



**Aviation Council  
of Pennsylvania**

*Serving Pennsylvania Aviation<sup>SM</sup>*

# Pennsylvania Aviation

# News

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August 2005

## PA AIRPORT FUNDING REMAINS A CONCERN

The Pennsylvania Airport Grant Program, which is administered by PENNDOT **Bureau of Aviation**, has received no General Fund money since airport grants were first started over twenty years ago. The funds expended for airport grants come solely from the **Aviation Restricted Account** that was established in 1984. The Aviation Council is concerned that the current and projected revenue going into the Aviation Restricted Account is not sufficient to fund current and future project requests.

The Aviation Council of Pennsylvania, working in co-operation with the Bureau of Aviation, is in the process of developing a strategy that will assist the Bureau of Aviation in increasing the Airport Grant Program. This will include positive economic impact examples which can be directly traced to the investment made to the airport infrastructure in the Commonwealth.

There is a greater need today for airport infrastructure than ever before. According to studies completed over three years ago, Pennsylvania's airports had a wide selection of capital-intensive projects on the planning tables which were not funded. These studies were conducted by consul-

tants well-versed in aviation infrastructure. The unfunded capital projects were projected in the aggregate to total well over \$159 million in 2001 purchasing dollars.

The Aviation Council will partner with **Sharon Daboin**, Deputy Secretary for Aviation, and **Rick Harner**, Director of the Bureau of Aviation, to address the funding issue. The Aviation Council Board of Directors recognizes that this issue will not go away. It will only grow over time as the cost of money increases each year.

### State Representative pledges to get PA aviation back on the centerline

**Marvin Miller**, the Aviation Council's chief lobbyist, has met with State Representative **Gibson Armstrong** ➤ *AIRPORT FUNDING, page 3*



### PA AVIATION ADVOCACY DAY RECAP ... PAGE 3

"... Representative Armstrong pledged his focus and support to promulgate and enhance aviation on all levels on behalf of the Commonwealth of Pennsylvania."

## HARRISBURG WELCOMES 25th ANNUAL PA AVIATION CONFERENCE IN SEPTEMBER

The **25th Annual Pennsylvania Aviation Conference** is rapidly approaching. **Fred Testa**, Conference Chair, along with **Tim Edwards**, this year's Conference Vice Chair, and the Conference Committee have put together a very beneficial venue for anyone involved in Pennsylvania aviation.

The Conference is scheduled for Wednesday through Friday, September 14-16, 2005, at the Radisson Hotel in Camp Hill, PA.

The theme for this year's Conference is

### "NEXT GENERATION OF PA AVIATION."

As many know, the aviation industry continues to feel the ever-changing environment with which it operates on a daily basis. The FAA is projecting a 20% increase in passenger enplanements by the year 2010.

Be sure to mark your calendar for this once-a-year event. The speakers and their presentations will bring timely and informative data for all attendees. ✈

### PENNDOT SETS PUBLIC HEARINGS AS IT UPDATES TRANSPORTATION PROGRAM

PENNDOT is required to update its **Twelve-Year Transportation Program**. The twelve-year plan looks at all modes of transportation. They include airports, bridges, bicycles, pedestrian, rail, roadway, and transit. The revamped program is due to take effect in 2007.

Public hearings will be held at seven locations throughout the Commonwealth over the next two months. The State Transportation Commission will convene a series of meetings in order for all organizations and/or the public to provide input into the perceived needs of their respective interest areas. Dates and cities are as follows:

- August 5** ..... Scranton
- 18** ..... Philadelphia
- 19** ..... Lancaster
- 31** ..... Altoona
- Sept. 1** ..... State College
- 22** ..... Erie
- 23** ..... Pittsburgh

If you would like to provide testimony at one of the public hearings, please call Anita Everhard at **717-787-2913**. Written testimony can be submitted through 9/23/05, to: Anita Everhard, PA State Transportation Commission POB 3633, Harrisburg, PA 17105-3633

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## VIEWS



## from the president

As we approach our 25th Annual Pennsylvania Aviation Conference, the Pennsylvania aviation landscape seems to be forever changing. Eastern Pennsylvania is currently experiencing a never-before-seen growth pattern. On the western side of the state, the economy appears to be stabilizing. Pennsylvania has seen the evolution of US Airways. New carriers have entered the Pittsburgh market and, in time, the aviation sector in western Pennsylvania will continue to strengthen.

