

Air Currents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • VOL. 10 NO. 2 • WINTER 2008 / 09

NYAMA CONTINUES TO OPPOSE FAA SLOT AUCTION

In September, NYAMA filed a protest with the Federal Aviation Administration (FAA) over its decision to auction flight slots at the New York metropolitan region's airports.

NYAMA joined the Port Authority of New York and New Jersey, the Air Transportation Association, Inc., the Governors of New York and New Jersey and numerous commercial airlines in an effort to block the FAA's proposal. NYAMA argued that a flight slot auction as mandated by the FAA would not help the delay and congestion problems at metropolitan airports and would have a devastating impact on smaller market airports.

"The real concerns of New York area airports—congestion and delays—would not be relieved by the auctioning of slots," wrote NYAMA President Bill Vanecek in a letter to Timothy Spencer, Contracting Officer for the FAA. Bill Vanecek predicted that the auctioning of slots would cause great harm to certain communities by the loss of reliable air service and the negative impact on consumers in the form of increased travel costs.

NYAMA's position was bolstered by New York Governor David A. Paterson and New Jersey Governor Jon S. Corzine, who lodged their opposition to the auction plan in a letter to U.S. Transportation Secretary Mary Peters. The two Governors contended that an auction would have a detrimental effect on the economy and do nothing to address the causes of delays and congestion. The governors also called on federal officials to implement the more than 100 recommendations of the Flight Delay Task Force, convened by the Port Authority in 2007, in order to relieve congestion.

Bill Vanecek further stated that small upstate communities are likely to lose air service completely or perhaps see a carrier fully withdraw from the market. "This has the effect of denying consumers access to New York—the most vibrant economic center in the nation, if not the world," he wrote.

Should the FAA be permitted to move ahead with the auction, NYAMA predicts that statewide, New York will lose connectivity to thousands of cities throughout the nation and around the world. This would be harmful to both local economies as well as the State's economy as a whole. The loss of a carrier in a market translates into higher ticket prices, and the consumers are the real losers.

The Port Authority of New York and New Jersey filed a motion with the U. S. Court of Appeals for the Washington, D.C. Circuit requesting to join a suit that seeks to invalidate the FAA plan. The Air Transport Association filed the original suit in the same court. NYAMA is prepared to join the suit as well.

The U.S. Court of Appeals for the District of Columbia on December 8, 2008 granted a petition by the Port Authority of New York and New Jersey to order a stay of the FAA's plans to auction takeoff and landing slots at Newark Liberty International Airport and New York JFK and La Guardia Airports. The ruling will at least delay the FAA's plans to start gradually reallocating 10 percent of the slots airlines now operate free of charge until the Obama Administration takes office.

TSA Releases NPRM for General Aviation

The Transportation Security Administration (TSA) announced a "Notice of Proposed Rulemaking" on October 9, 2008 that represents the largest and most significant regulatory action to face General Aviation (GA) since 9/11.

There are two basic elements within the 260 page Notice of Proposed Rulemaking; one impacts aircraft operators and the other, GA airports. "Reliever airports" will be required under the TSA proposal to implement a security program. The TSA is proposing to require, among other things, that they designate an Airport Security Coordinator, have a training program for law enforcement personnel, have a system for maintaining records, create procedures for posting of public advisories and develop incident management procedures.

These requirements are widely seen as burdensome mandates that could at the very least overwhelm the limited resources of many GA airports in New York State. NYAMA, the "Voice of Aviation in New York," represented the GA industry in oral testimony given by Bill McShane on January 8.

Should you wish to find out more about the TSA proposal or other issues impacting GA aviation in New York, contact NYAMA Headquarters at 518-432-9973 or info@nyama.com. A copy of NYAMA's comments have been posted to our website at www.nyama.com.

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Bill McShane
President

Word on the Wing

*From the
President*

Get Involved!

