

# AirCurrents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • VOL 3 NO. 1 • APRIL 2001

## **NYAMA Receives Grant for Statewide Aviation Training Program**

*NYAMA has been awarded a grant from the New York State Department of Transportation to implement an exciting new training program to be offered to airports across the State.*

The program, entitled the "Statewide Aviation Training Program," or SATP, will seek to meet the following objectives:

- promote the safe and effective delivery of airport services in all counties of New York State;
- address the training and technical assistance needs of airports in the state system;
- improve the quality of information and technical assistance available through training and other resources;
- facilitate peer-to-peer self help through regional networks of aviation professionals; and

*Continued on page 5*

## **NYAMA Advocates for Airport Funding**

*Gearing up for what looks to be a lengthy budget process, the New York Aviation Management Association (NYAMA) gathered in Albany last month to advocate for airport funding with State Legislators.*

"It is more important than ever that we unite as representatives of the aviation industry, to call upon our State and local Legislators to support aviation funding in this year's budget," said Terry Slaybaugh, Association President.

"Increased fuel costs, the battle for intrastate air service and decreased competition due to pending airline mergers have made our job harder than ever. Coupled with increasing demands and expectations from the State's flying public, it is clear that our need for capital funding and airport revitalization support from the State is critical to aviation's success."

Held in conjunction with the Association's annual Spring Conference, NYAMA's Advocacy Day was a great success, drawing airport managers, consultants and engineers from across the State to Albany. The advocacy efforts were highlighted by a Legislative Reception held on the Third Floor Terrace of the Legislative Office Building, Monday evening. Attendance was our best ever, as industry representatives enjoyed an opportunity to mingle with State Legislators and discuss the needs of the aviation industry. Individual meetings were held with Legislators throughout Monday and Tuesday.

Prior to the conference, NYAMA's Board of Directors and Legislative Committee had developed a list of legislative priorities for the year. NYAMA's chief goal is to actively support federal and state initiatives to enhance New York air service and airport revitalization projects. The specific priorities are as follows:

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*"Increased fuel costs, the battle for intrastate air service and decreased competition due to pending airline mergers have made our job harder than ever. Coupled with increasing demands and expectations from the State's flying public, it is clear that our need for capital funding and airport revitalization support from the State is critical to aviation's success."*

*— Terry Slaybaugh*

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# Word on the Wing

## From the President



Terrence Slaybaugh  
President

**Last month NYAMA held its second annual Aviation Advocacy Day, kicking off the Association's legislative efforts for the year.** Aviation leaders around the State came to Albany to meet with State lawmakers and advocate for airport revitalization programs.

*I am pleased to announce that the Legislature appears to have heard our message*

*and is prepared to meet the needs of the aviation industry this year. The Senate has proposed \$75 million in funding for the NY SOARS program and the Assembly has proposed \$25 million.*

*Although we are greatly encouraged by this news, the fight is far from over. Competition for transportation dollars is fierce. All transportation modes are seeking to recoup funds lost as a result of the defeat of Transportation Bond Act. In addition, there are other major interests, such as education and healthcare, that are also looking to increase their share of State funds.*

*While NYAMA continues to be successful at obtaining a "seat at the table" in Albany, our efforts are no substitute for local outreach. All Association members are encouraged to meet with Legislators in your local districts and to continue to communicate NYAMA's legislative priorities.*

*Should you have any questions about our legislative program, please call Association Headquarters at (518) 432-9973 or contact our Legislative Assistant, Steve Acquario, at (518) 465-1473.*

In other news, I would like to welcome Chuck Seliga to the Board of Directors. Chuck is the Managing Director of Stewart International Airport, and brings with him valuable experience in the aviation industry. He also adds a new dimension to the Board, as he is in the unique position of managing the country's first privately-managed public-use airport.

The Association continues to grow and mature into a healthy, vibrant organization. In our last newsletter we unveiled our new membership structure and image. The Membership Committee is working aggressively to bring in as broad a representation of the aviation industry as possible. But we need your help — we need you to help us spread the word.

