

MAAC/NJ REPORTER

Mid-Atlantic Aviation Coalition - NJ's Aviation Newsletter Summer 2009

Class B Expansion Plans Proceeding

Members of the general aviation community have been meeting with two ad hoc groups that are providing qualified public input to the New York and Philadelphia Regions of FAA on proposals to greatly enlarge class B airspace in their metropolitan areas.

Presently the outer ring of the NY zone extends out 20 miles from EWR, LGA and JFK airports. The proposal would lower the floor from 3000 feet to 2500 feet and extend that ring out to 25 or possibly 30 miles. The airports newly affected by the 25 mile ring expansion in New Jersey include Somerset, Morristown, Old Bridge, and Central Jersey Regional. The 30 mile ring which is under consideration is worse.

The FAA's supposed need for the expansion has come about because of a semantic change in regulations that govern how air traffic is managed in controlled airspace. During 'rush hour' pilots of airliners landing at EWR and PHL are routinely routed in a loop outside of controlled airspace to maintain separation from other inbound traffic. The new regs change one word - 'should' notify to 'shall' notify - when advising pilots they are leaving and then re-entering class B. Each notification must be acknowledged by the airline pilot. The requirement to positively communicate between controllers and pilots requires a lot more broadcast radio bandwidth on already crowded frequencies.

PHL's flat side class B would be greatly expanded and rounded out. Camden County Airport would go from no overhead controlled airspace to a 2,000 foot ceiling. However there would be a large rectangular cut-out over Cross Keys to accommodate a skydiving operation. Presumably airliners operating in this segment would be notified they are leaving and re-entering the PHL class B. They would have to acknowledge their departure and re-entry along their route. And just what are they 'fixing?'

Up north, a low level corridor is being designed for Runway 11 traffic at EWR which will be located between Somerset and Morristown Airports and would have a 2,000 foot floor. This will impose

severe operating limitations on those airports and on all aircraft transitioning through the area. The lowered outer ring will also kill gliders operations at SMQ.

The proposals have spiked the interests of 'quality of life' organizations like NJCAAN who are mindful of increased noise and safety concerns posed by non-controlled VFR aircraft flying at lower altitudes. Congressman Rod Frelinghuysen has been paying attention to how changes to overhead airspace will affect his constituents.

The ad hoc review teams are composed of members of groups like MAAC, Eastern Region Helicopter Council, fbos, and private pilot organizations. Because air carrier airports in the region and larger towered airports like TEB will not be materially affected by the expansion, they are not represented on the review teams.

The new requirement ignores the fact that all airliners are on instrument flight paths, squawking assigned transponder codes and following routes familiar to pilots and controllers alike. The FAA's answer to a question nobody is asking is to make more airspace available so that they don't have to make more radio space available.

The proposal also ignores the pending adoption of NextGen air traffic control procedures and GPS based locating equipment. NextGen will accommodate decreased aircraft separation while enhancing safety throughout the system. It will also allow a transition from traditional VOR based 'bonfire to bonfire' flight routing and permit arrival routes to be easily adapted to atmospheric conditions and traffic considerations. Nextgen will feature in-cockpit routing display while reducing controller/pilot voice communication.

In the opinion of most light GA and many commercial pilots, the current system works fine no matter what the regs say. The havoc that will be caused around outlying small airports will create a far greater noise and safety hazard as aircraft are squashed down into diminishing uncontrolled airspace. Or have you tried getting a clearance into any class B lately?

2009 STATE AVIATION CONFERENCE

A Short Overview

By Mike Stoddard, MAAC President

A threatening undercurrent in every segment of aviation has been worry about where the next generation of pilots, mechanics and other flying professionals are coming from. Despite the general concern, nothing much was being done, so the MAAC Board of Directors decided to focus on the state of aviation education in New Jersey.

The Conference, held May 1 at Newark Liberty International Airport, once again use the facilities of the historic Building One, now restored as the airport administration building.

One of the major aims of the Conference was to draw attention to the plight of the Flight Training Program at Mercer County Community College, which was facing termination. Briefly, the College Trustees had decided to end the program because of cost considerations and had announced an end date of 2009.

