

THE NOR'EASTER NEWSLETTER

Vol. 3, No. 3

<http://www.necaaae.org>

Fall 1999

NEC ALBANY CONFERENCE: ANOTHER SUCCESS STORY!

For certain, the 1999 NEC Annual Conference was dubbed a resounding success by all who attended the four-day event in Albany this past August. This year's theme was "100 Years of Aviation" and featured an interesting business program surrounding the storied history of airports and aviation. But, by far, the highlight of the conference for attendees were the exciting delegate and spouse events that took participants to the famous Saratoga Race Course, as well as cruising and dining into the evening on picturesque Lake George.

The membership approved resolutions to: express appreciation to the **Albany County Airport** and its **Board of Directors, John Egan CEO, and Conference Chair Helen Chadderdon** and the **entire 1999 Annual Conference Committee**; honor **Elaine Roberts, A.A.E.**, for her work as president of the chapter during 1998-1999; honor **Loretta Scott, A.A.E.**, AAEA chairman during 1998-1999, for her commitment to improving and maintaining relationships among aviation professionals nationwide, and in particular the Northeast Chapter; honor and support **Bernt Balchen Day** on Oct. 23, 1999; thank the **conference sponsors, angels and exhibitors**, and thank the **Omni Albany Hotel** staff.

For those who missed 1999, you'll not want to miss the upcoming year 2000 conference being planned for Hershey, Pa. Given the popularity of that famous location, we can all expect that next year's conference will be even *sweeter* than 1999. Look for details in upcoming editions of the *Nor'Easter*.

HANSCOM AIRLINE SETS START-UP DATE

**By Davis Bushnell, Boston Globe Correspondent-
Sunday, September 12, 1999**

BEDFORD—Shuttle America, a regional airline based in Windsor Locks, Conn., says it will begin flying out of Bedford's Hanscom Field on Sept. 28, with four nonstop flights daily to Trenton, N.J., and three direct flights to Buffalo.

Daily service to Norfolk, Va., will start Nov. 1, according to Mark Cestari, marketing communications vice president for the airline.

But the Hanscom Area Towns' Selectmen group (HATS), which has aggressively fought any commuter airline service to Hanscom because of noise and environmental concerns, is threatening litigation against the



NEC Executive Committee Members are (left to right) Elaine Roberts, A.A.E., immediate past president; Alex Kas-hani, A.A.E., president; Jeanne Olivier, A.A.E., vice president; Fred Testa, A.A.E., treasurer, and Leo Comeau, A.A.E., secretary.

See more conference photos on page 9.

Massachusetts Port Authority, which on July 15 approved Shuttle America's limited-service plans. The authority owns and runs the airfield.

The Federal Aviation Administration still must approve the use of Hanscom by a commercial airline and Shuttle America's flight plans.

"You can expect to see some legal action between now and the 28th," Arthur Fulman, a Concord selectman and a member and former chairman of HATS, said early last week. He added that HATS has retained the Boston law firm of Hale and Dorr.

The selectmen's group is made up of officials from Bedford, Concord, Lexington and Lincoln, communities that lay claim to portions of the airport's land.

Although Fulman sidestepped questions about the particulars of a lawsuit, he asserted that "the process used by Massport" to permit Shuttle America's Hanscom operations "was terribly flawed. It has failed to observe a good, open public process."

Massport spokesman Richard Walsh denied Fulman's contentions. "We think the process worked, because at two public meetings we gave the 700 people who attended opportunities to express their views," Walsh said. Also, he said, a \$500,000 environmental impact report prepared for Massport indicated that Shuttle America flights would have

(continued on page 3)

PRESIDENT'S MESSAGE



It is a pleasure and honor to be the first member of the NEC/AAAE from the Capital of United States, Washington, D.C., to be elected as your president.

I would like to take this opportunity to thank Elaine Roberts and the Executive committee—who have worked so diligently at the helm of the association this past year — attending numerous meetings and conferences, and going out of their way to listen and respond

to the wants and needs of the membership. I would also like to thank The Metropolitan Washington Airports Authority, the veteran members of the association—and to recognize the memory of our beloved past Executive Secretary, Russ Hoyt, who was my friend, my mentor, and who always spoke his mind.

This association is the best airport management academy in the world. Our history is rich and long—and the wealth of knowledge among its membership is truly phenomenal. The world premier International Aviation Snow Symposium has a rich history and remains one of our most popular conferences—drawing attendees from around the world.

Many of you have heard the old adage, "Airports are basically about people," and since our chapter was founded in 1958, this organization has been about its people. It is our collective knowledge, experience and insights that make up the value and importance of our organization. As someone said to me, the benefits of being a member of an organization cannot be solely measured by what it offers to its members, but more importantly, it is what a member contributes to the organization. You are our most valuable assets. This organization is not about US; it is about YOU! As long as we keep this in mind, the possibilities that we can accomplish are endless.

