

Advancing Aviation – Advancing New York!

Air Currents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • F A L L 2 0 1 1

NYAMA Hosts its First FBO Summit

On Thursday July 28, The New York Aviation Management Association (NYAMA) hosted its first ever Fixed Based Operator Summit at Stewart Airport in New York. Special guests included James Coyne from National Air Transportation Association and Margaret Giugliano from a well known legal firm McBreen and Kopko who specialize in aviation matters.

The Summit was well attended with representation from major FBO's in Westchester, Albany, Long Island, Rochester, an engineering firm from Syracuse and the host airport Stewart Newburgh. Attendees were welcomed by William McShane, Vice President of Aviation Development for SheltAir Aviation Services and NYAMA Past President, and Shawn Rose General Manager for Atlantic Aviation Long Island who hosted the day's event.

Giugliano began the Summit with by saying, "in the US we manufacture aircraft and make potato chips". Emphasizing the importance the Aviation Industry serves to the US economy. NYAMA legislative representative Bruce Geiger elaborated by stating more than \$50 billion is generated by Aviation in New York State alone, producing over 300,000 jobs and \$18 billion in payroll according to a recent economic report released by NYS, Commissioner Joan McDonald.

FBO's are being forced to develop a new business models to keep up with the changing industry. Giugliano pointed to the airline industry who successfully have reinvented their economic engine and many of which reported earnings in 2011. She called out the airlines four tiered approach for re engineering:

- (1) Mergers and acquisitions
- (2) Fee Structure which includes charges for "a la carte" services
- (3) Reducing capacity and
- (4) Franchising.

Top FBO managers agreed that a new business model is required. Due to the advent of more sophisticated aircraft with longer range and lower fuel burn, Manager's have seen an increasing number of aircraft crew's simply dropping passengers and using the FBO facilities or services without buying fuel, a commodity that historically supported a greater portion of the FBO's bottom line. Recognition by industry users that FBO's

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SAVE THE DATE:
New York Takes Off!
with 2012 Advocacy Day
March 20, 2012

See page 10 for more details...

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Chad G. Nixon
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 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:

First, I want to thank you for the opportunity to serve as President of such a great organization. We truly are “New York’s Voice of Aviation”—not only for airports—but FBO’s, consultants, equipment suppliers, and so many other facets of the aviation industry as well. Our Association continues to grow in ways that are both visible and tangible for legislators, media, and members like you.

Next, I would like to thank Carl Beardsley, our outgoing president, for his hard work and dedication over the past year. 2011 picked up where 2010 left off in being an uphill battle against the economic downturn. Carl displayed great leadership in keeping our issues before legislators. Over the last several months, we have developed a set of Strategic Initiatives to carry us forward into 2012. A detailed summary of these Strategic Initiatives is provided on the next page.

As noted in our initiatives, maintaining strong relationships and relevance as an association is critically important for NYAMA. The effectiveness of raising our visibility and maintaining these relationships is illustrated by a sampling of recent activity by NYAMA members:

- In August, Carl Beardsley joined Teresa Rizzuto at Long Island MacArthur Airport along with Congressmen Steve Israel and Tim Bishop at a press conference to insist that Congress return to Capitol Hill to resolve the FAA shutdown by authorizing the federal agency’s federal appropriations.
- Our Fall Conference was the occasion of our 35th anniversary as an Association. This attracted a number of legislators to join us including Assemblywoman Donna Lupardo, Senator Thomas O’Mara, Assemblyman Philip Palmesano, as well as Scott Esty, Chief of Staff for Assemblyman Christopher Friend.
- Sen. Charles Schumer specifically referenced NYAMA in his comments to support the President’s Jobs Act which included \$2 billion in aviation infrastructure funding. He used information from the Economic Impact of Airports study and other information provided by NYAMA to speak in favor of this bill. While the outcome of this bill is in question, I think it demonstrates that our efforts to increase NYAMA’s visibility and relevance at the Federal level have been effective. We are looking forward to continuing our relationship building with our Federal delegation in 2012.
- Newsday recently contacted NYAMA to request information for an article highlighting the importance of the Aviation Jobs Act and the impact that punitive sales & use tax policy on aircraft, currently in place, has on New York State.
- Joel Russell testified at a public hearing held by members of the Assembly Transportation Committee, expressing concerns regarding the State’s adopted Two Year Capital Plan for transportation and the needs of New York’s aviation sector. Joel provided a strong position on aviation infrastructure, stating that “New York State must invest now for effective aviation infrastructure programs or face much higher, perhaps prohibitive, prices later when decay has made the challenges far worse”.