Please invite your fellow airports, fixed base operators, consultants and other aviation leaders to join NYAMA. There's great strength in numbers. We have experienced tremendous growth in last several years, but need to broaden our base to keep the momentum going.

In addition to our Legislative program, NYAMA is working with NYSDOT on a historic partnership — the Statewide Aviation Training Program (SATP).

The program is the result of a grant awarded to NYAMA under AIR '99, and will facilitate hands-on training and networking amongst all airports in the State. Regionally located training sessions will provide airports with improved access to education and training programs required and/or recommended by the State. I look forward to launching this program over the next several months.

This year's Fall Conference is scheduled for September 30 – October 3 in Buffalo. The Planning Committee has done a terrific job putting together a solid program. A new conference format has been developed, offering concurrent sessions directed specifically to the interests of public use airports, fixed-base operators and general aviation airports. These targeted sessions enable us to meet the unique needs of our membership while benefitting from networking opportunities and general sessions that apply to all members.

We're also looking to expand our annual expo and will be looking to our corporate members for their continued support of Expo 2001. Please plan on attending the Fall Conference and fully participating in the program sessions and expo.

As always, thank you for your continued support of NYAMA.

Sincerely,

A stylized, handwritten signature in black ink, appearing to read "Terry Slaybaugh".

Terry Slaybaugh

*P.S. – You can expect us to call upon you before the end of the session to support our legislative program! We need your active support!*

# Legislative Update

## *Governor, Legislature Work to Address NYAMA Initiatives During 2001 Legislative Session*

By Stephen Acquario, NYAMA Legislative Counsel

**By Law, the New York State Budget State must be in place by April 1.** As that deadline has come and gone, the State has failed to comply for the seventeenth straight year. New York Governor, George E. Pataki, released his 2001/02 Executive Budget spending plan to the State Legislature in January 2001. During the month of March, the New York Senate and New York Assembly each responded with spending plans of their own. Considerable differences remain as to available revenues to finance the initiatives. All spending plans have some benefit to New York's aviation community. The following are highlights of each proposal of interest to the NYAMA Membership:

### ***The Governor's proposal includes:***

- \$7.6 M for the state's five percent share of federal aid eligible airport projects at the local level.
- \$125 M for the Industrial Access Program
- Petroleum business tax cut on airline fuel consumed in New York State. The Governor's proposal would eliminate the PBT on fuel that is used "in-flight" for flights that take-off and land in NYS. The current PBT tax structure was implemented in 1990. Should this proposal be approved as recommended by the Governor, it would be effective June 1, 2001.

### ***The Senate proposal includes:***

- Fully funds the NY SOARS program as originally funded in the 2000 Transportation Bond Act. The Senate proposes \$75 for capital infrastructure projects and is aimed at improving NY's regional airports in an effort to provide increased service at lower fares in NYS. The Senate believes that the restoration of funding will enable capital expenditures for reconstruction and rehabilitation of NY's regional airports over a multi-year period.
- Restoration of \$200 M in Multi-Modal Funding, which is discretionary transportation funding, for which airport projects are eligible for funding.
- Repeal entirely the petroleum business tax on kero-jet fuel. This would provide airlines with \$10 million in tax relief.

### ***The NYS Assembly proposal includes:***

- A credit under the petroleum business tax for qualified users of kero-jet fuel. The credit would be based on the cost of fuel consumed during intra-state flights. The Assembly proposal would provide airlines with \$4 M in tax relief.
- Restoration of \$107.1 M in Multi-Modal Funding, which is discretionary transportation funding, for which airport projects are eligible for funding.
- Aviation capital funding at a level of \$25 M.
- \$3 M appropriation funding to support infrastructure and other improvements associated with the cooperative state/federal efforts at the former Griffis Air Force Base.
- \$500,000 in funding to support infrastructure and other improvements associated with cooperative state/federal efforts at the Niagara Falls Air Force Base.

