

# Albert S. Nader Regional Airport Proposed Operational Structure

## **Mission Statement:**

The Airport, located at 391 Airport Road Oneonta New York, will become a regional economic driver; connecting communities, people, and business to the world.

**Abstract:** The current operational structure of the airport lacks incentive to employ capital investment necessary to perpetuate revenue generation. The airport requires a driving force to push Airport Capital Improvement Projects forward and ensure compliance with all applicable Federal and State Aviation Regulations as well as FAA Airport Improvement Program Grant Assurances; all relevant regulations published in Title 49 U.S Code Subtitle VII and supporting regulations. This driving force involves private management of the airport under public ownership. The private management would operate under the form of a newly formed local Fixed Base Operator (FBO). A privately owned full service FBO will have incentive to employ capital investment necessary to perpetuate revenue generation, profit. A privately owned full service FBO can significantly increase air traffic and revenue for the airport and therefore become a true regional economic driver. Increasing air traffic, therefore increasing revenue generated to operate the airport, will drive traffic and revenue into the community. By utilizing this principle, the airport operating budget required by the public ownership will be consistent and near zero. This proposal outlines the terms and conditions of public ownership of the airport utilizing private management of the airport within the newly formed FBO whereas the FBO operation will advance Airport Capital Improvement Projects forward as outlined in the Airport Capital Improvement Plan while working with the City of Oneonta, Airport Engineering Consultants, (Passero Associates, McFarland Johnson inc) and the Federal Aviation Administration. This new management structure will operate initially on a 60 month term to advance Airport Capital Improvement Projects and solidify increased revenue generation and create an accurate and reliable airport operating budget for the public ownership entity. This airport operating budget can be minimized only with private Fixed Base Operator management of the airport.

### **Operational Vision:**

The Airport Operation will function optimally with a full service FBO, a modern facility which provides top tier service to clients utilizing the Airport. In addition to facilitating top tier service, the FBO will act as a driving force to push forward Capital Improvement Projects. Completing Capital Improvement Projects will enhance airport infrastructure which will foster increased air traffic, increased traffic into the community, and propagate increased revenue throughout the community.

### **Goals of Airport:**

- **Develop Full Service FBO**
- **Create Space for Constructing Aircraft Hangars**
- **Construct a Longer Runway to Increase Air Traffic**
- **Support Critical Infrastructure**
  - Medical Air Transport
  - New York State Police
  - Powerline Inspections
- **Create Opportunity for local aviation development**
  - Flight training for professional pilots
  - Career development for aircraft mechanics
  - Development of electrically powered aircraft
    - Create local infrastructure for transient electric aircraft

### **Full Service Fixed Base Operator:**

A full service FBO interfaces directly with aircraft owners, pilots and passengers and provides top tier service. These services include, and are not limited to:

- Full Service Fuel Sales
- Reception for aircraft owners, passengers and pilots
- Aircraft parking; ramp and hangar service
- Aircraft servicing; ground power and de-icing service
- Aircraft supplies, catering services
- Courtesy transportation, rental cars
- Internet access and flight planning

According to the 2022 Study “Economic Impacts of New York State Airports and Aviation” Business aircraft traffic brings significant economic benefit to the community. Additionally, the air transportation system produces more revenue per dollar spent over other modes of transit

Economic Impacts of Airports & Aviation



Figure 2-2: Economic Impact of One Based Business-Use Aircraft



Source: National Business Aviation Association (NBAA)  
<https://noplanenoain.org/resources/infoaraphics/>

Data from Bureau of Labor Statistics for all New York State indicates that the air transportation system outperformed highways and all transportation systems combined in 2019, producing more revenue per dollar spent. A comparison of transportation system financials is in **Table 2-2**.

Table 2-2: Comparison of New York State Return on Investment by Transportation System

Transportation System	Revenue	Expenses	% Transportation Revenues / Expenses	Return per \$1.00 Spent
<b>Air</b>	<b>\$1,988,160,000</b>	<b>\$2,725,620,000</b>	<b>2% / 1%</b>	<b>\$ 0.73</b>
Highway	\$91,781,668,000	\$212,737,406,000	92% / 89%	\$ 0.43
Transit	\$4,225,251,000	\$21,846,633,000	4% / 9%	\$ 0.19
Water	\$2,152,632,000	\$2,594,473,000	2% / 1%	\$ 0.83
<b>Total</b>	<b>\$100,177,711,000</b>	<b>\$239,904,132,000</b>	<b>100%</b>	<b>\$ 0.42</b>

Source: Bureau of Transportation Statistics, State Transportation Statistics, 2019; U.S. Bureau of Census, Annual Survey of State and Local Government Finances.

<b>Airport</b>	Ownership	FAA Category	Land Area (acres)	Private FBO	Local Industry **Not Inclusive**
<b>OIC</b> Norwich muni	Chenango County	BASIC	147	<b>No</b>	Chobani, NBT Bank, Raymond Corporation
<b>N23</b> Sidney mun	Sidney Village	LOCAL	50	<b>No</b>	Amphenol Aerospace, UFP Industries
<b>N66</b> Nader Regional	Oneonta City	BASIC	310	<b>No</b>	Bassett Healthcare, SUNY / Hartwick College, Baseball Parks - Tourism
<b>1B1</b> Columbia County	Columbia County	REGIONAL	357	<b>Yes</b> <b>Richmor Aviation</b>	Agribusiness, "Tech Valley" - nanotech Hudson Valley - Tourism
<b>PEO</b> Penn Yann	Yates County	LOCAL	315	<b>Yes</b> <b>Seneca Flight</b>	Agribusiness, Manufacturing, Penn Yan Aero, Healthcare, Seneca Foods, Finger Lakes - Tourism
<b>5B2</b> Saratoga County	Saratoga County	REGIONAL	527	<b>Yes</b> <b>North American</b>	Semiconductors & Electronics Manufacturing, Healthcare, Saratoga Race Course - Tourism

The Tables on this page compare General Aviation Airports similar in nature to the Albert S. Nader Regional Airport. FAA Airport Categories are classified as National - Regional - Local - Basic. Expanded information can be found in the FAA Publication "General Aviation Airports: A National Asset" This data is sourced from:

<https://www.faa.gov/airports> <https://aspm.faa.gov/> <https://adip.faa.gov/aqis/public/#/public>

<b>Airport</b>	Runway Length	Single Props	Multi Props	Jets	Heli-copters	Annual Traffic	Fuel Service	Additional Notes:
<b>OIC</b> Norwich muni	<b>4727</b> feet	20	4	0	0	177	SELF	
<b>N23</b> Sidney muni	<b>4201</b> feet	17	3	0	<b>0</b>	118	SELF	<b>LifeNet based at N23</b>
<b>N66</b> Nader Regional	<b>4199</b> feet	16	0	0	1	369	SELF	
<b>1B1</b> Columbia County	<b>5350</b> feet	15	2	2	0	1,054	FULL	Based Jets: G400, BD-700
<b>PEO</b> Finger Lakes Regional	<b>5499</b> feet	56	0	6	2	1,173	FULL	
<b>5B2</b> Saratoga County	<b>4699</b> feet	45	0	1	3	2,392	FULL	<b>45 Gliders</b> Increased traffic count

## Quick Comparison by County Characteristics:

Source: <https://data.census.gov/>

Airport	County	Land Area	Population	Median Income	Employers
N66	Otsego	1001 sq. mi	58,524	\$67,086	1,281
1B1	Columbia	635 sq. mi	61,570	\$83,619	1,778
PEO	Yates incl. Seneca <sup>1</sup>	662 sq. mi	58,588	\$66,764	1,221
OIC	Chenango	893 sq. mi	47,220	\$62,093	847
N23	Delaware	1442 sq. mi	44,308	\$60,226	1,085
5B2	Saratoga	810 sq. mi	235,509	\$94,330	5,372

According to the 2022 Study “Economic Impacts of New York State Airports and Aviation” the economic impact of N66 was:



### Economic Impacts of Airports & Aviation

Table 4-32: Economic Impacts for N66

Item	2019	2020
<b>Direct Impacts</b>		
Airport-Related Payrolls	\$291,300	\$287,700
Airport Expenditures	\$869,700	\$860,400
Airport-Related Employment	6 Jobs	6 Jobs
<b>Induced Impacts</b>		
Induced Impacts	\$363,100	\$359,600
Total Induced Employment Impacts	3 Jobs	3 Jobs
<b>Grand Total Dollar Impacts</b>	<b>\$1,232,800</b>	<b>\$1,220,000</b>
<b>Grand Total Income Impacts</b>	<b>\$403,100</b>	<b>\$398,400</b>
<b>Grand Total Employment Impacts</b>	<b>9 Jobs</b>	<b>9 Jobs</b>
<b>Estimated State and Local Taxes</b>	<b>\$58,930</b>	<b>\$57,673</b>

Source: IMPLAN Modeling by Consultant, 2021.

<sup>1</sup> Seneca County included to capture finger lakes tourism and create equitable comparison

The Economic Impact of OIC and N23 was similar to N66; however the economic impact at PEO and 1B1 was significantly greater:

Table 4-66: Economic Impacts for PEO

Item	2019	2020
<b>Direct Impacts</b>		
Airport-Related Payrolls	\$3,617,300	\$3,613,900
Airport Expenditures	\$20,634,300	\$20,624,800
Airport-Related Employment	61 Jobs	61 Jobs
<b>Induced Impacts</b>		
Induced Impacts	\$2,687,800	\$2,684,900
Total Induced Employment Impacts	23 Jobs	23 Jobs
<b>Grand Total Dollar Impacts</b>	<b>\$23,322,100</b>	<b>\$23,309,700</b>
<b>Grand Total Income Impacts</b>	<b>\$4,341,300</b>	<b>\$4,337,200</b>
<b>Grand Total Employment Impacts</b>	<b>84 Jobs</b>	<b>84 Jobs</b>
<b>Estimated State and Local Taxes</b>	<b>\$556,012</b>	<b>\$554,699</b>

Source: IMPLAN Modeling by Consultant, 2021.

Table 4-41: Economic Impacts for 1B1

Item	2019	2020
<b>Direct Impacts</b>		
Airport-Related Payrolls	\$2,644,000	\$2,637,800
Airport Expenditures	\$10,447,300	\$10,430,100
Airport-Related Employment	28 Jobs	28 Jobs
<b>Induced Impacts</b>		
Induced Impacts	\$2,433,900	\$2,427,600
Total Induced Employment Impacts	19 Jobs	19 Jobs
<b>Grand Total Dollar Impacts</b>	<b>\$12,881,200</b>	<b>\$12,857,700</b>
<b>Grand Total Income Impacts</b>	<b>\$3,346,500</b>	<b>\$3,338,600</b>
<b>Grand Total Employment Impacts</b>	<b>47 Jobs</b>	<b>47 Jobs</b>
<b>Estimated State and Local Taxes</b>	<b>\$1,190,574</b>	<b>\$1,188,284</b>

Source: IMPLAN Modeling by Consultant, 2021.

The economic impact at 5B2 is even greater:

Table 4-73: Economic Impacts for 5B2

Item	2019	2020
<b>Direct Impacts</b>		
Airport-Related Payrolls	\$2,820,000	\$2,744,400
Airport Expenditures	\$8,602,000	\$8,413,400
Airport-Related Employment	42 Jobs	40 Jobs
<b>Induced Impacts</b>		
Induced Impacts	\$4,038,200	\$3,951,700
Total Induced Employment Impacts	26 Jobs	25 Jobs
<b>Grand Total Dollar Impacts</b>	<b>\$12,640,200</b>	<b>\$12,365,100</b>
<b>Grand Total Income Impacts</b>	<b>\$4,159,400</b>	<b>\$4,057,400</b>
<b>Grand Total Employment Impacts</b>	<b>68 Jobs</b>	<b>65 Jobs</b>
<b>Estimated State and Local Taxes</b>	<b>\$1,202,549</b>	<b>\$1,177,375</b>

Source: IMPLAN Modeling by Consultant, 2021.

## Existing Air Traffic Utilizing the Albert S. Nader Regional Airport:

TRADEWIND

EXPERIENCE

PRIVATE

SCHEDULED

DESTINATIONS

TRAVEL INFO



Experience the ultimate convenience and comfort with a private charter directly into the Oneonta Municipal Airport (N66).



# NETJETS®

**Direct Quote from a conversation with a Flight Operations Mission Delivery Specialist at NetJets:**

**Q:** What improvements can be made at N66 to increase NetJets operations at N66?

**A:** Lengthen the runway to at least 5000 ft. Fix the PAPI/VASI. Enlarge the apron in case multiple aircraft are there at the same time. Obtain a Jet-A fuel truck. Obtain approval for the RNAV to runway 6 at night and for category C and D. Obtain approval for the RNAV to runway 24 for category C and D.

### Scope of Current Budget:

ACCOUNT NO	ACCOUNT DESCRIPTION	2012 ACTUAL REV / EXP	2013 ACTUAL REV / EXP	2014 ACTUAL REV / EXP	2015 ACTUAL REV / EXP	2016 ACTUAL REV / EXP	2017 ACTUAL REV / EXP	2018 ACTUAL REV / EXP	2019 ACTUAL REV / EXP	2020 ACTUAL REV / EXP	2021 ACTUAL REV / EXP	2022 ACTUAL REV / EXP	TOTAL
<b>GENERAL FUND - OPERATIONS</b>													
A.1770	AIRPORT FEES & RENTALS	\$ 40,830.00	\$ 50,002.55	\$ 52,820.00	\$ 46,490.00	\$ 43,185.00	\$ 50,319.87	\$ 50,372.50	\$ 52,110.00	\$ 48,155.00	\$ 48,881.85	\$ 52,648.75	\$ 535,815.52
A.1776	AIRPORT COMMISSION ON SALE OF SUPPLIES	\$ 10,559.79	\$ 18,824.33	\$ 19,150.69	\$ 23,819.26	\$ 18,904.80	\$ 23,127.23	\$ 35,744.69	\$ 34,271.10	\$ 15,756.95	\$ 10,693.28	\$ 50,421.86	\$ 261,273.98
A.35889	STATE AID	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,856.85	\$ -	\$ 514.42	\$ -	\$ 14,371.27
A.4589	FEDERAL AID	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 249,423.30	\$ -	\$ 9,259.62	\$ -	\$ 258,682.92
	ARPA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,000.00	\$ -	\$ 42,000.00
A.5610.12	PERSONAL SERVICES OVERTIME	\$ 51,389.79	\$ 68,826.88	\$ 71,970.69	\$ 70,309.26	\$ 62,089.80	\$ 73,447.10	\$ 86,117.19	\$ 349,661.25	\$ 63,911.95	\$ 111,349.17	\$ 103,070.61	\$ 1,112,143.69
A.5610.13	PERSONAL SERVICES PART-TIME	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 72.72	\$ -	\$ 99.09	\$ -	\$ -	\$ -	\$ 741.81
A.5610.2	EQUIPMENT & CAPITAL OUTLAY	\$ 1,943.37	\$ -	\$ 2,674.00	\$ 9,915.00	\$ 8,830.00	\$ 14,888.84	\$ 17,809.20	\$ 19,457.15	\$ 20,699.25	\$ 21,129.50	\$ 22,738.00	\$ 140,024.31
A.5610.2R	EQUIPMENT & CAPITAL OUTLAY -- RESERVE	\$ 25,993.32	\$ -	\$ 14,707.00	\$ 6,404.15	\$ 6,075.00	\$ -	\$ 52,042.57	\$ 296,492.44	\$ -	\$ -	\$ -	\$ 401,714.48
A.5610.409	MATERIALS & SUPPLIES	\$ -	\$ 13,958.84	\$ 34,303.78	\$ 2,048.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50,311.02
A.5610.430	LEASE / RENTAL AGREEMENTS	\$ 944.14	\$ 1,573.42	\$ 9,079.08	\$ 24,254.68	\$ 9,479.95	\$ 6,362.22	\$ 2,873.75	\$ 10,187.82	\$ 3,491.38	\$ 2,535.80	\$ 7,699.92	\$ 78,482.16
A.5610.463	PROFESSIONAL SERVICES	\$ -	\$ 2,200.00	\$ 9,933.97	\$ 11,692.60	\$ 11,500.92	\$ 11,596.76	\$ 5,750.46	\$ -	\$ -	\$ -	\$ -	\$ 52,674.71
A.5610.464	PURCHASED SERVICES/FEES	\$ 35,882.23	\$ 7,765.41	\$ 12,224.09	\$ 18,261.89	\$ 8,202.88	\$ 3,323.55	\$ 3,326.52	\$ 15,247.71	\$ 4,473.01	\$ 21,248.44	\$ 4,653.56	\$ 134,609.29
A.5610.470	TRAINING / TRAVEL / MEALS	\$ -	\$ -	\$ 1,959.05	\$ 89.70	\$ 550.00	\$ 1,372.99	\$ 1,316.89	\$ 2,267.95	\$ -	\$ 50.00	\$ -	\$ 7,606.58
A.5610.472	VEHICLE FUEL	\$ -	\$ -	\$ 2,115.05	\$ 911.64	\$ 781.16	\$ 1,349.56	\$ 844.64	\$ 1,765.97	\$ 98.83	\$ 982.08	\$ 624.09	\$ 9,473.02
A.5610.473	TELEPHONE	\$ 2,205.30	\$ 2,040.72	\$ 1,611.21	\$ 1,406.10	\$ 1,344.50	\$ 1,303.41	\$ 1,300.59	\$ 1,397.52	\$ 1,835.53	\$ 1,967.08	\$ 1,944.34	\$ 18,356.30
A.5610.474	UTILITIES	\$ 6,955.97	\$ 6,659.80	\$ 5,735.65	\$ 5,447.73	\$ 4,597.18	\$ 5,135.77	\$ 6,193.95	\$ 6,846.08	\$ 6,939.80	\$ 7,435.88	\$ 7,341.77	\$ 69,289.58
A.5610.475	UTILITIES OTHER FUELS	\$ 6,503.94	\$ 3,980.64	\$ 5,519.81	\$ 4,649.51	\$ 2,311.51	\$ 1,991.63	\$ 4,090.16	\$ 2,854.54	\$ 4,310.06	\$ 3,070.84	\$ 6,601.24	\$ 45,883.88
A.5610.476	MAINTENANCE AGREEMENTS	\$ 495.00	\$ 1,650.00	\$ 4,120.00	\$ 4,440.00	\$ 4,440.00	\$ 4,440.00	\$ 3,700.00	\$ 4,440.00	\$ 4,440.00	\$ 6,491.00	\$ 4,908.00	\$ 43,564.00
A.5610.477	MAINTENANCE/REPAIRS CENTRAL GARAGE	\$ -	\$ -	\$ 3,616.85	\$ 3,605.65	\$ 3,060.12	\$ 4,044.84	\$ 6,619.74	\$ 3,083.03	\$ 9,580.45	\$ 6,873.45	\$ 2,627.48	\$ 43,111.61
A.5610.479	CREDIT CARD SERVICES	\$ 2,048.36	\$ 2,586.65	\$ 3,542.16	\$ 3,024.62	\$ 2,687.87	\$ 2,870.57	\$ 1,986.77	\$ 3,882.43	\$ 1,751.39	\$ 2,020.50	\$ 7,005.91	\$ 35,407.23
A.5610.484	INSURANCE	\$ 7,432.00	\$ 6,685.00	\$ 5,604.40	\$ 4,530.00	\$ 6,484.70	\$ 4,530.00	\$ 4,030.00	\$ 4,933.00	\$ 5,320.00	\$ 6,200.00	\$ 7,320.00	\$ 63,069.10
A.5610.8	RETIREMENT	\$ -	\$ -	\$ 283.50	\$ 1,041.35	\$ 835.54	\$ 1,379.90	\$ 1,642.21	\$ 1,807.44	\$ 1,956.45	\$ 2,179.49	\$ 2,000.79	\$ 13,126.67
A.5610.81	SOCIAL SECURITY & MEDICARE	\$ 148.68	\$ -	\$ 200.74	\$ 758.50	\$ 675.52	\$ 1,144.47	\$ 1,362.43	\$ 1,495.43	\$ 1,583.37	\$ 1,616.25	\$ 1,774.70	\$ 10,760.09
		\$ 90,552.31	\$ 49,100.48	\$ 117,180.34	\$ 102,481.52	\$ 71,856.85	\$ 65,807.23	\$ 116,889.88	\$ 180,503.53	\$ 69,298.02	\$ 83,800.31	\$ 80,299.80	\$ 1,227,770.27
	<b>NET SURPLUS (DEFICIT) FROM OPERATIONS BEFORE TAXES</b>	\$ (39,162.52)	\$ 19,726.40	\$ (45,209.65)	\$ (32,172.26)	\$ (9,767.05)	\$ 7,639.87	\$ (30,772.69)	\$ (30,842.28)	\$ (5,386.07)	\$ 27,548.86	\$ 22,770.81	\$ (115,626.58)
A.1950.452	AIRPORT TAXES	\$ 30,853.14	\$ 31,633.58	\$ 31,632.58	\$ 31,636.83	\$ 32,114.38	\$ 32,365.43	\$ 32,725.54	\$ 32,838.45	\$ 33,715.65	\$ 34,734.28	\$ 34,330.53	\$ 358,580.39
	<b>NET SURPLUS (DEFICIT) FROM OPERATIONS INCLUDING TAXES</b>	\$ (8,309.38)	\$ (11,907.18)	\$ (13,577.07)	\$ (2,535.43)	\$ (7,652.67)	\$ (13,132.82)	\$ (3,147.15)	\$ (2,126.83)	\$ (1,670.42)	\$ 6,112.35	\$ (11,559.72)	\$ (47,046.19)
A.9901.5A5031	TRANSFER TO OTHER FUNDS- NET	\$ 112,714.00	\$ 6,925.00	\$ 73,464.02	\$ 15,281.00	\$ (1,976.68)	\$ -	\$ 11,750.00	\$ 109,935.00	\$ 4,500.00	\$ -	\$ -	\$ 332,592.34
	<b>GRAND NET TOTAL</b>	\$ (182,729.66)	\$ (11,907.18)	\$ (83,767.23)	\$ (137,273.11)	\$ (57,162.43)	\$ (22,748.88)	\$ (63,498.23)	\$ (75,430.73)	\$ (149,036.72)	\$ (11,685.42)	\$ (11,559.72)	\$ (806,799.31)

### Simplified Operating Budget:

Current<sup>2</sup>

**Total Income:**

**\$90,642**

**Total Hangar Rent:**

**\$45,750**

Main Hangar: \$ 9,600  
Upper T-Hangars: \$18,150  
Lower T-Hangars: \$18,000

**Fuel Sales:**

**\$30,000**

(20,000gal @\$1.50/gal)

**Ramp Fees:**

**\$14,892**

**Total Expenses:**

**\$115,461**

**Personnel:**

**\$28,000**

Manager: \$2000  
Operations: \$26000

**Equipment:**

**\$13,530**

Maintenance: \$7879  
Leases: \$4789  
Fuel: \$862

**Supplies / Materials:**

**\$ 7,135**

**Insurance:**

**\$ 5,734**

**Utilities:**

**\$12,139**

**Services:**

**\$16,325**

**Property Taxes:**

**\$32,598**

**Net Operating Budget:**

**(\$24,819)**

(+ Capital Improvements)

<sup>2</sup> Expenses averaged over 2012 - 2022 data. Income based on 100% occupancy; fuel sales estimated based on current market.  
Ramp Fees: 2024

## Scope of Current ACIP:

- **OVERDUE PROJECTS:**
  - On Airport Obstruction Clearing: construction has begun
  - AWOS Relocation: Funded, Awarded, awaiting construction
  - Fuel Farm: Airport Manager working with Airport Consultant
- **ADDITIONAL PROJECT: Runway Rehabilitation** - Design year 2027
  - \$8,000 Local Funding for design (basically a runway inspection)

### PROJECT

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R

	<b>Parallel Taxiway</b>	<b>Off Airport Obst. Clearing</b>	<b>Entrance Rd Relocation</b>	<b>Electrical Vault</b>	<b>Total Local \$\$</b>
<b>2025</b>	Phase 1 Construction Local Funding: \$275,000				<b>\$275,000</b>
<b>2026</b>		Easement Acquisition Local Funding: \$15,000 <sup>3</sup>	Design Local Funding: \$8,000		<b>\$23,000</b> <small>see footnote 2</small>
<b>2027</b>	Phase 2 Construction Local Funding: \$275,000	Phase 1 - Design Phase 2 - Easement Acquisition Local Funding: \$14,000	Construction Local Funding: \$28,000		<b>\$325,000</b> <small>Includes Runway Rehabilitation</small>
<b>2028</b>		Phase 2 - Design Phase 1 - Construction Local Funding: \$19,000		Design Local Funding: \$10,000	<b>\$29,000</b>
<b>2029</b>		Phase 2 Construction Local Funding: \$10,000			<b>\$10,000</b>

<sup>3</sup> \$300,000 + Easement Values need to be paid up front and will be reimbursed

***"Our upstate airports are our gateways to local economies and make lasting impressions, connecting New Yorkers and tourists to the beautiful destinations that the Empire State has to offer"***

-Governor Kathy Hochul

## **Suggested Reading:**

<https://www.governor.ny.gov/news/governor-hochul-announces-49-million-state-funding-airports-across-new-york-state>

<https://www.governor.ny.gov/news/governor-hochul-announces-230-million-lift-nine-upstate-airports-new-heights>

<https://www.richmor.com/>

<https://www.nafsinc.com/fbo-services.htm>

<http://www.senecaflight.com/services-fbo.asp>

<https://www.netjets.com/en-us/>

<https://flexjet.com/>

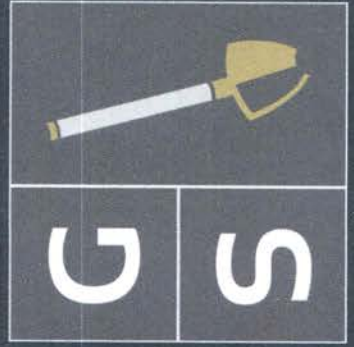
<https://www.flytradewind.com/>

## **Attachments:**

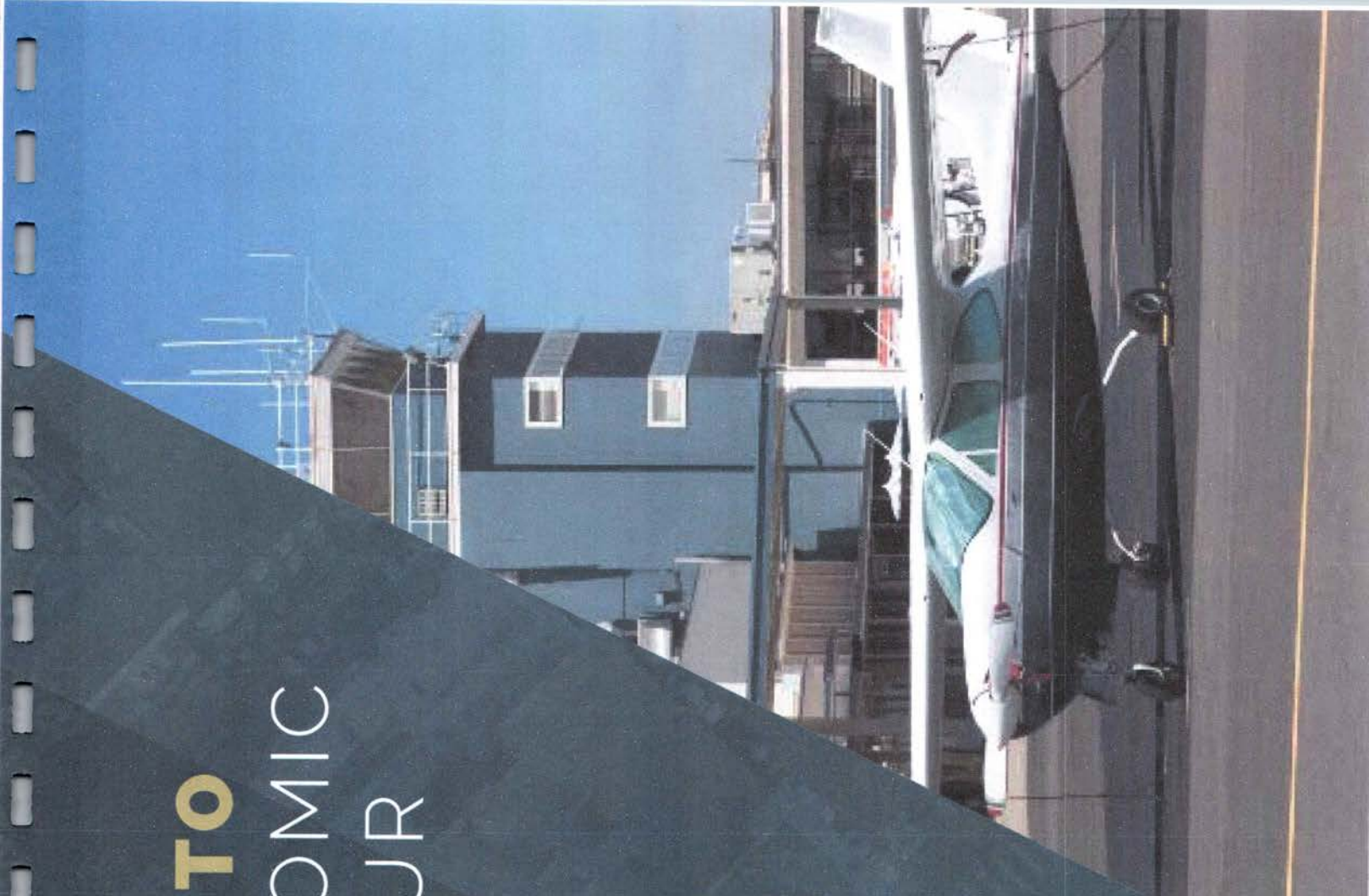
1. Golden Shovel: Runways to Revenue
2. 2024 Economic Impacts of New York State Aviation
3. General Aviation Airports: A National Asset
4. Airport Master Records
5. TFMSC Report
6. Current ACIP
7. FAA Grant Assurances Summary
8. Airport Commission Recommendation Letter 19FEB2025

FROM RUNWAYS TO  
REVENUE: ECONOMIC  
BENEFITS OF YOUR  
LOCAL AIRPORT

BY GOLDEN SHOVEL AGENCY



gn EI Je ID: B85F 47B1 A3B BF3E



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## DEAR ECONOMIC DEVELOPERS & COMMUNITY LEADERS,

I am delighted to share with you this comprehensive whitepaper, which sheds light on the often-overlooked economic potential of general aviation airports in the United States, particularly in rural areas. As an aviator, flight instructor, and community leader, I have witnessed first-hand the significant impact that airports can have on local economies. Unfortunately, I have also seen many communities neglect their airports, missing out on the tremendous benefits that local aviation can provide.

In my travels, I have landed at numerous airports and always look forward to exploring the nearby towns, meeting the residents, and experiencing the local culture. Yet, too often, I find that communities lack the necessary accommodations for travelers, prompting me to leave without truly engaging with the area - that's a missed opportunity for local communities!

As an ardent aviation enthusiast, it saddens me to encounter quiet or neglected airports. This has driven me to a personal mission: to elevate the potential of airports to every community leader and elected official.

In this whitepaper, you will discover research that challenges common misconceptions about the functionality and utility of airports. My goal is to emphasize the untapped opportunities by further developing your community's airport and aviation culture. Left unattended, an airport is merely a place, but when nurtured, it can become a pivotal asset in local and regional economic development plans.

This whitepaper provides practical strategies for engaging local aviators, business owners, airport managers, and commissioners. By leveraging the unique advantages of rural airports, we can spark economic growth, create jobs, and enhance the quality of life in our communities.

I hope this whitepaper inspires you to see the potential in your local airports and take action to transform them into vibrant hubs of economic activity. It should serve as a resource, inspiring and guiding your efforts to harness the aviation boom we are experiencing. Together, we can pave the way for prosperous and resilient communities.

May fair weather and sunny skies guide you on this adventure.

Best,



Ron Kresha · Golden Shovel Agency, CFO · Flight Instructor, and Cirrus Standard Instructor Pilot (CSIP)



## ABOUT THE AUTHOR

**Ron received his private pilot's license at 20 and pursued aviation in college, hoping to fly for the airlines. However, marriage, family, and life presented a different path: teaching high school English in rural Minnesota.**

After teaching for 12 years, Ron formed an online learning company with 10 other partners. Growing a business in rural Minnesota demonstrated the potential of rural economies. By leveraging the strength of the rural workforce and broadband access, he was able to pioneer an online company successfully.

This business experience led Ron to co-found Golden Shovel Agency, which helps communities tell their stories and build awareness. He is profoundly dedicated to rural communities and the economic possibilities of a rural resurgence.

As a pilot and economic development enthusiast, writing this research whitepaper was a natural extension of all Ron's passions. Because of his travels to communities through aviation, he understands the untapped potential of the community airport.

Ron Kresha, CFO and founding member of Golden Shovel Agency, is dedicated to equipping communities with the tools needed for economic success. A serial entrepreneur proud of his resilience, Ron manages financial operations, analyzes economic trends, and drives unique projects. He thrives on connecting with people and understanding community challenges. Based in Little Falls, MN, Ron enjoys crafting wooden games and piloting aircraft in his free time. He values the opportunity to support community leaders and contribute to their success stories.



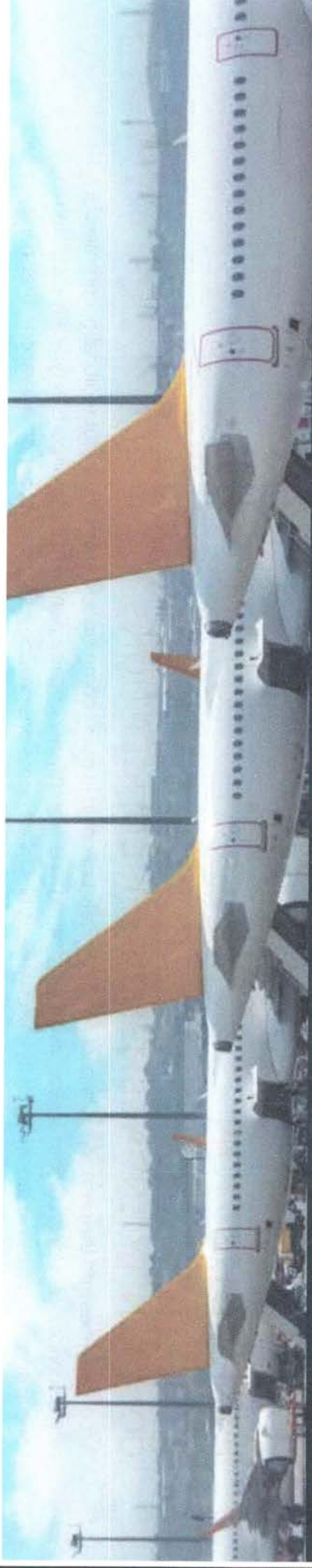
# INTRODUCTION

Aviation captivates our imaginations with thrilling stories and dramatic portrayals in the media. For many, this fascination began with television shows like *Black Sheep Squadron*, where the daring missions of US Major Gregory "Pappy" Boyington and his squadron brought us into the cockpit of Corsairs flying over the Pacific Ocean. These WWII stories came to life in our living rooms, but the local airport always seemed distant and unreachable.

In many towns, the sound of planes arriving and departing is familiar, and the airport beacon flashes at night. Yet, the idea of becoming a pilot feels out of reach, and few consider visiting the airport. The flying men and women appear poised, professional, and remarkably cool. However, for many young people without aviation connections, entering the aviation industry seems like an insurmountable challenge. Today, advancements in technology, education, and the need for a skilled workforce have removed these obstacles. The aviation industry is booming with opportunities for economic growth and workforce development. Every job in aviation needs quality people who offer competitive wages and benefits. Now is the time for communities to rethink their relationship with local airports and the aviation industry.

## BRIDGING THE GAP

The goal of this whitepaper is clear: to dismantle the myths surrounding airports and aviation, help communities leverage their airports, and welcome new talent into the industry. Airport culture is vibrant and engaging. Instructors, students, and general aviation pilots often share stories and discuss weather forecasts, cross-country flights, upcoming pancake fly-ins, airplane maintenance, and restoration projects in the airport lobby. But beyond these conversations lies a powerful economic engine. Aviators earn a living and frequently spend money in the aviation sector, fueling the community with transportation options, small businesses, potential investments, and economic growth.



# INTRODUCTION

## COMMUNITY ENGAGEMENT & MISCONCEPTIONS

Airport activities and their economic impact remain largely unknown in many communities. In areas without regional or commercial airline services, residents seldom, if ever, visit their local airports. Community engagement with these airports is typically restricted to special events such as airplane rides or fly-in activities. While these occasions provide a snapshot of airport operations, they barely scratch the surface of the airport's full potential as a valuable community asset. When an airport is only known for "airplane rides," the true depth of the aviation economy can be overlooked. A more in-depth exploration and understanding of local airport activities will unveil significant opportunities for community development and economic growth.

Throughout this whitepaper, we will examine the airport regulation system, funding sources, and how to find economic opportunities in the multifaceted aviation industry. The aviation community needs champions, and community leaders must keep finding new economic development strategies. This whitepaper's recommendations will surely get you moving in the right direction.



# ECONOMIC IMPACT

## ECONOMIC IMPACT OF GENERAL AVIATION

The airport in your community provides valuable services that are often overlooked. In addition to providing a runway, fuel, and a building, airports can be a hub of economic activity. It is an economic asset with the potential to produce revenue and services for the community. General aviation significantly contributes to the US economy, generating over \$150 billion annually and supporting approximately 8 million jobs. Nationally, civil aviation accounts for 5% of the GDP, with contributions reaching up to 19% at the state level. Remarkably, over 90% of the 220,000 aircraft registered in the United States fall under civilian or general aviation categories. Yet, despite the apparent economic value, the potential of general aviation remains under-recognized in many local communities.



