

Air Times

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New York Airport
Management Association

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NYAMA Waits for MOU

By: Joel Stashenko, Associated Press
August 1, 2000

With fewer than 100 days left before Election Day, the largest-ever borrowing proposition in New York history is almost an afterthought against the backdrop of the presidential and U.S. Senate races.

And, as things stand now, New Yorkers still cannot find out the most basic details about the \$3.8 billion bonding proposal they will see on November 7 — such as what all the money would be spent on.

State Comptroller H. Carl McCall asked Gov. George Pataki and legislative leaders last week to at least specify which projects they plan to fund through the bond act.

Memorandums of understanding (MOUs) listing bond act projects were supposed to have been agreed to by June 14, but state leaders missed the deadline, McCall said.

“I am very troubled by this,” McCall wrote in a letter to Pataki, state Assembly Speaker Sheldon Silver and state Senate Majority Leader Joseph Bruno. “If there is a sincere desire to see the bond act passed, work needs to be done to persuade the voters of the worthiness of projects. The only way to do that is to finish the MOUs and share the details with the public.”

Until details are made public, about all New Yorkers know about the \$3.8 billion borrowing proposal is that half of the money would be spent on highways, bridges, airports and canals and the other half spent on mass transit projects in New York City and its suburbs.

McCall said he has not yet taken a stand on the bond act because of doubts whether the state, which already has a highest-in-the-nation accumulated debt of more than \$37 billion, should be borrowing so much money.

“As the chief fiscal officer of this state and as a voter, I need more information,” McCall said. “I am ambivalent about this bond act.”

A spokesman for the state Department of Transportation, Michael Fleischer, urged McCall to be patient.

“The executive and the Legislature are finalizing the MOUs,” Fleischer said. “They will be done and made available to the public in plenty of time for the public to render a judgment and get the information that they need.”

Meetings to make the project list final were taking place daily last week, Fleischer said.

Pataki has said that when the list of projects is decided he will decide

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From the President

Dear NYAMA Member:

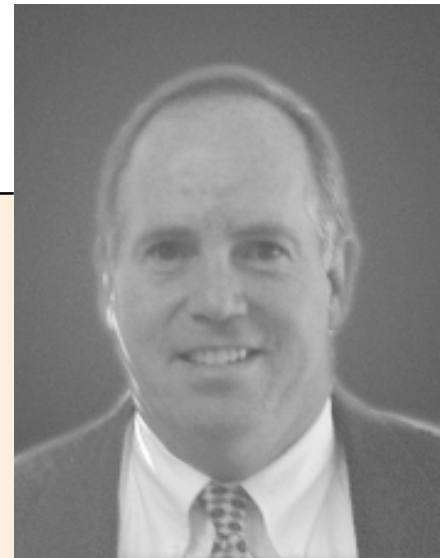
The summer has passed quickly and the pace is picking up for what is sure to be a busy and productive fall for NYAMA.

As you know, the Association's Fall Conference is scheduled for October 1-4 at the Sheraton Four Points in Rochester. We have developed a strong aviation safety program, with nationally recognized speakers; and I expect we will have strong corporate support for our trade show. NYAMA is determined to make our annual expo the premiere networking opportunity for the aviation industry in New York State.

This year's conference program also includes a special two-day ARFF training. One of our goals for 2000 was to offer Association-sponsored training opportunities. This two-day program held in conjunction with the Fall Conference is a step forward in reaching that goal.

We can't be successful without your support! Please register for the conference today, participate in the expo, and bring along your colleagues.

During the summer months, NYAMA has continued to focus its energy on membership development. Our membership continues to increase at a steady rate. We must keep the momentum going in



Terrence G. Slaybaugh

order to effectively harness the lobbying power of the entire New York State aviation industry. The Board of Directors has begun to discuss new options for dues to better appeal to potential members. If you are not yet a member, we strongly encourage you consider becoming one! If you are a member, I encourage your active involvement, especially now as we make critical inroads for aviation funding.

With less than three months before election day, the State's transportation community continues to be in the dark regarding projects to be included in the Transportation Bond Act. Nonetheless, NYAMA views the inclusion of aviation capital needs to be a major step forward. Please watch your mail for legislative updates and calls to action on this issue.

I hope to see everyone in Rochester in October!