The Board of Directors would like to extend an invitation to all NYAMA members to attend a future board meeting. Please contact NYAMA Headquarters at (518) 432-9973 or info@nyama.com to see how you can get involved in leadership in the only organization in New York State dedicated solely to the needs of the aviation industry. Please also let us know if you are interested in serving on the Board of Directors.

Dear Friend of Aviation:

The Fall Conference in NYC

Our Fall Conference in New York City was a great success with a variety of excellent speakers on hand and a very active Exhibit Show. Jim Coyne, President of NATA, provided an excellent overview of the environmental discussion that faces aviation today. All of our concurrent sessions were well-attended and well-presented. As usual, we had the benefit of having representatives from all sides of the aviation industry present to discuss a range of issues informally throughout the conference.

Certainly, I wish to extend my own congratulations to Bill DeCota, Director of Aviation for Port Authority of NY & NJ, on receiving the Bill Shea Award this year. Additionally, it was an honor to have Bill Shea with us to give the keynote address. Bill Shea was also awarded a Lifetime Achievement Award for accomplishments too numerous to mention in the three days we were there. All of us are beneficiaries of the work of these two men who have been tireless in representing aviation in our state and beyond!

It is an honor to serve as President of NYAMA as we look forward to 2009. I step into this role humbled by the efforts of those who have gone before me and by the great needs of our day. I will be relying on each and every member to do their part as together we represent "New York's Voice of Aviation" in the coming year. Below are my reflections on the landscape we face in the coming year. Many of these points are supported by stories within this newsletter.

A National Snapshot

In recent weeks the national, and even the global, economy has been shaken. Throughout his presidential campaign, Barack Obama has spoken significantly about job creation—which is the only real solution to this problem. At points, he has even suggested a public works program rivaling the one launched during the Great Depression.

It is important for us to encourage our next President and Congress to step forward during this difficult time. Airports continue to be economic engines for local communities. Increased investment in aviation creates jobs and sustains the infrastructure for other economic sectors as well.

In September, NYAMA protested the FAA's efforts to auction slots at Newark along with the Port Authority of NY & NJ, the Air Transportation Association, Inc., the Governors of New York and New Jersey and numerous commercial airlines. The ATA and Port Authority have since filed suit as the FAA has rejected all protests. It is hoped that a new administration will reconsider this flawed solution for addressing congestion at our major airports. NYAMA will continue to oppose slot auctions until a reasonable solution is agreed upon that does not threaten smaller markets throughout the State.

FAA Reauthorization continues to be an open issue as patchwork funding has been put in place and insufficient effort has been made to modernize the air traffic control system, which is a far better solution for reducing delays and increasing service. Where the current administration has been negligent in providing for the needs of the aviation system, hopefully a new administration can succeed!

The View from Albany

Twenty percent of New York State tax revenues are derived from Wall Street. New York's unemployment rate currently totals 5.8 percent—its highest level in more than four years. New York State is facing a cumulative \$47 billion budget deficit by 2012. Governor Patterson has put together an ambitious plan to close the \$1.5 billion gap projected for 2008-09. He also intends to deliver a balanced budget to close the projected \$12.5 billion deficit projected for 2009-2010.

Additionally, there has been a tremendous shift in power in the New York Senate which is sure to leave Albany in flux for weeks to come. NYAMA's Advocacy Day is scheduled for February 24, 2009. Reaching out to our representatives before, during and after this date has never been so crucial to our success moving forward. Please schedule a meeting with your local representatives as soon as possible and be sure to reserve February 24th on your calendar.

NYAMA's Board is making every effort to support you by gathering the data and analysis needed to make our best case with lawmakers:

- First, we have succeeded in securing FAA funding to continue the efforts of NYS DOT to update the 2003 economic study on aviation demonstrating the vital importance of airports as economic engines.
- Second, we are cooperating with the Tax Department as they put together an analysis of the effectiveness of the tax exemption on general aviation service and maintenance.
- Finally, we are considering sponsorship of our own study to determine the benefits of a tax exemption on general aviation aircraft sales.