Finally, I want to encourage you to share any ideas, thoughts and suggestions you may have for the Association’s progress in the coming year. Your feedback and involvement in the Association is very much appreciated and necessary to our continued success. Please feel free to contact me or our Albany office (518-432-9973) if we may assist you in any way.

Sincerely,

A handwritten signature in black ink, appearing to read "Chad G. Nixon".

Chad G. Nixon
NYAMA President
McFarland Johnson, Inc.

NYAMA's First FBO Summit (continued from page 1)

still have financial commitments to support these facilities and provide these services has a long way to go. More and more FBO's are considering "service fees for using their FBO".

Discussion among the attendee became lively as the attendees expressed their frustration and diligence to keep their business afloat and profitable in these times. Help was requested from airport sponsors to encourage publication of minimum standards and to support viable businesses already on the airport. The risk Giugliano stated in that as more FBO's compete within the same marketplace with fewer customers results in lower revenues, businesses may start to cut corners, ultimately reducing the quality of the service or product and increasing potential risk for the business, its customers and the airport.

Jim Coyne was a distinguished guest at the Summit, he applauded NYAMA efforts to continue working on aviation tax reform and promoting the benefits of aviation industry to general public, particularly with jobs. These awareness efforts are falling on the FBO manager's, Airport Sponsors and Aviation business leaders and providers to grown the awareness of the industry within their local communities. These efforts may assist to counteract the negative politics directed at the industry today.

Coyne was visibly discouraged by the status of FAA Reauthorization stating, "It could be months or years before an authorization bill is passed", citing the monumental differences due to strategies among political leaders to lower the debt ceiling. He was disappointed by the continued attacks on aviation by the current Administration, lacking recognition for its contribution to the US economy. He stated that it was okay for this President to use air transportation (who by the way has used it more than any other US President), but does recognize publically the value of corporate leaders or other "Presidents" using air transportation as means to do business. Coyne emphasized, these are the same "Presidents" who are responsible for the economy and job creation, the same "Presidents" who can lower the US debt ceiling. As a case in point, Apple computers reported more cash than the US Federal government.

NYAMA is a non-profit association of airport management officials with members from related State government agencies, planning boards, consultants and equipment manufacturers. NYAMA was formed in 1976 by representatives of New York State airports and remains devoted to promoting airport development and representing the needs of the entire aviation industry.

NYAMA Strategic Initiatives for 2012

Tax Reform

New York needs to exempt purchases of GA aircraft from state sales tax. With the State of Maine becoming the latest state to do so, New York may soon be the only state in the region to tax aircraft purchases, chasing investment and jobs into other states. Each plane or business jet represents on average five direct jobs and \$1 million of economic impact. The basing of more aircraft in New York will result in more high-quality, permanent jobs for New Yorkers and more revenue for the state.

Public Investment

There needs to be a greater commitment of state funding for airport development projects. A dedicated state funding source must be identified to support economic development and infrastructure projects to maintain New York's aviation system. The new NYSDOT report, Economic Impacts of Aviation, indicates that the aviation sector produces an economic impact that is dramatically greater than the level of public investment required to maintain the system in a state of good repair. This new study finds that convenient, affordable and safe commercial and general aviation air services are vital to the State's economic strength and that aviation represents nearly 5% of all jobs in New York State.

Increased Advocacy Efforts

NYAMA's visibility and relevance over the last several years has increased through successful, collaborative advocacy efforts aimed mainly at the State level. In 2011, efforts were also made to reach out to the Federal delegation. Additional traction in gaining support for our initiatives will be dependent on maintaining strong relationships and relevance as the "Voice of Aviation in New York" with regulators and elected officials. Additionally, NYAMA will raise our visibility in the media and other sources by providing expert opinions on issues affecting aviation in New York State.

NYAMA Celebrates 35th Year at Fall Conference

NYAMA celebrated its 35th anniversary this fall as the “Voice of Aviation in New York,” advocating on behalf of airports and the aviation industry throughout the State. The annual conference in Watkins Glen was hosted by the Elmira Corning Regional Airport at the Watkins Glen Harbor Hotel in Watkins Glen, NY. Not only did the event bring together industry leaders, but a number of elected state officials were in attendance as well.