REFLECTIONS ON A TECHNOLOGICAL MASTERPIECE

Bob Nicholas, A.A.E.
Manager, Ithaca (Tompkins County) Airport, NY

The recent Concorde tragedy in Paris caused me to think back to a period of my life when I worked for British Airways and, among other things, was the principal training officer for Concorde's "Weight and Balance." For the uninitiated, Weight and Balance or Load Control, is the calculation of how much weight can be carried in crew, operational supplies, fuel and payload (passengers, baggage, cargo, etc.) without exceeding the aircraft manufacturer's maximums for take off, landing and zero fuel. It also entails distributing these things so as not to exceed other design limitations and to ensure they are stowed in such a way as to ensure a safe center of gravity for all stages of flight (particularly take off and landing).

During the period 1978 through 1982, manual (as opposed to computerized) Weight and Balance training for British Airways' two dozen or so different aircraft types rested with an 8-person group of Ground Operations Training Officers of which I was one. After the retirement of a 30-year veteran, I was asked to take over the role of Weight and Balance training for the airline's fleet of supersonic aircraft. Concorde was, and still is, held in such high regard that I took my new assignment very seriously and spent much time researching not just the weight and balance principles, but Concorde's history and supersonic flight in general.

Supersonic flight is flight that exceeds the speed of sound. This varies with air pressure and temperature. When Chuck Yeager first broke through the sound barrier in October 1947, his Bell X-1 rocket powered aircraft achieved supersonic flight with a speed of 670 mph at an altitude of 42,000 feet. In dry air at 32 degrees F, the sound barrier is at approximately 741 mph. The term "Mach," named after physicist Ernst Mach, is a speed measurement in relation to the speed of sound. The first production fighter to reach Mach 1 in level flight was the North American Sabre in 1953. Concorde routinely cruises at Mach 2, twice the speed of sound, at an altitude of 60,000 feet. It is designed to reach speeds of Mach 2.2 - over 1500 mph.

Since the appeal of aviation to travelers, particularly

business people, is its speed, the prospect of a supersonic commercial airliner spurred a lot of research activity in the United States, Russia, France and England. The British Aircraft Corporation (BAC) and France's Aerospatiale conducted independent research, concluding that research and production costs required not just a combined effort of the two companies, but the combined financial resources of the British and French governments. Thus, in 1962 an Anglo-French collaboration for a supersonic commercial aircraft was born. To recognize this historic agreement, the proposed aircraft was named "Concorde" - the "e" being added in deference to the French spelling of the word.

Construction of the first two prototypes began in February, 1965 (Concorde 001 was built in France, Concorde 002 in England). They first flew in March 1969 (001) and April 1969 (002). The two aircraft manufacturers agreed on which parts of the airframe and other systems they would be responsible for and Rolls Royce and SNECMA partnered to produce the engines.

Initially the idea was so exciting and the prospects of global supersonic travel so appealing, that 70 aircraft orders were received from major airlines all over the world.

Certification for the aircraft type came in September 1975. At that time the engines had undergone over 50,000 hours of testing and the two prototypes had been put through over 5,300 hours of flight tests. Concorde entered scheduled service on January, 21 1976 with the British Airways and Air France aircraft doing simultaneous take offs from London and Paris.

Continued on Page 8

Submission Deadline

Articles for the next edition of *Air Times*
are due by October 30, 2000!

Thank you for your support of
NYAMA's quarterly newsletter.


FAA Designates Stewart International Airport as a Test Site for State of the Art Security Equipment

National Express Corporation, who is now responsible for operating Stewart International Airport via privatization under a 99 year lease from NYSDOT, has been designated as a test facility by the FAA in conjunction with the FAA's efforts to improve the security of US air travelers.

The placement of a new explosive trace detection system at SWF is the result of a September 1996 initial report by the White House Commission on Aviation Safety and Security.

Stewart International Airport has been equipped with a device designed to screen and search for trace quantities of explosives. Use of this machine expedites the screening of carry on baggage and does so in a manner that is less invasive to the customer.

According to John Edney, Managing Director, Stewart International Airport, "It is in our best interest to safeguard the flying public against the threat of terrorism. With the help of the FAA, and in our particular case, Midway Airlines, this new trace detection unit has arrived at Stewart. This further enhances our commitment to the community in providing a safe environment for them to fly in and out of."

This particular detection identification device is designed to screen and search for trace quantities of explosives that contaminate baggage, electronics and cargo. Sample collection is accomplished by either wiping the surface with cotton cloth in a swab holder, or by using a battery operated hand held "vacuum cleaner." The sample is then placed into a sample tray and slid into an analyzer which automatically confirms and identifies the explosives within five seconds. 

Arrival of Southwest Calls for More Parking

The arrival of Southwest Airlines in Buffalo will be marked by the unveiling of nearly 2,790 on-site parking spaces at the Buffalo Niagara International Airport, tripling the existing surface spaces currently available. Construction of the parking, as well as new circulatory roadways, taxi and bus facilities will be substantially complete by September 1, 2000, in time for the low-fare carrier's service launch on October 8, 2000.


