

Advancing Aviation – Advancing New York!

Air Currents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • W I N T E R 2 0 1 0

Syracuse Conference

NYAMA had a highly successful fall conference hosted by the Syracuse Hancock International Airport. The Genesee Grande Hotel provided a beautiful setting. The attendance was great and everyone benefitted from the tremendous knowledge base represented. Some of the highlights included:

- FAA presentation about NextGen provided by Eastern Region Administrator Carmine Gallo.
- NBAA President Ed Bolen.
- Annual Luncheon with keynote speaker New York Senator David Valesky.
- Most participants enjoyed a great evening reception at the Dinosaur Bar-B-Que.
- Breakfast presentation on the airline crash in Clarence, NY by Bill Vanecek, BUF Director of Aviation.

Next year's Fall Conference will take place September 29-October 1, 2010 at The Hyatt Regency Hotel in Rochester, NY and will be hosted by the Greater Rochester International Airport.

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Senator David Valesky at the Fall Aviation Conference with Bill McShane(l) and Joel Russell(r)

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Joel F. Russell
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 let us know if you are interested in serving on the Board of Directors.

Dear Friend of Aviation:

I began my aviation career in 1977. At the time, this involved parking aircraft on the ramp. I fell for the prop wash joke and all of the other novice mistakes... I had a lot to learn!

Just about the same time, a group of wise executives were looking for a better way to address issues which were common to the airport industry. The New York Airport Management Association (NYAMA) was established by leaders like Bill Shea, followed by Burt Werdenkopf and Ed Wronkoski who led the new organization in its quest to improve the airport and aviation environment in New York State.

I am now honored to join their ranks as the President of what is now known as the New York Aviation Management Association.

In the ensuing 33 years, the Association represented our industry in both good and bad times. Certainly, 2010 looks challenging in both the economic and political arenas. However, NYAMA has a positive agenda to promote. We will be actively advocating the elimination of Sales and Use Tax on general aviation aircraft. As with the Maintenance Tax Repeal, this action will increase economic opportunities and increase jobs as well as New York State tax revenue.

The Association will also explore possible dedicated funding sources for aviation in the State. This exploration may include the development of a state agency which would be dedicated to aviation issues.

To assist our Association in these goals, NYAMA is investigating other forms of support. In particular, we are looking at the following strategies:

- Starting an Aviation Caucus within the NY State Legislature
- Forming regional coalitions of aviation groups, including AOPA, NBAA and other neighboring state aviation organizations similar to NYAMA
- Creating a Political Action Committee (PAC). We believe this PAC will assist all aviation interests in New York State.

Thank you for the opportunity to be your president. Your Board of Directors is looking forward to a productive year in the New York aviation arena.

Sincerely,

A handwritten signature in dark ink that reads "Joel Russell".

Joel F. Russell
NYAMA President

Syracuse Conference

Bill Shea Award Given to Robert Lenuzza

Bob Lenuzza attended Syracuse University in Syracuse N.Y. where he received a Bachelor of Science Degree in Civil Engineering in 1959.

After graduation, he entered Federal Service as a Civil Engineer. In his early career with the FAA, Bob was a Project Engineer in the Airway Facilities Division. He developed plans and specs, and issued contracts for the installation of many ILS/ALS Facilities in Upstate New York as well as the Port Authority airports.

In 1966, Bob left the Agency to work for Brookhaven Labs as an Engineer in charge of Construction for Republic Airport.

In 1973, he returned to the FAA as a Project Manager in the New York ADO. Bob was responsible for the development and the issuance of many grants to airports throughout New York State.

In 1991, Bob was selected as Supervisor of the Upstate New York Section in the NYADO and has held that position to this day. During the past 18 years, he has been involved in Supervising NYADO engineers and planners in all aspects of the FAA's programs. Under his Supervision, the FAA's AIP Program for Upstate New York has flourished and has averaged approximately 80 grants per year and approximately \$40 Million per year. This amounts to the issuance of approximately 1440 grants totaling \$760 Million for the 18 years he has administered the Upstate New York AIP Program.