NYAMA President Carl Beardsley stated, “These elected officials recognize the enormous role played by aviation, not only through creating jobs in their district but giving their region access to a global economy. We appreciate their support and their ongoing commitment to providing a regulatory environment that encourages aviation businesses to grow and prosper. Their role with the New York State Legislative Aviation Caucus has made them particularly effective in strengthening the economic role of our airports and aviation industry.”

“New York State’s aviation industry has an enormously positive economic impact across the statewide economy -- upstate and downstate, east to west and north to south, the industry is one undeniably bright spot on New York’s economic landscape,” said Senator Thomas O’Mara (Big Flats). “The bottom line on the economic impact of our aviation industry is positive, hopeful, and strong. It’s clear that aviation deserves to play a central role in guiding the development of New York’s badly needed pro-business, pro-industry, pro-economic growth, pro-job creation strategy.”

“The recent conference to celebrate the steady growth and success of New York’s aviation industry over the past three decades couldn’t have been more timely,” said Assemblyman Phil Palmesano (Corning). “The state’s regional economic development councils are hard at work developing plans and strategies for future economic growth and the aviation industry has earned a prominent place on this stage. We would be smart to take actions and encourage policies to strengthen an industry that already provides hundreds of thousands of jobs and generates billions of dollars in payroll.”

The fall conference was an excellent blend of strong speaker presentations and memorable events for networking. Some of the highlights include:

- **Keynote speaker Ben DeLeon**, FAA Director for Office of Airport Planning & Programming
- Presentation of the first **Phil Brito Award** with a special address by his wife Anne Brito
- **Airport Jeopardy** hosted by Bill McShane, Christina Reale and Bob Nicholas
- Thursday night reception held at **Watkins Glen International**

Next year’s Fall Conference will take place **September 19-21, 2012** at the Sheraton at the Falls Hotel & The Conference Center in Niagara Falls, NY hosted by the Niagara Fall International Airport and the Buffalo Niagara International Airport.



NYAMA Past Presidents (l to r): Bill Shea, Joel Russell, Carl Beardsley, Bill McShane, Steve Williams, Bill Vanecek, Bob Nicholas, Ralph Hensel, Ken Brentley, Gary Barnes.



At Far Left: Legislative Proclamation presented to NYAMA officers (l to r): Scott Esty, Chief of Staff for NYS Assem. Christopher Friend; NYS Assemblyman Philip Palmesano; Ann Crook, NYAMA Treasurer and manager for Elmira Corning Regional Airport; Carl Beardsley, NYAMA President and manager for Greater Binghamton Airport; NYS Senator Thomas O’Mara. At Left: Founding President Bill Shea (l) presents NYAMA Board member Fritz Kass (r) with one of his own paintings in recognition for outstanding advocacy on behalf of aviation in New York.

Government Affairs Report

by Bruce W. Geiger & Associates, Inc.

Aviation Jobs Act Gets "Airing" by Governor's Office

Over the last several weeks, meetings and discussions have been ongoing with Governor Cuomo's top economic development officials regarding aviation tax reform designed to unleash the economic and job creating potential of the state's general aviation industry.

The enactment of the Aviation Jobs Act, which passed the Senate this session and has twenty-eight Assembly Majority sponsors in that house, will lead to an increase in the location of income-generating aviation assets in New York. These aviation assets, in the form of based aircraft and facilities, will have a positive net effect on state revenues compared to the current situation where nearly all other states in the region—offering more favorable tax treatment of business jets than that of New York—are the primary destination for these assets. NYAMA is urging the Governor to include this aviation tax reform in his Executive Budget proposal due to be released in January.

NYAMA Testifies at Assembly Budget Hearing

Representatives of NYAMA were invited by the Chairman of the NY Assembly Transportation Committee, David Gantt, to present testimony on the progress of the 2nd year of the current Two-Year Capital Plan for Transportation.

NYAMA objected to the absence of state funding in the Plan for the AIR 99' program and urged the Governor and the Legislature to establish a reoccurring funding mechanism to address the business development and safety needs of the state's commercial service and general aviation airports. The state is expected to adopt a new, multi-year capital plan next year.

NYAMA also called for the enactment of the Aviation Jobs Act as a way for airports to attract more private sector investment from an increase in business jet basings as a result of the Act's more competitive tax structure for aircraft that locate in New York.