NYAMA supports and appreciates all of the above initiatives and has worked with the Governor's Office and both houses of the Legislature to ensure that air service and airport capital and related aviation projects are considered during the 2001 Legislative Session.

## ***Elimination of PBT***

### ***Elimination of the Article 13-A Minimum Tax (Petroleum Business Tax)***

**On May 15, 2000, Governor George E. Pataki signed into law Chapter 63 of the Laws of 2000.** This act contains a provision that eliminates the \$25-per-month minimum tax on petroleum businesses and the \$2-per-month minimum tax on aviation fuel businesses. This provision is effective for periods beginning on or after March 1, 2001.

Form PT-100, Petroleum Business Tax Return, for the month of March 2001 (due April 20, 2001), and Form PT-200, Quarterly Petroleum Business Tax Return, for the quarterly period March 1 through May 31, 2001 (due June 20, 2001), are being revised to reflect the elimination of the Article 13-A minimum taxes. The revised forms will be mailed out as regularly scheduled – the end of March for monthly filers and the end of May for quarterly filers.



## **Innovative Deicing Runoff Management System Provides a Cool-deal for Albany Airport**

*Washington, D.C. – (February 2, 2001) – Clough, Harbour & Associates, LLP (CHA), is a finalist in the American Consulting Engineers Council's 35<sup>th</sup> annual Engineering Excellence Award competition for its design of a deicing stormwater management system at Albany International Airport. The system is quickly becoming recognized throughout the aviation industry as a groundbreaking, environmentally sound, and cost-effective approach to the management of runoff from aircraft deicing operations.*

*To comply with strict environmental statutes, the airport selected CHA to perform a systematic review of its deicing practices. This study led to the development of a Basis of Design Report, which recommended anaerobic treatment technology for treating the runoff on site, as well as numerous collection, transmission, and storage modifications to create unparalleled flexibility in the system.*

*The \$7.5 million project incorporates at-gate deicing with multiple valve options to facilitate direct discharge or routing to multiple storage/equalization areas, which include two large-capacity basins (6 million 2.3-million gallons), and a 2.5-million-gallon glass-fused steel storage tank, one of the largest in the country.*

*Continued on page 5*

## **Spitzer Seeks Deal On Airline Merger**

Reprinted with permission from *The Albany Times Union* – March 1, 2001

**Albany – Attorney General Eliot Spitzer on Wednesday joined in opposition to a proposed merger of US Airways and United Airlines**, vowing to block the massive deal unless the companies promise to protect service to upstate cities.

Service to airports such as Albany International could suffer under the deal because the newly created company would have less competition, leaving travelers with fewer options, Spitzer said his office's antitrust bureau found.

The attorney general's office has the authority to file an injunction to block the merger.

"If they want this deal, they are going to have to give something up," Spitzer said.

Specifically, Spitzer said he wants assurance that service from New York City's La Guardia Airport to upstate cities such as Albany, Rochester, Syracuse and Buffalo would remain competitive.

The two airlines are currently in direct competition, each providing about one quarter of flights from Albany to some cities. The proposed merger would give the new airline control of nearly half the market share for those flights, Spitzer said.

Airlines control the slots, or rights to land at individual airports. The merged airline would control a combined 37 percent of the slots at La Guardia, Spitzer said.

Spitzer suggested one option to protect upstate service would be a plan to give some of the merged airline's slots at La Guardia airport to discount carriers that would fly upstate.

The attorney general said his office has met with officials from both airlines and he is waiting for them to come back with a plan.

Spitzer made his remarks at a joint news conference with Sen. Charles Schumer, D-N.Y., an outspoken opponent of the merger. Schumer sent a letter to the U.S. Department of Justice last year, urging it to redistribute some of the merged airline's slots at Washington's National Airport to carriers serving upstate New York.

