

Advancing Aviation – Advancing New York!

Air Currents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • VOL. 8 NO. 1 • WINTER 2006

Legislative Season Begins

Advocacy Day, Sales Tax Relief, Federal AIP

As 2006 began, the New York Aviation Management Association (NYAMA) once again turned its attention to key legislative priorities for the year.

Annual Advocacy Day

NYAMA's Annual Advocacy Day is scheduled for March 7, 2006. This annual event is the keystone in the Association's legislative advocacy efforts. It presents an opportunity to gather as an industry, discuss the Association's legislative priorities, meet with State legislators throughout the day, and host a Legislative Reception to facilitate networking with State lawmakers.

Registration materials were mailed to all NYAMA members in January, and can also be found online at: www.nyama.com. We urge you to consider participating in this important event.

Association Defines Key Legislative Priorities

Over the past several months, the Association's Board of Directors have identified key legislative initiatives for the 2006 legislative session. They are as follows:

Actively pursue passage of legislation to provide sales tax relief for the purchase of GA aircraft

NYAMA was successful in helping to pass sales tax relief legislation for the maintenance and repair of GA aircraft in 2004. In 2005, the Association focused on extending that legislation to the purchase of GA aircraft. Although the legislation was not passed last year, we made significant strides toward achieving support from both houses of the legislature and the Governor's office. That effort continues this year as the Association's chief legislative priority.

Seek access to unused AIP funds

For the past several years, New York State has budgeted \$8m to provide the State share of federal AIP funds. As a result of limited federal funding, not all of that budgeted State share is used. NYAMA is seeking to have those unused funds rolled into the AIR '99 fund for access via grants to airports in New York State.

Investigate potential for dedicated aviation fund

NYAMA has long advocated for the creation and annual funding of a dedicated aviation program to address unmet needs at airports across the State. In recent

Continued on page 6

Bond Act Passes

Airports receive \$76.4 million in funding

On November 8, 2005, New York State voters strongly supported critical investments in the State's transportation infrastructure through passage of the Rebuild and Renew New York Transportation Bond Act of 2005.

The Bond Act provides \$2.9 billion for the State's airports, roads, bridges, transit systems, ports and other transportation modes, as part of the 5-year capital plan approved earlier this year. New York State airports will receive \$76.4 million as part of the program.

"The passage of the Bond Act is a tremendous victory for the State's transportation modes, including the aviation industry," said Rich Halik, NYAMA president. "This funding will help ensure a safe and reliable transportation network for years to come."

The Bond Act's aviation program consists of three components:

- **General Aviation Security (\$30 million):** The GA security program will fund capital security projects at public-use general aviation airports such as perimeter control (fencing and barriers), lighting, and police

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Rich Halik
President

Word on the Wing

*From the
President*

Dear Friend of Aviation:

It's the beginning of the year, and already NYAMA is looking at a busy agenda for coming months.

Once again we turn our attention to legislative concerns at both the State and Federal level. Governor Pataki released his Executive Budget proposal in late January, outlining several components pertaining to the aviation community. These include:

- \$15.0 million — Appropriates second year allocation of funds from the 2005 Bond Act
- \$8.0 million — State share of federally funded (AIP) aviation capital projects
- \$4.0 million — Regional Aviation Fund: Stewart Airport environmental remediation
- \$1.3 million — Regional Aviation Fund: Passenger, cargo and/or commercial development airport projects
- \$493,000 — Airport or Aviation Program, 1967 Capital Facilities, Bondable: Appropriation of leftover funds from 1967 Bond (monies expected to go toward Stewart environmental remediation project)
- In addition, the budget contains capital and operating funding for State-owned airports.

As an Association and industry, we are pleased to see our efforts from last year to pass the 2005 Transportation Bond Act reap benefits. The Bond Act proceeds included in the budget and other capital programs will help meet significant needs among the State's airports. Though significant funding needs remain, this is a positive step and one we hope to encourage and expand in coming years.

As outlined in the cover article of this newsletter, NYAMA has begun to define its legislative priorities for the year. Chief among those is seeking passage of sales tax relief legislation for the purchase of general aviation aircraft.