**\$150B**

Generated Annually  
to the U.S. Economy

**8M**

Jobs Supported  
Annually

**5%**

of the National GDP  
(19% at the state level)

**90%**

of Registered Aircraft Registered  
Under Civilian or General

## MULTIFACETED SERVICES & ECONOMIC OPPORTUNITIES

Cities like Gallup, NM, understand that local air travel is critical to their economic health. Without access to the national air transportation system, the community would be cut off from travel and the supply chain. Gallup makes the case for its local airport on its website:

"Direct service to a medium or large airline hub can provide one-stop access to hundreds of additional destinations around the globe. As our economy grows and smaller communities struggle to compete in the global marketplace, airports have become a vital link to survival"

In some instances, the connectivity provided by local airports is necessary for business attraction and retention. The [Cleveland Regional Jetport in Tennessee](#) is the perfect example. Built in 2013, its 6,200-foot runway and 8,000-square-foot terminal building is heavily utilized by corporate executives from companies like Coca-Cola, [Whirlpool](#), and [Amazon](#).



## ECONOMIC IMPACT

### MEDICAL COMPANIES CAN BE BASED AT THE AIRPORT

Beyond providing connectivity, an airport's economic impact increases as the activity at the airport diversifies. For example, airports can offer communities a variety of business services, including transportation, medical, surveying, flight instruction, aircraft maintenance, recreation, humanitarian missions, agricultural services, and more. For example, the South Alabama Regional Airport Authority expanded airport business activity by leasing space to Medical Air Rescue Company. [Medical Air Rescue Company](#) is based in Rapid City, South Dakota, and it provides a complete air ambulance transportation process that is like that of a flying intensive care unit. The company's presence at the airport increases its overall economic impact while creating awareness of what's possible at the site.

### AGRICULTURE AVIATION IS A LONGSTANDING ECONOMIC DRIVER

Agriculture aviation, or "ag aviation," is crucial in modern agriculture and pest control in the United States. This specialized industry utilizes aircraft to apply pesticides, fertilizers, and seeds to agricultural fields. The National Agricultural Aviation Association reports that there are approximately 1,560 aerial application businesses and around 3,400 ag pilots in the U.S. Recently, unmanned aerial vehicles (UAVs) or drones have become increasingly prominent in agriculture aviation, offering innovative solutions that complement traditional methods. These drones provide a cost-effective, efficient, and environmentally friendly crop management and monitoring approach.

A recent FAA ruling has paved the way for the use of drone swarms in agricultural spraying, offering significant cost savings for agricultural businesses. Drones provide precise application on crops, reducing soil compaction, fuel costs, and maintenance compared to traditional tractors. This technological advancement marks a significant leap forward in the efficiency and precision of agricultural aviation.

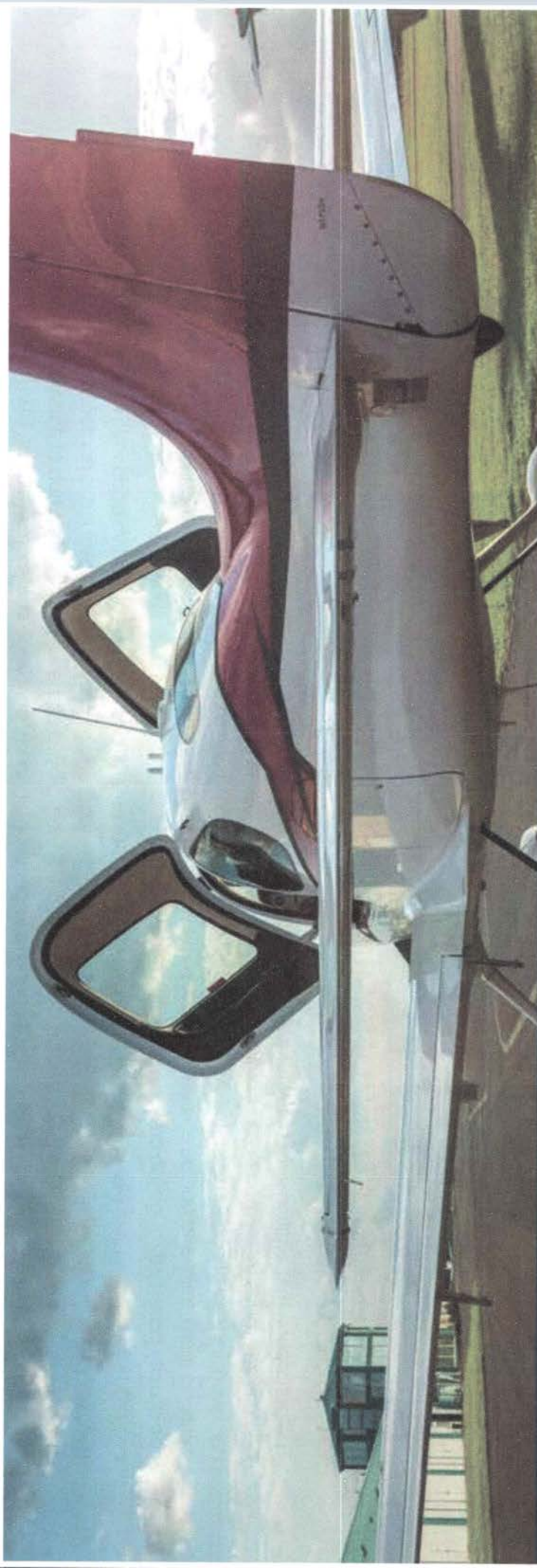
<sup>1</sup> The Economic Impact Of A Local Air Service, Greater Gallup Economic Development Corporation.

# ECONOMIC IMPACT

## PRIVATE CHARTER SERVICES ARE REDEFINING AIR TRAVEL

In many airports, private charter services offer a personalized and flexible alternative to commercial airline travel. These services cater primarily to business travelers, high-net-worth individuals, and groups seeking convenience, privacy, and efficiency. Private charters provide tailored, efficient travel options that meet a wide range of needs and preferences. With ongoing technological innovations and a growing focus on sustainability and accessibility, private charters are evolving. They present a viable alternative to commercial air travel for those willing to pay a premium for the benefits of privacy, convenience, and personalized service.

General aviation, driven by passion and community, encompasses a broad spectrum of activities from recreational flying to critical agricultural applications. The sector thrives on the enthusiasm of individuals and the support of flight schools that nurture new aviators. Innovations in technology, particularly in agriculture aviation and private charters, continue to push the boundaries of what's possible, ensuring that general aviation remains a dynamic and integral part of the aviation landscape.



## ECONOMIC IMPACT

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### AIRPORTS CREATE ECONOMIC OPPORTUNITIES AT ALL LEVELS OF THE COMMUNITY

The perception that aviation exists only for wealthy individuals simply does not reflect the reality in today's aviation industry. In a 2019 article, Adele Berti argues that airports can contribute to poverty reduction for communities because success in aviation comes from passion and hard work instead of economic status. Aviation positively impacts communities of all sizes and provides jobs and opportunities to anyone willing to learn, train, and pursue an aviation career. This access allows individuals the ability to move up the economic ladder and reduces community poverty through job creation and community investments.

Contrary to popular belief, the airport does not need to be large to create jobs and have a positive economic impact. For example, most people have never heard of Maryland's Lee Airport. With a 2,500-foot runway, this small, local airport is primarily used by two flight schools and by aviation enthusiasts who fly as a hobby. Yet, 41 people are employed at the airport, and it's a hub of activity for people seeking their pilot's license. Statewide, if you eliminate the economic impact of Maryland's only large commercial airport, BWI, there are still 9,929 jobs and \$1.1 billion in economic activity created by the state's airports. Small airports make a significant contribution to local economies.

Community leaders should embrace every opportunity to create economic advantages to bolster organic growth and business development. This economic advantage can be found at the local airport.



# AIRPORT CASE STUDIES & SUCCESS STORIES

## MASON CITY MUNICIPAL AIRPORT'S COMMUNITY ENGAGEMENT AND ECONOMIC IMPACT

Mason City Municipal Airport in Mason City, IA, serves as a vital transportation hub for the town of 27,000 residents. The airport is a significant asset for the local economy, with commercial air service connecting to major airport hubs and an active flight school. [The airport generates \\$14 million in economic activity](#) and serves over 15,000 passengers annually.

Thanks to a dedicated community of local aviators, its impact extends beyond traditional flight services.

**Community Engagement:** The airport is home to a passionate group of pilots who have taken their love for aviation to the next level. They have established a monthly event called the "3rd Thursday Burger Burn," which takes place on the third Thursday of each month. This event is not just for aviators but is open to the entire community.

According to their Facebook page, the event is described as follows: "3rd Thursday Burger Burn happens year-round on the 3rd Thursday of each month. Bring something to throw on the grill, what you want to drink, and a dish to share. We start the grill at 6 p.m. Fly in or drive in – everyone is welcome!"

**Economic Impact:** The "3rd Thursday Burger Burn" has successfully bridged the gap between aviation enthusiasts and the local community. Pilots from across the country fly in to attend this event, bringing visitors to Mason City and boosting the local economy. These visitors contribute to the town's economy by patronizing local businesses, restaurants, and hotels.

**It's Replicable:** Mason City Municipal Airport's "3rd Thursday Burger Burn" is an exemplary model of how airports can engage the local community and drive economic growth. By leveraging the passion of local aviators, the airport has created a recurring event that attracts visitors from near and far, enhancing the town's visibility and economic vitality. This case study highlights the importance of connecting aviation enthusiasts with local economic development efforts to unlock the full potential of regional airports.

## AIRPORT CASE STUDIES & SUCCESS STORIES

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### STRATEGIC GROWTH AND MANAGEMENT AT DUPAGE COUNTY AIRPORT

DuPage County Airport (DPA) in Chicago serves as a prime example of strategic growth and effective management within the aviation industry. Originally a simple grass runway developed in the 1920s, DPA has evolved into one of the busiest general aviation facilities in the United States, with a \$1.5 billion economic impact. With a 24-hour FAA control tower, it functions as a key reliever for O'Hare and Midway airports. This transformation into a model regional airport was acknowledged by U.S. Secretary of Transportation Ray LaHood during his visit in June 2011.

**Financial Success:** DPA's strategic adoption of business principles has led to substantial financial success. The airport has managed to pay off debts, significantly reduce public subsidies, and generate an impressive annual profit of approximately \$2 million. These financial achievements highlight its management approach's effectiveness and ability to operate as a self-sustaining entity.

**Innovative Land Use and Community Integration:** DPA's journey involved strategic expansions and contractions in response to economic fluctuations, coupled with innovative land use and community integration. A pivotal move in the 1980s was the establishment of an airport authority to protect the airport from urban encroachment. Today, the airport spans over 2,800 acres, including a revenue-generating golf course and industrial park. These developments serve dual purposes: providing stormwater drainage and acting as a buffer between the airport and the surrounding community.

**Economic Impact:** The airport is home to approximately 390 aircraft and 50 businesses, including flight schools and clubs. It plays a crucial role in supporting major corporations such as Sears and McDonald's. This diverse economic activity underscores DPA's significance as a hub for both aviation and business.

**It's Replicable:** DuPage County Airport's strategic growth, innovative management, and successful financial model exemplify how regional airports can evolve into significant economic assets. Communities with a regional airport should consider how they can support major airports by relieving traffic congestion in areas like freight.

# AIRPORT CASE STUDIES & SUCCESS STORIES

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## THE CREATIVE REPURPOSING OF RURAL AIRPORTS AMID DECLINE

The [closure of the airstrip in Onawa, Iowa](#), after 60 years of operation, highlights a concerning trend affecting small-town airports across the United States. Driven by a significant decline in the number of private pilots, particularly in rural areas, many small cities are repurposing their airfields to adapt to changing economic realities.

**The Decline of Private Pilots:** The number of private pilots has drastically decreased, with private certificate holders falling from 357,000 in 1980 to 188,000. This national trend has led to the closure of hundreds of local airfields. Several factors contribute to this decline, including the steep increase in the costs of owning and operating small aircraft and rising expenses for aviation fuel, insurance, maintenance, and hangar space.

**Onawa, Iowa:** A Case in Point: Onawa's decision to close its 3,400-foot-long runway and repurpose it for racing dragsters reflects the broader challenges faced by rural airports. Once a bustling airstrip, the dwindling aviation activity made it necessary to find alternative uses for the land. This trend is seen in other small communities, such as Hartley, Iowa, where an airfield was repurposed for agriculture, and Hillsboro, Illinois, where an airfield was converted for coal mining.

**Economic and Community Impact:** The decline of small-town airfields contrasts with the growing passenger traffic in commercial aviation. While larger airports are seeing an increased passenger count, fewer people are flying out of rural community airfields. As a result, many rural airfields have become underused, losing activities that once brought communities together, like flying clubs and family gatherings. In places like Martin Field in South Sioux City, Nebraska, the decrease in interest and economic viability is evident, with fewer flight instructors and student pilots. This trend affects local pilots, who now face longer distances to house their aircraft, and represents a loss of a unique aspect of community life.

**Resilience and Hope:** Despite these challenges, some airfield owners resist selling their land for development, hoping to preserve the legacy of aviation. For instance, Gene Martin of Martin Field continues to hold onto his airfield despite economic pressures, hoping to maintain its historical significance. At the state level, there is support for these local airports. In a report titled, "[Nebraska Aviation Counts!](#)" Martin Field was listed as having a \$1.9 million economic impact in recognition of these and other small airports' benefits on Nebraska's economy.

## AIRPORT CASE STUDIES & SUCCESS STORIES

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**Don't Let This Happen to You:** The closure and repurposing of small-town airfields like Onawa's underscore the need for rural communities to be creative in the face of declining aviation activity. While the trend reflects broader economic and societal shifts, it also highlights the resilience of communities finding new ways to utilize their resources. This case study serves as a reminder of the importance of adaptability and innovation in sustaining rural economies and preserving the legacy of aviation.



# AIRPORT ORGANIZATION AND FUNDING

Community leaders interested in aviation need a basic understanding of how airports are organized, managed, regulated, and funded. This section serves as a primer with more information available through the [Federal Aviation Administration](#) and [open-source college libraries](#).

## MANAGEMENT CHALLENGES & OPPORTUNITIES

Airports can be managed privately or publicly. Our research suggests that publicly managed airports compete for resources with local attractions, and if there is not strong advocacy by the elected officials, the airport's priorities can be minimized. Research suggests a lackadaisical approach to airport oversight and management can lead to under-performance.

The University of Florida estimates that 54% of the 5,000 publicly owned airports in the United States underperform due to mismanagement. This below-standard performance results in missed economic opportunities for these communities. The aviation industry is experiencing tremendous growth, and there are enormous opportunities for community airports to create jobs, attract businesses, and bring young people into the aviation industry with proper airport management.

**54%**  
OF THE  
**5000**

**PUBLICLY OWNED  
AIRPORTS IN THE  
UNITED STATES  
UNDERPERFORM DUE  
TO MISMANAGEMENT**

## WHAT CAUSES MISMANAGEMENT?

According to aviation consultant Michael Jones, many airports suffer mismanagement by local government officials. Government agencies may attempt to operate airports as other public services, such as post offices or utilities. This creates an oversight structure where city councils or county commissioners manage the local airport with a limited understanding of how to create a thriving, successful airport. For many communities, airport management is primarily about maintaining operations and complying with the Federal Aviation Administration (FAA) regulations. As a result, the focus is on keeping the runways open, offering limited hangar space, and providing fuel. If the airport beacon is rotating, the airport is deemed to be operating.

There will always be an ongoing debate on whether airports should be private, for-profit entities, or publicly run facilities. Both can be effective if the management has appropriate knowledge and experience and support from community leadership.

3. Jones, Michael. "GA Airports Suffer from Costly Mismanagement." *Air Facts Journal*

## AIRPORT ORGANIZATION AND FUNDING

### UNDERSTANDING AIRPORT REGULATORY STRUCTURE & FEDERAL FUNDING MECHANISMS

The US airport system connects communities and transports people and goods. This critical transportation system provides a competitive advantage internationally and helps fuel our nation's economy. In rural areas of the county, the national airport system provides critical access.

In 1946, the first National Airport Plan created the guiding principles for Federal involvement in the national airport system. US airports operate within the National Plan of Integrated Airport Systems (NPIAS) framework.

NPIAS airports are categorized into two groups: primary and nonprimary airports. Primary airports receive scheduled air carrier service and have 10,000 or more enplaned passengers per year. The 383 primary airports are classified as large, medium, small, and non-hubs.

According to the FAA, 99 percent of passenger enplanements and 32 percent of aircraft operations occur at primary airports.

Part 139 of the CFR applies to airports that serve passengers. The FAA website provides the following directions for airports serving air carriers. Specifically, Part 139 applies to operators of airports in any State of the United States, the District of Columbia, or any territory or possession of the United States serving passenger-carrying operations of an air carrier certificated under 14 CFR Part 121 and 14 CFR Part 380 if

- Scheduled passenger-carrying operations are conducted in aircraft designed for more than 9 passenger seats
- Unscheduled passenger-carrying operations are conducted in aircraft designed for at least 31 passenger seats.

*Over 720,000 pilots, 6,000 commercial aircraft, and 205,000 general aviation aircraft operate in over 20,000 landing areas in the United States. According to the FAA, this includes approximately 15,000 private-use and 5,000 public-use airports, heliports, and seaplane bases.*



## AIRPORT ORGANIZATION AND FUNDING

### THERE ARE FEWER RULES FOR GENERAL AVIATION AIRPORTS

General aviation airports are civilian airfields that don't provide scheduled passenger services. These airports mainly cater to private planes and charter services for small aircraft.

The rules under Part 139 generally don't apply to these general aviation airports. This is because they aren't involved in the types of air carrier operations outlined in the authorizing statute and the updated regulation, which include scheduled and unscheduled operations of air carrier aircraft with over 30 seats and scheduled operations of air carrier aircraft with 10 to 30 seats. Nonetheless, if an airport anticipates such operations, it's advised to contact the Regional Airports Division Office to discuss the certification process with an Airport Certification Safety Inspector. Even for airports that aren't mandated to have an Airport Operating Certificate, the FAA recommends numerous safety procedures and practices that benefit all airports.

<sup>4</sup> Secretary Of Transportation, National Plan of Integrated Airport Systems (NPIAS) | 2023-2027, US Federal Airport Plan, 30 September 2022.

<sup>5</sup> Secretary Of Transportation, National Plan of Integrated Airport Systems (NPIAS) | 2023-2027, US Federal Airport Plan, 30 September 2022.



# AIRPORT ORGANIZATION AND FUNDING

## THE AIRPORT COMPLIANCE PROGRAM

The FAA ensures airport owners comply with these obligations through its Airport Compliance Program.

The FAA's Airport Compliance Program ensures that airport sponsors adhere to Federal obligations when accepting Federal grants or property for airport use. This program safeguards public interest in civil aviation and enforces compliance with Federal laws, FAA rules, and policies.

Obligations arise when airport owners or sponsors receive Federal assistance, typically through grant agreements (Grant Assurances), property transfer instruments, or deeds of conveyance. Accepting Federal grants commits them to maintaining and operating their facilities safely and efficiently, abiding by specific conditions and assurances. These obligations vary across different airport development grant programs, such as the FAAP, ADAP, and AIP.

Key obligations include prohibiting exclusive rights, ensuring proper use of airport revenue, maintaining and operating facilities effectively, protecting approaches, maintaining good title of airport property, ensuring compatible land use, offering fair and reasonable terms without discrimination, adhering to approved airport layout plans, achieving self-sustainability, regulating the sale or disposal of Federally acquired property, preserving rights and powers, using appropriate accounting and record-keeping systems, and complying with civil rights requirements.

The FAA advises airport owners to thoroughly review each agreement and document to understand their obligations. Good record-keeping and annual agreement reviews are crucial for maintaining compliance with Federal obligations.

**For detailed information, visit the FAA website at [https://www.faa.gov/airports/airport\\_compliance/overview](https://www.faa.gov/airports/airport_compliance/overview).**



**Federal Aviation  
Administration**



# AIRPORT ORGANIZATION AND FUNDING

## AIRPORT FUNDING FEDERAL FUNDING FOR AIRPORTS

Part 49 of the US Code of Federal Regulations requires this plan to identify the amounts and types of airport development eligible for Federal funding under the Airport Improvement Plan (AIP) and Bipartisan Infrastructure Law (BIL). **Understanding the application process and timelines is critical for communities wishing to expand or renovate their current airport.**

Forecasted traffic, the use and age of facilities, and changing technology determine an airport's capital needs. Federal funding covers many of these needs, but supplemental funding sources also provide options for local airports. In addition to the AIM and BIL funds, airports can tap into Passenger Facility Charges (PFC), state and local grants or bonds, airport revenue, municipal financing, or local tax revenue.

Federal funding in the form of grants contributes to about 10 percent of funding for the nation's largest airports. These airports generally have a local revenue stream with fees and taxes. For the roughly 3,200 other airports in the national airport system, funding comes from a variety of sources, including the National Plan of Integrated Airport Systems (NPIAS), Airport Improvement Program (AIP), state governments, local general fund allocations, tax-exempt bonds or borrowing for major capital projects.

## FUNDING PRIORITIES

The current published NPIAS has adopted six strategic goals from the FAA and DOT. The six focus areas are safety, capacity, environmental performance, runway pavement conditions, surface transportation accessibility, and airport financial performance. Economic developers and community leaders should understand each of these areas and how the airport can be improved in one or more of them. Matching funding requests to these focus areas will improve the chances of success.

The National Plan of Integrated Airport Systems (NPIAS) for FY 2023-2027, mandated by 49 U.S.C. § 47103, outlines the development of public-use airports in the US, including costs and types of eligible airport development. This plan encompasses various types of airports, including those for fixed-wing aircraft, helicopters, and seaplanes. It identifies the development eligible for Federal funding under the Airport Improvement Program (AIP) and the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL). The BIL introduces grants for airport terminal projects, on-airport rail access, and air traffic control towers, which traditionally received minimal AIP funding.

## AIRPORT ORGANIZATION AND FUNDING

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Airport capital development needs are influenced by traffic forecasts, facility usage and age, and evolving aircraft technology, necessitating updates or replacements in equipment and infrastructure. These developments are identified through the airport capital planning process and included in the NPIAS. While many projects are eligible for federal funding, they can also receive financial support from other sources like Passenger Facility Charges, state/local grants, or airport revenue.

The Airport Improvement Program (AIP) offers grants to public agencies, and in some cases to private owners and entities, for the planning and developing of public-use airports included in the National Plan of Integrated Airport Systems (NPIAS). The grant coverage varies: for large and medium primary hub airports, it's 75% of eligible costs (80% for noise program implementation), and for small primary, reliever, and general aviation airports, it's 90-95% based on statutory requirements.

The FAA categorizes airports within the NPIAS based on various data, including aviation activity, ownership, and public service functions. Commercial service airports, defined as public airports with over 2,500 enplanements per year, are updated annually, while others are updated biennially. Development cost estimates are primarily sourced from airport sponsors through local planning documents and are focused on projects eligible for federal funding. The current NPIAS ([https://www.faa.gov/airports/planning\\_capacity/npias/current/2023-npias\\_narrative](https://www.faa.gov/airports/planning_capacity/npias/current/2023-npias_narrative)) reflects development based on documents and information available up to March 2022.

Eligible airports for AIP grants include those that are publicly owned and privately owned but designated by the FAA as relievers, or privately owned with scheduled service and at least 2,500 annual enplanements. To qualify for a grant, an airport must be part of the NPIAS, which is updated every two years and identifies key public-use airports for public transportation, civil aviation, national defense, and the Postal service.

Grant recipients, known as "sponsors," must be capable of fulfilling the obligations and assurances in the grant agreement. Eligible projects generally relate to airport safety, capacity, security, and environmental concerns and can include airfield improvements, terminals, hangars, and certain professional services. However, operational costs and projects not meeting Federal environmental and procurement requirements are ineligible.

For specific details about eligible and ineligible projects, consult the appropriate Regional Airports Office.

# GENERAL AVIATION CHALLENGES

General aviation airports represent significant economic opportunities for communities looking to attract or create new businesses. Still, this industry faces some of the same challenges advanced manufacturing faces, such as a workforce shortage and changing regulations. Community leaders need to develop plans to overcome these challenges and may benefit from incorporating the recommendations contained within this whitepaper.

Organizations like the AOPA and EAA can also provide assistance. They have strong memberships and advocate for aviation. Their voices are important as the public needs to be educated on the issues that can affect air travel, which has become an everyday convenience.

## CHANGING REGULATIONS & A CALL TO ELIMINATE LEADED FUEL

Change is coming. Some airport managers are looking to the future and preparing to capitalize on electrification, while others are still grappling with how to move from leaded to unleaded aviation fuel.

For example, Pangborn Memorial Airport (EAT) in Wenatchee used a recent renovation to enhance its capacity for supporting electric-powered aircraft when completing a recent remodel. "We've built-in capabilities to accommodate electric aircraft," EAT Director Trent Moyers told [Airport Improvement](#). "If that's the future and that's the way the industry goes, we're positioned to grow with the investments we have made."

At other airports, the infrastructure for electric aircraft can't come until the move to lead-free fuel (topping the list of general aviation concerns) is complete. To understand why this is a challenge, it is important to understand the historical and ongoing developments in aviation gasoline (avgas). In the early stages, avgas development was about achieving the right octane level and ensuring low vapor points for high-altitude flight efficiency. Tetraethyl Lead (TEL) was extensively used to prevent engine detonation, but its environmental and health drawbacks led to a gradual phase-out.

Initially, multiple avgas grades were available, but the shift towards jet fuel production reduced these to primarily 100/130, later known as 100LL (low lead). ASTM International sets the standards for avgas, including 100LL, under specification ASTM D910.

The drive to eliminate lead from products started with household paint in the 1970s, with efforts now focused on aviation fuel. The Environmental Protection Agency (EPA) is considering steps to potentially make 100LL illegal, promoting the development of unleaded alternatives.

## GENERAL AVIATION CHALLENGES

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Despite a significant reduction in lead emissions since the mid-20th century, the complete elimination of 100LL is imminent due to both environmental concerns and market economics. The limited availability of TEL and the inefficiency of producing leaded fuel for a shrinking market have further accelerated this shift.

Several companies have been developing unleaded avgas alternatives. Hjelmsco Oil and Shell Oil have introduced lower octane grades, while Exxon Mobil, Phillips 66, and Swift Fuels are actively involved in research and development. General Aviation Modifications Inc (GAMI) has gained a significant lead with its G100UL™ unleaded 100 octane avgas, receiving FAA approval and compatibility with existing aircraft and infrastructure.

GAMI's G100UL™ presents several advantages, such as compatibility with 100LL, higher power output, no need for separate storage or transportation facilities, and no engine modifications required. It also promises longer engine life and lower maintenance requirements.

The evolution of avgas is now towards mogas and unleaded 100 avgas, with ongoing challenges like sourcing ethanol-free mogas. This transition signifies a major step in aviation fuel technology, balancing environmental concerns with industry needs.

The FAA and aviation partners launched the Eliminate Aviation Gasoline Emissions (EAGLE) initiative to guide the transition away from leaded aviation fuels in piston-engine aircraft by 2030 (<https://www.faa.gov/unleaded>).



# GENERAL AVIATION CHALLENGES

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## AVAILABLE FUEL MUST SUPPORT THE NEEDS OF PILOTS

A successful transition will identify acceptable unleaded fuel for safe use in general aviation aircraft and provide a seamless supply chain so that pilots can access the fuel.

During training to become a private pilot, there is a substantial focus on the fuel of the aircraft for safety. Additionally, all pilots know that a Supplemental Type Certificate (STC) is required to use alternate fuels from the aircraft manufacturer's intent.

Because a pilot needs to certify their aircraft for the new fuel, there needs to be access to both leaded and unleaded fuel until the general aviation fleet has received the proper STC. For example, a pilot flying cross country may need to stop for fuel. If the airport has already stopped offering the leaded fuel, and the pilot hasn't received an STC to change fuels, the pilot will not be able to legally fly with the new fuel.

All the major aviation groups are working diligently to educate their members about the aviation fuel change and suppliers are offering plans to make sure the fuel is readily available.

## WHAT DOES THIS MEAN FOR YOUR LOCAL AIRPORT?

Airport management must now prepare for this transition with infrastructure and education.

The FAA and EAGLE have developed a guidance document to help flight schools with their transition. This document, intended for flight schools, offers a helpful guide for any airport manager as the transition towards unleaded fuel continues. Find the guidance document at this link: [Flight School Fuel Guidance](#).

The following documents provide guidance on this issue:

- [Airport Cooperative Research Program](#)
- [Transportation Research Board](#)
- [EAGLE White Paper](#)
- [EAGLE Stakeholder Q&A](#)
- [AOPA Frequently Asked Questions](#)

## GENERAL AVIATION CHALLENGES

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### AVIATION LABOR SHORTAGES

Air travel connects our modern world. Thousands of flights daily deliver people and cargo to intended destinations worldwide. This complex system requires a trained workforce and robust technology and infrastructure.

The workforce shortage in the United States affects almost every industry, and aviation is not immune. Since the peak in 1980, licensed pilots have steadily declined each decade. While the pilot shortage continues to garner a lot of media coverage, the lack of mechanics and technicians is equally concerning.

A recent report from AAR Corp., a prominent provider of aviation services, highlights a critical shortage of aircraft mechanics. The 2023 Mid Skills Gap report, part of a series initiated in 2011, emphasizes the need for collaboration among employers, educational institutions, non-profits, and government officials to enhance access to aviation maintenance education and training. For example, "mid skills" careers, such as aviation mechanics, require specific industry certifications but not necessarily a college degree, so there may be faster pathways to job placement when working with community and technical colleges.

### WORKFORCE SHORTAGES ARE GROWING FOR AVIATION MECHANICS & AIRCRAFT MAINTENANCE

The post-pandemic rebound continues to be nonexistent for aviation mechanics. An aging workforce contributes significantly to the shortage. With a large portion of mechanics nearing retirement, the industry faces a steep challenge in replacing them.

This problem is amplified for smaller airports in the United States. General aviation aircraft require regular inspections and maintenance to maintain airworthy status so a shortage can have significant impacts on operations.

Examining the workforce engaged in aircraft maintenance, including both licensed and unlicensed personnel, along with the projected need for maintenance and repair workers, results in a projected deficit ranging from 12,000 to 18,000 aviation maintenance employees. This gap between the available workforce and the rising demand is expected to continue and may even intensify over the coming decade. This shortage could lead to reduced flight frequencies and increased instances of delays and cancellations. Alternatively, airlines might have to adapt by maintaining a larger reserve of spare aircraft and parts.

## GENERAL AVIATION CHALLENGES

(“How To Overcome The Impending Shortage Of Aviation Mechanics”)

Oliver Wyman forecasts a gap in North America between the supply of mechanics and demand for them of 8% to 12% in 2023, potentially growing to a deficit of over 48,000 by 2027. This shortfall is based on survey responses from airlines and MRO companies, demographic data, and fleet growth projections.

### ADDRESSING THE SHORTAGE: WHAT'S POSSIBLE

Three scenarios have developed based on a collective response to the workforce shortage:

1. **Baseline:** A 2% annual increase in hiring would still leave a shortfall of over 24,000 mechanics by 2032.
2. **Best Case:** Aggressive hiring and delayed retirements could eliminate the shortage by 2029.
3. **Worst Case:** Minimal response to the shortage could result in a 45,000-mechanic deficit by 2032.

### IMPACT ON THE INDUSTRY

All segments of the aviation industry will feel the impact, with independent MROs and regional airlines being the most affected. Major airlines might still struggle despite better pay and benefits.

*By 2027 — projected to be the worst year for the shortage — the bleakest scenario has the supply deficit at more than 48,000 aircraft maintenance workers or a shortfall of about 27%. Our more likely scenario predicts a gap of almost 43,000, or more than 24%.*

## GENERAL AVIATION CHALLENGES

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### RECRUITMENT AND RETENTION CONSIDERATIONS

To combat the shortage, the industry must enhance recruitment and retention strategies:

- **Recruitment:** Address the dwindling pool of interested candidates by highlighting aviation as a viable career option without a college degree but with considerable training. Initiatives should start early, targeting middle and high school students. [Golden Shovel Agency](#) develops a [virtual reality industry and offers career tours](#) that have effectively recruited students into advanced manufacturing careers.

This same tool could be deployed for the aviation industry.

- **Retention:** To retain current mechanics, improve pay and work conditions, offer clear career pathways, and modernize work environments.

### PAY AND WORK CONDITIONS

Mechanics' salaries, while above the national average, must be competitive to attract new talent. The industry must also address the lack of flexibility and harsh work environments that deter younger workers.

### DIVERSITY

Increasing the number of women and minorities in the field can expand the candidate pool. Currently, women and minorities are underrepresented in the aviation maintenance workforce.

### MODERNIZING TRAINING

Improving training programs to include more modern technologies and reducing the time required for certification can help attract new talent. The FAA has started this process, but further changes are needed.

# GENERAL AVIATION CHALLENGES

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## TECHNOLOGICAL INTEGRATION

Incorporating cutting-edge technologies like AI, AR/VR, and drones into training and operations can make the field more attractive to tech-savvy younger generations.

Addressing the mechanic shortage requires a multi-faceted approach involving improved recruitment, retention, training, and working conditions. The industry must also modernize its practices and appeal to younger workers to ensure long-term sustainability and growth.

## THE ROLE OF FLIGHT SCHOOLS

Pilots wear the smiles of those they take on their first flights like medals, with the joy of these experiences leaving a lasting impression. These aviators, found at local airports, are key to revealing the often-hidden faces of the aviation community. They are invaluable resources for promoting the airport and the local aviation economy, often encouraging others to take the next step in their aviation journey by finding an instructor.

Central to the success of general aviation is the network of flight schools, which act as incubators for emerging pilots and bring life to many airports. The constant cycle of takeoffs and landings, ground school classes, and check rides create a dynamic environment that excites the local community. These flight schools attract students from various regions, with training programs lasting from a few weeks to several months, depending on the license or rating being pursued.

The FAA categorizes flight schools into Part 141 and Part 61. Part 141 schools have an approved curriculum and standardized process for student pilots aiming for licensure, often found in colleges offering aviation degrees. In contrast, Part 61 schools offer a more flexible, self-paced learning option, typically operated by independent flight schools. Both paths are viable for aspiring career aviators, with the choice between them often depending on cost and individual learning styles.

## GENERAL AVIATION CHALLENGES

### AVIATION: OTHER CHALLENGES

General aviation airports experience the same challenges faced by the industry as a whole. However, due to limited resources and revenue streams, smaller airports and their respective communities will experience larger consequences relative to larger airports. As we examine airspace congestion, infrastructure maintenance, new technologies, and aviation safety concerns, bear in mind that smaller airports bear the effects disproportionately.

Since the 1980s, general aviation aircraft manufacturers have slowed production thus requiring more maintenance on older aircraft. Additionally, the aviation industry loves nostalgia and this means more vintage aircraft flying. It is not uncommon to see planes regularly flying from the 1950 era. Regular maintenance ensures that an aircraft doesn't lose its airworthiness, and with avionics upgrades, planes experience a long shelf life.

To further keep planes in the air, the General Aviation Revitalization Act was passed in 1994 to counteract the effects of prolonged liability on aircraft manufacturers. This law limited the duration of liability on aircraft manufacturers on the aircraft it produced. After passage, aircraft manufacturers increased production, but the number of aircraft produced is still far less than in the glory days of the 1970s.

With the recent retirements and changes, aviation mechanics are in demand. There simply is not enough mechanics to maintain the older planes in aviation.

A community that sponsors an aviation maintenance program or shop will find an economic opportunity.



## GENERAL AVIATION CHALLENGES

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### FINANCIAL FACTORS INFLUENCING PARTICIPATION IN THE AVIATION INDUSTRY

Declining interest in general aviation stems from a series of economic factors that have limited participation in general aviation. For example, insurance rates have risen steadily for everyone involved in aviation. Rates and restrictions for manufacturers, owners, operators, pilots, and mechanics have steadily increased in response to accidents and liability issues.

At the same time, tax credits for aircraft purchases have ended, making it more costly to enter the space.

Meanwhile, inflation and multiple recessions eroded discretionary spending.

### COMMUNITY MEMBERS MAY FEAR AIRPORT EXPANSION

Currently, cities face urban sprawl, and communities must contend with the noise of airport traffic interfering with their desire for quiet neighborhoods. It is evident that people rely on aviation and desire its positive side, but communities must have a plan to address the unwanted challenges created by airport expansion.

# STRATEGIES FOR MAXIMIZING THE IMPACT OF YOUR LOCAL AIRPORT

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## THE VIBRANT WORLD OF GENERAL AVIATION: PASSION, COMMUNITY, AND INNOVATION

General aviation, a cornerstone of the aviation industry, embodies the passion and community spirit of aviators worldwide. With over 340,000 general aviation aircraft globally and approximately 204,000 operated by U.S. pilots, this sector is vibrant and diverse. The journey into general aviation often begins with a spark of interest ignited by an introductory flight from a family friend or an event at the local airport. These initial experiences foster a lifelong love for flying, as evidenced by the stories and experiences shared by pilots at airports. The communal spirit of aviation is palpable, with pilots not only sharing their passion for flying but also the joy of introducing others to the skies.



# STRATEGIES FOR MAXIMIZING THE IMPACT OF YOUR LOCAL AIRPORT

## RELATIONSHIPS MATTER

Your local airport is full of passionate aviation enthusiasts, so the first step to promoting the airport involves building relationships with the men and women who make up the aviation community. Start by visiting the airport during the week and on the weekend to acquaint yourself with the people.

During the week, you may meet the instructors, mechanics, and airport managers. These are the regular pilots and aviators whose jobs depend on the aviation activity. On the weekend, you will most likely meet general aviation pilots who fly as a hobby or for travel. These pilots may be businesspeople who use their planes for business or pleasure travel. You will also meet the hobbyists who fly for fun and to enjoy the freedom of flight.

Listen to their stories and let their enthusiasm help build the foundation for the promotion of the airport.

Introduce the airport to the public, business owners, civic organizations, school districts, and elected officials. Help these groups understand the airport's value and build community acceptance and pride in it. Too often, communities overlook the benefits of the local airport, and many community members remain unaware of the importance of a thriving airport.

Contact the state legislators and congressional members after collecting the stories and building relationships with the aviation community. These elected officials need to understand the importance of your local airport and advocate for favorable aviation funding and policy. By contacting these individuals and keeping them apprised of your airport initiatives, they can alert you to funding opportunities and include your airport in infrastructure bills.

When communicating with state and congressional members, regularly send updates and establish relationships with these individuals. Proactive communication with these elected officials will pay dividends when a controversial issue arises or operating restrictions are raised. These elected officials need to be ready and willing to advocate for your airport if funding is threatened and to prevent an unexpected airport closure.