"Poor airline connections to other parts of the country can be a major obstacle to luring new companies to the region," Schumer said.

## NYAMA Advocates for Airport Funding

*Continued from page 1*

### Airport Improvement and Revitalization

- NYAMA supports the restoration of the \$75 Million New York Statewide Opportunities for Airport Revitalization (NY SOARS) Capital Program as outlined in the 2000 Transportation Infrastructure Bond Act.
- NYAMA supports an additional \$10 Million in state funding to improve regional airports across the state through the Airport Improvement and Revitalization Grant and Loan Program (AIR 99) as all available funds have been obligated.
- NYAMA supports the execution of the 1999/2000 Memorandum of Understanding and project selection of the remaining \$4.5 Million in proceeds from the Stewart Airport privatization.

### New York Air Service

- NYAMA urges the New York Congressional Delegation and State Officials to preserve air service, competition and minimize any negative economic impacts resulting from the proposed airline mergers in upstate New York, particularly the United/US Airways Merger.
- NYAMA urges the NY Congressional delegation, state officials and the Port Authority of NY and NJ to work collectively with upstate airports to maximize intrastate air service with the NYC metropolitan area as a matter of public policy for the benefit of state economic development and citizens traveling within the state.
- NYAMA urges the State Legislature to provide funding to the New York State Department of Transportation to issue Request For Proposals for a demonstration program to enhance intrastate air service at identified competitive routes.

NYAMA urges all members to continue to communicate to their State and local Legislators the needs and priorities of the aviation industry. Although initial numbers in the Governor's proposed budget and subsequent Senate and Assembly resolutions are encouraging, it is critical that we continue to make our voice heard in support of these proposed budget numbers. The tides are often quick to change in Albany. We must impress upon our Legislators our need for their support.

Should you have any questions about the Association's legislative agenda or how you can be more active in advocacy efforts, do not hesitate to contact our Legislative Counsel, Steve Acquario, at (518) 465-1473 or email him at SACQUARIO@nysac.org.

## NYAMA Receives Grant for Statewide Aviation Training Program

*Continued from page 1*

- support the coordination and communication among all New York State public airports, private airports, fixed based operators, and industry consultants.

The program is funded from a grant received by NYAMA as part of the AIR '99 program. The program will consist of a regional meeting program, a mentor program and a scholarship program. The mentor program was developed to encourage regular communication, facilitation and counsel between the State's larger public use airports and smaller public use and GA airports.

The goal of SATP is to meet the training needs of the aviation industry. A training needs survey will be conducted to help define the training program. Please watch your mail for this and further SATP information.

## Innovative Deicing Runoff Management

*Continued from page 4*

Other features include aerobic treatment with discharge to the Albany County Sewer District's treatment plant, and anaerobic treatment followed by spray irrigation to infield areas in acceptable weather and temperature conditions.

The U.S. Environmental Protection Agency currently classifies anaerobic treatment as the Best Available Technology for treating and disposing deicing fluid runoff. As a result, Albany International Airport is saving approximately \$150,000 each year in treatment costs.

The Deicing Stormwater Management System at Albany International Airport is one of 156 finalists that will be judged on February 3-4 by a panel of judges with backgrounds in engineering, architecture, government, media, academia and the military. All winners and finalists were recognized at a gala banquet in Washington, D.C. on March 13<sup>th</sup>.



## *Spring Conference Focuses on Air Service*

*The New York Aviation Management Association debuted its new name and logo at the 2<sup>nd</sup> Annual Spring Conference and Advocacy Day held last month in Albany, NY. Over eighty aviation industry representatives attended the annual event. The conference featured presentations on making the economic case for aviation, the impact of the 2001 proposed state budget, essential air service programs, dedicated state funding and aviation advocacy.*

According to the Association President Terrence Slaybaugh (GRIA), "the intent of the Spring Conference and Advocacy Day is to offer timely training on aviation funding and reinforce our message that aviation is a driving economic force in the New York State economy."