We anticipate providing you with as many tools as possible in time for Advocacy Day. Thank you for your partnership as we face these challenges together.

Sincerely,

NYAMA 2009-2010 BUDGET TALKING POINTS

- Airports are economic engines fueling growth in the communities they serve. The aviation industry contributes over \$35 billion in annual economic activity in New York State and almost 350,000 state residents work directly or indirectly in aviation.
- More than \$2.8 billion in State and local taxes are generated from aviation activities.
- New York Aviation is threatened by a critical lack of infrastructure investment, competition from other states, and a sagging state and national economy.
- Aviation is one industry that is well positioned to help itself and the State's economy.
- Airports are revenue generators for the state; proposals that add unnecessary financial burdens on the industry will only chase business to neighboring states that are aggressively attracting aircraft basings and aviation business.
- New York Governor David Paterson's Executive Budget for 2009 will eliminate certain aviation tax exemptions, increase taxes on aviation related activity and also negatively affect the Airport Improvement Program.

Major concerns:

- The Budget cuts in state funding for airport projects. The state contribution to the Federal Airport Improvement program is cut from \$8 million to \$4 million and the hard-fought-for language to capture unused portions of AIP for AIR 99 is eliminated.
- There is no language in the proposed budget to continue the sales tax exemption for maintenance and repair of GA aircraft, scheduled to expire December 2009.
- The Governor recycles a proposal to tax the purchase of charter aircraft that the aviation community defeated last session.
- A new GA aircraft "luxury tax" (additional 5% sales tax) on the part of the price of a GA aircraft in excess of \$500,000 is proposed.
- These budget proposals will, of course, raise no additional revenues for the state but instead will severely weaken an industry that should be nurtured so as to continue its excellent record of revenue generation and job creation.

Helpful Tips From NYS DOT

Top Causes of Grant Approval Delays

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3. The payment is not signed.
4. Inconsistencies exist between the Summary of Charges Form and the Payment Form.
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Mandatory GA Airport Registration Renewal

In compliance with the 2004 "Anti-Terrorism Preparedness Act" (Section 14-m of the Transportation Law), the NYS Department of Transportation (NYSDOT) is requesting the cooperation of all General Aviation airports to update the required documents. A letter sent earlier this summer asked all GA airports to submit a new registration form along with a new or updated security plan.

Deadline Passed

The renewal submittal was due by the end date on the current Certificate of Registration, but a few airports have not yet complied. If you have not yet renewed your registration, please use the Pre-submission Checklist from the NYSDOT website to make sure all the required documents are included in your submittal.

Renewal of Registration

All necessary reference materials – including the GA airport Registration Form, the GA airport Security Plan Evaluation Forms, and other background materials – are available on the NYSDOT website at <http://www.nysdot.gov/airportregistration> or by using the contact information below.

For the three-year renewal, each GA airport must:

- Submit a New Registration Form. The form is available from the NYSDOT website under "GA Airport Registration/Security Plan Forms/Help Materials". Upon request, NYSDOT will send a copy of the original registration form submitted in 2005 for reference.
- Submit an Updated Security Plan. The original security plan may be updated as necessary, but a new document must be submitted and not an annotated copy of the previous one. Otherwise, a new one may be created by following the instructions available on the NYSDOT website. Upon request, NYSDOT will provide you with a copy of your airport's original submitted Airport Characteristics Measurement Tool submitted with your

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first registration. The Measurement Tool provides a score that determines your airport's security category which in turn determines the security requirements that apply to your airport. The Tool must be updated to reflect current conditions and characteristics at your airport.

- Submit a Check or Money Order for the Fee Applicable to Your Airport
 - o The fee for private-use airports is \$25
 - o The fee for public-use airports is \$50
 Checks should be made to "Commissioner of Transportation."