The 9-month project began with the acquisition and demolition of the former Curtis Wright Aircraft Facility, which neighbors BNIA to the east. The immense World War II structure and former Westinghouse Corporation complex had been vacant for years prior to demolition. The site was subject to numerous contaminant spills which necessitated the construction of a groundwater collection and treatment facility.



Improved revenue collection on BNIA's new parking field will ultimately allow motorists to utilize the convenience of an electronic toll collection system to pay parking fares. This system will allow motorists the ease of a non-stop drive-in and drive-out parking service. Additional toll collection bays are being added for manual toll collection to decrease customer-waiting time at the tollbooths.

Additional airport improvements include a new taxi staging area with a capacity for 60 vehicles, a 160' underground parking lot tunnel connecting two lots, a charter bus staging area capable of storing 10 buses, and a new NFTA metro bus area with a shelter for charter bus passengers. The new heated passenger shelter will be equipped with an information monitor as well as posted bus schedules.

A new ground transportation roadway and taxi-loading zone is being constructed on the Arrivals Level to separate on/off-site shuttle traffic and taxis from the general traffic. The roadway will relieve congestion at the arrival area and provide additional capacity for the loading and unloading of passengers.

The proposed parking connection tunnel, shown in the photograph below, will allow users of different lots ease of access to toll facilities and minimize traffic impacts to the terminal frontage roadways. 



Chautauqua County Airport Announces New FBO

Kenneth Brentley, Manger, Chautauqua County Airport announced the opening of a new Fixed Base Operation (FBO), Jamestown Aviation Company.

The Nalbone family has been continuously active as aviation Fixed Based Operators in Chautauqua County since 1945. John Nalbone Sr. and Susan Nalbone started up in Dunkirk, New York at the Werle Airport, which was the original Dunkirk Airport until 1942 when the present airport was built ½ mile south as a WWII defense project.

In 1961, John Nalbone, Sr. and John Nalbone, Jr. moved from the Werle Airport to the Dunkirk Airport and started operations as Dunkirk Aviation Sales and Service, Inc.

Over the past 39 years Dunkirk Aviation built the five largest hangers which are presently there and have made many improvements which includes establishing the oldest continuously running flying school in western New York and a Cessna Aircraft dealership. Presently, there are over 45 aircraft based there with a great need for additional hanger space to serve the growing aviation community.

John Nalbone, Jr. and Louis Nalbone, the present owners of Dunkirk Aviation, formed Jamestown Aviation Company, LLC in April of this year. During May, Jamestown Aviation negotiated an FBO lease with Chautauqua County with the intent of establishing a high quality FBO at the Jamestown airport. Since startup, Jamestown Aviation has purchased the assets of United Jet Center and has been involved in extensive re-

modeling activities in both the former United Jet and Carts Hanger buildings.

Jamestown Aviation has a FAA approved repair station, soon to be certified, and has obtained a dealership to sell all new Piper Aircraft models.

The initial public reception has been excellent and the new FBO already has 14 full and part-time employees.

Presently, Jamestown Aviation offers AvGas and Jet Fuel sales, major and minor aircraft maintenance and repairs, aircraft sales, rentals and flight instruction. Soon to be available will be jet Charter Services.

Already, a great aviation public need at the Jamestown Airport is presenting itself for hangar space and it is anticipated that a new hanger would be constructed within the next year.

The Nalbone brothers note that the Jamestown, New York community has a great aviation spirit and that the airport activities have great future potential.

Jamestown Aviation Company, LLC
3163 Airport Drive, Box 5
Jamestown, New York 14701
Phone: 716-665-4800
Fax: 716-665-4512


GRIA Rolls Out the Red Carpet for JetBlue!

Among an official water canon salute, JetBlue's festive celebration began at the Greater Rochester International Airport on Thursday, August 3. The airline brings low cost affordable service to the Monroe County community and service to one of GRIA's major markets, NYC. Travelers will now connect out of the John F. Kennedy International Airport to many prime destinations that include: Orlando, Ft. Lauderdale, Tampa, Los Angeles and the San Francisco Bay area.

"Beginning today our business and leisure travelers at GRIA will have access to the low-cost, high-style service provider they deserve," said Monroe County Executive Jack Doyle. "JetBlue's arrival today marks the end of a long and determined effort by many individuals to

bring affordable, high quality, low-fare air service to this community."

