

*Advancing Aviation – Advancing New York!*

# Air Currents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • S P R I N G 2 0 1 1

## NYAMA Advocacy Highlighted by Budget Provision, Resolution

**On March 22, 2011**, NYAMA hosted its annual Advocacy Day event in Albany, which featured a State budget agreement to include language important to airports in the new state fiscal plan and the adoption of a resolution by both houses of the legislature celebrating NYAMA and the benefits of aviation in New York.

Over 30 participants met with 70 key legislative offices over the course of the day. Most of the meetings were with members of the legislature, although some legislative and executive staff attended the meetings as well. NYAMA was again well supported by national and regional aviation organizations including: National Business Aviation Association (NBAA), Aircraft Owners and Pilots Association (AOPA), Long Island Business Aviation Association (LIBAA), and Westchester Aviation Association (WAA).

With the State facing another severe budget deficit, New York State lawmakers did not have much to offer in the way of new funding for airports. However, legislators were knowledgeable about NYAMA's message and were encouraging about future possibilities to support aviation.

Leading up to the day, both the Senate and the Assembly restored language allowing for unused matching funds for the Federal Airport Improvement Program (AIP) funding to be transferred to the State's AIR99 program. On several occasions, after State funds have been allocated to help meet the local match funding obligations under the federal AIP program, some of these funds remained unspent. This provision allows the Division of Budget to transfer any unused funds.

One of the key goals for Advocacy Day was to gather more members for the New York Legislative Aviation Caucus (NYLAC) led by Assemblywoman Donna Lupardo and Senator William Larkin. As a result, the bipartisan Aviation Caucus has grown to 74 members who support the needs of aviation.

NYAMA also requested that legislators ask the Governor's office why the updated Benefits of Aviation Study had not been released yet by the NYS Department of Transportation. Members emphasized how important this information is to the legislature as well as those who would seek to invest in New York airports and aviation businesses.

The pinnacle of the day was the adoption of a resolution in both houses of the Legislature recognizing the importance of aviation and celebrating the 35th anniversary of NYAMA as "New York's Voice of Avia-

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**Carl Beardsley, Jr.**  
NYAMA President

## Word on the Wing

*From the  
President*

### Get Involved!

The Board of Directors would like to extend an invitation to all NYAMA members to join a committee. 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.

Also, please let us know if you are interested in serving on the Board of Directors.

### *Dear Friend of Aviation:*

What a great experience it was to be sitting in the chambers of the Senate and later the Assembly while they read a proclamation honoring aviation and recognizing NYAMA's 35th anniversary. After each time it was read, the sponsor asked many of our members to stand and be recognized. Additionally, some legislators took the time to elaborate on how aviation has made a significant impact economically in their area. Being recognized in this fashion is a true testament to the tremendous efforts of the NYAMA team – both of today and of yesterday. We all should be very proud of this accomplishment.

### Legislative Efforts

While there is much in the way of good will toward aviation, we do still hope to find more traction soon for legislation and funding that will better support aviation in New York. We started the budget season knowing that there was no new funding available for aviation at all. Most of our work this year has focused on keeping the conversation going past the enactment of the budget.

**The NYAMA Board has been actively working to prepare legislators for the next needed steps. Over the past few months, we have done the following on your behalf:**

- » Discussed with NYSDOT staff the need to release the updated Benefits of Aviation Study;
- » Succeeded in restoring budget language allowing unused matching funds for the Federal AIP program to be transferred to the State's AIR99 program;
- » Met face-to-face with members of Lt. Governor Duffy's office detailing NYAMA's signature issues including a request for airport representation in the Governor's new regional economic councils;
- » Met with Speaker Sheldon Silver detailing key components of our advocacy efforts;
- » Advocated for the Aviation Jobs Bill which would enact a new sales tax exemption for the purchase of GA aircraft and create a more competitive tax structure for NYS as it relates to the aviation industry;
- » Submitted testimony at joint budget hearings for both tax and transportation;
- » Sent correspondence and position papers to all legislators;
- » Met with over 70 legislative offices as part of Advocacy Day (see story);
- » Grew the NY Legislative Aviation Caucus to 74 members (see story).

The basis of our legislative efforts continues to be that with the right investment and economic environment, the aviation industry would be a larger part of the solution that will lead to an economic resurgence in NYS. We hope to see more than 100 legislators agree with us by joining the Aviation Caucus.

Lastly, we need to use the updated Benefits of Aviation Study for discussions with both policy makers and investors. Once released, we believe that the obvious successes of aviation will provide a platform for planning future growth and support through better funding and tax policy. As aviation continues to recover from the recent recession, we must be first in line to reap the benefits for our State. Please continue to support us in this important effort.

### Mark Your Calendar for the Fall Conference!

I also invite you to join us September 21-23, 2011 at The Harbor Hotel in Watkins Glen, NY for the Association's annual fall conference hosted by Elmira Corning Regional Airport. As always, we will host a great line up of speakers benefitting every facet of aviation and feature an exhibit show providing opportunities for airport managers to network with vendors, consultants and suppliers. I look forward to seeing you there!

**Thank you for your commitment to aviation and the future economy of New York State!**

Sincerely,

Carl Beardsley, Jr.  
NYAMA President  
Greater Binghamton Airport

## NYAMA Advocacy Efforts (continued from page 1)

tion". NYAMA members sat in the gallery of the Senate first and then the Assembly as the resolution was read aloud and openly supported by sponsoring members. Each time the primary sponsor took time to recognize the aviation professionals witnessing the event. A copy of the document is provided in this newsletter.

*Left to right are Bruce Geiger, Michael Thompson, Carl Beardsley, Craig Dotlo, Ken Paskar, Chad Nixon with Assemblywoman Donna Lupardo (front)*



## Rochester Unveils New Solar Panels

Monroe County Executive Maggie Brooks announced the completion of a Green Energy Initiative Project at the Greater Rochester International Airport (GRIA). The installation of photovoltaic solar panels on the roof of the terminal building has been completed, and will now provide power from the sun to offset electricity purchased from the municipal grid.