State Assembly Election Results

Republican Raymond Walter defeated his Democrat opponent in the special election in western New York to fill the seat of 12-year Assembly veteran James Hays, who retired in September. The win means that Assembly Democrats cannot override a Governor's veto without Republican votes (Assembly Democrats hold a 99 to 51 advantage; 100 votes are needed for an override).

NYAMA is on LinkedIn and Facebook



LinkedIn is the world's largest professional network with more than 135 million members worldwide.



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 these tools to network members and others interested in furthering aviation interests in New York.

If you are already on LinkedIn or Facebook, simply find us at New York Aviation Management Association and become a fan today.

NY Aviation Economic Impact Huge According to Study

A newly released study of New York airports and the aviation industry's contribution to the State's economy found that \$50 billion in annual economic activity for New York State businesses is attributable to aviation.

"The data contained in this long-awaited update of the "Benefits of Aviation" study released in 2003 reveals an aviation sector that is highly resistant to recessionary pressures and a smart investment for public and private capital," said Carl Beardsley, President of the New York Aviation Management Association. "The new study finds that convenient, affordable and safe commercial and general aviation air services are vital to the State's economic strength," Beardsley reported.

The study, "New York State Economic Impacts of Aviation," funded jointly by the Federal Aviation Administration and NYS Department of Transportation, looked at 90 public-use airports across the State and the economic activity, jobs and taxes generated by the aviation sector. The evidence shows an impact greater than the level of public investment required to maintain the system in a state of good repair.

The new 2010 data shows an increase of 47,000 in aviation employment over the employment level reported in the 2003 study.

Some of the findings include:

- In 2009, aviation facilities generated \$50 billion in annual economic activity for New York State businesses, equaling 4.4 percent of the total gross State product;
- Federal, state and local funding for capital improvements at airports accounts for approximately 1.2 percent of this total, most of which comes from user fees and taxes;
- Approximately 394,500 jobs in New York State are related directly or indirectly to aviation, representing 4.6 percent of the 8.5 million jobs in the State. Payroll from aviation totals more than \$18 billion, or two percent of total income in the State;
- More than \$4.5 billion in state and local tax revenues related to aviation were collected, roughly \$4.1 percent of all 2009 state and local taxes;
- Economic impacts from aviation in New York State account for 6 percent of the nation's total aviation economic impact; and
- Fortune 500 businesses, such as IBM, Pfizer, Verizon, American Express, Time Warner, Eastman Kodak and others, are significant users of New York's aviation system and help sustain local economies. These businesses rely on commercial service and general aviation to meet their business transportation needs.

State Assemblywoman Donna Lupardo (D-Endwell), a leader on aviation issues and Co-Chair of the New York Legislative Aviation Caucus - a group of over 100 New York State legislators - said: "This report clearly illustrates the importance of airports and the aviation industry to our State's economy. It will also be valuable in our efforts to promote legislation, such as the Aviation Jobs Act, which will help support aviation and make New York competitive with neighboring states."

State Senator William Larkin (R-Cornwall-on-Hudson), Co-Chair of the New York Legislative Aviation Caucus and the Senate sponsor of the Aviation Jobs Act praised the study's results. "The study shows the benefits of attracting aviation assets to New York as each business aircraft based in the State generates \$1 million in spending and creates 5 direct jobs!" Senator Larkin pointed out. "New York needs to recognize airports and the aviation industry for the economic engines that they are and this study provides the numbers to back that up," the Senator said.

"The data contained in the study will be useful in marketing the State's aviation assets and attracting private sector investment to New York airports," according to Beardsley. "This study underscores NYAMA's contention that increased public support for airports and aviation tax reform to improve our competitiveness with neighboring states should be the focus of State leaders and economic development officials to promote the aviation sector as an incredible economic driver for the New York," Beardsley concluded.

The "New York State Economic Impacts of Aviation" report and related summaries may be found on the NYAMA website (www.nyama.com) or the NYSDOT website (<https://www.nysdot.gov/divisions/operating/opdm/aviation/benefits>).

Governor's Aircraft Use Lesson in Efficiency

By Carl Beardsley, Greater Binghamton Airport

(This article was originally written as a Letter to the Editor for the Albany Times Union.)

Reports of NY Governor Andrew Cuomo's decisions to use general aviation as part of his transportation options reflects a recognition by the State's Chief Executive that airplanes provide opportunities to do more, in less time, and often at less cost than other transportation alternatives.