"Given the early support we received from County Executive Jack Doyle and the continuing development of that relationship with the County's airport administration, we are pleased to finally add Rochester and Monroe County to our growing service routes," said David Neeleman, JetBlue CEO. "We believe travelers to and from Rochester will quickly appreciate our quality service, affordable fares and consumer-friendly approach."

JetBlue announced its scheduled twice daily service between Rochester and JFK. Two additional daily flights will begin August 22, and a fifth daily flight will begin October 18. 



Southwest Announces Service to Buffalo, NY

Carrier Will Initiate Nonstop Flights to Baltimore/Washington, Las Vegas, Orlando and Phoenix with Fares that Offer Substantial Savings

Southwest Airlines announced that it will begin daily service from Buffalo Niagara International Airport on October 8, 2000. Southwest will operate 10 daily nonstop flights to four cities: Baltimore/Washington, Las Vegas, Orlando and Phoenix.

The airline will offer seven daily nonstop flights to Baltimore/Washington, one daily flight to Las Vegas, one daily to Orlando, and one daily to Phoenix. Southwest also will offer direct or connecting service to 27 other cities such as Los Angeles, Nashville, and Tampa Bay. (Direct service involves one or more stops, but no change of planes.)

Southwest will occupy two gates at the airport and will employ 40-50 people when operations are fully staffed. With the addition of Buffalo, Southwest will serve 57 cities (58 airports) in 29 states.

“Our service from Buffalo complements our other New York service in Albany and on Long Island,” said Ron Ricks, Southwest’s vice president of governmental affairs. “With Southwest’s frequent flights and low fares from Buffalo, more New Yorkers now have a convenient, high-value option for air travel.”

Southwest offers a \$65 one-way, unrestricted fare between Buffalo and Baltimore/Washington, an 81 percent savings off the \$334 one-way fare for nonstop service currently offered by other airlines. This fare is not an introductory fare—it is available on every seat, every flight, every day between Buffalo and Baltimore/Washington.

Southwest’s advance purchase fares are even lower. An advance purchase fare of just \$44 each way is available between Buffalo and Baltimore/Washington. Tickets at this fare must be purchased at least seven days before departure and within one day of making reservations. The fares require roundtrip travel and an overnight stay (any night). Seats are limited at this fare and may quickly sell out on flights that operate during peak travel times and holiday periods. Tickets are nonrefundable, but unused tickets may be applied toward the purchase of future travel on Southwest Airlines. Fares are subject to

change until ticketed, and any change in itinerary may result in an increase in fare. Fares do not include airport taxes of up to \$12 roundtrip or federal excise taxes of \$2.50 per segment. (A segment is defined as a takeoff and a landing.)

“The smart investments we made over the last five years to improve Buffalo International Airport have paid off in a big way for the people of Western New York,” New York Gov. George E. Pataki said. “In just a few short weeks, the ‘Southwest Effect’ has already had a transforming impact on air travel in Albany. Now, it’s Buffalo’s

turn to experience the dynamic effect of one of the nation’s best low-fare carriers. Southwest’s decision to come to Albany and now to Buffalo sends a powerful message to

the rest of the nation that upstate New York is the place to be in the 21st Century to live, work, and raise a family. I welcome Southwest to Buffalo and thank them for their vote of confidence in New York State.”

The country’s premier shorthaul, point-to-point carrier, Southwest Airlines (NYSE:LUV), is the fourth largest domestic carrier in terms of customers boarded. The airline is based in Dallas and currently operates more than 2,600 flights a day with a fleet of 322 Boeing 737s with an average age of 8.4 years—one of the youngest pure jet fleets in the domestic airline industry. ✈️



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Securing our Future



NEW AIR MUSEUM WILL HELP TOURISM TAKE FLIGHT ON LI

If Long Island is in a battle to secure its share of the tourism market, and it is, our bi-county region now can call in the air cover.

With the opening of the American Airpower Museum at Republic Airport, the Island now boasts a squadron of historic, but still operational, World War II aircraft. It's the first time in more than half a century these aircraft have been based on Long Island, but there is much more at stake than esoteric bragging rights. The planes are an important asset in the fight to create compelling destinations that visitors will find attractive and, in doing so, add depth to our region's economy.

In other parts of the country that have similar air operations, millions of dollars have been generated from tourists who make for the runways. ABLI economist Thomas Conoscenti studied this dynamic for the Republic operation when it was first being proposed. He found that in Chino, Calif. – the heart of that state's dairy country – some 30,000 people travel to see the Planes of Fame museum each year even though there are few amenities or additional attractions to make their trip more worth while. Their visits add in excess of \$1 million a year to the agricultural region's economy.