In the last several months, several members of NYAMA's Board have met with the Division of Budget and Carrie Laney, Deputy Secretary to the Governor for Transportation, to review this legislative goal and explain the importance for the industry and economic value to the community. Although we were disappointed that the legislation was not included in the Governor's proposed budget, we are hopeful to advance it through the legislative process.

Speaking of which, NYAMA's Annual Advocacy Day is quickly approaching—March 7, 2006. As you know, this is a critical component of the Association's annual advocacy efforts. I urge you to plan to attend this important event.

On the federal front, the industry is once again faced with significant proposed budget cuts in AIP and other federal aviation funding programs. More details about these proposed cuts are found on pages 6-7. NYAMA will be communicating with the New York Congressional Delegation to express our concerns and needs with regard to the federal program.

NYAMA is thrilled to announce three new peer review training programs in coming months. Details are found on page 3. After hearing enthusiastic feedback from our first peer review program last September, we are forging ahead with these three new programs. I encourage you to sign up today and learn from your peers! The next program, scheduled for February 17, will address Part 139 training requirements. Vince Cimino from the FAA Eastern Region will be our guest participant. Register today!

As always, thank you for your continued support for NYAMA and the aviation industry in New York State. Don't hesitate to contact Association Headquarters with any questions.

Sincerely,

Rich Halik

Rich Halik
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.

NYAMA Announces New Peer Review Training Programs

In September, 2005, NYAMA conducted its first peer review training workshop in Syracuse, NY. Through a presentation component and peer review, participants discussed the process of developing and updating an Airport Certification Manual (ACM). The program was well attended and received excellent feedback from all who attended.

NYAMA is pleased to announce three upcoming peer review training programs in the same format as last year's program. These day-long sessions address key issues in airport operations and management. We strongly encourage you to sign up and participate in them. Registration materials for the first two training programs are available online at: www.nyama.com.

Part 139 Training Requirements — Register Today!

February 17, 2006 • Westchester County Airport

The program will include an instructional segment to review the new training requirements in Part 139 regulations which recently went into effect. Participants will then discuss current training activities, training options, recordkeeping activity, and best practices in a peer review format.

We are still accepting registrations for the Part 139 Training Requirements peer review workshop at the Westchester County Airport. If you've not yet registered and would like to attend, please complete the registration flyer and fax it to Association Headquarters, (518) 432-1712, as soon as possible. Details available online.

Terminal Operations

April 3, 2006 • Albany International Airport

The program will include a discussion of the performance experience of major terminal systems, including door, escalator, and carpet systems. The program will be maintenance oriented.

Registration details available online, and will be mailed to members the week of February 20th.

Emergency Services at Small Airports

June 6, 2006 • Elmira Corning Regional Airport

Discussion of best practices for ARFF, EMS, and other emergency services at small airports. Management/emergency oriented.

Registration details will be available online in coming weeks.

If you have a request for future peer review workshops, please email a description of the program to NYAMA Headquarters, info@nyama.com, for consideration and future planning.

NYSDOT Releases Draft Master Plan

The New York State Department of Transportation has recently released its draft 25 year Master Plan. The document can be accessed online at: www.dot.state.ny.us/tranplan/.

NYSDOT has invited comments from industry stakeholders. The NYAMA Board has assembled a working group to review the document and develop a response to NYSDOT.

We encourage members to review the document and submit any comments you have for inclusion in NYAMA's response. Please email your input to: info@nyama.com.

Bond Act, continued from page 1

substations.

- Business Airport Development (\$26 million): Aviation is a tremendous economic driver for New York State communities. The Business Airport Development program will fund eligible projects at GA airports such as: obstruction removal, strengthening pavement for heavier aircraft, aircraft parking apron pavement, instrument approach studies, automated weather systems, aircraft storage, and maintenance hangars and fueling facilities.
- AIR '99 (\$20.4 million): The one-time appropriation of \$2.5 million for AIR '99 was extremely well received by New York's airport industry. AIR '99 provides funding of up to \$300,000 per project for capital projects, equipment, navigational aids, and promotional initiatives.

A number of projects have already been identified for the Business Airport Development component. The Department of Transportation is working to establish guidelines for accessing funding through the other programs. NYAMA will seek to provide input as those guidelines are developed.