## STRATEGIES FOR MAXIMIZING THE IMPACT OF YOUR LOCAL AIRPORT

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### ENGAGE & COLLABORATE WITH AVIATION ORGANIZATIONS

Appendix A contains a list of national aviation organizations. These organizations promote and expand aviation, and each has resources to help you promote your local airport.

The [Experimental Aircraft Association](#) is at the forefront of this list. EAA is well known for the annual AirVenture in Oshkosh, WI. This event brings the aviation community together every summer for a week of camping, airshows, and aviation product support and showcasing.

Alongside the EAA, a prominent aviation organization is the [Aircraft Owners and Pilot Association](#). Like the EAA, the AOPA advocates for favorable federal and state legislation to promote aviation. Both of these organizations provide excellent resources for understanding the most pressing issues.

Equally important, both the AOPA and EAA have invested considerable resources to help local communities inspire the next generation of pilots. The EAA Young Eagles program sponsors free flying events at thousands of airports every year to introduce youth to the world of aviation. Both organizations provide high-quality aviation curricula to high schools that wish to offer high school aviation classes. The aviation industry offers excellent career opportunities with competitive wages and exciting job opportunities.

## STRATEGIES FOR MAXIMIZING THE IMPACT OF YOUR LOCAL AIRPORT

### ENCOURAGE COMMUNITY PARTICIPATION AND EDUCATION

Your local airport is a valuable resource for your community—use it. If your airport has a local flight school, help promote its services. Connect the flight school with the local school district and help establish a high school aviation program.

Your flight school needs students, and aviation needs new pilots, air traffic controllers, mechanics, and administrators. Those future workers are sitting in class right now exploring career opportunities. If your school is not prepared to offer a high school curriculum, help them reach out to EAA or AOPA. These organizations have resources available to help the schools and offer scholarships for teachers and students.

Another possible educational opportunity is through the school's community education program. An aviation community education class offers adults the chance to explore aviation as a hobby or career.

As you connect your aviation community with the education community, make sure to participate in the flying. Take advantage of an introductory flight or volunteer at an aviation event.



## STRATEGIES FOR MAXIMIZING THE IMPACT OF YOUR LOCAL AIRPORT

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### PROMOTE YOUR AIRPORT

Too often, communities struggle to promote local success stories. Your airport is a valuable resource and a great success story to promote. A successful marketing effort for your airport involves a robust media awareness campaign. Aviation stories invoke nostalgia and wonder in the readers. You will spark interest and curiosity by encouraging local and regional media to share the local aviation story.

Young kids love to fly in small airplanes, and parents enjoy watching their kids fly. For too long, aviation seemed unreachable to most people. That is not the case anymore.

Host a local aviation day and invite school tours of the airport. Climbing into the cockpit of an airplane is a memorable and rewarding experience that will last a lifetime. Reading the stories of professional pilots and famous aviators, one almost always finds that the passion for aviation started early in one's life.

The local city council and mayor play an important role in promoting the community's airport. These elected officials can proclaim an aviation day and help spread the word to the community. A community aviation day proclamation coupled with a fly-in event offers a big media opportunity and community participation event. Additionally, there is no cost for a proclamation, and the benefits are amazing.



# STRATEGIES FOR MAXIMIZING THE IMPACT OF YOUR LOCAL AIRPORT

## ESTABLISH A HIGH SCHOOL AVIATION PROGRAM

Like every industry, Aviation suffers from a workforce shortage. Mandatory retirements in aviation jobs have created a need for pilots, engineers, mechanics, and managers. The problem is real. If the United States wishes to continue robust transportation for people and goods, more young people will need to fill the job vacancies of today and tomorrow.

The students in high school classrooms will fill these future aviation positions today. It is imperative that aviation career exploration and training begin during the high school years.



## CONCLUSION

Local airports are pivotal in fostering economic growth and community development. This whitepaper, "From Runways to Revenue: Economic Benefits of Your Local Airport," has illustrated the significant contributions of general aviation to the economy, generating billions in revenue and supporting millions of jobs. Airports are vital hubs for various services, from transportation and medical flights to agricultural applications and flight training.

Community engagement and proper management are crucial to unlocking the full potential of local airports. By dispelling misconceptions and promoting the diverse benefits of aviation, communities can harness the economic opportunities airports provide. The transition to unleaded aviation fuels, addressing labor shortages, and leveraging federal and state funding are essential to ensure the sustainability and growth of general aviation airports.

Case studies, such as Chicago's DuPage Airport's success and the creative use of rural airports facing closure, demonstrate the transformative impact of strategic airport management and community involvement. By fostering relationships, engaging with educational institutions, and advocating for supportive policies, local leaders can create a thriving aviation environment that benefits the entire community.

Ultimately, local airports are more than mere infrastructure; they are dynamic economic engines that, when nurtured and effectively managed, can drive substantial economic and social benefits. Embracing these opportunities will pave the way for prosperous and resilient communities, ready to take flight into a future of continued growth and development.

Contact us for information on how Golden Shovel Agency can help your community uncover the benefits of general aviation and leverage it to grow your economy.

TAKE THE NEXT STEP

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## APPENDIX

### APPENDIX A: AVIATION ORGANIZATIONS

[Federal Aviation Administration \(FAA\)](#)

[General Aviation Manufacturers Association \(GAMA\)](#)

[Aircraft Owners and Pilots Association \(AOPA\)](#)

[Experimental Aircraft Association \(EAA\)](#)

[Cessna Owner Organization](#)

[National Association of Flight Instructors \(NAFI\)](#)

The [Aerospace Medical Association \(AsMA\)](#) is the largest professional membership organization in the fields of aviation, space, and environmental medicine.

[Aircraft Owners & Pilots Association \(AOPA\)](#) is the largest aviation association in the world.

[Air Marshal Association \(AMA\)](#) is the largest US professional association representing Federal Air Marshals.

[American Association of Airport Executives \(AAAE\)](#) is the largest professional organization for airport executives, representing thousands of management personnel at public-use airports.

[American Institute of Aeronautics and Astronautics \(AIAA\)](#) is the world's largest aerospace technical society, dedicated to advancing the global aerospace profession for engineers and scientists.

[Association for Unmanned Vehicle Systems International \(AUVSI\)](#) is devoted exclusively to advancing the unmanned systems and robotics community.

The [Association of Flight Attendants-CWA \(AFA\)](#) is the voice of flight attendants in the workplace and in the aviation industry.

[Experimental Aircraft Association \(EAA\)](#) is a membership organization for aviation enthusiasts dedicated to sharing the love of flying, building, and restoring recreational aircraft.

## APPENDIX

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The [Global Licensed Aircraft Dealer Association \(GLADA\)](#) is a membership-based organization that welcomes professionals in the business aviation industry.

The [National Agricultural Aviation Association \(NAAA\)](#) promotes aerial application benefits to the public and conducts programs and services to ensure the industry's continued success.

The <https://www.agaviation.org/> represents aviation safety professionals, including air traffic controllers, staff specialists, and traffic management coordinators.

The [National Association of Flight Instructors \(NAFI\)](#) is dedicated to raising and maintaining the professional standing of the flight instructor in the aviation community.

The [Professional Aviation Maintenance Association \(PAMA\)](#) is a membership organization dedicated to advocating for and representing aviation maintenance technicians.

[Society of Aviation and Flight Educators \(SAFE\)](#) is a member-centric organization that facilitates the professional development of aviation educators.

[Society of Experimental Test Pilots \(SETP\)](#) is a membership-based dedicated to aeronautical advancement by assisting in the professional development of experimental pilots.

[National Business Aviation Association \(NBAA\)](#) - Founded in 1947 and based in Washington, DC, the National Business Aviation Association (NBAA) is the leading organization for companies that rely on general aviation aircraft to help make their businesses more efficient, productive, and successful.

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Department of  
Transportation

# Economic Impacts of New York State Airports and Aviation

# 2024

Connecting Communities,  
People, and Business  
to the World

Executive Summary



# INTRODUCTION TO ECONOMIC IMPACTS OF AVIATION IN NYS

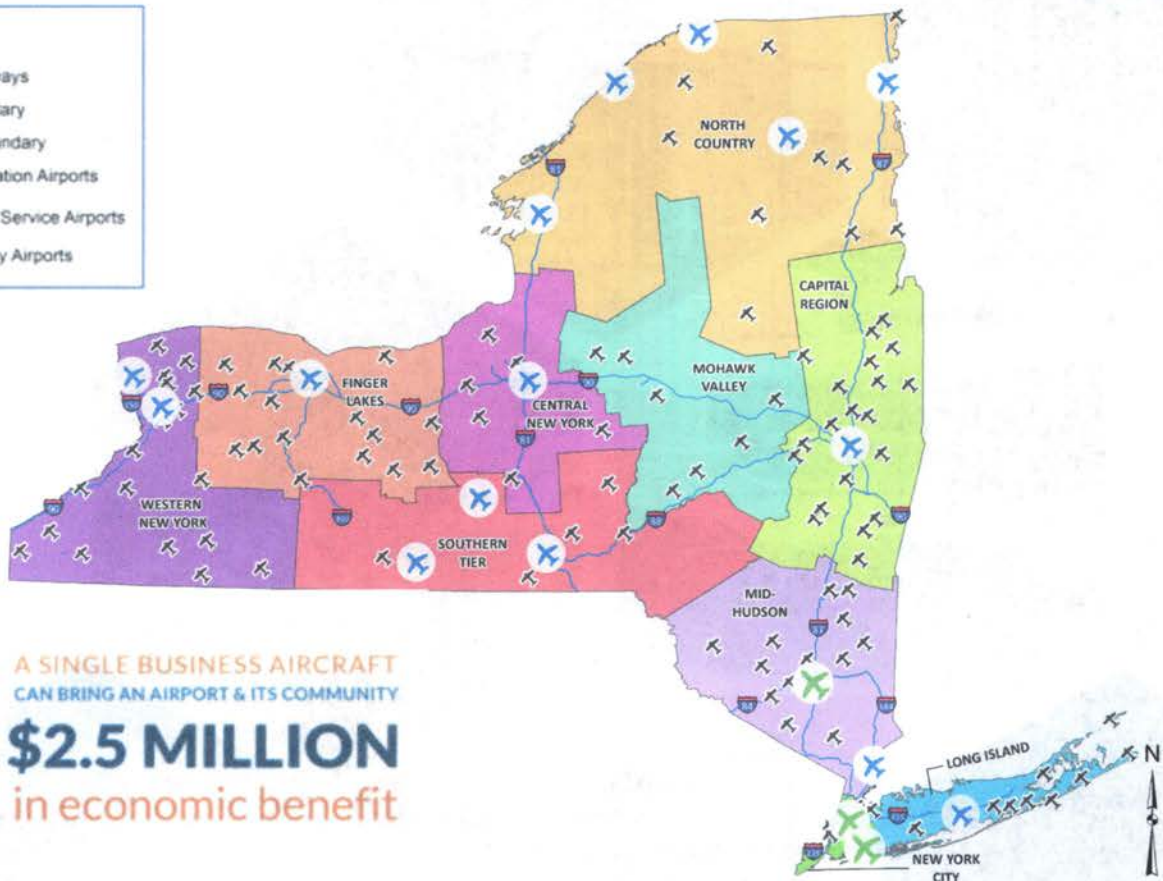


The New York Airport System is vital and an economic engine supporting the New York State economy. It's system of 131 public-use airports provide a critical component of access to communities and regions across the State. New York's significant investment in our airports has also allowed them to outpace other industries. The State's commitment to airport development and strategic investments has positioned New York in an upward trajectory in aviation and overall economic impact.

- The aviation sector of New York's economy grew by \$30 billion over the last 10 years.
- New York airports support more than 454,000 aviation related jobs, and aviation jobs are high paying and outperform many jobs in other sectors of the economy.
- These airports create \$80 billion in total economic activity each year, with over 111 million passengers utilizing New York airports annually.
- The State's public-use airport system generates more than \$6.1 billion annually in tax revenues to the State and local communities.
- Each airport provides critical lifesaving emergency response infrastructure.
- As 2023 ended, NYS flights were fully recovered from the COVID-19 pandemic.

**Legend**

- Major Highways
- ▭ State Boundary
- ▭ Canada Boundary
- ✈ General Aviation Airports
- ✈ Commercial Service Airports
- ✈ Port Authority Airports



A SINGLE BUSINESS AIRCRAFT  
CAN BRING AN AIRPORT & ITS COMMUNITY  
**\$2.5 MILLION**  
in economic benefit

# Total Economic Output, Impact to Jobs, Payroll, and Taxes

The New York Airport System is an important part of the State's economy. New York State's system of 131 public-use airports provides a critical component of access to communities, people and business in all regions of the State. As such, the State has invested \$420M (million) in the upstate terminals, and \$72.5M in aviation grants over the last 5 years.

This executive summary presents 2019 results. 2019 was the last full year unaffected by the COVID19 pandemic. As 2023 ended, NYS flights were fully recovered from the COVID-19 pandemic (see page 4).

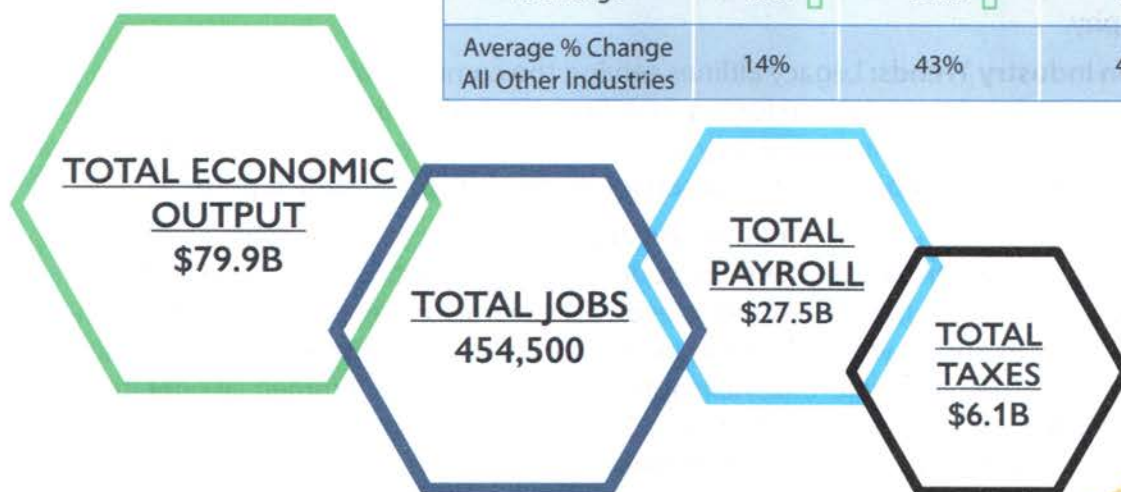
## Total System Activity

In 2019, New York State airports generated 454,500 jobs, resulting in \$27.5 billion in payroll and benefits. These airports contributed \$79.9B (billion) to the state's economy, while also generating over 6.1B in tax revenues for both state and local communities. Compared to 2010, this represents a 59% increase in output (See table below).

## Decade of Growth and Resilience

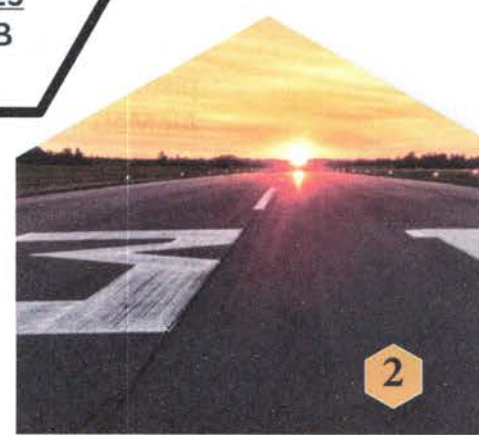
NYS Airports and Aviation Activity Outpaced The Average of Other Industries\*

Year	Total Jobs	Total Annual Earnings	Total Annual Output	State & Local Taxes
2010 Impacts	394,500	\$18.1 B	\$50.3 B	\$4.5 B
2019 Impacts	454,500	\$27.5 B	\$79.9 B	\$6.1 B
# Change	60,000	\$9.5 B	\$29.7 B	\$1.6 B
% Change	15% ↑	52% ↑	59% ↑	35% ↑
Average % Change All Other Industries	14%	43%	45%	--



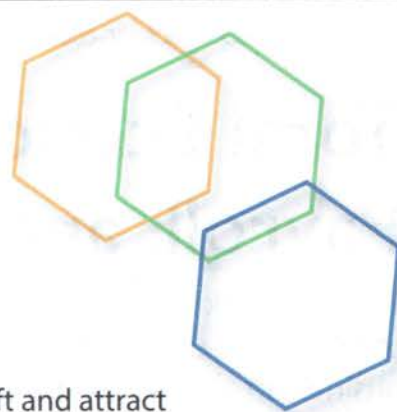
The economic impacts of aviation in New York State presented by this Study utilizes data from 2019 – prior to when activity was impacted by the global COVID-19 pandemic.

\*Source: Industry structure in New York State, June 2016; IMPLAN for NYS and Consultant Estimate



# Jobs Act Snapshot

The New York Aviation Jobs Act, enacted on September 1, 2015 exempts general aviation aircraft in New York from paying sales and use tax. Prior to this Act, New York lost over 700 based aircraft over the course of ten years to neighboring states with preferable tax rates.



This act helps New York compete to retain its aircraft and attract new tenants, resulting in more jobs for New York State residents. Currently, Senate Bill 2556 (Assembly Bill 1523) proposes to repeal the Aviation Jobs Act (AJA).

The Aviation Jobs Act brought high-paying jobs back to New York.

Activity generated by AJA has expanded demand and resulted in:

- Nearly 385,000 SF (square feet) in new hangar development at just 5 airports alone, with 1MSF (million square feet) statewide.
- New General Aviation (GA) customs facility at North Country airport to service growing Canadian passenger market.
- New Capital Region aeromedical base with 2 jet aircraft creating 12 full-time and 50 part-time local jobs.
- 3 Long Island (LI) airports see construction on 8 new hangars and plans for 4 more.

## Factors Affecting Airport Use and Aviation Activity



- **Statewide & Socioeconomic Trends:** The State of New York is home to a large and diverse population of people, communities, and businesses. Airports and aviation activity are influenced by many factors, including local industry and employers, population, and geography.
- **Aviation Industry Trends:** Legacy airlines serving the commercial passenger market continue to drive change by upgauging their fleets from the 50 to 70-seat aircraft configurations and reducing frequency of traditional routes, while low- and ultra low-cost carriers continue to expand routes and service via small and non-hub airports.
- In the general aviation segment of the industry, the number of active pilots continues an upward climb with strongest growth in student and sport certifications. Aircraft and activity in the national fleet continues to evolve away from older, single-engine piston-powered aircraft and toward light-sport aircraft for recreational flying and sophisticated turbo-prop/jet aircraft and turbine helicopters for business and commercial operators. Introduction of sustainable aviation fuels will enhance the environmental compatibility of piston powered aircraft. Rapid development of Unmanned Aerial Systems and Advanced Air Mobility provide exciting new economic development opportunities across New York.
- **Air Cargo Activity & Trends:** Air cargo activity is an integral part of the New York system of airports. Approximately 3.39% of U.S. cargo and mail freight is handled through 15 New York State airports. JFK International handles the largest cargo by volume in the State and is 7th in the country. In 2019, cargo activity at New York airports outperformed airports worldwide compared to an overall decline internationally.



# COVID-19 Snapshot

In 2020, the effects of COVID-19 significantly impacted New York's aviation system, reducing its economic activity to \$35.6B (only 45.5 percent of 2019 impacts). Similarly, jobs were temporarily reduced to 196,200 (43.2 percent of 2019), and income from aviation dropped to \$12.4B (45 percent of 2019). Most of this reduced impact came from the loss of visitor spending, as passenger enplanements decreased to 15.2M (nearly 73%). This cumulative change graphic illustrates the rapid recovery in flights from the COVID-19 pandemic.

## CARES Act Snapshot

During 2020, New York State airports received nearly \$411.2M in relief benefits from the CARES Act, with NYS ranking #5 in the nation for total funding awarded.

The direct infusion of nearly \$411.2M into the aviation system produced a total impact of \$814.7M and sustained almost 5,000 jobs.

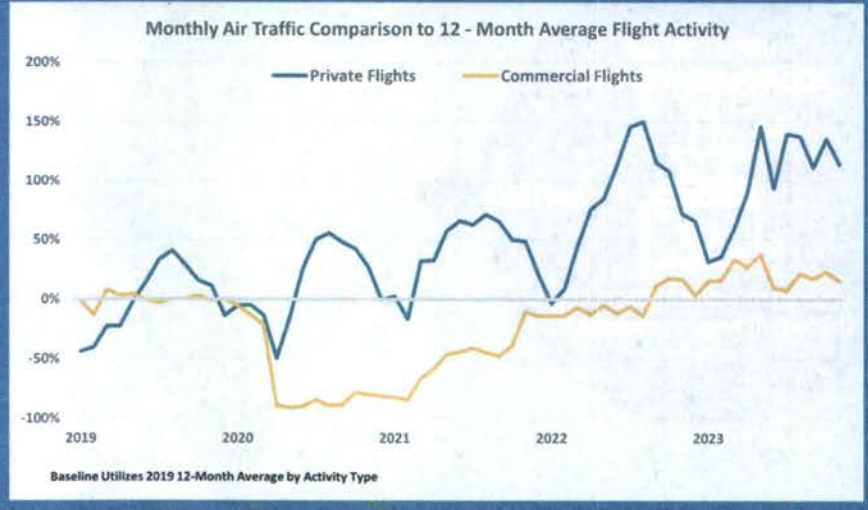
## COVID-19/Global Pandemic

Throughout 2020, the sharp drop in international and domestic passenger travel, and reduction in airline routes meant that some segments of the aviation market and geographic regions of the U.S. fared better than others. Users of private, air charter, taxi, and personal aircraft proved that general aviation (GA) and non-airline airports remain a critical link for people, communities, and business spending. Despite the drop in activity, the nearly \$650M in capital and visitor dollars generated by GA airports in 2019 was hard at work in 2020, sustaining airports, business, and their communities during the downturn.

State	CARES Act Grant Awards
California	\$1,088.9M
Florida	\$896.2M
Texas	\$811.5M
Illinois	\$446.7M
New York	\$411.2M

Through the end of 2019, airports and the aviation industry throughout the U.S. were in the midst of a decade of robust growth - and the outlook for both commercial service and general aviation airports and activity showed widespread confidence in continued growth and expansion. All sectors showed growth projections for fuel consumption, aircraft manufacturing, shipments, and increased use of sophisticated jet and other aircraft in the general aviation fleet. The devastating impacts of COVID-19 globally placed an immediate halt to this trend. Domestic and international travel came to a standstill as public health became priority #1 worldwide.

The airline industry was hit very hard, seeing passenger activity drop as much as 90 percent in April 2020. As shown in the chart to the right, flight activity has recovered faster than originally expected, returning to pre-pandemic levels by the end of 2023. The return to robust growth in the aviation industry was further demonstrated by general aviation aircraft deliveries worldwide in 2022 exceeding 2019 deliveries by 6% according to the General Aviation Manufacturers Association.



Source: FlightAware Data

# Study Methodology

The New York State Department of Transportation (NYSDOT) commissioned this Study to measure the economic benefits that these airports provide to the broader state economy and to demonstrate the importance of a strong aviation system.

The methodology used in this Study follows the Federal Aviation Administration guidelines for estimating annual economic impact. This analysis measures direct impacts, indirect impacts, and induced impacts.

All public-use airports in the New York State system were contacted to collect the most current and accurate information relative to on-airport job counts and types, including the airport owner, tenants, cumulative 5-year capital spending, visitor estimates, and impacts of the global COVID-19 pandemic.

- These are **direct impacts** - the first part of the economic cycle that begins with jobs, the payroll associated with those jobs, and capital spending by airport sponsors on each airport in New York State. Together, these components of on-airport activity represent the direct impact of the airport and is the starting point for additional economic activity and spending that reaches out into each airport's community and the region.
- This direct, on-airport activity generates **indirect and induced impacts** out in the community and region, and can be measured also in terms of jobs, payroll or income, and additional spending. To estimate indirect and induced, impacts, an econometric input/output model (IMPLAN) is used, which utilizes data inputs and is calibrated to replicate specific, county-level, regional, and statewide re-spending patterns (often called multipliers) that produce impacts by creating additional jobs, payroll, and taxes.
- When added together, **direct, indirect, and induced** impacts equal total economic impacts.

## WHAT IT SHOWS YOU

### DIRECT IMPACTS

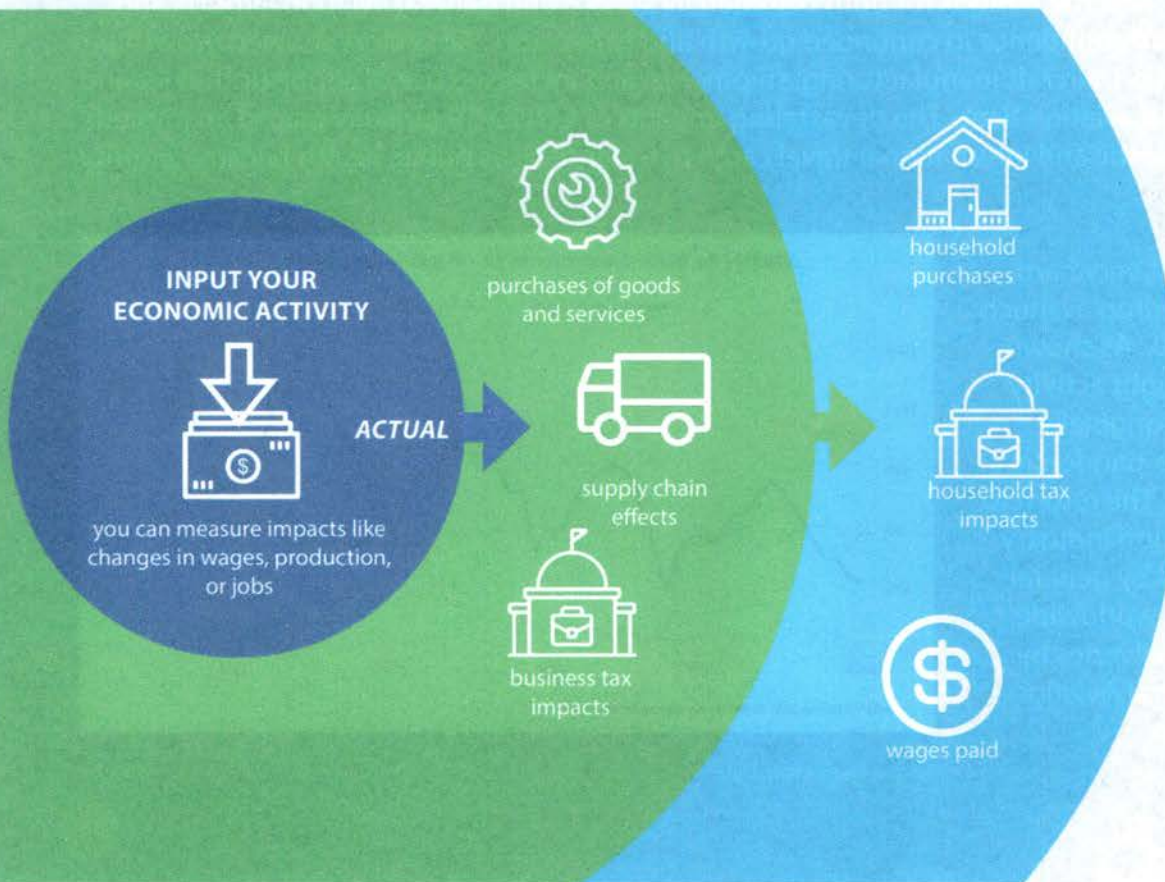
These are the immediate effects that are caused by each Airport's economic activity. The IMPLAN model computes how each region will process these initial effects of Airport activity.

### INDIRECT IMPACTS

These are the effects of business-to-business transactions in the local economy caused by direct Airport activity.

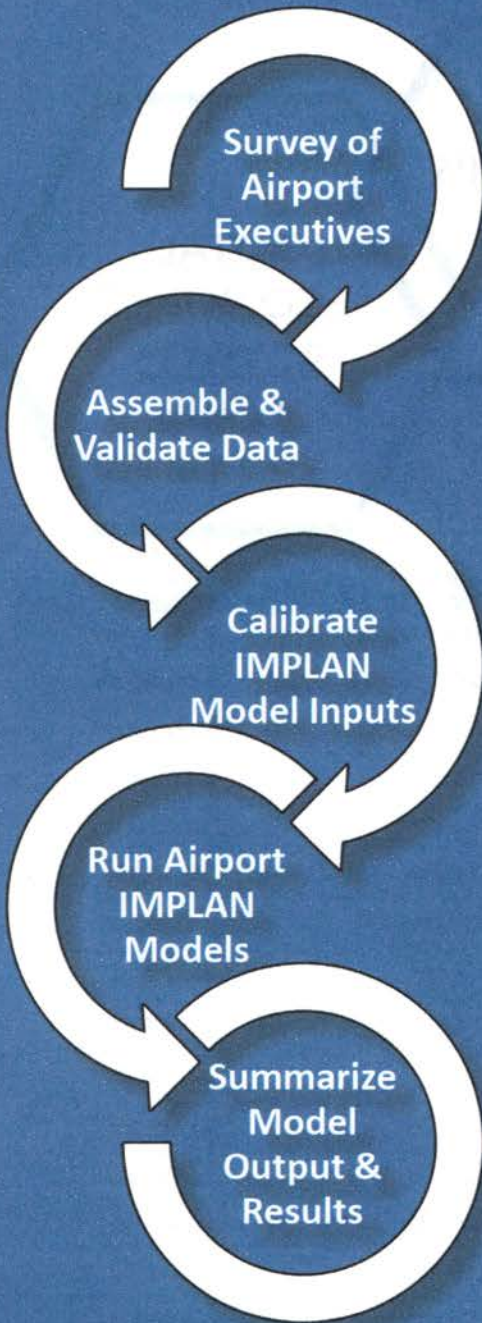
### INDUCED IMPACTS

These are the effects that take place in the local economy caused by income spent by those jobs created.

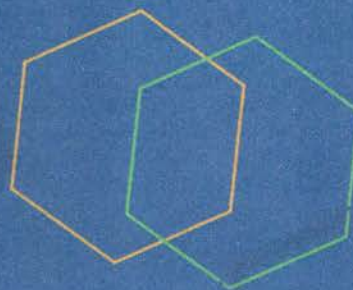


This study of Economic Impacts of Airports and Aviation in New York State is based upon the following primary data inputs associated with airports and providers of services at each airport:

- 2019 On-Airport Jobs
- 5-Year Average Annual Capital Spending
- 2019 Visitor Spending



- The **value of on-airport activity direct impacts** is the sum of all payroll, capital expenditures, operating and maintenance costs, taxes, and fees incurred by providers of services at an airport. In addition, direct impacts include users of airport services that are derived from off-site economic activities that are attributable to the airport. The value of these impacts is the sum of the fees and charges paid, expenses related to food, lodging, ground transportation, and similar outlays.
- **Spin-off Activity** is the indirect effects of the direct impacts generated by an airport. The indirect impacts begin with the with the first round of re-spending, which creates and includes successive rounds of re-spending until the original direct impact of airport-related activity is completely exported from the region.
- **Economic Activity Generated** is modeled, tracing the spending impacts through many sectors of the State's economy, illustrating how business-to-business and personal spending patterns distribute the impact of aviation and New York's system of public-use airports to businesses and communities far-removed from airports.
- **State and Local Tax** contributions are an important component of airport and aviation economic activity because it represents transactions between the government and consumers (taxes, transfers such as unemployment compensation, welfare), between firms and government (such as business taxes) and between consumers and firms (dividends from stock ownership).



# Impacts of Commercial Airports

The following table shows the total 2019 (pre-COVID) annual economic impacts for primary, hub, and non-hub commercial service airports in the State of New York. Impacts were measured using the IMPLAN model and include direct, indirect, and induced impacts. More information can be found in this Study's technical report.

## Direct Airport Activity

- 235,441 Full-Time Equivalent Employees
- \$15.1B in Payroll for On-Airport, Visitor and Capital Spending Jobs
- \$49B in Total Economic Output

## Total Output: Commercial Airports



## COMMERCIAL SERVICE ACTIVITY BY AIRPORT

Airport	Total Jobs	Annual Earnings	Annual Economic Activity	State and Local Tax
<b>Total Commercial Service</b>	<b>448,929</b>	<b>\$27,174,020,300</b>	<b>\$79,019,119,200</b>	<b>\$6,054,956,000</b>
JFK International Airport	284,479	\$17,699,578,600	\$52,702,926,200	\$4,038,439,100
LaGuardia Airport	120,922	\$6,865,918,400	\$19,760,153,600	\$1,514,150,800
Buffalo Niagara International Airport	9,863	\$650,974,900	\$1,472,111,700	\$114,084,600
Westchester County Airport	5,433	\$443,689,300	\$1,060,443,300	\$70,984,200
Albany International Airport	7,004	\$367,794,100	\$938,725,500	\$67,620,800
Syracuse Hancock International Airport	5,691	\$298,767,500	\$830,757,200	\$74,258,800
Greater Rochester International Airport	4,612	\$233,974,800	\$621,488,800	\$52,745,100
Long Island MacArthur Airport	4,086	\$229,334,400	\$577,186,500	\$45,986,900
Stewart International Airport	2,196	\$139,210,000	\$413,571,100	\$31,690,500
Niagara Falls International Airport	1,840	\$92,628,000	\$219,379,200	\$12,370,800
Elmira/Corning Regional Airport	765	\$38,397,200	\$117,294,500	\$10,684,600
Plattsburgh International Airport	714	\$37,582,300	\$99,762,000	\$7,235,400
Ithaca Tompkins International Airport	596	\$32,349,500	\$90,156,100	\$6,649,100
Greater Binghamton Regional/Edwin A. Link Field	357	\$21,467,000	\$56,833,300	\$4,165,100
Ogdensburg International Airport	148	\$7,952,500	\$22,759,700	\$1,480,700
Watertown International Airport	118	\$8,347,300	\$18,350,100	\$1,449,000
Adirondack Regional Airport	73	\$3,924,400	\$11,637,500	\$553,700
Massena International Airport - Richards Field	34	\$2,130,100	\$5,582,900	\$406,800

# Impacts of General Aviation

The following table shows the total 2019 (pre-COVID) annual economic impacts for general aviation airports in the State of New York. Impacts were measured using the IMPLAN model and include direct, indirect, and induced impacts. This places the aviation system at or about the same magnitude as natural resources, mining, construction, and manufacturing industries in the State. More information can be found in this Study's technical report.



## Direct Airport Activity

- 3,969 Full-Time Equivalent Employees
- \$245.6M in Payroll for On-Airport, Visitor and Capital Spending Jobs
- \$650M in Total Economic Output

## Total Output: General Aviation Airports



## GENERAL AVIATION ACTIVITY BY REGION

New York Region	Total Jobs	Annual Earnings	Annual Economic Activity
<b>Total General Aviation</b>	<b>5,604</b>	<b>\$339,714,200</b>	<b>\$916,974,400</b>
Long Island	2,525	\$161,061,061	\$415,351,824
Capital Region	1,332	\$59,201,748	\$135,972,134
New York City	377	\$37,842,600	\$114,414,793
Mid-Hudson	465	\$34,378,222	\$92,672,676
Mohawk Valley	275	\$16,314,380	\$52,400,615
Finger Lakes	242	\$12,236,642	\$44,947,068
North Country	130	\$6,025,435	\$26,489,222
Western New York	124	\$6,356,507	\$17,923,783
Central New York	67	\$3,435,744	\$8,991,912
Southern Tier	66	\$2,861,861	\$7,810,373



# Port Authority of New York and New Jersey Airports



The data shows total 2019 annual economic impacts for JFK International, LaGuardia, and New York Stewart International, which are owned and/or operated by the Port Authority of New York and New Jersey (PANYNJ). PANYNJ airports are showing strong recovery and are expected to return to 2019 levels soon.

Type	Employment	Labor Income	Output
<b>Passenger Impacts</b>	104,812	\$ 9,484,887,474	\$ 32,057,215,736
<b>Cargo Impacts</b>	73,097	\$ 4,441,324,766	\$ 12,524,675,787
<b>Capital Spending Impacts</b>	13,645	\$ 1,036,494,763	\$ 2,416,759,288
<b>Total PANYNJ Airport Impacts</b>	191,554	\$ 14,962,707,003	\$ 46,998,650,812

Data provided by PANYNJ

## Port Authority Airports: Lead the Way

Type	Employment	Labor Income	Output
<b>PANYNJ Airport Total Impacts</b>	<b>191,554</b>	<b>\$14,962,707,003</b>	<b>\$46,998,650,812</b>
All Other System Airport Impacts	262,980	\$12,551,027,497	\$32,937,442,788
Total System Impacts	454,533	\$27,513,734,500	\$79,936,093,600
<b>PANYNJ % of Total System Impacts</b>	<b>42%</b>	<b>54%</b>	<b>59%</b>

Total Jobs – 42%

Total Income – 54%

Total Output – 59%



### JFK International Snapshot

JFK is a massive international hub, with eight airline terminals, four runways, large parking structures, multiple access roads, rail destinations, and large air cargo handling facilities. Boasting more than 70 airlines serving 189 non-stop destination, JFK was ranked sixth in the nation in terms of passenger traffic in 2019. JFK ranks 7th in the U.S. for total cargo volume by weight, however, it claims the top spot in the US for cargo value.

JFK International leads Port Authority airports in New York State (LaGuardia & New York Stewart International) in economic impacts, providing:

- Nearly 75% of Passenger Impacts
- Nearly 100% of Cargo Activity Impacts
- JFK and LGA account for 50% and 49% of Capital Spending Impacts, respectively.