While some criticize the use of business jets by corporate executives, sales representatives and other workers (and politicians) as "excessive" or "a luxury," it is in fact a vital business tool that allows companies to stay competitive, especially in these tough times.

Small to mid-size companies make up 85 percent of the U.S. enterprises using business aviation, and most of the passengers are salespeople, engineers, technicians, and other mid-level employees. Many of these employees live and work in New York or their companies do business in communities here with little or no airline service.

It's time to recognize that business aviation is about business productivity and competitiveness, and it supports an industry that provides jobs for 1 million Americans and contributes over \$150 billion annually to the economy. In New York, aviation employs more than 394,500 state residents, generating \$18 billion in payroll and \$4.5 billion in State and local tax revenue annually. The impact of aviation is \$50 billion to the NY economy. Despite this outstanding performance, our home state aviation industry, and consequently New York State, is not realizing its full economic potential.

That's because, unlike every other state in the New England region except Vermont, NY taxes private aircraft ownership, a highly-mobile asset, resulting in the basing of these planes in neighboring states. Considering that a recently-released NYS Department of Transportation sponsored study found that each plane, on average, equals 5 sustainable jobs and \$1 million of private-sector spending impact, taxing these aircraft when surrounding states don't is economic folly.

The New York Aviation Management Association supports policies that will bring more of these valuable aviation assets to New York for the benefit of our state and local communities; one such policy is to eliminate the sales tax on the purchase and in-state basing of general aviation aircraft. Such a bill has already passed the State Senate.

Governor Cuomo seems to be making rational, cost effective and security-minded transportation decisions when he opts for using general aviation (plane, helicopters) on certain occasions, as do many other managers of enterprises, both large and small. NYAMA is pleased that the Governor is taking advantage of the benefits of general aviation in New York.

It's time the state eliminate the sales tax on private aircraft so that more of NY's businesses can have this same option. Increasing the number of aircraft that call NY their home will help grow jobs and the economy, and state and local tax revenues too!

Syracuse Regional Airport Authority Formed

Gov. Andrew Cuomo signed legislation in August to create an independent authority to govern Syracuse Hancock International Airport. Local officials and business leaders had long sought an independent authority to take over operations at the city-owned airport in hopes of more efficient operations and cheaper airfares.

Board members were appointed by the City of Syracuse, Onondaga County and other stakeholders. The board started meeting in September.

The mission of the Syracuse Regional Airport Authority is to provide safe, secure, efficient and low-cost air transportation service to the 12-county region that Syracuse Hancock International Airport currently serves. The Authority seeks to stimulate air service, economic development, trade and tourism by focusing on the shared goals of its stakeholders: more service to more destinations, lower operating costs and increased non-aeronautical revenue. The Authority recognizes that the Syracuse Hancock International Airport is a gateway to the central New York region and beyond and seeks to optimize customer service and exceed customer expectations with continuous improvements to the terminal building and public-use facilities.

The authority can borrow up to \$200 million, something that could help bring more competition among airlines, according to a news release from Sen. John DeFrancisco, R-Syracuse, one of the bill's main sponsors.

"I commend the governor and the Legislature, particularly our local delegation, for recognizing how vital this legislation is to our region's future," Syracuse Mayor Stephanie Miner said in a press release.

Gender Shift In Aviation?

By Glenn Pew

May 18, 2011 - The number of women pilots has increased since 2000 by 18.6 percent and the number of those with ATP certificates is up 35 percent while the number of male pilots has dropped, according to statistics updated Monday by the FAA. There were an estimated 42,218 female certificate holders in 2010, which puts the group at 6.7 percent of the total 627,588 certificated pilots recorded by the FAA. Among the ranks of Airline Transport Pilot rated certificates, women jumped from 10,218 in 2000 to 13,755 in 2010. Over the same period, the number of men holding certificates dropped nearly 1 percent and the number of men holding ATP ratings dropped about 1/2 percent. The numbers also show that the advance of women in aviation goes beyond the flight deck.

