

Robert W. Shaffer, Chair.
Mark R. Murawski, ViceChair - Sec.



PENNSYLVANIA AVIATION ADVISORY COMMITTEE

PENNSYLVANIA AVIATION ADVISORY COMMITTEE

September 19, 2024 MEETING AGENDA

10:00 AM – 12:00 PM

**Commonwealth Keystone Building
400 North Street
Harrisburg, PA 17120 (Room 8N1, 8th Floor)**

- A. CALL TO ORDER / WELCOME – Chairman Robert Shaffer
 - Welcome New Members David Fiore & Ken Shadursky
- B. ROLL CALL OF MEMBERS – Mark Murawski, Secretary
- C. MARCH 14, 2024 MEETING MINUTES APPROVAL – Chairman Shaffer
- D. PENNDOT BUREAU OF AVIATION UPDATE – Anthony McCloskey, BOA Director
- E. STATUS OF AAC VACANT SEATS & RE-APPOINTMENTS – Anthony McCloskey
- F. AVIATION COUNCIL OF PA UPDATE – Gabe Monzo
- G. JOINT AAC/ACP SUBCOMMITTEE REPORTS
 - o Aviation Funding – Chair, Mark Murawski
 - House Transportation Committee Hearings on Transportation Funding
 - o Aviation Workforce, Economic Impact and Partnerships – Chair, Cory Cree
 - o Air Freight and Commercial Air Service – Chair, Steve Keefer
 - o Aviation Technology – Co-Chairs, Tes Ali & David Heath
 - Adopt Advanced Air Mobility Whitepaper
 - o Legislative and Policy – Co-Chairs, David Heath & Mark Murawski
- H. OLD BUSINESS – Chairman Shaffer
- I. NEW BUSINESS – Chairman Shaffer
- J. 2024 REMAINING MEETING DATES & LOCATIONS – Chairman Shaffer
 - December 12, 2024, Keystone Building
- K. ADJOURNMENT – Chairman Shaffer

Mark Murawski

Subject: Aviation Advisory Committee
Location: Microsoft Teams Meeting; PD, CR_KEY_8N1_R

Start: Thu 9/19/2024 10:00 AM
End: Thu 9/19/2024 12:00 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Rohm, Brooke
Resources: PD, CR_KEY_8N1_R

Lycoming County Warning: This is an external email. Please exercise caution. Think Before You Click!

Agenda and Contact Person TBD.

When arriving at the Keystone building, please note you must enter through the North Street Entrance. This is the only side that is open to the public. Once you enter, please go up the stairs to the other side of the Atrium. Take the 6-pack elevators up to the 5th floor and sign in with receptionist. Have them call the Contact Person, and he/she will take you to the 8th floor.

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PA AVIATION ADVISORY COMMITTEE MEMBERSHIP ROSTER (As of 9/19/24)

AAC Voting Member	Representing	Designated Voting Alternate
Robert Shaffer	AAC Chair Fixed Base Operator	Mark Murawski (AAC Vice Chair as per Bylaws)
Mark Murawski	Vice- Chair/Secretary MPO's	Richard Howell
David Heath	Pilots	Sydney Harris
Secretary Mike Carroll	PennDOT	Anthony McCloskey, PennDOT BOA Director
Secretary Rick Siger	PA DCED	Tree Zuzzio
Senator Wayne Langerholc	Senate Trans. Committee Majority Chair	Nolan Ritchie
Senator Marty Flynn	Senate Trans. Committee Minority Chair	Justin Genismore
Representative Ed Neilson	House Trans. Committee Majority Chair	Kyle Waggonseiler
Representative Kerry Benninghoff	House Trans. Committee Minority Chair	Josiah Shelly or Laryssa Gaughen
Carl Beardsley	Aviation Council	Not Designated
Tim Edwards	Aviation Council	Ryan Collins
John Minninger	Aviation Council	Not Designated
Steve Keefer	Airline Industry	Matthew Kernan
Wade Steel	Airline Industry	Not Designated
Gabe Monzo	PA Airport System	Mary Bethea
Gary Hudson	PA Airport System	Not Designated
BJ Teichman	PA Airport System	Lisa Dooley
Keith Brune	PA Airport System	Shane Doud
Ken Shadursky	Fixed Base Operator	Zachary Tempesco
Michael Ruane	MPO's	Michael Boyer
Chuck Brewer	General Public	John Melville
Brian Phillips	General Public	Not Designated
Andrew Allen	Aviation Manufacturing	Not Designated
Tes Ali	General Public	John Walker
David Fiore	Air Cargo	Not Designated

PA AVIATION ADVISORY COMMITTEE
AVIATION COUNCIL OF PA
JOINT SUB-COMMITTEES
(MEMBERSHIP STATUS AS OF 9/19/24)

The PA Aviation Advisory Committee, (AAC) and Aviation Council of PA, (ACP) have jointly formed the following five sub-committees with the primary purpose of implementing the ***PA Aviation Strategic Investment Plan*** recommendations approved by the State Transportation Advisory Committee, (TAC) and State Transportation Commission, (STC) in December, 2022.

AVIATION FUNDING

Co-Chairs: Mark Murawski, (AAC)

Members: Dave Heath, Mike Ruane, Sean Collins, Brittany Davies, Tony McCloskey, Gabe Monzo, Tes Ali, Tyler Laughlin, BJ Teichman, Dr. Larry Nulton, Brian Phillips, Shane Doud, Richard Howell, Mike Guinter, Carl Beardsley, Keith Brune, Rene Diehl

AVIATION WORKFORCE, ECONOMIC IMPACT AND PARTNERSHIPS

Co-Chairs: Cory Cree, (ACP)

Members: Carl Beardsley, BJ Teichman, Dave Heath, Chuck Brewer, Gary Hudson, Tony McCloskey, Anna Ellis, Andrew Allen

AIR FREIGHT AND COMMERCIAL AIR SERVICE

Chair: Steve Keefer (AAC)

Members: Mark Murawski, Tim Edwards, Dave Heath, Gabe Monzo, Alexander Burns, Wade Steel, Andrew Allen, Tony McCloskey, David Fiore

AVIATION TECHNOLOGY

Co-Chairs: Tes Ali (AAC) & Dave Heath (ACP)

Members: Matthew Dietz, Steve Keefer, Michael Ruane, Brian Phillips, Jacob Willem Langelaan, Emily Stair, Mark Matlock, Tony McCloskey, John Mininger, BJ Teichman, Andrew Weinert, Clint Harper, John Walker, Nolan Ritchie, Nick Gunady, Max Tuttleman

LEGISLATIVE AND POLICY

Co-Chairs: Mark Murawski (AAC) & Dave Heath (ACP)

Members: Tim Edwards, Keith Brune, Shane Doud, Tony McCloskey, Ken Shadursky

***PA AAC Chairman Robert Shaffer is ex-officio on all above sub-committees.**

Robert W. Shaffer, Chair.
Mark R. Murawski, ViceChair - Sec.



PENNSYLVANIA AVIATION ADVISORY COMMITTEE

PENNSYLVANIA AVIATION ADVISORY COMMITTEE

MARCH 14, 2024 MEETING MINUTES

Commonwealth Keystone Building, Room 8N1

MEMBERS & ALTERNATES IN ATTENDANCE: Chair Robert Shaffer, Mark Murawski, Tony McCloskey, Sydney Harris, Nolan Ritchie, Jessica Sander, Jacob Bausher, Carl Beardsley, John Minninger, Steve Keefer, Gabe Monzo, Gary Hudson, Keith Brune, Chuck Brewer, Tes Ali, BJ Teichman.

GUESTS: Cory Cree, John Scull Walker, Alexander Burns, Fran Strouse, Anna Ellis.

CALL TO ORDER

Chairperson Robert Shaffer called the meeting to order at 10:00 AM.

ROLL CALL OF MEMBERS

Secretary Mark Murawski performed the roll call of members. A voting quorum was achieved necessary to conduct business in accordance with the bylaws.

DECEMBER 14, 2023 MEETING MINUTES

Gabe Monzo motioned for approval of the meeting minutes which was seconded by Steve Keefer and unanimously approved.

PENNDOT BUREAU OF AVIATION (BOA) UPDATE

Mr. Tony McCloskey, PennDOT BOA Director, began his briefing by noting that the Aviation Council of PA (ACP) February Roundtable featuring PennDOT Secretary Mike Carroll went well and had good virtual participation among ACP members and guests. Tony also indicated that PennDOT will pick up the 5% local share on BIL funded projects so the funding split is 90 % federal/ 10 % state. Testing for the economic impact calculator has concluded and a release is anticipated in April. The pavement system should also be on line by the end of April. 85 airports are currently included in the pavement index amounting to 97.9 million square feet of runway system pavement. The tool will show your PCI changes for runways and how pavement deterioration will occur under a do-nothing scenario. Mark Murawski asked if this tool can better quantify overall airport needs and the annual aviation funding gap that was identified in the TAC study and Tony concurred. Tony acknowledged that there is anxiety out there regarding the challenges being experienced with e-grant execution and Tony is working hard on it with the other parties involved with contract execution. Tony reminded all that you cannot combine BIL

with other AIP federal funding. Airport planning sessions will be held in May and June and a virtual option will be available. In terms of state capital budget requests, \$ 10 million is allocated, however there are \$ 28 million in project funding requests so again as in past years a number of project needs will go unfunded unless action is taken to increase state aviation funding levels. The NASAO conference will be held at Station Square in Pittsburgh from September 7-11 and a great agenda is being developed and this is a wonderful opportunity to showcase PA aviation initiatives. Tony acknowledged the fine efforts of Sydney Harris of ACP by developing a home page for the conference. BOA is also looking towards integrating airports for EV fueling stations.

STATUS OF AAC MEMBER VACANCIES & RE-APPOINTMENTS

Tony informed members that the Governor has appointed two new AAC members: David Fiore and David Heath to fill the vacant AAC air cargo and pilot seats, respectively due to resignations. Chairman Shaffer added that Ken Shadursky at the Reading FBO has expressed interest in the remaining FBO vacant seat and noted that if any AAC member has additional nominations to suggest that those names be conveyed to him or Mark Murawski no later than April 1, 2024. The AAC agreed that if no further nominations are made by April 1, 2024, the AAC endorses Mr. Shadursky for Governor appointment accordingly.

AVIATION COUNCIL OF PA (ACP) UPDATE

Gabe Monzo, ACP President informed the AAC members that ACP is open to transmitting news on aviation whether it is good news or bad news to promote excellent communications among the airport community, elected officials and the general public so if anybody has important news please reach out to ACP. Gabe is also pleased to see that aviation students are rapidly joining ACP and participating in ACP events which is a great sign in promoting our aviation workforce development initiatives. Gabe added that students are showing a wide range of aviation interests during the design competition and are not just looking at planes. Fuel farms are even of interest. Social media is also a great outreach technique with youth.

Gabe discussed the ACP scholarship fund and noted that a prize trip to Orlando to the lucky winner is in the offing where the Latrobe airport will cover the flight and other airports and fund raising will deal with the rest of the trip costs. Finally, the ACP Aviation Conference is scheduled for October 7-9, 2024 hosted by the Williamsport Regional Airport at the Williamsport Holiday Inn and early bird registration is open. A conference planning committee meets monthly so ideas to make the conference a success is welcome. Tours of Lycoming Engines and the Penn College Avionics (Lumley Center) facility will be provided using local public transit being arranged by Mark Murawski and a golf outing and a pub crawl is also being offered in addition to the regular conference program. On a final note, Gabe referenced the meeting packet that showcased four airports that are joining local universities and flight schools to enhance the aviation workforce development. These airports are Bloomsburg, DuBois Regional, Johnstown and Latrobe. (The proposals contained in the packet provide additional information.) Gabe concluded that ACP is formally requesting changing the 50/50 state & local Capital Budget program to a 75/25 state &

local program for hangar construction and acknowledges an influx of new aviation revenue would be needed. Tony concurred by noting the BOA could not support the change without the additional revenue. By combining education and aviation the hope is legislators can access other non-aviation funds to enhance the overall aviation system.