If You Need Help

There are a few ways you can get help or ask questions about your airport registration and security plan renewal:

- Call Seth Edelman, Acting Airport Security Coordinator for NYSDOT, at 518-485-7691
 - Visit the NYSDOT website, <http://www.nysdot.gov/airportregistration>
 - E-mail NYSDOT at aviation@dot.state.ny.us
 - Write to NYSDOT at: Airport Security Coordinator, NYSDOT Aviation Bureau,
50 Wolf Road POD 54, Albany, NY 12232
- AOPA also has some interesting general airport security resources at: <http://www.aopa.org/security.html> which you may interest you.
- Thank you to all GA airports who have already re-registered in compliance with this law.

NYAMA Legislative Update: View from the State Capital

Historic November 2008 Election

Election Day changed the landscape of the executive and legislative branches of the nation, but the results of state races means the NY Senate will have its first Democratic majority since 1965, and many of those senators hail from downstate, which has some worried about whether upstate concerns will be addressed. With the GOP loss of control of the Senate, the Democrats, mostly from the NYC/Downstate area hold every statewide office and both houses of the legislature. Twenty five Democrats are from New York City, five are from upstate and two are from Long Island.

State Budget Deficits

Governor David Patterson estimates the state budget deficit for 2008 grew to \$2 billion and \$12.5 billion for 2009. He called an emergency session with legislators on November 18 to address the financial issues the State is facing. The Governor wanted the Legislature to act on his latest emergency budget proposal, which contained mid-year cuts in education, higher education, youth programs, the state workforce and health, hospital and welfare programs. Instead, the leaders agreed to disagree and the special session ended with no action taken. The Governor released his 2009-2010 Executive Budget on December 16.

Much of the state budget debate will depend on the size and scope of a federal stimulus package being considered by Congress that promises to direct hundreds of billions of dollars to states for schools, transportation and economic development infrastructure, health care and public assistance. NYAMA is engaging with state legislators and the Governor to underscore the importance of the aviation industry to the economy of the state and to urge adequate funding for airport construction and maintenance projects as an effective way to create and retain jobs.

GA Sales Tax Exemptions

NYAMA's GA aviation sales tax exemption bill includes language to repeal the December 2009 sunset date for the maintenance and repair tax exemption as well as proposes to enact an exemption for purchase of GA aircraft. [S425-B (Larkin)/A3806-B (Schimminger)]

NYAMA had a meeting in August with the NY State Department of Taxation and Finance and the Department of Transportation to discuss the drafting of a report on the effects of the maintenance and repair sales tax exemption on the aviation industry. NYAMA gathered information requested by the Tax Department that was recently forwarded to them. In addition, McFarland Johnson developed an economic analysis concerning based aircraft trends and estimated state tax revenue effects relative to New York aviation tax policy, which was also shared with the Tax Department and the Department of Transportation. The McFarland Johnson findings clearly demonstrate the negative effects New York tax policy has on the number of based aircraft in the state and the loss of millions of dollars in state tax revenues from the dislocation of jobs and economic activity that results.

NYAMA is confident that the Tax Department will reach a similar conclusion in its much-anticipated report on aviation taxes that will be an important tool in NYAMA's efforts to extend and expand the aviation sales tax exemption.

Governor's Board Begins Work on State Energy Plan

On April 9, 2008, the Governor ordered the creation of a State Energy Planning Board to develop a State Energy Plan to be completed by June 30, 2009. The Board, in turn, created an Energy Coordinating Working Group (ECWG) to assist in fulfilling the responsibilities of the Executive Order. The Executive Order addresses broad topics including the interaction of energy, transportation, economic development, environment, and public health across various sectors. Briefs will be prepared on topics such as:

- Meeting Future Energy Needs
- Energy Infrastructure Needs
- Siting New Energy Infrastructure
- Energy Costs and Economic Development
- Health Impacts of Energy Use
- Environmental Justice
- Meeting Transportation Needs and Alternative Transportation Options
- Climate Change
- Environmental Impact and Regulation of Energy Systems
- Regional Energy Issues

NYAMA was among the organizations invited to review the initial scope-defining document for the ECWG. NYAMA representatives participated in a transportation interest group meeting with the ECWG and followed-up with formal comments in response to the draft scope document. NYAMA highlighted the economic impact of aviation around the State and requested the committee carefully examine some key issues of concern for aviation. The substance of NYAMA's comments are summarized below.