JFK Airport Impacts + Induced Impacts	
Area	2019 Impacts
Grand Total Dollar Impacts	\$ 52,702,926,200
Grand Total Income Impacts	\$ 17,699,578,600
Grand Total Employment Impacts	284,479
Estimated State and Local Taxes	\$ 4,038,439,100

2019 Visitors	
JFK	11,818,153
LGA	5,975,278
SWF	97,002
Total	17,890,433

PANYNJ airports in New York served nearly 17.9M visitors in 2019, generating visitor spending of more than \$24.5M for retail, lodging, meals, entertainment and local transportation. PANYNJ airports in New York also accommodated roughly 2.2M tons of air freight/cargo, and capital spending at these three airports combined to support nearly 13,650 full-time equivalent jobs and produce over \$2.4B in total output.



Type	Employment	Labor Income	Output
Total Passenger Effect	78,094	\$7,067,037,438	\$23,885,316,974
Total Cargo Effect	72,779	\$4,422,048,320	\$12,470,315,601
Total Capital Spending	6,816	\$513,492,827	\$1,197,293,613

JFK is one of the busiest airports in the world, serving as an international gateway to New York and the U.S. for both cargo and passengers. Visitor spending and the large volume of cargo activity at JFK are leading factors in JFK's economic impact. JFK is host to a vast array of airlines and airport concessionaires such as hotels, restaurants, shops, as well as government agencies including Transportation Security Agency (TSA), Federal Aviation Administration (FAA), and U.S. Customs and Border Protection (USCBP) that are also important economic contributors.



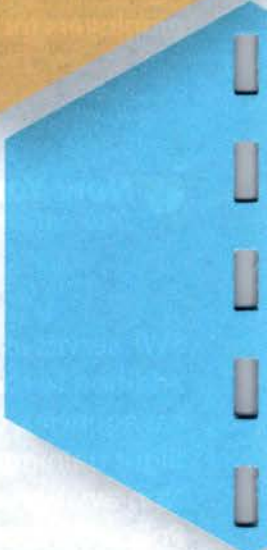
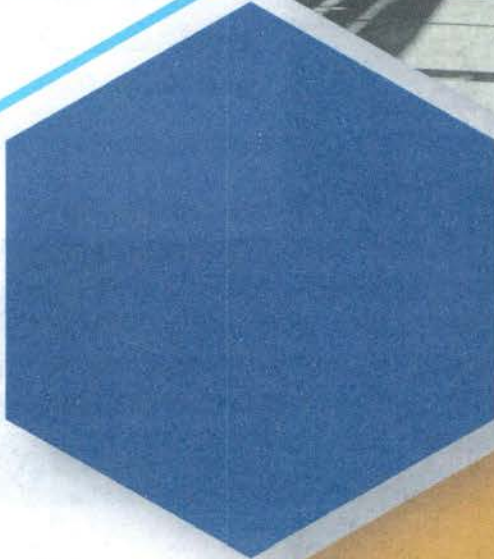
Type	Employment	Labor Income	Output
Total Passenger Effect	26,014	\$2,354,151,167	\$7,956,608,030
Total Cargo Effect	77	\$4,679,801	\$13,197,186
Total Capital Spending	6,700	\$513,087,420	\$1,196,348,339

LGA is the second busiest airport in New York State, serving as a short haul domestic gateway for business and leisure travelers to New York City. Located just 8 highway miles from Manhattan, visitor spending is a significant component of LGA's economic impact. Economic contributions are also provided by on airport employers including concessionaires, airport related service industries, TSA, FAA, and many others.



Type	Employment	Labor Income	Output
Total Passenger Effect	704	\$63,698,869	\$211,790,064
Total Cargo Effect	240	\$14,596,645	\$41,163,000
Total Capital Spending	130	\$9,914,516	\$23,117,337

SWF serves as a business platform for both aviation and nonaviation companies and organizations. In addition to the employees of the airlines, the airport supports aviation-related employees of several rental car agencies, concessionaires, corporate flight departments, federal government, TSA, aircraft charter firms, flight training, aircraft maintenance and fuel sales personnel, State government and Airport management. Non-aviation employers in the industrial park include Anheuser-Busch, Epicor Software, New York State Police, Bank of America, and the Newburgh Enlarged School District. Other nearby prominent companies include Piller, Local Media Group, SUNY Orange County Community College, and Orange Regional Medical Center.



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U.S. Department  
of Transportation  
Federal Aviation  
Administration



# General Aviation Airports: A National Asset

*A fresh look at the many roles  
General Aviation Airports play in the  
National Air Transportation System*

May 2012

## **Acknowledgements:**

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- Experimental Aircraft Association
- General Aviation Airport Coalition
- General Aviation Manufacturers Association
- National Association of State Aviation Officials
- National Business Aviation Association
- National Air Transportation Association
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U.S. Department  
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**Federal Aviation  
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### Message from the Associate Administrator for Airports

What do general aviation airports mean to you? That's exactly what we ask ourselves when trying to plan and make infrastructure decisions for our general aviation airports. Over the course of more than 100 years of flight, general aviation airports have evolved from simple landing strips to complex aviation centers. Yet, how we categorize them has not kept up.

Did you know that many general aviation airports provide flights to patients in need of critical medical care? Or that local, state, and federal law enforcement agencies use general aviation airports for easier access to our airspace? Or that many of these airports provide flight training which helps keep a steady supply of pilots available for our airlines and military. For policymakers, these different types of activities require different planning and infrastructure spending.

That is why we undertook an extensive 18-month study to examine the roles that general aviation airports play in our national aviation system to ensure we plan and invest wisely.

We applaud the local communities for their continuing support and commitment to aviation. It is important that we work together to ensure our aviation system truly operates as a system. While this report has given us a good foundation and starting point, we recognize that more work needs to be done. We pledge to continue working with our aviation stakeholders and local communities to ensure that our airports remain safe and efficient and meet the needs of the American public.

I invite you to read how we categorized general aviation airports.

Thank you for your interest in our nation's airports!

A handwritten signature in blue ink that reads "Christa Fornarotto". The signature is fluid and cursive.

Christa Fornarotto

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## General Aviation Airports: A National Asset

---

 **Did you know that** tens of thousands of general aviation aircraft, including corporate jets, medical evacuation helicopters, and airplanes owned by individuals for business and personal use are flown in the United States? In fact, three out of every four takeoffs and landings at U.S. airports are conducted by general aviation aircraft, and most of these flights occur at general aviation airports.

### SUMMARY

There are over 19,000 airports, heliports, seaplane bases, and other landing facilities in the United States and its territories. Of these, 3,330 are included in the FAA's National Plan of Integrated Airport Systems (NPIAS), are open to the public, and are eligible for Federal funding via the Airport Improvement Program (AIP). When an airport's owners or sponsors accept AIP funds, they must agree to certain obligations (or grant assurances).

Most people are familiar with one or more of the 378 primary airports that support scheduled commercial air service, such as John F. Kennedy International, Chicago O'Hare International, or Los Angeles International, where U.S. and foreign airlines operate. We also rely on the other 2,952 landing facilities (2,903 airports, 10 heliports, and 39 seaplane bases) to support aeromedical flights, aerial fire fighting, law enforcement, disaster relief, and to provide access to remote communities. These 2,952 landing facilities are primarily used by general aviation aircraft and are, therefore, commonly referred to as general aviation airports.<sup>1</sup> Included in this group are 121 airports that also support limited scheduled air service boarding at least 2,500, but less than 10,000 passengers each year.<sup>2</sup>

In cooperation with the greater aviation community, the FAA conducted this groundbreaking 18-month review of these 2,952 landing facilities (for the purpose of this report, these landing facilities including mostly airports, but also some heliports and seaplane bases, are grouped together as general aviation airports).






We documented many important aeronautical functions that are economically and effectively supported at these general aviation airports. As shown in Figure 1, these range from emergency preparedness and response to the direct transportation of people and freight and commercial applications such as agricultural spraying, aerial surveying, and energy exploration.

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<sup>1</sup> The FAA Modernization and Reform Act of 2012 defines a general aviation airport as a public airport that is located in a state and that, as determined by the Secretary of Transportation, does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year.

<sup>2</sup> Title 49 of the United States Code defines a commercial service airport as a public airport in a state that the Secretary of Transportation determines has at least 2,500 passenger boardings each year and is receiving scheduled passenger aircraft service. A commercial service airport that has more than 10,000 passenger boardings each year is considered a primary airport.

**Figure 1: Types of Aeronautical Functions Serving Public Interest**

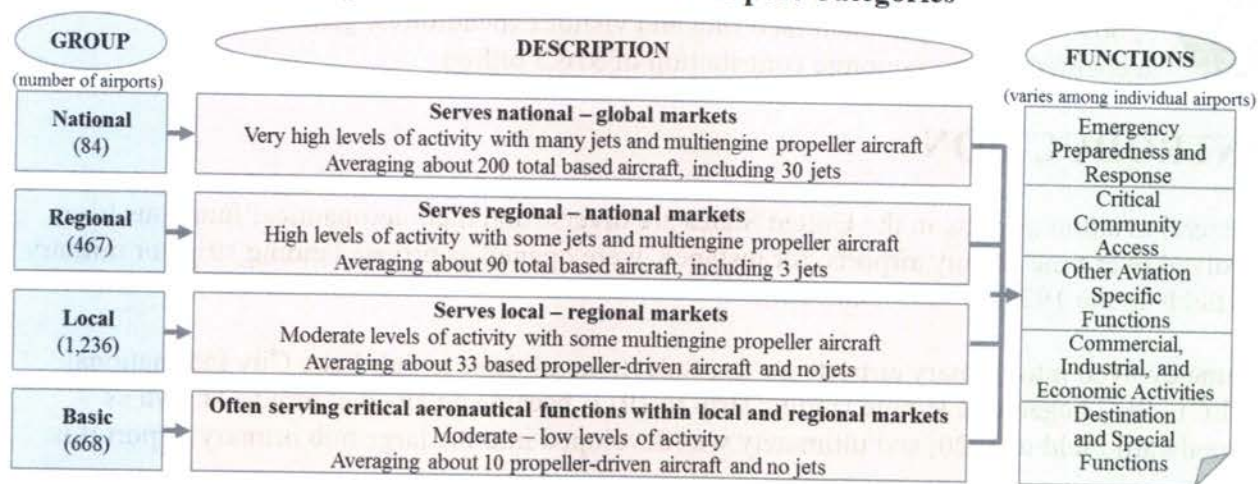
<p><b>Emergency Preparedness and Response</b></p>	<ul style="list-style-type: none"> <li>▪ Aeromedical Flights</li> <li>▪ Law Enforcement/National Security/Border Security</li> <li>▪ Emergency Response</li> <li>▪ Aerial Fire Fighting Support</li> <li>▪ Emergency Diversionary Airport</li> <li>▪ Disaster Relief and Search and Rescue</li> <li>▪ Critical Federal Functions</li> </ul>	
<p><b>Critical Community Access</b></p>	<ul style="list-style-type: none"> <li>▪ Remote Population/Island Access</li> <li>▪ Air Taxi/Charter Services</li> <li>▪ Essential Scheduled Air Service Cargo</li> </ul>	
<p><b>Other Aviation Specific Functions</b></p>	<ul style="list-style-type: none"> <li>▪ Self-Piloted Business Flights</li> <li>▪ Corporate</li> <li>▪ Flight Instruction</li> <li>▪ Personal Flying</li> <li>▪ Charter Passenger Services</li> <li>▪ Aircraft/Avionics Manufacturing/Maintenance</li> <li>▪ Aircraft Storage</li> <li>▪ Aerospace Engineering/Research</li> </ul>	
<p><b>Commercial, Industrial, and Economic Activities</b></p>	<ul style="list-style-type: none"> <li>▪ Agricultural Support</li> <li>▪ Aerial Surveying and Observation</li> <li>▪ Low-Orbit Space Launch and Landing</li> <li>▪ Oil and Mineral Exploration/Survey</li> <li>▪ Utility/Pipeline Control and Inspection</li> <li>▪ Business Executive Flight Service</li> <li>▪ Manufacturing and Distribution</li> <li>▪ Express Delivery Service</li> <li>▪ Air Cargo</li> </ul>	
<p><b>Destination and Special Events</b></p>	<ul style="list-style-type: none"> <li>▪ Tourism and Access to Special Events</li> <li>▪ Intermodal Connections (rail/ship)</li> <li>▪ Special Aeronautical (skydiving/airshows)</li> </ul>	

Together these 2,952 general aviation airports form an extensive network and make important economic contributions to society. Many of these aeronautical functions cannot be economically supported at primary commercial service airports and other alternatives (e.g., fighting forest fires without aerial support) are less effective and sometimes more dangerous.

We divided the general aviation airports into four categories based on existing activity<sup>3</sup> measures such as the number and types of based aircraft (i.e., aircraft that are stored at an airport), as well as the volume and types of flights. The four new categories are national, regional, local, and basic as shown in Figure 2. Of the 2,952 general aviation airports studied, 2,455 were grouped into the four new categories. We could not establish a clearly defined category for the remaining 497 airports. They have different types of activity and characteristics and cannot readily be described as a clear group or category. These 497 airports are currently not classified and require further study.

<sup>3</sup> Unless otherwise noted, the categorization was based on 2009 data.

**Figure 2: General Aviation Airport Categories**



The information summarized in Figures 1 and 2 will help the FAA make better planning decisions. We will ask the state and local airports, heliports, and seaplane base owners to provide updated information on the aeronautical functions supported at each airport and the level and sophistication of flying taking place there. These updates will be part of the normal state system planning process, supported by individual master plan updates and regional or metropolitan system plans.

Future development of general aviation airports included in the NPIAS will continue to be based on eligible and justified needs and priorities, with these new categories providing a more consistent framework within which to evaluate proposed projects. Future NPIAS reports, starting with the FY 2013-2017 report to be issued later this year, will incorporate the new categories developed in this report.

The report also raised some important investment and regulatory questions that require further investigation, including:

- Whether current or amended part 139 regulations (i.e., the FAA airport operating certificates) should be extended to the higher-activity general aviation airports;
- How facility requirements should vary among airports in the new general aviation categories
- How AIP funds can be used most effectively; and
- Whether all general aviation airports be held to the same grant assurances as other airports

The remainder of this report provides background on the aeronautical functions that are supported at these airports and information on each of the four new categories. The report concludes with a summary of the key findings of the report and next steps to be undertaken. Complete details on how the categories were created and a listing of airports, heliports, and seaplane bases within each category can be found in Appendices A and B.



**Did you know that** general aviation contributed \$38.8 billion in economic output in 2009? Factoring in manufacturing and visitor expenditures, general aviation accounted for an economic contribution of \$76.5 billion.

## INTRODUCTION

General aviation airports in the United States are diverse and their aeronautical functions have evolved over time. Many airports, for instance, were opened as private landing strips or military airfields in the 1920s, 1930s, and 1940s.

Some evolved into primary airports we use today; one of these is Salt Lake City International (SLC). SLC began as a simple landing strip in 1911, became an air-mail airport known as Woodward Field in 1920, and ultimately was developed into the large hub primary airport it is today.

Other airports, such as Gauthier's Flying Field just north of the heart of Chicago, evolved from a modest grass strip in the 1920s into a thriving general aviation airport with hundreds of based aircraft and some 90,000 takeoffs and landings annually. That airport is:

- now named Chicago Executive Airport,
- serves the general and business aviation sectors of the Chicago Metropolitan Area, and
- accepts traffic that would otherwise be destined for Chicago O'Hare International Airport.

Still other airports, heliports, and seaplane bases were established and continue to operate as small general aviation airports accessing remote community areas, and some large military airfields have been converted to general aviation use.

General aviation airports have evolved differently over the past century to meet the specific needs of the communities they serve and the national aviation system. As a result, the United States has the largest and most diverse system of general aviation airports in the world.

It has been 40 years since the roles of these airports have been thoroughly reviewed. Over this period of time, there have been dramatic changes in the economy, where people live, and how they use general aviation airports, heliports, and seaplane bases. It continues to be important to examine the roles that these airports play in our system to ensure that our policies effectively support the public interest.

## GENERAL AVIATION SERVES IMPORTANT SOCIETAL NEEDS

Transportation systems (including air, rail, highways, and waterways) connect communities, businesses, people, and provide critical support functions. The national system of airports, heliports, and seaplane bases was developed to provide communities with access to a safe and adequate public system of general aviation airports.

Our nation's general aviation airports focus mainly on more specialized services that scheduled airline service cannot provide. In 2009, nonairline operators at these general aviation airports

spent over \$12 billion, flying an estimated 27 million flights for emergency medical services, aerial fire fighting, law enforcement and border control, agricultural functions, flight training, time-sensitive air cargo services, business travel, and scheduled services. Some general aviation airports provide all of these aeronautical functions, while others provide only a few. Some airports are large and have multiple runways and extensive facilities, while others are relatively small and may need only a short, single runway, helipad, or sea lane to serve a critical function.

Federal, State, and local governments, as well as aviation users, have invested in a balanced, safe, and efficient system of general aviation airports since the beginning of the 20th century. System is the key concept. Having just a few general aviation airports would not accomplish much.

These airports, heliports, and seaplane bases were included in the NPIAS because they were deemed important to the Federal system and are open to the public. They provide connections to the larger aviation system while providing access to their respective communities. Having a well-developed system of general aviation airports throughout the country supports commerce while also providing a safety net of airports to support emergency aircraft diversions when necessary due to mechanical problems, medical emergencies, deteriorating weather conditions or other unforeseen circumstances. The rationale for continued Federal involvement in the system is that these general aviation airports assist communities and their residents in meeting the needs that would otherwise be too costly or impossible to provide.

A list of five categories of aeronautical functions served by general aviation airports was provided in Figure 1. The following are examples that illustrate the societal benefits of general aviation airports, heliports, and seaplane bases.

## AERONAUTICAL FUNCTIONS SERVING THE PUBLIC INTEREST

### Emergency Preparedness and Response Functions

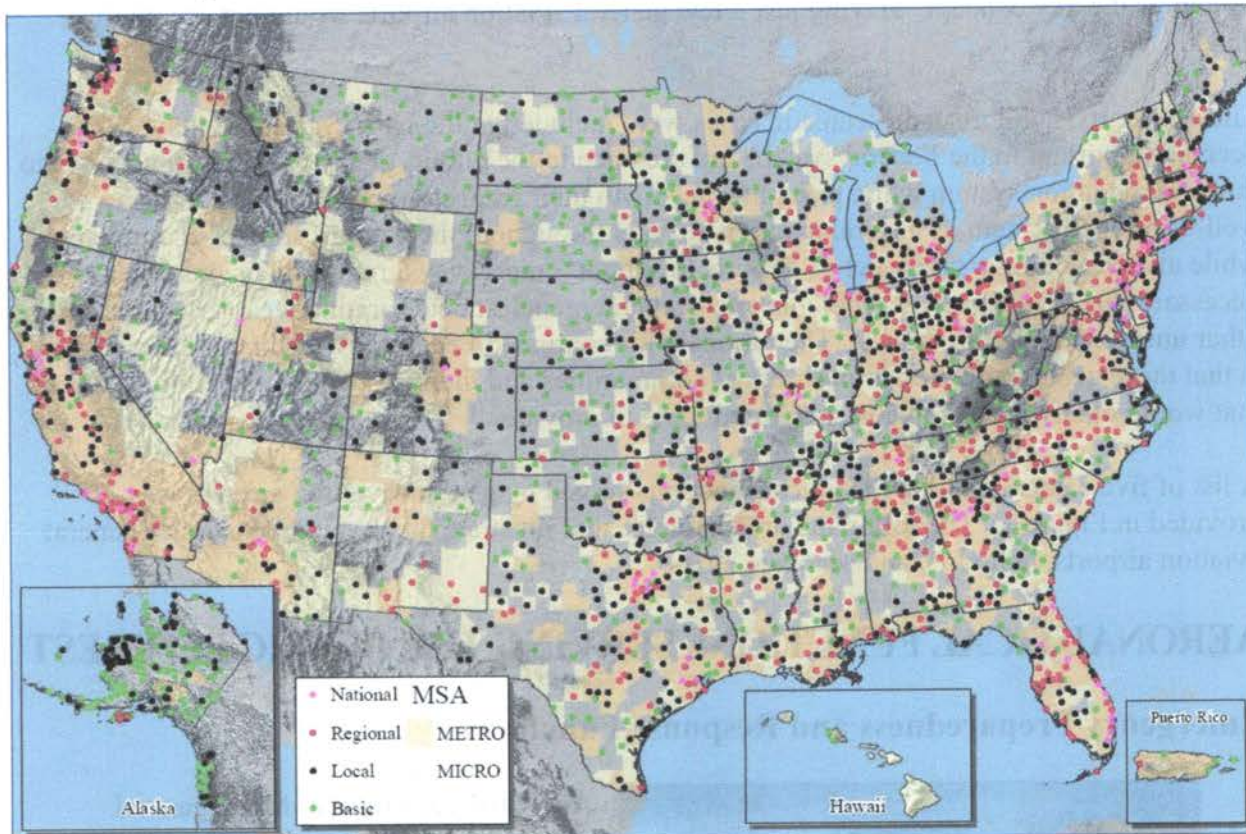


Photo courtesy of americanjets.net

**Aeromedical Flights:** Many general aviation airports are used to providing flights that transport patients in need of specialized medical care. It is faster, easier on the patient, and far less expensive to operate these lifesaving services from a general aviation airport. Figure 3 shows the general aviation airports in the country where air ambulance services were flown in 2009. For example, a medical center serving western Massachusetts relies on Westover Metropolitan Airport to transport patients who cannot endure the stress and duration of ground transportation or commercial flights.

**Law Enforcement/National Security/Border Security:** General aviation airports often serve as the base for local, state, or national programs to enforce laws. For instance, many local police forces in large metropolitan areas (for example, the city of Los Angeles) choose to use a general aviation airport to base their helicopter fleets. It is usually less expensive for them to operate from a general aviation airport than from a primary airport where there is more commercial activity and the smaller airport is usually more accessible as well.

**Figure 3: General Aviation Airports Serving Aeromedical Flights<sup>4</sup>**



**Emergency Diversionary Airport:** An extensive system of airports provides pilots with immediate alternatives to their intended destination in the event of unexpected bad weather or a flight emergency. The system of airports is a safety net that reduces accidents by being extensive and available. Just one of many examples demonstrating this safety net is a recent Archie League Award<sup>5</sup> given to an air traffic controller for assisting a pilot whose engine had stopped while flying between two general aviation airports - Pittsfield Municipal Airport in Massachusetts to Caledonia County Airport in Vermont. The controller was able to quickly divert the pilot to the nearby general aviation airport in Concord, New Hampshire. The pilot was able to make a successful landing after regaining partial power.

<sup>4</sup> Metropolitan or Micropolitan Statistical Areas are geographic entities defined by the Office of Management and Budget for use by Federal statistical agencies in collecting, tabulating, and publishing Federal statistics.

<sup>5</sup> Annual Archie League Medal of Safety Awards, National Air Traffic Controllers Association.



**Disaster Relief and Search and Rescue:**

The extensive system of general aviation airports provides a staging area to support relief efforts wherever they are needed. For example, Joplin Regional Airport in Joplin, Missouri, played a vital role in recovery efforts after a major tornado ripped through the region in May 2011. General aviation airports like Eastern Sierra Regional Airport, located near California's national forests, are

used as staging areas for the all-volunteer Civil Air Patrol, whose members are often called upon to locate and facilitate the rescue of missing persons or others in need. The savings in resources, time, and human life attributable to these efforts are an important contribution to our society.

**Critical Community Services Supported by Government Agencies:** Over 390 general aviation airports are designated by the Federal Government to provide critical services, including access for U.S. Customs and Border Protection, the U.S. Marshals Service, the U.S. Post Office, the U.S. Forest Service, and disaster relief. For example, forest fires during the summer months are common events, especially in western states. The U.S. Forest Service designates certain general aviation airports as staging areas to fight the fires. Using aircraft to fight large fires spread over a wide geographic area is often the most cost-effective solution, reduces human exposure to hazards on the ground, and gets the fire out more quickly, which saves property and lives. Figure 4 shows the locations of these critical community services supported by government agencies at general aviation airports throughout the United States (color coded by services).

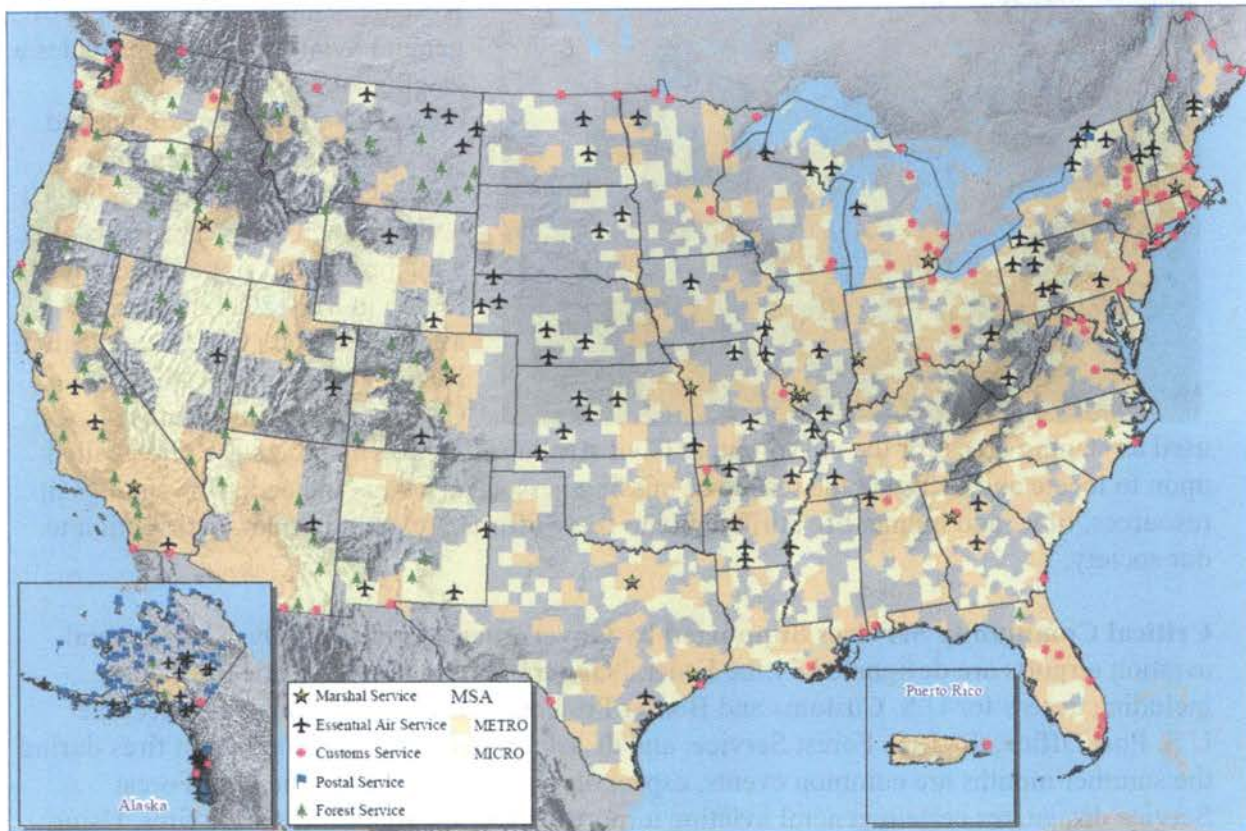


Photo courtesy of U.S. Customs and Border Protection



Photo courtesy of firedex.com

**Figure 4: Airports With Critical Community Services Provided by Government Agencies**



## Critical Community Access Functions

**Remote General Aviation Airports:** In some parts of the country, general aviation airports provide the only means of transportation. Without these airports, residents would be faced with isolation or would have to incur substantial time, money, and risk traveling by other means. Remote airports contribute to the national economy by reducing the resources needed to connect these communities to the national economy.



Photo courtesy of flysigns.com

**Air Taxi Operations:** When scheduled air service either is not available or inconvenient, businesses and individuals charter aircraft from air taxis operating at general aviation airports. These flights save time and make it possible to fly directly to places that cannot be reached by scheduled service.

## Other Aviation Specific Functions

**Self-Piloted Business Flights:** About 11 percent of the total private flying in the United States is done by business persons flying themselves to meetings or other events. Most of this flying is done with piston or turboprop aircraft. Most of the pilots own or work for relatively small businesses and use the aircraft to accomplish missions that would otherwise take more time or would be infeasible.

**Corporate Flights:** About 12 percent of the total private flying in the United States is done in aircraft owned by a business and piloted by a professional. The majority of these flights are in jets and cover long distances, with some flying to intercontinental and international destinations. Businesses elect to fly these trips to save time and expand their geographic and organizational span of control. Figure 5 shows long distance and international flights from Van Nuys Airport near Los Angeles. The map shows the destinations of nonstop flights and illustrates the global access provided to operators of sophisticated aircraft at general aviation airports.

**Figure 5: Long Distance and International Flights From Van Nuys, California**

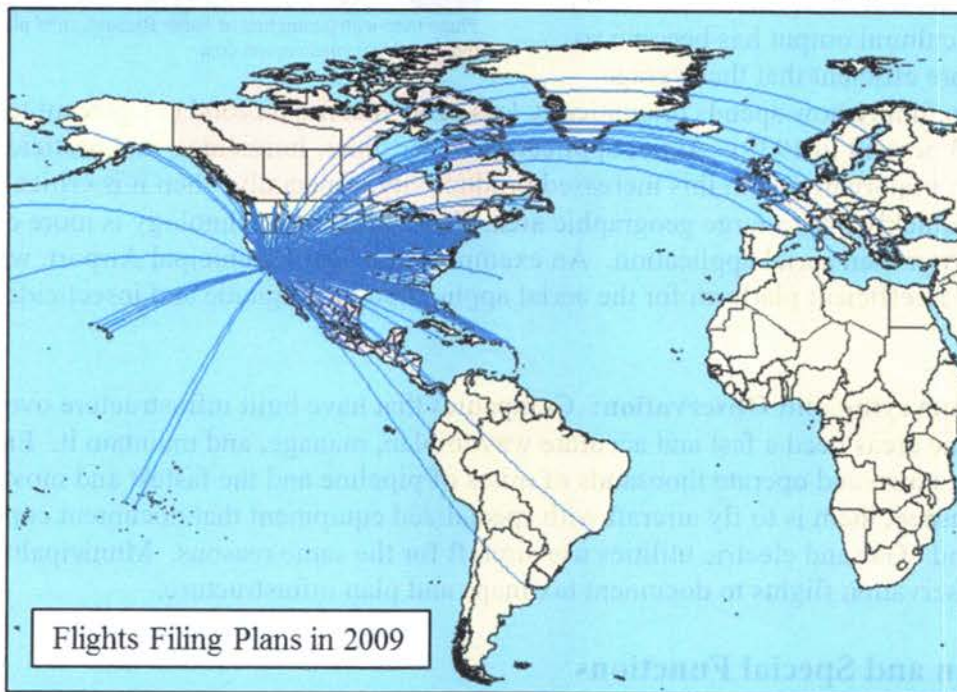


Photo courtesy of flysigns.com

**Flight Instruction:** Virtually all of the private flight instruction in the United States takes place at general aviation or private use airports. Many future airline pilots get their first training at these airports. For instance, Le Mars Municipal Airport is a base for a Young Eagles Program that provides opportunities for youngsters to learn about and experience flying.

**Personal Flying:** About a third of all private flying in the United States is for personal reasons, which may include practicing flight skills, personal or family travel, personal enjoyment, or personal business.

## Commercial, Industrial, and Economic Activity Functions



Photo courtesy of Aero Crop Services, Inc.



Photo used with permission of James Richard, chief pilot, [dynamicaviationhelicopters.com](http://dynamicaviationhelicopters.com)

**Agricultural:** From 1929 to the present, U.S. agricultural output has become so much more efficient that the average American family now spends dramatically less of its income on food (11 percent today versus 23 percent in 1929). Aerial application of fertilizer, fungicides, and pesticides has played an important role in this increased productivity, especially when it is critical to apply material quickly over a large geographic area. Any substitute technology is more costly and much slower than aerial application. An example is Le Mars Municipal Airport, which provides an efficient platform for the aerial application of fungicide and insecticide for area farms.

**Aerial Surveying and Observation:** Companies that have built infrastructure over large geographic areas need a fast and accurate way to plan, manage, and maintain it. Energy companies own and operate thousands of miles of pipeline and the fastest and most thorough way to inspect them is to fly aircraft with specialized equipment that document conditions on the ground. Gas and electric utilities use aircraft for the same reasons. Municipalities fly aerial observation flights to document tax maps and plan infrastructure.

## Destination and Special Functions

**Tourism and Access to Special Events:** General aviation airports often enable access to areas otherwise inaccessible for recreation, including remote parks, mountainous areas, and islands. In addition, during special events (e.g., the Super Bowl, college championship playoffs or bowl games, major concerts, NASCAR races, etc.), general aviation airports are used by both charter carriers and private operators to supplement facilities and services at primary airports.

## NEW CATEGORIES WILL HELP GUIDE POLICY MAKERS

Our nation's general aviation airports, heliports, and seaplane bases fulfill a broad range of aeronautical functions, as shown in the previous examples. However, it is difficult to properly convey needs of these facilities, particularly airports, with a single term.

Over time, two statutory definitions have emerged to classify general aviation airports: those that also support limited commercial service and those that help relieve congestion at primary airports. However, these definitions do not adequately describe the roles of these general aviation airports and the benefits of a large and diverse system.

For instance, some general aviation airports have significantly more operations than do some primary commercial service airports and some general aviation airports relieve congested primary airports. However, most airports currently designated as relievers are not primarily engaged in relieving congestion at another airport, but instead support other critical aeronautical functions.

In the summer of 2010, the FAA assembled a national team to review activity at general aviation airports and the aeronautical functions they provide in order to better describe their current role in the national airport system. Throughout the process, the FAA worked closely with aviation agencies and major industry associations to gather and incorporate information about these airports.

An important objective was to develop a new way to categorize general aviation airports, heliports, and seaplane bases using activity and other data in existing Federal databases. Furthermore, the analysis had to be repeatable every few years. Analysis based on other local, statewide, or site specific data will continue to be assessed as part of statewide system planning, metropolitan system planning, and master planning for individual airports.

The data reviewed in this study revealed that most airport information, such as runway length, the presence of a control tower, the availability of fuel, and other characteristics, varied so much across the 2,952 general aviation airports that it was not possible to group them. For instance, the length of runway is very important to the type and size of aircraft using a specific airport, but it does not mean that there is a common minimum length required to meet a specific aeronautical function or combination of functions. Moreover, other factors (such as variability of wind direction, climate, altitude, and surrounding terrain) often determine runway length.

A similar conclusion was reached regarding control towers. A control tower is not necessarily needed for an airport to serve a specific aeronautical function. Some airports can be used for a number of different functions and by different types of aircraft even though it may have a short runway, no control tower, and no fuel services available.

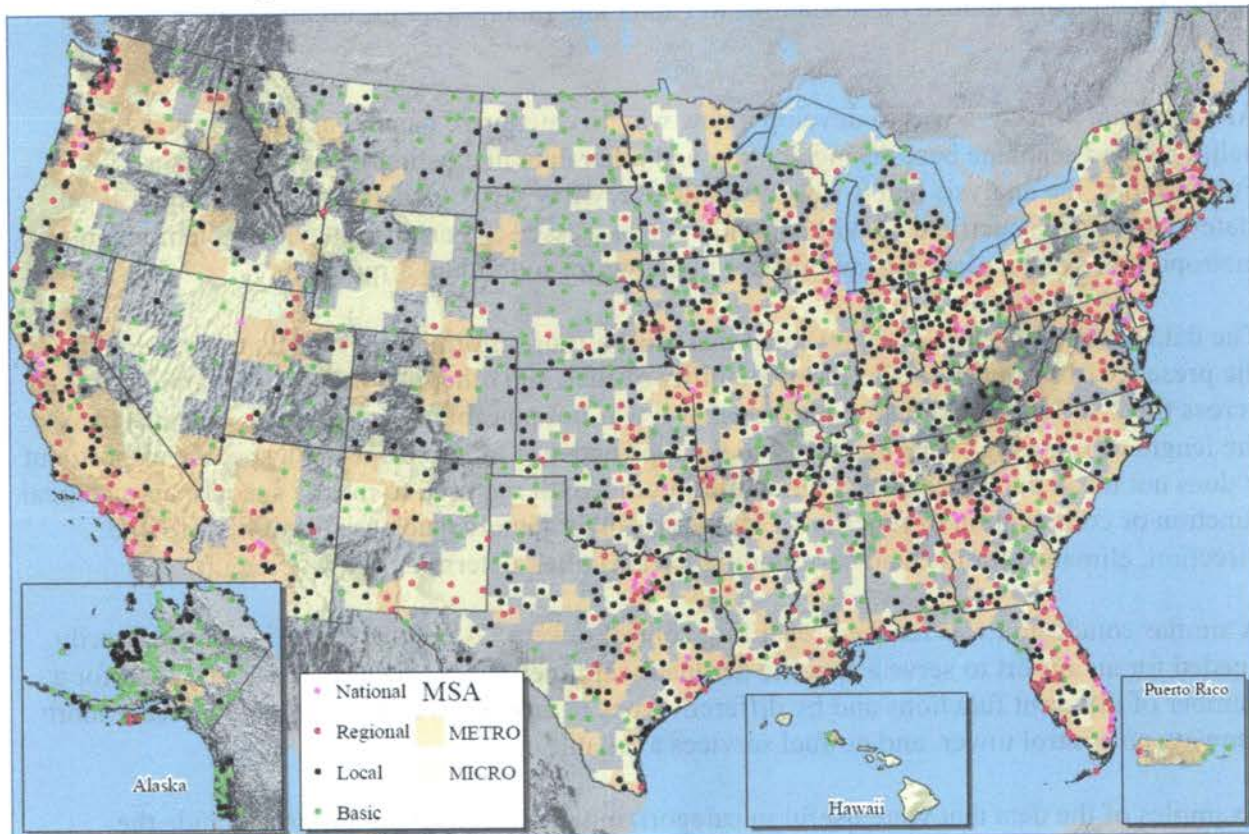
Examples of the data that were useful in categorizing general aviation airports include the number of based jets, number of all based aircraft (including helicopters and seaplanes), number of instrument operations, international flights, interstate flights, and flights over 500 miles. A full description of these criteria is provided in Appendix A.

## NEW GENERAL AVIATION AIRPORT CATEGORIES

This study focuses on the Federal network of general aviation airports, heliports, and seaplane bases and divides them into four new categories based on existing activity levels and related criteria: national, regional, local, and basic. Airports may move from one category to another over time as aviation activity levels change. The following pages describe these categories and provide examples in each category.