PENNSYLVANIA TAKES FLIGHT INITIATIVE

Mark Murawski provided a brief update regarding efforts to implement the TAC Aviation Study recommendations. On January 29, 2024, AAC / ACP leadership consisting of Bob Shaffer, Mark Murawski, Gabe Monzo, BJ Teichman, Keith Brune, David Heath, Dr. Larry Nulton and Renee Diehl (K & L Gates ACP consultant) participated in a meeting with Senator Langerholc, Majority Chairman of the Senate Transportation Committee at his Harrisburg Office to discuss potential state aviation legislation as about 50% of the TAC study recommendations would require state legislation to facilitate implementation, especially the additional state funding measures. Mark indicated the group felt the meeting was very productive and there are many areas of common ground, especially in terms of aviation workforce development legislative needs. Nolan Ritchie added that the upcoming budget hearings in the House and Senate are underway and that a big transportation funding topic (HB 1219 Tax Code) will likely be increased support for public transit. Any new tax or fee increases will come under close scrutiny which is what some TAC recommendations entail. The AAC members continue to urge more aviation funding to address the \$ 53 million annual funding gap identified in the TAC report and will continue the messaging on this front including scheduling additional meetings with the administration and legislators. K & L Gates can assist with funding strategy.

JOINT AAC/ACP SUB-COMMITTEE REPORTS

Aviation Funding Sub-Committee

Chair Mark Murawski noted monthly zoom meetings continue to be held to further advance the aviation funding recommendations contained in the TAC Report.

Aviation Workforce, Economic Impact and Partnerships Sub-committee

Chair Cory Cree provided an update of committee activities by indicating that the Committee has convened two meetings since being formed (1/4/24 & 3/7/24). Subcommittee members volunteered to form small work groups to address three selected topics from the initial TAC aviation study work scope as follows:

- Work closely with AERIUM and other support organizations to develop and implement a comprehensive PA aviation training and recruitment strategy.
- Market the value of PA airports as an industry and economic asset.
- Identify, develop and advance a candidate P3 aviation related initiative such as a hangar bundling program to address the mounting backlog of hangar projects in PA as documented in the AAC white paper and coordinate with the PennDOT P3 Office as appropriate.

The further progress made at their March 7, 2024 meeting was noted in the meeting minutes. (Refer to AAC meeting packet).

Air Freight and Commercial Air Service Sub-committee

Chairman Shaffer announced that Steve Keefer has agreed to Chair this sub-committee and will work to establish a kick-off meeting date to occur prior to the next AAC June meeting. Mark Murawski informed members that the TAC has approved an e-commerce package delivery fee study that if enacted could provide a supplementary funding source for aviation as recommended in the TAC aviation study. The TAC e-commerce study will be completed by the end of 2024 and recommendations will be shared with AAC members relative to aviation.

Aviation Technology Sub-committee

Chair Tes Ali introduced John Scull Walker with the Padina Group based in Lancaster, PA. Mr. Walker has an extensive aviation background and 59 years of experience, including the FAA and support of NASA and Department of Defense. He is Chairman of the ISO UAS Committee that includes 28 countries developing UAS/AAM international safety and quality standards. Tes indicated he will have Mr. Walker serve as his AAC voting alternate replacing Kelly Hill. Tes then referred to several sub-committee documents being drafted. The first hand-out consisted of an outline entitled "Hydrogen's Potential to Power a Sustainable Aviation Future in PA". This white paper explores the potential of hydrogen to transform PA's aviation sector, such as hydrogen powered aircraft, necessary infrastructure developments, economic opportunities and policy frameworks required to facilitate this transition. In addition, the sub-committee is nearing completion of the white paper entitled "An Opportunity to Enhance PA's Aviation Ecosystem" that explores the integration of Advanced Air Mobility into the Commonwealth's transportation infrastructure with a focus on connecting airports and encouraging their development into community resiliency hubs by incorporating solar energy generation, vertical wind turbines and onsite microgrids which can enable our airports to become self-sufficient energy producers connecting air, rail and road transportation networks while becoming critical community anchors during power disruptions and natural disasters. The white paper should be finalized for AAC adoption at the next meeting in June. Finally, Tes informed members about an Appalachian Regional Initiative for Stronger Economies (ARISE) project application submitted by Andrew Weinert partnering with MIT Lincoln Laboratory, ReConnectTN, West Virginia University and the AAC as discussed at our December AAC meeting. The geographic scope includes portions of three states (Tennessee, West Virginia and PA). The basic project scope would be to transform airports to become robust electrified multi-modal transportation hubs with the least FAA airspace risk.

Legislative and Policy Sub-committee

Co-Chair Mark Murawski indicated that the aviation funding legislative initiatives were previously discussed, however the subcommittee became aware of proposed House Bill 1247 Mobile ID and sub-committee member Tim Edwards testified in general support for the bill at the PA House Transportation Committee public hearing held on March 5, 2024 representing ACP and AAC.

OLD BUSINESS

There was no old business discussed.

NEW BUSINESS

There was no new business discussed.

MEETING DATES & LOCATION

Due to the NASAO Pittsburgh conference timing, it was agreed to reschedule the September 12, 2024 meeting date to September 19, 2024. Members in attendance supported convening the future AAC meetings at the Keystone Building as available since the meeting facility is excellent and the location is accessible.

ADJOURNMENT

Chairperson Shaffer adjourned the meeting at 12:10 PM.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'Mark Murawski', written in a cursive style.

Mark Murawski, Secretary

PA Aviation Advisory Committee



GOVERNOR JOSH SHAPIRO

April 12, 2024

Kenneth Shadursky
745 Westover Drive
Lancaster, PA 17601-1241

Dear Mr. Shadursky:

I am pleased to appoint you as a member of the Aviation Advisory Committee.

Your commission and oath of office are being prepared by the Department of State and will be mailed to you promptly. The commission, issued under my signature under the Great Seal of the Commonwealth, memorializes your appointment. The oath of office is required by the Constitution of Pennsylvania to be taken by all civil officers. It is important that you act promptly to swear and subscribe to the written oath of office. You cannot perform any powers or duties of your public office until the oath has been taken.

Even though, as a member of the Aviation Advisory Committee, you are not required to file the Governor's Code of Conduct form, I am asking all my appointees to follow and understand the Governor's Code of Conduct and the Executive Branch Employee Gift Ban, Executive Order 2023-4. We ask that you please review the Governor's Code of Conduct and the Executive Branch Employee Gift Ban posted online at www.governor.pa.gov. It is important that you take the time to review these documents, which provide ethical guidelines for your public position. If you do not have access to the internet or would like copies mailed to you, please contact my office at 717-787-2500. Please do not hesitate to contact us if you have questions or concerns about the materials you review.

Please accept my best wishes for success in your responsibilities and appreciation for your dedicated service to the Commonwealth.

Sincerely,

A handwritten signature in blue ink, appearing to read "Josh Shapiro".

Governor Josh Shapiro



To: Tony McCloskey, Director PennDOT BOA
From: Bob Shaffer, Chairman AAC
Gabe Monzo, President ACP
Date: 26 March, 2024

Dear Dir. McCloskey; (Tony)

The purpose of this memorandum is to ask you how our respective organizations ACP and AAC can assist your organization with getting funds released in a timely fashion to airport sponsors who have been awarded grants.

It has come to our attention that some airport sponsors are incurring significant out of pocket expenses waiting for grant funds to be released. As such, it is placing an extreme financial burden on these airport sponsors, up to, and including costly interest payments which cannot be reimbursed by grant funding. In addition, the delay in receiving funding is adversely impacting critical safety and rehabilitation projects. Out of desperation, some airport sponsors are individually reaching out to their Senators in order to obtain funding reimbursement. We feel this reflects negatively on PennDOT BOA, and also reflects negatively on our respective ACP and AAC organizations who are working diligently together with PennDOT to increase aviation grant funding for the entire state.

We are sensitive to the fact that your department has, and is going through monumental staffing changes. Our goal is specifically to assist you and your team. If your team is not the group responsible for dispensing the funding, please direct us to the department or individual whom we may contact to remedy this issue. Thank you in advance, for all that you and your team do to support our Aviation Sponsors.

Respectfully,

Gabe Monzo
President

A handwritten signature in blue ink, appearing to read "Gabe Monzo", written over a horizontal line.

Bob Shaffer
Chairman

A handwritten signature in blue ink, appearing to read "Bob Shaffer", written over a horizontal line.

Please consider this offer of assistance from our respective organizations, ACP and ACC, in helping get funds released in a timely manner to airport sponsors who have been awarded grants.

You shared with us at the 14 March Aviation Advisory meeting that aviation is caught up in a legal review at different levels. With construction season on us airports would like to get their grants allowing them to complete their projects and help create that economic development we all talk about.

There has to be a better way to heard than each individual airport reaching out to their respective elected official to make an inquiry about grants creating a huge mountain of inquiries to respond to.

Can we as a unified voice preclude that outcry with a one pager to whomever asking if we can cut through the red tape and get grants released?

Your input and perspective are appreciated as always!

Bob and Gabe



April 10, 2024

Mr. Gabe Monzo
President
Aviation Council of Pennsylvania
3915 Union Deposit Road, Box 935
Harrisburg, Pennsylvania 17109
gmonzo@palmerairport.com

Re: Assistance with Releasing Aviation Grant Funds in a Timely Manner

Dear Mr. Monzo,

This is in response to your letter dated March 26, 2024, offering assistance to the Bureau of Aviation (BOA) for releasing aviation grant funds in a timelier manner.

The BOA values our relationship with the Aviation Council of Pennsylvania (ACP) and Aviation Advisory Committee. We also appreciate your efforts associated with trying to find additional revenue streams the BOA can capitalize on for aviation grants and operations.

The issue of advancing aviation grants, which provide our sponsors with needed funding, is a complicated process that involves other state agencies in addition to the Department of Transportation. The grant process was an item brought up during the March 14, 2024, Aviation Advisory Committee meeting held at the Keystone Building and at the ACP conference in October 2023. For any review of a grant agreement, PennDOT must abide by the Commonwealth Attorney's Act, which provides maximum time standards of 30 days for the Office of General Counsel and the Office of Attorney General in reviewing any Commonwealth grant.

The Multimodal Transportation Deputate has been transitioning to eGrants for the past four years with the BOA being the first mode utilizing the tool for executing grants. The BOA has been very proactive in educating sponsors on eGrants by conducting two webinars; one in 2022, and the other in 2023. During the ACP conference in October 2023 at the Historic Bethlehem Hotel, the BOA and eGrants team provided an in-depth review of utilizing the tool as a sponsor. The BOA also had an eGrants booth for sponsors to speak one-on-one with a member of the eGrants team.

The BOA is working with the Office of Chief Counsel on a permanent solution that will expedite grant agreement reviews for next year's grants. This was communicated during the Aviation Advisory Committee meeting on March 14.

The BOA will be conducting two Program Update webinars in April that will highlight the status of the grant agreements, the aviation fund balance for previously awarded grants as well as some program changes moving forward.

We will continue to work towards a solution expeditiously. Thank you for your continued communication and partnership with the BOA. Please contact me with additional questions or concerns at amccloskey@pa.gov.

Sincerely,



Anthony J. McCloskey, P.E , Director
Bureau of Aviation
Pennsylvania Department of Transportation

Legislative Priorities for the Pennsylvania Aviation Industry

Pennsylvania's aviation landscape thrives with 120 public-use airports strategically dotted across the Commonwealth. These airports serve as vital conduits for both commercial and general aviation, fostering connectivity and driving economic prosperity throughout the region.

Economic Impact and Job Creation: The Pennsylvania Aviation Industry stands as a pillar of the state's economy, generating an impressive \$34.1 billion in economic activity and sustaining 226,160 jobs and moved over 22 million people out of commonwealth airports. These figures underscore the industry's substantial contribution to job creation and economic growth, impacting communities of all sizes across Pennsylvania.