The Aviation Council of Pennsylvania is working to strengthen Pennsylvania aviation by focusing on airport funding. In May, the Aviation Council sponsored **Aviation Advocacy Day** in Harrisburg. Participants met with their local legislators and heard a brief presentation from **Sharon Daboin**, Deputy Secretary for Aviation, and **Marvin Miller**, Aviation Council lobbyist. Those attending were introduced to Representative **Gibson Armstrong**, new Chair of the House, Aviation Subcommittee. Attendees left with the clear message that we all need to do our part to promote Pennsylvania aviation and lobby to ensure that adequate funding is available now and in the future.

I would like to thank Representative Armstrong, Sharon Daboin, and Rick Harner, Director of the Bureau of Aviation, for their commitment to help secure funding that will enhance aviation in the Commonwealth.

### "In order to land an airplane, you need an airport."

Funding the aviation infrastructure in Pennsylvania will remain a major priority for the Aviation Council of Pennsylvania. It has been said time after time, "If you want to take the pulse of your community, take the pulse of your airport." I ask each of our Council members to stand tall and speak out on behalf of aviation. Aviation plays a vital role in our daily lives. It impacts us on ways that many forget about until

it hits home. Remember, "in order to land an airplane, you need an airport." Without an airport, a community will suffer. Local businesses rely on their local airport. Removing that airport is a major factor in the downward trend of that community. To ensure the vitality and health of your local airport, please keep informed, spread the message, and speak with your state legislators and local governing officials.

What better way to remain informed than to attend the 25th Annual Pennsylvania Aviation Conference? I encourage all of you to take the time and join your fellow aviation colleagues at this year's Annual PA Aviation Conference, September 14-16, 2005 in Camp Hill. This year's Conference will feature sessions on airline service in Pennsylvania, hangar development, environmental issues, land-use issues, security, and airport funding.

Enjoy the remaining days of summer and I look forward to seeing all of you at our Annual Aviation Conference in September.

Dan Gallogly,  
President, Aviation Council of Pennsylvania

### KEEP IN TOUCH

If you have any comments or suggestions, please contact me at:

724-449-1179

Email: [dgallogly@airbpaviation.com](mailto:dgallogly@airbpaviation.com)

## council mission statement

To represent the Pennsylvania aviation community in matters involving government and private sector interests; to improve aviation in partnership with the Commonwealth and the Federal government; and to increase public awareness of aviation.

## 2005 PA AVIATION ADVOCACY DAY RECAP



Marvin Miller (left), the Aviation Council's lobbyist reviews key points at PA Aviation Advocacy Day. Gibson Armstrong (center), Subcommittee Chair on Aviation from the PA House of Representatives and Sharon Daboin (right), Deputy Secretary for Aviation addressing attendees at Advocacy Day.

On May 10, 2005, members of the **Aviation Council of Pennsylvania**, along with other interested parties, traveled to Harrisburg to meet with their State Legislators on the Hill. Prior to the individual meetings, the attendees had the opportunity to hear from **Sharon Daboin**, Deputy Secretary for Aviation along with the State Representative from Lancaster, **Gibson Armstrong**.

Representative Armstrong was pleased to meet the Aviation Council for the first time. One of his new duties is to Chair the House Subcommittee on Aviation. He affirmed the importance of aviation to the citizens of the Commonwealth and the various aviation interests at Aviation Advocacy Day.

As a newly appointed Chair, Representative Armstrong pledged his focus and support to promulgate and enhance aviation on all levels on behalf of the Commonwealth of Pennsylvania. He informed the group that he will study and listen to all sides of an issue. He recognized that funding is a major issue to work on and he pledged his support to keep the aviation infrastructure healthy and viable in Pennsylvania.

