

Information is the Key

The Oneida County Aviation Association is undertaking this effort to create and distribute an aviation newsletter to share aviation related information and happenings in the central NY area. Working in partnership with Oneida County Department of Aviation and the Oneida County Airport Legislative Committee, our goal is to gather, organize and present information in the form of a web based and e-mail distributed newsletter. We have chosen the title “The Marker Beacon” for this newsletter as this is the navigation aid that signals the distance to the runway of an aircraft on a instrument approach to an airport. Similarly it is hoped that this newsletter will provide our constituents with information relevant to the operation, growth and development at RME and other local airports.

County Division of Aviation Created by Legislature

The Oneida County Board of Legislators recently voted to create a Division of Aviation separate from the DPW effective January 1, 2008. This move comes after deliberation and crafting of the proposal by the Oneida County Executive and Legislative Airport Committee. Oneida County previously had a separate Division of Aviation which was folded under the Department of Public Works in 1997. This move is seen as a positive

step towards operation and development of the county’s airport at the Griffiss Airpark. A search committee for a Commissioner of Aviation has been created and members of this committee are; Luigi Bottini, Don Carbone, Richard Hanna, George Joseph, and Jack Kent.

Building 44 Aviation Museum **.....Part of Future of Griffiss Park**

Building 44 was once the Alert Facility to house the pilots on 24 hours alert when Griffiss AFB was active. Unique in design, it caught the eye of the principals who are now in the process of turning the building, once destined for the demolition list, into Building 44 Aviation Museum Ltd.

Andy Colerick, Greg Johnson and Joyce Oster Palmer have combined their background, expertise and passion into creating, not just a museum, but a facility that will “Preserve, Promote and Protect the rich aviation heritage of our area, making it accessible to past, present and future generation”

Plans for the building include using the main rotunda area as reception, gallery and possibly event area. Four galleries will house separate collections and exhibits: a Military Gallery; Commercial Gallery; General Aviation Gallery and a Munitions Gallery. Hands on and rotating exhibits, along with static aircraft exhibits outdoors, will make the museum continually attractive to school groups and visitors.

Building 44 Aviation Museum Cont'

There is a full kitchen and dining area on the first floor which will be converted into a small restaurant and seasonal outdoor café with a small Pilots Pub. This will be leased out to one of the better known chef-restaurant owner's in the area to run with the high standards established for the entire facility. Catering will also be provided to corporate traffic and the individual needing "take out". Seminar and meeting space will also be available.

There will be a comprehensive Research Library that will be open to researchers, scholars and the interested individual who would like to have a large selection and a quiet place to read. To compliment this, there will be a Media Room that will enhance our Educational Outreach and allow for Movie showings and lectures.

Offices and a small gift shop round out the plans for the Phase I- First Floor.

Phase II will be the second floor, which currently houses 22 bedrooms and 13 bathrooms. This will be converted into 6-8 suites, a small work out room and a sitting-reading room. The rest will be laundry and storage areas. The combination of services offered by Phase I and Phase II, situated within a few hundred yards of the runway and taxiways, is going to make Building 44 Aviation Museum a one of very few, if any, like it in the country.

The principals of the museum have been working closely with Oneida County, the Airport Committee, Airport Management, the City of Rome's Mayor Brown and EDGE to create this unique

facility offering so much to our community, enhancing our tourism and a highlight to those passing through our airport from all parts of the world. Once access to the building is obtained, which we are hoping is well within the year 2007; volunteers are going to be the driving force in creating the "Crowned Jewel" of Griffiss Park

Griffiss Airpark Projects

A number of capitol improvement and other projects funded by various sources are underway at the RME airport.

-A \$ 300,000 state grant was received to enhance security through the installation of additional cameras and monitors at various locations such as gates and buildings. This project is 100% funded by New York State

-A \$ 200,000 federal grant was received towards creating taxiway 23 and a ramp area for the new (to be constructed) Corporate Hangar and FBO building. 95% of the money comes from the Federal grant with the State and County contributing the remaining 5 %.

-\$ 95,000 in funding was recently announced by Congressman Michael Arcuri's office to fund a Runway 15 obstruction study. This project was identified by the FAA.