Examining Existing and Additional Funding Sources

While some elements of the State's Energy Plan may be enacted and impacted at a macro level, much of the energy efficiency improvements will be realized on an industry and micro level. Consequently, NYAMA suggested that the plan include an examination of existing and new funding sources available for implementation of alternative fuel and high efficiency equipment at the State's airports and other transportation systems. Such examination should discuss the types and quantity of funding available, as well as the regulations governing the amount and usage of those funds.

As an example, NYAMA referred to the AIR '99 funding program, which can be used for the purchase of equipment and other capital assets at airports. At the time AIR '99 was created, a \$300,000 cap was placed on grant projects. While that was an appropriate cap when the program was created, rising costs of equipment since then significantly limit the usefulness of the program. Regulatory updates to increase the project cap would improve the opportunity for airports to use that funding to purchase fuel efficient equipment. Such changes would not require additional funding, but simply an adjustment of existing funding sources to provide the necessary flexibility. While this particular funding source is relatively small, and additional funding would certainly be necessary to make any significant impact on total efficiency improvements, it is representative of the type of thinking that must take place to realize maximum efficiency of available funds.

Intermodal and Interstate Transportation Sensitivity

Recognizing that rising transportation costs are arguably the most visible and direct impact area for consumers and thus will be a key focus area for the energy plan, NYAMA urged the working group to be particularly sensitive to the diverse and complex nature of New York State's transportation system.

At times in the past, New York State has enacted good faith laws and regulations directed toward one mode of transportation that has had unintended harmful consequences on other modes. Further, the State must be cautious about enacting regulations at the State level that potentially impact interstate commerce. Because of the national and global reach of aviation and other transportation modes for passenger and freight travel, many types of proposed regulations must be discussed at a broader level than the State.

The aviation community has been directly impacted by both intermodal and interstate insensitivity in the past. Caution and industry input throughout the energy plan development process will be critical moving forward.

2009 Airport Improvement Program (AIP) Schedule:

January 6: Target last day for sponsors to notify FAA of plans to request a grant in FY 2009 using entitlement funds. If sponsors will not be in a position to request a grant because of the reduction in funds or the shortened time schedule, then please let the FAA know by this date to carry over funds to FY 2010.

February 10: Target last day to receive bids, finalize professional service contracts and costs for studies, get independent fee estimate (IFE), and finalize negotiations for land acquisition grants.

February 17: Target last day for submittal of completed grant applications to the FAA.

March 3: Last day for sponsors to return executed AIP grant to FAA. (If sponsors require legal action by a governing body to authorize grant acceptance, please consider advance action to provide the necessary authorization.)

March 6: Expiration date for executing entitlement funds. Sponsors not planning to use their FY 2009 entitlement funds by this date should notify their FAA/Airport Districts Office (ADO) project engineer so the funds can be carried over to FY 2010.

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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.

Thank you 2008 Exhibitors!

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Sweepster, Inc.



Bill Shea Receives Lifetime Achievement Award

Bill Shea, founding President of NYAMA, was awarded the Lifetime Achievement Award at this year's fall conference.

In April 2001 Bill Shea was appointed to the Yolo County, Woodland California Transportation Advisory Committee, and because of professional and academic achievement, was appointed as a "reviewer" for the Journal of Air Transportation Worldwide at the University of Nebraska-Omaha. Bill is a member of the University Aviation Association and is an Accredited Airport Executive. He received a B.A. Degree in government from the University of New Hampshire, a Masters Degree in education from Salem State College in Massachusetts, a Federal Aviation Academy Certificate, CTA Transit Institute, an Honorary Doctorate Degree from Hawthorne College, and obtained a certificate from the Federal Executive Institute in Charlottesville, VA.

