The Alliance for Aviation Across America
Alliance for Aviation Across America

- Launched in 2007 with the goal of educating the public and elected officials about the importance of general aviation
- The Alliance has grown to over 6,300 individuals and associations
- About a quarter of Alliance members are not in aviation-related industries and organizations
Alliance Board Members

- Air Care Alliance
- Aircraft Owners And Pilots Association
- Experimental Aircraft Association
- Helicopter Association International
- League Of Rural Voters
- National Air Transportation Association
- National Association Of State Aviation Officials
- National Business Aviation Association
- National Farmers Union
- Small Business & Entrepreneurship Council
Non-General Aviation Alliance Membership

- Small Business & Entrepreneurship Council
- American Corn Growers Association
- United States Cattleman’s Association
- National Association of Farmer Elected Committees
- Intertribal Agriculture Council
- League of Rural Voters
- Agricultural Retailers Association
- Small Business Majority
- America’s Blood Centers
- National Farmers Union
- Navajo Nation
- Greater Mankato Growth
- Alaska Municipal League
**Alliance Non-Aviation Members**

- **Mayors**
  - Mayor Nancy Adams: Pequot Lakes, MN
  - Mayor Carroll Breaux: Springhill, LA
  - Mayor Denny Spinner: Huntington, IN
  - Mayor Scott Smith: Mesa, AZ
  - Mayor Barbara Tolbert: Arlington, WA
  - Mayor Allen Joines: Winston-Salem, NC
  - Mayor Elaine Allison: Moraine, OH
  - Mayor Roy Buol: Dubuque, IA
  - Mayor Verne Rupright: Wasilla, AK
  - Mayor Nickolis Helmer: Prospect Heights, IL
  - Mayor Richard P. Vilello: Lock Haven, PA
  - Mayor Stephen Smith: Pinedale, WY
  - Mayor Tammi Fisher: Kalispell, MT
  - Mayor Glen Haines: Faith, SD
  - Mayor Garland Baird: Brodnax, VA
  - Mayor Joseph Gunter: Salinas, CA
  - Mayor Duke Morton: Gooding, ID

- **Other Local Officials**
  - State Rep. Kraig Paulsen: 35th District, IA
  - Colorado Aeronautics Director David Gordon
  - County Judge Harry Berry: Hardin County, KY
  - New Hampshire Director of Aeronautics Patrick C. Herlihy
  - County Judge Harold Gleinser: Scurry County, TX

- **Chambers of Commerce**
  - Greater Mankato Growth (MN)
  - Elko Chamber of Commerce (NV)
  - Milford Chamber of Commerce (DE)
  - Huron Chamber of Commerce (SD)
  - Louisa Chamber of Commerce (VA)
  - Tyler Chamber of Commerce (TX)
  - Greenville Chamber of Commerce (SC)
Alliance Economic Impact Survey

- Economic Impact Survey Launched in September 2009
- Include Economic Impact Data for All 50 States
- For 35 States, the Survey Includes Zip Code and Congressional District Data
- New Features
  - Inclusion of Public-Use Heliports
  - Links to State Studies

http://www.aviationacrossamerica.org/States.aspx
Minnesota Economic Impact Data

- General aviation contributes more than $2.9 billion to the state’s economy.
- Minnesota’s aviation system supports more than 130,000 jobs, resulting in a payroll of over $4 billion.
- The state is home to:
  - 153 public-use airports
  - 12,478 pilots
  - 4,365 general aviation aircraft
  - 51 repair stations
  - 109 fixed-based operators
  - 522 heliports
  - 11 FAA-approved pilot schools
  - 1,933 flight students
  - 2,500 flight instructors
Proclamations in All 50 States

Denotes states in which the Governors have passed a proclamation recognizing the value of aviation.
Local Proclamations

Total Proclamations: 180

Recent Proclamations:
- Mankato, MN
- Shreveport, LA
- Charlotte, NC
- Buffalo, NY
- Los Angeles County, CA
- Midland, TX
- Medford, OR
- Boca Raton, FL
- Pottstown, PA
- Tuscaloosa, AL
- Gary, IN
- Arlington, WA
- Annapolis, MD
- Huntington, WV
- Boise, ID
- Madison, WI
- Columbia, SC
- Aurora, CO
- Anchorage, AK
- Hawaii County, HI
- Concord, NH
- Marana, AZ
- Bartlesville, OK
- Columbus, OH

