

*Advancing Aviation – Advancing New York!*

# Air Currents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • VOL. 9 NO. 2 • FALL 2007

## 2007 Fall Conference and Exhibit Show Report

NYAMA held a successful fall conference in Glens Falls this past October 3-5. Tremendous weather and social activities complimented an excellent technical program. Highlights of the conference included:

- Peer Review Training by Allen Gosser from USDA Wildlife Services on Wildlife Management. Attendees gained valuable information and met Part 139 requirements for annual training. The USDA appreciated the peer review format NYAMA uses and will look to incorporate more discussion in their future training sessions.
- Opening remarks were provided by NYS Assemblywoman Teresa Seward and Louis Tessier, Chairman of the Warren County Airport Committee also addressed the conference, both of whom reiterated the crucial role aviation plays in the New York Economy.
- Karen Rae spoke on behalf of NYSDOT Commissioner Astrid Glynn providing insight into the role of aviation in the new administration.
- Steve Urlass and Bill Flanagan from the FAA discussed the federal funding programs and the challenges we are all facing in this reauthorization year.
- Multiple members of both FAA and NYSDOT Aviation staff were present, allowing for great networking opportunities as well as a chance for airports to discuss their issues.
- Charles Everett's, past President of NYAMA and current manager of the National Planning and Environmental Division presented "The Future of Aviation." He then teamed up with Jack Harrington from Eclipse Aviation to discuss "Very Light Jets: What the Future Brings". Both presentations offered significant insight into developing trends in the industry. Presentations made by these and other speakers are available to our members on our website at [www.nyama.com](http://www.nyama.com).
- A dozen exhibitors were on hand during breaks and the Thursday "Wine, Cheese, and Chocolate!" reception.

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**William R. Vanecek**  
President

# Word on the Wing

*From the  
President*

## *Dear Friend of Aviation:*

Reading through this edition of Air Currents, you can see NYAMA is engaged with a lot of activity right now. It is a privilege to be part of an organization which continues to move forward.

### **2007 Fall Conference and Exhibit Show**

Our 2007 Fall Conference and Exhibit Show was a great success. We saw strong attendance in Glens Falls with a solid presence by exhibitors and representatives from the FAA and NYS DOT. It was our honor to recognize Al Graser for his excellent service to the industry with a Lifetime Achievement Award. Charles Everett gave two great presentations on “The Future of Aviation” and “Very Light Jets”. And everyone will remember our wonderful reception with wine, cheese and chocolate!

### **Strategic Plan Update**

In 2004, our Association developed a strategic plan to guide our steps into the years ahead. Recently, our Board determined it was time to update our process. Our Association has made great progress in establishing key relationships and growing our collective voice for aviation.

Though our basic mission and vision remain the same, we have developed a new set of goals. Please take time to review the Executive Summary provided in this newsletter. We want every member to be aware of our direction and contribute toward our efforts to accomplish the tasks ahead of us. Certainly, feel free to provide us with any feedback you may have. As “New York’s Voice of Aviation,” NYAMA is committed to representing you.

### **Legislative Efforts**

Recently, NYS DOT Commissioner Astrid Glynn testified before the Division of Budget concerning the needs for transportation in New York over the next 20 years. In general needs were assessed at a minimum, so it is very necessary for us to work with legislators to define the needs for aviation in New York State. Among many challenges, she cited increases in construction averaging 9.2% annually for the last five years. Increases far outstrip any usual accounting for inflation.

In the weeks ahead, regional hearings will be hosted by NYS DOT to collect information about the needs for various modes of transportation. Advocacy Day will be upon us soon, but these hearings afford us the opportunity to have our message heard early and often. It will be important for us to provide solid representation for aviation at each and every meeting if our needs are to be understood and acknowledged.

Please be sure to meet personally with legislators in your district. Take time to discuss the local benefits of specific programs and projects. A strong effort now can make a difference for many years to come.

Sincerely,

William R. Vanecek  
NYAMA 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](mailto: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.

## *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](mailto: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.

# Port Authority Announces Recommendations For Reducing Flight Delays

## Says FAA Approach Amounts to “No Vacancy” Sign on JFK That Will Not Solve Delay Problem

The Port Authority of New York and New Jersey announced recommendations to reduce flight delays and prepare for future air traffic growth in the New York metropolitan region. In stark contrast to the Federal Aviation Administration’s (FAA) proposal to simply cut flights and limit travelers’ options to pre-1969 levels at John F. Kennedy Airport, the agency’s proposals center on expanding capacity, improving efficiency, maintaining safety, and allowing the region’s airports to meet current and future passenger demand.

