



Advancing Aviation - Advancing New York!

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**Statement by New York Aviation Management Association President Grant W. Sussey
Responding to Calls for Repealing the Landmark NY Aviation Jobs Act (AJA)**

In 2015, New York took bold action to reverse the economically damaging tax policy unique among the Northeastern states that had effectively eliminated our state as a primary destination for business aviation. Since enacting the Aviation Jobs Act (AJA), New York's airports and aviation industries are experiencing a renaissance that continues to create permanent, high quality aviation jobs benefitting middle- and lower-income families.

Memories are short in Albany, but those who remember how things were now recognize how AJA dramatically leveled the playing field with surrounding states for aviation businesses and jobs. Prior to AJA's passage, nearly every neighboring state provided a superior business environment for based aircraft. As a result, we lost 700 based aircraft over a ten-year period.

Now there's a dangerous and disingenuous proposal to raise taxes by repealing the AJA. If enacted, this proposal would return us to a time just a few short years ago when aviation job creation and economic progress for airports was predominantly happening in communities outside New York; certainly not here.

Destroying the AJA would not hurt the 1% – the state's highest earners who are the stated target of those favoring repeal. Instead, it's the 50% – our middle-class workers and families who rely on the aviation industry for their livelihoods – who would suffer. The state Department of Transportation estimates that one corporate aircraft can generate \$1 million in spending annually and five direct jobs at the airport where it locates. These direct jobs include aircraft and avionics mechanics, airfield operations specialists, fuel suppliers, cleaning crews, pilots, co-pilots, flight engineers, and hangar and other facility construction jobs to name a few of the beneficiaries. Indirect employment includes jobs in hospitality, ground transportation, marketing, tourism, catering and many other sectors.

Before AJA, the revenue to the state from taxing planes was de minimis, as owners of business jets were basing their aviation assets in other states that have no tax or more favorable tax treatment. They will do the same if the AJA is repealed, further damaging our state's economy and aviation industry by eliminating middle-class jobs and reducing fuel tax revenues.

The benefits of AJA to New York and its citizens have been and continue to be dramatic. Visit the NYAMA website at www.nyama.aero to see for yourself what is happening at our state's airports since the AJA was enacted.

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NYAMA represents over 13,000 members and affiliate members, 464 commercial service and general aviation airports, fixed based operators, consultants, engineers and other aviation industries and professionals who believe that serious economic development efforts at the state and regional level necessitate strong public investment in our aviation assets and facilities.