



NORTHEAST CHAPTER
American Association of Airport Executives



The NEC Nor' Easter

Fall 2007 Edition / Volume 11 / Number 3



New NEC Officers Assume Roles

Newly-appointed NEC President Bill Hopper, A.A.E. congratulated his fellow newly-appointed officers at this year's Annual Conference. Pictured are Bill (center), Secretary Jeff Bourk, A.A.E. (right), and in the second row (left to right): Past President Bradley D. Penrod, A.A.E.; Vice President Marshall Stevens, A.A.E.; and Treasurer Steve Kortz, A.A.E.

However, just recently the new Secretary, Jeff Bourk, announced that he would be leaving the Chapter for a position as Executive Director at Branson Airport in Branson, Missouri. Branson Airport, opening in May 2009, will be the first non-replacement commercial service airport built in the U.S. in 40 years and the first fully-privatized airport ever built in the U.S. We wish Jeff all the very best with this major challenge.

In the meantime, President Hopper requested the Nominating Committee consisting of Past Presidents Brad Penrod, Alex Kashani and Tom Rafter to nominate a replacement. They did so and the Executive Committee has appointed Al Pollard, A.A.E. Executive Director *Al Pollard, A.A.E.* at Martin State Airport in Baltimore, Maryland as the 2007/2008 Secretary.



Chapter Audit Underway

In accordance with the motion approved at the Pittsburgh Conference business meeting, the Chapter has entered into an audit agreement with the firm of Schreiner Legge & Company of Alexandria, VA at an estimated cost of \$6,000. Upon completion of the audit all Chapter members will be provided with the results as well as any additional financial information recommended by the firm.

*Welcome Home Jeanne!!!
Well Done!!!*

*On her first day back "at work",
Jeanne Olivier offers the
following words...*



Thank you to all of my NEC friends who encouraged and supported my work with the aviation system in Iraq this past year. I am very proud to have been able to serve with the U.S. Department of State and work with the U.S. Military in the mission to stabilize the security and restore the infrastructure of government and commerce there. Aviation has an essential role in the rebuilding of Iraq, as well as the restoration of freedom and pride to the people there. This is why our Coalition Forces and the Government of Iraq are applying considerable resources to the rebuilding of the aviation system even as they must prosecute a war against terrorists who seek to tear the country apart.

It is a tough time to be an Iraqi airport manager. Three of the five managers I accompanied to an IAAE conference in Croatia last year have since been removed from their positions due to continuing political shifts within the government. One of these managers has been kidnapped and is still being held for ransom. We pray that he will be released unharmed.

This same manager had taken the place of his former boss who had been assassinated. The manager of another airport takes three taxis to get to his facility through communities dominated by terrorists. He changes taxis so that he cannot be easily followed, targeted, and killed for working at the airport in cooperation with Coalition Forces. His staff also travel to the airport, usually on foot, tactically varying their work times and routes in an honorable attempt to continue to do the work they love and feel is important to their people.

Yet another airport manager and some of his staff live in modest housing at their airport, reluctant to venture outside the protected perimeter for similar fear of attack or kidnapping. Mortar attacks and sniper fire are common at the civilian airports that are jointly used by

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"An airplane might disappoint any pilot but it'll never surprise a good one." — Len Morgan

TRAVEL PLANNER

Mark Your Calendar & Save These Dates

April 26th to 30th, 2008

**42nd Annual International Aviation
Snow Symposium
Buffalo, NY**

Info: Tina Harris 716.630.6061

Hyatt Regency Hotel 716.855.4943

April 26th and 27th, 2008

**ASOS Training at IASS
Buffalo, NY**

Info: AAAE 703.824.0500

June 8th to 11th, 2008

**80th Annual AAAE Conference
and Exposition
New Orleans, LA**

Info: AAAE 703.824.0500

August 9th to 13th, 2008

**50th Annual Northeast Chapter
Annual Conference
Philadelphia, PA**

Info: Vicki Lupica 215.937.5424

e-mail: victoria.lupica@phl.org

**Hyatt Regency at Penn's Landing
215.928.1234**

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From The COCKPIT

Our President's Message



NEC'S EXCELLENT ADVENTURE

By Kim W. (Bill) Hopper, A.A.E., NEC/AAAE President

Every now and then Hollywood makes a cornball movie on a subject that school originally failed to teach you and presents the subject in such a way that is easy to comprehend — take Bill and Ted's Excellent Adventure for example. This 1989 made-for-teens movie is not known for its cinematic greatness, but for its wacky ride through the ages. In the end, its slacker stars gain a totally unexpected appreciation for history.