National (84)	Regional (467)	Local (1,236)	Basic (668)
Supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States.	Supports regional economies by connecting communities to statewide and interstate markets.	Supplements local communities by providing access primarily to intrastate and some interstate markets.	Supports general aviation activities such as emergency service, charter or critical passenger service, cargo operations, flight training, and personal flying.

Map of the General Aviation Airports in the Four Categories



## Examples of General Aviation Airports in the Four New Categories

### National Airports



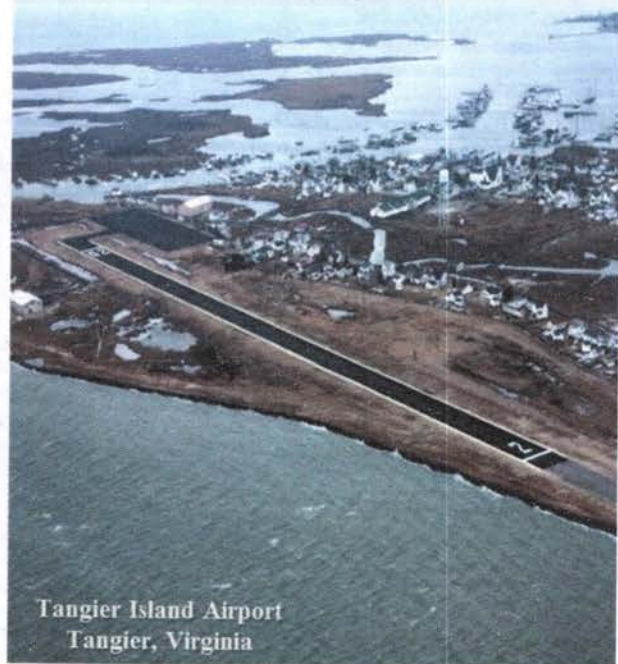
### Regional Airports



### Local Airports



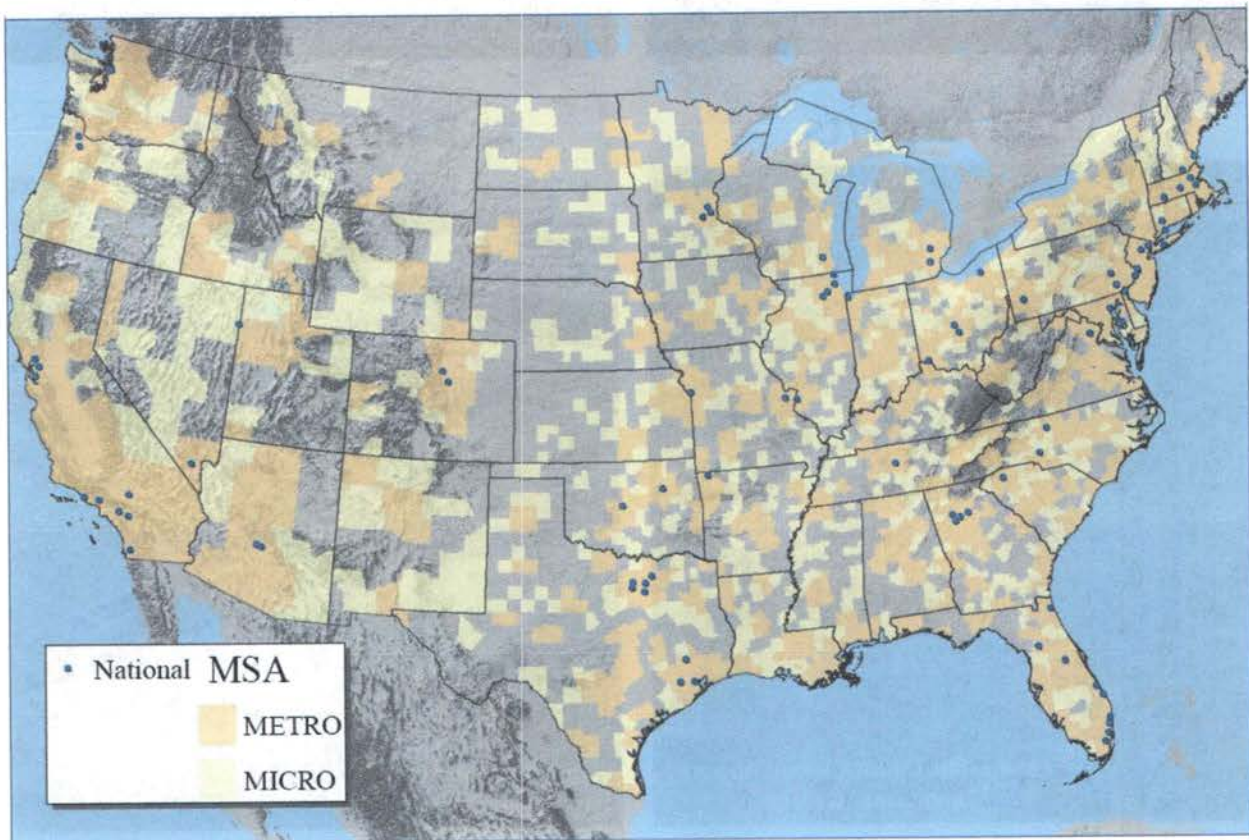
### Basic Airports



**National airports (84)** are located in metropolitan areas near major business centers and support flying throughout the nation and the world. National airports are currently located within 31 states. They account for 13 percent of total flying at the studied general aviation airports and 35 percent of all flights that filed flight plans at the airports in the four new categories. These 84 airports support operations by the most sophisticated aircraft in the general aviation fleet. Many flights are by jet aircraft, including corporate and fractional ownership operations and air taxi services. These airports also provide pilots with an alternative to busy primary commercial service airports. There are no heliports or seaplane bases in this category.

<b>Criteria Used to Define the New National Category</b> (all numbers are annualized)
1) 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures; or
2) 10,000+ enplanements and at least 1 charter enplanement by a large certificated air carrier; or
3) 500+ million pounds of landed cargo weight.

**Map of 84 National Airports**  
(There are currently no national airports in Alaska or Hawaii)



**Findings at National Airports:**

- A typical national airport has nonstop departures to foreign points, including flights to Asia, Europe, Central and South America.
- All 84 airports supported air ambulance services in 2009.
- 66 are designated as reliever airports.
- None have scheduled commercial service, but 48 were used by large certificated air carriers for charter flights.
- 45 provided important access to law enforcement, the U.S. Postal Service, U.S. Customs and Border Protection, or U.S. Forest Service.
- On average, these airports have over 200 based aircraft and over 30 based jets.
- Operators spend over \$50 million per year flying at the average national airport.
- \$1.2 billion of AIP funds was invested at national airports during the period 2001-2009. Recognizing that not all airports received AIP funds every year and that simple averages can present a skewed impression, the \$1.2 billion represents a simple annual average of \$1,610,297 per airport, including \$89,734 in nonprimary entitlement (NPE) funds and \$1,520,563 in discretionary funds. Naturally, the size and nature of capital investments varied greatly among airports within the category.

**Profile: National Airport Serving National and Global Markets**

Van Nuys Airport (VNY) is a public airport located in Van Nuys in the San Fernando Valley section within the city limits of Los Angeles, California. VNY is the second busiest general aviation airport in the world and one of the busiest airports (in terms of takeoffs and landings) in the world. With just two parallel runways, VNY handled over 350,000 aircraft movements in 2010, averaging about 1,000 operations per day. By comparison, Los Angeles International Airport (LAX) (with four runways and exceptional amounts of commercial traffic) has roughly 1,500 operations per day.

As of 2010, there were over 660 aircraft based at VNY, with nearly 200 being turbojets.







Many of the helicopters in the Los Angeles basin are also based at VNY.

The sophisticated aircraft fly interstate and overseas missions in support of major industries, including many notables from entertainment and finance. Another indicator of the role of VNY is the heavy use of instrument flight rules (IFR), despite the fact that it is located in sunny southern California. VNY accounted for the third most IFR flights among all general aviation airports in the nation in 2010 with destinations throughout the nation and the world.

In 2009, aviators spent about \$190 million on flights from VNY. The table shows that while general aviation piston operators flew the most flights at VNY, four other user groups dominated the spending on aviation activity at the airport: turbine, rotor, air ambulance, and passenger charters accounted for 85 percent of total spending. The prominence of these activities shows that VNY supports services not easily replicated at LAX.



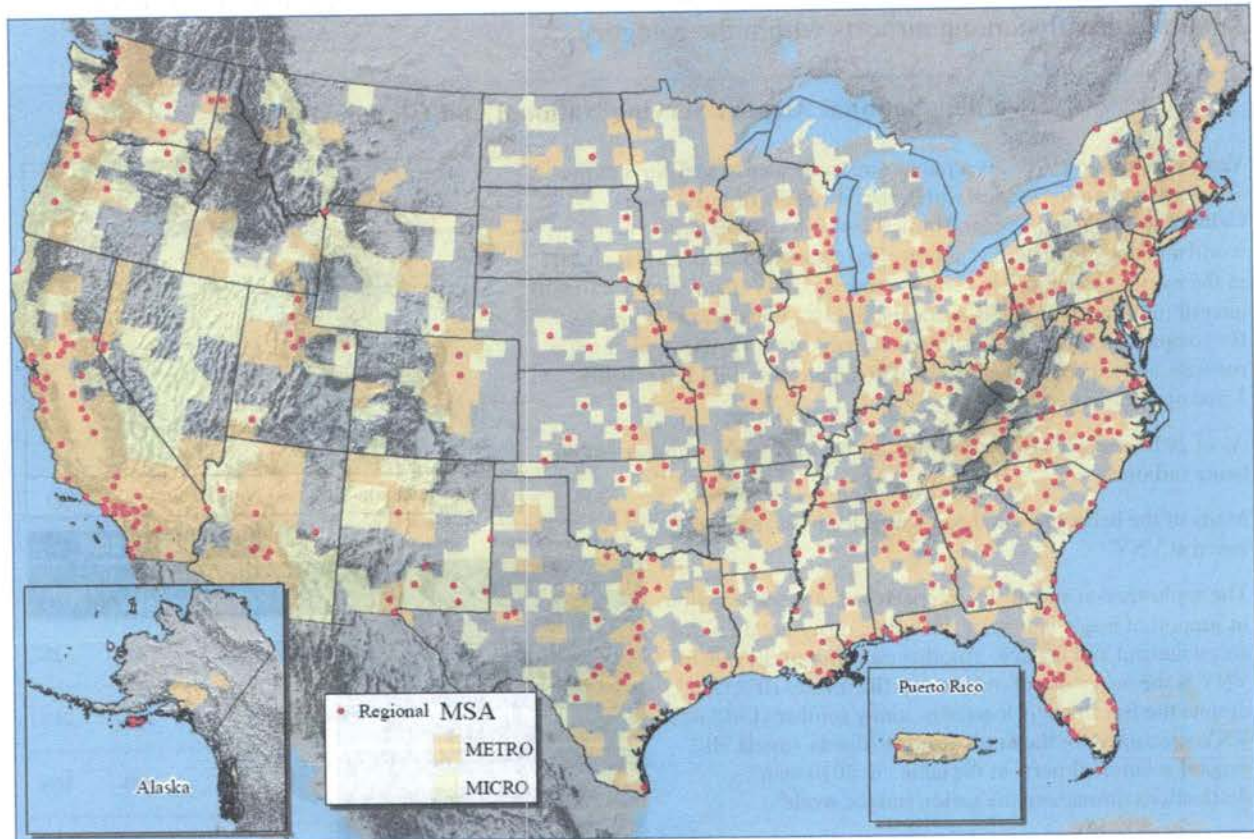
General Aviation Turbine Flying From VNY (2009)

Van Nuys Airport	Shares - FY 2009	
	Aircraft Operating Costs	Flights
Fractional Ownership Programs 	4%	2%
Nonscheduled Part 135 Passenger 	14%	14%
General Aviation - Turbine 	26%	10%
General Aviation - Piston 	10%	46%
General Aviation - Rotor 	25%	20%
Air Ambulance 	20%	8%
<b>Total</b>	<b>99%</b>	<b>100%</b>
Unclassified	1%	0%

**Regional airports (467)** are located in metropolitan areas and serve relatively large populations. These 467 airports support interstate and some long distance (cross country) flying with more sophisticated aircraft. Forty-nine states currently have regional airports with the exception of Hawaii. They account for 37 percent of total flying at the studied general aviation airports and 42 percent of flying with flight plans. There is a substantial amount of charter (air taxi), jet flying, and rotorcraft flights at regional airports. There are no heliports or seaplane bases in this category.

<b>Criteria Used to Define the New Regional Category</b> (all numbers are annualized)	
1)	Metropolitan Statistical Area (MSA) (Metro or Micro) and 10+ domestic flights over 500 miles, 1,000+ instrument operations, 1+ based jet, or 100+ based aircraft; or
2)	The airport is located in a metropolitan or micropolitan statistical area, and the airport meets the definition of commercial service.

**Map of 467 Regional Airports**  
(There are no regional airports in Hawaii)



### Findings at Regional Airports:

- 459 regional airports supported air ambulance services in 2009.
- 108 regional airports provided important access to law enforcement, the U.S. Postal Service, U.S. Customs and Border Protection, U.S. Forest Service, or Essential Air Service.
- 51 have limited scheduled air service that boarded more than 2,500, but less than 10,000, passengers in 2010.
- 137 are designated as reliever airports.
- 90 were used by large certificated air carriers for charter flights.
- 56 received scheduled air service through the Essential Air Service Program.
- On average, these airports have more than 90 based aircraft with a few jets.
- Operators spend over \$10 million per year flying at the average regional airport.
- \$2.4 billion of AIP funds was invested at regional airports during the period 2001-2009.

Recognizing that not all airports received AIP funds every year and that simple averages can present a skewed impression, the \$2.4 billion represents a simple annual average of \$575,016 per airport, including \$90,520 in NPE funds and \$484,497 in discretionary funds. Naturally, the size and nature of capital investments varied greatly among airports within the category.

#### Profile: Regional Airport Serving Regional and National Markets

Ankeny Regional Airport (IKV) is a public airport located 1 mile southeast of the central business district of Ankeny, a city in Polk County, Iowa. The airport has two runways and handled over 48,000 aircraft operations during the 12-month period ending September 30, 2010, averaging 133 operations per day. As of February 2011, there were 80 based aircraft at IKV, with 77 fixed wing aircraft and 3 helicopters. The majority of the fixed wing based aircraft are single engine.

The airport supports commercial and general aviation services for the Des Moines metropolitan area that would be difficult to support at a primary airport including: air charter services, flight instruction, air photography, aircraft refueling, tie down, and hangar/garage rental. IKV also hosts events every year, including Fly-Ins and Air Expos

Many businesses and organizations use the airport and its facilities, including first responders such as the Iowa State Patrol, Iowa Army National Guard, and Civil Air Patrol.

The map shows regional airline freight destinations flown IFR from IKV in FY 2009.

The table shows that general aviation activity comprised 88 percent of the flights during FY 2009 and 66 percent of the aircraft operating costs. After general aviation operations, the next highest share of flights was from air ambulance operations and the regional airline freight operations.

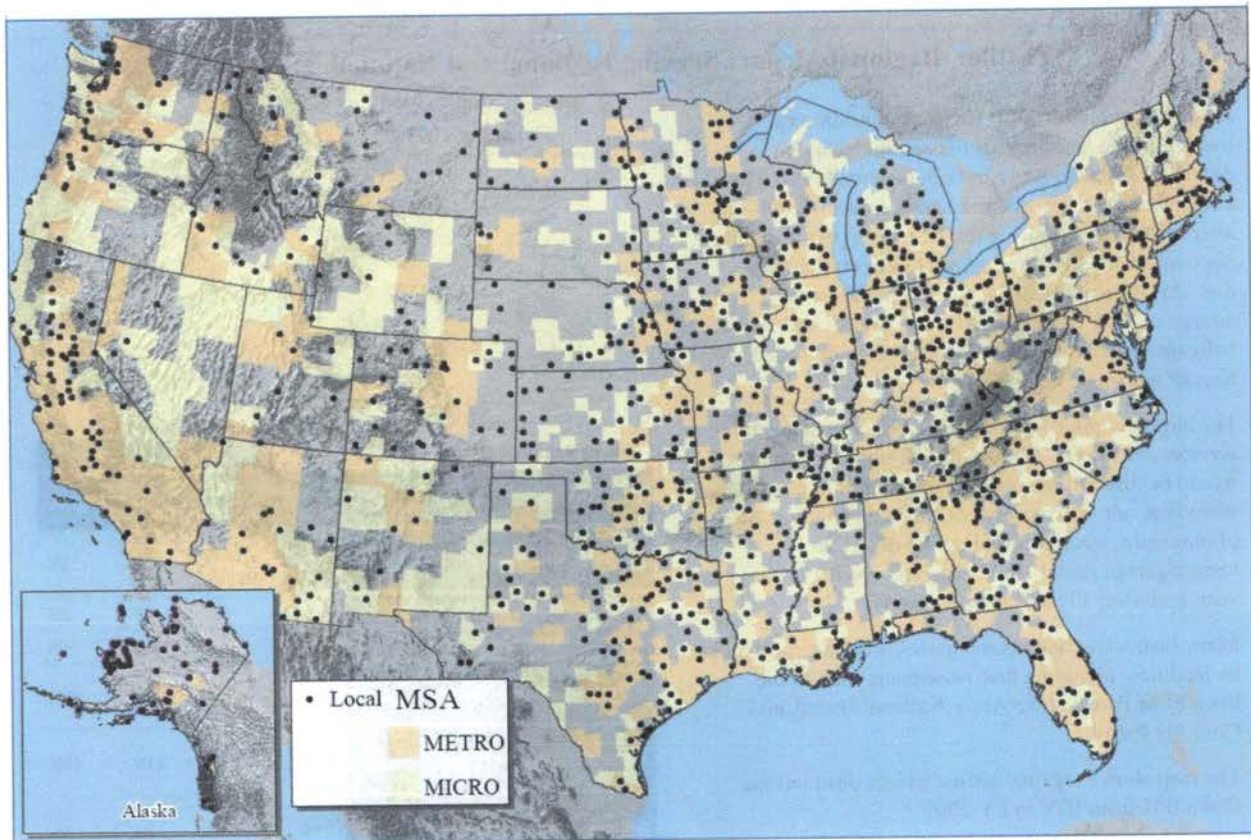


Ankeny Regional Airport		Shares - FY 2009	
User Groups		Aircraft Operating Costs	Flights
Regional Airline Freight		21%	1%
Nonscheduled Part 135 Passenger		5%	2%
Part 135 Passenger - Piston		2%	4%
General Aviation - Turbine		33%	14%
General Aviation - Piston		31%	73%
General Aviation - Rotor		2%	1%
Government/Military		3%	1%
Air Ambulance		3%	3%
<b>Total</b>		<b>100%</b>	<b>100%</b>

**Local airports (1,236)** are the backbone of our general aviation system with at least one local airport in virtually every state. They are typically located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Local airports account for 42 percent of the general aviation airports eligible for Federal funding. They also account for approximately 38 percent of the total flying at the studied general aviation airports and 17 percent of flying with flight plans. Most of the flying is by piston aircraft in support of business and personal needs. In addition, these airports also typically accommodate flight training, emergency services, and charter passenger service. The flying tends to be within a state or immediate region. There are no heliports, but there are four seaplane bases in this category.

<b>Criteria Used to Define the New Local Category</b> (all numbers are annualized)
1) 10+ instrument operations and 15+ based aircraft; or
2) 2,500+ passenger enplanements.

**Map of 1,236 Local Airports**  
(There are no local airports in Hawaii)



### Findings at Local Airports:

- 980 local airports supported air ambulance services in 2009.
- 121 local airports provided important access to law enforcement, the U.S. Postal Service, U.S. Customs and Border Protection, U.S. Forest Service, or Essential Air Service.
- 70 have scheduled air service that boarded more than 2,500, but less than 10,000, passengers in 2010 with 68 in Alaska.
- 42 are designated as reliever airports.
- 30 were used by large certificated air carriers for charter flights.
- 27 received scheduled air service through the Essential Air Service Program.
- On average, these airports have 37 based aircraft.
- Operators spend over \$2.2 million per year flying on average at each of these airports.
- \$2.6 billion of AIP funds was invested at the local airports during the period 2001-2009.

Recognizing that not all airports received AIP funds every year and that simple averages can present a skewed impression, the \$2.6 billion represents a simple annual average of \$230,203 per airport, including \$78,654 in NPE funds and \$151,549 in discretionary funds. Naturally, the size and nature of capital investments varied greatly among airports within the category.

#### Profile: Local Airport Serving Local and Regional Markets

Eastern Sierra Regional Airport (BIH) is a public airport located about 2 miles east of the central business district of Bishop in Inyo County, California. The airport has three runways, two helipads, and handles about 26,000 operations annually, averaging 71 operations per day. The majority of operations consist of local and itinerant general aviation flights with some military operations. The airport has 54 based aircraft, most of which are single engine.






BIH provides a number of important services. It provides search and rescue services for those who visit nearby national parks, and represents an essential connection for a relatively isolated community. An air ambulance company operates from BIH and services the local hospital. The airport is also used as a forest service tanker base to respond to wildfires in the area, has contracts with the military as a refueling location, and refuels military helicopters on a regular basis.

The Civil Air Patrol uses BIH to provide a variety of emergency services, and the California State Patrol and the U.S. Drug Enforcement Administration use the airport as a base of operations. The Los Angeles Department of Water and Power, Southern California Edison, and assorted private contractors have helicopters based at BIH that perform aqueduct inspection and security, as well as power line maintenance. BIH is also designated as an area disaster emergency equipment staging area.

The map shows air ambulance destinations flown IFR from BIH in FY 2009. Most of these flights go to destinations in California with some to adjacent states.

As can be seen in the table, general aviation operations comprised 89 percent of the flights in FY 2009 and 73 percent of the aircraft operating costs, with general aviation turbine, general aviation piston and air ambulance aircraft playing prominent roles.

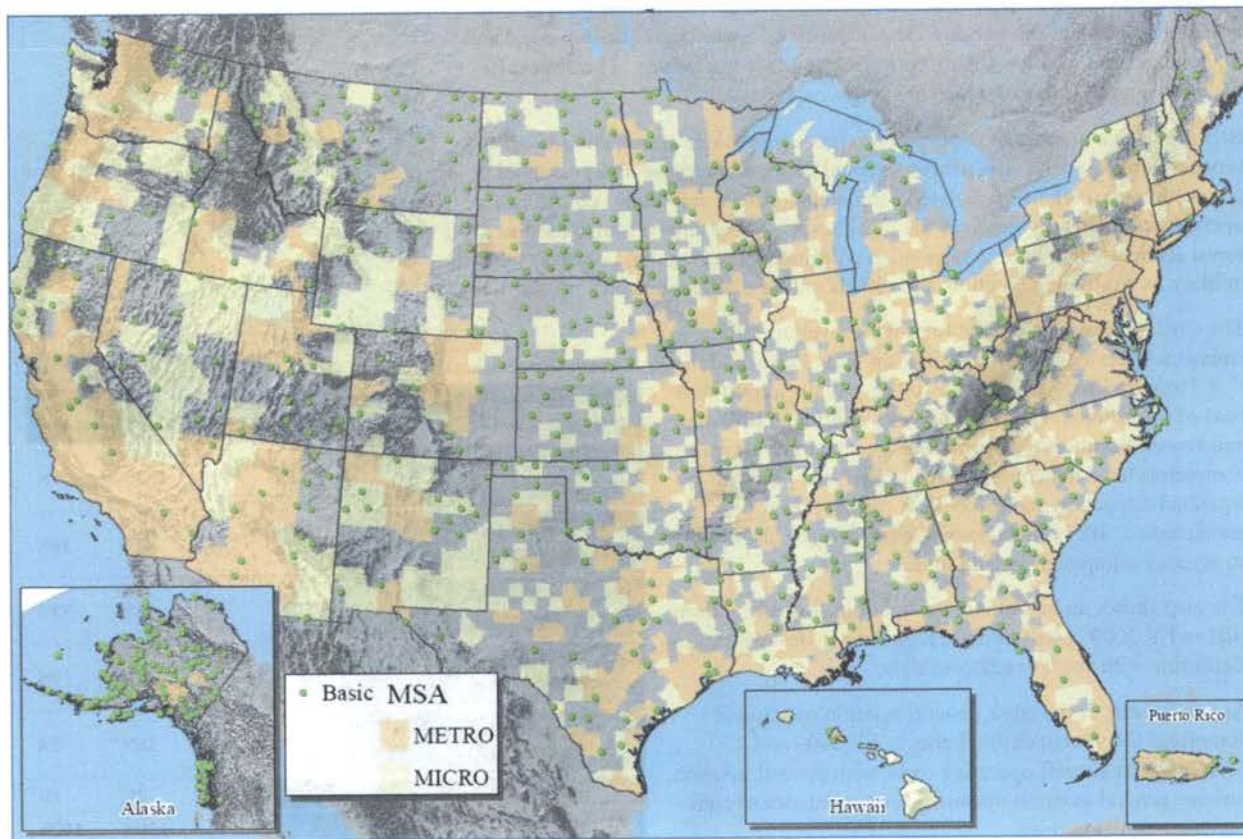


Eastern Sierra Regional Airport	Shares - FY 2009	
	Aircraft Operating Costs	Flights
Nonscheduled Part 135 Passenger 	7%	7%
General Aviation – Turbine 	41%	16%
General Aviation – Piston 	32%	73%
Government/Military 	2%	0%
Air Ambulance 	16%	3%
Other	2%	1%
<b>Total</b>	<b>100%</b>	<b>100%</b>

**Basic airports (668)** are often able to fulfill their role with a single runway, helipads, seaplane, and limited infrastructure. Forty-three states have basic airports. These 668 airports fulfill the role of a community airport providing a means for private general aviation flying and linking the community to the national airport system. Basic airports account for approximately 7 percent of the total flying at general aviation airports and 2 percent of flying with flight plans. Most of the flying is self-piloted for business and personal reasons using propeller-driven aircraft. A fair amount of air charter (taxi) services is provided at these airports. There are 3 heliports and 20 seaplane bases in this category.

<b>Criteria Used to Define the New Basic Category</b> (all numbers are annualized)
<ol style="list-style-type: none"> <li>1) 10+ based aircraft; or</li> <li>2) 4+ based helicopters, or</li> <li>3) The airport is located 30+ miles from the nearest NPIAS airport; or</li> <li>4) The airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops), or has Essential Air Service; or</li> <li>5) The airport is a new or replacement facility activated after January 1, 2001; and</li> <li>6) Publicly owned or privately owned and designated as a reliever with a minimum of 90 based aircraft.</li> </ol>

**Map of 668 Basic Airports**



### Findings at Basic Airports:

- 269 basic airports supported air ambulance services in 2009.
  - 107 basic airports provided access to remotely located populations.
  - 119 provided important access to law enforcement, the U.S. Postal Service, U.S. Customs and Border Protection, U.S. Forest Services, or Essential Air Service.
  - Only one is designated as reliever airport.
  - 19 were used by large certificated air carriers for charter flights.
  - 29 received scheduled air service through the Essential Air Service program.
  - On average, these airports have 10 based aircraft.
  - Aircraft operators spend about \$540,000 per year flying on average at each of these airports.
  - \$1.1 billion of AIP funds was invested at basic airports during the period 2001-2009.
- Recognizing that not all airports received AIP funds every year and that simple averages can present a skewed impression, the \$1.1 billion represents a simple annual average of \$182,384 per airport, including \$68,039 in NPE funds and \$114,345 in discretionary funds. Naturally, the size and nature of capital investments varied greatly among airports within the category.

#### Profile: Basic Airport Serving Local and Regional Markets





Taylor County Airport (MDZ) is a public airport located about 3 miles southeast of the central business district of Medford, a city in Taylor County, Wisconsin. The airport has two runways and handles about 7,000 flights annually, averaging about 19 per day. There are 13 aircraft based at MDZ made up of 12 single engine aircraft and 1 jet.

With no commercial airline service at MDZ, general aviation traffic dominates activity.

MDZ is an efficient producer of self-piloted flying linking the community to the regional economy. The map shows general aviation piston flying IFR from MDZ in FY 2009. Many of the destinations are either within the state or in adjacent states with some flights going as far as North Carolina and Texas.



The table shows that general aviation piston activity accounted for 94 percent of flights in FY 2009 and 76 percent of aircraft operating costs. Part 135 air taxi/piston activity comprised 4 percent of flights and general aviation turbine and nonscheduled part 135 activity each made up 1 percent of flights. General aviation turbine activity made up 16 percent of aircraft operating costs while part 135 piston and nonscheduled part 135 each comprised 4 percent.

Taylor County Airport	Shares - FY 2009	
	Aircraft Operating Costs	Flights
Nonscheduled Part 135 Passenger 	4%	1%
Part 135 Passenger – Piston 	4%	4%
General Aviation – Turbine 	16%	1%
General Aviation – Piston 	76%	94%
<b>Total</b>	<b>100%</b>	<b>100%</b>

## GENERAL AVIATION AIRPORTS NOT CLASSIFIED

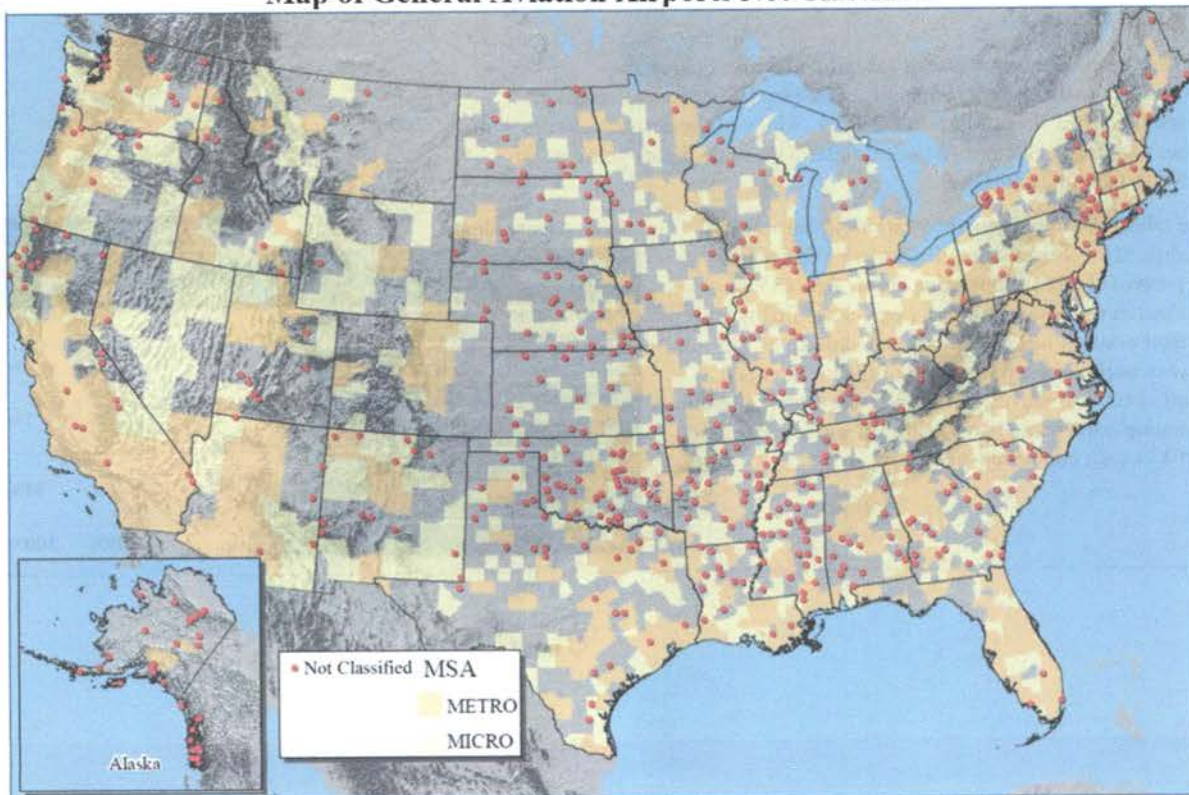
There are 497 airports (including 475 airports, 7 heliports, and 15 seaplane bases) that did not fit into one of the four new categories. Most of these airports have been in the NPIAS for decades and may have seen an erosion of based aircraft and activity (because of population and economic shifts or recession) or may have no based aircraft. Twenty-two of these airports are privately owned and were originally included in the national system as relievers for commercial service airports, but no longer meet the entry criteria. Others may be seasonal airports, military airfields recently converted to general aviation use, or airports used to access important state airports with related national interests.

We found that these airports account for approximately 6 percent of total flying at the studied general aviation airports and 2 percent of flying with flight plans; none are commercial service airports, and none received scheduled air service through the Essential Air Service program.

\$371 million of AIP funds was invested at these 497 airports during the period 2001-2009. Recognizing that not all airports received AIP funds every year, and that simple averages can present a skewed impression, the \$371 million represents a simple annual average of \$82,889 per airport, including \$48,757 in NPE funds and \$34,132 in discretionary funds. Naturally, the size and nature of capital investments varied greatly among airports within the category.

The FAA will continue to work with the aviation community to assess and potentially classify these airports, heliports, and seaplane bases.

**Map of General Aviation Airports Not Classified**



## KEY FINDINGS

During this project, we learned about the relationship between activity and existing infrastructure, and the diverse and critical functions that general aviation airports provide. We reviewed and revalidated the guiding principles of the National System contained in the NPIAS. The FAA updated the principles listed below in 2012, and these will continue to help guide the future development of our nation's general aviation airports.

### Guiding Principles of the National Airport System (updated 2012)

- Airports should be:**
- Safe, efficient, located where people will use them, and developed and maintained to appropriate standards.
  - Affordable to both users and Government, relying primarily on producing self-sustaining revenue and placing minimal burden on the general revenues of the local, state, and Federal Governments.
  - Flexible, expandable, able to meet increased demand, and to accommodate new aircraft types.
  - Permanent with assurance that they will remain open for aeronautical use over the long term.
  - Compatible with surrounding communities, maintaining a balance between the needs of aviation, the environment, and the requirements of residents.
  - Developed in concert with improvements to the air traffic control system and technological advancements.

- These guiding principles also state that the National Airport System:**
- Is critical to the national transportation system. Airports provide a variety of important public services and connect their communities to the transportation network. The national transportation system is essentially a government (Federal, state, local) function that needs to be developed and maintained.
  - Should support a variety of critical national objectives (such as defense, emergency readiness, law enforcement, and postal delivery).
  - Should be extensive, providing as many people as possible with convenient access to air transportation, typically by having most of the population within 20 miles of a NPIAS (national system) airport.

This top-down report confirmed that the United States has a diverse network of general aviation airports that serve the public interest. Federal investment in these airports allows many aeronautical functions to be accomplished more efficiently. We also concluded that:

- General aviation airports have developed over time based on state and local aeronautical and societal needs rather than from a set of national directives.
- 2,455 (83 percent) of the 2,952 general aviation airports could be readily grouped into four distinct categories (national, regional, local, and basic) based on the number and types of aircraft using each airport and the level and types of activity.

- Many of the airports designated as relievers serve their own economic and operational role and do not primarily relieve congestion at another airport.
- With possibly a few exceptions, the based aircraft, passenger enplanement, and instrument flight data provided an accurate means to categorize the general aviation airports. Improved reporting of based aircraft and total aircraft operations at each airport may change the categorization of only a small number. Unfortunately, some airports have declined to participate in the National Based Aircraft Inventory Program (Airport Master Record, FAA Form 5010-1) and only 9 percent of the 2,952 airports studied have control towers reporting activity.
- Most of the Federal funds invested at the 2,952 general aviation airports (about 75 percent from 2002-2009) were used for airfield improvements such as runways, taxiways, and aprons.
- General aviation users spend more to fly at the general aviation airports than the Federal Government invested at these airports. For example, in 2009, nonairline operators spent \$12 billion flying an estimated 27 million flights at the 2,952 general aviation airports, while the Federal Government invested about \$1.1 billion to help state and local governments maintain and improve these airports.

As we reviewed the national airport system data, some interesting issues, ranging from safety design standards to future investment considerations, were identified. Addressing some of these questions would require statutory or regulatory changes that will have to be fully vetted and coordinated by the appropriate organizations. For example:

- Does it make sense to continue to use the existing nomenclature of general aviation, reliever, and commercial service airports contained in current statutes or would it be clearer to only use the new ASSET categories developed?
- Should all general aviation airports be held to the same AIP grant assurances?
- Should there be different airport requirements for each of the general aviation airport categories?
- Should noncertificated national and regional airports with operations by heavy general aviation aircraft be required to obtain airport certification equivalent to the requirements under part 139?<sup>6</sup> Should part 139 regulations be amended to include airports with these types of operations?

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<sup>6</sup> Title 14 Code of Federal Regulations (CFR), part 139, provides a process for the FAA to issue airport operating certificates to airports that serve scheduled and unscheduled air carrier aircraft with more than 30 seats or serve scheduled air carrier operations in aircraft with more than 9 seats but less than 31 seats.

## NEXT STEPS

The new general aviation categories will provide a baseline from which to measure changes in operations and needs. State and local governments will be encouraged to use the new categories to help guide future system and airport planning decisions. Those general aviation airports that meet the statutory definitions of commercial service and reliever will continue to be so classified within the four new categories. The FAA will periodically review and adjust the general aviation airports included in the NPIAS based on changing activity levels.

The FAA will continue to identify general aviation airports that are important to the national transportation system through the formulation of the NPIAS. We will do this in concert with state aviation agencies, airport sponsors and local planning organizations. Future reports to Congress, starting with the 2013-2017 NPIAS report, will incorporate the new general aviation airport categories developed in this report. The FAA will:

1. Incorporate these categories into the process for identifying the national airport system's 5-year development and funding needs;
2. Work with airports and state agencies to assess the 497 general aviation airports not classified that could not be placed into one of the four new categories;
3. Update the existing FAA guidance to reflect these new categories;
4. Reevaluate the general aviation airports biennially, in conjunction with the FAA's report to Congress to capture changing conditions, needs, and roles;
5. Review policies related to providing Federal money to privately owned airports included in the NPIAS, the role they play in the national transportation system, and the types of protections necessary to safeguard public investment in these airports over the long term; and
6. Continue to work with aviation stakeholders to address investment and regulatory questions concerning part 139 certification, grant assurances, airport requirements, funding eligibility, and entitlement programs, and revenue use and diversion.