The first decade of 2000 also saw increased numbers of women in aviation-related fields like ground instruction, where their numbers rose more than 14 percent. For female dispatchers, the number rose 71 percent and the number of female flight instructors rose more than 6.5 percent. The number of aviation mechanics who are women also went up -- by 43 percent from 2000 to 2010 -- and the number of repair workers who are women increased more than 35 percent. However, if one imagines the end result as equal numbers of both men and women in aviation related jobs, then there is still a long way to go. The number of women in these fields still composes single-digit percentages of the total number of workers represented. For the complete collection of data, click through to the FAA's US Civil Airmen Statistics page at http://www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics/2010/

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NY Legislative Aviation Caucus Tops 100 Members

The New York Legislative Aviation Caucus, established by Senate and Assembly members in early 2010, now has 100 members! This represents over 47% of the entire State Legislature.

The Caucus is being promoted by the New York Aviation Management Association (NYAMA), the statewide organization of airports and aviation industry professionals, as a way to organize state legislators interested in further developing New York's aviation assets.

"The willingness of so many of my colleagues to join the Legislative Aviation Caucus illustrates the recognition among lawmakers of the importance of airports and the aviation industry to the State's efforts to create jobs and attract private investment," said Assemblywoman Donna Lupardo, the Co-Chair of the Caucus.

The members of the New York Legislative Aviation Caucus work together with industry leaders like NYAMA and its affiliate members, such as the National Business Aviation Association and the Aircraft Owners and Pilots Association, to make certain elected officials and policymakers understand the critical role aviation plays in their communities.

Assemblyman Steven McLaughlin, a former commercial pilot, was instrumental in securing Caucus membership among his fellow Assembly colleagues. His efforts helped put Caucus membership over the 100 mark.

"As a pilot for many years, I know firsthand how important the aviation and related industries are to the growth and development of a thriving New York state economy," Assemblyman McLaughlin said. "I told my colleagues that it was important for them to join with like-motivated legislators in establishing a pro-growth, pro-job agenda centered on our state's aviation industry."

"Every type of aviation stakeholder in New York supports the Caucus," said Carl Beardsley, manager of Greater Binghamton Airport and President of NYAMA. "From GA reliever airports to commercial airlines to maintenance and engineering companies to company flight departments, the aviation community is a broad spectrum--and it's all about jobs."

While neighboring states such as Massachusetts and Connecticut have tax policies designed to attract general aviation (GA) aircraft, New York imposes a sales and use tax on all GA airplanes that has the effect of discouraging the basing of these aircraft in New York in favor of surrounding states.

"We have an aviation sector in this state that is incredibly productive," said state Senator William Larkin, the Caucus' other Co-Chair. "However, this sector continues to perform well short of its potential because of a competitive disadvantage with neighboring states."

Beardsley is optimistic that together, the caucus and the aviation community will be successful in drawing more business aircraft to New York through tax reform and better airports, if they're persistent. "The Caucus promises to be the catalyst for advancing aviation in New York," Beardsley concluded.

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

Assembly: George Amedore, Will Barclay, Kenneth Blankenbush, Philip Boyle, William Boyland, Daniel Burling, Marc Butler, Kevin Cahill, Nancy Calhoun, Robert Castelli, Nelson Castro, John Ceretto, James Conte, Jane Corwin, Clifford Crouch, Brian Curran, Michael DenDekker, RoAnn Destito, Janet Duprey, Steve Englebright, Gary Finch, Michael Fitzpatrick, Christopher Friend, Dennis Gabryszak, Joseph Giglio, Andrew Goodell, Alfred Graf, Aileen Gunther, Sean Hanna,

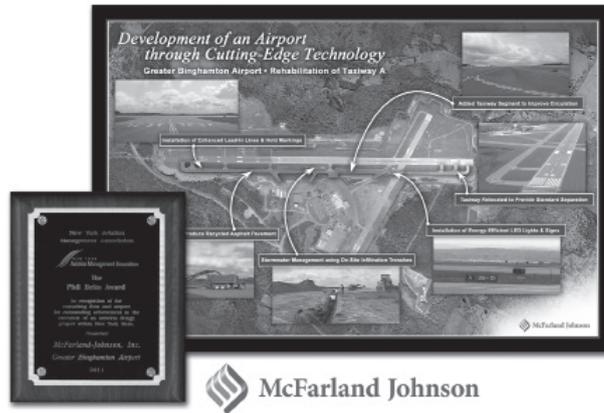
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Binghamton & McFarland Johnson Receive First Phil Brito Award

Representatives of the Greater Binghamton Airport and McFarland Johnson were on hand at the Annual Luncheon as part of the Fall Conference to receive the first Phil Brito Project of the Year Award. The project for Taxiways A & G involved the design and construction of modifications to address the physical conditions of the pavements, the geometric layout of the taxiways, and non-compliant FAA standards. The solution included a complete redesign of the taxiways to provide a new parallel taxiway with access to a future de-icing pad, and which complies with FAA taxiway/runway separation criteria.