PROCLAMATION

WHEREAS, the city of Mankato in the state of Minnesota has a significant interest in the continued vitality of general aviation, aircraft manufacturing, aviation educational institutions, aviation organizations and community airports, and

WHEREAS, general aviation and local airports, including Mankato Regional Airport, have an immense economic impact on the city of Mankato; and

WHEREAS, Minnesota is home to 153 public-use airports, which serve 12,478 pilots and 4,365 active general aviation aircraft; and

WHEREAS, Minnesota is home to 109 fixed-based operators, 51 repair stations, 522 heliports, 11 FAA-approved pilot schools, 1,033 flight students and 2,500 flight instructors; and

WHEREAS, general aviation in Minnesota contributes over $2.9 billion to the state’s economy annually; and

WHEREAS, general aviation not only supports Minnesota’s economy, it improves overall quality of life by supporting emergency medical and healthcare services, law-enforcement, firefighting, disaster relief, and by transporting business travelers to their destinations quickly and safely; and

WHEREAS, the nation’s aviation infrastructure represents an important, public benefit, and Congressional oversight should be in place to ensure stable funding of this system;

NOW, THEREFORE, I, Eric Anderson, Mayor of Mankato, do hereby proclaim general aviation a vital strategic resource to the city of Mankato and declare February 2015 to be General Aviation Appreciation Month.

IN WITNESS WHEREOF, I have hereunto signed my name and caused the seal of the City of Mankato to be affixed this 12th day of February 2015.

Eric T. Anderson, Mayor
Congressional Meetings

- Meetings with Congressman Rick Nolan
  - Falls International Airport
  - Range Regional Airport
  - Brainerd Lakes Regional
  - Bamidji Regional

- Discussed issues regarding FAA reauthorization
  - Privatization
  - Essential Air Services
  - Airport Improvement Program
  - Passenger Facility Charge

- Other meetings around the country include Congressman Garret Graves (LA–6), Senator Chuck Grassley (IA) and Senator Bill Nelson (FL)
Alliance Press Coverage

- Print Media
  - The Cordova Times (AK)
  - The Detroit News (MI)
  - Pittsburg Post–Gazette (PA)
  - Montgomery County News (TX)
  - Mountain Messenger (WV)
  - The Buffalo News (NY)
  - Lexington Herald–Leader (KY)
  - Wyoming Tribune Eagle (WY)
  - General Aviation News
  - Aero News Network
  - Aviation Pros

- TV/Radio
  - Fox 13 (Salt Lake City, UT)
  - KTTV–TV Fox (Los Angeles, CA)
  - ABC FOX MONTANA (Missoula, MT)
  - Beartooth NBC (Beartooth, MT)
  - KWES–FM (Ruidoso, NM)
  - WGY (Albany, NY)
  - KOBI–TV NBC (Medford, OR)
Business Forum: General aviation gives businesses an edge
By Tom Wallace
February 3, 2015

In today’s competitive marketplace, general aviation provides companies with a significant advantage. As the owner of six Johnstone Supply locations across Pennsylvania and Maryland, I have seen firsthand how a plane can assist in a company’s day-to-day operations.

It allows my staff and me to reach our branches quickly. We can use the airplane to transport our employees, customers, products; and also have multiple meetings in different locations in one day.

Johnstone Supply is a wholesale distributor in the HVAC industry, encompassing heating, ventilating, air conditioning and refrigeration products. Professionals in the industry operate on tight schedules, whether they are making a repair or working on a new installation, and the plane allows us to reach our clients on short notice.

The airplane is a difference maker in business; it not only maximizes time, it sets us apart from the competition.

In addition to the benefits of general aviation for businesses, helicopters and other general aviation aircraft are essential for the transport of medical supplies and emergency personnel. Medevac operations and disaster relief services depend heavily on general aviation to help save lives. Law enforcement and port security authorities use general aviation to keep us safe.