As members of NEC, we are about to experience our own "excellent adventure" as well as a renewed sense of history as our organization turns fifty in 2008. In the movie, Bill and Ted are aided by a character named "Rufus", who guides them through their time travels. Thankfully, NEC has its own guru for the year ahead. Dick Williams, our excellent Executive Secretary, has taken on the huge task of chronicling the history of the NEC and publishing it for distribution at our Golden Anniversary Conference in Philadelphia next August 9th through the 13th. But to properly chronicle NEC, Dick will need help. He will be contacting many of you to obtain information on past presidents and other interesting stories. He is also on the hunt for Robert Burman from Johnstown, PA (1964-1965) and Glen A. Turner from Ithaca, NY (1971-1972) as well as quotations from many other past presidents (unfortunately many of them have since passed). If anyone has information on these gentlemen or other past presidents, please contact Dick at (973) 728-6760 or e-mail him at ewr103@optonline.net.

This time of reflecting on our past is also a time to concentrate on our future. The ways in which we can accomplish this include: controlling the outside forces that attempt to limit our funding (and over-regulate our operations) and inspiring our future leaders through mentoring and accreditation. As far as our federal funding is concerned, it appears that another strong effort by AAAE has once again saved our AIP and we are now on a path to increase the PFC to \$7. Make no mistake, these are our desired results — but we are dealing with an entity that has a life of its own, so we must remain vigilant in protecting our interests with regard to funding.

Our regulatory concerns are another story. There are proposals at work at the federal level that threaten to make our ability to manage day-to-day operations more cumbersome, and possibly dry up the funding we worked so hard to secure. These proposals include Safety Management Systems (SMS), 100% employee screening, and an increase in the number of ARFF personnel required for each piece of apparatus.

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It is imperative that we continue to communicate with our representatives in Washington and associates in the FAA and TSA to help them understand the impact these proposals will have on our bottom line without measurable enhancements to aviation safety or security.

Our 50th anniversary also gives us the opportunity to look beyond day-to-day concerns. Our immediate past President Brad Penrod encouraged NEC members to invest in the people who will eventually be our replacements. Like Mr. Penrod, I hope to retire one day knowing I turned the reigns of this wonderful industry over to a new generation of aviation managers who are as qualified to lead as they are enthusiastic.

To ensure a proper hand-off, I will continue with Mr. Penrod's efforts to encourage mentoring and accreditation. This can be done in many ways such as seeking out first-time attendees at industry events, reaching out to colleges and the military with talent pool for Airport Management, making qualified people aware of the scholarships and grants the NEC offers, and assisting Tim Edwards, our Regional Examiner, by volunteering to mentor A.A.E. candidates or sit on final interview panels.

As we prepare to celebrate our milestone 50th anniversary, let's also keep in mind why a group of airport managers from the northeast region proposed creating the first regional chapter to begin with, while attending the AAAE Annual Conference in Houston in 1957. They formed the NEC one year later to assist the further development of the AAAE and to foster a better understanding of airport-related problems within the geographical confines of the country.

Their devotion to aviation is our devotion. Their concerns for the industry remain our concerns. And their commitment to creating the safest skies possible has been passed on to all of us as caretakers a half-century later.

Now that's an excellent adventure — and we are all cleared to press!

CHANGES? Aircraft Rescue And Firefighter Standards

The Airport Legislative Alliance (AAAE and members) has been urging key lawmakers and congressional staff to reject a proposal by the International Association of Fire Fighters (IAFF) to include new Aircraft Rescue and Fire Fighting (ARFF) Standards in the House version of the current FAA reauthorization bill. If enacted into law, the IAFF plan that calls for wholesale adoption of NFPA standards would dramatically increase equipment and staffing requirements for airports around the country. AAAE strongly opposes this proposal and needs your help in trying to defeat it.

The IAFF proposal would dictate how many ARFF vehicles must be deployed at airports and would also dramatically increase staffing levels for airport fire departments. The FAA does not hold airports to a minimum staffing level. Instead it requires minimum equipment standards and ARFF staffing is based on that equipment.

The equipment and staffing requirements would be as follows:

FAA ARFF Index	NFPA Category	Proposed Minimum Staff Per Shift	Proposed Minimum ARFF Vehicles
A***	4	3	1
A****	5	6	2
B	6	9	2
C	7	12	3
D	8	12	3
E	9	15	4
	10	15	4

***Overall length of aircraft up to 78 feet and max. exterior width up to 13 feet
****Overall length of aircraft up to 90 feet and max. exterior width up to 13 feet.

The IAFF proposal would also re-define the mission of ARFF personnel to include initiating exterior and interior aircraft fire suppression. It would require ARFF personnel to be responsible for extricating and rescuing trapped passengers. This would substantially change the mission of ARFF, which is established by ICAO and the FAA.