By bringing attention to this tragedy, the Conference succeeded beyond our wildest dreams! The Mercer County Program was extended for another three years, thanks to grants from the State Department of Transportation and the Buehler Foundation. Of course NJAA and other groups had been advocating continuation of the Flight Program, but the Conference presentations and speakers clearly delineated what was at stake.

Keynote speaker, NJDOT Commissioner Stephen Dilts, pledged to help after witnessing the opening presentation that cataloged the aviation schools that had closed since the early 1930's. A State grant of \$450,000 to MCCC showed the Commissioner's resolve to help.

Other speakers included representatives of aviation agencies, airports and colleges. John Jacoby, Manager of Newark Liberty International Airport opened the facilities to the Conference again this year. Vic Herney, representing Teterboro School of Aeronautics, the last remaining aircraft mechanics school still operating in New Jersey, detailed problems facing professional trade schools today. Carmine Gallo, the FAA Eastern Region Administrator took up the cause and described the federal government's support for more vocational

education facilities. Mary Lou Dordan from the FAA Technical Center shared the podium with Linda Burton Ricks on other aspects of Aerospace Education.

A sobering videotape presentation by Martha and John King of the King Schools was a program extra. Two advocates of Community College aviation programs. Joe Blasenstein of Mercer County and Vennie Fuentes of County College of Morris detailed their respective programs and again highlighted the N.J. STARS program whereby outstanding high school students can attend County Colleges with state subsidized tuition.

Higher education representatives included Dr. Tim Brady, Dean of the College of Aviation at Embry Riddle Aeronautical University and Professor David Price of Daniel Webster College. Their presentations also stressed the links needed to encourage high school students into professional aviation jobs. Professor Price noted that he had begun his aviation career at Mercer County.

The Port Authority of New York and New Jersey's Public Service Coordinator, Mary Jean Rutigliano, told how P.A. manages its Annual Aviation Career Days which draws thousands of grade school students to the airports for an introduction to aviation.

Another unexpected highlight of the day was a segment on "Unconventional Approaches" where a panel composed of Linda Castner of Alexandria Field, David MacMillan of Greenwood Lake Seaplane Base, Janis Blackburn and Tom Flieger of the New Jersey Aviation Education Council and the Rev. Russell White of The Eagle Squadron described their methods of attracting young people to aviation.

Rounding out the day's program was a presentation by Lt. Col. Mark Ustaszewski on Mid-Air Collision Avoidance, an FAA Wings Program.

The conference would not be possible without dedicated support from sponsors. This year's conference sponsors included the Ascent Aviation Group, Daniels Manufacturing Corp., DY Consultants, L.R. Kimball and Associates. and Purvis Brothers and Co.

Bader Follies (Continued from 2006...)

Last we left Atlantic City's world famous Bader Airport, the city had closed the place down after Federal grant assurance agreements dating from 1986 had expired. The city looked at Bader's 70 acres and saw nothing but dollar signs. Big plans were afoot to develop the property as anything but a public use airport. Estimates of the property value development rights were well into the hundreds of millions of dollars back in the good ol' days *circa* 2006.

The city eagerly put out a request for bids on Bader over the last year and anxiously awaited the bushels of proposals to take the property off their hands. Then a funny thing happened - maybe not so funny if you were invested in real estate. Apparently the Bader Airport property had become worthless. The July 1, 2009 bid closing date finally rolled around and when the bid box was opened, there was nothing in it. No bids. Nothing. Nada.

As it was, Casino operators in Atlantic City were not happy with the idea of more casinos in Atlantic City. With competing casinos recently opened in Chester, Bethlehem and Wilkes Barre, PA and four casinos on Indian owned properties in New York, the bloom was off the rose.

Some years ago a presentation was made to the Atlantic City mayor and Council to leave the principal runway on the north side of the property in place, close the crosswind runway and develop the remaining 50 acres as mixed retail and high end residential use. That idea may still have merit and would certainly be a better use of the property than more pleasure palaces for retirees to lose money. If a top quality marina could be built into the plan and it might make economic sense.