Bill has held number of aviation positions, including Federal Aviation Administration Associate Administrator for Airports, Presidential appointment

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NYAMA Fall 2008 Conference



The Fall Conference and Exhibit Show was held at the Crowne Plaza LaGuardia this past October 1-3. The Event was marked by excellent speakers and memorable award presentations (see sidebar articles on Bill Shea and Bill DeCota).

- Opening remarks were given by NYS Assemblyman Michael N. Gianaris.
- NYSDOT Commissioner Astrid Glynn provided an outline of the State's commitment to aviation.
- Randall Wiedemann presented an overview of the State Aviation System Plan (SASP).
- NATA President James Coyne gave a thoughtful presentation about the environmental concerns facing aviation today and the solutions available.
- In addition to her presentation on behalf of the FAA, Diane Crean joined Tom Bock from the Port Authority of New York & New Jersey to discuss NYC Delay Reduction Initiatives.
- Sixteen exhibitors were on hand during breaks and the evening receptions.



Save The Date!

*Syracuse Hancock
International Airport
will host the
2009 conference
September 30
through
October 2, 2009.
Be sure to
save the date!*



Bill Shea Award Given to Bill DeCota

William R. DeCota, Director of Aviation for The Port Authority of New York and New Jersey, received the Bill Shea Award given to an individual who has demonstrated exemplary leadership and effected positive change in the aviation industry in New York State. Among his recent accomplishments are the following:

Airbus A380 – Aviation history was made on August 1, 2008, when Port Authority officials greeted more than 500 passengers and crew who arrived at JFK aboard the first U.S. scheduled flight of the Airbus A380, the world's largest passenger aircraft. The Port Authority invested \$179 million into JFK for infrastructure modifications for the A380 and other new large aircraft. These included strengthening four taxiway bridges and runway pavement to handle the heavier planes, and relocating a taxiway to enable the wider-body aircraft to maneuver safely and efficiently. Additionally, the Port Authority worked closely with the FAA to establish safe operating procedures for the aircraft. In the first full year of service at JFK, the aircraft's operations are estimated to generate \$82 million in economic activity.

Stewart International Airport – The Port Authority took control of Stewart International Airport on November 1, 2007. Stewart is owned by the State of NY and the Port Authority Board of Commissioners authorized the purchase of the operating lease from a private firm for \$78.5 million and later approved more than \$17 million for parking and roadway improvements. The Port Authority vowed to develop the underutilized facility into a strong regional airport serving the travel and business needs of the Hudson Valley while also helping alleviate congestion and ease delays at the NY/NJ metropolitan-area airports.

Delay Task Force – The Port Authority established a Flight Delay Task Force and developed more than 100 recommendations to expand capacity, reduce flight delays and improve customer service for delayed passengers. The Task Force brought together for the first time major stakeholders in the aviation industry to work collaboratively on the issue of flight delays in the NY metropolitan-area. Port Authority endorsed recommendations include fast-tracking "Next Gen" technology and implementing the system at NY area airports first; implementing area navigation, or RNAV, an advanced technique of precise point-to-point navigation to increase aircraft throughput; and development of new procedures and technology to use multiple runways simultaneously and safely.

New Terminals at JFK – The Port Authority and jetBlue built a new passenger terminal, which is scheduled to open October 1, 2008. The joint \$875 million construction project also includes a parking garage. In August 2007, the final phase of the \$1.3 billion passenger Terminal for American Airlines was completed. The 1.58 million-square foot terminal serves both domestic and international passengers on three concourses and includes numerous shops, services and expanded check-in areas. A new 1,940 parking-space garage adjacent to the terminal opened in November 2006. Terminal 4 opened in May 2001. The \$1.4 billion, 1.5 million square-foot common-use facilities vastly improved passenger services.

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5. FAA-generated CLOSE OUT REPORT is not received.
6. FAA Contract Approval Documents are not received.