-Design is underway for a new Corporate Hangar with attached office space for tenants and FBO personnel. Phase One consists of building a Corporate Hangar with 35,000 Sq Ft of space and 10,000 Sq Ft of office space both slated for completion in August 2008. Phase Two consists of building an additional 40,000 Sq Ft hangar. The plan is to re-locate all General Aviation Aircraft, tenants, and FBO personnel

Griffiss Airpark Projects cont'

from Building/Hangar 100 and turn over the entire Building 100 complex to the Empire Aero Center. Funding for this

project has been secured through bonds issued by the County. C&S Engineers have been selected for the design and construction oversight on this project. When complete, the 75,000 Sq Ft of GA hangar space will equal the amount of hangar space (E&W Corporate, FBO, Butler and Aero Club Hangar) at the former Oneida County Airport in Whitestown

-Ongoing activity to comply with runway and taxiway safety requirements include filling cracks and micro-paving.
-A project slated for later this year involves the re-painting and marking of taxiways.

-During the winter months, snow accumulation in certain locations caused the Instrument Landing Systems (ILS) to become unusable for periods of time. The county maintenance personnel have created additional access roads to allow snow removal activity around the ILS equipment in hopes to alleviate this condition in the forthcoming winter season.

-Price quotations have been received from FJ Puglise and All Pest Control for addressing the bird problem in Hangar 100. Solutions being reviewed include the installation of netting to prevent birds from gaining access to nesting locations and ongoing alleviation steps to reduce the bird population.

Griffiss Airpark Notams

Rome NY (Griffiss Airfield) [RME]: June NOTAM #4 Runway 15 approach lighting system out of service

Rome NY (Griffiss Airfield) [RME]: May NOTAM #6 Runway 33 ILS unmonitored

Rome NY (Griffiss Airfield) [RME]: May NOTAM #5 Runway 15 ILS unmonitored

Rome NY (Griffiss Airfield) [RME]: March NOTAM #9 Class D surface area 1100 - 0100 daily

Rome NY (Griffiss Airfield) [RME]: February NOTAM #6 Common traffic advisory frequency (CTAF) now 118.1 instead of 125.6

Expansion of Adirondack MOAs Proposed.

“The New York Air National Guard has proposed a new airspace training complex near Fort Drum, N.Y., that would expand and modify existing restricted areas and MOAs. Dubbed the Adirondack Airspace Complex. Proposed MOA Changes The New York ANG has proposed to redesign and expand the MOA airspace in the vicinity of Fort Drum, NY (see attached graphic). The purpose of this MOA redesign is to improve flight safety, enable more efficient real-time, joint-use management of the airspace, decrease or balance environmental impacts of the current MOA configuration, and permit more realistic training in the Adirondack Airspace Complex. Most of the redesigned MOAs would be contained within airspace that is already designated as MOAs. However, the new MOA configuration would include additional airspace, both laterally and vertically, beyond the current MOA boundaries. The ANG proposed to cancel the nine existing MOAs at Fort Drum (Drum 1 MOA, Drum 2 MOA, Falcon 1 MOA, Falcon 3 MOA, Syracuse 1 MOA, Syracuse 2A MOA, Syracuse 2B MOA, Syracuse 3 MOA, and Syracuse 4 MOA), and replace them with 12 new MOAs.

DEPARTMENT OF
TRANSPORTATION Federal Aviation
Administration 14 CFR Part 73 [Docket
No. FAA-2006-26192; Airspace Docket
No. 06-ASO-11] RIN 2120-AA66
Proposed Modification and
Establishment of Restricted Areas and
Other Special Use Airspace, Adirondack
Airspace Complex; Fort Drum, NY
AGENCY: Federal Aviation
Administration (FAA), DOT. ACTION:
Notice of proposed rulemaking (NPRM).

----- SUMMARY: This
action proposes to restructure the
restricted areas located in the vicinity of
Fort Drum, NY. The Air National Guard
(ANG) proposed to redesign the
airspace, referred to as the Adirondack
Airspace Complex, by making a minor
modification to the ceiling of existing
restricted area R-5201, and by
establishing two new restricted areas: R-
5202A and R-5202B. In addition, the
ANG proposes to redesign the Military
Operations Areas (MOA) associated
with the Fort Drum restricted areas.
MOAs are not regulatory airspace, but
are established administratively. Because
the MOAs form an integral part of the
Adirondack Airspace Complex, the FAA
is also seeking comment on the proposed
MOA changes through this NPRM. The
ANG proposes these airspace changes to
provide additional special use airspace
(SUA) needed to conduct high altitude,
long-range weapons releases and to
allow more realistic training in modern
tactics to be conducted in the
Adirondack Airspace Complex. DATES:
Comments must be received on or before
August 6, 2007.

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NPR

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