And general aviation and its pilots are active in the charitable community.

Unfortunately, in spite of all these benefits, many still don’t understand how important a resource these aircraft are to communities across the U.S.

For example, the president’s budget proposal from earlier this year included a $100-per-flight tax that would have a significant negative impact on general aviation and the many people who use and depend on it every day. And, because of the manner in which the fee was proposed, a very strong case could be made that it would affect safety.

Tom Wallace, of Allentown, Pa., is the owner of six Johnstone Supply branches in Pennsylvania and Maryland and a member of the Alliance for Aviation Across America.
General Aviation helps Alaska's farms and businesses take off
January 15, 2015
By Mike Williams

Alaska is known for many things, the vast array of wildlife, breathtaking vistas, hunting, fishing and other recreational activities. But many people may not think of the peony flower when they think of Alaska. The truth is that the peony is a highly sought after commercial flower with a very limited growing season. Peony flowers require highly specific environmental conditions and Alaska is the only region in the world that is currently producing peonies between the months of July and September, a time when many of these flowers are sought for weddings. This has given Alaska a unique advantage and the industry is expanding on a daily basis.

My company, Alaska Peony Distributors, LLC provides post-harvest services including processing, marketing, sales, transportation and storage services to the growing peony industry here in Alaska.

We have a distribution network that supports 25 plus farms and covers a service area of over 7,300 square miles. These farms are spread far apart and they often have little to no roadway access. In fact, according to the Alaska Department of Transportation & Public Facilities, roughly 82 percent of Alaska’s communities are inaccessible by road. The highway system in Alaska is also limited, and the added hurdles of summer tourist traffic and weather can make our trips an all day endeavor.

For our work, a trip that could take 10 hours by truck can be accomplished in under an hour with the use of air transportation. Fast response times are vital in this industry. When a farm has reached cooler capacity for its current harvest, we can send a twin-engine Piper Navajo or any other suitable airplane to immediately transport the flowers to our refrigerated processing facility near Wasilla Airport. This process allows the farming, shipping and storage process to operate at maximum efficiency during the growing season.

Mike Williams is the managing partner of Alaska Peony Distributors, LLC and a member of the Alliance for Aviation Across America.
Challenges Facing General Aviation:

- The GOP Budget: Every Tax Loophole Is Sacred
  - *The Huffington Post*, March 26, 2015

- The Perks of Private Flying

- Corporate Welfare at 30,000 Feet

- Why Private Planes Are Nearly as Deadly as Cars
Challenges Facing General Aviation: Privatization

- GOP Pushes to Privatize Air Traffic Control
  - *The Hill*, March, 24, 2015

- Congress Considers Privatizing the Air Traffic Control System

- House Panel Considers Privatizing FAA’s Control System
Challenges Facing General Aviation: Privatization Quotes

- “The next FAA reauthorization should be transformational. We’ve got to do something different. We need to lay the groundwork for the future of U.S. aviation.”
  – Congressman Bill Shuster, *The Hill*, 9/16/14

- “My conclusion is that the nonprofit corporation model with stakeholder governance is the best organizational form.”
  – Robert Poole (Reason Foundation), Aviation Subcommittee Hearing 3/24/15

- “Our work to date leads us to believe that a commercialized, non-profit type governance structure would deliver the greatest benefits for a reformed ATC entity…”
  – Doug Parker (Airlines for America), Aviation Subcommittee Hearing 3/24/15
Recently *Eno Center for Transportation* released statement of principles regarding Next Generation Reform.
Establish a self-sustaining funding mechanism for air traffic control

- The current funding system, which is based on a mix of taxes and general revenues, should be replaced, to the extent possible, with direct payments to the air traffic control provider. This funding method would create a self-sustaining system and would be in line with international principles. It would also improve the link between the services provided and the revenues coming in, providing an incentive for efficiency. Additionally, allowing all sectors of aviation to be a part of its governance will allow them to be more engaged in the system’s modernization.
Enable bonding authority