The project includes solar panel installation of two 50,000 watt arrays and is specifically designed for a future expansion, which could approximately double its size. According to Solar Liberty Energy Systems, Inc., the Upstate New York contractor and certified installer who managed the project, the Airport is projected to save \$641,929 over the 25-year lifetime of the panels, factoring in energy inflation.

"Continuing the Greater Rochester International Airport's efforts to stay on the cutting edge of innovation, today we are pleased to announce completion of the Green Energy Initiative Project's solar panel installation on the roof of the airport terminal," said Brooks. "We all recognize the positive impact that green initiatives have on our environment, but this project will also provide savings for the Airport through reduced operating costs. Best of all, the purchase and installation of these new solar panels cost absolutely nothing for Monroe County or our hardworking local property taxpayers."

As a result of the newly installed panels, GRIA will be reducing its estimated carbon footprint by 68 tons of carbon dioxide per year. This reduction amount is equal to the carbon dioxide emissions from about 7,000 gallons of gasoline consumed, or, inversely, the amount of carbon removed from the atmosphere by 13 acres of pine forest.

"Solar energy systems at public buildings are an especially effective way to demonstrate to the community that solar power is a practical alternative to buying electricity from a utility company," explained Adam Rizzo, President of Solar Liberty Energy Systems, Inc. "The cost of a solar energy system has gone down, and people are recognizing that having solar panels on your roof can be a mainstream way of reducing energy costs and reducing their environmental impact."

The combined systems are expected to generate 94,184 kWh of electricity per year, equivalent to the electricity used to power about fourteen average homes. The system produces no noise, no pollution, no waste, has no moving parts, and requires no fuel.

The project was funded in part with a grant from the New York State Energy Research and Development Authority (NYSERDA). The remainder was paid for by a renewal and replacement fund through the Monroe County Airport Authority. The project was completed at no cost to local property taxpayers.

## THANK YOU 2011 ADVOCACY DAY SPONSORS!

### Silver Sponsors C&S Engineers

National Business Aviation Association (NBAA)

SheltAir Aviation

### Bronze Sponsors Albany International Airport Aircraft Owners and Pilots Association (AOPA)

AvTeam

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Greater Binghamton Airport  
CHA

### NYAMA is on Facebook

Facebook is an internet tool that connects people socially with friends and others who work, study and live around them. Recently, NYAMA launched its own fan page and already has almost 200 fans!



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

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



# State of New York Legislative Resolution

## Senate No. 971—Assembly No. 272

**By:** Senators Larkin, Bonacic, Golden, Hannon, Johnson, Little, Maziarz, Seward and Zeldin

**By:** Members of Assembly Lupardo, Burling, Calhoun, Castelli, Castro, Ceretto, Conte, Crouch, Destito, Duprey, Finch, Fitzpatrick, Friend, Gabryszak, Magnarelli, McEneny, M. Miller, Montesano, Murray, Palmesano, Peoples-Stokes, Pheffer, Pretlow, Raia, Saladino, Sayward, Scarborough, Schimminger, Silver, Titone, Titus and Weisenberg

**COMMEMORATING** the 35th Anniversary of the New York Aviation Management Association and celebrating the benefits of Aviation in New York

**WHEREAS**, It is the sense of the Legislative Body to recognize that the quality and character of life in the communities across New York State are reflective of the concerned and dedicated efforts of those organizations and individuals who would devote themselves to the welfare of the community and its citizenry; and

**WHEREAS**, Attendant to such concern, and in full accord with its long-standing traditions, the Legislative Body is justly proud to commemorate the 35th Anniversary of the New York Aviation Management Association, and to celebrate the benefits of Aviation in New York State; and

**WHEREAS**, The Empire State is home to over 600 commercial, public and private airports and heliports, ranging from small rural facilities to New York City's John F. Kennedy International Airport which is the twelfth busiest airport in the world; and

**WHEREAS**, The New York State Department of Transportation has demonstrated that the State's aviation industry accounts for a significant amount in annual economic activity, 500,000 jobs and a significant amount in State and local revenue; and

**WHEREAS**, This contribution by the aviation sector to the State's economic well being is fueled by a vibrant and supportive aviation community led by the New York Aviation Management Association, which represents the "Voice of Aviation in New York State", for airports, general aviation, commercial aviation, cargo transport, manufacturing partners, hospitality businesses, vendors and contractors, engineers and consultants, pilots, mechanics, educational institutions and other aviation organizations; and

**WHEREAS**, New York State's commercial service airports accommodate a wide variety of local, domestic, and international flights connecting all of New York State to the nation and the world, and are responsible for over 40 million enplanements per year; and

**WHEREAS**, Business Aviation is a critical tool for companies in New York to support their operations, thus bringing new business, investment and jobs to this State; business aircraft improve efficiency, save money and open up opportunities for rural areas not served by commercial aviation; and

**WHEREAS**, Aviation and airports play a vital role in New York State's businesses and communities that depend on general aviation of all types for mobility, access to medical treatment, economic opportunity, disaster relief, law enforcement, search and rescue and also contribute to our national defense; and

**WHEREAS**, The State of New York has a keen interest in the health and economic vitality of airports and the aviation industry and should lead the nation in promoting its aviation sector so as to further attract private sector investment; now, therefore, be it

**RESOLVED**, That this Legislative Body pause in its deliberations to commemorate the 35th Anniversary of the New York Aviation Management Association, and to celebrate the benefits of Aviation in New York State; and be it further

**RESOLVED**, That a copy of this Resolution, suitable engrossed, be transmitted to the New York Aviation Management Association.

## ADOPTED IN SENATE ON

March 22, 2011

By order of the Senate,  
Francis W. Patience, *Secretary*

## ADOPTED IN ASSEMBLY ON

March 22, 2011

By order of the Assembly,  
Laurene R. Kretzler, *Clerk*



# 2011 Fall Conference & Exhibit Show

During September 21-23, 2011, NYAMA will hold its annual Fall Conference and Exhibit Show at The Harbor Hotel in Watkins Glen, NY. The conference is hosted by The Elmira Corning Regional Airport. The informative program will include the latest information on AIP, aviation security, and sustainable operations. Learn how to effectively advocate for your airport and test your wits in our airports game show.