Priorities:

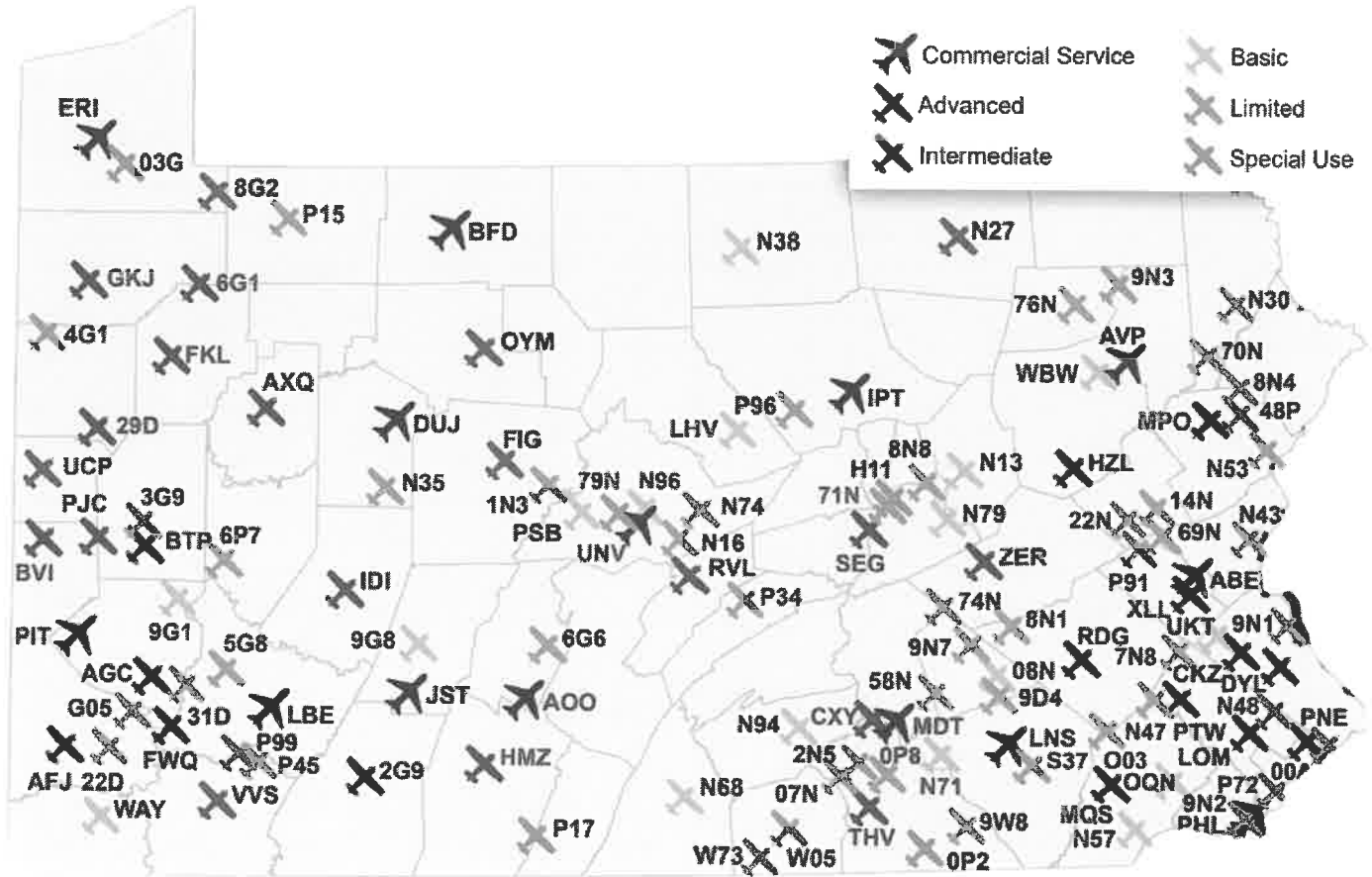
- 1. Aviation Funding Reform:** Addressing a critical funding gap of \$53.5 million is paramount to ensure the continued development and maintenance of Pennsylvania's aviation infrastructure. As the Bipartisan Infrastructure Law nears its sunset, this gap is projected to widen to \$124.5 million, threatening essential projects and upgrades.
- 2. Economic Development and Hangar Development:** To maximize the potential of Pennsylvania's aviation assets, prioritizing economic development initiatives and facilitating hangar development are essential. Leveraging airport land development zones presents an opportunity to attract investment, stimulate economic growth, and enhance airport facilities.
- 3. Aviation Workforce Development and Education:** Cultivating a skilled and diverse workforce is crucial for sustaining the growth and competitiveness of the Pennsylvania Aviation Industry. Investments in workforce development programs and educational initiatives will equip individuals with the skills needed to pursue rewarding careers in aviation, ensuring a steady supply of talent for the industry.
- 4. Operational and Project Cost Savings:** Prioritizing efficiency and cost-effectiveness in operations and projects ensures optimal use of resources. By implementing measures to reduce expenses and streamline processes, Pennsylvania can maximize the impact of its investments in aviation infrastructure, improving sustainability and competitiveness.

These legislative priorities, centered around funding reform, economic development, workforce education, and operations and project cost savings are essential to safeguarding the Pennsylvania Aviation Industry's future prosperity. The Aviation Council of Pennsylvania urges policymakers to prioritize these initiatives to support continued growth and innovation within the state's aviation sector.



Address | 2950 Gettysburg Rd, Camp Hill,
PA 17011
Website | www.acpfly.org

Legislative Priorities for the Pennsylvania Aviation Industry



Address | 2950 Gettysburg Rd, Camp Hill, PA 17011
Website | www.acpfly.org



August 20, 2024

Chairman, and members of the House Transportation Committee, thank you for the opportunity to testify today regarding the critical needs of Pennsylvania's aviation industry. My testimony is grounded in the findings of the Pennsylvania Transportation Advisory Committee's (TAC) "Pennsylvania Aviation System Strategic Investment Plan," adopted by the State Transportation Commission in December 2022. Additionally, I will reference the "Pennsylvania Takes Flight: A Framework for Landmark Comprehensive State Aviation Legislation," prepared by the Pennsylvania Aviation Advisory Committee and the Pennsylvania Aviation Council, which lays out a comprehensive strategy for addressing the pressing challenges facing our aviation system.

The Strategic Importance of Pennsylvania's Aviation Sector

Pennsylvania's aviation system is not just a network of airports but a critical driver of our state's economy and a linchpin in our transportation infrastructure. With an annual economic impact exceeding \$34 billion, the aviation sector in Pennsylvania contributes more than 4% to the Commonwealth's Gross Domestic Product. This sector directly supports over 226,000 jobs, providing family-sustaining wages to thousands of Pennsylvanians. Beyond the numbers, aviation in Pennsylvania connects our state to the nation and the world, facilitating commerce, tourism, and personal travel, which, in turn, fuel the vibrancy of our local communities and support the broader state economy.

Last year alone, Pennsylvania's aviation system facilitated the movement of approximately 20 million passengers and almost 5 million pounds of cargo, underscoring the vital role that our airports play in both passenger travel and goods movement. The state is also home to 78 flight schools and nearly 20,000 licensed pilots, highlighting Pennsylvania's significant contribution to aviation training and workforce development.

The aviation industry has proven resilient and adaptable, but it now stands at a pivotal moment. Our current infrastructure, encompassing 120 public-use airports, is vast but increasingly strained. The TAC's assessment concluded that to keep our aviation system in a state of good repair and to implement necessary modernization projects, Pennsylvania requires at least \$217 million annually. Yet, the Commonwealth is only investing about \$164 million per year—most of which comes from federal sources, significantly increased by the Bipartisan Infrastructure Law. Twenty-two million of this total comes from state sources—a figure that has remained unchanged for nearly 40 years. Inflation and the lack of indexing for these funds have severely eroded the industry's buying power, leaving our aviation infrastructure underfunded and vulnerable by an estimated \$53.5 million dollars a year.

Airports as an Ecosystem

Airports function as complex ecosystems where multiple interdependent components work together to ensure smooth operations, economic vitality, and community integration. Viewing

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airports as ecosystems highlights their multifaceted role in our transportation network and underscores the importance of maintaining and investing in all aspects of their operation.

An airport ecosystem comprises various interconnected elements, including:

1. **Infrastructure and Facilities:** The physical infrastructure of an airport—runways, taxiways, terminals, hangars, and support facilities—forms the backbone of the ecosystem. These elements must be maintained and modernized to accommodate growing traffic, ensure safety, and meet the demands of new aviation technologies, such as electric aircraft and unmanned aerial systems.
2. **Airlines and Aircraft Operations:** Airlines and other aircraft operators are central to the airport ecosystem. They rely on well-maintained facilities, efficient air traffic control, and robust ground services to operate effectively. Delays or disruptions in any part of the ecosystem can have cascading effects on airline schedules, passenger satisfaction, and cargo logistics.
3. **Workforce:** The workforce at an airport is diverse, including pilots, air traffic controllers, ground crew, maintenance technicians, security personnel, and administrative staff. Each plays a critical role in the ecosystem's functionality. Workforce shortages or gaps in training can disrupt operations and compromise safety, making workforce development a key component of maintaining a healthy airport ecosystem.
4. **Economic Activities:** Airports are hubs of economic activity. They support a range of businesses, including retail shops, restaurants, hotels, and car rental services. Beyond the immediate airport vicinity, airports drive regional economic growth by facilitating trade, tourism, and business travel. The revenue generated from these activities is essential for the financial sustainability of the airport ecosystem.
5. **Environmental and Community Relations:** Airports must operate in harmony with their surrounding environments and communities. This includes managing noise pollution, ensuring safe land use around the airport, and minimizing environmental impacts. Effective community engagement and environmental stewardship are vital for maintaining public support and regulatory compliance.
6. **Technology and Innovation:** The airport ecosystem increasingly relies on advanced technologies to enhance safety, efficiency, and passenger experience. This includes everything from security screening technologies and baggage handling systems to digital platforms that streamline operations. Keeping up with technological advancements is essential for maintaining a competitive and resilient airport ecosystem.
7. **Regulatory and Governance Structures:** Airports operate within a complex framework of local, state, and federal regulations. Effective governance, including collaboration

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with local municipalities, state agencies, and federal bodies like the Federal Aviation Administration (FAA), is critical for ensuring that airports meet safety standards, secure necessary funding, and align with broader transportation and economic goals.

Recognizing airports as ecosystems underscores the importance of a holistic approach to their management and development. Investment in one area—such as infrastructure—without corresponding investments in workforce development, technological innovation, or environmental stewardship, risks destabilizing the entire system. Similarly, underfunding or neglecting any component of the ecosystem can lead to broader operational inefficiencies, economic losses, and reduced public trust.

The Need for Comprehensive State Aviation Legislation

The recently prepared "Pennsylvania Takes Flight" framework underscores that Pennsylvania's aviation system is at a critical juncture. The Commonwealth has a unique opportunity to invest wisely in the system's upkeep and modernization while fostering strategic industry collaboration to address both current opportunities and pressing challenges. This comprehensive approach is essential for ensuring that our aviation infrastructure can meet the demands of the 21st century and maintain Pennsylvania's competitiveness on both national and global stages.

This framework calls for comprehensive state aviation legislation that would build on the recommendations of the TAC study. This legislation is essential for closing the \$53.5 million annual funding gap and for addressing a host of other challenges, including workforce shortages, rapid technological advancements, and the need for greater economic integration of our airports with their surrounding communities.

Commented [RD1]: Should we elude to the \$53.5 million gap above? As it is now, it isn't clear where this figure is coming from

The Consequences of Underinvestment

The funding shortfall is not merely a budgetary issue—it is a strategic threat to Pennsylvania's competitiveness. The \$53.5 million annual gap in aviation funding risks widening to \$124.5 million as federal infrastructure funds taper off. This looming deficit endangers essential maintenance and modernization projects, which are crucial to ensuring that our airports can continue to meet the demands of a growing economy and an increasingly interconnected world. Without immediate and substantial state-level investment, Pennsylvania risks falling behind other states, losing out on economic opportunities, and jeopardizing the livelihoods of those employed in the aviation sector.

A stark illustration of the consequences of underinvestment is the closure of eight airports in Pennsylvania over the last five years. These closures are a result of broader systemic issues, where inadequate funding and the inability to maintain critical infrastructure have forced these airports to shut down. Each closure not only disrupts local economies and reduces accessibility for surrounding communities but also weakens the overall aviation network in the Commonwealth.