- The air traffic control provider will need the ability to issue debt, including bonding authority to aid in long term financing of capital expenditures. The ability to issue bonds, **backed by the user-based revenues streams**, will ensure better capital planning and will help modernization efforts like NextGen to be more effectively managed and implemented.
Include aviation stakeholders in the governance of the air traffic control provider

- Stakeholders must play a strong role in governance of the air traffic control provider in order for it to be responsive to the needs of its users and other aviation stakeholders. This involvement would promote a system that is more attentive to the stakeholders’ needs. This could be a more effective way of prioritizing investments. The federal government will have a role in the governance structure as a guarantor of the public interest.
Mayors’ Letter to FAA Administrator
Michael Huerta

May 1, 2013:

The Honorable Michael Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue SW
Washington, DC 20591

Dear Administrator Huerta,

We are writing to express our deep concerns about the FAA’s current plans to close air traffic control towers at our community airports in order to comply with “sequestration,” or mandatory budget cuts to agencies. The closing of these towers will have a significant impact on our economy and local communities.

First and foremost, the closure of these towers will negatively impact jobs and the economy within our communities. Our airports and the aircraft and businesses that rely upon them are a major economic driver, attracting businesses and generating millions in economic activity annually. Many of our locally based businesses use these airports to base their own aircraft and as a means to access new markets, deliver goods and serve customers. At a time when we as a nation should be focused on creating and supporting jobs, these closures will only serve to hamper business growth, while also potentially leaving even more hundreds upon thousands of workers unemployed.

Not only that, shutting down these towers would have a devastating impact on our communities, as these airports and the aircraft that use them serve as a critical lifeline for our communities for everything from fire-fighting, law enforcement, medical care, disaster relief, aerial surveying and crop protection, and flight training, among many others. Whether it’s transporting patients from rural areas to medical centers to receive treatments, reuniting veterans with their families, transporting organs or blood to communities in need, or supporting our nation’s agricultural industry and food supply, airports connect our communities in almost every way imaginable.

Aviation and our local airports are a critical economic lifeline for these communities, and we simply cannot afford this type of devastating blow at a time when our communities are already struggling to recover. We ask you to reconsider this decision in light of these concerns, and look forward to working with you on this and other matters related to our communities.

Sincerely,

Mayor Mike Rawlings - Dallas, TX
Mayor Kevin Johnson - Sacramento, CA
Mayor Jonathan Rothschild - Tucson, AZ
Mayor Mick Cornett - Oklahoma City, OK
Mayor Donnalee Lozeau - Nashua, NH
Mayor Allen Joines - Winston Salem, NC
Mayor Michael Gillette - Lynchburg, VA
April XX, 2015

United States Senate
United States House of Representatives
Washington, DC 20510

Dear Member of Congress:

As you debate changes to our air transportation system in the coming months as part of FAA reauthorization, we write to ask you to protect the needs and interests of rural communities.

There are over 3000 airports around our country, and the vast majority of these airports are used by general aviation and not served by commercial airlines. These airports and small airports support the transport of patients to critical care, fire-fighting, search-and-rescue, law enforcement, and many other critical services for communities around the country. They help to support the transport of our nation’s blood supply, they provide supplies in the aftermath of natural disasters, and they allow patients and veterans to be reunited with their families.

For businesses around the country, and particularly those based in rural areas, general aviation and access to a local airport also means the difference between success and failure. Companies of all sizes use business aircraft to transport tools, supplies and to reach customers in far-off markets. They are used to survey and repair power lines, and they help farms survey and monitor crops and cattle. In fact, roughly 71 million acres of cropland are annually treated utilizing aerial application in the United States. Put simply, general aviation and our network of community airports are a lifeline to farms, businesses and rural communities around the nation, supporting millions of American jobs and billions in economic activity.

It is for all these reasons that as Congress debates changes to our air transportation system, that it is crucial that we protect the needs and interests of rural and small communities. Most importantly, we believe it is critical that Congressional oversight be retained over our air transportation system, so that we ensure that the interests and needs of these communities be protected and represented in the system. We are particularly concerned about proposals to turn over authority over our air transportation system to any type of private board or entity, which would have the authority over funding mechanisms and taxes.