The featured presenter at the conference was New York State Department of Transportation Commissioner Joseph Boardman. Among other things, the Commissioner encouraged aviation managers to "never give up telling your story" about the importance of aviation to the state. The Commissioner delivered a positive message on how the industry has been a leader in information and technology, public and private sector partnership as well as economic development.



## *ce and Aviation Funding*

NYAMA's conference also featured speakers from across the nation who provided valuable information on other state's essential air service programs and dedicated state funding program success stories. These presenters included Matthew Brinker, Air Services Specialist with the Michigan Department of Transportation; Bruce Mundie, Director of the Office of Regional Aviation Services with the Maryland Aviation Administration; and, Lance Toland, President of the Georgia Air Transportation Association.

Two of NYAMA's primary goals this legislative session are to support the New York Statewide Opportunities for Aviation Revitalization Program (NY SOARS) because it provides essential capital funding for airports throughout New York State; and, to support an additional \$10 million in state funding to improve regional airports across the state through the Airport Improvement and Revitalization Grant and Loan Program (AIR '99) as all available funds have not been obligated.

"It makes good economic and business sense to fund the aviation industry. We are very optimistic that we will accomplish all of our goals this year," said Mr. Slaybaugh.



## Ogdensburg RFP

*The Ogdensburg Bridge and Port Authority, as owner and operator of the Ogdensburg International Airport, is requesting proposals for consultant services for all planning and architectural engineering services for various projects over the next five years.*

*Should you be interested, please contact  
Danny L. Duprey,  
Executive Director, at  
(315) 393-4080.*



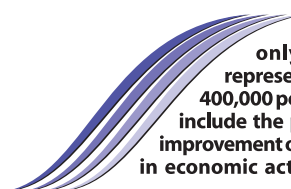
## ***The New York Aviation Management Association (NYAMA) supports State economic development initiatives for airport revitalization and improvement***

### **Airport Revitalization**

- ✈ **NYAMA supports the New York Statewide Opportunities for Aviation Revitalization Program (NY SOARS) because it provides essential capital funding for airports throughout New York State**
- ✈ **NY SOARS will stimulate the upstate economy by injecting airline competition. The NY SOARS air service demonstration program will provide New Yorkers with enhanced air service at affordable prices**

### **Airport Improvement**

- ✈ **Additional state resources are needed to supplement federal and local funding for airport capital and operating programs**
- ✈ **NYAMA supports an additional \$10 Million in state funding to improve regional airports across the state through the Airport Improvement and Revitalization Grant and Loan Program (AIR '99) as all available funds have been obligated**



The New York Aviation Management Association (NYAMA) is the only statewide aviation management organization of its kind, representing NYS airports, aviation-related businesses, and an estimated 400,000 people employed by the aviation industry in New York. NYAMA's goals include the preservation and enhancement of airline competition, continued improvement of the airport system's infrastructure, and protection of the \$34 billion in economic activity that the aviation industry generates for New York State.



# New Parking Operator for Stewart International Airport

Stewart International Airport has come into agreement with Republic Parking System, Inc. of Chattanooga, TN to manage and operate all public parking facilities at the airport. This agreement went into effect on April 1<sup>st</sup>, 2001. Republic Airport currently runs parking facilities at 67 other airports, both national and international.

***"We are very excited about Stewart and the potential it offers. We are committed to providing National Express and the airport's patrons a first class service."***

customer service, and considers the customer first and foremost. Their experiences at other airports make them an exemplary partner."

The initial investment by the operator will be used for improvements like: the reconfiguration of the parking facilities located in front of the terminal to accommodate both short term and long term parking; the upgrading of Lot C to accommodate credit card entry and exit, and an upgrade in the shuttle service to and from the overflow parking lots located about a mile and half from the terminal. Republic Parking stresses customer service and will be providing competent and sufficient staff to operate the parking facilities. The staff will also be trained in the performance of their duties. Cleanliness and politeness are stressed.