Anne Brito, wife of Phil Brito, was also present to remember her late husband and the contributions he made to the aviation industry.

This award was created in order to recognize Engineering and Planning Consulting firms 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. This award is named after the FAA New York Airport District Office Long-Time Manager, Mr. Phil Brito, whose tireless efforts greatly contributed to the success of aviation in New York State.



ELIGIBILITY:

- Entries must be a planning, design, or design-build project completed within the previous calendar year.
- The project must substantially benefit an airports or airports located within New York State.
- The submitting consulting firm must have completed the work with staff located primarily within New York State.
- The submitting consulting firms must be a current member of NYAMA, or join NYAMA at the time they submit their entry.
- Consultants may submit up to two projects per category.

ENTRY CATEGORIES:

- Non-Design Project
- Design/Construction Project

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New Port Authority Head Says Growing Stewart Airport a Priority

New Windsor, NY—Governor Cuomo met recently to address 500 Hudson Valley leaders at the Pattern for Progress annual awards reception. There he announced his choice for the new executive director of the Port Authority of New York and New Jersey Patrick Foye.

“I think Stewart Airport will be part of the infrastructure that will lead to increased employment, increased investment, and job creation here in the Hudson Valley,” said Patrick Foye. “The combination of building on the region’s transportation infrastructure, in this case Stewart Airport, and doing it with Hudson Valley companies will be a priority of mine going forward.”

“We want to grow both passenger volume and cargo and I’m confident as the economy recovers, we can do both of those,” said Foye. Previously, Foye was Governor Cuomo’s deputy secretary of economic development. The Port Authority has invested \$50 million into Stewart over four years, and half of that has gone to local companies.

Jonathan Drapkin, the president and CEO of Pattern for Progress said, “We think if anyone can figure out how to put that airport to the best use for the region through job creation, through stimulating tourism, we think the Port Authority can do it.” Pattern for Progress is a non-profit working since 1965 to bolster the area by using regional solutions, crossing city and county lines.

New York Takes Off! with 2012 Advocacy Day

The New York Aviation Management Association (NYAMA) is hosting an Advocacy Day as part of its New York Takes Off! Campaign in Albany on March 20, 2012. The program provides airport managers and other aviation officials with timely information on state budget issues and state-funded airport development programs; and provides a forum for constructive dialogue between colleagues and state lawmakers.

All NYAMA members and aviation officials are asked to attend the advocacy program. The program will begin with a briefing at the Crowne Plaza Albany, followed by appointments with state legislators and a legislative briefing at the Legislative Office Building in downtown Albany. The success of the advocacy program is directly related to the level of participation we receive from the aviation industry. Please plan to attend!

Phil Brito Award, continued

JUDGING CATEGORIES:

A panel of judges from the New York State Department of Transportation, Aviation Bureau or their designees will judge the entries, and will award the NYAMA Grand Award and Honorable Mention for the Non-Design and the Design/Construction categories. The entries will be judged according to the following criteria:

<input type="checkbox"/> Originality/Innovative Application of New or Existing Technologies	30%
<input type="checkbox"/> Social/Economic and Sustainable Design Considerations	20%
<input type="checkbox"/> Complexity	10%
<input type="checkbox"/> Exceeding Owner's Expectations	10%
<input type="checkbox"/> Future Value to the Aviation Planning or Engineering Profession	30%

Submit your complete and final entry to the NYAMA office by **July 1, 2012**. Entry materials must include the completed Official NYAMA Project of the Year Entry Form, a project write-up, and a project board. Each entry must be accompanied by an entry fee of \$250. All entry fees will be used for a student scholarship on behalf of NYAMA.

The Phil Brito Project of the Year will be awarded annually to both the Airport Sponsor and the Aviation Consultant at the NYAMA Fall Conference. Winning entries will be notified no later than September 1st.

Details about the award are available by downloading the Official NYAMA Project of the Year Entry Form from the NYAMA website at www.nyama.com. For further information, please contact the NYAMA office by phone (518-432-9973) or email (info@nyama.com).