### Advocacy Day Feedback Helps Set Course for Aviation Council's Agenda

**Marvin Miller**, the Aviation Council's lobbyist, provided a recap of the critical concerns facing the aviation industry in Pennsylvania. Here is an overview of the primary concerns:

1. The Aviation Council requested that the **Bureau of Aviation** restore the \$1million in cuts to the **FY 2005-2006 Airport**

**Development Program**. This program has not seen an increase for inflation in over twenty years. The cost of a snow plow, firetruck, or runway overlay has increased on average at least 3% per year.

\* \* \*

NOTE: As of press time for this newsletter, the Aviation Council learned that the \$1 million cut to the airport grant program has been restored. The Council congratulates the Bureau of Aviation on reinstating the \$1 million for the airports.

\* \* \*

2. The Aviation Council requested that the **Capital Budget funding** for aviation projects be increased from \$5 million to \$15 million annually.

3. The Aviation Council has suggested that select aviation-related sales tax revenue be redirected to the **Aviation Restricted Account**. This would further strengthen the ever dwindling funds that are generated from the aviation fuel tax in Pennsylvania.

4. The Aviation Council is recommending a review of the **jet fuel tax** which has remained the same since the inception of the tax over twenty years ago. The tax collected is deposited into the Aviation Restricted Account which is managed by the Pennsylvania Department of the Treasury. ✈

## THANK YOU TO PA AVIATION ADVOCACY DAY SPONSORS

The Aviation Council of Pennsylvania wishes to thank the following sponsors for their generous support of our 4th Annual Pennsylvania Aviation Advocacy Day, held on May 10, 2005. Together we are making a difference!

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**Pennsylvania Aviation News**

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## AVIATION QUIZ ANSWERS

See next page for Quiz.

1. c. 50%  
 2. a. — The aircraft used was Goodyear's first civilian blimp, the diminutive "Piggrim."  
 3. a. French  
 4. b. — Wilbur Wright's birthday  
 5. a. 2  
 6. c. — In 1827, George Pocock, an English schoolmaster, hitched a carriage to two large kites flown in tandem. By steering the lower kite with two cords, he navigated the carriage for considerable distances.

## PENNSYLVANIA ADOPTS DRUNKEN-FLYING LAW

Pennsylvania Governor **Edward Rendell** has signed a state bill that criminalizes drunken or impaired flying following a widely publicized incident that occurred last year. The new law, which is similar to existing federal regulations, prohibits anyone from acting as a flight crew member of an aircraft while under the influence of a controlled substance or when the concentration of alcohol in their blood or breath is measured at .02 percent or more two hours before flight. The state law also prohibits anyone from operating an aircraft within eight hours of consuming liquor or a malt or brewed alcoholic beverage. The measure passed the legislature last year but was vetoed by Rendell because of his opposition to an unrelated Senate amendment.

The **Federal Aviation Regulations** — FAR 91.17(a) — already state, "No person may act or attempt to act as a crew member of a civil aircraft: Within eight hours

after the consumption of any alcoholic beverage; while under the influence of alcohol; while using any drug that affects the person's faculties in any way contrary to safety; or while having .04 percent by weight or more alcohol in the blood." ✈

**HOLD THE DATE FOR THE FIRST ANNUAL PENNSYLVANIA AVIATION DINNER SATURDAY, NOVEMBER 12**

## SMALL COMMUNITY AIR SERVICE REBOUND

There is a Federal mandate titled "**Vision 100—Century of Aviation Reauthorization Act.**" This act was enacted on December 12, 2003. Section 406 of the act directs the United States Secretary of Transportation to establish a pilot program that requires major air carriers who serve a large hub airport to participate in multiple code share arrangements. The act further directs that this function be in accordance with normal industry practices when and where the Secretary determines that such arrangements would improve air transportation services.

Since the inception of the act, the U.S. Department of Transportation has yet to implement this key provision as found in Section 406. This pilot program will increase the options available for small community air service.

Other key benefits include:

- A more competitive bid process for EAS communities
- Promote more competition
- Increased enplanement levels
- Access to low-cost carriers and thru fares
- Inter-airline baggage transfer

The Reauthorization Act would have a direct impact on many of the smaller communities across the Commonwealth of Pennsylvania who have difficulty in maintaining and/or enhancing scheduled air service in their respective communities. ✈

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## GENERAL AVIATION SECURITY GETTING ATTENTION

Congress has begun to zero in on general aviation security across the United States. As most people involved in the aviation business already know, security has been a priority for many years. Since the events on September 11, 2001, the aviation family has been transitioned into a myriad of new security rules and processes.