Port Authority Chairman Anthony Coscia said, “Unfortunately, the FAA’s approach of cutting flights at JFK isn’t a solution, in fact it’s potentially a recipe for worsening the problem by pushing growing passenger demand to other airports. We face a crisis right now and real solutions mean meeting the demands of families and businesses who need to fly, expanding capacity to allow the system to continue to grow, and working to treat all customers better.”

Port Authority Executive Director Anthony E. Shorris said, “The FAA’s action would simply put a ‘No Vacancy’ sign up at one of the nation’s busiest airports and then walk away from the problem. But cutting the number of flights at one airport to levels not seen in almost 40 years and declaring victory isn’t a solution. The Port Authority has a comprehensive set of ideas that we believe can be successful if the FAA works with local airport operators and the airlines.”

Flight demand has increased significantly – 41 percent – at JFK from March 2006 through August 2007, affording the New York region nonstop service to 12 new domestic and 15 new international destinations.

On October 19, the FAA announced its recommendations for JFK in advance of scheduled meetings with airlines. The federal agency has proposed a cut in the maximum number of flights at the airport to 80 an hour--equivalent to the cap at JFK in the late 1960s. If this limitation were in place at JFK last year, the airport would have turned away nearly 3.4 million passengers, or 10,000 per day. Under the restriction, JFK would handle fewer flight operations per day than LaGuardia Airport, despite JFK having approximately 44,000 total feet of runway space compared to LaGuardia’s 14,000.

The Port Authority formed an inclusive task force last spring to address the delay problem and the agency has been committed to a comprehensive, three-pronged approach to address the delay problem:

- Expanding capacity through the use of new technology, investing over \$1 billion in capital improvements, and utilizing the newly acquired Stewart International Airport.
- Meeting current demand with better management of planes in flight and on the ground.
- Improved customer service during delays through the agency’s \$34 million initiative at all of its airports.

In March, the Port Authority sent the FAA 17 recommendations for managing current demand and reducing delays that both the agency and 14 of the largest carriers at the airports agreed would be effective and could be implemented quickly. Listed below are the highlights of those recommendations. If implemented fully, these initiatives could begin to significantly reduce delays by next summer.

## Alfred J. Graser Awarded Lifetime Achievement Award



During this year’s annual luncheon, Alfred J. Graser was awarded the Lifetime Achievement Award for his accomplishments and contributions to aviation. Al served for many years with distinction on NYAMA’s Board in all of the Officer positions up through President in 1986. He has made many significant contributions to the aviation industry within New York State, the United States and internationally, regarding safety, security, efficiency and customer care.

Currently, Al serves as the Port Authority’s senior level representative on the Stewart International Airport transition team and on the Flight Delay Task Force. He has been employed by The Port Authority of New York and New Jersey for thirty-nine years with experience in operations, maintenance and security positions at LaGuardia Airport and John F. Kennedy International Airport. He has previously served as General Manager of both John F. Kennedy International and LaGuardia Airports.

He is an accredited member of the American Association of Airport Executives. He was Chairman of the AAAE Safety, Security and Technical Committee for seven years and represents the Port Authority and AAAE at the

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Washington level during meetings of the TSA (Transportation Security Administration) Aviation Security Advisory Committee. He is also Past President of the Northeast Chapter of the AAAE. From the AAAE, he has also been awarded the Chairman's Award and the Distinguished Service Award for his many years of contribution to the airport community, both nationally and internationally.

He is a graduate of Lehigh University and holds a B.A. in American History and M.A. in Secondary Education. Al has completed thirty years of service with the US Army Reserve and retired in the rank of Colonel as Deputy Commander of the 353 Civil Affairs Command, Bronx, New York.

Al was born in Manhattan, but has lived in Port Washington, New York for over thirty-seven years with his wife, Madeline. They have three children and four grandchildren. •

### **Installing Components of NextGen in NYC Airports now, prior to Full System Implementation**

By leveraging the technology currently being installed for the ASDE-X and ground surveillance systems at the three major airports, the initial benefits of the NextGen system could be provided beginning in 2008, rather than waiting five years that current estimates show it will take for the New York and New Jersey region to see benefits from the full NextGen system implementation.

### **Installing Advanced Ground Surveillance Systems**

Installing new ground surveillance technology on runways, taxiways and ramp areas will allow the FAA and airlines to better manage aircraft on the ground.

Currently, airports throughout the country continue to use control tower line-of-sight procedures and old radar technology to manage aircraft movements on runways and taxiways. Implementing new technology for ground surveillance systems would allow for more efficient management of takeoffs and landings, as well as gate utilization and ramp management, reducing delays on the ground.