The Conoscenti report finds similar operations in Midland, Texas and Ontario, Canada, where there are more visitors and even better economics. For Long Island, with a population of nearly 3 million in a 30 mile radius of Republic – not to

mention tourist destinations that range from the Hamptons to the Miracle Mile Shopping Center – the project's potential visibility is high. Its arrival is a boon to Republic, the Town of Babylon and the region as we seek to diversify our economy.

When the Cradle of Aviation Museum comes on line next year, these two aviation destinations will compliment each other and build additional international interest. It's no surprise that Michael Hollander, head of the Long Island Convention and Visitors Bureau, has seen the opportunity and has created an aviation tourism subcommittee to coordinate marketing efforts.

We're not shy about throwing brickbats when elected officials fail to nurture the business sector, but we also believe we should award medals when they aggressively support the ability of business to grow. Gov. George Pataki put a quarter of a million dollars of eco-

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Airport Dedicates New Fire Truck

The Buffalo Niagara International Airport recently conducted a dedication ceremony and placed into service its new Air Rescue Fire Fighters vehicle. The ceremony and blessing conducted by Reverend Joseph Bayne, Erie County Emergency Services chaplain, took place on July 12 at ARFF headquarters in Cheektowaga.

"With the addition of this new hi-tech equipment, we are upgrading our fire-fighting capabilities which allows us to further assure the safety of the traveling public," said Lawrence M. Meckler, Executive Director of NFTA.

The \$620,000 state of the art vehicle is a 2000 Oshkosh T-3000 equipped with an elevated waterway snozzle. The vehicle carries 3000 gallons of water, 420 gallons of fire fighting foam, is equipped with a 1000# Halotron dri chemical system and is also able to perform as a structural fire-fighting unit. The elevated waterway is equipped with a piercing nozzle, which is monitored by a heat seeking infrared camera and controlled from the cab. The vehicle replaces an E1 Titan IV Aerial that has been in service since 1979.

Funding for the vehicle is 75% FAA, 12.5% NYSDOT and 12.5% local.

A demonstration of the vehicle's capabilities followed the ceremony.

2000 TOPS INTERNATIONAL AIRSHOW — "A SALUTE TO VETERANS" AIRSHOW COMES TO GRIA!

Last year, the 1999 Tops International Airshow was deemed a great success for the Rochester-Monroe County community and once again, GRIA is gearing up to have history repeat itself.

On August 26 & 27, the skies above the Greater Rochester International Airport will thunder with the sounds of Tora! Tora! Tora! who will headline the 2000 Tops International Airshow - "A Salute to Veterans."

Tora! Tora! Tora! will reenact the attack on Pearl Harbor and promises to be a spectacular performance; one that will not be soon forgotten.

Also scheduled to appear are: the U.S. Army Golden Knights, U.S. Navy F/A -18 Hornet, U.S.M.C. AV-8B Harrier, B-17G Fuddy Duddy and an F-117 Stealth Flyover. Plus many, many static aircraft displays!

This year's show will recognize, honor and pay tribute to all veterans who have served our country. Portions of the show's proceeds will benefit the Veterans Memorial at the War Memorial at the Blue Cross Arena.

For general and ticket information please contact: The Greater Rochester International Airport at (716) 464-6020.

Concorde • Continued from Page 3


Any appreciation of Concorde needs to recognize that its technology is over 30 years old. It had to overcome some unique hurdles to become a production aircraft, not the least of which are the extreme temperatures that the fuselage reaches during supersonic cruise and the fact that the fuselage stretches up to a foot during flight. The nose of Concorde is made to "droop" during ground maneuvering and for approach and take off to allow the flight crew to see where they are going. It is raised and has a heat shield for normal flight. The 13 fuel tanks have a computerized system that automatically shifts fuel around during flight to achieve the desired center of gravity. Four of the tanks are in the fuselage as "trim" tanks and are used to achieve correct aircraft balance for take off and landing. The huge expanse of fuel tanks, acting as a cooling agent, also helps to offset the extreme heat on the outside skin during flight.

Unfortunately, by the time that British Airways and Air France conducted their first commercial operation, escalating costs of research and production, together with a huge increase in the cost of fuel, reduced the number of aircraft orders from 70 to 9 - those being the orders placed by the two national airlines of France and Britain. By this time the United States had abandoned its research for lack of Congressional support. Russia produced a Concorde clone, known as "Concorde-ski" but after an accident at the Paris Air Show, it was never seen again. It was hoped that if Concorde proved successful for British Airways and Air France the other airlines would change their minds and place new orders. But the high price of operation and the growing environmental lobby, con-

cerned about airport noise and the supersonic bang, were a death knell to those hopes.

