

More on the Airport

In response to the issue of joint representation as advocated in a letter in the Dec. 26 Journal, I feel the writer and the general public should be made aware of the professional opinion of a respected aviation lawyer who specializes in air service matters.

The following opinion is from a letter sent directly to Mayor Wayne A. Corpening from Nathaniel P. Breed Jr., partner in the firm of Shaw, Pittman Potts and Trowbridge, Washington, D.C. last May:

"I understand that the Winston-Salem Chamber of Commerce may be considering the possibility of entering into an arrangement for joint representation of its interests with Greensboro. While some joint representation may well be advantageous . . . I think that it may be inadvisable in the area of the air service interests . . .

"It is important to recognize that, no matter how close the interests of the two cities may be in other matters, they are likely to remain highly competitive on air service issues, primarily because of the highly natural competition between the two major airports serving the region. . . . The competition necessarily requires that Winston-Salem retain its independence in seeking to attract new or expanded air service at Smith Reynolds Airport.

"In addition, the current guaranteed and subsidized level of air service at Smith Reynolds . . . will expire in approximately two years in April 1986. At that time, it is reasonable to expect that Winston-Salem may have to re-justify its need for separate air service, and may encounter some resistance from Greensboro in that effort.

"Similarly, there are other areas in which the two cities may have competing interests or inconsistent views. Those areas would include future applications for federal . . . funding for airport improvements, and such matters as Official Airlines Guide schedule listings, airline/community joint advertising campaigns, and other matters. . . .

"Finally, the present guaranteed air service subsidy program . . . is due to expire in October, 1988. It is highly likely that there will be a major legislative review of the program as that deadline approaches, and it would appear to be desirable for Winston-Salem to preserve its ability to participate in the process of formulating a future federal air service program consistent with the best interests of the Winston-Salem community."

The Smith Reynolds Airport Commission has not obstructed Winston-Salem's interest but protected it. If Mr. Breed's opinion is to be taken seriously.

—KENNETH D. COX

CHAIRMAN
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