In addition to our signature trade show, we will also be awarding the first Phil Brito Project of the Year awards for outstanding achievement in the execution of an aviation-related planning, design, or design-build project for an airport or airports located within New York State.

## Below are just a few highlighted events:

- » **Fast Times at Watkins Glen International:** Well known for its famous "S-curves", Watkins Glen race track needs no introduction. It is well attended every year, as renowned competitors duke it out on every turn and switchback. We will be hosting our Thursday reception in the media center. Pace car rides and photos on Victory Lane will also be part of the fun. For more information, see <http://www.theglen.com>.
- » **Golf Tournament at Soaring Eagles:** Golf will take place at the Soaring Eagles Golf Course which is part of the Mark Twain State Park. Named for the great 19th-century author who spent summers in the area, the Mark Twain State Park is the home of one of the most scenic and challenging 18-hole courses in the area. For more information, see <http://nysparks.state.ny.us/golf-courses/3/details.aspx>.
- » **Watkins Glen Gorge Hike & Finger Lakes Bounty Picnic:** Watkins Glen State Park is the most famous of the Finger Lakes State Parks, with a reputation for leaving visitors spellbound. Within two miles, the glen's stream descends 400 feet past 200-foot cliffs, generating 19 waterfalls along its course. The gorge path winds over and under waterfalls and through the spray of Cavern Cascade. Rim trails overlook the gorge. A picnic will follow featuring local fresh products and wine catered by Red Newt Winery. For more information, see <http://www.nysparks.com/parks/142/details.aspx>.
- » **Sikorsky Military Completion Center:** Come visit Sikorsky Aircraft which remains one of the leading helicopter manufacturers, producing such well-known models as the UH-60 Black Hawk and SH-60 Seahawk, as well as experimental types like the Sikorsky S-72 X-Wing. It is a leading defense contractor. Sikorsky has supplied the helicopter for the President of the United States since 1957. Sikorsky's VH-3 and VH-60 currently perform this role.

## Sponsorship

Your sponsorship sustains these excellent events and the ongoing activities of the Association as we advance aviation in New York State. This is your opportunity to publicly demonstrate your commitment to New York aviation and NYAMA. Your sponsorship will be recognized in all promotional materials and member emails. We encourage you to become a sponsor by downloading the sponsorship form on our website at [www.nyama.com](http://www.nyama.com).

For additional information, please contact Michael Thompson at Association Headquarters: (518) 432-9973, [info@nyama.com](mailto:info@nyama.com) or Ann Crook at ELM: [ACrook@co.chemung.ny.us](mailto:ACrook@co.chemung.ny.us).

## THANK YOU FALL CONFERENCE SPONSORS! (to date)

### C&S Engineers

Golf at Soaring Eagles

### McFarland Johnson

Fast Times at Watkins Glen International

### Passero & Associates

Gorge Hike & Finger Lakes Bounty Picnic

## The New York Legislative Aviation Caucus

Legislators have become increasingly familiar with the benefits of aviation. Many have stepped up and showed their leadership in supporting aviation through the formation of the New York Legislative Aviation Caucus (NYLAC). Led as a joint effort by Assemblywoman Donna Lupardo and Senator William Larkin, the Aviation Caucus is fully a bipartisan effort with 74 members from both the Senate and Assembly dedicated to supporting New York's aviation industry.

### Thank you to the following members who have already joined NYLAC!

**Assembly:** Philip Boyle, Daniel Burling, Kevin Cahill, Nancy Calhoun, Robert Castelli, Nelson Castro, John Ceretto, James Conte, Jane Corwin, Clifford Crouch, Michael DenDekker, RoAnn Destito, Janet Duprey, Steve Englebright, Gary Finch, Michael Fitzpatrick, Christopher Friend, Dennis Gabryszak, Joseph Giglio, Alfred Graf, Aileen Gunther, Steve Hawley, Tom Kirwan, Brian Kolb, Daniel Losquardo, Donna Lupardo, William Magnarelli, Margaret Markey, John McEneny, Steven McLaughlin, Joel Miller, Michael Miller, Michael Montesano, Dean Murray, Robert Oaks, Philip Palmesano, Crystal Peoples-Stokes, Nick Perry, Audrey Pheffer, Gary Pretlow, Andrew Raia, Bob Reilly, Robert Rodriguez, Joseph Saladino, Teresa Sayward, William Scarborough, Robin Schimminger, Eric Stevenson, Fred Thiele, Matthew Titone, Michele Titus, Harvey Weisenberg, David Weprin

**Senate:** James Alesi, Neil Breslin, John DeFrancisco, John Flanagan, Joseph Griffo, Mark Grisanti, Kemp Hannon, Owen Johnson, Ruth Hassell-Thompson, William Larkin, Elizabeth Little, George Maziarz, Thomas O'Mara, Suzi Oppenheimer, Kevin Parker, Michael Ranzenhofer, Patty Ritchie, Toby Ann Stavisky, David Valesky, Timothy Kennedy, Lee Zeldin

If your representatives are not yet members of the Aviation Caucus, please encourage them to sign up with Assemblywoman Donna Lupardo or Senator William Larkin today!

## No U.S. Airline Fatalities in 2010

There were no fatalities on U.S. Airlines this past year, which contributed to the third year out of the past four with zero deaths. This is considered one of the safest decades for flying ever, and the start of a trend for the future of safer skies. According to data analysis from the National Transportation Safety Board, the average number of deaths has been declining over the past 20 years. The average number of deaths in the 1990s was about 86 a year, and declined to 46 a year in 2000, which is a 46% drop in fatalities. Since then the average has dropped to 20 a year, over the past five years.

Also, last year was a first for no fatalities in “developed” nations due to air travel. “In the entire First World, fatal crashes are at the brink of extinction,” says Arnold Barnett, a professor of accident statistics at MIT’s Sloan School of Management.

