports, along with caps on the number of flights per hour at each of the airports. Due to litigation over the rule and a court-ordered stay, the auctions have not taken place.

In proposing to rescind the auctions, the Department noted that the rulemaking was highly controversial and that most of those filing comments opposed the slot auctions. The Department also noted that circumstances have changed since the rules were issued, including changes in the economy.

Comments on the proposed rescinding of the rule will be due 30 days following its publication in the Federal Register. After the comment period ends the Department will review the comments and then issue a final decision. The notice is posted on the Internet at www.regulations.gov, docket FAA-2008-0517. Comments also will be posted on this site.

Aviation Groups Welcome New House Caucus

The U.S. House of Representatives has created a new General Aviation Caucus. The GA Caucus, sponsored by NATA, the Aircraft Owners & Pilots Association, the General Aviation Manufacturers Association, the National Business Aviation Association and the Experimental Aircraft Association, held its first briefing on May 21, 2009. The GA Caucus was created to educate Members of the U.S. House of Representatives on issues important to the general aviation industry and build consensus of the important role the general aviation industry plays in the American economy. Since its creation a little more than a month ago, the GA Caucus has attracted 45 members of the U.S. House of Representatives. The current list of GA Caucus members follows:

House General Aviation Caucus Members

| | | |
|---------------------------------|--------------------------|-------------------------------|
| Barrow, John (D-GA) | Fallin, Mary (R-OK.) | Norton, Eleanor Holmes (D-DC) |
| Bartlett, Roscoe (R-MD) | Graves, Sam (R-MO) | Oberstar, James (D-MN) |
| Berkley, Shelley (D-NV) | Guthrie, Brett (R-KY) | Peterson, Collin (D-MN) |
| Berry, Marion (D-AR) | Issa, Darrell (R-CA) | Petri, Thomas (R-WI) |
| Bono Mack, Mary (R-CA) | Kline, John (R-MN) | Pomeroy, Earl (R-ND) |
| Boswell, Leonard (D-IA) | Lee, Chris (R-NY) | Ross, Mike (D-AR) |
| Boyd, Allen (D-FL.), Co-Chair | LoBiondo, Frank (R-NJ) | Salazar, John (D-AR) |
| Burgess, Michael (R-TX) | Loeb sack, David (D-IA) | Sanchez, Loretta (D-CA) |
| Carnahan, Russ (D-MO) | Lynch, Stephen F. (D-MA) | Schauer, Mark (D-MI) |
| Coble, Howard (R-NC) | Mack, Connie (R-FL) | Shadegg, John (R-AZ) |
| DeFazio, Peter (D-OR) | Massa, Eric (D-NY) | Tiahrt, Todd (R-KS) |
| Dent, Charles (R-PA) | Manzullo, David (R-IL) | Tiberi, Patrick (R-OH) |
| Duncan, John (R-TN) | Miller, Candice (R-MI) | Upton, Fred (R-MI) |
| Edwards, Chet (D-TX) | Minnick, Walt (D-ID) | Young, Don (R-AK) |
| Etheridge, Bob (D-NC) | Moran, Jerry (R-KS) | |
| Ehlers, Vernon (R-MI), Co-Chair | Neugebauer, Randy (R-TX) | |

Green Master Plan

Continued from Page 5

have a symbiotic relationship with our tenants, the entire project has to be a cooperative effort.

All this will be done in an environment where green initiatives are cropping up almost daily with many of them yet to be tested for the long haul.

C&S Companies are always striving for excellence and make it a point to be on the cutting-edge of new sustainability ideas. As part of an effort to get community buy-in they approached Cornell University, making contact with two professors with expertise in the field. This has resulted in having our green master plan become part of two separate class projects. We have even discussed some wonderfully new carbon-neutral initiatives with a prize-winning airport in Europe.

So we begin this project with some trepidation but with much excitement and confidence that this is the right thing to do. We are hopeful we will not only exceed Tompkins County's own plan for reducing carbon emissions but set an example for other airports in the United States to follow.

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Syracuse Expansion *Continued from Page 4*

- A 147,000-square-foot addition that will connect the two separate wings of the terminal on the second level, both pre- and post- passenger security screening points.
- Green design and construction techniques that will significantly reduce operating costs for the building and reduce the building's carbon footprint. Proposed techniques include solar panels to produce electricity and hot water; construction techniques that minimize waste and encourage recycling; extensive use of natural daylighting; enhanced indoor environmental quality; and the use of sustainable construction materials. The use of green technology combined with the installation of more energy-efficient HVAC equipment is estimated to reduce terminal operating and maintenance costs by as much as \$1.00 per square foot per year.
- The addition creates a single central passenger screening location on a new second level in what is now the center lobby. This security checkpoint will be accessible from either wing or a new vertical circulation structure in the center of the building. Deplaning passengers will still be permitted to exit each wing directly to the parking garage or the center of the building via escalator or elevator.
- Approximately 30,000 square feet of the new addition will accommodate the relocation of TSA baggage screening equipment and personnel behind existing airline ticket counters. This new baggage screening space also accommodates installation of an automated inline baggage screening and sort system in the future.
- Additional improvements include extending the curbside canopy at both ends of the terminal front to provide cover for loading and unloading passengers and baggage; space for future concessions; and renovation of existing gate areas.

In summary, this regionally significant green project enhances the community's airport gateway image and improves security and customer services without burdening local taxpayers or airport tenants with additional capital and operating expenditures.