Ann B. Crook Receives A.A.E.



On October 3, 2008, Ann B. Crook, A.A.E., Airport Manager for Elmira Corning Regional Airport, Horseheads, NY, successfully

completed all three phases of the accreditation process and earned the distinction of Accredited Airport Executive, A.A.E.

To qualify for this distinction, Ann passed a 180-item multiple-choice examination, satisfied a writing requirement by writing essays focused on the topics of "Winter Operations" and "Airport Public Relations Programs", and demonstrated in the final interview by a panel of A.A.E.s, her knowledge of airport management, business administration, and general transportation economics. This achievement attests to her ability to meet these stringent requirements and her experience in managing a public airport.

By fulfilling all the requirements leading to the title of Accredited Airport Executive, Ann joins a select group of individuals who have earned this designation within the Accreditation Program. At present, fewer than 10 percent of AAEE's members throughout the country have earned this distinction.

Ann has previously been the Operations Manager at the Eugene Airport in Oregon, Manager of the Hutchinson Airport in Kansas, Manager of the State of Oregon's 36 airports, and Director of the Klamath Falls Airport in Oregon. In 2000 she was appointed by the Governor to the new post of Director of the Oregon Department of Aviation. In 2005 – 2007 Crook served as Chair of the Northwest Regional Air Service Initiative.

Send your congratulations to Ann at: (607) 739-5621 or acrook@co.chemung.ny.us.

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119 Washington Avenue • Suite 300 • Albany, NY 12210
(518) 432-9973 ph • (518) 432-1712 fax
info@nyama.com • www.nyama.com

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The Association is committed to the promotion of airport development and representing the needs of New York State's aviation industry.

AirCurrents reserves the right to edit all submitted articles for content and format. Please address any comments or questions in care of the Editor to: *AirCurrents*, 119 Washington Avenue, Suite 100, Albany, NY 12210, (518) 432-9973, email: info@nyama.com.



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(1981-85); Director of Aviation, Port of Portland (1976-81); Commissioner of Aviation, Binghamton, NY (three different times, Aviation and Transit); and Chief of Caltrans Aeronautics Division. Bill has also served as the Chairman for the FAA Aviation Education Committee. In addition to authoring numerous aviation-related published articles, Bill has presented many national airport policy speeches, both in the U.S. and abroad. He is a former Board Member for the Airport Operators Council, the first President of the New York Airport Managers Association, a Regional Vice-President for the National Association of State Aviation Officials, and is presently on the Board for the International Aviation Council.

Secretary Elizabeth Dole presented to him the USDOT Gold Medal for "Meritorious Achievement" for Exemplary Performance as FAA's Associate Administrator for Airports and spokesman and advocate for the National Airport System;" FAA Administrator Don Engen presented Shea with the Silver Medal for "Superior Achievement Award for the exemplary manner he consistently performed his duties as FAA Associate Administrator for Airports." He received the Air

Traffic Control Association Special Medallion Award; Outstanding Recognition by the Michigan Board of Aeronautics; Centennial Airport Award due to dedication to aviation, and the keys to the following cities: Baton Rouge, LA; Holland, ML and Bartow, FL; and he received an outstanding award for services to Broome County, Binghamton, NY.

He received the outstanding Crown Circle Award from the Aerospace Congress and a certificate from the National Aeronautic Association, for a U.S. National Speed Record, flying a Globe Swift aircraft with his wife Carol as passenger from Washington, DC to Lawrence, Massachusetts.

He served in the USAF (enlisted and commissioned officer) and was elected commissioner in Port of Astoria, OR (1995-97). He served a 3 year term on the Yolo County, CA Transportation Advisory Committee and one year on the Yolo County, CA Art Council. He served a three-year term on the California Transportation Foundation Board (2002-2005.) The University of Nebraska at Omaha Aviation Institute established the William F. Shea Award presented to an outstanding person each year for outstanding contributions to aviation.