My British Airways familiarization training allowed me to travel on Concorde three times, two of those trips at Mach 2. At the suggestion of one of British Airways' engineers I made a pencil mark on the interior cabin wall by the arm rest of my seat and was amazed when, during supersonic flight, the mark had moved about four inches. To this day I have not been able to figure out why the mark went forward instead of aft of where it originally was. I was never able to see the engineer again to ask him. This stretching of the fuselage and the subsequent return to normal as it cools down, requires the section containing the seats to be independent of the fuselage. It also requires a special manufacturing process of the fuselage sections to withstand this incredible stress. Perhaps in recognition of what the aircraft has to go through during normal operation, all Concorde's are subjected to an intense regimen of maintenance and infra-red tests to a level far in excess of conventional airliners.

The Paris incident is Concorde's first fatality in almost 25 years of continuous operations. Preliminary comments seem to indicate that the disintegration of one or more of its tires and/or wheels caused the rupture of the aircraft's fuel tanks, and the subsequent fire and loss of control. If it is found likely that the set of circumstances could be repeated then, like problems with other aircraft types, modifications will be made to ensure it does not happen again.

One accident in all that time, however, should not detract from what a fine aircraft and supreme technological achievement it is. 

JFK International Airport Chamber of Commerce Establishes Endowed Scholarships at the College of Aeronautics

The JFK International Airport Chamber of Commerce has announced the establishment of an endowed scholarship at the College of Aeronautics located adjacent to LaGuardia Airport in New York City. The scholarship will benefit the children of employees at JFK International Airport and the businesses connected to the Airport.

"This scholarship allows the Chamber to accomplish two goals. First, we can provide important financial assistance to the dedicated and hard-working employees who contribute to the prosperity at JFK," said Phil Jensen, president of the Chamber. "Second, we provide support for aviation higher education in New York City by funding and continuing to fund, this scholarship with our new partner - the College of Aeronautics."

As an endowed scholarship, the Chamber will provide the College with an initial investment of \$15,000 that will be used to fund a scholarship in the first year of \$750. Each year that investment will grow as it is managed as part of the College's endowment and as the Chamber continues to make contributions. As a result, the scholarship amount and the number of recipients will increase.

"The College of Aeronautics is excited to work in partnership with the JFK International Airport Chamber of Commerce to provide affordable aviation education to

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JUNE TRAVEL SETS RECORD AT ALBANY INTERNATIONAL AIRPORT

Albany, New York (July 25, 2000) — Passenger traffic at Albany International Airport continues to set new records in June. Enplanements, the number of individuals boarding aircraft, increased by 38,492, the largest one-month increase in the Airport's history. Total enplanements during June were 134,786, and increase of 40 percent over June of 1999.

"We're seeing a significant number of business travelers and families coming from Syracuse, Plattsburgh, northern Vermont and the lower Hudson Valley," said Rev. Michael A. Farano, Chairman of the Albany County Airport Authority. "They are telling us they are driving to Albany because our fares are lower than they can get near home."

The lower fares have increased the Albany International Airport's catchment area to more than 150 miles with some individuals traveling up to three hours to take advantage of lower ticket prices.

The increase in passenger traffic was driven substantially by the arrival of Southwest Airlines. Southwest brought an additional 25,290 passengers to the Airport during June, or 65 percent of the overall increase.

Total passengers boarding for the Airport's other major airlines increased an average of 13.7 percent with United Express logging the largest gain with a 42 percent increase over June of 1999. Of the remaining major carriers, Northwest was up 36 percent, American up 23 percent, Delta/Delta Express up 22 percent and US Airways/Express up by 8 percent.

"A new level of competition between airlines has resulted in lower fares and substantial travel bargains for the business and leisure travelers flying to and from Albany," said Rev. Farano. "When you analyze the numbers, you find that each of our major airlines has enjoyed a substantial increase in passengers. ✈️"

What's New at Sky Acres Airport?

- A 14,000 square foot corporate hangar is currently under construction;
- An FAA grant recently received for a new beacon and lighted wind cone, expected in 2001;
- "The Links" golf course is now open with 18 holes. Conveniently located one mile from the airport;
- The address and area code has changed due to 911 system installation: 30 Airway Drive, LaGrangeville, NY 12540, (845) 677-5010; and
- Styles Rebuilding, Inc., is now a certified repair shop with a certified radio shop coming soon for customer work.

Museum • Continued from Page 7

conomic development money into this effort because he recognized that the museum not only has a story to tell, but is an effective way of assisting our tourism industry.