Moreover, this shortfall underscores a broader challenge: the need to treat our aviation infrastructure as an integrated system rather than as a collection of isolated facilities. A piecemeal approach to planning and investment will not suffice. Instead, we must adopt a holistic strategy that considers the entire network of airports and related infrastructure, ensuring that investments are aligned with long-term goals for economic growth, technological advancement, and regional development.

Challenges with Local Matching Funds

A significant hurdle that compounds the funding gap is the challenge local airports face in securing matching funds for federal and state grants. State aviation grants in Pennsylvania often require a local match of either 50/50 or 75/25, depending on the project. Many smaller airports, especially those in rural areas, struggle to raise the required local match for grants that could otherwise fund critical infrastructure projects. This situation creates a vicious cycle where airports that are most in need of upgrades and maintenance are least able to secure the necessary funding.

The difficulty in raising local matching funds can be attributed to several factors:

1. **Limited Local Revenue Streams:** Smaller airports often have limited revenue-generating capabilities. Unlike larger, commercial airports, they may not have substantial income from parking fees, concessions, or passenger service charges. This limits their ability to generate the funds needed to match state and federal grants.
2. **Economic Disparities:** Airports in economically disadvantaged areas face additional challenges. Local governments in these areas may have constrained budgets and may prioritize other immediate needs, making it difficult to allocate sufficient funds for airport improvements.
3. **Grant Complexity and Timing:** The complexity of the grant application process, coupled with the timing of fund disbursements, can make it difficult for local entities to assemble the required matching funds in a timely manner. This issue is particularly pronounced when multiple projects are competing for limited local resources.

Without the ability to secure local matching funds, airports risk losing out on critical federal and state investments, further exacerbating the infrastructure deficit and putting Pennsylvania's aviation system at a competitive disadvantage.

Legislative Priorities and Recommendations

Given the critical role of aviation in our state's economy, I urge the Committee to consider the following legislative priorities:

AVIATION COUNCIL OF PA
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- 1. Aviation Funding Reform:** Immediate action is needed to address the \$53.5 million funding gap. We must increase state investment in aviation to ensure that our infrastructure can support current needs and future growth. While the "Pennsylvania Takes Flight" framework recommends a mixed-use funding scenario, including new revenue streams such as an annual aircraft registration fee, increases in the jet fuel and avgas taxes, and the redirection of specific sales tax revenues to aviation, the industry remains open to discussions with the Legislature and Administration as to how to best tackle these economic challenges.
- 2. Support for Local Matching Funds:** To address the challenge of securing local matching funds, the state could establish a supplemental fund or grant program specifically designed to assist airports in economically disadvantaged areas. This program could provide matching funds on a sliding scale based on the economic conditions of the area served by the airport, ensuring that critical projects can move forward even in regions with limited local financial resources. Additionally, the creation of a Pennsylvania Airport Hangar Revolving Loan Fund, capitalized with a \$25 million Commonwealth investment, would help smaller airports finance critical infrastructure projects, such as hangar construction, that are necessary for generating revenue and maintaining financial sustainability.
- 3. Workforce Development and Education:** The future success of Pennsylvania's aviation industry depends on a skilled and diverse workforce. The TAC study and the "Pennsylvania Takes Flight" framework both emphasize the importance of developing a comprehensive aviation training and recruitment strategy. This includes the creation of new flight academies, enhanced scholarship programs, and the development of an Airport Technical Assistance Program (AirTAP) to improve the skills and capabilities of airport managers and staff.
- 4. Economic Development and Hangar Development:** The framework highlights the need for new incentive programs to encourage economic development at and surrounding Pennsylvania's airports. One key area of focus is the construction of new hangars, which is essential for accommodating the growing demand for hangar space at general aviation airports. Legislative support for deregulating small airport hangar construction and exempting hangars under 12,000 square feet from fire suppression requirements would significantly reduce construction costs and help meet this demand.
- 5. Aviation Technology and Innovation:** Pennsylvania must be proactive in addressing the challenges and opportunities presented by emerging aviation technologies, such as unmanned aircraft systems (UAS) and advanced air mobility (AAM). The "Pennsylvania Takes Flight" framework calls for the development of a statewide protocol for vertiports, the establishment of a UAS information and data exchange program, and the



creation of a dedicated UAS/AAM manager within PennDOT's Bureau of Aviation. These initiatives are crucial for ensuring that Pennsylvania remains at the forefront of aviation technology and innovation.

6. **Commercial Air Service:** Pennsylvania's 14 commercial service airports are vital to both the state and local economies. The framework suggests the development of "Fly Local" programs and the creation of a Governor's Action Team for Aviation (GATA) to assist in negotiating with airlines and promoting air service in Pennsylvania. Additionally, the development and funding of alternative fuel infrastructure at PA airports is essential for supporting the next generation of hybrid-electric and electric-powered aircraft.
7. **Land Use Planning and Zoning:** Protecting and preserving the Commonwealth's aviation infrastructure while ensuring public safety requires attention to land use planning and zoning. The "Pennsylvania Takes Flight" framework recommends legislative action to enforce airport hazard zoning and provide the necessary technical assistance to municipalities to comply with these regulations. This will help protect aviation operations from encroachment and ensure the long-term safety and functionality of our airports.

Conclusion: A Call to Action

In closing, Pennsylvania's aviation industry is at a critical juncture. The strategic investments we make today will determine whether our state can continue to lead in this vital sector. The TAC's "Pennsylvania Aviation System Strategic Investment Plan" and the "Pennsylvania Takes Flight" framework provide a clear roadmap for action, but it is up to us to follow through. By addressing the funding gap, supporting local matching funds, prioritizing economic and workforce development, and focusing on operational efficiency, we can secure the future of Pennsylvania's aviation industry and, by extension, the prosperity of our entire state.

Thank you for your attention and your commitment to supporting Pennsylvania's aviation industry. I look forward to working with this Committee to achieve these vital goals.

Sincerely,

Gabriel Monzo
President
Aviation Council of PA

AVIATION COUNCIL OF PA
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Quarterly Report to PA Aviation Advisory Committee
10:00 a.m. September 19, 2024

Aviation Workforce, Economic Impact, and Partnerships Subcommittee Report

1. Meeting Summary

- a) During the first quarter of the year, we selected three (3) items to focus on and subdivided the Subcommittee into three (3) groups, with each group focusing on one of the sectioned items.
- b) Our Subcommittee has decided to meet quarterly to provide the smaller groups with time to meet and to work on their selected item between quarterly meetings.
- c) On September 6, 2024, our Subcommittee met to review the progress of each group and to discuss any issues each group encountered. Listed below are the Subcommittee Members of each group, the item each group is working to address, and a summary of each group's progress.

Group 1 - Chuck Brewer, BJ Teichman, David Heath, Cory Cree

Item - Work closely with AERIUM and other support organizations to develop and implement a comprehensive PA aviation training and recruitment strategy.

Progress this Quarter

- Group 1 worked on developing an Airport Tour Template that could potentially be located on the Aviation Council of Pennsylvania's (ACP) website. The Template would provide airport operators with a list of potential activities for an airport tour. The Group, specifically BJ Teichman and her interns, assisted Aerium with updating a spreadsheet of aviation related scholarships available through flight schools, maintenance schools, and 2-year and 4-year degree programs. The Group is also preparing a poster that would contain a list of contacts for more information regarding aviation in Pennsylvania. The group also discussed grant funding potentially being offered through Aerium.

Group 2 - Anna Ellis, David Heather, Gary Hudson

Item - Market the value of PA airports as an industry and economic asset.

Progress this Quarter

- Gary Hudson provided Group 2 with information to review regarding the general economic benefit of an airport, which may be helpful in marketing airports. Gary created a template to expand on the PennDOT economic impact study and to use the template as a communication tool to locals. Community leaders tend to not believe the economic impact data. How do we define the numbers that are presented in the document? It's not just direct jobs. Airport managers are not necessarily economists but need to be able to speak intelligently about their airport's economic value.

Group 3 - Andy Allen, David Heath

Item - Identify, develop, and advance a candidate P3 aviation related initiative such as a hangar building program to address the mounting backlog of hangar projects in PA as documented in the AAC White Paper and coordinate with the PennDOT P3 Office as appropriate.

Progress this Quarter

- Group 3 looked at the state's bridge bundling program but came up with more questions than answers regarding how it could be applied to aviation.
- The group discussed the possibility of the state acting on behalf of the airport and procuring the items. In this model, the Airport Sponsor would go through the engineering design process as normal, but the state would procure the items together to bundle the costs of projects. However, the logistics of it are not known at this time.
- The group also discussed private investment for hangars vs. the airport sponsor beginning entirely responsible for hangar construction.

2. Next Steps

- a) The three small groups will continue to meet independently.
- b) Our next Subcommittee meeting will be 1 p.m. on December 5, 2024.

Meeting Minutes
 Aviation Workforce Subcommittee Meeting
 1:00 p.m. Thursday March 7, 2024
 Meeting Location: Virtual

Notes from meeting are in red text.

1. Roll Call - Attendees

Present (P)	Member	Organization
P	Cory Cree	John Murtha Johnstown-Cambria County Airport
	Robert Shaffer	DuBois Regional Airport
	Carl Beardsley	Wilkes Barrer/Scranton International Airport
	BJ Teichman	Bloomsburg Municipal Airport
	David Heath	BBP Solutions, LLC
P	Chuck Brewer	Former PennDOT BOA Aviation Specialist
	Gary Hudson	Chester County G.O. Carlson Airport
	Tony McCloskey	Director PennDOT BOA
P	Anna Ellis	Airport Planner PennDOT BOA
	Andrew Allen	Part 135 Operator Pittsburgh/Bulter Regional Airport

2. Discussion Items

a) Subcommittee's Purpose (See Aviation Workforce, Economic Impact, and Partnerships Subcommittee document)

- i) Address needs to maintain a strong aviation workforce in light of substantial aviation industry retirements and lack of sufficient numbers of individuals interested in aviation careers to fill the large void.
- ii) Improve the messaging that aviation plays a positive role by contributing nearly \$ 4 billion annually to the Commonwealth's economy.
- iii) Identify and advance intergovernmental partnerships in support of aviation, including strong interface with PA communities and foster public-private partnerships to accelerate aviation investments to improve aviation infrastructure and services.
- iv) Ensure general aviation plays a vibrant role in the overall PA aviation system, including coordination and input with Fixed Base Operators (FBO's).

b) Subcommittee's Scope of Work (See Aviation Workforce, Economic Impact, and Partnerships Subcommittee document)

- i) Previously, we selected the below listed 3 activities (Item Nos. 1, 4, and 13) to address. At the January 2024 meeting, we identified Subcommittee Members to work together on each activity, as listed below.
 - (1) Item No. 1 - Work closely with AERIUM and other support organizations to develop and implement a comprehensive PA aviation training and recruitment strategy.
 - (a) Group 1: Chuck Brewer, BJ Teichman, David Heath, Cory Cree
 - (2) Item No. 4 - Market the value of PA airports as an industry and economic asset.
 - (a) Group 2: Anna Ellis, David Heather
 - (3) Item No. 13 - Identify, develop, and advance a candidate P3 aviation related initiative such as a hangar building program to address the mounting backlog of hangar projects in PA as documented in the AAC White Paper and coordinate with the PennDOT P3 Office as appropriate.
 - (a) Group 3: Andy Allen, David Heath

Meeting Minutes
Aviation Workforce Subcommittee Meeting
1:00 p.m. Thursday March 7, 2024
Meeting Location: Virtual

Notes from meeting are in red text.

- ii) Has each group been able to meet? If so, please provide a summary of your group's meeting progress and next meeting scheduled and/or next steps planned for your group?

Group 1

- Item No. 1 - Work closely with AERIUM...
- Group 1 Members: Chuck Brewer, BJ Teichman, David Heath, Cory Cree
- This Group met on February 5, 2024 and decided it wanted to encourage Pennsylvania Airports to provide Airport Tours to elementary, middle school, and high school age kids and groups by providing Pennsylvania Airports with a sample Airport Tour Template with ideas and suggestions of potential items to include on an Airport Tour. Once a template is prepared, the Group plans to ask the PennDOT BOA to distribute the template to all the Pennsylvania Airports. The Group also offered to help Aerium and BBP Solutions to obtain aviation/airport contact information, if needed. The Group may also look at creating a list of contacts of Airports that have conducted various types of aviation events. Then an Airport that is considering having a new event for their airport could use the list to contact an Airport that previously held that type of event to learn for that Airport's past experience and expertise.