Some safety improvements have progressively eliminated entire categories of crashes. The most crucial improvements have included technology that prevents collisions with the ground and other aircraft, as well as improved training and data collection to identify hazards before they cause accidents.

FAA Administrator Randy Babbitt has noted that the FAA has partnered with the airline industry over the past ten years on initiatives to achieve the current level of safety. “We have identified and eliminated many of the major risks in the system and we will continue to act on the remaining safety challenges and keep air travelers safe,” said Babbitt.

## Albany Update

*By: Bruce Geiger*

The State Senate and Assembly will recess for two weeks to celebrate the Easter and Passover holidays and regroup after passing the \$132 billion State budget. Legislative leaders decided to cancel the two day session scheduled for the week of April 25 to allow members to spend more time in their districts.

They are scheduled to return to Albany on May 2nd with an eye toward finishing the 2011 legislative session by late June. In the meantime, there remain several unresolved matters being pursued in earnest by NYAMA. While a NYAMA-sponsored provision was included in the enacted State budget—to allow for the transfer of unused State AIP matching funds to the AIR 99 program—several outstanding items important to airports and the aviation industry need to be addressed:

### NY Aviation Jobs Act

Legislation to exempt general aviation aircraft from the sales tax was the main focus of NYAMA lobbying efforts during Advocacy Day in Albany on March 22. Representatives of NYAMA met directly with several Senate and Assembly leaders as well as Governor Andrew Cuomo’s key staff, to urge the enactment of this aviation tax reform bill that seeks to position New York State to better compete with neighboring states to attract these aviation assets and concomitant jobs and private sector investment.

The Senate seems committed to move the bill in that house this session. Many Assembly members are very supportive of the legislation as well. NYAMA is hoping that, as a result of Advocacy Day efforts and a meeting between NYAMA leaders and Assembly Speaker Sheldon Silver that day, we will have success in advancing the bill through the legislature so that it can be sent to the Governor to be signed into law.

### The Benefits of Aviation in New York Study Update

A point of frustration for NYAMA has been the inordinate delay in the release by the Department of Transportation of the update to the Benefits of Aviation Report, despite the fact that it has been completed for several months.

The timely release of this more current data regarding the impact of aviation in New York is important not only to legislators, policy makers, transportation planners and the aviation industry; but of particular value to private sector investors who may be contemplating financing construction projects, job development and aviation service enhancements in our State. The updated data can and should be used immediately to market the State’s aviation assets to in-state and out-of-state companies.

NYAMA and our legislative supporters are working with Department of Transportation officials and the Governor’s office to have the updated study released as soon as possible.

### Release of the 2009 Bond Act Funds for Airports

An ongoing concern of NYAMA is that there is no appropriation in the current transportation capital plan to replace the funding for airports under the Transportation Bond Act that expired in 2009. Aviation is getting virtually no State funding in the plan.

Without this critical State financial investment, important projects that increase safety, strengthen security, enhance customer convenience and generate revenues to sustain airport service cannot go forward. This will cost the State dearly in the short and long term in lost economic growth, job retention and creation and, in some cases, threatening the availability of air service in some regions of the State.

As if to underscore the funding plight of New York airports, the Administration and Division of the Budget have thus far not permitted the Aviation Bureau to solicit projects for the \$16.4 million in Bond Act funding from 2009. This is having a serious negative impact on security and business development projects at many airports.

NYAMA’s efforts to have this funding released is showing signs of progress and the aviation bureau is beginning to prepare in anticipation of the “go ahead” which is expected soon.



# NYPA and Port Authority of NY & NJ Promote Renewable Energy in Orange County

**WHITE PLAINS**—New York Power Authority (NYPA) President and Chief Executive Officer Richard M. Kessel and the Port Authority of New York and New Jersey today announced a major development in promoting renewable energy in Orange County.

The NYPA Board of Trustees authorized an agreement between the Power Authority and Taylor Biomass Energy for the purchase of Renewable Energy Credits (RECs) and other environmental attributes produced from approximately 20.2 megawatts (MW) of generation at a soon-to-be constructed biomass facility in the Town of Montgomery. The purchase of the environmental attributes is on behalf of the Port Authority of NY & NJ, one of NYPA's governmental customers in New York City.

"The Port Authority is a long-time electricity customer of NYPA's and this most recent agreement is yet another step in working toward advancing the state's "45 by 15" plan for 45 percent of its electricity needs to be met through improved energy efficiency and clean renewable energy by the year 2015," Kessel said. "The purchase of Renewable Energy Credits is of pivotal importance in supporting and developing renewable energy resources."

"When the Port Authority took over Stewart Airport in 2007, we made a commitment not only to the facility, but to the region and our impact there. Together with our federal and local partners, we have worked hard to make Taylor Biomass a reality. The purchase of 163,000 megawatt hours of environmental attributes annually through 2032 will ensure the project's viability, providing a major economic boost for the region and helping the Port Authority meet its own clean energy goals," said Chris Ward, Executive Director of the Port Authority of NY & NJ.

"In 2008, the Port Authority became the first public entity in the region to set a goal of carbon neutrality by recognizing both our opportunity and responsibility to be an environmental steward. Through this project, we will acquire 20,000 carbon offsets annually which will further advance our sustainability policy and help make our region a less-polluted place to live and work," said Bill Baroni, Deputy Executive Director of the Port Authority of NY & NJ.

"This multimillion dollar contract with the Port Authority will help create jobs and ensure that the commercialization of technology developed at the Taylor Biomass facility is successful. It will inspire other companies to follow their lead, which in turn will lead to more job creation and economic development," said Sen. Chuck Schumer. "It will also set up an important link between Stewart Airport, one of the Hudson Valley's historical engines of economic growth, and the renewable energy sector, one of the future engines of economic growth"

"This is fantastic news for Orange County and the Hudson Valley," said Sen. Kirsten Gillibrand, a member of the Senate Environment & Public Works Committee. "New York is a leader in the development of green jobs, and the advancement of the Taylor Biomass project will help to create a model for other communities to advance waste to energy solutions that create good jobs, save energy costs, and help protect our environment."