Chris Howley, executive vice president, Republic Parking, commented, "We are very excited about Stewart and the potential it offers. We are committed to providing National Express and the airport's patrons a first class service."

Under a 99 year lease agreement by the New York State Department of Transportation (NYSDOT), National Express Corporation (NEC) is the operator of the nation's first privatized airport, Stewart International Airport. NEC is the United States' subsidiary of the National Express Group, PLC, which operates in the United Kingdom, Australia and the United States. National Express has a worldwide revenue of \$2.5 billion and is quoted on the London Stock Exchange.

Chuck Seliga, managing director of Stewart International Airport, "I look forward to working with Republic Parking in creating a service that is friendly, clean, secure and affordable. Like us, Republic believes in superior

## Fall Conference Scheduled for Buffalo

*The 2001 NYAMA Fall Conference is scheduled for September 30 - October 3, 2001 at the Adams Mark Hotel in downtown Buffalo, NY.*

This year's Fall Conference will feature three training tracks — for General Aviation, Commercial Services and Fixed-Base Operators. Topics will include FAA & NYSDOT Updates; Marketing Techniques; Scheduling and Phasing Alternatives for Aviation Construction Projects; Airport Business Planning; Practical Application of Sponsor Assurances; Noise Restrictions; FBO issues and other related topics.

The Fall Conference will also feature Expo 2001! Last year's Expo had record attendance, as vendors from around the State and country gathered to exhibit their goods and services to members of the aviation community. Space is limited this year. All interested corporate representatives are encouraged to register early.

Conference registration materials will be mailed out next month. Please plan to register early and invite your colleagues to attend as well!

## "WE'VE MOVED!"

*Please make note of our new address:*

*NYAMA Headquarters  
119 Washington Avenue, Suite 100  
Albany, NY 12210*

# *Bush Proposes End to Subsidies for Small Airports*

## *Commercial operations in Utica and Watertown threatened by plan to shift money to other facilities*

*President Bush is proposing to end federal subsidies to 18 small airports from Maine to Hawaii, including New York State, in a plan that likely would force many travelers to drive an hour or more to catch a flight.*

Under new eligibility rules included in his \$1.96 trillion budget proposal, communities within a certain distance of a larger airport would no longer qualify for subsidized air service.

Without the subsidy, airlines that fly in and out of those airports no longer would be bound to serve them, U.S. Department of Transportation spokesman Bill Mosley said. Officials for some of those airlines said Wednesday that they couldn't afford to without the subsidy.

Local officials fear the loss of air service would hurt not only traveler convenience and regional prestige but also business recruitment.

Air carriers serving the 18 communities — which include Utica in New York and Oshkosh, Wis., Jackson, Tenn., Hana, Hawaii, and Brookings, S.D. — would lose nearly \$14 million collectively. That money would be distributed to isolated communities that depend more heavily on their local airports, Mosley said.

Under the new rules, the subsidy would end for any community within 100 miles of a medium-sized or major airport, within 70 miles of a small hub airport, or within 50 miles of an airport with scheduled jet service.

Without the \$1.13 million annual subsidy, CommutAir President Andrew Price said Wednesday that his airline — the only one serving Oneida County, — would almost certainly pull up stakes.

"I think an airport is a necessity to be competitive with other communities for industrial development," said Bill Applebee, manager of Oneida County Airport near Utica. The airport reported 118 passengers for the first three months of this year, but Applebee expects ridership to increase this month when direct flights to New York City's John F. Kennedy International Airport begin.

New York Democratic Senators Charles Schumer and Hillary Rodham Clinton have asked Bush to reconsider his decision, which would also affect Watertown, Jefferson County.

"If either Watertown or Oneida County were to lose their subsidized air service, their airports may well have to close down," they wrote to Bush. The subsidy amount for Utica is \$1,133,415; for Watertown, \$371,835.