"Aviation funding is truly an investment in State and local economies," said Halik. "Each dollar invested reaps multiplied returns to communities around the State."

The New York Aviation Management Association thanks the Governor, Senate and Assembly for their support in the creation and promotion of the Bond Act. ■

NYAMA Welcomes New Board Member

NYAMA welcomed Larry Studdiford of Cage, Inc. as a new Board member at the 2005 Annual Meeting, held in conjunction with the annual fall conference. Larry replaces Dennis Yap of DY Consultants whose term expired in the fall. He will serve a two year term in one of the business partner Board seats.

Passero Announces Leadership Transition

Passero Associates announced that effective January 1, 2006, Wayne F. Wegman, PE, will serve as President and in the newly created role of Chief Operating Officer. Wayne will succeed long-time leader and founder, Gary W. Passero, PE, REM, FASCE, who will continue as Chairman and Chief Executive Officer.

In his new role as President and COO, Mr. Wegman will oversee the company's internal operations, provide leadership to all departments of the firm, and strengthen the firm's values and culture in both its internal and external operations. As CEO and Chairman of Passero Associates, Gary Passero will continue to play a key role in client engagements, servant leadership, professional relationships and business development.

"Gary Passero's vision and leadership has been the driving force behind the growth and development of Passero Associates," said Wegman. "His dedication to this firm and to our people is a testament to his character and quality of leadership. I am honored to be offered the opportunity to lead the firm. My top priority is to continue to deliver and advance the service that our clients have come to expect."

Stewart International Airport to be Renamed:

New York Hudson Valley International Airport



Stewart International Airport announced that after a great deal of thought, research and internal and external discussion, the Management Team has made the decision to change the name of the Airport. Effective May 2006 the Airport will be called New York Hudson Valley International Airport.

Charles G. Seliga, President and COO, said, "The Stewart family donated the land to the Town of Newburgh and it was a tremendous gift to the country and to this community. In recognition of this historic event we plan to dedicate our passenger terminal and rename it Archie Stewart Terminal. We will unveil a new sign in May 2006, along with a dedication ceremony. In addition, we will place a historic display inside the terminal that will communicate the rich history of the Airport.

The majority of airport names across the country all have a geographic designation. The better our name communicates location, the more people will recognize that this airport is near their destination.

The majority of the world living outside of the Hudson Valley does not know where Stewart is located. For international travelers, New York is an important destination and for many domestic travelers, the Hudson Valley is a key location.

We are working towards the day when international travel will play a larger role at the Airport and as our business and tourism trade grows, more and more travelers will come into the region. New York Hudson Valley International Airport establishes the right designation."

David MacFarland, Chairman of the Stewart Regional Alliance said, "Thinking regionally is a smart approach for our Airport. Many visitors from outside The Valley will see this new name and realize they can fly into our airport to reach tourist attractions and business locations in the Hudson Valley. I would guess that many travelers do not know who Archie Stewart was, and by honoring his generous contribution with his full name on the terminal building, his gift will be remembered and appreciated for years to come. All members of the Stewart Regional Alliance support this name change."

Michael J. DiTullo President & CEO of Mid-Hudson Pattern for Progress said, "As far back as a decade ago Pattern suggested that perhaps Hudson Valley should be incorporated into the airport's name. The Hudson Valley is a brand name known throughout the nation and it also has global recognition. This will instantly market the Airport's name with the positive and prosperous image of the region. And, by naming the terminal Archie Stewart Terminal, the respect, gratitude, regard and honor for his vision and generosity is memorialized."

Mark Your Calendar!

NYAMA 2006 Fall Conference & Expo

September 13-15, 2006 | Adams Mark Buffalo-Niagara Hotel | Buffalo, NY
Hosted by: Buffalo Niagara International Airport

Registration materials will be distributed mid-summer. Visit www.nyama.com for program updates and conference details. Interested in sponsoring? Contact NYAMA today to request sponsorship information, or download information online at www.nyama.com.

NYAMA 2005 Fall Conference

Over 120 airport managers, aviation consultants, suppliers and government representatives gathered at the Clarion Riverside Hotel in Rochester, NY for NYAMA's 2005 Fall Conference, October 5-7, 2005.