"The partnership between the Port Authority of New York and New Jersey (PANYNJ) and the Taylor Biomass Montgomery project here in the Hudson Valley stands as the kind of synergy that is created when business leaders look forward with the intention of creating green jobs and conserving energy," said Rep. John Hall (NY-19). "The Renewable Energy Credits and carbon offsets that PANYNJ will receive with the opening of Taylor Biomass clean energy generating plant will result in lower costs to consumers and taxpayers as well, proving once again that it pays to go green."

"The Port Authority of NY & NJ deserves a great deal of credit and thanks for its leadership and investment at Stewart Airport and its commitment to make the operations of the Airport carbon-neutral," said Rep. Maurice Hinchey. "Furthering its sustainability goals, this agreement with NYPA will benefit the environment while also providing a critical boost to the Taylor Biomass Energy project in Montgomery and our region's economy."

Orange County Executive Edward A. Diana said, "As the Taylor Biomass project continues to move towards an environmentally friendly future with sustainable energy and reduced greenhouse emissions, Orange County looks forward to working with them and the Port Authority on this breakthrough business model."

RECs, like other environmental attributes, are tradable energy commodities that represent proof that electricity was generated from an eligible renewable energy resource. Renewable energy projects may include solar, wind, landfill gas, waste-to-energy and other clean sources of power.

In January, NYPA issued a Request for Proposals (RFP) for environmental attributes representing up to 25 MW of generation from renewable energy generators not yet in operation. After reviewing the received proposals, NYPA, through consultation with the Port Authority, determined that Taylor Biomass was the only physical-supply bidder that met the stated criteria of the RFP, for a stable and economically competitive price, while also contributing environmental benefits and economic development to the community in and around the Stewart International Airport. The airport, in New Windsor, is operated by the Port Authority of NY & NJ.

The Taylor Biomass generation facility, which is scheduled to begin construction in mid-November, will be a first-of-its-kind combined-cycle generator, fueled by the gas output from sorted and non-recyclable portions of waste and woody biomass collected in Orange County. The generating facility will create 85 permanent positions, as well as 320 temporary construction jobs. The purchase-and-sale agreement with Taylor Biomass will be for 20 years, beginning on the commercial operation date of the plant, which is targeted for Oct. 1, 2012.

*continued on sidebar on page 9*

## Plattsburgh Experiencing Rapid Growth



The Plattsburgh International Airport has been steadily growing and shows no signs of letting up. With the increasing amount of passengers, the airport facilities need to be modified to support this growth. The Airport terminal, although built in 2007, is now undersized and needs to be expanded. With the demand ever increasing, the airport completed a

Terminal Expansion Study (C&S Engineers), and is now in the position to start the Environmental Assessment of the future terminal facility (McFarland Johnson). Immediate plans are to expand the terminal to meet the needs of the airport by the year 2019.

Plattsburgh International has three discount airlines servicing the community to destinations in South Carolina, Florida and beyond. One legacy carrier flies into Boston and beyond.

Spirit Airlines began operations in January 2011 with service to Fort Lauderdale and continuing flights to the Caribbean and South America. Spirit Air will also be adding Myrtle Beach, SC to its list of destinations in May. Direct Air flies into Myrtle Beach, South Carolina and Punta Gorda, Florida. Direct Air just announced new non-stop destinations from Plattsburgh to Lakeland, Florida with continued flights to San Juan and Puerto Rico. Allegiant Airlines provides services to Fort Lauderdale, St. Petersburg, and Orlando Sanford, Florida. Airport Management is also working with Allegiant to add new non-stop destinations from Plattsburgh. Plattsburgh International also increased their enplanements by changing EAS carriers under the EAS program. Switching service into Boston from the C402, nine (9) seat aircraft (Cape Air) to the Saab 340 (Colgan Airlines) increased the enplanements for the airport.

Airlines have reported a 47% increase in passenger enplanements for the first two months of 2011, from the same period in 2010.

### New Airport Industrial Park Tenants

Smardt, a Montreal based company that produces environmentally friendly chillers, started operations in May 2010 in Plattsburgh. Smardt Chillers is the fifth largest chiller manufacturer in the world and is the largest in the oil-free high efficiency centrifugal chiller sector. These chillers drive large AC systems which are a major energy consumer. CFC-free (chlorofluorocarbon-free) Smardt chillers can save over 50 percent of the energy consumed by old CFC chillers.

Laurentian Aerospace is starting the development of a two-bay hangar (273,000 square foot) Maintenance Repair Operation, (MRO), which will be completed in early 2013. Laurentian will be maintaining wide-body aircraft with the use of its laser-guided automated docking system. The system will have the ability to position work stations around the aircraft in less than one hour. This is a huge cost savings as labor accounts for about 70 percent of the costs associated with the maintenance, repair, and overhaul facility. Laurentian Aerospace expects to hire 200 employees by 2013 and around 900 by 2015.

Overall, the New York State Department of Transportation Aviation Bureau reports the 2009 economic impact for the Plattsburgh International Airport as follows: 373 jobs, \$15.7 million in income and \$38.5 million in Total Economic Impact.

## Plattsburgh Cuts Heating Costs with Solar Technology

*By Robert Nordstrom*

At Plattsburgh International Airport, heating consumed 60% of the Upstate New York airport's energy costs.

Airport Manager Tom Long describes the dilemma: "Several buildings at the airport were unmarketable because the utility bills were so high. We have a 166,000-square-foot hangar with an annual heating cost of \$355,000. No one wants to rent with utility bills like that. So we started looking for ways to drop the heating load and offset these costs. We found a product, and, sure enough, it has."

After extensive research on various renewable energy products, PBG contracted with Conservall Engineering to install SolarWall® panels on three hangars and an industrial facility.