Bob has always been well respected by his peers and the aviation community. He has willingly provided his expertise, guidance and assistance to Upstate New York sponsors, politicians, consultants and others on all matters pertaining to airports in the State of New York.

Law Passes to Penalize Unauthorized Ground Transportation

Legislation supported by NYAMA to increase penalties for unauthorized solicitation of ground transportation at airports was given final passage by the Senate in a special session in September and was subsequently signed into law by Governor Paterson.

The New York Aviation Management Association (NYAMA) supported A4552-1 (Aubry) / S5643 (Dilan) to increase the penalties for unlawful solicitation of ground transportation services at airports and make it a printable offense.

A person unlawfully solicits ground transportation services at an airport when, at an airport, such person without being authorized to do so by the airport operator, or without having made a prior agreement to provide ground transportation services to a specific patron, offers or engages in any business, trade or commercial transactions involving ground transportation services.

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Thank you to our 2009 Fall Conference Sponsors

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Law Passes to Penalize Unauthorized Ground Transportation

(Continued from p. 3)

Too often, passengers unfamiliar with ground transportation options at an airport are solicited by illegal drivers upon exiting the terminal. Though the practice was previously prohibited, the relatively small fines have been easily accepted by violators as the cost of doing business. Since it has not been a printable offense, it has been impossible for law enforcement to track repeat offenders and seek higher penalties provided for in current law for such repeat offenders. More importantly, solicitors of unauthorized ground transportation, whose identities are unknown to airport personnel, can present a serious threat to airport security. This bill addresses this problem by making a first offense for unlawful solicitation of ground transportation services at an airport a class A misdemeanor and a printable offense.

Do Airport's Benefits Outweigh Costs?

Deficits exist every year, but officials stress job creation

By Bryon Ackerman; Originally posted Oct 19, 2009 for the Observer-Dispatch (Utica, NY)

Griffiss International Airport routinely has been operating at a deficit since the Oneida County airport moved from Whitestown in January 2007. Projected total shortfall by the end of 2010: \$5.5 million. But officials pointed to the fact that the former county airport in Whitestown also operated at a deficit – including \$1.6 million in 2005 and \$1.5 million in 2006 – and said the situation is not uncommon. Griffiss directly and indirectly helps the county by developing jobs, providing an important aspect of infrastructure to local companies and boosting the county's image to potential businesses, several county officials said.

"It's creating more economic benefits than it's costing us," county Airport Commissioner Vernon Gray said. "Most airports exist for job creation." There currently are 23 county jobs at the airport and about 500 jobs from businesses at the airport such as the Empire Aero Center and MidairUSA, Gray said. Many local companies such as Indium Corp. and Landcare Aviation also make use of the airport, officials said. Gray, who started in his position in November 2008, said his goal is to get the airport to a point where the deficit is eliminated within the next four years.

County Executive Anthony Picente agreed that should be the goal. "While it's a loss, we're not in the business to make money," Picente said. "I honestly don't expect to have a profit. If we break even, that's great." More than \$64 million of public money has been spent on or committed to the airport since its move. Picente's proposed 2010 budget includes a \$3.9 million airport budget and \$1.1 million airport deficit – down from a projected \$4 million in spending with a \$1.8 million deficit this year.

The airport deficit impacts the county's general fund budget, but if the county ever made a profit, that money would have to be spent on the airport – due to the partnership with the Federal Aviation Administration, Picente said.

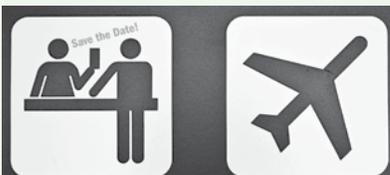
Cuts

One way to cut into the deficit would be a reduction of utility costs, which are budgeted at \$800,000 for 2010, Gray said. He said he hopes the cost of heating facilities significantly will be reduced soon through millions of dollars of completed construction projects such as sealing windows, putting in insulation and installing fans. Other possibilities to increase revenue include attracting military charter flights, selling more fuel, setting up customs operations, building a terminal and possibly one day even offering passenger flights, officials said.

