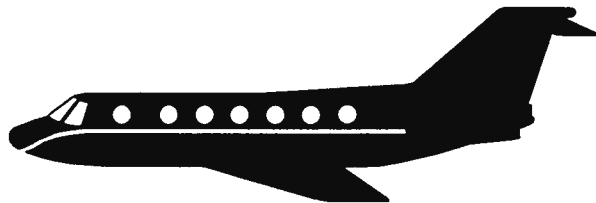


**Bedford County Air
Industrial Park Authority**

**P.o.Box 155 ,Bedford, PA 15522
Phone 814-623-0704**



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February 5, 1998

Paul Gnazzo
Republican Committee on Aviation
House Box 21217
Main Capital Building
Harrisburg, Pa. 1710

RE: Bedford County Aviation Concerns.

Dear: Paul

The Bedford County Air Industrial Park Authority owns and operates the new Bedford County Airport here in south central Pa. We are concerned with the current status and the future of FAA and PennDOT funding to maintain airport infrastructure and its growth.

The airport trust fund was established under President Eisenhower. This fund and the road and bridge stand alone funds were transferred to the general fund by President Johnson and remain so today. Congressman Shuster and John Kashick in a 1996 bill tried to remove them from the general fund, the bill passed the House and failed the Senate by two votes. Sadly both parties in Congress have been utilizing these funds for other than their dedicated purpose.

Quoting Richard N. Aarons editor in chief of Business and Commercial Aviation International Magazine. He states in a February 1998 editorial that, "If you read between the lines on the thousands of pages of reports recently released by various Washington-based commissions studying civil aviation, two things become clear, One is that the way the U.S. Aviation infrastructure is managed and funded is due to change. The second is that the management systems and infrastructure that immerge from this change will be based almost entirely on the requirements of the scheduled air carriers."

Page 2.

The committees first task is to support and solicit a bill for removal of the Aviation Trust Fund from the general fund. The second is to question the validity of current user fees being proposed by the scheduled air carriers, and the third is to support business and general aviation interests by conferring with John Olcott of NBAA and Jim Coyne of NATA. Plus other organizations such as AOPA and EAA.

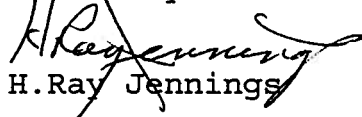
A second area for concern is Pennsylvania's lack of a method for purchasing equipment and services for airports. Examples of consolidated purchasing are the states of Michigan and Virginia, they have an Aviation Procurement Office that purchases all navigation and weather equipment. This scale of economic buying could encompass snow removal, mowing and paint-marking equipment. Purchase of services for maintaining runway, taxways, ramps and roads, plus lighting systems should also be considered, this would allow large scale competitive buying.

The committees action is to verify that consolidated purchasing is a viable method in other states and if it should be adopted in Pennsylvania.

A third area of concern is the status of the Pennsylvania's implementation and administration of the new block grant program. At the sponsor level the program seems to be at a stand-still. It is mid February and no grants have been issued. To advertise, bid and award contracts for a 1998 construction season already puts everyone well behind schedule.

The committees action is to review the status of the Pa block grant program. Once the findings are in, ether light a fire under its management or recommend turning the program over to a state that can effectively administer the program.

Sincerely


H. Ray Jennings

Secretary/Treasurer