### **Adding an Additional Westbound Departure Route to the Existing Airspace**

Currently, the FAA's J80 Westbound departure route is one of the most congested routes in the New York-New Jersey metropolitan area. The route accommodates westbound departures from the New York, Philadelphia, Washington and New England areas, and the bottleneck, particularly during peak hours, can be crippling. Adding another high-altitude route that parallels J80 will reduce the bottleneck and consequent delays, without additional noise impacts on the ground.

### **Adding Taxiways to Handle More Aircraft**

The Port Authority is committed to constructing additional taxiways at each of its three major airports. New taxiways would allow each airfield to handle more aircraft simultaneously, reducing wait times for departing flights to get to runways and for arriving flights to proceed from the runway to their gate.

### **Improving Navigation Systems to Reduce Spacing between Aircrafts in Flight**

By developing new RNAV RNP (Area Navigation with Required Navigation Performance) procedures, the protected airspace around each aircraft in flight could be dramatically reduced. At JFK, the reduced spacing would allow for a simultaneous all four-runway configuration to be utilized for the first time. Additionally, the advanced navigation procedures would allow for simultaneous arrivals and departures from all four Port Authority airports in poor weather conditions. Weather accounts for 62.3 percent of the delay minutes in the metropolitan area.

### **Improving Surveillance Systems to Reduce the Spacing Requirements between Aircraft in Flight**

By utilizing the most advanced surveillance system, like ADS-B (Automated Dependant Surveillance-Broadcast), the FAA could shrink the protected airspace around aircraft in flight. Currently, Air Traffic Control uses outdated radar technology, which can often be inaccurate by up to one mile causing the requirement for extra precautionary spacing.

ADS-B surveillance is considered accurate to within three feet, allowing for reducing spacing and the all benefits already noted that come with reducing spacing. ADS-B is a central component to the Next Generation Air Traffic System (NextGen). This system needs to be implemented in the New York/New Jersey area first, prior to being deployed nationally.

In addition to these recommendations, the Port Authority is asking the FAA to pursue some long-range initiatives, such as the development of four-dimension flight tracks to improve traffic flows and runway sequencing. Current flight tracks take into account only lateral, longitudinal and vertical components of flight (three-dimension). By utilizing four-dimension flight tracks, which account for lateral, longitudinal, vertical and time, aircraft would be tracked to a precise point-in-space at a given time. The technology would significantly improve aircraft sequencing to the runways for departures and more efficient sequencing of arrivals – allowing for a net increase in arrivals and departures, and reducing aircraft emissions as well. New aircraft already have this technology. The FAA should coordinate and communicate this information to improve system performance.

Finally, the Port Authority has called on Congress to pass the FAA Reauthorization bill, in order to fund these priorities and to provide oversight of the FAA on implementation of these and other operational and procedural initiatives that will reduce delays, as well as accommodate demand in the New York-New Jersey metropolitan area. •

# NY Governor Pledges \$2 Million To Plattsburgh International Airport

## Former Air Force Base Sees New Life As Growing Passenger Hub

Last year, then-New York Attorney General Eliot Spitzer visited Plattsburgh International Airport (PBG) in the midst of construction of its new terminal... and became the airport's first passenger arrival. On Thursday, now-Governor Spitzer returned to see the completed terminal which was opened in June, and to make a further state contribution toward the airport's continuing development.

"The State will invest \$2 million to support the community's efforts to retrofit one 28,000 square foot hangar -- an Air Force nose dock hangar -- with insulation, electric heat and doors, transforming it from a Cold War relic into a key tool for attracting investment to the airport and the region," Spitzer said to a crowd of business and community leaders gathered in the terminal lobby.

As ANN reported, Plattsburgh International Airport was created from the former Plattsburgh Air Force Base, and features a variety of aviation structures and facilities given to the community by the federal government for redevelopment. These include several 28,000 SF hangars, some of which have already been updated for occupancy by aviation tenants. Thursday's funding commitment by the Governor will permit the airport to modernize an additional hangar.

"The Governor understands that we have active interest from aviation and aerospace companies in hangar space at Plattsburgh," states Garry Douglas, President of the Plattsburgh-North Country Chamber of Commerce. "Today's announcement will allow us to accelerate the modernization of another hangar, thereby allowing us to attract and accommodate another tenant and create more jobs."

Spitzer also met with airport and economic development leaders at the terminal and discussed other ways that the state can assist in airport development and marketing, including the attraction of additional air services in the future.

Plattsburgh International is a multi-purpose airport and aerospace park, located one hour south of Montreal and serving the region of northern New York and southern Quebec. Marketed as "Montreal's US Airport," PBG's growing tenant base includes Pratt & Whitney Canada, Wood Group and the northern border air wing of the US Department of Homeland Security, among others.