Thursday's Luncheon Banquet featured a keynote presentation from Dr. Alfred E. Kahn, the Robert Julius Thorne Professor of Political Economy, Emeritus, Cornell University and a Special Consultant to National Economic Research Associates, Inc. (NERA). Dr. Kahn addressed the crowd regarding key aviation topics.

The Fall Conference was an opportunity to recognize leaders in the industry and Association. Also during Thursday's Luncheon, the Association presented Hugh Jones with the 2005 Bill Shea Award.

NYAMA's business partners participated in a two day expo spotlighting technology innovations in the aviation industry. Exhibitors included Ascent Aviation Group, AVFUEL Corporation, Eastern Aviation Fuels/Shell Aviation, Hi-Lite Markings, L. Robert Kimball & Associates, Linstar, Inc., Trecon Combustion, and Wausau-Everest L.P.

Conference sponsors included Clough Harbour & Associates LLP, Greater Rochester International Airport, C&S Engineers, Inc., Creative Host Services, McFarland-Johnson, Inc., Passero Associates, The Port Authority of NY/NJ, Cage, Inc., DuFresne-Henry, DY Consultants, Erect-A-Tube, Inc., Everett and Associates, LLC, Palmer & Dodge LLP, Syracuse Hancock International Airport, URS Corporation, and National Business Aviation Association.

The Association would like to thank the conference sponsors and exhibitors. Without your support this conference would not be possible.

We hope to see all of you next year at the 2006 Fall Conference, to be held in Buffalo!

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National Business Aviation Association



NYAMA President Rich Halik, Past President Stephen Williams, Keynote Speaker Dr. Alfred E. Kahn, and Past President Robert Nicholas

NYAMA Board Member Bill McShane; 2006 Bill Shea Award Recipient — Hugh Jones; and NYAMA Past President Stephen Williams



Advancing Aviation — Advancing New York!

Discussion of Airspace Access User Fees Appears Again

As Airline Association Chief Calls for User Fees, NBAA Urges Industry to Contact Congress

Following a recent address by Air Transport Association President Jim May, in which May advocated for the implementation of a user fee system to fund the Federal Aviation Administration (FAA), NBAA President and CEO Ed Bolen renewed his call for aviation businesses to write Congress in opposition to user fee proposals for general aviation.

Under the user fee model outlined in May's address, every aircraft would pay the same amount, "whether the aircraft is carrying 3 or 30 or 300 passengers."

In response to May's comments, Bolen said: "Clearly, Jim May is advocating a funding system for the FAA in which all aircraft pay the same user fee regardless of size, and such a system would be untenable for our industry."

NYAMA is concerned about the potential impact of such proposed user fees on the general aviation community in New York State. We will continue to monitor legislative and regulator activity regarding this issue.

Cover story, continued from page 1

months, NYAMA has had conversations with the Division of Budget and Governor's office to explore the feasibility of such fund. We will continue to research potential revenue sources and work with State lawmakers to garner support.

In addition to these key State legislative priorities, NYAMA is continually monitoring new legislation that may help or hurt the aviation industry in New York. We will keep members updated on these issues via the newsletter and broadcast emails.

Proposed Federal Budget takes Chunk out of AIP

President Bush released his FY07 budget proposal the week of February 6, which includes almost \$800 million in cuts to the federal AIP program.

The budget requests \$12.2 billion for the Federal Aviation Administration in 2007, a \$2.1 billion (15 percent) cut from last year. Within FAA, operations are funded at \$8.366 billion (a 5 percent increase), with \$5.541 billion coming from the Airport and Airway Trust Fund and the remainder from the general fund. The procurement account (facilities and equipment) would receive \$2.503 billion, almost the same as last year. But the Airport Improvement Program would only receive an obligation limitation of \$2.75 billion, \$765 million less than last year (a 22 percent cut).

NYAMA will be developing a response to the New York Congressional Delegation and federal leaders, and will keep NYAMA members apprised of the situation as the budget is discussed. We urge you to begin reaching out to the State's Senators and your Congressperson(s) to express your concern.

For more details regarding the proposed budget, see the article on page 7.