Group No. 2:

- Item No. 4 - Market the value of PA airports...
- Group 2 Members: Anna Ellis, David Heather
- This Group is working to set-up their first meeting, but has talked informally and plans work to utilize the GIS Story Map to show the Marketable Value of Pennsylvania Airports.

Group No. 3:

- Item No. 13 - Identify, develop, and advance a candidate P3 aviation related initiative...
- Group 3 Members: Andy Allen, David Heath
- This Group has not yet met.

- c) On March 14th, Cory Cree will be providing the PA Aviation Advisory Committee (AAC) with an update on our progress at their quarterly meeting.

d) Next Subcommittee Meetings

i) 1 p.m. Thursday April 4, 2024

ii) 1 p.m. Thursday May 2, 2024

3. Adjournment

End of Meeting Minutes

Meeting Minutes
 Aviation Workforce Subcommittee Meeting
 1:00 p.m. Thursday June 6, 2024
 Meeting Location: Virtual
 Updates from Agenda are in red text.

1. Roll Call - Attendees

Present (P)	Member	Organization
P	Cory Cree	John Murtha Johnstown-Cambria County Airport
	Robert Shaffer	DuBois Regional Airport
	Carl Beardsley	Wilkes Barrer/Scranton International Airport
P	BJ Teichman	Bloomsburg Municipal Airport
P	David Heath	BBP Solutions, LLC
P	Chuck Brewer	Former PennDOT BOA Aviation Specialist
P	Gary Hudson	Chester County G.O. Carlson Airport
	Tony McCloskey	Director PennDOT BOA
	Anna Ellis	Airport Planner PennDOT BOA
	Andrew Allen	Part 135 Operator Pittsburgh/Bulter Regional Airport

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- iv) Ensure general aviation plays a vibrant role in the overall PA aviation system, including coordination and input with Fixed Base Operators (FBO's).

b) Subcommittee's Scope of Work (See Aviation Workforce, Economic Impact, and Partnerships Subcommittee document)

- i) Previously, we selected the below listed 3 activities (Item Nos. 1, 4, and 13) to address. We also identified Subcommittee Members to work together on each activity, as listed below.
- ii) Since we didn't have Subcommittee Meetings in April and May, hopefully each group took the opportunity to meet and work on their identified activity.
- iii) The Pennsylvania Aviation Advisory Committee (AAC) will be meeting on Thursday, June 13, 2024. To aid in preparing a report for the AAC, we will ask for a summary of the progress of each group and any issues they may have.

Meeting Minutes
Aviation Workforce Subcommittee Meeting
1:00 p.m. Thursday June 6, 2024
Meeting Location: Virtual
Updates from Agenda are in red text.

Group 1 - Chuck Brewer, BJ Teichman, David Heath, Cory Cree

Item No. 1 - Work closely with AERIUM and other support organizations to develop and implement a comprehensive PA aviation training and recruitment strategy.

Progress this Quarter

This quarter, Group 1 worked on developing an Airport Tour Template that could potentially be located on the Aviation Council of Pennsylvania's (ACP) website. The Template would provide airport operators with a list of potential activities for an airport tour. The Group, specifically BJ Teichman and her interns, assisted Aerium with updating a spreadsheet of aviation related scholarships available through flight schools, maintenance schools, and 2-year and 4-year degree programs. The Group is also preparing a poster that would contain a list of contacts for more information regarding aviation in Pennsylvania.

Group 2 - Anna Ellis, David Heather, Gary Hudson

Item No. 4 - Market the value of PA airports as an industry and economic asset.

Progress this Quarter

During this quarter, Gary Hudson provided Group 2 with information to review regarding the general economic benefit of an airport, which may be helpful in marketing airports.

Group 3 - Andy Allen, David Heath

Item No. 13 - Identify, develop, and advance a candidate P3 aviation related initiative such as a hangar building program to address the mounting backlog of hangar projects in PA as documented in the AAC White Paper and coordinate with the PennDOT P3 Office as appropriate.

Progress this Quarter

This quarter, Group 3 looked at the state's bridge bundling program but came up with more questions than answers in how it could be applied to aviation. They plan to further review and discuss.

c) Next Subcommittee Meetings

i) 1 p.m. Thursday, September 5, 2024

3. Adjournment

Meeting Agenda
 Aviation Workforce Subcommittee Meeting
 10:00 a.m. Friday, September 6, 2024
 Meeting Location: Virtual

1. Roll Call - Attendees

Present (P)	Member	Organization
	Cory Cree	John Murtha Johnstown-Cambria County Airport
	Robert Shaffer	DuBois Regional Airport
	Carl Beardsley	Wilkes Barrer/Scranton International Airport
	BJ Teichman	Bloomsburg Municipal Airport
	David Heath	BBP Solutions, LLC
	Chuck Brewer	Former PennDOT BOA Aviation Specialist
	Gary Hudson	Chester County G.O. Carlson Airport
	Tony McCloskey	Director PennDOT BOA
	Anna Ellis	Airport Planner PennDOT BOA
	Andrew Allen	Part 135 Operator Pittsburgh/Bulter Regional Airport

2. Discussion Items

a) Subcommittee's Purpose (See Aviation Workforce, Economic Impact, and Partnerships Subcommittee document)

- i) Address needs to maintain a strong aviation workforce in light of substantial aviation industry retirements and lack of sufficient numbers of individuals interested in aviation careers to fill the large void.
- ii) Improve the messaging that aviation plays a positive role by contributing nearly \$ 4 billion annually to the Commonwealth's economy.
- iii) Identify and advance intergovernmental partnerships in support of aviation, including strong interface with PA communities and foster public-private partnerships to accelerate aviation investments to improve aviation infrastructure and services.
- iv) Ensure general aviation plays a vibrant role in the overall PA aviation system, including coordination and input with Fixed Base Operators (FBO's).

b) Subcommittee's Scope of Work (See Aviation Workforce, Economic Impact, and Partnerships Subcommittee document)

- i) Previously, we selected the below listed 3 activities (Item Nos. 1, 4, and 13) to address. We also identified Subcommittee Members to work together on each activity, as listed below.
- ii) Since we didn't have Subcommittee Meetings in April and May, hopefully each group took the opportunity to meet and work on their identified activity.
- iii) The Pennsylvania Aviation Advisory Committee (AAC) will be meeting on Thursday, June 13, 2024. To aid in preparing a report for the AAC, we will ask for a summary of the progress of each group and any issues they may have.

Meeting Agenda
Aviation Workforce Subcommittee Meeting
10:00 a.m. Friday, September 6, 2024
Meeting Location: Virtual

Item No. 1 - Work closely with AERIUM and other support organizations to develop and implement a comprehensive PA aviation training and recruitment strategy.
Group 1 - Chuck Brewer, BJ Teichman, David Heath, Cory Cree

Item No. 4 - Market the value of PA airports as an industry and economic asset.
Group 2 - Anna Ellis, David Heather, Gary Hudson

Item No. 13 - Identify, develop, and advance a candidate P3 aviation related initiative such as a hangar building program to address the mounting backlog of hangar projects in PA as documented in the AAC White Paper and coordinate with the PennDOT P3 Office as appropriate.
Group 3 - Andy Allen, David Heath

c) Next Subcommittee Meetings

i) 1 p.m. Thursday, December 5, 2024

3. Adjournment

Mark Murawski

From: Cory Cree <CCree@flyjst.com>
Sent: Tuesday, April 2, 2024 12:56 PM
To: Robert W. Shaffer (bob@dujairport.com); cbeardsley@flyavp.com; 'Airport Coordinator'; David Heath (david@bbp.solutions); 'Chuck Brewer'; 'glhudson@chestercountyairport.com'; P. E. Anthony J. McCloskey (amccloskey@pa.gov); Anna Ellis (annellis@pa.gov); 'Andrew Allen'
Cc: Mark Murawski
Subject: Aviation Workforce Subcommittee Meeting

Lycoming County Warning: This is an external email. Please exercise caution. Think Before You Click!

All,

Last month's Aviation Workforce Subcommittee Meeting was very poorly attended, with only 3 attendees. We are scheduled to have meetings at 1 p.m. this Thursday, April 4th and another meeting at 1 p.m. on Thursday, May 2nd. The main purpose of the Subcommittee Meetings is to make sure that each of the three sub-subcommittees (Groups) are working on their specific item, which I will list below, in case anyone forgot. Since the AAC's next meeting is not until June, I don't need a summary of your Group's work until June. Thus, unless anyone has any items that need to be discussed with our entire Subcommittee, I suggest we cancel this Thursday's Subcommittee Meeting to allow each sub-subcommittee/group to work on their individual item. I encourage each sub-subcommittee to set-up a monthly meeting, if possible. Please email me if you see a need to have our Subcommittee meeting this month. If I don't hear receive any responses by 1 p.m. tomorrow requesting that we have this month's Subcommittee meeting, I will cancel the April 4th Subcommittee meeting.

Item No. 1 - Work closely with AERIUM and other support organizations to develop and implement a comprehensive PA aviation training and recruitment strategy.

Group 1: Chuck Brewer, BJ Teichman, David Heath, Cory Cree

Item No. 4 - Market the value of PA airports as an industry and economic asset.

Group 2: Anna Ellis, David Heather, Gary Hudson

Item No. 13 - Identify, develop, and advance a candidate P3 aviation related initiative such as a hangar building program to address the mounting backlog of hangar projects in PA as documented in the AAC White Paper and coordinate with the PennDOT P3 Office as appropriate.

Group 3: Andy Allen, David Heath

Thanks,
Cory

Cory C. Cree, PE, PLS
Airport Manager
Johnstown-Cambria County Airport Authority
479 Airport Road, Suite 1
Johnstown, PA 15904
814-536-0002 Ext 2
814-931-1402 (cell)

Quarterly Report to PA Aviation Advisory Committee

June 13, 2024

Air Freight and Commercial Air Service Subcommittee

Meetings:

Our subcommittee met twice following the March 14, 2024 AAC meeting.

1. Our first meeting was held April 25, 2024 with the following members in attendance:

- Tim Edwards, David Heath, Alexander Burns, Mark Murawski, Steve Keefer

Discussion:

- a) We agreed to use the strategic actions from the TAC report as a starting point recognizing that the TAC report is now about 1.5 years old. Additional strategic actions can be added but none were suggested at this meeting.
- b) There are quite a number of strategic actions in the TAC report with three for air freight and nine for commercial air service.
- c) Due to the fairly small size of our subcommittee and considering most everyone has full time jobs and commitments outside of this subcommittee, we agreed to start by selecting one strategic action from air freight and one from commercial air service at the next meeting.
- d) We also had a fair amount of discussion on various sources of data that we can use going forward as we address some of the strategic actions. David mentioned an FAA website source for some air freight (landed weight) and passenger loaded numbers, broken out by PA airport. Mark also mentioned that the TAC sponsored E-Commerce report should contain useful data for us as well when it is completed later this year.
- e) We also discussed that the yet to be passed FAA Reauthorization Act is expected to contain mandated GAO study on EAS. We'll know more when the Act is passed.
- f) We also agreed that Thursday mornings seem best for all on the call for future meetings and in general, we plan to meet monthly on the last Thursday of each month.

2. Due to several conflicts with the last two Thursdays in May, our next meeting was June 6th with the following members in attendance:

- Gabe Monzo, Tim Edwards, Mark Murawski, Steve Keefer

Discussion:

- a) We discussed and agreed that Air Freight actions will be largely driven by economics and the TAC strategic actions, while good, would probably have limited effect and they really require data and actions that need a budget to execute. In the absence of a budget, we will hold for now on starting any Air Freight strategic actions at least until data becomes available, such as through the in-progress TAC E-commerce study.
- b) Our discussions on Commercial Air Service actions centered around developing initiatives promoting tourism travel to Pennsylvania.