So far this year, there have been 50,000 to 60,000 take offs or landings at the airport, Gray said. A draft update to the Griffiss Local Development Corp. master plan, which was created in 1994, includes an idea to establish a business park on airport property in order to support airport operations, Gray and Mohawk Valley EDGE President Steven DiMeo said. A copy of the plan was not available Monday.

A statewide study of airport economic benefits released in November 2003 showed the Whitestown airport had a more than \$62 million direct economic impact on the region in 2002-03 and another \$27 million in secondary impacts. Gray said it's difficult to compare

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Aviation Advocacy Day March 23, 2010 Albany, NY

The New York Aviation Management Association (NYAMA) is hosting an Aviation Advocacy Day in Albany on Tuesday, March 23, 2010. The program provides airport managers and other aviation officials with timely information on state budget issues and state-funded airport development programs; and provides a forum for constructive dialogue between colleagues and state lawmakers.

For more information and online registration, please go to www.nyama.com!

State Capitol Report

State Budget—Five Year Capital Plan

After meeting with the Division of the Budget and the Governor's office regarding the 5 Year Capital Plan, it is apparent that there is tremendous uncertainty on the part of the Administration on how they intend to proceed with funding transportation. It is possible that a 2 year plan for transportation (including aviation) may be contemplated as an alternative to a longer plan. In either case, it is quite possible that the Governor will not include funding in the budget for a transportation funding plan at all, and essentially "punt" the issue to the legislature.

NYAMA President Joel Russell presented testimony on the 5 Year Capital Plan before the Assembly Transportation Committee on November 12th and again before the Senate Transportation Committee on November 23rd.

NYAMA continues to argue that the needs of aviation over the next 5 years well exceeds \$145 million—a level of funding similar to that for aviation over the last 5 years. Yet incredibly, the DOT only proposes \$101 million for aviation; an amount the aviation industry finds totally inadequate. Another concern which has attracted little attention thus far is that the state is beginning to bump up against its bond cap, which will make it that much more difficult to buy time by borrowing.

The Lt. Governor is now saying that the deficit for next year will be \$10 billion! Every month, state revenues continue to come in below projections. With next year being an election year, it will be even harder for the legislature to make the hard choices necessary to balance the budget.

While the Governor has remained adamantly opposed to raising taxes as a way out, the legislature increased taxes and fees this year over the Governor's objections, so tax increases may likely be part of any final budget deal by April.

Aviation Tax Reform—The Battle Continues

NYAMA believes that the state's fiscal crisis provides opportunity, and that pro-aviation business tax reform should be a priority for the state in 2010. With the release of the recent study by the New York State Department of Taxation and Finance, "A Review of the Sales and Use Tax Exemption for Private Aircraft Parts and Service," the exemption has proved to be a tremendous success resulting in an expansion of aviation maintenance and repair businesses and the creation of jobs here in New York. Armed with this evidence, the legislature passed, and the Governor signed into law, a bill that repealed the sunset on this tax exemption and made the exemption permanent.

NYAMA now advocates, via the "Aviation Jobs Bill," to extend this proven job-stimulus effort to include the purchase of aircraft. This tax law change is critical. New York State is at a significant competitive disadvantage with regard to attracting sales and basing aircraft in New York and this legislation promises to reverse this situation and create long-term, sustainable jobs and enhanced revenues to the state.

Over the last few weeks, NYAMA has met with the Governor's economic development staff, key legislative sponsors, the Division of the Budget, and has contacted Lt. Governor Richard Ravitch in an effort to make the Aviation Jobs Bill part of an overall economic development program in the Executive Budget proposal due out later this month. Should this tax reform not make it into the Governor's budget proposal, NYAMA will be lobbying our representatives in the legislature during the budget process and at our upcoming Advocacy Day scheduled March 23, 2010 to include our bill language as part of the final adopted state budget.

Do Airport's Benefits Outweigh Costs?

(Continued from p. 4)

that to what the current airport is generating, but a similar study of Griffiss is expected to be released in March 2010.