Looking Ahead to State Elections

2006 will be an important year in State politics. All legislative seats are up for election, as well as the Governor's office. With current Governor Pataki's announcement last year that he will not seek another term as Governor, the State will be looking at a new administration in 2007.

NYAMA, through its Communications and Public Relations Committee, will be reaching out to potential gubernatorial candidates in coming months to determine their position regarding aviation concerns in New York State. We will keep members informed as that outreach is made.

Bond Act Guidelines Released

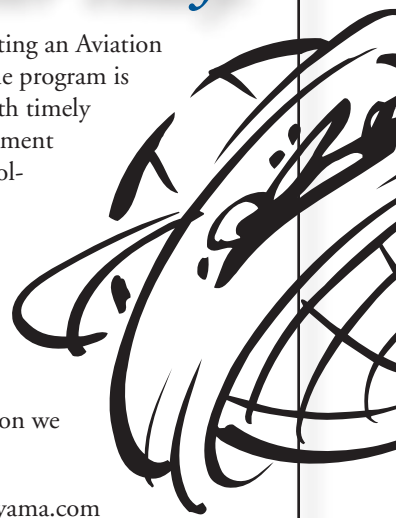
NYSDOT recently released and mailed to NYS airports the guidelines for Bond Act funding. Details can be viewed online at: <http://www.dot.state.ny.us/pubtrans/05bondact.html>. ■

2006 Advocacy Day — Register Today!

The New York Aviation Management Association (NYAMA) is hosting an Aviation Advocacy Day at the State Capital in Albany on March 7, 2006. The program is designed to provide airport managers and other aviation officials with timely information on state budget issues and state-funded airport development programs; and provide a forum for constructive dialogue between colleagues and state lawmakers.

All NYAMA members and aviation officials are asked to attend the advocacy program. The program will begin with a briefing at the Hampton Inn & Suites, include a day of scheduled appointments with state legislators, and end with a Legislative Reception held at the Legislative Office Building in downtown Albany. The success of the advocacy program is directly related to the level of participation we receive from the aviation industry.

Additional details and registration materials are available at: www.nyama.com



News from the Federal Front

Material reprinted with permission from AAAE Airport Report, February 1, 2006

New FAA Funding System To Be Proposed

The administration soon will propose a new, cost-based financing system for FAA that will set “a financial course capable of sustaining America’s aviation leadership,” DOT Secretary Norman Mineta said recently.

While declining to predict specifics of the proposal, Mineta said, “I expect that we are going to see a cost-based plan that creates a more direct relationship between revenue collected and services provided, which will ultimately make it more responsive to the users.”

Speaking to the Washington, D.C., Aero Club, Mineta said, “We opened the dialogue on finding a better finance mechanism for the future last April. Many of you have been part of those discussions. And some very good, and very creative, ideas have emerged. We are in the final stages of shaping those ideas into what I believe will be a solid, forward-looking financing proposal that allocates the burden fairly...”

Further, Mineta said the aviation industry “must be realistic about the federal deficit.” The reality of the deficit “is one reason that I feel so strongly about making sure that we come up a stable and predictable source of revenue (for FAA),” he explained. “It is our ticket for opening up new financing opportunities, such as taking advantage of capital markets, to fund our investments in the towers, technology, and other equipment needed to keep pace with the growing numbers of passengers that our airports and airlines are seeing every day.”

Air Service Grant Applications Due April 7

USDOT on Jan. 20 requested communities to apply by April 7 for grants under the Small Community Air Service Development Program.

The Fiscal Year 2006 DOT Appropriations bill included \$10 million for the Small Community Air Service Development program. This funding will allow DOT to award grants to up to 40 communities or consortia of communities with no more than four communities from the same state.

DOT’s order on the Small Community Air Service Development Program is somewhat similar to those that the agency issued in the previous years. However, there are some notable differences. For instance, this year all applicants must submit a form SF424—an Application for Federal Domestic Assistance—in addition to the information that applicants must provide to DOT on their Small Community Air Service Development proposals. In order to submit the SF424 form, applicants must also complete a lengthy one-time registration process.