The Alliance has argued that additional operating costs would likely force many small airports to raise their fees and make it more difficult for them to maintain and attract new commercial air service. The Alliance has also indicated that additional equipment and ARFF station costs would eat into AIP funds at a time when airports are trying to build more capacity to accommodate increasing demand. Finally, the Alliance has pointed out that the IAFF plan would unnecessarily override the existing Aviation Rulemaking Advisory Committee (ARAC) a consensus building process that is already in place to review and update current firefighting standards at airports.

All members should urge their representatives and senators to oppose the IAFF proposal and recommend that they include a provision in the next FAA reauthorization that would require the FAA to bring the ARFF rulemaking process to a conclusion.

“PIT WAS IT” At The 2007 Annual Conference!



Special thanks go out to The Pittsburgh Conference Team who scored high as “champs” at this year’s event!



1973 NEC Vice President Bill Shea catches up with fellow member Leon Watkins of The Hudson Group.



The 2007 President’s Award, presented by President Bradley Penrod, went to Al Graser, A.A.E.



Debbie Wright “did her thing” again this year.



New member and guest speaker Tom Murphy right, author “Reclaiming The Sky”, received a warm welcome from Brad Penrod.

On The Radar **SCREEN**

Photos & News Bytes



Is this the "Pittsburgh Follies" or Ladies' Night Out at the "not-so-Conservatory"?



Instead of a pat on the back, Mom congratulated her son Brad for a year well done with a big kiss.



The well-appreciated Leon Watkins (left) of The Hudson Group received the Corporate Appreciation Award from President Penrod (right).



Joined by his family, new vice president Marshall Stevens visited the Chihuly Gardens and Glass at Phipps Conservatory .



Chihuly Gardens and Glass were among Pittsburgh's many local attractions.

On The HORIZON

Bright Ideas For The Future



Effective Nov. 1, 2007 — **Stewart International Airport Lease Reassigned To The Port Authority Of New York & New Jersey**

Owned by New York State and previously leased to National Express Group, Stewart International Airport (SWF) boasts “all of the convenience with none of the hassles”. Living

up to this statement may have its limitations given its service area, which comprises New York’s Mid-Hudson Valley Region (Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster and Westchester Counties); New Jersey’s Bergen, Morris, Passaic and Sussex Counties; Pike County in Pennsylvania; and Fairfield and Litchfield Counties in Connecticut. However the new lessees, Port Authority of New York & New Jersey, are gearing up to accept the challenge.

The airport is situated on 2,450 acres of land at the intersection of the New York State Thruway (I-87) and Interstate 84. It is within a 250-mile radius of Philadelphia; Baltimore; Washington, DC; Buffalo; Boston; Toronto; and Montreal — just 55 miles north of New York City outside of the congested Metro New York airspace.

Stewart welcomes diversions and can provide parking for any size aircraft along with a full array of services. The main terminal was completely redesigned in 1998. To support the “convenience factor” but on a smaller scale than other larger NY Metro area airports, it is equipped with facilities to accommodate physically disabled passengers as well as families with small children. Retail and foodservice are expediently located on the first floor. Car rental agencies, terminal paging, “Lost and Found” are some of the other benefits readily available within the terminal, which is open from 4:30 A.M. until 1 A.M. Currently, notable carriers at SWF include Delta, JetBlue, AirTran Airways and US Airways. More information can be accessed at www.swfny.com, the airport’s easy-to-navigate Web site.

The role of PANY&NJ will be one of making capital improvements and nurturing the future growth of SWF. Their goal is to grow the facility while enhancing the passenger experience, in a manner that is measured against negative impacts to the surrounding communities and the region as a whole.

Spearheading the transition is a familiar name in the industry and at NEC — Alfred J. Graser, A.A.E., General Manager / Operational Improvement Task Force and Airport Acquisition. Al has attained thirty-nine years of broad-based aviation management experience with PANY&NJ. He is recognized as an industry leader through his national and international work with AAAE and Airports Council International (A.C.I.). Prior to assuming the position at Stewart, he was General Manager at John F. Kennedy International Airport.

The Port Authority has hired AvPORTS — an experienced, Baltimore-based airport operating firm with offices at Teterboro Airport (TEB) in New Jersey — whose role will entail day-to-day operations. During the transition period, the AvPORTS team was busy setting-up and reviewing procedures with airport staff, vendors and suppliers.

The Port has appointed Diannae Ehler as airport manager. Ms. Ehler, who resides in Rockland County, New York, is a 23-year veteran of the Port Authority. Over the course of her career, she has held positions of increasing responsibility in the Port Authority’s Engineering Department, the Port Commerce Department, the Aviation Department and the Tunnels, Bridges and Terminals Department.

It looks as though SWF has the right “Stewart-ship” in place and a bright future ahead.



Al Graser, A.A.E.

CAREER Flight Paths

Our Recent ARRIVALS

Welcome New Members

Congratulations!