SheltAir, an aviation service company based in Fort Lauderdale, is the airport's FBO... and the airport recently won air service announcements from Delta Connection and Allegiant. •

*Reprinted from Aero News Network*

*Continued from 2007 Fall  
Conference article on page 1*

### Save the Date!

Plans are already being made for 2008 when the Port Authority of NY/NJ will host the conference October 1-3, 2008 at the Crowne Plaza LaGuardia. Be sure to save the date! •

## Thank You 2007 Conference Exhibitors

**Ascent Aviation Group**

**Avfuel Corporation**

**Clough Harbour & Associates**

**Fortbrand Services, Inc.**

**L. Robert Kimball & Associates**

**Loom Acres Wildlife Management**

**McFarland-Johnson Inc.**

**Tymetal Corporation**

**URS Corporation**

**Vector**

**Wausau-Everest L.P.**

## Governor Spitzer Announces Grants From Bond Act

Recently, Governor Eliot Spitzer announced approval for more than \$16.6 million in funding for 42 airports across New York State. This funding from the Renew and Rebuild New York Transportation Bond Act of 2005 supports infrastructure, security, and economic development projects. The state will also leverage \$3.5 million in additional funding.

Improvements will be made to 58 aviation facilities. This funding will bolster security at New York's airports with fencing, barriers lighting, and construction of police substations; support improvements at airports serving business aviation and cargo transportation; and finance general infrastructure and safety improvements, such as navigational aids and the reconstruction of taxiways.

The New York Aviation Management Association (NYAMA) has played a key role in allocating \$76.4 million to New York airports. NYAMA labors to assure that aviation is supported by state efforts as part of a comprehensive transportation plan and continues to seek new opportunities to strengthen the aviation industry across the state.

A complete list of aviation, port, and rail improvement funding awards is available at [http://www.ny.gov/governor/press/bond\\_act\\_grants.pdf](http://www.ny.gov/governor/press/bond_act_grants.pdf).

## But will it fly?



Wayne Lussier from Empire East Aviation, the FBO at the Floyd Bennett Memorial Airport, practices aircraft deicing on an aircraft mock-up.



The mock-up is an inflatable simulation of a Lear 40 which is provided by Leading Edge Deicing Specialists as part of their deicing training program.

# Strategic Plan Update 2007

## Background

In late spring of 2003, the New York Aviation Management Association (NYAMA) Board of Directors began to discuss the idea of developing a professionally facilitated strategic plan to chart the course of the Association for the future. In May 2003, after contracting with a strategic planning consultant, the NYAMA Board and industry representatives from the NYS DOT and FAA provided input to the consultant regarding their assessment of the strengths, weaknesses, threats, opportunities, vision and mission of the Association. Over several board meetings, the original strategic plan was developed and formally adopted by the NYAMA Board and Association membership at the Annual Meeting, held in conjunction with the 2003 Fall Conference in Albany, September 30, 2003.

As NYAMA has made significant progress on its original goals, it was determined that an update to the analysis should be pursued. The resulting situation overview was the starting point of a facilitated strategic discussion on July 26, 2007 that fine-tuned and confirmed the situation assessment, reaffirmed the organizational vision, and developed a series of updated strategic priorities for NYAMA for the next 18 to 36 months. The updated strategic plan is outlined below.

## Introduction

This is a challenging period for aviation in New York State. Security and safety concerns, the financial condition of the airline industry, and a sluggish state economy are but a few of many factors that have placed new burdens upon and presented new opportunities for airports. The New York Aviation Management Association (NYAMA) has prepared this strategic plan as a means of moving the Association to a higher level of results-oriented activism on behalf of its member airports and aviation interests. The strategic focus is on strengthening New York's airports so they can increase their impact on the State's economy.

## Strategic Direction

A careful analysis of the environment in which NYAMA operates, as perceived by the NYAMA Board of Directors and representatives of the NYSDOT and FAA, suggests a handful of priority strategic initiatives. These include the following: strengthen NYAMA communications both internally and externally; develop a strong identity as "New York's Voice of Aviation" to drive advocacy and membership initiatives; continue to develop outstanding training initiatives; strengthen the NYAMA financial situation and refine Albany-based advocacy.

## NYAMA's Identity and Mission

In defining NYAMA's identity and mission, the following statements attempt to frame the issue: airports are the transportation infrastructure that supports aviation; airports are multi-faceted businesses that are managed for the benefit of the aviation industry and the residents and businesses of their host communities and regions; and aviation is a service industry, based primarily at airports, that is a critical element of the local, regional and state economies. Through the eyes of the Association, the airport is perceived as the centerpiece of aviation in the community, encompassing a wide range of business disciplines, as well as financial and operational challenges. Based upon this understanding of the central role of airports in the aviation industry, NYAMA can establish a clear identity:

NYAMA is dedicated to the viability of New York's airports as drivers of aviation services and economic growth.