Interestingly, the industrial facility is leased by Smardt Chillers Inc., which manufactures energy efficient centrifugal chillers. As Long wryly puts it, "The company can now say not only do we make energy efficient chillers, we make them in an energy efficient facility."

### As Simple as Siding

Starting in early December 2010 and completing work at the end of April 2011, general contractor Dynamic Construction installed SolarWall® panels on three 28,000-square-foot buildings and one 26,500-square-foot building at a rate of one per month.

"The real beauty of SolarWall®," claims Neil Garrett, national account manager for Conservall, "is that it's just like putting up siding. It can be retrofitted on virtually any building."

Steel panels with a six-inch air cavity and tiny micro perforations are installed on a wall or walls with exposure to the sun. Solar radiation heats the surface of the panels, and ventilation fans create negative pressure in the air cavity, drawing solar heated air through the perforations. The preheated outside air flows upward into ducts in the ceiling of the building and is dispersed using an independent fan or the building's air handling system.

"Heat destratification is a major benefit of the system," Garrett explains. "Using conventional heating systems to pump hot air into a high-ceilinged building like a hangar is very inefficient. The hot air rises and the air at floor level is much cooler. With SolarWall® heavier outdoor air is brought into the building to mix with the less dense indoor air at the ceiling level, and the mixed air drops downward toward floor level. For example, if the buildings temperature is set at 60° F, the temperature may be 50° F at floor level and 70° F at the ceiling. The heavier outside air will come in at, say, 60° F, blend with the warmer ceiling air, then drop down to warm the temperature at the floor level."

Plattsburgh opted to install the two-stage SolarWall® system, which is designed to provide a higher temperature rise by heating the air twice. With this system, fresh air enters through perforations in the bottom half of the SolarWall® panels. Polycarbonate glazing over the upper half of the panels boosts the temperature of the air as it rises through the air cavity while eliminating heat loss from wind.

### Good Timing

The total cost to install SolarWall® panels on four buildings, all of which were built in the early 1950s, was \$621,000. Fortunately, the

*continued on sidebar on page 10*



## Commissioner Joan McDonald



Joan McDonald was nominated by Governor Andrew M. Cuomo on January 14, 2011 to serve as the 11th Commissioner of the New York State Department of Transportation, and was unanimously confirmed by the New York State Senate on March 8, 2011.

An expert on transportation, infrastructure, economic development, policy and planning, Ms. McDonald serves as a key member of Governor Cuomo's cabinet, and brings her vision for a safe, effective and efficient transportation system to the State of New York.

Prior to her appointment, Commissioner McDonald served as the Commissioner of the Department of Economic and Community Development for the State of Connecticut and Chair of Connecticut Innovations, an authority providing venture capital to high tech start-up companies. From 2003-2007, she was the Senior Vice President of Transportation for the New York City Economic Development Corporation. She also sat on the Board for Bradley Airport. Her private sector experience includes five years as the Vice President in charge of New York and New Jersey at Jacobs Engineering.

Commissioner McDonald was Deputy Commissioner for Planning & Traffic Operations for the New York City Department of Transportation from 1995-1998 and served as the Director of Capital and Long Range Planning for the MTA Metro-North Railroad for the three years prior to that. She served as Special Assistant to the Speaker of the New York State Assembly from 1991-1992. She began her career in public service with the New York State Assembly in 1978, serving in various capacities on the Ways and Means and House Operations Committees, including Deputy Budget Director and Assistant Director of Research. Ms. McDonald received her undergraduate degree in English at LeMoyne College in Syracuse, NY; she has a Masters degree in Public Administration from the John F. Kennedy School of Government at Harvard University.

## FAA Mandates CRM Training for On-Demand Charters

The Federal Aviation Administration (FAA) has finalized a rule that requires non-scheduled charter airlines and air taxis to train pilots and flight attendants in Crew Resource Management (CRM), a well-established concept that helps reduce human error in commercial aviation by teaching pilots, flight attendants and other aviation workers to act as a team.

Air carriers affected by the final rule must establish initial and recurrent CRM training for crewmembers within two years of the effective date of the rule. The training must address the captain's authority; intra-crew communications; teamwork; managing workload, time, fatigue and stress; and decision-making skills.

"This type of training is critical for the safety of flight crews and passengers," said U.S. Secretary of Transportation Ray LaHood.

The FAA has required CRM training for air carriers operating larger airplanes since December 1995.

"I know the value of making Crew Resource Management part of the safety culture from my days as an airline pilot," said FAA Administrator Randy Babbitt. "A crew that works as a team is a better crew, regardless of the size of the plane or the size of the airline."

CRM training focuses on the interactions among personnel including pilots, flight attendants, operations personnel, mechanics, air traffic controllers and flight service stations. This training in communications and teamwork can help prevent errors such as runway incursions, misinterpreting information from air traffic controllers, crewmembers' loss of situational awareness, and failure to fully prepare for takeoff or landing.

This final rule responds to a 2003 National Transportation Safety Board recommendation that is currently on the Board's "Most Wanted" list of safety improvements.

You can view the final rule today at:

[http://www.ofr.gov/OFRUpload/OFRData/2011-01211\\_PI.pdf](http://www.ofr.gov/OFRUpload/OFRData/2011-01211_PI.pdf)

## Renewable Energy in Orange County (continued from page 7)

The separate agreement that the Power Authority and the Port Authority will enter into for the resale of the environmental attributes will coincide with the term of the NYPA agreement with Taylor Biomass.

The Power Authority meets the electricity needs of Port Authority facilities in New York City under a long-term agreement that expires in 2017.

## Lydia Ware takes a picture of Air Force One over Albany International Airport.



**PBG Growth (continued...)**

project proposal was a perfect fit submitted at the perfect time to receive American Recovery and Reinvestment Act (ARRA) funding. The New York State Energy Research and Development Authority (NYSERDA), the agency responsible for evaluating the project and dispersing monies, fully funded the cost to install 20,840 square feet of SolarWall® to heat nearly 111,000 square feet of space.

The panels are covered by a 30-year limited warranty and require no maintenance. "These 26-gauge steel panels will last a long time," Garrett enthusiastically explains. "You don't have to do a thing to them. The rain cleans them and there are no moving parts."