When you arrive at the American Airpower Museum to see these aircraft take to the air, snap a salute to George.

He's in the right seat.

Used with permission from the Long Island Business News, Vol. 47, No. 22.

MOU • Continued from Page 1

whether he'll support the bond act and, if so, how actively he'll promote it.

The transportation bond act is clearly a creature of the Legislature and it will be up to the lawmakers, and bond act supporters within the trucking and construction trades industries, to carry the promotional ball.

Bruno late last week said it would still be "premature to be getting too specific" about the projects to be funded in the borrowing proposal. "That's being worked on," he said.

When details are released, Bruno said that not every dime of proposed spending will be accounted for. Rather, the "largest part" of the allocations will be specified, he said.

"Voters will know, kind of, what they are getting for their approval," the Senate Republican leader said.



Frontline Volunteers: AOPA's Airport Support Network

General Aviation's continuing loss of a public-use airport every other week gnaws away at our air transport system, eroding its flexibility and utility.

Airport managers, local pilot and airport user groups, and courageous individuals all across the country resist anti-airport pressures. These conflicts require a great deal of political savvy and public relations skill.

The Aircraft Owners and Pilots Association (AOPA), with 60 years of experience in airport advocacy, has frequently been able to help local airport defenders get their message across to politicians and the public. But often, the request for help has come too late, after airport opponents have generated a critical mass of uninformed support or moved quickly to take advantage of public apathy.

An early-warning system was clearly needed. To fill that need, AOPA formed the Airport Support Network (ASN), recruiting volunteers among AOPA members at airports nationwide. Since ASN was created in 1997, more than 800 AOPA members, nominated by their fellow pilots and successfully meeting AOPA's standards, have signed on for one-year renewable terms as unpaid ASN Volunteers.

The ASN Volunteers' principal responsibility is to keep AOPA Headquarters abreast of political and public opinion developments that may affect their airports. They attend public meetings of city and county councils that have airport jurisdiction, reporting to AOPA on the proceedings. When appropriate, they participate in such meetings, presenting the General Aviation point of view on contentious issues.

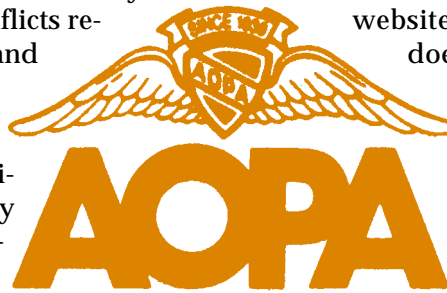
ASN Volunteers help promote local airport activities to enhance the airport's public image. And they give community leaders AOPA-generated information to sharpen their understanding of the airport's value to the community.

Experience has shown that the best way of avoiding crises is to keep lines of communication open. Hence, the Volunteers maintain relationships, not just with AOPA,

but also with their local pilot associations, other airport groups, airport management and the community.

Pilots who want to help protect and promote their home airport should first find out if the airport already has an ASN Volunteer. (Volunteers are listed on the ASN website, www.aopa.org/asn.) If the airport does not yet have a Volunteer, fill out a nomination form (on the website), either for yourself or nominate a fellow AOPA member who would be willing to work as an ASN Volunteer.

It's a great way to help preserve General Aviation's precious airports! ✈️



GA safety improvement trend continues in 2000, says Air Safety Foundation

July 27 — The AOPA Air Safety Foundation said preliminary statistics released by the National Transportation Safety Board show that the trend towards improved General Aviation safety continues through the first half of 2000.

"The number of GA accidents has decreased eight percent compared to the same period last year," said Bruce Landsberg, ASF executive director, "and the number of fatal accidents has declined almost ten percent."

There were 140 fatal accidents through the end of June compared to 155 fatal accidents during the first half of 1999. Moreover, there have been 71 fewer accidents of all types during the period, 805 this year versus 876 last year.

The subcategories of personal, business, and instructional accidents have also improved over the first half of 1999. Personal accidents are down almost nine percent and business accidents are down almost 20 per-

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cent. Instructional accidents are down over four percent, 129 so far this year compared to 135 last year.

However, the number of fatal instructional accidents more than doubled, from 9 to 19. "The number of student pilots continues to grow, but this preliminary accident data doesn't offer enough detail to determine if there is anything specific to account for the increased number of fatal flight training accidents," said Landsberg.

There have been nine mid-air collisions so far this year (compared to eight last year), but the number of fatal mid-air collisions has increased from two to six.

"Mid-air collisions are still extraordinarily rare, less than one percent of all accidents," said Landsberg.