- I. Focus on branding tourism commercial air service to PA.
 - II. Possibly partner with the PA Department of Conservation and Natural Resources (DCNR) and the PA Department of Community and Economic Development (DCED).
 - III. PA Chamber of Commerce may also be a good resource or starting point for partnership.
- c) Prior to our next meeting, we will be reviewing the recently passed FAA Reauthorization Act and its potential impact on EAS in Pennsylvania.

Future Meetings:

Our next meetings are scheduled for July 25 and August 29, 2024.



PENNSYLVANIA AVIATION ADVISORY COMMITTEE

ADVANCED AIR MOBILITY WHITEPAPER

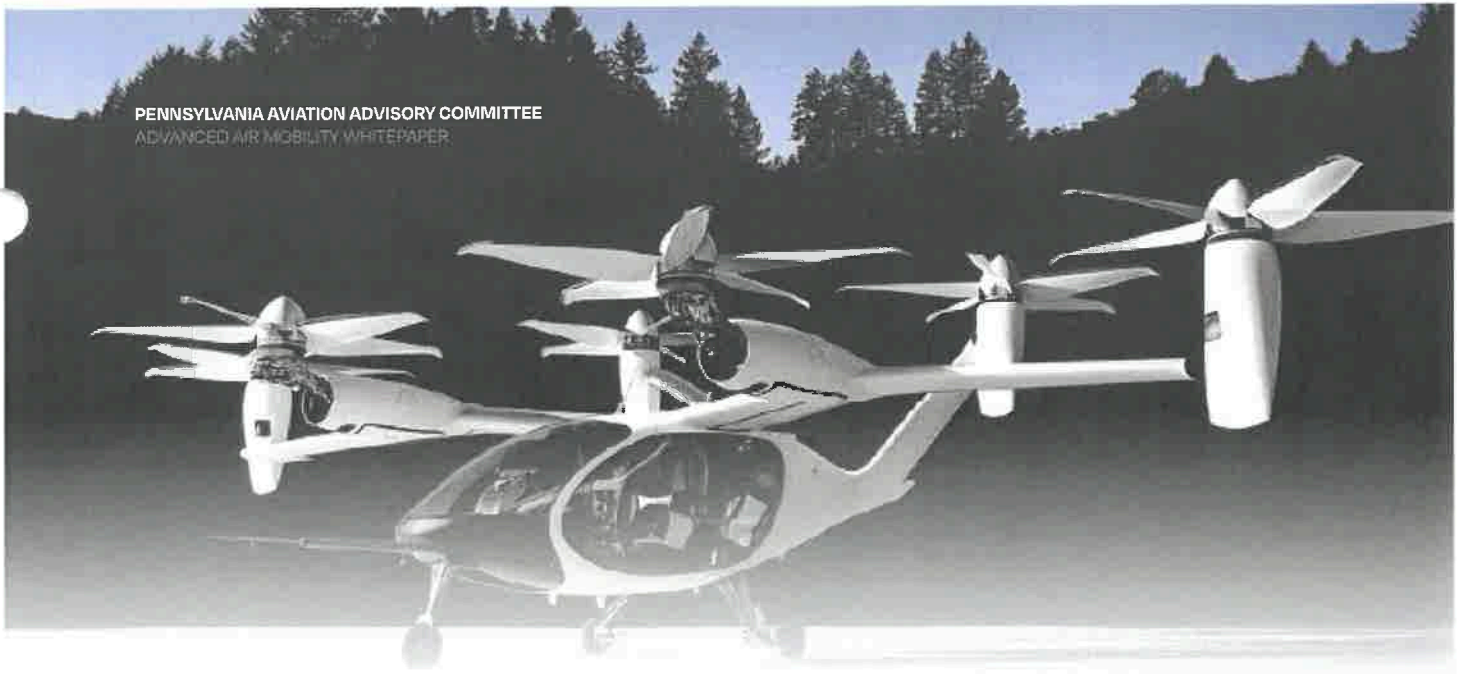
An Opportunity to Enhance
Pennsylvania's Aviation Ecosystem

PREPARED FOR
PA Aviation Advisory Committee to
the Governor, State Legislatures, and
Department of Transportation

PREPARED BY
Aviation Technology
Subcommittee of the PA
AAC 2024

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Industry & State Benefits	6
Industry Hurdles	7
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PA Advanced Air Mobility CONOPS	11
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Executive Summary

Advanced Air Mobility (AAM), a novel transportation concept primarily using electric vertical takeoff and landing (eVTOL) aircraft, is poised to revolutionize transportation in Pennsylvania. These aircraft offer the potential for faster, quieter, and more environmentally friendly travel options, opening the doors to new economic opportunities and community benefits.

Pennsylvania is home to a robust aviation ecosystem that both encompasses and supports all manner of industry from construction, agriculture, manufacturing and services to the transportation of people and products. Nearly a quarter million of Pennsylvania careers rely on our aviation operations and contributed \$34.1 Billion to the state's economic output in 2019 according to the PA Bureau of Aviation (BOA) 2022 Aviation Economic Impact Study (AEIS). All of this economic activity is further supported by our strong and diverse network of over 120 public and private-use airports and heliports from local general aviation to our large international hubs. This document will serve to educate and prepare decision makers across the commonwealth for the next paradigm shift in aviation transportation, AAM.

Advanced Air Mobility, or Urban Air Mobility (UAM) as it was inceptionally known, has been in development for years with the FAA and NASA leading the eVTOL research and infrastructure push. These new eVTOL and STOL (Short Take-Off and Landing) aircraft are slated to transport goods and passengers up to 250 miles in range at 250 mph cruise, while safely navigating crewed and uncrewed air traffic.

Many of the new aircraft being developed are fully electric or hybrid-electric (hydrogen fuels) which will provide our citizens with not only sustainable but also affordable regional travel solutions for the future. As industry growth and scaling models bring the cost per mile for our travellers down to current ride sharing pricing, these new regional transportation capabilities will focus on transitioning from piloted commercial aircraft to future highly automated aircraft in our nation's airspace.

This white paper explores the integration of AAM into Pennsylvania's transportation infrastructure, with a focus on connecting airports and encouraging their development into community resiliency hubs. By incorporating solar energy generation, vertical wind turbines, and onsite microgrids, our airports can become self-sufficient energy producers connecting air, rail and road transportation networks. All of this while becoming critical community anchors during power disruptions and natural disasters.

AAM Industry Snapshot

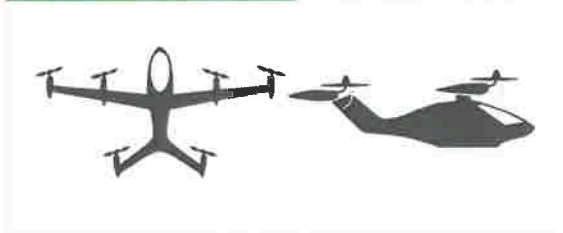
As of 2024, dozens of eVTOL manufacturers have entered the global market in a race for aircraft certification and operational approval by the FAA. Billions of dollars are being invested to establish this developing industry through Special Purpose Acquisition Companies (SPAC) with pre-order investments in the hundreds of aircraft. Some eVTOL company timelines reflect their aircraft completing aircraft certification and entering service as early as 2025. Many industry manufacturers have already

demonstrated hundreds of eVTOL flights including transitions between vertical takeoff and landing and horizontal flight/cruise. Small airports in the commonwealth are already requesting guidance on how to prepare their facilities and ramps to become early adopters of AAM. This includes construction of new Vertiports that will accommodate eVTOL aircraft. It should also be noted, hydrogen and other green-fuel based aircraft should be considered when preparing Pennsylvania for the future of flight.



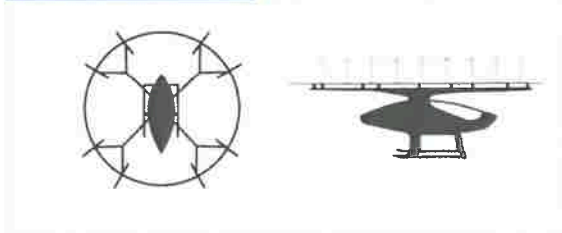
Advanced Air Mobility Aircraft

Figure 1: Vectored Thrust



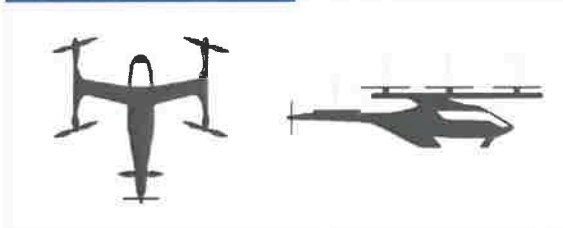
Tilting propulsors transition the aircraft from liftoff thrust to forward thrust; wings boost cruise efficiency.

Figure 2: Multicopter



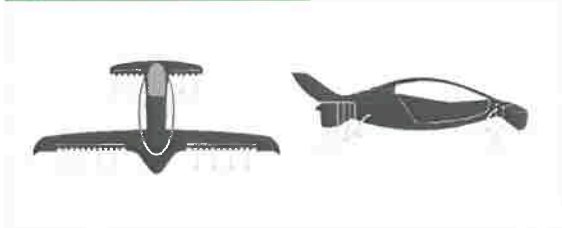
Lifting rotors are arrayed around the circumference and spokes of a carbon fiber ring. Limited range and cruise speed while designed for short haul/transit.

Figure 3: Lift and Cruise



One group of vertical rotors lift the aircraft and another set provides forward thrust; wings boost cruise efficiency.

Figure 4: Ducted Jets/Fans



Multiple, vector-able, electric fans, enclosed in ducts. Wings boost cruise efficiency.

Figure 5: Short Takeoff or Landing



High drag fixed-wing aircraft, powered by electric or hybrid motors designed to takeoff and land on runways less than 500 feet.

Figure 6: Autonomous Cargo Hybrid Aircraft

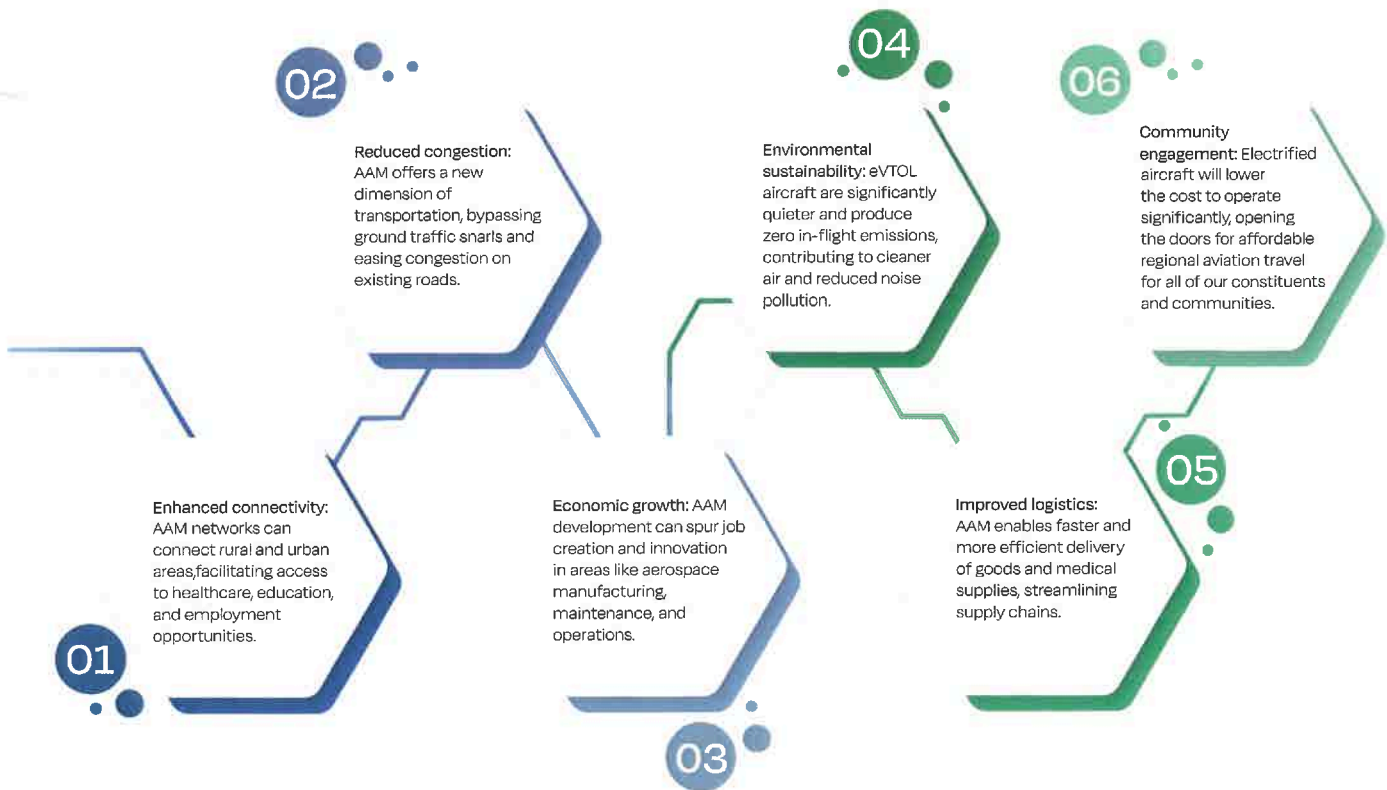


Many of these vehicles are being designed to integrate autonomously into the nation's airspace. They will come in varied styles of the above configurations, of note most are being built to be pilot-less and with electric or hybrid drive systems.