NYSERDA will be monitoring the performance of the solar panels so that taxpayers know where their money is going and what the energy savings are.

Garrett credits airport management for having the vision to search out innovative solutions to the airport's high utility costs.

"Airport management understood the problem. Instead of moving toward traditional solutions, they moved outside the box to consider renewable energy solutions. We worked together to fill out the forms, NYSERDA's engineers reviewed the project, liked what they saw, and said, 'let's fund it.'"

Long is excited about the savings and projects a five- to seven-year payback on the investment. "We would like to install solar panels on all the buildings here at the airport," he says enthusiastically. "We will also encourage businesses that wish to build at the airport in the future to install the panels."

Although the hard data isn't in yet, Long projects that tenants' heating bills will be about a third of what they were before the installation of the panels.

"In one of the hangars," he relates, "it used to take over three hours to reheat the hangar when they opened the doors to get an aircraft out. Now it's only taking 45 minutes to reheat the building, so they don't have to use all that natural gas from the conventional heating system. One of the tenants said, 'Now I don't have to wear my long sleeve shirt in here all day long.'"

## Schumer's Long Island Helicopter Noise Reg Requirement Included in FAA Reauthorization

U.S. Senator Charles E. Schumer announced that he successfully included an amendment to the FAA Reauthorization Bill, that passed in the Senate, providing a deadline for the Federal Aviation Administration to implement helicopter flight regulations within 12 months. This major breakthrough also provides explicit legal authority to the FAA to implement helicopter flight regulations, shielding the agency from any potential litigation. Earlier this year, the FAA announced it was taking comments on proposed regulations, but has not acted to implement them. Schumer's legislation places a hard and fast deadline to do so and gives explicit authority to the agency, a key to timely promulgation of meaningful regulations.

"This legislation puts all ambiguity aside, and for the first time, gives the FAA unquestionable authority to put helicopter regulations in effect while providing a hard and fast deadline to start providing some relief from ear-shattering helicopter noise," said Schumer. "We have worked in every possible way to get these regulations in place and now, by passing a law giving the FAA the explicit authority to regulate helicopter noise on Long Island, the ability of the agency to do so cannot be questioned."

Since first being contacted about ground-rattling noise from low-flying helicopters in Long Island, Schumer has worked with officials from the FAA, New York metropolitan area helicopter operators, and airport managers from Nassau and Suffolk Counties, NY to establish voluntary solutions to eradicate onerous helicopter noise. While parties originally agreed to voluntary minimum flight altitudes of 2500 feet and the establishment of a North Shore route to divert helicopters over the Long Island Sound, those recommendations were largely ignored. The problem became worse and residents continued to be subjected to deafening, foundation-rattling flyovers. After years of advocacy by Senator Schumer, the FAA finally agreed last year to put in place mandatory regulations, but to date they have not been enacted and the agency appears to be slow-walking their implementation out fear that their legal authority to do so would be challenged by the helicopter industry. Schumer's legislation, which passed as an amendment to the FAA Reauthorization bill last night, provides explicit legal authority to the FAA to regulate helicopters on Long Island and makes it mandatory that those regulations are enacted within 12 months of the legislation being signed into law.

"This is the end of a chapter and makes it indisputably clear that the FAA has the legal authority to implement robust helicopter regulations on Long Island and bring some relief from the incessant buzz of helicopter noise that has plagued Long Island families for years."

"We are proud to stand with Senator Schumer as he takes this issue head on," said North Hempstead Supervisor Jon Kaiman. "This is the kind of leadership that will improve the quality of life for tens of thousands of North Hempstead residents and people throughout Long Island."

Many of these flights are from New York City out to the East End of the Island and are for recreational or commercial purposes during the summer months. The helicopters intensify during the summer, but are also a constant presence throughout the entire year. These flights impact communities in countless ways, not the least of which is disruption of daily life, forcing people to stay inside during the summer, and reducing property values in impacted areas.

### Bill Finn, Former Commissioner at BGM and SYR, Dies at Age 67

William C. Finn, Jr. passed peacefully on Friday, April 1st at A.O. Fox Memorial Hospital, following complications from a massive stroke. He was 67.

Bill was born and raised in Clifton, NJ. After serving three years in the U.S. Army, he briefly attended Fairleigh Dickinson Community College before transferring to Syracuse University. There he earned his Bachelor's Degree in Political Science.

As a young boy, Bill became fascinated by the inventor, Thomas A. Edison, riding his bicycle to Edison's laboratory after school. He also endeared himself to Edison's two sons and their families with whom Bill remained close friends for many years. At one time, Bill owned the largest private collection of Edison phonographs in the United States. During college, he spent time in Washington assisting the Smithsonian Institute in the assembly of their Edison collection.

After college, Bill was employed by the City of Syracuse holding several positions before being appointed as Commissioner of Aviation at the Syracuse Hancock International Airport. He later served as Commissioner of Aviation for the Binghamton Regional Airport before retiring in 1997.

## Congress Considering FAA Reauthorization

The House recently voted 223-196 to approve a bill that would reauthorize the FAA's operations and programs for four years, at an overall funding level of \$59.7 billion. The House bill essentially rolls back FAA spending authorization to 2008 levels, but requires the FAA administrator to identify significant cost savings without cutting activities critical to safety. The FAA Reauthorization and Reform Act of 2011 would cut AIP funding to \$3 billion per year and keep the federal cap on local PFCs at \$4.50.

The Senate passed its version of the bill in February. However, lawmakers were not able to send a final bill to the President's desk before March 31, requiring an 18th extension since the last long-term FAA reauthorization which expired more than three years ago. The new extension extends aviation programs and excise taxes through May 31.

The action clears the way for members and staff to begin working out the differences between the House and Senate versions of the bill. On the airport front, H.R.658 would cut AIP funding to \$3 billion per year, while the Senate-passed bill proposes to increase funding for airport infrastructure projects to \$4.1 billion. The House measure also would phase out the Essential Air Service program.