It would also make environmental sense to leave the main airport runway in place. The Bader property fronts on environmentally sensitive marshland protected under New Jersey's tight Coastal Area Facility Review Act. The runway would serve to buffer the northern portion of the property that abuts designated CAFRA waterway.

Until someone comes up with a better idea, MAAC proposes that Atlantic City do nothing more than re-open the main runway for transient use. For years MAAC promoted

Bader as a 'destination' airport. No fuel, no services, a modest ramp fee, and a 'use at your own risk' ethic. If anyone who has flown into Block Island or Tangier, knows what a 'destination' is. Much of the reason we fly is to use our aircraft as magic carpets to visit interesting places. Why not Atlantic City? Again.

Currently the Bader property currently generates absolutely no revenue for the city but it certainly doesn't have to cost much to operate as a low impact general aviation airport. Re-opening Bader would provide one or two jobs collecting fees, sweeping shells and cutting grass. If Bader were to be operated on the cheap, there might even be a net revenue gain. Better still, charter operators could bring their high roller passengers right to Destiny's Door. The casinos could arrange helicopter arrivals for their very best patrons.

We are painfully aware that Bader has had some serious safety issues. On a turbulent day, it's no place for an unskilled pilot. MAAC encourages closing the crosswind runway for noise and safety reasons. The vast majority of contemporary aircraft and most pilots can land and take off in crosswind conditions - the safety record of operations on the Bader crosswind runway is horrific. Close it so it doesn't invite disaster. One good runway is all Bader needs to bring a new generation of air minded folk to enjoy the city's pleasures.

The main point of any public use airport is to permit other things to happen. Pilots like to go places to do business and have fun. Can Atlantic City be a good destination to do just that? The 'fun' business is just about all the city has to sell. Down the road if the city's experience with a re-opened airport is positive, the city leaders can re-bid the place for appropriate development that includes retaining the main runway. The main argument is that aviation facilities are transportation resources and Bader can bring people back.

Right now, the airport lays fallow along with a tremendous history. Imagine a museum at Bader dedicated to the Tuskegee Airmen. Tuskegee instructor Albert Anderson is worthy of memory. In 1933 he departed Bader with Dr. Alfred Forsythe - the first Black Americans to fly across the US. Is that worth remembering?

Important MAAC Business!!

Pay attention please.

The MAAC annual meeting and Fly-In Picnic will be at 4:00 on Saturday afternoon, Sept. 26 - snow or shine - at **SMQ** Walker Field (Somerset Airport.) We will be happily grilling hot dogs, hamburgers, cheeseburgers, and anything else we can find to cook on the grill. We will also provide nice non-alcoholic drinks. The highlight will be election of officers for the next year and possibly new trustees if we can get a few volunteers. We won't bore you with political blather unless you ask for it. That's what the newsletter is for.

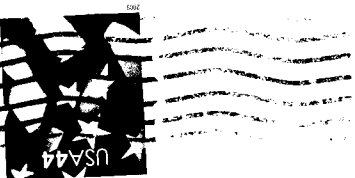
We **ARE** looking for a **few good pilots** to serve on the volunteer Board of Directors. An organization like MAAC only works when there are fresh minds engaged and raw enthusiasm for keeping New Jersey's airports open and healthy. Bob Checchio would love to share his webmaster duties - just basic site maintenance. We'll write stuff for it.

Also important - we want your **email address**. It will never be sold or given away but it may provide a critical opportunity to inform you when some legislative nonsense needs an immediate response from the aviation community. Ping us at **maacmembers@gmail.com** Right now. Before you forget. Drop a line if you are planning to attend September 26. Check in at to see what's happening at **www.njaviation.com**

Send a few dollars to us and support events like the picnic, aviation conference, newsletter, and other stuff we do. ALL of our Directors volunteer their time. Kindly show us you appreciate it. Send dues, contributions, ideas, threats and complaints to **MAAC, P. O. Box 155, Pluckemin, NJ 07978.**

Above all, fly safe and fly friendly.

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