Past President Bradley Penrod, A.A.E. has just been named Executive Director and CEO of the Allegheny County Airport Authority. Brad replaces Kent George, A.A.E., who has been selected as the new Director of Fort Lauderdale Airport.

Welcome Back!

Tom Ball has just been appointed Eastern Regional Sales Manager at Airport Products, MB Companies. Tom can be reached at 610.417.2001.

Congratulations New A.A.E.!



*Regional Examiner
Tim Edwards, A.A.E. (right)
congratulated
Bob McEwing, A.A.E. (left).*

Robert McEwing, Director of Development at Burlington International Airport, has achieved A.A.E. status after twenty years of F.A.A. experience and seventeen years at BTW. When asked why at 72 years old he would take on his accreditation, Bob (a.k.a. "Bob the Builder") explained that he was 72 going on 35. He reckoned that by setting an example for younger members of the staff at Burlington, he could encourage more of the team to take this important leap forward. Bob currently mentors seven operations specialists along their career path toward accreditation.

API Ajavon

Student
Fruitland, MD

Teresa Avampato

Financial Manager
Manchester-Boston Regional Airport
Manchester, NH

Gary Browning

Director of Sales
Axsys Technologies
Nashua, NH

Ann B Crook, CM

Airport Manager
Elmira Corning Regional Airport
Horseheads, NY

James M Falvey

Aviation Project Manager
P B Americas Inc.
Providence, RI

William R Forster, AAE

Senior Director of Development
Allegheny County Airport Authority
Pittsburgh, PA

James A Hickin

Airport Manager
Sussex County Airport
Georgetown, DE

Stephen Lanieri

Daniel Webster College
Branchburg, NJ

Michael Legere

Ass't. Airport Maintenance Supervisor
Manchester-Boston Regional Airport
Manchester, NH

Sherry Lord

Exec. Ass't. Town Manager
Sanford, ME

Tom Murphy

Director
Reclaiming The Sky Institute
Bellingham, WA

Deborah Potter

Assistant Airport Manager
Martha's Vineyard Airport
Vineyard Haven, MA

Also welcome the following students from Vaughn College of Aeronautics in New York:

Alexis Corbin, Chennelle Dick, Rodolfo Fuentes, Joshua D Hirshheimer, Jason Hoggard, Andres N Mendez, Henry Morocho and Kayenat Uddin

Got An Idea For A Nor'Easter Article?

Prepare a draft and submit it to:

*Dick Williams, A.A.E., NEC Secretary
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*Phone: 973.728.6760
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Any suggestions to improve our newsletter are also welcome.

*Please include your name and
contact information.
Our editorial desk will respond if
your article or suggestion is accepted.*

Special Thanks!

*Our committee and chairs
make things happen.
Their efforts deserve our
appreciation and support.*

Check the Travel Planner on Page 2 and save the dates.

*See you in Philadelphia for the
50th Annual Conference...*

*"Our Golden
Anniversary Event"*

Continued from cover

Coalition military. Infiltration of terrorists or their confederates into the airport staff is a constant worry.

Baghdad Airport is plagued by electrical outages due to lack of service from the national power grid that is frequently bombed by insurgents. The airport has backup generators but they require fuel, and fuel supplies also are hard to get due to terrorist attacks against the fuel delivery trucks. The airport endured fuel shortages throughout the time I was there after a well-liked regular fuel truck driver was murdered on his route. Due to fighting along the supply route, Erbil Airport in the north of Iraq published a NOTAM this summer warning inbound aircraft that it had no jet fuel.

The financial systems of the country do not work well yet. It is difficult to consummate contracts for goods and services, and hard to get vendors paid for services rendered. For some staff, it is even hard to get their salary. The staff of Mosul in the north must send someone to Baghdad once a month to pick up the staff paychecks. Because the roads between the two cities are so dangerous, and because there is no air service yet between Mosul and Baghdad, they pay someone to drive to Erbil and then fly from Erbil to Baghdad to get their checks. They are paying to get their own, small salaries.

With outmoded facilities and equipment, and the risks to operations in the country, it is very difficult to recruit air carrier service to the country, and the national carrier, Iraqi Airways can only marshal a few flights using chartered aircraft. Yet the market demand is considerable as Iraqis yearn to travel within and outside their country.

Our work there addressed in some part all of these issues and more, as the government tries to modernize its aviation law, rebuild its air traffic control system, restructure its national carrier, improve its airports, train its aviation staff, and rebuild a strong central aviation oversight agency. While we, of course, have the opportunity to return to the safety of the U.S. at the end of our tour, the aviation staff I worked with there have no alternative. They must continue their work, in spite of the adversity, to restore their system. Their communities depend on them. Every one I worked with vowed to persevere. I will never forget them, and pray for their safety and success.



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