At the time of publication, the measure that Congress is expected to approve proposes \$3.515 billion for AIP. The bill also fully funds the Essential Air Service program at \$200 million.

Congress is also working to give final approval to the fiscal year 2011 spending bill that includes \$38 billion in cuts across the government. The final amounts could be reduced slightly due to a 0.2 percent across-the-board cut included in the agreement that is to be spread across all non-defense discretionary programs.

FAA's facilities and equipment account, which includes funding for NextGen initiatives, does not fare as well as AIP in the final fiscal year 2011 package, with funding scheduled to drop \$200 million to fiscal year 2009 levels of \$2.736 billion before the possible across-the-board cut. FAA research and development is trimmed to \$170 million from \$191 million in fiscal year 2010.

The bill promises to streamline programs, create efficiencies, reduce waste, improve aviation safety and capacity, provide stable funding for the national aviation system, and address many other needs for the aviation industry. The bill provides funding for NextGen air traffic control modernization projects planned in the next four years. One of those projects is to update the air traffic system from radar to a network of satellites.

## FAAC Makes Recommendations To DOT Secretary LaHood

The U.S. Department of Transportation (DOT) established the Future of Aviation Advisory Committee (FAAC) in March 2010. It was tasked with providing information, advice and recommendations to the DOT Secretary on ensuring the competitiveness of the U.S. aviation industry and its capability to address the evolving transportation needs, challenges and opportunities of the U.S.

DOT Secretary Ray LaHood received the FAAC recommendations on how to address challenges faced by the U.S. aviation industry. Among the recommendations presented by the committee were that the Federal government assist in funding NextGen equipage on aircraft, ensure greater transparency for consumers in airline pricing, expand the sources of safety data available to the FAA, and ensure that global airline alliances enhance the viability and competitiveness of the U.S. aviation industry. Twenty-three other recommendations were presented to Secretary LaHood on how to ensure the strength, competitiveness and safety of aviation.

### Other specific recommendations include:

- » Developing improved methods of predicting safety risks;
- » Incorporating safety standards into planning for NextGen, the FAA's overhaul of the national airspace system;
- » Improving links between airports and other forms of transportation;
- » Enhancing science and technology training for the future and current aviation workforce;
- » Ensuring that aircraft operators are able to realize the benefits of NextGen as quickly as possible; and
- » Reducing aviation's impact on the environment through use of sustainable fuels and improved aircraft technology, as well as accelerating the use of NextGen equipment to promote greater efficiency.

The DOT will review the recommendations and develop a plan for their implementation. Members of the FAAC will be invited to attend periodic briefings to update them on the progress in implementing their recommendations.

## Dr. Kahn, Father of Airline Deregulation, Dies at Age 93

Dr. Alfred Kahn died at his home in Ithaca, NY on December 27th at the age of 93. Dr. Kahn had a long and distinguished career, primarily while working in Cornell University's Economics Department. He retired from Cornell in 1989 as the Robert Julius Thorne Professor Emeritus of Political Economy, but continued to consult on economic matters and give expert testimony to Congressional committees in Washington.

As Chair of the Civil Aeronautics Board in 1977 and 1978 under President Carter, he is well known for his role in the deregulation of the airline industry, which stimulated economic growth. This system of government had not been changed since 1935. He paved a new nationwide path for air carriers such as People Express, JetBlue, and Southwest Airlines. As airlines decided routes and fares instead of the government, there was a dramatic drop in airlines fares and increases in air travel for the next 30 years.

"While the resulting competitive regime has been far from perfect, it has saved travelers more than \$10 billion a year," Kahn wrote in a 1998 New York Times essay. Kahn is also known as one of the world's leading scholars and influential figures in public utility deregulation. Despite his illustrious career and many other notable achievements, he will always be remembered as the "Father of Airline Deregulation."



## Air Currents

Official publication of The New York  
Aviation Management Association  
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(518) 432-9973 ph • (518) 432-1712 fax  
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*AirCurrents* is published by the New York Aviation Management Association (NYAMA). NYAMA is a not-for-profit trade association of airport managers, service providers, private sector manufacturers and consultants, and state government representatives. 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 300, Albany, NY 12210, (518) 432-9973, email: info@nyama.com.



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## GA Airports Get Organized

A group of general aviation airport operators that began meeting in late 2010 has officially formed a national coalition to exclusively represent the interests of general aviation airports. The General Aviation Airport Coalition's (GAAC) primary mission is to "preserve and promote our nation's general aviation airports."

"There are several excellent organizations that represent general aviation to federal lawmakers and federal agency officials, but these groups do not exclusively represent the general aviation airport," says Richard Lewis, Interim Chair of the Coalition and Director of Concord Regional Airport in North Carolina. "GA airports need eyes and ears on the ground to exclusively look out for policies that impact our airports."

For example, federal agencies like the TSA are considering placing additional requirements on GA airports but are not proposing any funding support to help implement such changes. "GA Airports need to work together to create a strong, unified voice to prevent the federal government from forcing us to do things we cannot afford to do," Lewis says.

General aviation airports are an integral component of the national transportation system and local economic development. In addition to providing numerous healthcare and safety benefits to a community or region, general aviation airports function as economic engines and serve as lifelines to thousands of small to mid-size communities throughout the country. General aviation's overall economic output in the U.S. is estimated at \$150 billion annually, supporting more than 1.2 million jobs.

The Coalition, which meets at least monthly via conference call and online, recently launched its new website on April 5 and is about to engage in a major national marketing campaign to recruit new members. Some of the group's membership benefits include an online forum where GA airport stakeholders can share information and best practices. The Coalition is developing a list of federal priorities that it will promote and is creating a resource library to assist airports in their day-to-day management and operations.

The Coalition is being managed by The Ferguson Group, a government affairs consulting firm in Washington, DC, that represents local governments and several other coalitions.

NYAMA has already become a charter member of GAAC. For more information, see their website at [www.gaairportcoalition.org](http://www.gaairportcoalition.org).