Industry & State Benefits

Many of Pennsylvania's 120+ public and private use airports will be the backbone of the future regional transportation network for people and goods transiting the Commonwealth in highly automated aircraft and ground vehicles. Conveniently located, our airports are well placed to support micro warehousing and goods delivery in business development throughout Pennsylvania. Additionally, our existing heliport network has the surface area to support eVTOL air taxi operations and can be converted into vertiports with safety, facilities, and fast charging considerations listed in the FAA Vertiport Design, September 21, 2022, Engineering Briefing. By establishing a robust AAM program, Pennsylvania will continue its tradition of being on the leading edge of air transportation advancement and enjoy the economic boom that comes with the AAM revolution.

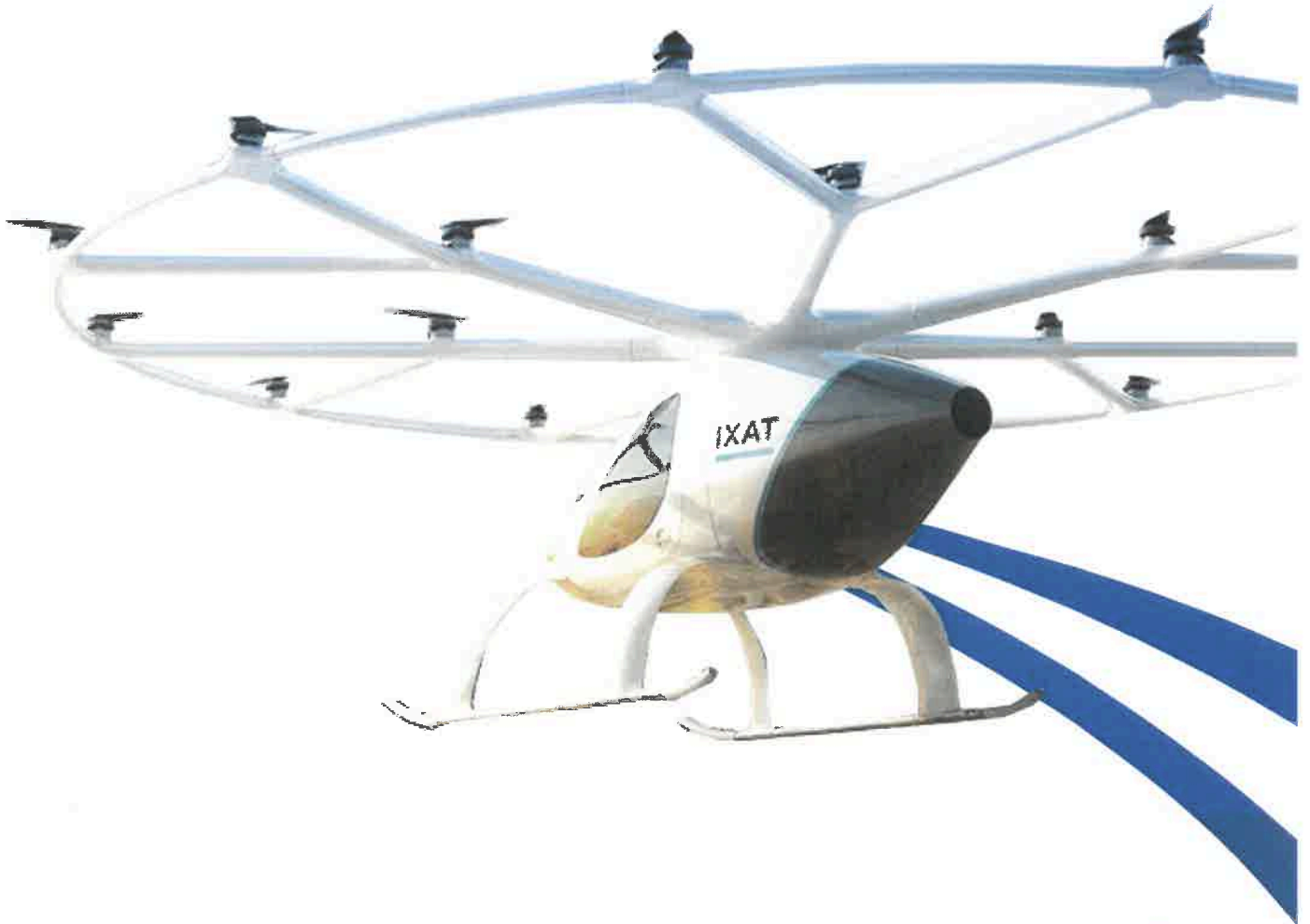
Pennsylvania Benefits to include:



Industry Hurdles

A review of the 2022 PA BOA Aviation Economic Impact Study (AEIS) reflects why an AAM AEIS is required to understand the financial impact of manufacturing and maintenance facilities across Pennsylvania, the well paying aviation service careers created, and the industry support businesses that will be developed as a result. In a recent Ohio DOT AAM study conducted in 2021, consultants identified that AAM was expected to add nearly 2% to the state's GDP and create nearly 15,000 new permanent careers by 2045. Additionally, the forecasted Local and State government tax revenues through 2045 are **\$464 million** and **\$542 million**, respectively. An AAM AEIS would help to identify a clear picture for all of the commonwealth's stakeholders as to what this new industry may contribute to their communities and region.

In discussing this exciting new industry with active pilots we were reminded that pilot shortages **are** an ongoing national challenge in aviation. The introduction of eVTOL aircraft as a new regional transportation network will require training for new pilots to support this growing aviation segment for both crewed and uncrewed flight operations, in addition to filling the existing pilot shortage for medium and large commercial aircraft. This is a hurdle that will require the leveraging of all available resources; grants for young pilot programs, encouragement of OEMS to collaborate on state training centers, and federal support for large scale aviation career programs.



Turning Airports into **Resiliency Hubs**

Pennsylvania's network of airports is prime for transformation into resilient community centers. The integration of renewable energy and energy storage systems can provide a robust and reliable power supply. We explored the potential of reimagining Pennsylvania's existing airport infrastructure as hubs for Advanced Air Mobility (AAM) and community resilience. By integrating renewable generation (solar, vertical wind, geothermal etc) in combination with onsite microgrid development, and a focus on community engagement, we envision Pennsylvania's airports evolving into vital centers addressing transportation, energy independence, emergency preparedness, economic development and vital connection to future vertiport expansion.



Resiliency Hub Primary Components



Solar energy: Airports have expansive open spaces that can be harnessed for large-scale solar panel installations, generating clean electricity.



Vertical wind turbines: These turbines are ideal for airports due to their compact size and ability to operate in both low and high wind conditions.



Microgrids: Onsite microgrids can store energy and ensure continuous power availability, independent of the traditional grid. This is crucial in emergencies when traditional power may be disrupted.

Key Benefits of the Airport Resiliency Hub Model

Disaster response:
Airports can serve as staging areas for first responders, distribution centers for supplies, and evacuation points during natural disasters.

Energy independence:
Resiliency hubs reduce reliance on the external power grid, ensuring critical facilities remain operational during outages.

Community support:
They can provide essential services like power, water, and communication to communities in distress.

Electrification & Funding

Future Pennsylvania transportation networks will rely on providing on demand electrical needs for its citizens while moving towards sustainable infrastructure will benefit all modes of electric transportation needs. Nearly all Pennsylvania general aviation airports have adequate road networks that electrified cars and trucks may use, with some of our airports across the Commonwealth installing vehicle fast chargers to service existing tenants. Transforming our airports into renewable energy microgrids and plants would lead to great economic and societal benefits. Pennsylvanians will see the utility of their local or regional airport, while becoming patrons of their airfield and charging stations. Pennsylvania must prevent further airport closures to ensure each community airport may inspire, cultivate, and train new pilots within every community to form the foundation for a vibrant aviation transportation network across the State.

Placing solar, wind, and other forms of green energy production and storage on our airfields, heliports and future vertiports will turn these assets into community green hubs. With the intention of revitalising our

aviation spaces with renewed interest and investment, many of our existing airports have dozens if not hundreds of available acreage that would be well suited to house solar, wind, as well as open air battery banks. We intend to electrify our airports as soon as possible, as autonomous electric logistics (trucks, trains and shipping vessels) will soon become the norm and put a great strain on our nation's grid infrastructure leaving dwindling federal investment dollars for infrastructure electrification.

Most importantly, in cases of local, state, or national disaster, our electrified airports can act as a backup large-scale decentralised grid, powering homes, businesses, and emergency responder support should complications to the national grid infrastructure occur, thus making the commonwealth more resilient. Imagine a future where drones carrying emergency supplies, rations, and equipment begin arriving from all over our states' airport network to the affected regions resiliency hub as first responders stage and receive support in near real time.



Regional Outlook & Community Engagement

Pennsylvania's transportation system carries approximately \$1.6 Trillion of goods in, out, and through the commonwealth annually according to the PennDOT Comprehensive Freight Movement Plan with nearly 8% of all goods moved in the US touching PA roads at some point. Pennsylvania has become a logistics and warehousing keystone for the Northern and Eastern United States. We can look to maintain leadership in this sector by planning for regional aviation logistics, quickly becoming competitive with ground logistics economics as electrification cuts operating costs dramatically.

Working with large distribution hubs across the commonwealth to plan for onsite Vertiports may assist in the adoption and utilisation while working to reduce roadway wear and congestion. Collaborating with our adjacent states to ensure their infrastructure matches pace will also become critical and is why a NE Regional Consortium among states will be helpful in aligning operational maturation. Transporting of goods will be a safer AAM milestone that we should look to encourage amongst our communities while aircraft manufacturers continue to prove the safety use case for transporting passengers.

Community Engagement Strategies

Meaningful community engagement is essential for successful AAM deployment and the development of resilient infrastructure. Proactive strategies include:

01

Public education: Disseminate information about AAM technology, safety aspects, and potential benefits to build support and address public concerns like noise and visual pollution.