A copy of the registration form is available at: <http://www.grants.gov>, and more information on the registration process may be viewed in Appendix C of DOT’s order on the Small Community Air Service Development Program. The order may be viewed on DOT’s Document Management System at: <http://dms.dot.gov/search/document.cfm?documentid=382634&docketid=23671>. The docket number is OST-2006-23671.

FAA Again Targets Airport Grants in FY 2007 Budget Request

By Adrian Schofield, Airport Legislative Alliance

FAA for the second year in a row proposed hefty cuts to its Airport Improvement Program (AIP) in its budget request, and airports will have to wait to see whether Congress will again restore the axed funds.

FAA’s Fiscal Year 2007 budget, released 2/6/06, is down nearly 4% from last year’s funding level to \$13.7 billion. AIP grants were cut by \$765 million to \$2.75 billion; facilities and equipment (F&E) money was down by about \$50 million to \$2.5 billion, and the operations budget increased by \$262 million to \$8.4 billion. Research and development funding was reduced by \$7 million to \$130 million.

Last year, FAA tried to cut AIP funds by about \$500 million in the FY 2006 budget, but Congress eventually reversed the cut after intense lobbying by airport groups. The angry reaction of the Airport Legislative Alliance (ALA) to the latest budget proposal indicates the airport community is again preparing for battle.

Continued in sidebar >>

“Once again, the Administration has resorted to a cynical shell game [by] proposing to dramatically underfund the FAA’s capital programs in order to satisfy an ever-increasing operations budget,” said ALA Senior VP Todd Hauptli. “We urge Congress to once again reject this misguided proposal and to fully fund the AIP and the F&E account.”

The Air Transport Association, however, was more forgiving of the AIP cuts. “The FAA and the Administration had to make some difficult budget choices... We support their decision to allocate scarce airport-improvement resources to fund needed capacity improvements,” said ATA President Jim May.

The U.S. Transportation Dept. said the cuts were necessary to fund the increase in the operations account, which is needed to hire extra air traffic controllers. DOT said the proposed funding level is still “robust by historical standards” because it is much higher than the \$1.9 billion provided in 2000.

FAA Administrator Marion Blakey said the AIP has “grown very substantially in recent years,” and with FAA under pressure to reduce its overall budget, it had to balance AIP requirements with the need to modernize the ATC system. All letters-of-intent for airport construction projects will be fully funded, and all planned new runways will still be built. Blakey said the AIP entitlements for smaller commercial airports will be halved, and the entitlement for general aviation airports will be eliminated.

Also in the FY 2007 budget, DOT highlighted \$122 million in funding for the Next Generation Air Transportation System initiative. Of that money, \$80 million will go to deployment of automatic dependent surveillance-broadcast systems, and another \$24 million will fund the system-wide information management (SWIM) effort. ■

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In Memory

Eugene J. Viscotha

A long-time devoted member of the New York Aviation Management Association (NYAMA), Eugene "Gene" Viscotha (1936-2005), passed away October 5, as a result of a fatal car accident. Following military service with the Navy Reserves and later in the US Air Force, Viscotha moved to Groton, NY in the early 1970's. There he became manager of Cortland (Chase Field) Airport throughout the 1980's and 90's. Viscotha had a passion for airplanes, and was a member of the National War Plane Museum in Elmira and a member of NYAMA. Viscotha was one of the early members of the Association and was secretary at the time of his retirement in 1995. On behalf of the New York Aviation Management Association, we thank you, Gene, for letting us into your life. You will be missed.

GAO: "Initial Small Community Air Service Development Projects Have Achieved Mixed Results"

Government Accountability Office Releases Report

In November, 2005, the Government Accountability Office released a report reviewing the impact and results from grants awarded through the Small Community Air Service Development program since 2002.

The results were characterized as "mixed." Of the 23 projects completed by September 30, 2005, about half of the airports reported air service improvements that were self-sustaining after the grant was over. Some projects were not successful due to factors beyond the scope of the project, such as an airline's decision to reduce flights at a hub.

The report indicated it is too soon to assess the overall effectiveness of the program, because most funded projects are not complete—127 of the 157 awarded grants are ongoing.

The full report can be accessed online at:
www.gao.gov/docsearch/abstract.php?rptno=GAO-06-21