County airport committee Vice Chairman Frank Tallarino, D-Rome, said he thinks the airport is headed in the right direction under Gray. He also said the county must continue taking advantage of any available federal funding.

About \$30 million has been spent on federally funded airport projects, which also had state and county contributions, and the county has committed another \$15 million to airport capital projects, Picente said.

Was it the right move?

The choice to move county airport operations from what it is now the Oneida County Industrial Park in Whitestown to the larger Griffiss International Airport does come with additional costs such as plowing more runways, cutting more grass and heating larger facilities, Gray said.

But it's those same runways and hangars that result in Griffiss having more potential for growth than the former airport, Gray and other officials said.

"Whether or not it was the right decision, it doesn't matter," Gray said. "It's made; we've got to live with it." Picente said the switch was made in connection to the opportunity to attract Empire Aero, which needed the longer runways at Griffiss, and the county couldn't afford to operate airports at both locations. "It's a decision we made as a county to move the airport there and maximize our benefits there," said county Legislator George Joseph, R-Westmoreland, chairman of the Airport Committee. "And I think we're on the right track with it."

Tallarino said investing in the airport in Whitestown wouldn't have been feasible – especially when greater potential exists at Griffiss, where there also is better surrounding infrastructure. "Griffiss is a completely different animal," he said. "It wasn't a comparison." DiMeo said county officials made the right choice. "Griffiss offers a great array of opportunities," he said.

NYAMA is on Facebook



Facebook is an internet tool that connects people socially with friends and others who work, study and live around them. Recently, NYAMA launched its own fan page and already has over 100 fans!

Our intent is to use the tool to network members and others interested in furthering aviation interests in New York. We will announce NYAMA events and request support for legislative efforts from time to time. Resources to further discussion are also being posted. However, we hope that everyone will feel free to chat about any aviation topic of interest.

If you are already on Facebook, simply find us at New York Aviation Management Association and become a fan today. Otherwise, you may go to www.facebook.com to create your own profile. Feel free to send any comments or contributions for posting online to us at info@nyama.com.

Big Election Year for New York Politics

The stakes have never been higher for New York politics. For the first time since 1938, all statewide elected offices will be on the ballot in November. This includes two U.S. senators, a governor, all 29 U.S. House seats and all 212 state legislative seats.

The winners will be charged with providing leadership out of what is now being called “The Great Recession” and re-drawing district lines in 2012 will likely be to the advantage of the party in power. This will truly be an election that will define the next decade!

Voters, of course, have many concerns about ineffective leadership, public scandals, and high taxes. In the wake of the leadership coup in the state Senate last summer, the most recent elections showed an anti-incumbent sentiment in local elections across the state.

Already the tremors of a major shift are being felt. Notable politicians from Speaker Silver to President Obama have expressed support for Attorney General Andrew Cuomo to run for Governor over Gov. David Patterson. While Cuomo has said little publicly about his plans, he is certainly well prepared with cash and support to run for the office.

Paterson vows he will seek re-election. However, low poll numbers and dwindling support from within his own party makes for a tough climb. His supporters, though, say that he should not be counted out just yet as he is making the tough choices needed to restore the state’s fiscal health.

Republicans hold only two of the 29 House seats in New York—the fewest in state history.

Republicans control no statewide offices, and Democrats own the majority in the state Legislature. Democrats have only a slim 32-30 seat majority in the state Senate. “We worked very hard to gain the majority, and I think we’re going to have to work just as hard to keep it,” said Sen. Jeff Klein, D-Bronx. “And I think we do that by putting forth a legislative package that puts more money back in people’s pockets, even during tough fiscal times.”

To date, no Republicans have announced their candidacy to run against either of the Democratic Senators: Charles Schumer and Kirsten Gillibrand. Normally, the six-year terms are staggered. However, Gillibrand has to run in a special election to retain the seat after being appointed recently. This has created an unusual situation where both U.S. Senate seats are on the same ballot.