NY Legislative Aviation Caucus Tops 100 Members, continued

Steve Hawley, James Hayes, Mark Johns, Tony Jordan, Stephen Katz, Tom Kirwan, Brian Kolb, Charles Lavine, Peter Lopez, Daniel Losquardo, Donna Lupardo, William Magnarelli, Nicole Malliotakis, Margaret Markey, David McDonough, John McEneny, Thomas McKeivitt, Steven McLaughlin, Donald Miller, Joel Miller, Michael Miller, Marcus Molinaro, Michael Montesano, Dean Murray, Robert Oaks, Philip Palmesano, Crystal Peoples-Stokes, Nick Perry, Audrey Pheffer, Gary Pretlow, Edward Ra, Ann Rabbitt, Andrew Raia, Bill Reilich, Bob Reilly, Robert Rodriguez, Joseph Saladino, Teresa Sayward, William Scarborough, Robin Schimminger, Kevin Smardz, Eric Stevenson, James Tedisco, Claudia Tenney, Fred Thiele, Matthew Titone, Michele Titus, Louis Tobacco, 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!

FAA Launches General Aviation Wildlife Outreach

The FAA recently launched a wildlife poster outreach campaign for the general aviation (GA) community — pilots, airport sponsors, mechanics, engine manufacturers, students at aviation schools, and aviation organizations — to increase wildlife strike reporting among this important segment of aviation. For the last 50 years, the FAA has worked to reduce wildlife strikes at airports and periodically conducts studies to gauge the effectiveness of its program. The latest study shows that the general aviation population accounts for only six percent of the total strikes reported, which is more than 100,000 reports. Through increased and concentrated educational outreach, the FAA hopes to close the reporting gap between the more than 2,000 GA airports and certificated airports that operate with an increased level of safety and oversight.

This year's poster "Report Wildlife Strikes" depicts a caution sign with a bird inside and the simple message to report wildlife strikes. Copies of the poster have been delivered to the general aviation community and are designed to be placed in highly-used areas such as training rooms and break rooms.

The FAA wants to hear from airport sponsors why reporting is low and encourage them to work with the FAA to increase reporting and reduce wildlife strikes. The strike information will tell the airport sponsors and the FAA what types of wildlife are involved, the amount of damage to the aircraft, and how many strikes occur at general aviation airports annually. This information will allow the FAA to help airport sponsors develop wildlife mitigation plans to reduce wildlife strikes.

In addition to the poster outreach, the FAA encourages GA airports to conduct a wildlife hazard assessment to help airport sponsors understand and determine the wildlife hazards on their airports. The FAA may support GA airports by making Airport Improvement Program grants available to conduct an assessment.

The FAA remains committed to reducing wildlife strikes at the nation's airports through a myriad of options such as technology, research, outreach, and partnerships. Learn more at http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=13209

The FAA developed mobile application software to make strike reporting easier. Now, anyone can report a wildlife strike via the web or their personal data device <http://wildlife.faa.gov>. The FAA also placed a Quick Response (QR) code scanner on the bottom of the poster for smart phone users who have the QR application.

Ithaca Tompkins Regional Airport Receives Award for Going Green

Rosemarie S. Andolino, Commissioner of the Chicago Department of Aviation announced Ithaca Tompkins Regional Airport as a recipient of the 2011 Airports Going Green (AGG) award for their Sustainable Airport Master Plan. This prestigious award recognizes outstanding leadership in pursuit of sustainability within the aviation industry.

Made from reclaimed wood, the award was presented by Commissioner Andolino at the *4th Annual Airports Going Green Conference* in Chicago. Robert Nicholas (*right*), the airport manager and a past president of NYAMA, attended the luncheon on Monday, October 31st to receive the award along with consultants Charlie McDermott (*left*) of C&S Companies and Carol Lurie (*center*) of VHB.

'Green' Class Projects Helped Airport Reap Award

Cornell faculty and students also made important contributions along the way. In spring 2010, two classes undertook class projects to assist in the development of a sustainable master plan. Students in [Environmental Stewardship in the Cornell Community](#) (ALS 4770) taught by Professor Joe Regenstein and [Special Topics in Sustainable Design](#) (DEA 4010), taught by Jack Elliott worked on a variety of sustainability topics related to the airport. The students gave public presentations on their projects and submitted written reports.

The final ideas were incorporated into the master plan document prepared by the airport's consultant, the C&S Companies.



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