In addition, as required by the FAA Modernization and Reform Act of 2012<sup>7</sup>, the FAA will evaluate the formulation of the NPIAS and provide Congress with a report on the findings. Specifically, the FAA will within the next 36 months:

1. Evaluate the criteria used for including airports in the NPIAS and the application of such criteria in the most recently published version of the NPIAS;
2. Evaluate the changes in airport capital needs as shown in the 2005–2009 and 2007–2011 NPIAS, compared with the amounts apportioned or otherwise made available to individual airports between 2005 and 2010;
3. Compare the amounts received by airports under the AIP in airport apportionments, state apportionments, and discretionary grants during such fiscal years with capital needs as reported in the NPIAS;
4. Evaluate the effect of transfers of airport apportionments; and
5. Analyze the apportionment of funds to primary airports.

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<sup>7</sup> The FAA Modernization and Reform Act of 2012 (section 155), under section 47103 of title 49 United States Code.

- 6. Document and review the methods used by airports to reach the 10,000 passenger enplanement threshold.

This report is due to Congress by the spring of 2015, and it will include recommendations for changes to policies and methods of determining apportionment amounts to individual airports.

## GLOSSARY

**Airport Improvement Program (AIP)** provides grants to public agencies and, in some cases, to private owners and entities for the planning and development of public-use airports that are included in the NPIAS.

**ASSET general aviation airports** (2,952 airports) are airports that are included in the NPIAS and are not primary airports. They include commercial service (121), general aviation (2,563), and reliever (268) airports. (These airports were studied in the ASSET Report.)

**Based aircraft** are aircraft that are “operational and airworthy,” which are based at an airport for a majority of the year. This is the definition used by airports when reporting based aircraft on the website [www.basedaircraft.com](http://www.basedaircraft.com), National Based Aircraft Inventory Program (Airport Master Record, FAA Form 5010-1).

**Essential Air Service Program** was put into place by the Airline Deregulation Act of 1978 to guarantee that small communities that were served by certificated air carriers before deregulation maintain a minimal level of scheduled air service. The U.S. Department of Transportation currently subsidizes commuter airlines to serve approximately 140 rural communities across the country that otherwise would not receive any scheduled air service.

**Fixed base operator** is a commercial business granted the right by the airport sponsor to operate on an airport and provide aeronautical services such as fueling, hangaring, tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, etc.

**General aviation** is the operation of civilian aircraft for purposes other than commercial passenger or freight transport, including personal, business and instructional flying.

**General aviation airports** are those not classified as commercial service airports.

**Nonprimary commercial service airports** (121 airports) are airports with scheduled air carrier service and annual passenger boardings between 2,500 and 10,000.

**Instrument operations or instrument flight rules (IFR)** refer to: (1) a flight that depends upon flying by reference to instruments in the flight deck and navigation is accomplished by reference to electronic signals; or (2) a type of flight plan an aircraft is flying, such as an IFR or visual flight rules flight plan. Most IFR flights involve active control by FAA air traffic controllers.

**Large certificated air carrier** is an air carrier holding a certificate that: (1) operates aircraft designed to have a maximum passenger capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds; or (2) conducts operations where one or both terminals of a flight stage are outside the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico, or the U.S. Virgin Islands.

**Metropolitan and Micropolitan Statistical Areas (MSA)** (metro and micro areas) are geographic entities defined by the Office of Management and Budget for use by Federal statistical agencies in collecting, tabulating, and publishing Federal statistics. The term “Core Based Statistical Area” is a collective term for both metro and micro areas. A metro area contains a core urban area of 50,000 or more population, and a micro area contains an urban core of at least 10,000 (but less than 50,000) population. Each metro or micro area consists of one or more counties and includes the counties containing the core urban area, as well as any adjacent counties that have a high degree of social and economic integration (as measured by commuting to work) with the urban core.

**National Plan of Integrated Airport Systems (NPIAS)** identifies nearly 3,300 existing and proposed airports that are significant to national air transportation and thus eligible to receive Federal grants under the AIP.

**Nonprimary entitlements (NPE)** is AIP entitlement funding made available for the use at nonprimary commercial service, general aviation, and reliever airports. These airports are referred to as “nonprimary” airports.

**Official Airline Guide** is a database and publication of worldwide airline schedules.

**Part 135 operators** are commercial, generally nonscheduled or air taxi operators that use smaller aircraft (title 14 CFR, part 135).

**Part 139** establishes a process for the FAA to issue airport operating certificates to airports that serve scheduled and unscheduled air carrier aircraft with more than 30 seats or airports that serve scheduled air carrier operations in aircraft with more than 9 seats but less than 31 seats.

**Primary airports** (378 airports) are publically owned airports with scheduled air carrier service and more than 10,000 passenger boardings each year.

**Reliever airports** (268 airports) are general aviation airports in metropolitan areas that provide pilots with alternatives to using congested commercial service airports or provide general aviation access to the surrounding area.

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: ONEONTA 4 STATE: NY LOC ID: N66 FAA SITE NR: 15866.11\*A  
 2 AIRPORT NAME: ALBERT S NADER RGNL 5 COUNTY: OTSEGO, NY  
 3 CBD TO AIRPORT (NM): 3 N 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: NEW YORK

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
10 OWNERSHIP: PUBLIC		70 FUEL: 100LL A +		90 SINGLE ENG: 14	
11 OWNER: CITY OF ONEONTA		71 AIRFRAME RPRS: MAJOR		91 MULTI ENG: 1	
12 ADDRESS: 258 MAIN STREET		72 PWR PLANT RPRS: MAJOR		92 JET:	
ONEONTA, NY 13820		73 BOTTLE OXYGEN: NONE		93 HELICOPTERS: 1	
607-431-1076		74 BULK OXYGEN: NONE		TOTAL: 16	
13 PHONE NR: ONEONTA, NY 13820		75 TSNT STORAGE: HGR TIE		94 GLIDERS:	
14 MANAGER: KERRIANN HARRINGTON		76 OTHER SERVICES: AMB,CARGO,CHTR, INSTR,RNTL		95 MILITARY:	
15 ADDRESS: 391 AIRPORT RD				96 ULTRA-LIGHT: VTOL:	
ONEONTA, NY 13820					
16 PHONE NR: (607) 431-1076					

17 ATTENDANCE SCHEDULE:

<b>MONTHS</b>	<b>DAYS</b>	<b>HOURS</b>
ALL	MON-FRI	0900-1700

18 AIRPORT USE: PUBLIC  
 19 ARPT LAT: 42-31-29.2N ESTIMATED  
 20 ARPT LONG: 75-3-52.1W  
 21 ARPT ELEV: 1763.3 SURVEYED  
 22 ACREAGE: 310  
 23 RIGHT TRAFFIC: NO  
 24 NON-COMM LANDING: YES  
 25 NPIAS/FED AGREEMENTS: YES /NGY  
 26 FAR 139 INDEX: /

**FACILITIES**

80 ARPT BCN: WG  
 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 82 UNICOM: 122.800  
 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: NO  
 86 FSS: BUFFALO  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**  
 Information on aircraft operations is available from FAA's Aviation System Performance Metrics <https://aspm.faa.gov>

**RUNWAY DATA**

30 RUNWAY IDENT:	06/24
31 LENGTH:	4,199
32 WIDTH:	75
33 SURF TYPE-COND:	ASPH-E
34 SURF TREATMENT:	NONE
35 GROSS WT: S	12.0
36 (IN THSDS) D	
37 2D	
38 2D/2DS	
39 PCN / PCR:	

**LIGHTING/APCH AIDS**

40 EDGE INTENSITY:	MED
42 RWY MARK TYPE-COND:	NPI- G / NPI- G
43 VGSI:	V4R / P2L
44 THR CROSSING HGT:	30 / 51
45 VISUAL GLIDE ANGLE:	3.00 / 3.00
46 CNTRLN-TDZ:	N - N / N - N
47 RVR-RVV:	- N / - N
48 REIL:	Y / Y
49 APCH LIGHTS:	/ MALS

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY:	A(NP) / A(NP)
51 DISPLACED THR:	/
52 CTLG OBSTN:	TREE / FENCE
53 OBSTN MARKED/LGTD:	/ M
54 HGT ABOVE RWY END:	68 / 121
55 DIST FROM RWY END:	818 / 2,442
56 CNTRLN OFFSET:	315R / 518L
57 OBSTN CLNC SLOPE:	9:1 / 18:1
58 CLOSE-IN OBSTN:	Y / N

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA):	/
61 TAKE OFF DIST AVBL (TODA):	/
62 ACLT STOP DIST AVBL (ASDA):	/
63 LNDG DIST AVBL (LDA):	/

110 REMARKS:

- A 048 RWY 24 RWY 24 REILS OTS
- A 058 RWY 06 7 FT BERM 150 FT RIGHT AND PARALLEL TO RY 6 PRIMARY SURFACE.
- A 080 BCN TWR PARTIALLY OBSCURED BY TREES.
- A 081 ACTVT MALS RY 24; REIL RY 06/24; VASI RY 06; PAPI RY 24; MIRL RY 06/24 - CTAF.
- A 110-002 (E94) SAWRS
- A 110-003 FOR CD CTC BOSTON ARTCC AT 603-879-6859.

111 INSPECTOR: ( S ) 112 LAST INSP: 08/10/2023 113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: SIDNEY 4 STATE: NY LOC ID: N23 FAA SITE NR: 16181.\*A  
 2 AIRPORT NAME: SIDNEY MUNI 5 COUNTY: DELAWARE, NY  
 3 CBD TO AIRPORT (NM): 1 W 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: NEW YORK

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
10 OWNERSHIP:	PUBLIC	70 FUEL:	100LL A	90 SINGLE ENG:	14
11 OWNER:	VILLAGE OF SIDNEY	71 AIRFRAME RPRS:	MAJOR	91 MULTI ENG:	3
12 ADDRESS:	21 LIBERTY ST. SIDNEY, NY 13838	72 PWR PLANT RPRS:	MAJOR	92 JET:	
13 PHONE NR:	607-561-2324	73 BOTTLE OXYGEN:	HIGH/LOW	93 HELICOPTERS:	
14 MANAGER:	CHARLES WASHBURN	74 BULK OXYGEN:	NONE	TOTAL:	17
15 ADDRESS:	199 RIVER ST SIDNEY, NY 13838	75 TSNT STORAGE:	HGR TIE	94 GLIDERS:	
16 PHONE NR:	607-561-2346	76 OTHER SERVICES:	AFRT,AMB,CARGO, CHTR,INSTR,RNTL, SALES	95 MILITARY:	
				96 ULTRA-LIGHT:	
				VTOL:	

17 ATTENDANCE SCHEDULE:

<b>MONTHS</b>	<b>DAYS</b>	<b>HOURS</b>
ALL	ALL	0800-1700

18 AIRPORT USE: PUBLIC  
 19 ARPT LAT: 42-18-9.3N ESTIMATED  
 20 ARPT LONG: 75-24-57.5W  
 21 ARPT ELEV: 1026.9 SURVEYED  
 22 ACREAGE: 50  
 23 RIGHT TRAFFIC: 25  
 24 NON-COMM LANDING: NO  
 25 NPIAS/FED AGREEMENTS: YES / NGY  
 26 FAR 139 INDEX: /

**FACILITIES**

80 ARPT BCN: WG  
 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 82 UNICOM: 122.800  
 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: NO  
 86 FSS: BUFFALO  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**  
 Information on aircraft operations is available from FAA's Aviation System Performance Metrics <https://aspm.faa.gov>

**RUNWAY DATA**

30 RUNWAY IDENT: 07/25  
 31 LENGTH: 4,201  
 32 WIDTH: 75  
 33 SURF TYPE-COND: ASPH-G  
 34 SURF TREATMENT: NONE  
 35 GROSS WT: S 25.0  
 36 (IN THSDS) D 45.0  
 37 2D  
 38 2D/2DS  
 39 PCN / PCR:

**LIGHTING/APCH AIDS**

40 EDGE INTENSITY: MED  
 42 RWY MARK TYPE-COND: BSC- G / NPI- G  
 43 VGS: / P2R  
 44 THR CROSSING HGT: / 48  
 45 VISUAL GLIDE ANGLE: / 3.66  
 46 CNTRLN-TDZ: - / -  
 47 RVR-RVV: - / -  
 48 REIL: Y / Y  
 49 APCH LIGHTS: /

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY: C / C  
 51 DISPLACED THR: /  
 52 CTLG OBSTN: TREE / TREE  
 53 OBSTN MARKED/LGTD: /  
 54 HGT ABOVE RWY END: 56 / 60  
 55 DIST FROM RWY END: 706 / 1,297  
 56 CNTRLN OFFSET: 236L / 77R  
 57 OBSTN CLNC SLOPE: 9:1 / 18:1  
 58 CLOSE-IN OBSTN: N / N

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA): /  
 61 TAKE OFF DIST AVBL (TODA): /  
 62 ACLT STOP DIST AVBL (ASDA): /  
 63 LNDG DIST AVBL (LDA): /

110 REMARKS:

- A 017 FOR ATTENDANT OTHER TIMES CALL 607-561-2346.
- A 052 RWY 25 RY 25 NUMEROUS 28-80 FT. TREES, 300 FT. 'R', EXTENDING TO 1500 FT FM THRESHOLD.
- A 081 ACTVT MIRL RY 07/25 & REIL RYS 07 & 25 - CTAF.
- A 110-001 NUMEROUS HILLS SURROUND ARPT UP TO +800 FT ABV ARPT ELEV.
- A 110-002 HIGH TENSION LINES +1 MI FROM AER 07.
- A 110-003 AWOS 118.275
- A 110-004 FOR CD CTC BOSTON ARTCC AT 603-879-6859.

111 INSPECTOR: ( S ) 112 LAST INSP: 06/05/2023 113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: SIDNEY 4 STATE: NY LOC ID: N23 FAA SITE NR: 16181.\*A  
 2 AIRPORT NAME: SIDNEY MUNI 5 COUNTY: DELAWARE, NY  
 3 CBD TO AIRPORT (NM): 1 W 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: NEW YORK

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
10 OWNERSHIP: PUBLIC		70 FUEL: 100LL A		90 SINGLE ENG: 14	
11 OWNER: VILLAGE OF SIDNEY		71 AIRFRAME RPRS: MAJOR		91 MULTI ENG: 3	
12 ADDRESS: 21 LIBERTY ST.		72 PWR PLANT RPRS: MAJOR		92 JET:	
		73 BOTTLE OXYGEN: HIGH/LOW		93 HELICOPTERS:	
13 PHONE NR: 607-561-2324		74 BULK OXYGEN: NONE		TOTAL: 17	
14 MANAGER: CHARLES WASHBURN		75 TSNT STORAGE: HGR TIE		94 GLIDERS:	
15 ADDRESS: 199 RIVER ST		76 OTHER SERVICES: AFRT,AMB,CARGO,		95 MILITARY:	
		CHTR,INSTR,RNTL, SALES		96 ULTRA-LIGHT:	
16 PHONE NR: 607-561-2346				VTOL:	

17 ATTENDANCE SCHEDULE:  
**MONTHS** **DAYS** **HOURS**  
 ALL ALL 0800-1700

18 AIRPORT USE: PUBLIC  
 19 ARPT LAT: 42-18-9.3N ESTIMATED  
 20 ARPT LONG: 75-24-57.5W  
 21 ARPT ELEV: 1026.9 SURVEYED  
 22 ACREAGE: 50  
 23 RIGHT TRAFFIC: 25  
 24 NON-COMM LANDING: NO  
 25 NPIAS/FED AGREEMENTS: YES / NGY  
 26 FAR 139 INDEX: /

**FACILITIES**  
 80 ARPT BCN: WG  
 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 82 UNICOM: 122.800  
 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: NO  
 86 FSS: BUFFALO  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**  
 Information on aircraft operations is available from FAA's Aviation System Performance Metrics <https://aspm.faa.gov>

**RUNWAY DATA**

30 RUNWAY IDENT:  
 31 LENGTH:  
 32 WIDTH:  
 33 SURF TYPE-COND:  
 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2DS  
 39 PCN / PCR:

**LIGHTING/APCH AIDS**

40 EDGE INTENSITY:  
 42 RWY MARK TYPE-COND:  
 43 VGSI:  
 44 THR CROSSING HGT:  
 45 VISUAL GLIDE ANGLE:  
 46 CNTRLN-TDZ:  
 47 RVR-RVV:  
 48 REIL:  
 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY:  
 51 DISPLACED THR:  
 52 CTLG OBSTN:  
 53 OBSTN MARKED/LGTD:  
 54 HGT ABOVE RWY END:  
 55 DIST FROM RWY END:  
 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA):  
 61 TAKE OFF DIST AVBL (TODA):  
 62 ACLT STOP DIST AVBL (ASDA):  
 63 LNDG DIST AVBL (LDA):

110 REMARKS:

- A 110-005 TWO FT HIGH CEMENT FIXTURES IN PRIM SFC IN DITCHES 130 FT W OF RWY.
- A 110-006 FENCE 7 FT ABV RWY END 325 FT RIGHT OF CNTRLN.
- A 110-007 COLD TEMPERATURE AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -21C.

111 INSPECTOR: ( S ) 112 LAST INSP: 06/05/2023 113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: NORWICH 4 STATE: NY LOC ID: OIC FAA SITE NR: 15836.\*A  
 2 AIRPORT NAME: LT WARREN EATON 5 COUNTY: CHENANGO, NY  
 3 CBD TO AIRPORT (NM): 2 N 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: NEW YORK

<b>GENERAL</b>		<b>SERVICES</b>	<b>BASED AIRCRAFT</b>
10 OWNERSHIP: PUBLIC		70 FUEL: 100LL A +	90 SINGLE ENG: 16
11 OWNER: CHENANGO COUNTY			91 MULTI ENG: 4
12 ADDRESS: 5 COURT ST.		71 AIRFRAME RPRS: NONE	92 JET:
NORWICH, NY 13815		72 PWR PLANT RPRS: NONE	93 HELICOPTERS: _____
607-337-1640		73 BOTTLE OXYGEN: NONE	TOTAL: 20
13 PHONE NR: 607-337-1640		74 BULK OXYGEN: NONE	
14 MANAGER: SHANE H. BUTLER		75 TSNT STORAGE: HGR TIE	94 GLIDERS:
15 ADDRESS: 6390 STATE HWY 12		76 OTHER SERVICES: AMB	95 MILITARY:
NORWICH, NY 13815			96 ULTRA-LIGHT:
16 PHONE NR: 607-334-9430			VTOL:
17 ATTENDANCE SCHEDULE:			
<b>MONTHS</b>	<b>DAYS</b>	<b>HOURS</b>	
ALL	MON-FRI	0700-1500	

18 AIRPORT USE: PUBLIC		<b>FACILITIES</b>	<b>OPERATIONS</b>
19 ARPT LAT: 42-33-59.6N ESTIMATED		80 ARPT BCN: WG	Information on aircraft operations is available from FAA's Aviation System Performance Metrics <a href="https://aspm.faa.gov">https://aspm.faa.gov</a>
20 ARPT LONG: 75-31-26.8W		81 ARPT LGT SKED: SEE RMK	
21 ARPT ELEV: 1024.4 SURVEYED		BCN LGT SKED: SS-SR	
22 ACREAGE: 147		82 UNICOM: 122.800	
23 RIGHT TRAFFIC: NO		83 WIND INDICATOR: YES-L	
24 NON-COMM LANDING: NO		84 SEGMENTED CIRCLE: YES	
25 NPIAS/FED AGREEMENTS: YES / NGY		85 CONTROL TWR: NO	
26 FAR 139 INDEX: /		86 FSS: BUFFALO	
		87 FSS ON ARPT: NO	
		88 FSS PHONE NR:	
		89 TOLL FREE NR: 1-800-WX-BRIEF	

**RUNWAY DATA**

30 RUNWAY IDENT: 01/19  
 31 LENGTH: 4,727  
 32 WIDTH: 75  
 33 SURF TYPE-COND: ASPH-G  
 34 SURF TREATMENT: GRVD  
 35 GROSS WT: S 48.5  
 36 (IN THSDS) D 68.0  
 37 2D  
 38 2D/2DS  
 39 PCN / PCR: 14/F/A/X/T (PCN)

**LIGHTING/APCH AIDS**

40 EDGE INTENSITY: HIGH  
 42 RWY MARK TYPE-COND: NPI- G / NPI- F  
 43 VGS: P2L / P2L  
 44 THR CROSSING HGT: 34 / 50  
 45 VISUAL GLIDE ANGLE: 4.00 / 3.75  
 46 CNTRLN-TDZ: - / -  
 47 RVR-RVV: - / -  
 48 REIL: N / Y  
 49 APCH LIGHTS: /

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY: C / C  
 51 DISPLACED THR: 275 / 333  
 52 CTLG OBSTN: TREES / ROAD  
 53 OBSTN MARKED/LGTD: /  
 54 HGT ABOVE RWY END: 41 / 19  
 55 DIST FROM RWY END: 502 / 301  
 56 CNTRLN OFFSET: 18R / 134L  
 57 OBSTN CLNC SLOPE: 7:1 / 5:1  
 58 CLOSE-IN OBSTN: Y / Y

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA): 4,727 / 4,727  
 61 TAKE OFF DIST AVBL (TODA): 4,727 / 4,727  
 62 ACLT STOP DIST AVBL (ASDA): 4,394 / 4,452  
 63 LNDG DIST AVBL (LDA): 4,119 / 4,119

110 REMARKS:

A 017 UNATNDD CHRISTMAS.  
 A 024 OVNGT TIE-DOWN FEE; FEE WAIVED WITH FUEL PURCHASE.  
 A 043 RWY 01 UNUSBL BYD 4 DEGS LEFT OF CNTRLN.  
 A 043 RWY 19 UNUSBL BYD 3 NM AND BYD 4 DEGS LEFT OF CNTRLN.  
 A 057 RWY 19 RWY 19 - 50:1 SLP TO DTHR.  
 A 057 RWY 01 RWY 01 6:1 CLOSE IN SLP TO DTHR +45 FT TREE 11 FT FM RWY END 216 FT RIGHT.  
 A 058 RWY 19 RWY 19 +6 FT TREE 154 FT FM RWY END 75 FT RIGHT.

111 INSPECTOR: ( S ) 112 LAST INSP: 08/24/2023 113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: NORWICH 4 STATE: NY LOC ID: OIC FAA SITE NR: 15836.\*A  
 2 AIRPORT NAME: LT WARREN EATON 5 COUNTY: CHENANGO, NY  
 3 CBD TO AIRPORT (NM): 2 N 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: NEW YORK

<b>GENERAL</b>		<b>SERVICES</b>	<b>BASED AIRCRAFT</b>
10 OWNERSHIP: PUBLIC		70 FUEL: 100LL A A+	90 SINGLE ENG: 16
11 OWNER: CHENANGO COUNTY			91 MULTI ENG: 4
12 ADDRESS: 5 COURT ST.		71 AIRFRAME RPRS: NONE	92 JET:
		72 PWR PLANT RPRS: NONE	93 HELICOPTERS:
13 PHONE NR: 607-337-1640		73 BOTTLE OXYGEN: NONE	TOTAL: 20
14 MANAGER: SHANE H. BUTLER		74 BULK OXYGEN: NONE	
15 ADDRESS: 6390 STATE HWY 12		75 TSNT STORAGE: HGR TIE	94 GLIDERS:
		76 OTHER SERVICES: AMB	95 MILITARY:
16 PHONE NR: 607-334-9430			96 ULTRA-LIGHT:
			VTOL:

17 ATTENDANCE SCHEDULE:

<b>MONTHS</b>	<b>DAYS</b>	<b>HOURS</b>
ALL	MON-FRI	0700-1500

18 AIRPORT USE: PUBLIC		<b>FACILITIES</b>	<b>OPERATIONS</b>
19 ARPT LAT: 42-33-59.6N ESTIMATED		80 ARPT BCN: WG	Information on aircraft operations is available from FAA's Aviation System Performance Metrics <a href="https://aspm.faa.gov">https://aspm.faa.gov</a>
20 ARPT LONG: 75-31-26.8W		81 ARPT LGT SKED: SEE RMK	
21 ARPT ELEV: 1024.4 SURVEYED		BCN LGT SKED: SS-SR	
22 ACREAGE: 147		82 UNICOM: 122.800	
23 RIGHT TRAFFIC: NO		83 WIND INDICATOR: YES-L	
24 NON-COMM LANDING: NO		84 SEGMENTED CIRCLE: YES	
25 NPIAS/FED AGREEMENTS: YES / NGY		85 CONTROL TWR: NO	
26 FAR 139 INDEX: /		86 FSS: BUFFALO	
		87 FSS ON ARPT: NO	
		88 FSS PHONE NR:	
		89 TOLL FREE NR: 1-800-WX-BRIEF	

**RUNWAY DATA**

30 RUNWAY IDENT:  
 31 LENGTH:  
 32 WIDTH:  
 33 SURF TYPE-COND:  
 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2DS  
 39 PCN / PCR:

**LIGHTING/APCH AIDS**

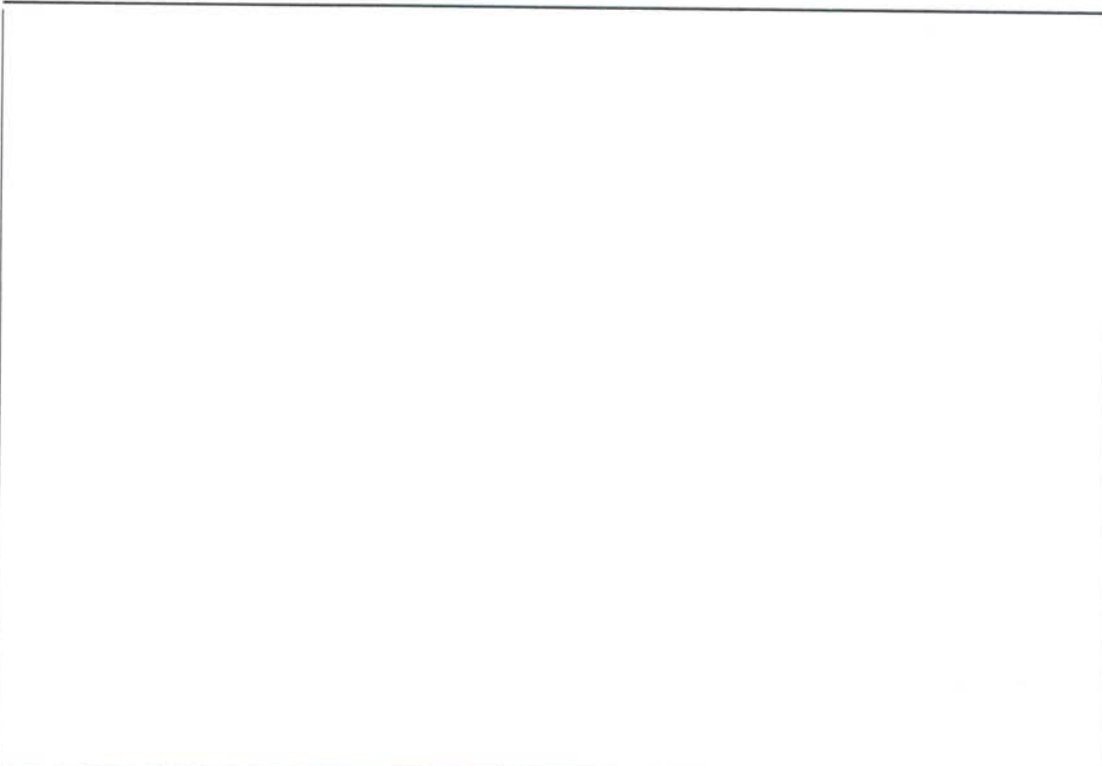
40 EDGE INTENSITY:  
 42 RWY MARK TYPE-COND:  
 43 VGSI:  
 44 THR CROSSING HGT:  
 45 VISUAL GLIDE ANGLE:  
 46 CNTRLN-TDZ:  
 47 RVR-RVV:  
 48 REIL:  
 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY:  
 51 DISPLACED THR:  
 52 CTLG OBSTN:  
 53 OBSTN MARKED/LGTD:  
 54 HGT ABOVE RWY END:  
 55 DIST FROM RWY END:  
 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA):  
 61 TAKE OFF DIST AVBL (TODA):  
 62 ACLT STOP DIST AVBL (ASDA):  
 63 LNDG DIST AVBL (LDA):



110 REMARKS:

A 058 RWY 01 RWY 01 46 FT TREES, 0-200 FT FM RWY END, 222 FT RIGHT OF CNTRLN.  
 A 070 SELF-SVC FUEL AVBL 24/7 WITH CREDIT CARD.  
 A 081 ACTVT REIL RWY 19; PAPI RWY 01 & 19; HIRL RWY 01/19 - CTAF.  
 A 110-001 NUMEROUS MTNS PIERCE CONICAL SFC AROUND ARPT.  
 A 110-003 RY 19 HAS 15 FT DROPOFF 30 FT FM THLD ON WEST SIDE.  
 A 110-004 RY SAFETY AREAS HAVE DEPRESSIONS IN SFC.  
 A 110-006 GEESE & DEER ON & INVOF ARPT.

111 INSPECTOR: (S) 112 LAST INSP: 08/24/2023 113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: NORWICH 4 STATE: NY LOC ID: OIC FAA SITE NR: 15836.\*A  
 2 AIRPORT NAME: LT WARREN EATON 5 COUNTY: CHENANGO, NY  
 3 CBD TO AIRPORT (NM): 2 N 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: NEW YORK

<b>GENERAL</b>		<b>SERVICES</b>	<b>BASED AIRCRAFT</b>
10 OWNERSHIP: PUBLIC		70 FUEL: 100LL A A+	90 SINGLE ENG: 16
11 OWNER: CHENANGO COUNTY			91 MULTI ENG: 4
12 ADDRESS: 5 COURT ST.		71 AIRFRAME RPRS: NONE	92 JET:
NORWICH, NY 13815		72 PWR PLANT RPRS: NONE	93 HELICOPTERS: _____
607-337-1640		73 BOTTLE OXYGEN: NONE	TOTAL: 20
13 PHONE NR: 607-337-1640		74 BULK OXYGEN: NONE	
14 MANAGER: SHANE H. BUTLER		75 TSNT STORAGE: HGR TIE	94 GLIDERS:
15 ADDRESS: 6390 STATE HWY 12		76 OTHER SERVICES: AMB	95 MILITARY:
NORWICH, NY 13815			96 ULTRA-LIGHT:
16 PHONE NR: 607-334-9430			VTOL:

17 ATTENDANCE SCHEDULE:  
**MONTHS**                      **DAYS**                      **HOURS**  
 ALL                                  MON-FRI                      0700-1500

18 AIRPORT USE: PUBLIC  
 19 ARPT LAT: 42-33-59.6N ESTIMATED  
 20 ARPT LONG: 75-31-26.8W  
 21 ARPT ELEV: 1024.4 SURVEYED  
 22 ACREAGE: 147  
 23 RIGHT TRAFFIC: NO  
 24 NON-COMM LANDING: NO  
 25 NPIAS/FED AGREEMENTS: YES / NGY  
 26 FAR 139 INDEX: /

**FACILITIES**  
 80 ARPT BCN: WG  
 81 ARPT LGT SKED: SEE RMK  
     BCN LGT SKED: SS-SR  
 82 UNICOM: 122.800  
 83 WIND INDICATOR: YES-L  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: NO  
 86 FSS: BUFFALO  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**  
 Information on aircraft operations is available from FAA's Aviation System Performance Metrics <https://aspm.faa.gov>

**RUNWAY DATA**

30 RUNWAY IDENT:  
 31 LENGTH:  
 32 WIDTH:  
 33 SURF TYPE-COND:  
 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2DS  
 39 PCN / PCR:

**LIGHTING/APCH AIDS**

40 EDGE INTENSITY:  
 42 RWY MARK TYPE-COND:  
 43 VGSI:  
 44 THR CROSSING HGT:  
 45 VISUAL GLIDE ANGLE:  
 46 CNTRLN-TDZ:  
 47 RVR-RVV:  
 48 REIL:  
 49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY:  
 51 DISPLACED THR:  
 52 CTLG OBSTN:  
 53 OBSTN MARKED/LGTD:  
 54 HGT ABOVE RWY END:  
 55 DIST FROM RWY END:  
 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA):  
 61 TAKE OFF DIST AVBL (TODA):  
 62 ACLT STOP DIST AVBL (ASDA):  
 63 LNDG DIST AVBL (LDA):

110 REMARKS:

- A 110-007 FOR CD CTC BOSTON ARTCC AT 603-879-6859.
- A 110-008 COLD TEMPERATURE AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -24C.

111 INSPECTOR: ( S )                      112 LAST INSP: 08/24/2023                      113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 02/14/2025

1 ASSOC CITY: HUDSON 4 STATE: NY LOC ID: 1B1 FAA SITE NR: 15467.1\*A  
 2 AIRPORT NAME: COLUMBIA COUNTY 5 COUNTY: COLUMBIA, NY  
 3 CBD TO AIRPORT (NM): 4 NE 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: NEW YORK

**GENERAL**

10 OWNERSHIP: PUBLIC  
 11 OWNER: COUNTY OF COLUMBIA  
 12 ADDRESS: 401 STATE STREET  
 HUDSON, NY 12534  
 13 PHONE NR: 518-828-7011  
 14 MANAGER: BRIAN MCDONALD  
 15 ADDRESS: 401 STATE STREET, 178 ROUTE 23B  
 HUDSON, NY 12534  
 16 PHONE NR: 518-828-0871

**SERVICES**

70 FUEL: 100 100LL A1+  
 71 AIRFRAME RPRS: MAJOR  
 72 PWR PLANT RPRS: MINOR  
 73 BOTTLE OXYGEN: HIGH  
 74 BULK OXYGEN: HIGH  
 75 TSNT STORAGE: HGR TIE  
 76 OTHER SERVICES: CHTR,INSTR

**BASED AIRCRAFT**

90 SINGLE ENG: 15  
 91 MULTI ENG: 2  
 92 JET: 2  
 93 HELICOPTERS: \_\_\_\_\_  
 TOTAL: 19  
 94 GLIDERS: 0  
 95 MILITARY: 0  
 96 ULTRA-LIGHT: 0  
 VTOL:

17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0700-1800

**FACILITIES**

80 ARPT BCN: WG  
 81 ARPT LGT SKED: SEE RMK  
 BCN LGT SKED: SS-SR  
 82 UNICOM: 123.050  
 83 WIND INDICATOR: YES  
 84 SEGMENTED CIRCLE: YES  
 85 CONTROL TWR: NO  
 86 FSS: BURLINGTON  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**

Information on aircraft operations is available from FAA's Aviation System Performance Metrics <https://aspm.faa.gov>

18 AIRPORT USE: PUBLIC  
 19 ARPT LAT: 42-17-28.7N ESTIMATED  
 20 ARPT LONG: 73-42-37.2W  
 21 ARPT ELEV: 198.1 SURVEYED  
 22 ACREAGE: 357  
 23 RIGHT TRAFFIC: NO  
 24 NON-COMM LANDING: NO  
 25 NPIAS/FED AGREEMENTS: YES / NGY  
 26 FAR 139 INDEX: /

**RUNWAY DATA**

30 RUNWAY IDENT:	03/21
31 LENGTH:	5,350
32 WIDTH:	100
33 SURF TYPE-COND:	ASPH-E
34 SURF TREATMENT:	GRVD
35 GROSS WT:	S 69.0
36 (IN THSDS)	D 111.0
37	2D 358.0
38	2D/2DS
39 PCN / PCR:	29/F/C/X/T (PCN)

**LIGHTING/APCH AIDS**

40 EDGE INTENSITY:	MED
42 RWY MARK TYPE-COND:	NPI- G / NPI- G
43 VGSI:	P4L / P4R
44 THR CROSSING HGT:	40 / 41
45 VISUAL GLIDE ANGLE:	3.00 / 3.52
46 CNTRLN-TDZ:	N - N / N - N
47 RVR-RVV:	- N / - N
48 REIL:	Y / Y
49 APCH LIGHTS:	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY:	C / C
51 DISPLACED THR:	/ 160
52 CTLG OBSTN:	TREE / TREE
53 OBSTN MARKED/LGTD:	/
54 HGT ABOVE RWY END:	55 / 39
55 DIST FROM RWY END:	610 / 412
56 CNTRLN OFFSET:	107L / 238R
57 OBSTN CLNC SLOPE:	7:1 / 5:1
58 CLOSE-IN OBSTN:	N / N

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA):	/
61 TAKE OFF DIST AVBL (TODA):	/
62 ACLT STOP DIST AVBL (ASDA):	/
63 LNDG DIST AVBL (LDA):	/

110 REMARKS:

A 070 100LL SELF-SVC AVBL 24 HRS.  
 A 081 ACTVT REIL RWY 03 & 21; MIRL RWY 03/21 - CTAF.  
 A 110-001 FOR CD CTC ALBANY APCH AT 518-862-2299.  
 A 110-002 RWY 21 DSGND CALM WIND RWY.  
 A 110-003 WILDLIFE ON AND INVOF ARPT.