Liz Feld, the mayor of Larchmont, Westchester County, and Bruce Blakeman, a former Nassau County legislator who ran for state comptroller in 1998, are considering a run against Gillibrand. Rep. Peter King, R-Nassau County, is being urged to run by Republicans.

Republicans have been criticized for not having a stronger set of candidates, but some GOP leaders view 2010 as a great opportunity to win in a strongly Democratic state. The former Long Island congressman Republican Rick Lazio, who ran for the U.S. Senate in 2000, has expressed interest in running for governor. Erie County Executive Chris Collins is expected to announce his intentions to run as well. Former New York City Mayor Rudy Giuliani said he won’t run against Gillibrand; and former Gov. George Pataki is not expected to either.

“I think this gives us an opportunity to see what might be out there that’s not your typical political candidate,” said Sen. Thomas Libous, R-Binghamton, who is spearheading the GOP’s campaign committee in the state Senate. Some Republican leaders said the voter backlash at the polls last November bodes well for them in 2010.

Solid Peer Review Training

During the past year, NYAMA has continued to offer timely Peer Review Training opportunities:

- Airport Financial Department Issues covered a range of concerns for financial officers and discussion about how each airport is dealing with the current economic crisis.
- General Aviation Round Table offered an informal time to learn about the latest trends in the industry and to share information, ideas, and concerns facing GA airports.
- Snow/Ice Control provided a chance to see and discuss some of the equipment the SYR Maintenance Division uses as part of its Snow and Ice Control Plan.

Some of the topics addressed in the past include the following:

- Safety Management Systems
- Table Top Exercises
- Wildlife Management
- Terminal Operations
- ACM Requirements
- State Grants
- Environmental Issues
- Emergency Services at Small Airports
- Part 139 Training Requirements

If you have a topic you would like to see addressed (even if we have done it already), please contact the NYAMA office at 518-432-9973 or info@nyama.com.

NYAMA Testifies Before NY City Council

On August 25, 2009, NYAMA was among the experts present to testify before the New York City Council over how to respond to the mid-air collision over the Hudson River earlier in the month. Concerns were raised about the unregulated area around the river below 1,100 feet. A number of proposals for regulation of the space were submitted including requiring pilots to submit plans before their flights and requiring high-tech navigation systems.

“If you’re going to eliminate helicopter tours, that’s a quality of life issue that City Council must address, not NYAMA. But such a decision would hurt business” said David Damelio, NYAMA Secretary and Director of Aviation at Greater Rochester International Airport. “If the FAA comes out and changes its safety regulations, then we welcome that.”

The Federal Aviation Administration (FAA) did propose new regulations in an effort to prevent accidents like last summer’s crash over the Hudson River. The FAA proposed to raise the ceiling of the Hudson River Exclusion Zone to 1,300 feet for aircraft to use “see and avoid” protocol. Under this rule, small planes and helicopters are still allowed to share the same airspace. New regulations would also require all planes to use a common radio frequency to identify themselves and location if they fly under 1,300 feet. Current rules say radio communication is voluntary.

The FAA said they would also create a new level of airspace from 1,300 to 2,000 feet to act as an expressway for non-local aircraft flying through the New York City area. Pilots flying through this altitude range would be required to communicate with area air traffic controllers, who would in turn send back advisories on other nearby aircraft that may cause a flying conflict.

NYAMA Forms Political Action Committee

In recent years, NYAMA has been faced with growing opportunities and challenges in our legislative efforts. The Board has determined that the tools and resources we use to engage these efforts must grow and change. As a result we are forming a Political Action Committee or PAC to better support our legislative efforts. This tool better allows us as aviation professionals to combine and leverage our monetary efforts. Government entities and charitable organizations cannot make contributions to a state PAC. A corporation may make aggregate state political contributions up to a maximum of \$5000 per year. Personal contributions are also accepted. NYAMA will be sending out dues notices soon for 2010 with an additional line requesting any who are able to make a voluntary contribution.

Feel free to contact Joel Russell, NYAMA President, with any questions at 518-242-2352, or contact our Albany Headquarters at 518-432-9973.

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More details to follow in the coming months. Watch www.nyama.com for more information!