**The NYAMA of the future is one of a respected, dynamic and effective trade association with the following characteristics:**

- Continuously and successfully promotes airports as one key part of the overall transportation network and infrastructure in New York State.
- Continuously and successfully promotes air service and aviation businesses at New York's airports as crucial elements of state and regional economic and tourism development efforts.
- Recognized in New York as representing the interests of all public and private commercial service and general aviation airports, and, by extension, advancing the aviation interests that are an integral part of those airports.

*Continued on page 8*

## Congress Extends Current FAA Authorization

With work on the reauthorization for the Federal Aviation Administration (FAA) still unfinished, Congress last week passed a "continuing resolution" bill extending the current FAA authorization through December 14. By that date, Congress must either pass a new FAA reauthorization bill, or extend the current FAA bill again.

Previously, NYAMA has sent two letters to all of New York's Representatives urging passage of the FAA Reauthorization Bill without attaching unnecessary provisions:

### ARFF Guidelines

The first letter was in response to a proposal by the International Association of Fire Fighters (IAFF) to adopt National Fire Protection Association (NFPA) guidelines to make staff counts and other standards part of the FAA Reauthorization Bill. If enacted into law, these proposals would dramatically increase equipment and staffing requirements for airports around the country raising operating costs and potentially forcing many small airports to close entirely.

NYAMA supports the responsibly cooperative approach currently being evaluated by the Aviation Rulemaking Advisory Committee (ARAC) which allows all interested stakeholders, including airlines, pilot organizations, airports, the FAA and fire fighters to participate. This collaborative process is much more likely to produce revisions to FAA ARFF standards which will improve operational safety standards and still prove cost effective.

### Passenger Facility Charges

The second letter was in response to a proposed Lampson-Poe amendment seeking to

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*Continued from FAA article on sidebar on page 7*

eliminate a provision which would raise the ceiling on Passenger Facility Charges (PFC) from \$4.50 to \$7.00. The PFC increase has broad bi-partisan support from the House Transportation and Infrastructure Committee and numerous Members of Congress, as it will reduce passenger delays and inconvenience and provide airports the financing tools necessary to build critical safety, security and capacity projects, including new runways, taxiways and terminals.

Despite the ravages of construction cost inflation, the PFC ceiling has not been adjusted since 2000. In order to simply keep the value of the existing \$4.50 PFC, the ceiling needs to be increased to \$7, based on data from the well respected Means Construction Cost Index. The PFC increase is necessary to ensure that airports can invest in facilities to accommodate increased passenger and cargo operations, reduce delays and continue the industry's impressive safety record. Given the duration of project planning, approval and construction, airports need to plan now to invest in modern, secure, comfortable and environmentally compliant facilities for the more than one billion passengers expected to travel in just a few years.

As the House considers the FAA Reauthorization Act of 2007 (H.R. 2881), NYAMA recognizes that America's aviation infrastructure is nearly stretched to its breaking point. Every day the media reports on delayed flights and growing passenger frustration. Please take time to be in contact with your House representative to urge passage of H.R. 2881.

- Works collaboratively and effectively with the Governor, NYSDOT and national airport and aviation organizations to advance a unified New York airport and aviation agenda (unified geographically and across the interests of large and small airports, public and private aviation interests).
- Dedicated to preserving and enhancing the safety, capacity, and economic vitality of all of the state's airports.
- Provides a wide array of valuable member services such as advocacy, training programs and conferences, and communications to a diverse membership.
- Works effectively and collaboratively with FAA, TSA and NYSDOT, with a seat at the table for all critical planning and policy processes.
- Financially stable through a well conceived dues structure, federal and state grants for specific program needs, and corporate sponsorships.
- Operates with a paid staff and professional advisors for communications and advocacy.
- Effectively leverages the clout and impact of its largest member — the Port Authority of New York and New Jersey — to the benefit of all New York's airports and the aviation industry.
- Uses the education system to disseminate its message of the economic and social value of the airport and aviation system, from GA to commercial service.
- Effective working relationships with the Governor's office, Division of Budget, NYSDOT and the State Legislature.

NYAMA is the only trade association representing the full range of aviation interests in New York State, including airports, FBO's, support businesses, pilots and aviation enthusiasts. This exclusivity gives NYAMA a platform from which to comment upon and influence a wide array of aviation-related issues as "New York's Voice of Aviation".

### **NYAMA's Vision**

NYAMA's vision is one of a respected, dynamic and effective trade association dedicated to the viability of New York's airports as drivers of aviation services and economic growth. NYAMA's primary focus is on the airport as an instrument of aviation service, economic vitality and tourism development.