While everyone is well aware of the security issues that could potentially threaten our nations infrastructure, overall, aviation has earned a sound reputation for self-monitoring.

This heightened awareness of general aviation security comes at a time when lawmakers in Washington, D.C., are tired of the repeated evacuations of our nations

Capital. They have proposed harsh penalties for those who do not follow the rules.

Everyone involved in the aviation industry will agree that aviation security is a primary concern. Those of us who have been in the aviation industry for a long period of time realize that perfection is an admirable goal. A zero defect rate is always the standard in aviation.

Law makers need to remember that the word, "REASONABLENESS" is a common thread throughout our society. Pilots are human beings and humans do make honest mistakes. This needs to be factored into the discussions in Washington, D.C., when our lawmakers develop new or revised rules for the aviation industry. ✈

## PA AVIATION ECONOMIC IMPACT

Studies completed by the PA Bureau of Aviation show that aviation-related activities contribute in excess of \$12.6 billion annually to the economy of the Commonwealth. It is critical that the public-use airports in Pennsylvania be enhanced to meet the needs of residents, businesses and visitors.

## aviation quiz

Test your aviation IQ. See if you can choose the correct answer to all six of these questions?

1. *What percentage of Americans have never flown on an airplane?*

- a. 20%
- b. 30%
- c. 50%
- d. 70%

2. *In what year did a Goodyear blimp first fly over a sporting event?*

- a. 1925
- b. 1930
- c. 1935
- d. 1940

3. *The word mayday is derived from what language?*

- a. French
- b. German
- c. Italian
- d. It's strictly English

4. *On what date is National Aviation Day observed?*

- a. January 25
- b. April 16
- c. August 11
- d. October 12

5. *On average, how many airports close per week in the United States?*

- a. 2
- b. 3
- c. 4
- d. 9

6. *The first horseless carriage was powered by \_\_\_\_\_.*

- a. hot air
- b. pedal-powered propellers
- c. kites
- d. deerskin "wings"

**Find the correct answers on page 4.**

## THE VLJ REVOLUTION

VLJ, which stands for **very light jet**, is one of the newest entries on the horizon. With the increase in delays due to added security provisions at air carrier airports, coupled with air traffic delays, the day of the baby jet has arrived.

In the very near future these VLJ aircraft will start to be delivered to aircraft owners across the United States, with prices starting at \$1.5 million. These aircraft will be capable of cruising speeds up to 430 knots with ranges of 1,200 statute miles. They will have take-off distances of approximately 2,500 feet and will be capable of operating from smaller airports across the Commonwealth of Pennsylvania. These aircraft will typically have a total seat count of six, which includes the pilot and/or co-pilot.

### Pennsylvania a prime target for VLJ

Airport operators should be thinking ahead and planning for these aircraft. At least one VLJ manufacturer has confirmed that Pennsylvania is in the top five states for aircraft delivery positions.

To date, several new firms have come to life with an eye towards on demand air charter. The combination of the internet coupled with these new aircraft is almost certain to attract a new segment of charter customer. ✈

## Airport Funding *from page 1*

to discuss a myriad of issues facing aviation in Pennsylvania. Representative Armstrong is the newly appointed Chair of the House, Aviation Subcommittee. Armstrong has pledged to get aviation back on the center-line in Pennsylvania.

The Aviation Council of Pennsylvania is committed to keeping the project on track. The system of airports in Pennsylvania is too important to let go. We will face this issue straight up and continue to advance our cause on behalf of economic development and the overall welfare of all citizens in the Commonwealth. ✈

## Pennsylvania Aviation News

a publication of the Aviation Council of Pennsylvania

# Capital City Airport

## "CXY" — where business takes flight



**CAPITAL CITY AIRPORT**, referred to by pilots as **CXY**, is the general aviation airport for the capital city of Harrisburg, Pennsylvania. Averaging more than 57,000 corporate, charter, and private aircraft operations per year, it is conveniently located near the following attractions: State Capital, Civil War Museum, Hershey, Gettysburg, Ski Round Top, Ski Liberty, and the PA State Farm Show Complex.