Congress still must approve the proposed change. Assuming the cuts survive budget process, they wouldn't be enacted until Oct. 1. Existing subsidies are expected to ensure air service through the end of September, Mosley said.

*Reprinted with permission from the Times Union, April 12, 2001*

# NYAMA attends the 30th Annual Dinner of the NYS ABPL

*In what has become somewhat of an annual February tradition, NYAMA once again attended the gala dinner of the New York State Association of Black & Puerto Rican Legislators (ABPL) in Albany. Between both the Senate and the Assembly, there are now 35 elected members of ABPL and NYAMA's consistent support is representative of this fact. Assemblyman Jeffrion Aubry (D-Queens), serves as the Chairman of the Assembly sub-committee on Aviation. Assemblyman David Gantt (D-Rochester), serves as the Chairman of the Assembly Transportation Committee.*

*In addition, the event is well attended each year by a wide cross-section of federal, state and local elected officials, Associations, constituents and others, making it one of the largest statewide political gatherings of its kind.*



*NYAMA Legislative Counsel Steve Acquario with Assembly Speaker Sheldon Silver and NYAMA Vice President Stephen Williams of Long Island's Republic Airport.*



*NYAMA VP Stephen Williams and NYAMA Counsel Steve Acquario greet Assemblyman Jeffrion L. Aubry of Queens, a sponsor of NYAMA's landmark legislation, Air 99. Aubry is Chairman of the Assembly Aviation Sub-Committee.*



*Assemblyman David Gantt, Center, is Chairman of the Assembly Transportation Committee and here poses with Williams and Acquario.*



*US Senator Charles Schumer with Williams and Acquario.*



*(L-R) Senator Malcolm Smith of Queens, Sherrie Samaroo-Williams, Albany County Legislator Lucille McKnight, US Congressman Gregory Meeks, and NYAMA VP Williams share a photo opportunity at the ABPL dinner.*

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## Albany International Airport Announces Flights to Montreal

**Albany, NY – (March 7, 2001) – Rev. Michael A. Farano, Chairman of the Albany County Airport Authority today announced that Air Canada will begin non-stop flights from Albany International Airport to Montreal, Quebec, beginning on April 9.** In celebration of the launch of service, an introductory fare of \$199 USD/\$289 CDN round-trip, is being offered until April 15, 2001.

"The addition of Air Canada service direct to Montreal will help meet the Capital Region's expanding need for additional flights to Canadian destinations," said Rev. Michael A. Farano, chairman of the Albany County Airport Authority. "Connecting Albany and Montreal by air will also provide travelers with a convenient link to many overseas flights and offer Canadian travelers an opportunity to take advantage of Albany's lower fares."

The new service will operate seven days a week between Albany and Montreal's Dorval Airport with two flights every business day and a reduced weekend schedule. The introductory fare is offered until April 15, 2001 for travel to July 9, 2001. Passengers are required to stay over a Saturday night in order to qualify for this pricing. Air Canada's Aeroplan members currently have in place a frequent flyer "Multiply Your Miles" bonus offer on applicable business fares. For further details consult [www.aircanada.ca](http://www.aircanada.ca).

Air Canada launched service at Albany International Airport in April of 2000 with three daily flights to Toronto. At that time the airline indicated addition service would likely be considered.

"The community support of our Albany-Toronto service has been very encouraging and we are pleased to build on this existing service with the introduction of daily non-stop flights between Albany and Montreal," said Paul Mulrooney of Air Alliance.

Air Alliance, operated by Air Georgian Limited, will serve this route for Air Canada with the state-of-the-art 18-seat Beechcraft 1900D aircraft, fully equipped with stand up cabin, reclining leather seats, under-seat storage and lavatory. United Airlines will serve as gate agents and ramp crews for the Air Canada flights.

Dorval Airport is located 20 minutes from downtown Montreal. More than 40 hotels provide free shuttle service from the airport directly to their hotels. Taxi and limo service is also available. Aerobus offers one way and round-trip service from the airport.