### **Mission Statement**

NYAMA's mission is to support the sustained growth and viability of New York State's airports in their dual roles as the centerpiece of aviation services and drivers of state, local and regional economies.

- NYAMA advocates for state and federal resources, programs and policies that sustain New York's airports as a tool for economic development and as effective access points to the national and international aviation system.
- NYAMA provides its members with information and services to improve their organizational performance and to allow them to participate more effectively in the airport and aviation industries.

### **Strategic Goals**

Strategic goals are statements of general direction and intent that establish NYAMA's priorities consistent with its situation assessment and its vision and mission. Following a thorough review of its current situation, NYAMA set the following five priorities for the next 18 to 36 months. The goals are of equal weight and importance, and the numbering is simply for ease of reference and discussion.

- 1. Communications**—Develop more effective internal and external communications approaches to solidify and extend NYAMA's membership base and to increase its influence and advocacy.
- 2. Membership Development**—Increase membership in all categories to enhance NYAMA's financial strength and its ability to influence public policy.
- 3. Advocacy Efforts**—Build stronger partnerships with both the legislative and executive branches and further develop grassroots efforts.
- 4. Education and Training**—Continue sponsoring high quality conferences, training sessions, peer reviews and other programs that provide aviation and airport professionals and business interests with useful and timely information.

*Continued on sidebar page 9*

# NYAMA Fall 2007

## Legislative Report

by Bruce W. Geiger

### GA Aircraft Sales Tax Exemption

Despite the Senate's repeated passage of bills and budget amendments to exempt purchases of GA aircraft from sales tax, and Assemblyman Robin Schimminger's steadfast support, some Assembly lawmakers continue to object to our legislation.

The Government Affairs Committee and the Board of Directors have pursued every available option to address the aircraft sales tax issue, including amending the Tax Law to broaden the definition of "commercial aircraft" so that more planes would qualify for the exemption. This effort will continue as the Legislature may return to Albany prior to the end of the year to address unfinished business.

### Security of Pipeline Facilities (Chapter 630, L.2007)

The Governor signed into law a bill that directs the Director of the office of homeland security to review the security of commercial aviation fuel, petroleum and natural gas transmission facilities and pipelines. It authorizes the Director to report on measures taken to protect critical infrastructure of aviation fuel, petroleum and natural gas transmission facilities and pipelines. The Director would be empowered to mandate compliance with the recommendations of the report. The law went into effect August 28, 2007.

### Airline Passenger Bill of Rights (Chapter 472, L.2007)

The new law creates a consumer bill of rights regarding airline passengers. The measure enumerates services to be provided to passengers of aircraft who have boarded the aircraft but have been delayed for more than three hours time to include: electronic generation for the purpose of providing fresh air and lights; waste removal services so that onboard rest rooms may be utilized; and drinking water and other refreshments. It requires all carriers to clearly and conspicuously post consumer complaint information and contact numbers. The law further provides for a civil penalty of up to one thousand dollars per passenger per violation.

The law also creates the Office of Airline Consumer Advocate within the NYS Consumer Protection Board and requires it to refer to the office of the Attorney General when levying any action. The law takes effect January 1, 2007.

### Pilot Background Checks Court Victory!

The federal District Court in Albany found for AOPA in their legal challenge to the state law to require background checks for pilot training and issued a ruling that the law is unconstitutional (violates the Supremacy Clause). Consequently, according to AOPA, the judge's ruling immediately prevents New York from implementing and enforcing the new law. To date, the Attorney General has yet to file an appeal of this decision.

This is a big victory for AOPA and NYAMA and reaffirms the federal government's jurisdiction over qualifications for the training and licensure of pilots.

### Enhancing NYAMA's AIP Budget Initiative

The 2007-2008 State budget included language that will, for the first time, allow for the transfer of \$2-\$3 million annually from the unused portion of the state AIP matching funds to the AIR 99 program.

This budget language accomplishes a long-sought NYAMA goal; providing for a recurring source of state revenue for aviation programs not traditionally funded through the AIP program. It is hoped that NYAMA can build on this budget authorization to give the DOT the ability to transfer additional funds to AIR 99. •

*Continued from Strategic Plan article on page 8*

**1. Finances**—Generate broader financial support by identifying sources of added revenue to diversify the financial base and keep dues affordable.

### Implementation and Organization

Effective pursuit of these strategic goals requires that a number of time and quantity-specific objectives be developed for each goal. These measurable objectives will help the Board periodically determine the extent of progress on each strategic goal. The Board of Directors will assign each goal to a committee to develop objectives, establish revenue and expense projections, and monitor and report progress. The strategic plan committee in coordination with the Executive Committee will continue to monitor the overall progress.