"However, there were 15 midairs in 1997 and 1998, but 18 in 1999. That

slight increase in numbers is troublesome."

The Air Safety Foundation is developing a new safety seminar on mid-air collision avoidance, which is scheduled to debut in October.

Chartered in 1950 by the Aircraft Owners and Pilots Association (AOPA), the Air Safety Foundation is the largest private, non-profit organization in the United States dedicated to General Aviation safety research, continuing pilot education and training.

The Air Safety Foundation's free continuing pilot education seminars alone reached more than 33,000 pilots nationwide in 1999. Additionally, ASF sent more than 30,000 safety videos to new private and instrument-rated pilots. The Foundation is funded largely by tax-deductible contributions from individual pilots. ✈️

College of Aeronautics • Continued from Page 8

the sons and daughters of the airport community," said Dr. John Fitzpatrick, president of the College. "We look forward to supporting the goals of the Chamber as they make significant investment in the College."

The first scholarship recipient will be chosen for the spring 2001 semester. To be eligible for the scholarship applicants must meet the following criteria: be a high school graduate with an average of not less than 75 percent who plans to pursue a bachelor of science, bachelor of technology or an associate in applied science degree; be a son or daughter of an aviation industry employee working on or adjacent to JFK International Airport; demonstrated financial need; not be a recipient of an academic scholarship; has performed service to the high school or community and is recommended by a high school teacher.

The Chamber was chartered in March 1978 by a group of business people in the JFK Airport area. JFK is the only airport in the nation to have its own Chamber of Commerce. The Airport, according to studies conducted by the Port Authority of New York and New Jersey, generates more than 200,000 jobs in and out of aviation.

Founded in 1932, the College of Aeronautics is a private, four-year institution that offers more than 1,200 students bachelor and associates degrees in: airport management, flight, avionics (aircraft electronics), computerized design, aviation maintenance and pre-engineering.

Opinion

A New National Aviation Commission is Needed

By: Bill Shea
NYAMA Lifetime Member

It was 2008 and Karen and Steve Beck were departing Syracuse International Airport for London on the new 1500 mile-per-hour supersonic TransGlobal Airline jet, one of four major airlines left in North America due to airline deregulation problems, lack of competition, the lack of a national air transport plan and the result of too many airline merge approvals by the U.S. Department of Transportation.

Could this happen? Yes, indeed, with airline merger-mania over the past ten years that have taken place and now with the United/US Airways proposal, as well as prior discussions about American Airline's bid for Northwest Airlines, etc., more national and global mergers can be expected. Bigger not necessarily better is not in the best interest of the consumer. Unfortunately, there is a lack of aviation leadership in this nation.

New airline merger requests should be evaluated cautiously. Continued mergers will lead to monopolies, poorer service and higher fares will be the end result. Unfortunately, the USDOT has approved too many mergers in the past. USDOT should do what it does fairly well... work with surface transportation, not aviation.

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New York Airport Management Association

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Mergers can be advantageous to stockholders, and golden parachutes recipients, but lets not forget the consumer, the public and the economic well being of the nation. Airline employees do a good job yet we have seen increased passenger concern about aircraft maintenance, poor cabin service, hub monopolies, excessive delays, over-bookings, hostage airports with excessive fares, canceled flights, a lack of new airports, no coherent system plan, air traffic control holds, scheduling too many flights on limited runway airports, etc. A new meaningful air transportation plan is needed now to handle these problems and provide the vision for the future.

The U.S. needs new aviation leader-

ship now! A new national aviation-commission reporting directly to the next president should be appointed. Members should not be influenced nor should they be active members of any airline and/or aviation lobby group.

The airline issue should be discussed during the forthcoming presidential debates! New York can take the lead now by having the Governor and State Legislature appoint a new State Aeronautics Commission to develop a very much needed new ten year air transport plan for this state that would be the model for the nation and the world. Some examples of issues covered in a new "ten-year" plan would include: safety, airline systems and planning, air traffic control, building new airports, research,

handling the new Airbus A3XX-555 passenger double-deck jumbo, infrastructure to accommodate the future 1000-2000 mile-per-hour aircraft that will be flying by 2010, etc.

The new New York Aeronautics Commission would draw on some of the world's best aviation talent who reside in this state: aeronautical engineers, airport experts, planning experts, manufacturers, supersonic specialists, researchers, and others.

Aviation issues needing attention in New York can impact and indeed affect the world's global air transport system. So New York – go for it! Establish the new state aeronautics commission that will provide the future air transport leadership for the state, nation and for peoples around the earth!