111 INSPECTOR: ( S ) 112 LAST INSP: 08/03/2022 113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: PENN YAN 4 STATE: NY LOC ID: PEO FAA SITE NR: 15932.\*A  
 2 AIRPORT NAME: PENN YAN/YATES COUNTY 5 COUNTY: YATES, NY  
 3 CBD TO AIRPORT (NM): 1 S 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: DETROIT

GENERAL		SERVICES	BASED AIRCRAFT
10 OWNERSHIP:	PUBLIC	70 FUEL:	100LL A
11 OWNER:	YATES COUNTY	71 AIRFRAME RPRS:	MAJOR
12 ADDRESS:	COUNTY BUILDING	72 PWR PLANT RPRS:	MAJOR
	PENN YAN, NY 14527	73 BOTTLE OXYGEN:	HIGH/LOW
13 PHONE NR:	315-536-5150	74 BULK OXYGEN:	NONE
14 MANAGER:	RICHARD LEPPERT	75 TSNT STORAGE:	HGR TIE
15 ADDRESS:	2262 AIRPORT DR.	76 OTHER SERVICES:	AFRT,CHTR,INSTR
16 PHONE NR:	315-536-4471		
			90 SINGLE ENG: 56
			91 MULTI ENG:
			92 JET: 6
			93 HELICOPTERS: 2
			TOTAL: 64
			94 GLIDERS:
			95 MILITARY:
			96 ULTRA-LIGHT:
			VTOL:

17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	SUN	0900-1500
ALL	SAT	0900-1500
ALL	MON-FRI	0800-1700

18 AIRPORT USE: PUBLIC  
 19 ARPT LAT: 42-38-13.5N ESTIMATED  
 20 ARPT LONG: 77-3-10.3W  
 21 ARPT ELEV: 988.0 SURVEYED  
 22 ACREAGE: 315  
 23 RIGHT TRAFFIC: NO  
 24 NON-COMM LANDING: NO  
 25 NPIAS/FED AGREEMENTS: YES / NGY  
 26 FAR 139 INDEX: /

**RUNWAY DATA**

30 RUNWAY IDENT:	01/19	10/28
31 LENGTH:	5,499	3,561
32 WIDTH:	100	50
33 SURF TYPE-COND:	ASPH-G	ASPH-G
34 SURF TREATMENT:	GRVD	NONE
35 GROSS WT:	S 82.6	12.5
36 (IN THSDS):	D 112.0	
37	2D 195.0	
38	2D/2DS	
39 PCN / PCR:	33/F/C/Y/T (PCN)	4/F/B/X/U (PCN)

**LIGHTING/APCH AIDS**

40 EDGE INTENSITY:	MED	LOW
42 RWY MARK TYPE-COND:	NPI- G / NPI- G	NPI- F / NPI- F
43 VGS:	P2L / P2L	P2L / P2R
44 THR CROSSING HGT:	28 / 40	40 / 43
45 VISUAL GLIDE ANGLE:	3.00 / 3.00	3.00 / 3.50
46 CNTRLN-TDZ:	- / -	N - N / N - N
47 RVR-RVV:	- / -	- N / - N
48 REIL:	Y / Y	N / N
49 APCH LIGHTS:	/	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY:	C / C	A(V) / A(NP)
51 DISPLACED THR:	/	361 / 383
52 CTLG OBSTN:	FENCE / TREES	POLE / POLE
53 OBSTN MARKED/LGTD:	/	/
54 HGT ABOVE RWY END:	129 / 42	20 / 68
55 DIST FROM RWY END:	2,255 / 1,404	215 / 556
56 CNTRLN OFFSET:	144R / 234L	124L / 108R
57 OBSTN CLNC SLOPE:	15:1 / 28:1	0:1 / 5:1
58 CLOSE-IN OBSTN:	N / N	Y / Y

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA):	/	/
61 TAKE OFF DIST AVBL (TODA):	/	/
62 ACLT STOP DIST AVBL (ASDA):	/	/
63 LNDG DIST AVBL (LDA):	/	/

110 REMARKS:

- A 039 RWY 10/28 THE PAVEMENT SECTION FOR RWY 10/28 IS GREATER THAN THE REQUIRED THICKNESS FOR THE FLEET OF AIRCRAFT THAT CURRENTLY UTILIZE THE RWY. THE PCN LISTED IS THE LARGEST AIRCRAFT CLASSIFICATION NUMBER FOR THE CURRENT AIRCRAFT USING RUNWAY 10/28.
- A 057 RWY 28 RWY 28 APCH RATIO 13:1 TO DTHR.
- A 057 RWY 10 CTLLNG OBSTN EXCEEDS 45 DEG SLP.
- A 058 RWY 10 RWY 10 HAS +16 FT BLDG 59 FT FROM RWY END 95 FT LT; +14 FT BLDG, 123 FT FROM RWY, 60 FT LT; +8 FT FENCE 18 FT FROM RWY END BOTH SIDES AND CENTER.
- A 058 RWY 28 49 FT TREE; 8 FT FM RWY END, 239 FT RIGHT. 13 FT FENCE; 13 FT FM RWY END, BOTH SIDES.
- A 070 SELF SVC AVBL 24/7.
- A 071 HELICOPTER AIRFRAME REPAIRS

111 INSPECTOR: ( S ) 112 LAST INSP: 07/30/2024 113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: PENN YAN 4 STATE: NY LOC ID: PEO FAA SITE NR: 15932.\*A  
 2 AIRPORT NAME: PENN YAN/YATES COUNTY 5 COUNTY: YATES, NY  
 3 CBD TO AIRPORT (NM): 1 S 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: DETROIT

<b>GENERAL</b>		<b>SERVICES</b>	<b>BASED AIRCRAFT</b>
10 OWNERSHIP: PUBLIC		70 FUEL: 100LL A	90 SINGLE ENG: 56
11 OWNER: YATES COUNTY			91 MULTI ENG:
12 ADDRESS: COUNTY BUILDING		71 AIRFRAME RPRS: MAJOR	92 JET: 6
		72 PWR PLANT RPRS: MAJOR	93 HELICOPTERS: 2
13 PHONE NR: 315-536-5150		73 BOTTLE OXYGEN: HIGH/LOW	TOTAL: 64
14 MANAGER: RICHARD LEPPERT		74 BULK OXYGEN: NONE	
15 ADDRESS: 2262 AIRPORT DR.		75 TSNT STORAGE: HGR TIE	94 GLIDERS:
		76 OTHER SERVICES: AFRT,CHTR,INSTR	95 MILITARY:
16 PHONE NR: 315-536-4471			96 ULTRA-LIGHT: VTOL:
17 ATTENDANCE SCHEDULE:			
<b>MONTHS</b>	<b>DAYS</b>	<b>HOURS</b>	
ALL	SUN	0900-1500	
ALL	SAT	0900-1500	
ALL	MON-FRI	0800-1700	

		<b>FACILITIES</b>	<b>OPERATIONS</b>
18 AIRPORT USE: PUBLIC		80 ARPT BCN: WG	Information on aircraft operations is available from FAA's Aviation System Performance Metrics <a href="https://aspm.faa.gov">https://aspm.faa.gov</a>
19 ARPT LAT: 42-38-13.5N ESTIMATED		81 ARPT LGT SKED: SEE RMK	
20 ARPT LONG: 77-3-10.3W		BCN LGT SKED: SS-SR	
21 ARPT ELEV: 988.0 SURVEYED		82 UNICOM: 123.000	
22 ACREAGE: 315		83 WIND INDICATOR: YES	
23 RIGHT TRAFFIC: NO		84 SEGMENTED CIRCLE: NONE	
24 NON-COMM LANDING: NO		85 CONTROL TWR: NO	
25 NPIAS/FED AGREEMENTS: YES / NGY		86 FSS: BUFFALO	
26 FAR 139 INDEX: /		87 FSS ON ARPT: NO	
		88 FSS PHONE NR:	
		89 TOLL FREE NR: 1-800-WX-BRIEF	

**RUNWAY DATA**  
 30 RUNWAY IDENT:  
 31 LENGTH:  
 32 WIDTH:  
 33 SURF TYPE-COND:  
 34 SURF TREATMENT:  
 35 GROSS WT: S  
 36 (IN THSDS) D  
 37 2D  
 38 2D/2DS  
 39 PCN / PCR:

**LIGHTING/APCH AIDS**  
 40 EDGE INTENSITY:  
 42 RWY MARK TYPE-COND:  
 43 VGS:  
 44 THR CROSSING HGT:  
 45 VISUAL GLIDE ANGLE:  
 46 CNTRLN-TDZ:  
 47 RVR-RVV:  
 48 REIL:  
 49 APCH LIGHTS:

**OBSTRUCTION DATA**  
 50 FAR 77 CATEGORY:  
 51 DISPLACED THR:  
 52 CTLG OBSTN:  
 53 OBSTN MARKED/LGTD:  
 54 HGT ABOVE RWY END:  
 55 DIST FROM RWY END:  
 56 CNTRLN OFFSET:  
 57 OBSTN CLNC SLOPE:  
 58 CLOSE-IN OBSTN:

**DECLARED DISTANCES**  
 60 TAKE OFF RUN AVBL (TORA):  
 61 TAKE OFF DIST AVBL (TODA):  
 62 ACLT STOP DIST AVBL (ASDA):  
 63 LNDG DIST AVBL (LDA):

110 REMARKS:  
 A 076 CPU, LAV  
 A 081 ACTVT PAPI RWY 01, 19, 10, 28; MIRL RWY 01/19; LIRL RWY 10/28 - CTAF.  
 A 110-001 ADF APCH RWY 10/28 TRANSITIONARY AT 700'.  
 A 110-002 FOR CD CTC ELMYRA APCH AT 607-739-1971, WHEN APCH CLSD CTC CLEVELAND ARTCC AT 440-774-0231.  
 A 110-003 DUE TO TOPOGRAPHY, ACFT TO ACFT GND COMS LTD. ACFT CANNOT BE SEEN OR HEARD ON OPPOSITE ENDS OF RWY 01/19. USE EXTRM CTN.  
 A 110-004 TYPE I & TYPE IV DE-ICE AVBL.  
 A 110-005 FBO LCTD CNTR FLD. LOBBY ACES 24/7.

111 INSPECTOR: (S) 112 LAST INSP: 07/30/2024 113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: SARATOGA SPRINGS 4 STATE: NY LOC ID: 5B2 FAA SITE NR: 16100.2\*A  
 2 AIRPORT NAME: SARATOGA COUNTY 5 COUNTY: SARATOGA, NY  
 3 CBD TO AIRPORT (NM): 3 SW 6 REGION/ADO: AEA /NYC 7 SECT AERO CHT: NEW YORK

<b>GENERAL</b>		<b>SERVICES</b>		<b>BASED AIRCRAFT</b>	
10 OWNERSHIP:	PUBLIC	70 FUEL:	100LL A	90 SINGLE ENG:	45
11 OWNER:	SARATOGA COUNTY	71 AIRFRAME RPRS:	MAJOR	91 MULTI ENG:	
12 ADDRESS:	3654 GALWAY RD	72 PWR PLANT RPRS:	MAJOR	92 JET:	1
	BALLSTON SPA, NY 12020	73 BOTTLE OXYGEN:	LOW	93 HELICOPTERS:	3
13 PHONE NR:	518-885-2235	74 BULK OXYGEN:	NONE	TOTAL:	49
14 MANAGER:	JON ZILKA	75 TSNT STORAGE:	HGR TIE	94 GLIDERS:	45
15 ADDRESS:	405 GREENFIELD AVE.	76 OTHER SERVICES:	AVNCS,CHTR,INSTR, SALES	95 MILITARY:	
	BALLSTON SPA, NY 12020			96 ULTRA-LIGHT:	
16 PHONE NR:	518-885-5470			VTOL:	

17 ATTENDANCE SCHEDULE:  
**MONTHS**                      **DAYS**                      **HOURS**  
 ALL                                  ALL                                  0730-DUSK

18 AIRPORT USE: PUBLIC  
 19 ARPT LAT: 43-3-2.6N ESTIMATED  
 20 ARPT LONG: 73-51-41.9W  
 21 ARPT ELEV: 433.9 SURVEYED  
 22 ACREAGE: 527  
 23 RIGHT TRAFFIC: NO  
 24 NON-COMM LANDING: NO  
 25 NPIAS/FED AGREEMENTS: YES / NGY3  
 26 FAR 139 INDEX: /

**FACILITIES**  
 80 ARPT BCN: WG  
 81 ARPT LGT SKED: SEE RMK  
     BCN LGT SKED: SS-SR  
 82 UNICOM: 123.075  
 83 WIND INDICATOR: YES  
 84 SEGMENTED CIRCLE: NONE  
 85 CONTROL TWR: NO  
 86 FSS: BURLINGTON  
 87 FSS ON ARPT: NO  
 88 FSS PHONE NR:  
 89 TOLL FREE NR: 1-800-WX-BRIEF

**OPERATIONS**  
 Information on aircraft operations is available from FAA's Aviation System Performance Metrics <https://aspm.faa.gov>

**RUNWAY DATA**

30 RUNWAY IDENT:	<b>05/23</b>	<b>14/32</b>
31 LENGTH:	4,699	4,000
32 WIDTH:	100	100
33 SURF TYPE-COND:	ASPH-CONC-G	ASPH-CONC-G
34 SURF TREATMENT:	GRVD	NONE
35 GROSS WT:	S 116.0	83.0
36 (IN THSDS)	D 192.0	126.0
37	2D	
38	2D/2DS	
39 PCN / PCR:	46/F/A/X/T (PCN)	30/F/A/X/T (PCN)

**LIGHTING/APCH AIDS**

40 EDGE INTENSITY:	MED	MED
42 RWY MARK TYPE-COND:	NPI- G / NPI- G	NPI- F / NPI- G
43 VGS:	/ P2L	/
44 THR CROSSING HGT:	/ 43	/
45 VISUAL GLIDE ANGLE:	/ 3.00	/
46 CNTRLN-TDZ:	N - / N -	N - / N -
47 RVR-RVV:	- / -	- / -
48 REIL:	Y / Y	/ N
49 APCH LIGHTS:	/	/

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY:	C / C	B(V) / B(V)
51 DISPLACED THR:	/	/
52 CTLG OBSTN:	TREES / TREES	TREES / TREES
53 OBSTN MARKED/LGTD:	/	/
54 HGT ABOVE RWY END:	89 / 89	69 / 73
55 DIST FROM RWY END:	1,579 / 1,876	455 / 713
56 CNTRLN OFFSET:	194R / 88R	222R / 72R
57 OBSTN CLNC SLOPE:	15:1 / 18:1	3:1 / 7:1
58 CLOSE-IN OBSTN:	N / N	N / Y

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA):	/	/
61 TAKE OFF DIST AVBL (TODA):	/	/
62 ACLT STOP DIST AVBL (ASDA):	/	/
63 LNDG DIST AVBL (LDA):	/	/

110 REMARKS:

- A 013 GREG BALL, SARATOGA CO DPW.
- A 014 FBO
- A 040 RWY 14/32 RY LIGHTS OTS.
- A 058 RWY 32 PAVED SVC ROAD 186 FT LEFT OF CTRLN, ALONG RWY TO TXY C.
- A 081 ACTVT REIL RWY 05/23; MRL RWY 05/23 - CTAF.
- A 104 PEAK DURING RACING SEASON.
- A 110-001 JET OR TURBINE ACFT USE 5 OR 23.

111 INSPECTOR: ( S )                      112 LAST INSP: 07/11/2023                      113 LAST INFO RES:

Data Source: [https://www.faa.gov/air\\_traffic/flight\\_info/aeronav/aero\\_data/](https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/) Print Date: 01/24/2025

1 ASSOC CITY: SARATOGA SPRINGS	4 STATE: NY	LOC ID: 5B2	FAA SITE NR: 16100.2'A
2 AIRPORT NAME: SARATOGA COUNTY		5 COUNTY: SARATOGA, NY	
3 CBD TO AIRPORT (NM): 3 SW	6 REGION/ADO: AEA /NYC	7 SECT AERO CHT: NEW YORK	

<b>GENERAL</b>		<b>SERVICES</b>	<b>BASED AIRCRAFT</b>
10 OWNERSHIP: PUBLIC		70 FUEL: 100LL A	90 SINGLE ENG: 45
11 OWNER: SARATOGA COUNTY			91 MULTI ENG:
12 ADDRESS: 3654 GALWAY RD		71 AIRFRAME RPRS: MAJOR	92 JET: 1
		72 PWR PLANT RPRS: MAJOR	93 HELICOPTERS: 3
13 PHONE NR: 518-885-2235		73 BOTTLE OXYGEN: LOW	TOTAL: 49
14 MANAGER: JON ZILKA		74 BULK OXYGEN: NONE	
15 ADDRESS: 405 GREENFIELD AVE.		75 TSNT STORAGE: HGR TIE	94 GLIDERS: 45
		76 OTHER SERVICES: AVNCS,CHTR,INSTR, SALES	95 MILITARY:
16 PHONE NR: 518-885-5470			96 ULTRA-LIGHT: VTOL:

17 ATTENDANCE SCHEDULE:

MONTHS	DAYS	HOURS
ALL	ALL	0730-DUSK

		<b>FACILITIES</b>	<b>OPERATIONS</b>
18 AIRPORT USE: PUBLIC		80 ARPT BCN: WG	Information on aircraft operations is available from FAA's Aviation System Performance Metrics <a href="https://aspm.faa.gov">https://aspm.faa.gov</a>
19 ARPT LAT: 43-3-2.6N ESTIMATED		81 ARPT LGT SKED: SEE RMK	
20 ARPT LONG: 73-51-41.9W		BCN LGT SKED: SS-SR	
21 ARPT ELEV: 433.9 SURVEYED		82 UNICOM: 123.075	
22 ACREAGE: 527		83 WIND INDICATOR: YES	
23 RIGHT TRAFFIC: NO		84 SEGMENTED CIRCLE: NONE	
24 NON-COMM LANDING: NO		85 CONTROL TWR: NO	
25 NPIAS/FED AGREEMENTS: YES / NGY3		86 FSS: BURLINGTON	
26 FAR 139 INDEX: /		87 FSS ON ARPT: NO	
		88 FSS PHONE NR:	
		89 TOLL FREE NR: 1-800-WX-BRIEF	

**RUNWAY DATA**

30 RUNWAY IDENT:

31 LENGTH:

32 WIDTH:

33 SURF TYPE-COND:

34 SURF TREATMENT:

35 GROSS WT: S

36 (IN THSDS) D

37 2D

38 2D/2DS

39 PCN / PCR:

**LIGHTING/APCH AIDS**

40 EDGE INTENSITY:

42 RWY MARK TYPE-COND:

43 VGSI:

44 THR CROSSING HGT:

45 VISUAL GLIDE ANGLE:

46 CNTRLN-TDZ:

47 RVR-RVV:

48 REIL:

49 APCH LIGHTS:

**OBSTRUCTION DATA**

50 FAR 77 CATEGORY:

51 DISPLACED THR:

52 CTLG OBSTN:

53 OBSTN MARKED/LGTD:

54 HGT ABOVE RWY END:

55 DIST FROM RWY END:

56 CNTRLN OFFSET:

57 OBSTN CLNC SLOPE:

58 CLOSE-IN OBSTN:

**DECLARED DISTANCES**

60 TAKE OFF RUN AVBL (TORA):

61 TAKE OFF DIST AVBL (TODA):

62 ACLT STOP DIST AVBL (ASDA):

63 LNDG DIST AVBL (LDA):



110 REMARKS:

A 110-002 GLIDER ACTVTY ON WKENDS & OCNLY WKDAYS WITH EXTENSIVE PRE-LAUNCH & AFTER LDG GND OPNS ON SHOULDERS OF RY IN USE.

A 110-003 ALBANY ANG HELS DO TGL OPNS USUALLY DURG DALGT HRS.

A 110-004 YEAR ROUND FEDERALLY & STATE PROTECTED HABITAT FOR KARNER BLUE BUTTERFLY; UNAUTHORIZED OFF-PAVEMENT OPNS PROHIBITED.

A 110-005 GCO AVBL ON FREQ 118.125 THRU ALB CLEARANCE DELIVERY.

A 110-006 FOR CD IF GCO UNA CTC ALBANY APCH AT 518-862-2299.

111 INSPECTOR: ( S )                      112 LAST INSP: 07/11/2023                      113 LAST INFO RES:

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
1	5B2 - Saratoga Springs	-1 - unknown	4	8	12	0	0
2	5B2 - Saratoga Springs	AA5 - American AA-5 Traveler	3	1	4	9	3
3	5B2 - Saratoga Springs	AC11 - North American Commander 112	0	1	1	0	0
4	5B2 - Saratoga Springs	AC90 - Gulfstream Commander	1	1	2	4	4
5	5B2 - Saratoga Springs	B350 - Beech Super King Air 350	65	65	130	390	6
6	5B2 - Saratoga Springs	BE10 - Beech King Air 100 A/B	6	6	12	24	4
7	5B2 - Saratoga Springs	BE20 - Beech 200 Super King	21	20	41	105	5
8	5B2 - Saratoga Springs	BE24 - Beech 24 Sierra	1	1	2	6	6
9	5B2 - Saratoga Springs	BE30 - Raytheon 300 Super King Air	2	2	4	16	8
10	5B2 - Saratoga Springs	BE33 - Beech Bonanza 33	5	5	10	25	5
11	5B2 - Saratoga Springs	BE35 - Beech Bonanza 35	8	7	15	32	4
12	5B2 - Saratoga Springs	BE36 - Beech Bonanza 36	9	8	17	36	4
13	5B2 - Saratoga Springs	BE40 - Raytheon/Beech Beechjet 400/T-1	25	25	50	125	5
14	5B2 - Saratoga Springs	BE55 - Beech Baron 55	2	1	3	12	6
15	5B2 - Saratoga Springs	BE58 - Beech 58	3	6	9	12	4
16	5B2 - Saratoga Springs	BE9L - Beech King Air 90	9	10	19	54	6
17	5B2 - Saratoga Springs	BE9T - Beech F90 King Air	1	1	2	4	4
18	5B2 - Saratoga Springs	BT36 - Beechcraft Bonanza	1	1	2	5	5
19	5B2 - Saratoga Springs	C150 - Cessna 150	1	1	2	2	2
20	5B2 - Saratoga Springs	C172 - Cessna Skyhawk 172/Cutlass	5	8	13	20	4
21	5B2 - Saratoga Springs	C182 - Cessna Skylane 182	4	10	14	16	4
22	5B2 - Saratoga Springs	C185 - Cessna Skywagon 185	1	0	1	6	6
23	5B2 - Saratoga Springs	C206 - Cessna 206 Stationair	5	4	9	20	4
24	5B2 - Saratoga Springs	C208 - Cessna 208 Caravan	1	6	7	14	14
25	5B2 - Saratoga Springs	C240 - Cessna TTx Model T240	1	1	2	3	3
26	5B2 - Saratoga Springs	C25B - Cessna Citation CJ3	26	26	52	130	5
27	5B2 - Saratoga Springs	C25C - Cessna Citation CJ4	28	28	56	168	6
28	5B2 - Saratoga Springs	C25M - Cessna Citation M2	2	2	4	16	8
29	5B2 - Saratoga Springs	C340 - Cessna 340	5	5	10	30	6
30	5B2 - Saratoga Springs	C414 - Cessna Chancellor 414	4	3	7	24	6
31	5B2 - Saratoga Springs	C441 - Cessna Conquest	1	1	2	6	6
32	5B2 - Saratoga Springs	C501 - Cessna I/SP	0	1	1	0	0
33	5B2 - Saratoga Springs	C510 - Cessna Citation Mustang	2	2	4	12	6
34	5B2 - Saratoga Springs	C525 - Cessna CitationJet/CJ1	18	18	36	90	5
35	5B2 - Saratoga Springs	C550 - Cessna Citation II/Bravo	1	1	2	10	10
36	5B2 - Saratoga Springs	C55B - Cessna Citation Bravo	2	2	4	20	10
37	5B2 - Saratoga Springs	C560 - Cessna Citation V/Ultra/Encore	14	14	28	112	8
38	5B2 - Saratoga Springs	C56X - Cessna Excel/XLS	62	64	126	930	15
39	5B2 - Saratoga Springs	C680 - Cessna Citation Sovereign	18	17	35	216	12

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
40	5B2 - Saratoga Springs	C68A - Cessna Citation Latitude	100	101	201	900	9
41	5B2 - Saratoga Springs	C700 - Cessna Citation Longitude	23	22	45	322	14
42	5B2 - Saratoga Springs	C750 - Cessna Citation X	7	8	15	98	14
43	5B2 - Saratoga Springs	C77R - Cessna Cardinal RG	0	1	1	0	0
44	5B2 - Saratoga Springs	CL30 - Bombardier (Canadair) Challenger 300	8	8	16	64	8
45	5B2 - Saratoga Springs	CL35 - Bombardier Challenger 300	26	26	52	208	8
46	5B2 - Saratoga Springs	CL60 - Bombardier Challenger 600/601/604	8	8	16	120	15
47	5B2 - Saratoga Springs	DA40 - Diamond Star DA40	3	2	5	18	6
48	5B2 - Saratoga Springs	E50P - Embraer Phenom 100	4	4	8	24	6
49	5B2 - Saratoga Springs	E545 - Embraer EMB-545 Legacy 450	23	23	46	184	8
50	5B2 - Saratoga Springs	E550 - Embraer Legacy 500	4	4	8	24	6
51	5B2 - Saratoga Springs	E55P - Embraer Phenom 300	92	92	184	736	8
52	5B2 - Saratoga Springs	EPIC - Dynasty	1	1	2	6	6
53	5B2 - Saratoga Springs	F16 - Lockheed F-16 Fighting Falcon	1	0	1	1	1
54	5B2 - Saratoga Springs	F2TH - Dassault Falcon 2000	3	3	6	24	8
55	5B2 - Saratoga Springs	F900 - Dassault Falcon 900	2	3	5	30	15
56	5B2 - Saratoga Springs	FA20 - Dassault Falcon/Mystère 20	1	0	1	10	10
57	5B2 - Saratoga Springs	FA50 - Dassault Falcon/Mystère 50	2	2	4	24	12
58	5B2 - Saratoga Springs	FA7X - Dassault Falcon F7X	2	2	4	24	12
59	5B2 - Saratoga Springs	G280 - Gulfstream G280	5	5	10	20	4
60	5B2 - Saratoga Springs	GA5C - G-7 Gulfstream G500	22	24	46	418	19
61	5B2 - Saratoga Springs	GA6C - G-7 Gulfstream G600	1	1	2	19	19
62	5B2 - Saratoga Springs	GLEX - Bombardier BD-700 Global Express	4	4	8	44	11
63	5B2 - Saratoga Springs	GLF4 - Gulfstream IV/G400	2	2	4	28	14
64	5B2 - Saratoga Springs	GLF5 - Gulfstream V/G500	2	2	4	30	15
65	5B2 - Saratoga Springs	GLF6 - Gulfstream	19	21	40	285	15
66	5B2 - Saratoga Springs	H25B - BAe HS 125/700-800/Hawker 800	36	36	72	432	12
67	5B2 - Saratoga Springs	H25C - BAe/Raytheon HS 125-1000/Hawker 1000	0	1	1	0	0
68	5B2 - Saratoga Springs	H60 - Sikorsky SH-60 Seahawk	0	2	2	0	0
69	5B2 - Saratoga Springs	HDJT - HONDA HA-420 HondaJet	5	5	10	25	5
70	5B2 - Saratoga Springs	K100 - unknown	1	1	2	0	0
71	5B2 - Saratoga Springs	LJ31 - Bombardier Learjet 31/A/B	3	3	6	24	8
72	5B2 - Saratoga Springs	LJ40 - Learjet 40; Gates Learjet	7	8	15	70	10
73	5B2 - Saratoga Springs	LJ45 - Bombardier Learjet 45	0	1	1	0	0
74	5B2 - Saratoga Springs	LJ55 - Bombardier Learjet 55	1	1	2	8	8
75	5B2 - Saratoga Springs	LJ60 - Bombardier Learjet 60	1	1	2	8	8
76	5B2 - Saratoga Springs	LJ75 - Learjet 75	7	7	14	56	8
77	5B2 - Saratoga Springs	LNCE - Lancair Super ES	1	1	2	4	4
78	5B2 - Saratoga Springs	M20P - Mooney M-20C Ranger	10	12	22	40	4
79	5B2 - Saratoga Springs	MU2 - Mitsubishi Marquise/Solitaire	1	1	2	6	6

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
80	5B2 - Saratoga Springs	P28A - Piper Cherokee	24	27	51	96	4
81	5B2 - Saratoga Springs	P28B - Piper Turbo Dakota	0	1	1	0	0
82	5B2 - Saratoga Springs	P28R - Cherokee Arrow/Turbo	2	3	5	8	4
83	5B2 - Saratoga Springs	P28S - Airborne Piper Turbo Arrow 3	0	1	1	0	0
84	5B2 - Saratoga Springs	P28T - Piper Arrow 4	1	1	2	4	4
85	5B2 - Saratoga Springs	P32R - Piper 32	7	7	14	28	4
86	5B2 - Saratoga Springs	P46T - Piper Malibu Meridian	7	4	11	42	6
87	5B2 - Saratoga Springs	P68 - Partenavia P68 Victor	0	1	1	0	0
88	5B2 - Saratoga Springs	PA23 - Piper PA-23	0	1	1	0	0
89	5B2 - Saratoga Springs	PA27 - Piper Aztec	0	1	1	0	0
90	5B2 - Saratoga Springs	PA31 - Piper Navajo PA-31	5	5	10	40	8
91	5B2 - Saratoga Springs	PA32 - Piper Cherokee Six	3	2	5	18	6
92	5B2 - Saratoga Springs	PA34 - Piper PA-34 Seneca	1	1	2	6	6
93	5B2 - Saratoga Springs	PA46 - Piper Malibu	1	2	3	6	6
94	5B2 - Saratoga Springs	PC12 - Pilatus PC-12	211	210	421	1,899	9
95	5B2 - Saratoga Springs	PC24 - Pilatus PC-24	10	10	20	80	8
96	5B2 - Saratoga Springs	PRM1 - Raytheon Premier 1/390 Premier 1	22	21	43	132	6
97	5B2 - Saratoga Springs	R44 - Robinson R-44 Raven	1	1	2	4	4
98	5B2 - Saratoga Springs	S22T - Cirrus SR-22 Turbo	17	16	33	68	4
99	5B2 - Saratoga Springs	S76 - Sikorsky S-76	1	1	2	12	12
100	5B2 - Saratoga Springs	SB20 - Saab 2000	1	1	2	0	0
101	5B2 - Saratoga Springs	SF50 - Cirrus Vision SF50	2	2	4	14	7
102	5B2 - Saratoga Springs	SR20 - Cirrus SR-20	1	1	2	4	4
103	5B2 - Saratoga Springs	SR22 - Cirrus SR 22	30	30	60	120	4
104	5B2 - Saratoga Springs	T206 - Cessna T-206	4	1	5	24	6
105	5B2 - Saratoga Springs	T210 - Cessna T210M	1	1	2	2	2
106	5B2 - Saratoga Springs	TB20 - Taylorcraft Seabird	2	2	4	8	4
107	5B2 - Saratoga Springs	TB21 - Socata TB-21	1	1	2	4	4
108	5B2 - Saratoga Springs	TBM8 - Socata TBM-850	7	7	14	49	7
109	5B2 - Saratoga Springs	TBM9 - Socata TBM	16	15	31	112	7
<b>Sub-Total for 5B2 - Saratoga Springs</b>			<b>1,183</b>	<b>1,209</b>	<b>2,392</b>	<b>9,818</b>	<b>8</b>
110	N23 - Sidney	-1 - unknown	1	2	3	0	0
111	N23 - Sidney	B350 - Beech Super King Air 350	1	2	3	6	6
112	N23 - Sidney	BE58 - Beech 58	1	0	1	4	4
113	N23 - Sidney	BE9L - Beech King Air 90	1	1	2	6	6
114	N23 - Sidney	C150 - Cessna 150	1	0	1	2	2
115	N23 - Sidney	C172 - Cessna Skyhawk 172/Cutlass	2	0	2	8	4
116	N23 - Sidney	C182 - Cessna Skylane 182	1	0	1	4	4
117	N23 - Sidney	C560 - Cessna Citation V/Ultra/Encore	1	1	2	8	8
118	N23 - Sidney	EA50 - Eclipse 500	9	9	18	54	6

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
119	N23 - Sidney	EC35 - Eurocopter EC-135	3	2	5	21	7
120	N23 - Sidney	P180 - Piaggio P-180 Avanti	2	2	4	18	9
121	N23 - Sidney	P28A - Piper Cherokee	2	3	5	8	4
122	N23 - Sidney	P32R - Piper 32	1	0	1	4	4
123	N23 - Sidney	P46T - Piper Malibu Meridian	1	1	2	6	6
124	N23 - Sidney	PA32 - Piper Cherokee Six	1	1	2	6	6
125	N23 - Sidney	PA38 - Piper Tomahawk PA38	0	1	1	0	0
126	N23 - Sidney	PAY2 - Piper Cheyenne 2	23	22	45	138	6
127	N23 - Sidney	PC12 - Pilatus PC-12	5	4	9	45	9
128	N23 - Sidney	S22T - Cirrus SR-22 Turbo	2	2	4	8	4
129	N23 - Sidney	SR22 - Cirrus SR 22	4	3	7	16	4
<b>Sub-Total for N23 - Sidney</b>			<b>62</b>	<b>56</b>	<b>118</b>	<b>362</b>	<b>5</b>
130	N66 - Oneonta	-1 - unknown	0	1	1	0	0
131	N66 - Oneonta	AA5 - American AA-5 Traveler	0	1	1	0	0
132	N66 - Oneonta	AC11 - North American Commander 112	1	1	2	4	4
133	N66 - Oneonta	B350 - Beech Super King Air 350	8	9	17	48	6
134	N66 - Oneonta	BE20 - Beech 200 Super King	1	1	2	5	5
135	N66 - Oneonta	BE30 - Raytheon 300 Super King Air	2	1	3	16	8
136	N66 - Oneonta	BE33 - Beech Bonanza 33	3	2	5	15	5
137	N66 - Oneonta	BE35 - Beech Bonanza 35	1	1	2	4	4
138	N66 - Oneonta	BE58 - Beech 58	2	2	4	8	4
139	N66 - Oneonta	BE9L - Beech King Air 90	2	2	4	12	6
140	N66 - Oneonta	C120 - Cessna C120	0	1	1	0	0
141	N66 - Oneonta	C172 - Cessna Skyhawk 172/Cutlass	2	3	5	8	4
142	N66 - Oneonta	C182 - Cessna Skylane 182	5	4	9	20	4
143	N66 - Oneonta	C210 - Cessna 210 Centurion	10	8	18	60	6
144	N66 - Oneonta	C25B - Cessna Citation CJ3	0	1	1	0	0
145	N66 - Oneonta	C25C - Cessna Citation CJ4	1	1	2	6	6
146	N66 - Oneonta	C25M - Cessna Citation M2	1	1	2	8	8
147	N66 - Oneonta	C340 - Cessna 340	1	1	2	6	6
148	N66 - Oneonta	C525 - Cessna CitationJet/CJ1	1	1	2	5	5
149	N66 - Oneonta	C560 - Cessna Citation V/Ultra/Encore	2	2	4	16	8
150	N66 - Oneonta	C56X - Cessna Excel/XLS	7	7	14	105	15
151	N66 - Oneonta	C680 - Cessna Citation Sovereign	3	3	6	36	12
152	N66 - Oneonta	C68A - Cessna Citation Latitude	6	6	12	54	9
153	N66 - Oneonta	C700 - Cessna Citation Longitude	4	4	8	56	14
154	N66 - Oneonta	C82R - Cessna Skylane RG	1	1	2	4	4
155	N66 - Oneonta	CL35 - Bombardier Challenger 300	9	9	18	72	8
156	N66 - Oneonta	DA40 - Diamond Star DA40	1	3	4	6	6
157	N66 - Oneonta	E55P - Embraer Phenom 300	5	5	10	40	8

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
158	N66 - Oneonta	F2TH - Dassault Falcon 2000	1	1	2	12	12
159	N66 - Oneonta	FA50 - Dassault Falcon/Mystère 50	2	2	4	24	12
160	N66 - Oneonta	HDJT - HONDA HA-420 HondaJet	1	1	2	5	5
161	N66 - Oneonta	M20P - Mooney M-20C Ranger	13	12	25	52	4
162	N66 - Oneonta	M600 - Piper PA-46 M600	2	3	5	10	5
163	N66 - Oneonta	P28A - Piper Cherokee	2	4	6	8	4
164	N66 - Oneonta	P28R - Cherokee Arrow/Turbo	1	1	2	4	4
165	N66 - Oneonta	P28S - Airborne Piper Turbo Arrow 3	0	1	1	0	0
166	N66 - Oneonta	P32R - Piper 32	0	1	1	0	0
167	N66 - Oneonta	P46T - Piper Malibu Meridian	1	0	1	6	6
168	N66 - Oneonta	P68 - Partenavia P68 Victor	2	1	3	12	6
169	N66 - Oneonta	PA31 - Piper Navajo PA-31	1	1	2	8	8
170	N66 - Oneonta	PA34 - Piper PA-34 Seneca	1	2	3	6	6
171	N66 - Oneonta	PA46 - Piper Malibu	4	5	9	24	6
172	N66 - Oneonta	PAY2 - Piper Cheyenne 2	1	1	2	6	6
173	N66 - Oneonta	PC12 - Pilatus PC-12	45	43	88	405	9
174	N66 - Oneonta	PC24 - Pilatus PC-24	2	2	4	16	8
175	N66 - Oneonta	RV8 - RV-4/6/7/8; VANS	1	1	2	2	2
176	N66 - Oneonta	S22T - Cirrus SR-22 Turbo	1	3	4	4	4
177	N66 - Oneonta	SF50 - Cirrus Vision SF50	5	5	10	35	7
178	N66 - Oneonta	SR20 - Cirrus SR-20	0	1	1	0	0
179	N66 - Oneonta	SR22 - Cirrus SR 22	11	12	23	44	4
180	N66 - Oneonta	TBM7 - Socata TBM-7	1	1	2	4	4
181	N66 - Oneonta	TBM9 - Socata TBM	2	2	4	14	7
182	N66 - Oneonta	VELO - Velocity	1	1	2	4	4
<b>Sub-Total for N66 - Oneonta</b>			<b>180</b>	<b>189</b>	<b>369</b>	<b>1,319</b>	<b>7</b>
183	OIC - Norwich	-1 - unknown	0	1	1	0	0
184	OIC - Norwich	AA5 - American AA-5 Traveler	1	1	2	3	3
185	OIC - Norwich	B350 - Beech Super King Air 350	1	1	2	6	6
186	OIC - Norwich	BE20 - Beech 200 Super King	0	1	1	0	0
187	OIC - Norwich	BE33 - Beech Bonanza 33	1	3	4	5	5
188	OIC - Norwich	BE35 - Beech Bonanza 35	2	1	3	8	4
189	OIC - Norwich	BE58 - Beech 58	5	4	9	20	4
190	OIC - Norwich	BE9L - Beech King Air 90	37	30	67	222	6
191	OIC - Norwich	C172 - Cessna Skyhawk 172/Cutlass	2	2	4	8	4
192	OIC - Norwich	C210 - Cessna 210 Centurion	1	0	1	6	6
193	OIC - Norwich	C25C - Cessna Citation CJ4	4	4	8	24	6
194	OIC - Norwich	C303 - Cessna T303 Crusader	1	2	3	4	4
195	OIC - Norwich	C560 - Cessna Citation V/Ultra/Encore	8	9	17	64	8
196	OIC - Norwich	DA40 - Diamond Star DA40	1	1	2	6	6