### Summary and Conclusion

NYAMA has made considerable progress under the strategic plan. This update builds upon NYAMA's current strengths and momentum to pursue solid opportunities. It seeks to correct long-standing problems and weaknesses that have held the Association back. The plan provides a clear vision and a focused agenda for action – NYAMA can and will take itself and New York's airports to higher levels of respect, funding and economic impact. Accomplishing this will significantly benefit all New Yorkers. •

*\*Prepared October 1, 2007  
A full copy of the Strategic Plan is available to Association members upon request.*

## Technical Articles

The following articles were originally delivered as technical presentations for our Fall Conference. The PowerPoint documents can be found on our website ([www.nyama.com](http://www.nyama.com)) alongside many other great presentations provided by our speakers. Members are welcome to submit articles for consideration in future newsletters to Michael Thompson ([info@nyama.com](mailto:info@nyama.com)).

## Website Updates

Our website has a new look! The new design is integrated with the database for greater functionality. This will eventually allow for online payment of dues and conference registrations. Various resources and discussion groups will be accessible in a members-only section. Preliminary user names and passwords have been sent by email. If you have not received an email notice, it may be due to one of the following reasons:

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

Please feel free to contact Michael Thompson at 518-432-9973 for assistance.

# Multi-function Airfield Maintenance Equipment

*by Peter Stearn*

The demand for multi-function, multi-season airfield maintenance equipment has been driven by two primary factors—(i) the increasing capacity constraints that airports are under as passenger traffic reaches record levels, and (ii) the diversion of airport funds to security matters, leaving fewer dollars available for equipment and manpower. Multi-function, multi-season airfield maintenance equipment addresses these issues, and others, in a number of ways:

- Dramatic reductions in runway closure times. High speed runway/taxiway snow removal equipment, such as the Vammas PSB 5500 and Fresia F2000, are capable of operating at speeds in excess of 30 MPH. This has enabled airport operators to reduce their runway closure times from 60 minutes to 15 minutes, vastly improving aircraft flow rates, resulting in greater revenue to the airport operator and a more satisfied airline and passenger customer base.
- More efficient utilization of human resources. Because multi-function equipment replaces multiple pieces of equipment, manpower can be redeployed and utilized more efficiently. For example, a snow fighting team can redeploy six of its runway broom operators and create a taxiway team that simultaneously clears the taxiways, while the multi-function team clears the runways. Or, in the case of the Hagie GST 20, one man is able to clear all the airfield edgelights and signage in less time than a crew of eight men doing the same task via shovel. The cost savings in man-hours alone pays for the machine in less than twelve months. In addition, fewer pieces of equipment means that the maintenance staff has more time to perform the proper PMs and keep the fleet in optimum condition.
- More efficient utilization of equipment resources. Multi-function equipment allows the airport staff to avoid having to perform unnecessary, time consuming functions, such as having to return to the maintenance facility during a snow event to switch from a broom to a plow, which could cause the snow team to fall too far behind the storm. In the case of the Hagie GST 20, a single operator can change attachments and convert the unit from a runway chemical sprayer to an edgelight cleaner in a matter of minutes without even leaving the cab.
- Multi-seasonality. By offering attachments that enable a piece of equipment to be utilized 365 days per year, multi-function, multi-season airfield maintenance equipment stretches an airport operator's dollars further. The Hagie GST 20 can be used in the winter as a runway chemical sprayer and an edgelight cleaner and in the spring, summer and fall as a pesticide/fertilizer sprayer and as a flail mower. The Beam VX800 can also be utilized year round to perform runway rubber removal, FOD removal, apron sweeping and scrubbing, glycol recovery, storm drain suction, etc. With this type of equipment available, your investment pays back on year round basis.
- Increased safety. Multi-function equipment results in having fewer pieces of equipment on the airfield. This, in turn, leads to improved safety for the airport staff, particularly during snow events, when equipment is traveling at high speeds in low visibility situations.

As is evident by the above, multi-function, multi-season airfield maintenance equipment pays for itself very quickly via manpower savings and increased airfield utilization. Please call Peter Stearn at Fortbrand Services (516-576-3200) if you have any questions regarding the equipment or concepts discussed in this article. •

# Digital Airport Facilities Management

by *Norah Brown and John Trimble*

Imagine being able to pull up critical information about building systems and assets at the click of a mouse. For today's airport facilities managers, this level of interactivity and control is a reality. A Facility Information Management System (FIMS) is a software tool comprising a centralized database where enterprise asset data is stored as well as a graphical user interface to easily query and access this information.

## Capturing Information and Institutional Knowledge

Capturing facility-related information is important for both operational and financial stability. Many airports keep information in a variety of formats and locations, without a centralized method of preserving and/or sharing it. Information may be kept in hard copy paper files, electronically on desktops or in emails, or sometimes not documented at all. All too often, important facts and data are only stored in the minds of key individuals. In this case, when these employees retire or leave, airports risk losing vitally important institutional knowledge.