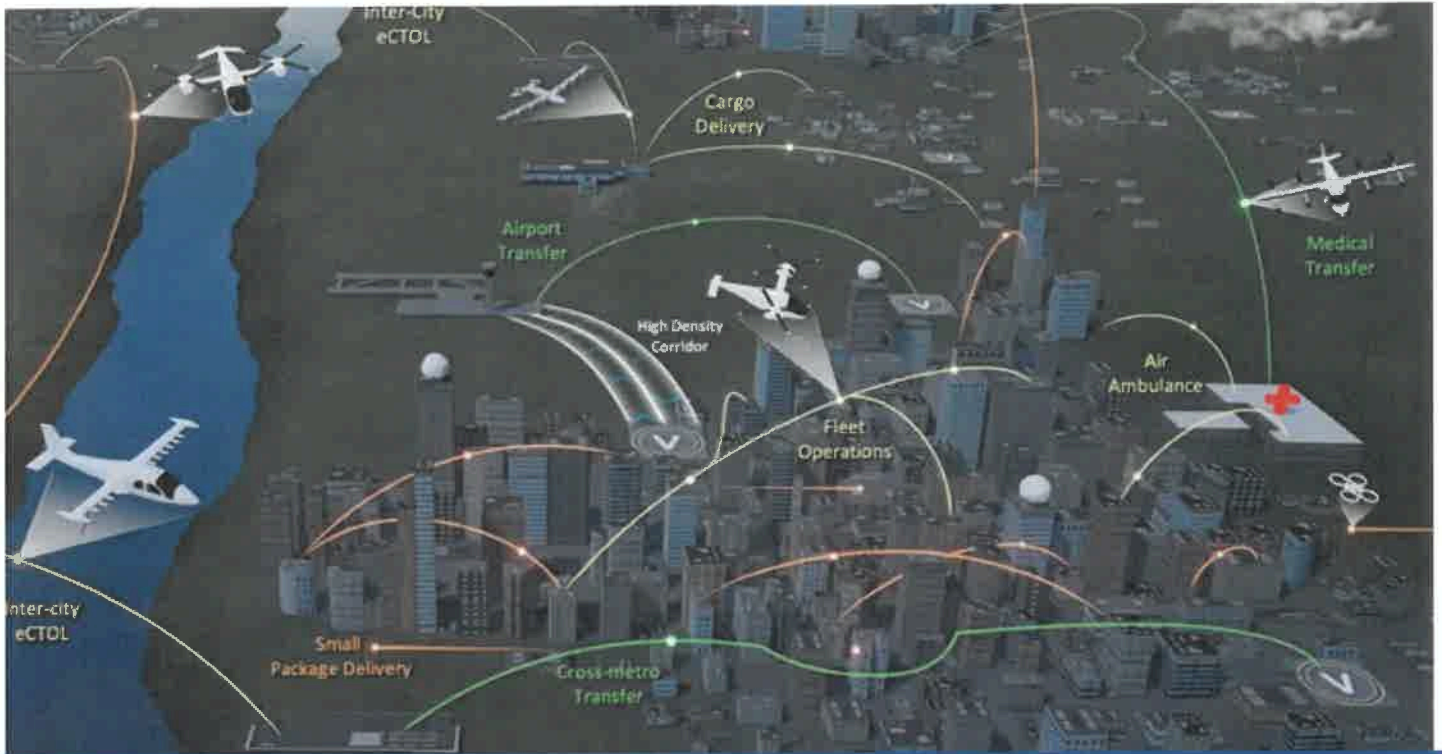
02

Community forums: Hold public meetings, surveys, and workshops to gather feedback, address community needs, and ensure equitable access and benefits.

03

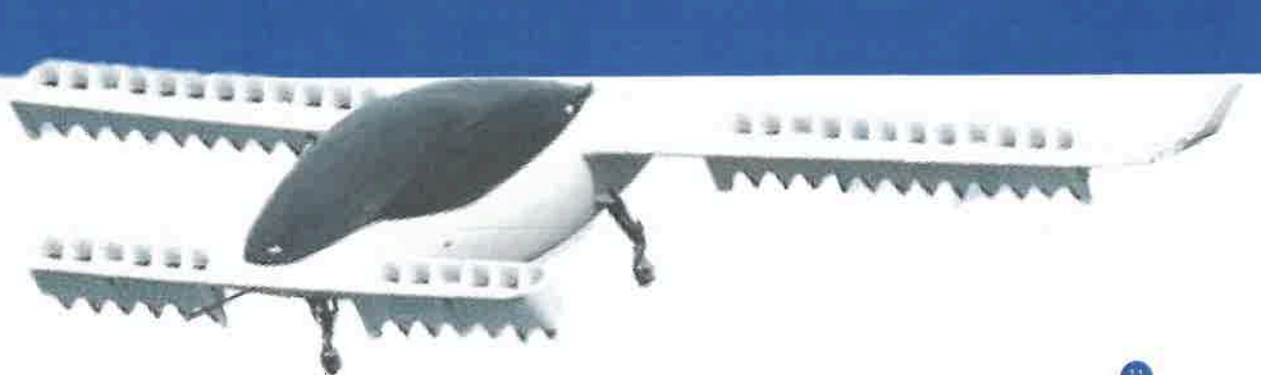
Partnerships: Collaborate with local residents, community organizations, and businesses to establish shared goals and foster local ownership.





PA Advanced Air Mobility **CONOPS**

A comprehensive Concept of Operations (CONOPS) for Advanced Air Mobility across Pennsylvania will be a critical next document this committee plans to support. This CONOPS will look to lay out the 5, 10, and 20 year strategies for AAM across the commonwealth. Topics to be expounded upon will include but not limited to: Regulations/ Certification, Electrification, Infrastructure, Unmanned Traffic Management, Economics, Safety and Risk Mitigation, Careers, Vertiport Locations and Designations, AAM Centre for Excellence, Community Acceptance and Integration, Noise and Visual Pollution, Passenger Experience, Weather, Affordability and Availability, State and Federal Support, Security and Communications, Fleet Management and Timelines. This document will look to guide state, county, and local community leadership on best practices for a safe and efficient rollout of AAM projects in their respective regions.



Recommended Practices for Pennsylvania

Transportation Advisory Committee Recommendations Requiring PA General Assembly Legislative Action:

- Prepare for Urban Air Mobility and plan for vertical takeoff and landing (VTOL) aircraft by defining a statewide protocol for developing vertiports and set aside land to accommodate these facilities.
- Develop policy guidance to assist Pennsylvania's airports in preparing for new and existing commercial / private-use unmanned aircraft systems activity.
- Provide an appropriate level of staffing within PennDOT's Bureau of Aviation for a UAS /AAM manager to facilitate coordination of statewide drone / VTOL initiatives. At a broad level, this growing area of responsibility includes planning, policy development, public safety, and data management. A concept of operations could support our state's roadmap.
- Develop a Pennsylvania framework for the safe, efficient use of drones and other unmanned aircraft technologies (considering frameworks developed in other states as potential models.)

PA AAC Aviation Technology Subcommittee Recommendations:

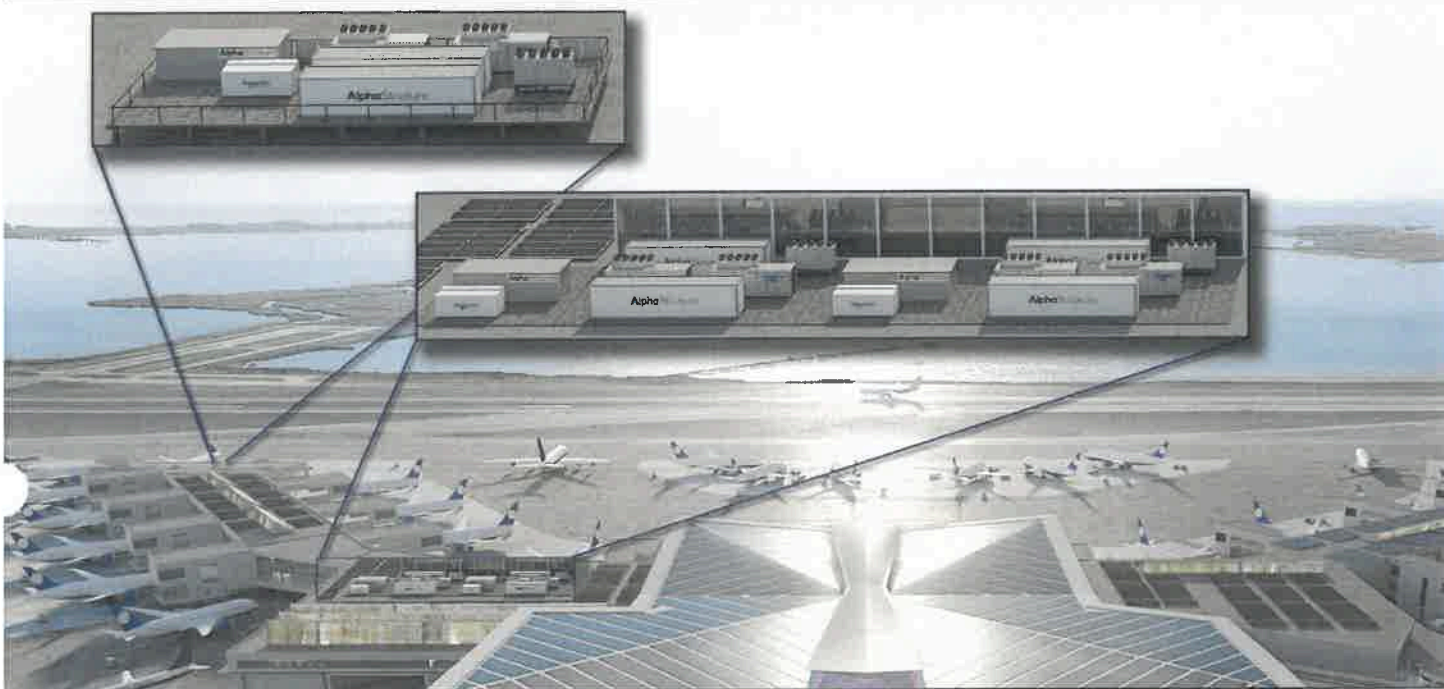
- Develop a standardised microgrid and green energy generation plan/template in conjunction with PA DEP, PEMA, PA Electricity Generators/Providers and PA Airports for our aviation network. Tie-ins with federal agencies such as FAA, DOE, EPA, FEMA will be critical for this pioneering 'aviation green shift' and could provide unique grant funding opportunities.
- Support the PA BOA in launching a framework to finance and electrify all 120 of the commonwealth's airports. Additionally, support their work developing a concept of operations for AAM.
- Build an AAM Centre for Excellence (i.e. Willow Grove) or enhance the existing plans for PennDOT's PennSTART facility to test AAM aircraft on site.
- Create or join a consortium amongst adjacent states to align their existing plans for AAM and to secure AAM/UTM grant opportunities via regional planning commissions such as ARC. Additionally, we should look to develop first-mover AAM corridors amongst states.
- Partner with the FAA, PA Department of Education, and the U.S. Department of Education to understand and develop a plan aiming to remedy the current aviation workforce hurdles while standing up programs to safely train and educate our future pilots for the next generation of aviation.



Conclusion **The Vision**

Advanced Air Mobility has the capacity to tremendously impact the daily lives of all Pennsylvanians. We look forward to supporting the Pennsylvania Bureau of Aviation's development of a safe, efficient, and innovative network that serves everyone well. AAM and its effort for safe maturation will require support from not just state leadership and legislators, but also local community planners, developers, and citizens.

We can bring quiet, green, and efficient regional aviation transportation to the masses while simultaneously working to reduce roadway congestion and wear. This committee looks forward to developing thoughtful solutions with our regional partners, regulators, and industry leaders to address the next generation of aircraft and aviation.



Mark Murawski

From: Bob <bob@dujairport.com>
Sent: Tuesday, June 4, 2024 8:23 AM
To: Mark Murawski
Subject: FW: PAAC and new SPB

Lycoming County Warning: This is an external email. Please exercise caution. Think Before You Click!

For your information...maybe we could discuss for next week's meeting.

Bob

From: djworm50@aol.com <djworm50@aol.com>
Sent: Monday, June 3, 2024 6:10 PM
To: bob@dujairport.com
Subject: PAAC and new SPB

Bob,

Not meant as a criticism in any way, just FYI.

I noticed, unless I missed something, there is no specific General Aviation representative on the PA Aviation Advisory Committee. Specifically, my interests are seaplane ops, seaplane pilots, and seaplane bases are not represented. I submit these important aspects of aviation should be represented.

Also, again unless I missed it, there is no mention in your previous minutes that two parallel landing lanes in Presque Isle Bay and Lake Erie have been certified by the FAA and a new public-use seaplane base has been licensed by the PA Bureau of Aviation. The new public-use seaplane base is co-located in the Presque Isle State Park marina in Erie PA. Significantly, this new public-use seaplane base is the 1st new aviation facility established within Pennsylvania in the last 20 years!

Thank you for your most valuable time, kind consideration, and attention to these matters.

Don Williams, PA Field Director
Seaplane Pilots Association