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## AIRLINE TRAFFIC DELAYS MOUNTING

The Air Transport Association based in Washington, D.C., has predicted that 200 million passengers will fly on U.S. airlines between Memorial Day and Labor Day this year. This number reflects a 4.1% increase from the summer of 2004.

In many of the largest-served markets, including Philadelphia, Atlanta, Fort Lauderdale, Newark, and LaGuardia Airports, air traffic and delays are being closely monitored. Across the country, air travel in many markets has rebounded to the high levels encountered during the year 2000.

In the United States, it is estimated that approximately 50% of the population has never flown on an airplane. With the creation of the newer airlines like Southwest and Jet Blue, more people have been able to travel by air than ever before. Airline travel will continue to climb each year as more consumers gain access to the low cost carriers.

One of the most critical regions of the United States is the Northeast. The population in the Northeast represents over 20% of the total U.S. population. The existing large air-carrier airports are maxed out and the FAA along with other agencies are developing alternative opportunities to relieve the congestion that appears to be here for along time. ✈

### U.S. SCHEDULED PASSENGER TRAFFIC RECAP\*

FISCAL YEAR	Revenue Passenger Enplanements (millions)		
	DOMESTIC	INTERNATIONAL	SYSTEM
<b>Historical**</b>			
1999	610.9	54.9	665.8
2000	641.2	56.4	697.6
2001	626.8	56.7	683.4
2002	574.5	51.2	625.8
2003	587.9	54.1	642.0
2004 E	627.2	61.3	688.5
<b>Forecast</b>			
2005	649.6	68.0	717.5
2006	682.7	72.2	754.9
2007	709.6	76.0	785.6
2008	731.3	79.7	811.0
2009	754.0	83.4	837.4
2010	777.8	87.1	864.9
2011	801.8	90.8	892.6
2012	826.3	94.6	921.0
2013	852.1	98.6	950.7
2014	879.2	102.7	981.9
2015	907.8	106.9	1,014.7
2016	937.3	111.2	1,048.6

\*Sum of Mainline Air Carriers and Regionals/Commuters  
 \*\*Source: Forms 41 and 298-C, U.S. Department of Transportation

The above chart shows the history and long-range outlook of scheduled airline passenger enplanements for the years 1999 through 2016. Between the years 2005 and 2010, there is a forecasted increase of 20.4%

## welcome new members

The Council extends a special welcome to the following individuals who have recently joined the Aviation Council of Pennsylvania. We appreciate your support and look forward to your participation in our activities and committees. New members from 1/1 through 7/15/05:

- ▶ CHARLES BILLELLA  
Aviation Insurance Unlimited Inc.
- ▶ ROD J. EICHHORN  
Airlink Express
- ▶ WILLIAM LEAVANS  
Aircraft Owners & Pilots Association
- ▶ DANIEL J. LEECH  
Leech Carbide
- ▶ REINER PELZER  
Delaware Valley Regional Planning Commission
- ▶ ROBERT G. SHAIN  
The Shain Group Inc.

If you would like to join the Aviation Council of Pennsylvania or would like additional information on membership, please call 610-797-6911.

## newsletter advertising rates

The Aviation Council newsletter is now accepting advertising to be included in the publication. Placing your organization in front of the Pennsylvania aviation community is a great way to highlight your firm. The Council's newsletter is published 3-4 times per year. Contact the Council office for reservation information at 610-797-6911. Reservations being accepted now. Rates appear at right.

Newsletter ad rates per insertion are as follows:

<b>Full page</b>	<b>\$ 600.00</b>
<b>Half page</b>	<b>350.00</b>
<b>Quarter page</b>	<b>200.00</b>
<b>Eighth page</b>	<b>125.00</b>

## Pennsylvania Aviation News

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If you have news regarding events or projects at your Airport, Fixed Base Operation (FBO), Flight Department, Flight School, etc. or ideas for future newsletters, please forward them to:

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