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
197	OIC - Norwich	EA50 - Eclipse 500	2	2	4	12	6
198	OIC - Norwich	HUSK - Aviat A-1 Husky Pup	0	1	1	0	0
199	OIC - Norwich	P28A - Piper Cherokee	1	2	3	4	4
200	OIC - Norwich	P28R - Cherokee Arrow/Turbo	1	1	2	4	4
201	OIC - Norwich	P28S - Airborne Piper Turbo Arrow 3	0	1	1	0	0
202	OIC - Norwich	PA26 - Fairchild PT-26	1	0	1	2	2
203	OIC - Norwich	PA30 - Piper PA-30	0	1	1	0	0
204	OIC - Norwich	PA31 - Piper Navajo PA-31	7	7	14	56	8
205	OIC - Norwich	PA46 - Piper Malibu	1	0	1	6	6
206	OIC - Norwich	PAY2 - Piper Cheyenne 2	7	5	12	42	6
207	OIC - Norwich	PC12 - Pilatus PC-12	2	2	4	18	9
208	OIC - Norwich	RV9 - Experimental	1	1	2	2	2
209	OIC - Norwich	SR20 - Cirrus SR-20	1	1	2	4	4
210	OIC - Norwich	SR22 - Cirrus SR 22	1	0	1	4	4
211	OIC - Norwich	TBM9 - Socata TBM	2	2	4	14	7
<b>Sub-Total for OIC - Norwich</b>			<b>91</b>	<b>86</b>	<b>177</b>	<b>544</b>	<b>5</b>
212	PEO - Penn Yan	-1 - unknown	0	5	5	0	0
213	PEO - Penn Yan	AEST - Piper Aero Star	7	7	14	28	4
214	PEO - Penn Yan	ASTR - IAI Astra 1125	11	11	22	66	6
215	PEO - Penn Yan	B350 - Beech Super King Air 350	5	5	10	30	6
216	PEO - Penn Yan	BE23 - Beech 23 Sundowner	9	10	19	36	4
217	PEO - Penn Yan	BE33 - Beech Bonanza 33	3	2	5	15	5
218	PEO - Penn Yan	BE35 - Beech Bonanza 35	5	8	13	20	4
219	PEO - Penn Yan	BE36 - Beech Bonanza 36	23	24	47	92	4
220	PEO - Penn Yan	BE40 - Raytheon/Beech Beechjet 400/T-1	4	4	8	20	5
221	PEO - Penn Yan	BE55 - Beech Baron 55	1	1	2	6	6
222	PEO - Penn Yan	BE58 - Beech 58	16	13	29	64	4
223	PEO - Penn Yan	BE76 - Beech 76 Duchess	0	1	1	0	0
224	PEO - Penn Yan	BT36 - Beechcraft Bonanza	5	5	10	25	5
225	PEO - Penn Yan	C150 - Cessna 150	0	1	1	0	0
226	PEO - Penn Yan	C172 - Cessna Skyhawk 172/Cutlass	8	10	18	32	4
227	PEO - Penn Yan	C177 - Cessna 177 Cardinal	1	1	2	4	4
228	PEO - Penn Yan	C180 - Cessna 180	2	1	3	8	4
229	PEO - Penn Yan	C182 - Cessna Skylane 182	27	29	56	108	4
230	PEO - Penn Yan	C206 - Cessna 206 Stationair	0	1	1	0	0
231	PEO - Penn Yan	C210 - Cessna 210 Centurion	2	2	4	12	6
232	PEO - Penn Yan	C25A - Cessna Citation CJ2	1	1	2	8	8
233	PEO - Penn Yan	C25B - Cessna Citation CJ3	4	4	8	20	5
234	PEO - Penn Yan	C310 - Cessna 310	1	1	2	6	6
235	PEO - Penn Yan	C320 - Cessna Skyknight	1	1	2	5	5

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
236	PEO - Penn Yan	C414 - Cessna Chancellor 414	1	1	2	6	6
237	PEO - Penn Yan	C421 - Cessna Golden Eagle 421	1	1	2	8	8
238	PEO - Penn Yan	C510 - Cessna Citation Mustang	1	1	2	6	6
239	PEO - Penn Yan	C525 - Cessna CitationJet/CJ1	4	3	7	20	5
240	PEO - Penn Yan	C550 - Cessna Citation II/Bravo	23	24	47	230	10
241	PEO - Penn Yan	C55B - Cessna Citation Bravo	11	7	18	110	10
242	PEO - Penn Yan	C560 - Cessna Citation V/Ultra/Encore	139	141	280	1,112	8
243	PEO - Penn Yan	C56X - Cessna Excel/XLS	20	21	41	300	15
244	PEO - Penn Yan	C650 - Cessna III/VI/VII	49	47	96	294	6
245	PEO - Penn Yan	C68A - Cessna Citation Latitude	15	15	30	135	9
246	PEO - Penn Yan	C700 - Cessna Citation Longitude	5	5	10	70	14
247	PEO - Penn Yan	C750 - Cessna Citation X	4	4	8	56	14
248	PEO - Penn Yan	C82R - Cessna Skylane RG	3	2	5	12	4
249	PEO - Penn Yan	CL30 - Bombardier (Canadair) Challenger 300	2	2	4	16	8
250	PEO - Penn Yan	CL35 - Bombardier Challenger 300	11	12	23	88	8
251	PEO - Penn Yan	CL60 - Bombardier Challenger 600/601/604	4	4	8	60	15
252	PEO - Penn Yan	COL4 - Lancair LC-41 Columbia 400	2	2	4	8	4
253	PEO - Penn Yan	DA40 - Diamond Star DA40	0	1	1	0	0
254	PEO - Penn Yan	E50P - Embraer Phenom 100	2	3	5	12	6
255	PEO - Penn Yan	E550 - Embraer Legacy 500	1	1	2	12	12
256	PEO - Penn Yan	E55P - Embraer Phenom 300	12	12	24	96	8
257	PEO - Penn Yan	EA50 - Eclipse 500	1	1	2	6	6
258	PEO - Penn Yan	EC35 - Eurocopter EC-135	0	1	1	0	0
259	PEO - Penn Yan	EPIC - Dynasty	1	1	2	6	6
260	PEO - Penn Yan	F2TH - Dassault Falcon 2000	1	1	2	12	12
261	PEO - Penn Yan	F900 - Dassault Falcon 900	0	1	1	0	0
262	PEO - Penn Yan	G280 - Gulfstream G280	3	3	6	12	4
263	PEO - Penn Yan	GLF4 - Gulfstream IV/G400	1	1	2	14	14
264	PEO - Penn Yan	GLF5 - Gulfstream V/G500	2	2	4	30	15
265	PEO - Penn Yan	H25B - BAe HS 125/700-800/Hawker 800	3	2	5	36	12
266	PEO - Penn Yan	H60 - Sikorsky SH-60 Seahawk	0	1	1	0	0
267	PEO - Penn Yan	HDJT - HONDA HA-420 HondaJet	1	1	2	5	5
268	PEO - Penn Yan	LJ40 - Learjet 40; Gates Learjet	2	2	4	20	10
269	PEO - Penn Yan	LJ45 - Bombardier Learjet 45	2	2	4	20	10
270	PEO - Penn Yan	LJ60 - Bombardier Learjet 60	20	20	40	160	8
271	PEO - Penn Yan	M20P - Mooney M-20C Ranger	5	6	11	20	4
272	PEO - Penn Yan	M20T - Turbo Mooney M20K	1	0	1	4	4
273	PEO - Penn Yan	M600 - Piper PA-46 M600	0	1	1	0	0
274	PEO - Penn Yan	P180 - Piaggio P-180 Avanti	3	3	6	27	9
275	PEO - Penn Yan	P28A - Piper Cherokee	14	14	28	56	4

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
276	PEO - Penn Yan	P28B - Piper Turbo Dakota	8	7	15	32	4
277	PEO - Penn Yan	P28R - Cherokee Arrow/Turbo	3	3	6	12	4
278	PEO - Penn Yan	P28S - Airborne Piper Turbo Arrow 3	2	2	4	0	0
279	PEO - Penn Yan	P32R - Piper 32	5	5	10	20	4
280	PEO - Penn Yan	P46T - Piper Malibu Meridian	1	3	4	6	6
281	PEO - Penn Yan	PA24 - Piper PA-24	0	1	1	0	0
282	PEO - Penn Yan	PA31 - Piper Navajo PA-31	0	1	1	0	0
283	PEO - Penn Yan	PA32 - Piper Cherokee Six	4	5	9	24	6
284	PEO - Penn Yan	PA34 - Piper PA-34 Seneca	1	1	2	6	6
285	PEO - Penn Yan	PA46 - Piper Malibu	1	2	3	6	6
286	PEO - Penn Yan	PC12 - Pilatus PC-12	10	11	21	90	9
287	PEO - Penn Yan	S22T - Cirrus SR-22 Turbo	4	5	9	16	4
288	PEO - Penn Yan	SF50 - Cirrus Vision SF50	5	5	10	35	7
289	PEO - Penn Yan	SR20 - Cirrus SR-20	4	4	8	16	4
290	PEO - Penn Yan	SR22 - Cirrus SR 22	15	21	36	60	4
291	PEO - Penn Yan	T210 - Cessna T210M	0	1	1	0	0
292	PEO - Penn Yan	TBM7 - Socata TBM-7	1	1	2	4	4
293	PEO - Penn Yan	TBM8 - Socata TBM-850	1	1	2	7	7
294	PEO - Penn Yan	TBM9 - Socata TBM	1	2	3	7	7
<b>Sub-Total for PEO - Penn Yan</b>			<b>572</b>	<b>601</b>	<b>1,173</b>	<b>4,025</b>	<b>7</b>
295	VGC - Hamilton	-1 - unknown	1	1	2	0	0
296	VGC - Hamilton	AA5 - American AA-5 Traveler	0	1	1	0	0
297	VGC - Hamilton	B350 - Beech Super King Air 350	10	10	20	60	6
298	VGC - Hamilton	BE24 - Beech 24 Sierra	1	0	1	6	6
299	VGC - Hamilton	BE36 - Beech Bonanza 36	9	12	21	36	4
300	VGC - Hamilton	BE40 - Raytheon/Beech Beechjet 400/T-1	9	9	18	45	5
301	VGC - Hamilton	BE58 - Beech 58	3	3	6	12	4
302	VGC - Hamilton	BE65 - Beech 65 Queen Air	1	1	2	4	4
303	VGC - Hamilton	BE9L - Beech King Air 90	6	7	13	36	6
304	VGC - Hamilton	C172 - Cessna Skyhawk 172/Cutlass	2	2	4	8	4
305	VGC - Hamilton	C177 - Cessna 177 Cardinal	1	1	2	4	4
306	VGC - Hamilton	C182 - Cessna Skylane 182	4	4	8	16	4
307	VGC - Hamilton	C206 - Cessna 206 Stationair	2	0	2	8	4
308	VGC - Hamilton	C25A - Cessna Citation CJ2	2	3	5	16	8
309	VGC - Hamilton	C25B - Cessna Citation CJ3	6	6	12	30	5
310	VGC - Hamilton	C25C - Cessna Citation CJ4	1	1	2	6	6
311	VGC - Hamilton	C25M - Cessna Citation M2	1	2	3	8	8
312	VGC - Hamilton	C337 - Cessna Turbo Super Skymaster	3	2	5	12	4
313	VGC - Hamilton	C510 - Cessna Citation Mustang	6	9	15	36	6
314	VGC - Hamilton	C525 - Cessna CitationJet/CJ1	1	1	2	5	5

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
315	VGC - Hamilton	C550 - Cessna Citation II/Bravo	2	2	4	20	10
316	VGC - Hamilton	C560 - Cessna Citation V/Ultra/Encore	5	5	10	40	8
317	VGC - Hamilton	C56X - Cessna Excel/XLS	14	14	28	210	15
318	VGC - Hamilton	C680 - Cessna Citation Sovereign	2	2	4	24	12
319	VGC - Hamilton	C68A - Cessna Citation Latitude	16	16	32	144	9
320	VGC - Hamilton	C700 - Cessna Citation Longitude	4	4	8	56	14
321	VGC - Hamilton	C750 - Cessna Citation X	2	2	4	28	14
322	VGC - Hamilton	C77R - Cessna Cardinal RG	2	2	4	8	4
323	VGC - Hamilton	C82S - Cessna 182 Skylane	1	0	1	0	0
324	VGC - Hamilton	CL30 - Bombardier (Canadair) Challenger 300	3	3	6	24	8
325	VGC - Hamilton	CL35 - Bombardier Challenger 300	10	10	20	80	8
326	VGC - Hamilton	CL60 - Bombardier Challenger 600/601/604	2	2	4	30	15
327	VGC - Hamilton	DA40 - Diamond Star DA40	1	1	2	6	6
328	VGC - Hamilton	E545 - Embraer EMB-545 Legacy 450	5	5	10	40	8
329	VGC - Hamilton	E550 - Embraer Legacy 500	2	2	4	12	6
330	VGC - Hamilton	E55P - Embraer Phenom 300	21	21	42	168	8
331	VGC - Hamilton	EA50 - Eclipse 500	22	21	43	132	6
332	VGC - Hamilton	EC35 - Eurocopter EC-135	1	0	1	7	7
333	VGC - Hamilton	F900 - Dassault Falcon 900	1	1	2	8	8
334	VGC - Hamilton	FA50 - Dassault Falcon/Mystère 50	3	3	6	36	12
335	VGC - Hamilton	GA5C - G-7 Gulfstream G500	1	1	2	19	19
336	VGC - Hamilton	GLEX - Bombardier BD-700 Global Express	13	13	26	143	11
337	VGC - Hamilton	GLF4 - Gulfstream IV/G400	2	2	4	28	14
338	VGC - Hamilton	GLF5 - Gulfstream V/G500	7	7	14	105	15
339	VGC - Hamilton	H25B - BAe HS 125/700-800/Hawker 800	3	3	6	36	12
340	VGC - Hamilton	HA4T - Hawker 4000	1	1	2	8	8
341	VGC - Hamilton	LJ45 - Bombardier Learjet 45	1	1	2	10	10
342	VGC - Hamilton	LJ60 - Bombardier Learjet 60	1	1	2	8	8
343	VGC - Hamilton	LJ75 - Learjet 75	1	1	2	8	8
344	VGC - Hamilton	LNC4 - Lancair 4	1	0	1	4	4
345	VGC - Hamilton	M20P - Mooney M-20C Ranger	1	1	2	4	4
346	VGC - Hamilton	P28A - Piper Cherokee	3	5	8	12	4
347	VGC - Hamilton	P28B - Piper Turbo Dakota	1	0	1	4	4
348	VGC - Hamilton	P32R - Piper 32	1	2	3	4	4
349	VGC - Hamilton	PA27 - Piper Aztec	1	2	3	4	4
350	VGC - Hamilton	PA31 - Piper Navajo PA-31	1	2	3	8	8
351	VGC - Hamilton	PA32 - Piper Cherokee Six	1	1	2	6	6
352	VGC - Hamilton	PA46 - Piper Malibu	1	1	2	6	6
353	VGC - Hamilton	PAY2 - Piper Cheyenne 2	4	6	10	24	6
354	VGC - Hamilton	PAY4 - Piper Cheyenne 400	2	2	4	8	4

# TFMSC Report (Airport)

From 01/2024 To 12/2024 | Airport=OIC, N23, VGC, N66, 5B2, PEO

#	Airport	Aircraft Type	Departures	Arrivals	Total Operations	Departure Seats	Average Departure Seats
355	VGC - Hamilton	PC12 - Pilatus PC-12	15	15	30	135	9
356	VGC - Hamilton	PC24 - Pilatus PC-24	2	2	4	16	8
357	VGC - Hamilton	PRM1 - Raytheon Premier 1/390 Premier 1	1	1	2	6	6
358	VGC - Hamilton	RV6 - AIEP Air Beetle	0	1	1	0	0
359	VGC - Hamilton	RV7 - Experimental RV-7	1	1	2	2	2
360	VGC - Hamilton	S22T - Cirrus SR-22 Turbo	2	4	6	8	4
361	VGC - Hamilton	SF50 - Cirrus Vision SF50	2	2	4	14	7
362	VGC - Hamilton	SR20 - Cirrus SR-20	1	2	3	4	4
363	VGC - Hamilton	SR22 - Cirrus SR 22	17	18	35	68	4
364	VGC - Hamilton	TBM8 - Socata TBM-850	1	1	2	7	7
365	VGC - Hamilton	TBM9 - Socata TBM	0	1	1	0	0
Sub-Total for VGC - Hamilton			277	291	568	2,130	7
<b>Total:</b>			<b>2,365</b>	<b>2,432</b>	<b>4,797</b>	<b>18,198</b>	<b>7</b>

Report created on Fri Jan 24 16:19:33 EST 2025

Sources: Traffic Flow Management System Counts (TFMSC), Aviation System Performance Metrics (ASPM)

**Albert S. Nader Regional Airport  
Capital Improvement Program**

Project Description/ Narrative	Work Code	NPR	Federal Funds (\$1,000)			State Discretionary	State Appropriation	State Matching Funds (\$1,000)	Local (\$1,000)			BIL (\$1,000)		State funded only (\$1,000)	Totals (\$1,000)	Environment (Type)	Environmental Status	Comments
			Equipment	Cargo	Discretionary				FPC	Other	ATP	ATP						
<b>2024</b>																		
On Airport Obstruction Clearing - Construction. Clearing of on airport obstruction for Runways 6 & 24	SP RW OB	84	\$ 150			\$ 75	\$ 13		\$ 13					\$ 250	EA	Approved		
<b>Total FY2024</b>			\$ 150			\$ 75	\$ 13		\$ 13					\$ 250				22/23/24 BIL Funding Carried Over into FY 25 = \$305k.
<b>2025</b>																		
Partial Parallel Taxiway (RW 24) - Phase 1 Construction. Approximately 1,630 linear feet of TW construction with pavement, grading, drainage, and lighting	ST TW CO	67	\$ 150		\$ 4,800		\$ 275		\$ 275					\$ 5,500	CATEX	Approved		Re-bid from 2023
<b>Total FY2025</b>			\$ 150		\$ 4,800		\$ 275		\$ 275					\$ 5,500				19/22 BIL Funds Expiring (159k) 23/24/25 BIL Funding Carried Over into FY26 = \$339k.
<b>2026</b>																		
Runway 06-24 Off Airport Obstruction Clearing - Phase 1 - Easement Acquisition. Acquisition of easements for obstruction removal off airport property for Runways 6 and 24	SP RW OB	84	\$ 150			\$ 120	\$ 15		\$ 15					\$ 300	EA	Approved		More willing participants in Phase 1
Entrance Road Relocation - Design. Relocation of the Airport Entrance Road	CA AR1M	43					\$ 8		\$ 8		\$ 135			\$ 150	CATEX	Not Started		Utilizing AIG FY23 + FY24 (113k + 22k)
<b>Total FY2026</b>			\$ 150			\$ 120	\$ 23		\$ 23		\$ 135			\$ 450				24/25/26 BIL Funding Carried Over into FY27 = \$317k.
<b>2027</b>																		
Runway 06-24 Off Airport Obstruction Clearing - Phase 1 - Design. Design for obstruction removal off airport property for Runways 6 and 24	SP RW OB	84	\$ 60				\$ 4		\$ 4					\$ 75	EA	Approved		
Runway 06-24 Off Airport Obstruction Clearing - Phase 2 - Easement Acquisition. Acquisition of easements for obstruction removal off airport property for Runways 6 and 24	SP RW OB	84	\$ 82			\$ 98	\$ 10		\$ 10					\$ 200	EA	Approved		Less willing participants in Phase 2
Runway 06-24 Rehabilitation - Design. Design of the rehabilitation of the 4,200 linear feet of the asphalt pavement, lighting, signage, and drainage	RE RW IM	77				\$ 180	\$ 10		\$ 10					\$ 200	CATEX	Not Started		
Runway 06-24 Rehabilitation - Design. Design of the rehabilitation of the 4,200 linear feet of the asphalt pavement, lighting, signage, and drainage	ST RW LI	70				\$ 27	\$ 2		\$ 2					\$ 30	CATEX	Not Started		
Partial Parallel Taxiway (RW 24) - Phase 2 Construction. Approximately 1,870 linear feet of taxiway construction with grading, drainage, and lighting	ST TW CO	67			\$ 4,950		\$ 275		\$ 275					\$ 5,500	CATEX	Approved		
Entrance Road Relocation - Construction. Relocation of the Airport Entrance Road	CA AR1M	43			\$ 184.3		\$ 27.85		\$ 27.85		\$ 317			\$ 557	CATEX	Not Started		Utilizing AIG FY24 + FY25 + FY26 (\$317k)
Runway 06-24 Rehabilitation - Design. Design of the rehabilitation of the 4,200 linear feet of the asphalt pavement, lighting, signage, and drainage	ST OT SG	40				\$ 10	\$ 1		\$ 1					\$ 20	CATEX	Not Started		
<b>Total FY2027</b>			\$ 150		\$ 5,134	\$ 323	\$ 329		\$ 329		\$ 317			\$ 6,582				All BIL Funds Used
<b>2028</b>																		
Runway 06-24 Off Airport Obstruction Clearing - Phase 1 - Construction. Construction for obstruction removal off airport property for Runways 6 and 24	SP RW OB	84	\$ 150			\$ 120	\$ 15		\$ 15					\$ 300	EA	Approved		
Runway 06-24 Off Airport Obstruction Clearing - Phase 2 - Design. Design for obstruction removal off airport property for Runways 6 and 24	SP RW OB	84				\$ 68	\$ 4		\$ 4					\$ 75	EA	Approved		
Airport Electrical Vault - Design. An electrical vault building separate from the terminal hangar to house airfield electrical equipment	ST EQ VII	68				\$ 180	\$ 10		\$ 10					\$ 200	CATEX	Not Started		
<b>Total FY2028</b>			\$ 150			\$ 368	\$ 29		\$ 29		\$ 29			\$ 575				
<b>2029</b>																		
Runway 06-24 Off Airport Obstruction Clearing - Phase 2 - Construction. Construction for obstruction removal off airport property for Runways 6 and 24	SP RW OB	84	\$ 150			\$ 30	\$ 10		\$ 10					\$ 200	EA	Approved		
<b>Total FY2029</b>			\$ 150			\$ 30	\$ 10		\$ 10		\$ 10			\$ 200				





**FAA  
Airports**

## **ASSURANCES**

### **AIRPORT SPONSORS**

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#### **A. General.**

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this Grant Agreement.

#### **B. Duration and Applicability.**

##### **1. Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.**

The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

##### **2. Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph (1) also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

##### **3. Airport Planning Undertaken by a Sponsor.**

Unless otherwise specified in this Grant Agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 23, 25, 30, 32, 33, 34, and 37 in Section C apply to planning projects. The terms, conditions, and

assurances of this Grant Agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport.

### C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

#### 1. General Federal Requirements

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance, and use of Federal funds for this Grant including but not limited to the following:

##### FEDERAL LEGISLATION

- a. 49 U.S.C. subtitle VII, as amended.
- b. Davis-Bacon Act, as amended — 40 U.S.C. §§ 3141-3144, 3146, and 3147, et seq.<sup>1</sup>
- c. Federal Fair Labor Standards Act — 29 U.S.C. § 201, et seq.
- d. Hatch Act — 5 U.S.C. § 1501, et seq.<sup>2</sup>
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, 42 U.S.C. § 4601, et seq.<sup>1, 2</sup>
- f. National Historic Preservation Act of 1966 — Section 106 — 54 U.S.C. § 306108.<sup>1</sup>
- g. Archeological and Historic Preservation Act of 1974 — 54 U.S.C. § 312501, et seq.<sup>1</sup>
- h. Native Americans Grave Repatriation Act — 25 U.S.C. § 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended — 42 U.S.C. § 7401, et seq.
- j. Coastal Zone Management Act, P.L. 92-583, as amended — 16 U.S.C. § 1451, et seq.
- k. Flood Disaster Protection Act of 1973 — Section 102(a) - 42 U.S.C. § 4012a.<sup>1</sup>
- l. 49 U.S.C. § 303, (formerly known as Section 4(f)).
- m. Rehabilitation Act of 1973 — 29 U.S.C. § 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin).
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.) (prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 — 42 U.S.C. § 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968, as amended — 42 U.S.C. § 4151, et seq.<sup>1</sup>
- s. Powerplant and Industrial Fuel Use Act of 1978 — Section 403 — 42 U.S.C. § 8373.<sup>1</sup>
- t. Contract Work Hours and Safety Standards Act — 40 U.S.C. § 3701, et seq.<sup>1</sup>
- u. Copeland Anti-kickback Act — 18 U.S.C. § 874.<sup>1</sup>

- v. National Environmental Policy Act of 1969 – 42 U.S.C. § 4321, et seq.<sup>1</sup>
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended – 16 U.S.C. § 1271, et seq.
- x. Single Audit Act of 1984 – 31 U.S.C. § 7501, et seq.<sup>2</sup>
- y. Drug-Free Workplace Act of 1988 – 41 U.S.C. §§ 8101 through 8105.
- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (P.L. 109-282, as amended by section 6202 of P.L. 110-252).
- aa. Civil Rights Restoration Act of 1987, P.L. 100-259.
- bb. Build America, Buy America Act, P.L. 117-58, Title IX.

#### **EXECUTIVE ORDERS**

- a. Executive Order 11246 – Equal Employment Opportunity<sup>1</sup>
- b. Executive Order 11990 – Protection of Wetlands
- c. Executive Order 11998 – Flood Plain Management
- d. Executive Order 12372 – Intergovernmental Review of Federal Programs
- e. Executive Order 12699 – Seismic Safety of Federal and Federally Assisted New Building Construction<sup>1</sup>
- f. Executive Order 12898 – Environmental Justice
- g. Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency
- h. Executive Order 13985 – Executive Order on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government
- i. Executive Order 13988 – Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation
- j. Executive Order 14005 – Ensuring the Future is Made in all of America by All of America’s Workers
- k. Executive Order 14008 – Tackling the Climate Crisis at Home and Abroad

#### **FEDERAL REGULATIONS**

- a. 2 CFR Part 180 – OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.<sup>4, 5</sup>
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment.
- d. 14 CFR Part 13 – Investigative and Enforcement Procedures.
- e. 14 CFR Part 16 – Rules of Practice for Federally-Assisted Airport Enforcement Proceedings.
- f. 14 CFR Part 150 – Airport Noise Compatibility Planning.

- g. 28 CFR Part 35 – Nondiscrimination on the Basis of Disability in State and Local Government Services.
- h. 28 CFR § 50.3 – U.S. Department of Justice Guidelines for the Enforcement of Title VI of the Civil Rights Act of 1964.
- i. 29 CFR Part 1 – Procedures for Predetermination of Wage Rates.<sup>1</sup>
- j. 29 CFR Part 3 – Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States.<sup>1</sup>
- k. 29 CFR Part 5 – Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Nonconstruction Contracts Subject to the Contract Work Hours and Safety Standards Act).<sup>1</sup>
- l. 41 CFR Part 60 – Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and Federally-assisted contracting requirements).<sup>1</sup>
- m. 49 CFR Part 20 – New Restrictions on Lobbying.
- n. 49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 23 – Participation by Disadvantage Business Enterprise in Airport Concessions.
- p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs.<sup>1, 2</sup>
- q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs.
- r. 49 CFR Part 27 – Nondiscrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance.<sup>1</sup>
- s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation.
- t. 49 CFR Part 30 – Denial of Public Works Contracts to Suppliers of Goods and Services of Countries That Deny Procurement Market Access to U.S. Contractors.
- u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance).
- v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 38 – Americans with Disabilities Act (ADA) Accessibility Specifications for Transportation Vehicles.
- x. 49 CFR Part 41 – Seismic Safety.

***FOOTNOTES TO ASSURANCE (C)(1)***

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<sup>1</sup> These laws do not apply to airport planning sponsors.

<sup>2</sup> These laws do not apply to private sponsors.

<sup>3</sup> 2 CFR Part 200 contains requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation shall

apply where applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

<sup>4</sup> Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.

<sup>5</sup> Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

## **SPECIFIC ASSURANCES**

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Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this Grant Agreement.

### **2. Responsibility and Authority of the Sponsor.**

#### **a. Public Agency Sponsor:**

It has legal authority to apply for this Grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

#### **b. Private Sponsor:**

It has legal authority to apply for this Grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this Grant Agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

### **3. Sponsor Fund Availability.**

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this Grant Agreement which it will own or control.

### **4. Good Title.**

- a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.
- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

### **5. Preserving Rights and Powers.**

- a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this Grant Agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere

with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

- b. Subject to the FAA Act of 2018, Public Law 115-254, Section 163, it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this Grant Agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this Grant Agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this Grant Agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to ensure that the airport will be operated and maintained in accordance with Title 49, United States Code, the regulations and the terms, conditions and assurances in this Grant Agreement and shall ensure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

## **6. Consistency with Local Plans.**

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

**7. Consideration of Local Interest.**

It has given fair consideration to the interest of communities in or near where the project may be located.

**8. Consultation with Users.**

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

**9. Public Hearings.**

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

**10. Metropolitan Planning Organization.**

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

**11. Pavement Preventive Maintenance-Management.**

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

**12. Terminal Development Prerequisites.**

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under 49 U.S.C. § 44706, and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

**13. Accounting System, Audit, and Record Keeping Requirements.**

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this Grant, the total cost of the project in connection with which this Grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The

accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this Grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this Grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

#### **14. Minimum Wage Rates.**

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this Grant Agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor under 40 U.S.C. §§ 3141-3144, 3146, and 3147, Public Building, Property, and Works), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

#### **15. Veteran's Preference.**

It shall include in all contracts for work on any project funded under this Grant Agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in 49 U.S.C. § 47112. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

#### **16. Conformity to Plans and Specifications.**

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this Grant Agreement, and, upon approval of the Secretary, shall be incorporated into this Grant Agreement. Any modification to the approved plans, specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this Grant Agreement.

#### **17. Construction Inspection and Approval.**

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

## 18. Planning Projects.

In carrying out planning projects:

- a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.
- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
- f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

## 19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:
  1. Operating the airport's aeronautical facilities whenever required;
  2. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
  3. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or

facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.

- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

## **20. Hazard Removal and Mitigation.**

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

## **21. Compatible Land Use.**

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

## **22. Economic Nondiscrimination.**

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to:
  - 1. Furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
  - 2. Charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
- d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
- e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable

classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.

- f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees (including, but not limited to maintenance, repair, and fueling) that it may choose to perform.
- g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.
- h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
- i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

### **23. Exclusive Rights.**

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

### **24. Fee and Rental Structure.**

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for

which a Grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

## 25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
  1. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
  2. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
  3. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. § 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
- c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 U.S.C. § 47107.

## 26. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the

public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;

- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;
- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this Grant Agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and
- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
  1. all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
  2. all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

**27. Use by Government Aircraft.**

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that:

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

**28. Land for Federal Facilities.**

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

## 29. Airport Layout Plan.

- a. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, it will keep up to date at all times an airport layout plan of the airport showing:
1. boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;
  2. the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities;
  3. the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and
  4. all proposed and existing access points used to taxi aircraft across the airport's property boundary.

Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.

- b. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, if a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary:
1. eliminate such adverse effect in a manner approved by the Secretary; or
  2. bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

## 30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, color, and national origin (including limited English proficiency) in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4); creed and sex (including sexual orientation and gender identity) per 49 U.S.C. § 47123 and related requirements; age per the Age Discrimination Act of 1975 and related requirements; or disability per the Americans with Disabilities Act of 1990 and related requirements, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program and activity conducted with, or benefiting from, funds received from this Grant.

- a. Using the definitions of activity, facility, and program as found and defined in 49 CFR §§ 21.23(b) and 21.23(e), the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by or pursuant to these assurances.
- b. Applicability
  - 1. Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
  - 2. Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter, or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.
  - 3. Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.
- c. Duration.
 

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

  - 1. So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
  - 2. So long as the sponsor retains ownership or possession of the property.
- d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this Grant Agreement and in all proposals for agreements, including airport concessions, regardless of funding source:
 

"The (**Selection Criteria: Sponsor Name**), in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, [select businesses, or disadvantaged business enterprises or airport concession disadvantaged business enterprises] will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award."
- e. Required Contract Provisions.
  - 1. It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the Department of Transportation (DOT), and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.

2. It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
3. It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
4. It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability as a covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:
  - a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

### **31. Disposal of Land.**

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
  1. Reinvestment in an approved noise compatibility project;
  2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);
  3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. §§ 47114, 47115, or 47117;
  4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
  5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.

If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development

project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order:
  1. Reinvestment in an approved noise compatibility project;
  2. Reinvestment in an approved project that is eligible for grant funding under 49 U.S.C. § 47117(e);
  3. Reinvestment in an approved airport development project that is eligible for grant funding under 49 U.S.C. §§ 47114, 47115, or 47117;
  4. Transfer to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport; or
  5. Payment to the Secretary for deposit in the Airport and Airway Trust Fund.
- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
- d. Disposition of such land under (a), (b), or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

### **32. Engineering and Design Services.**

If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U.S.C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

### **33. Foreign Market Restrictions.**

It will not allow funds provided under this Grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by

the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

#### **34. Policies, Standards, and Specifications.**

It will carry out any project funded under an Airport Improvement Program Grant in accordance with policies, standards, and specifications approved by the Secretary including, but not limited to, current FAA Advisory Circulars (<https://www.faa.gov/airports/aip/media/aip-pfc-checklist.pdf>) for AIP projects as of [Selection Criteria: Project Application Date].

#### **35. Relocation and Real Property Acquisition.**

- a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.
- b. It will provide a relocation assistance program offering the services described in Subpart C of 49 CFR Part 24 and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

#### **36. Access By Intercity Buses.**

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

#### **37. Disadvantaged Business Enterprises.**

The sponsor shall not discriminate on the basis of race, color, national origin, or sex, in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) and Airport Concessions Disadvantaged Business Enterprise (ACDBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. § 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. §§ 3801-3809, 3812).

#### **38. Hangar Construction.**

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

**39. Competitive Access.**

- a. If the airport owner or operator of a medium or large hub airport (as defined in 49 U.S.C. § 47102) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that:
  1. Describes the requests;
  2. Provides an explanation as to why the requests could not be accommodated; and
  3. Provides a time frame within which, if any, the airport will be able to accommodate the requests.
- b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

# Albert S. Nader Regional Airport Airport Commission

## Recommendations to the Common Council of the City of Oneonta, New York

19 FEBRUARY 2025

In accordance with the Oneonta City Charter §25-5, The Airport Commission makes the following recommendations to the Common Council:

1. The projects currently listed in the Albert S. Nader Regional Airport Capital Improvement Plan should be expedited to maintain a safe operating environment and avoid unnecessary liability for the City of Oneonta and its governing members. With specific regard to the current Albert S. Nader Regional Airport Capital Improvement Plan:
  - a. Both on airport obstruction clearing and off airport obstruction clearing projects have a significant impact on the safe operation of aircraft. The City of Oneonta has a responsibility to maintain a safe airway for aircraft operation. The possible repercussions of neglecting the obstruction clearing projects are catastrophic. The obstruction clearing projects are paramount to safety and must be expedited.
  - b. The Federal Aviation Administration (FAA) has committed to the parallel taxiway project and expects the City of Oneonta to remain committed to the parallel taxiway project. The parallel taxiway project provides a significant improvement to safe aircraft operation on the ground as well as opening up land to increase revenue for airport operations.
  
2. The Common Council should consider all applicable terms and conditions with regard to Airport Improvement Program Grant Assurances for Airport Sponsors. The City of Oneonta is the Public Agency Sponsor for the Albert S. Nader Regional Airport in accordance with Title 49 U.S.C Subtitle VII. The Federal Aviation Administration (FAA) maintains specific terms and conditions for Airport Sponsors, these terms and conditions are outlined in the attached FAA letter: Airport Improvement Program Grant Assurances for Airport Sponsors. Detailed terms and conditions of Public Agency Sponsor duties and responsibilities can be found in 49 U.S.C Subtitle VII.
  - a. The Airport Commission, in an effort to simplify and streamline this complex set of terms and conditions, recommends the Common Council pay special attention to the following sections of Airport Improvement Program Grant Assurances for Airport Sponsors:

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.** The terms, conditions and assurances of this Grant Agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.
2. **Operation and Maintenance.**
  - a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state, and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for:
    - i. Operating the airport's aeronautical facilities whenever required;
    - ii. Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
    - iii. Promptly notifying pilots of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood, or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor. b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.
3. **Hazard Removal and Mitigation.** It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.
4. **Airport Revenues.**
  - a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
    - i. If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.
    - ii. If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
    - iii. Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at 49 U.S.C. § 47102), if the FAA determines the airport sponsor meets the requirements set forth in Section 813 of Public Law 112-95. b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or

transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator. c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of 49 U.S.C. § 47107

**Summary:** The Airport Commission of the Albert S. Nader Regional Airport makes recommendation to the Common Council of the City of Oneonta New York in the best interest of air safety:

1. The projects currently listed in the Albert S. Nader Regional Airport Capital Improvement Plan should be expedited; The City of Oneonta cannot be negligent in the matter of air safety.
2. The relationship between the Federal Aviation Administration and the City of Oneonta as the Public Agency Sponsor for the Albert S. Nader Regional Airport must be maintained in accordance with Title 49 U.S.C Subtitle VII

Sincerely,

X \_\_\_\_\_

Martijn Kamerbeek, Airport Commission Chair

X \_\_\_\_\_

Louis Shields, Airport Commission Vice-Chair

X \_\_\_\_\_

Justin Osterhoudt, Airport Commissioner

**Attached:**

1. Airport Improvement Program Grant Assurances for Airport Sponsors
2. Current Albert S. Nader Regional Airport Capital Improvement Plan