## Managing Information

Once the initial information has been captured in electronic format, it needs to be stored in a relational database management system (RDBMS). A relational database allows efficient storage of large amounts of data and provides a means of querying while also providing data security. The database can be thought of as an electronic filing cabinet with access rights given to each folder based on the users' role.

## Leveraging Information

There are numerous facilities management (FM) software solutions on the market. FM software is frequently divided into two basic components, operations (maintenance) referred to as a Computerized Maintenance Management System (CMMS) and facilities (space, lease, and move management) referred to as Computer Aided Facilities Management (CAFM). FIMS software can incorporate both CMMS and CAFM.

## User Interface for Viewing Spatial Data

The most basic FIMS consist of only tabular data, but most organizations also want to link spatial data. In most cases, the majority of spatial data related to a facility will be in CAD format, including information such as floor and site plans. While the ability to link CAD drawings to a relational database is not new, it is becoming increasingly popular and easier thanks to advances in CAD software products. Today's technology allows users to create intelligent drawings that can be shared over the web without the need for expensive and complicated CAD software. Users have tools to view, pan, zoom, select, redline, and plot spatial files. Additionally, many CAD products now provide the ability to import GIS data.

## Commitment to Maintaining the System

The implementation of an FIMS is just the first step in maintaining intelligent data. Keeping the system current is an ongoing process that requires commitment across an organization. Focusing on the benefits will increase buy-in of the end users and ensure participation in using the system.

## Benefits

Implementing an FIMS solution reaps many benefits:

- Eliminates duplication of work
- Provides a permanent storage and retrieval mechanism for sharing institutional knowledge
- Ensures everyone is working from the same source data
- Improves operational efficiency through computerized management tools
- Facilitates competitive outsourcing through maintaining data control
- Allows for remote monitoring and control

*Continued from Digital Airport article on this page*

Norah Brown is leading a pilot project to develop a facilities management system for the Syracuse Hancock International Airport. John Trimble, P.E., is the principal in charge for this project. For more information on FM please contact Norah at [nbrown@cscos.com](mailto:nbrown@cscos.com) or John at [jtrimble@cscos.com](mailto:jtrimble@cscos.com), or call them at (315) 455-2000. •

## New Board Members!

*Christopher Kreig* was appointed by the Board to finish out a vacant At-Large seat. He is currently Airport Manager for Adirondack Regional Airport and Commander in the United States Air Force Reserve. He has recently accepted a new position as Airport Manager for Plattsburgh International Airport.

*James Dolan* was elected at NYAMA's Annual Business Meeting to a two year term as a Business Partner. He is a Senior Project Manager for Clough Harbor & Associates, LLP.

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## Funding Cap Isn't Keeping Pace with Inflation

Tremendous gains have been made in advancing the most critical of needs for aviation funding in New York State through passage of the New York State Bond Act and reinvestment in the AIR '99 Program. The AIR '99 Program has provided a valuable means of funding vital infrastructure at airports across New York. Competition and more lenient tax laws in surrounding states such as Pennsylvania, Connecticut, Massachusetts and Ohio have increased pressure on already cash-strapped airports. AIR '99 has provided funding for aircraft hangars, repair of existing facilities, safety enhancements and other important projects.

While NYAMA applauds the AIR '99 Program, the grant level of the AIR '99 Program needs to be updated. The program was developed almost a decade ago in the late 1990's. Grants under the program were capped at \$300,000 based upon available funding and average construction costs at that time.

Since that time, construction costs have risen at an unprecedented rate. Fuel costs, the primary factor in construction pricing, have risen by more than 100 percent, and asphalt costs have risen at the same rate as well. Steel costs have risen more than 300 percent since 2001, and concrete costs have increased 60 percent since 1999. With these costs rising well above the standard rate of inflation, it is easy to see why the costs of infrastructure improvements have increased dramatically since the creation of the Air '99 Program.

The \$300,000 cap that was placed on Air '99 grants almost a decade ago is not sufficient to accomplish the same task in today's dollars. It should be raised to reflect the increased construction costs since the implementation of the Air '99 program began. NYAMA recommends an increase in the cap to a minimum of \$600,000 to allow New York airports to remain competitive and to complete critical projects.

Last year, NYAMA collaborated with the Governor's office on an agreement to transfer unused AIP funds to the AIR '99 Program. Letters have been sent by NYAMA to Governor Elliot Spitzer and Commissioner Astrid Glynn urging the ongoing transfer of such funds in future years. The combination of increased funding going into the program and an increased cap for projects should significantly advance New York's aviation infrastructure. •