As we enter a new millennium in two months, it is only appropriate that we visit our mission statement and objectives for the incoming generation of airport executives. The Executive Committee will be working hard in the next several months to come up with a draft mission statement and objectives for the Year 2000. We will present them in our next newsletter, January 2000, for your review and comments. At our membership meetings in Buffalo and Hershey, they will be put to the membership for a vote. By the way, I have been assured by the Executive Secretary, we are Y2K compliant!!

The backbone of our organization is its committees. Simply put, without them, this organization would not function properly. I believe the majority of our committees should be open to all members. We should be grooming them for the future incoming executive staff, as well as for local and national offices. In the summer newsletter, we asked for your involvement in any of the committees. It is not too late to sign up and become involved. We look forward to your participation.

There are other programs that I would like us to review:
 1) Enhance educational opportunities for all members;
 2) Expand our Student Scholarship and Educational Program.
 3) Expand and enhance our home page, and add new members.

I am extremely proud of our association. I look forward, with your help, to accomplishing the above agenda. I would like to thank Albany International Airport, especially Helen Chadderdon, the conference chair; John Egan, CEO, and the entire crew at Albany. And to personally thank and recognize our corporate members for supporting the conference and the association. Without them this would not have been possible. In the coming year, I seek your support! If you have any suggestions or concerns – or just want to discuss chapter business or activities, please give me a call.

*Alex Kashani, A.A.E.
 President, NEC*

NEC Newsletter Committee

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Dick Williams (973) 728-6760

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no adverse effects on the surrounding area.

Save Our Heritage, one of several citizens' groups opposing the opening up of Hanscom to commercial airlines, plans "to get behind" the selectmen's organization on any lawsuit, said its spokesman, Neil Rasmussen of Concord. Also, Rasmussen said, Massport has yet "to change the status of Hanscom Field, concerning commercial flights, with the FAA."

Mohawk Air, which flew out of Hanscom from 1988 to 1991, was the last commercial carrier to use the airfield.

The FAA is reviewing filings submitted by both Massport and Shuttle America, said Arlene Salac, a regional spokeswoman for the agency. She said she did not know when decisions would be made on those filings.

Notifying the FAA is merely a routine matter, Walsh contended. "Because of the military," he said, referring to planes associated with the adjacent Hanscom Air Force Base operations, "we've always operated the airfield at a high level. So there is no change in the operation of the field."

Cestari said Shuttle America has not "heard anything directly from opponents," only from potential customers. "Bookings for fall have been brisk. There's been an unbelievable response from business people and leisure travelers regarding service to Buffalo. Our one-way fare of \$59 to that city is 70 percent lower than that of our main competition, US Airways."

The one-way fare to Trenton is \$49, he said, adding that parking for all flights will be free.

Shuttle America, which intends to operate from Hanscom's Civil Air Terminal and expects to have 15 employees on board in Bedford by early November, has just begun a print, radio and television, and direct-mail advertising campaign, Cestari said. The tag line of the advertisements is, "Finally, Freedom! From Big Traffic and Delays."

The airline, which received a federal operating certificate in November, also serves Hartford, the Long Island airfield at Islip, N.Y., and Wilmington, Del. It operates 50-seat, Bombardier Dash-8-300 turboprops.

LAGUARDIA HOPES TO REINSTALL ARRESTOR BED

WASHINGTON, Reuters—Monday, Sept. 13, 1999

Airport officials and the maker of a safety device that can stop planes skidding off the end of a runway said Friday they hoped to reinstall the system at New York's LaGuardia Airport once its outer skin is made more durable.

The same type of arrestor bed, a ramp of crushable cement made by Engineered Systems Co., successfully snared the wheels of a commuter plane at John F. Kennedy airport in May, saving the American Eagle flight from rolling into Jamaica Bay.

"We and the Federal Aviation Administration still believe in the program," said Bill Cahill, a spokesman for the Port Authority of New York and New Jersey.

The bed at the end of LaGuardia's Runway Four was removed last month because it had begun breaking up in the jet blast from departing aircraft.

Tests are underway with the FAA to determine the cause of the deterioration. The Port Authority had done

wind and heat tests prior to the bed's installation last November and now thinks vibration may play a role.

Engineered Systems Co., based in Aston, Penn., said the solution might be a harder coating or setting the bed back further from the runway but increasing the slope to get the same stopping performance in a shorter distance.

The LaGuardia arrestor bed was just 35 feet back from a runway used heavily for takeoffs compared to 100 feet back at JFK on a runway mainly used for landings, the company said.

"The LaGuardia bed takes a lot of pounding," said Mike Rioux, a Washington-based vice president of Engineered Systems. "The intention is to put the system back in place."

There has been speculation that an arrestor bed might have prevented or reduced the number of deaths in the crash landing of an American Airlines MD-80 in Little Rock, Ark., this past June that killed 11 people.

COMMERCIAL AIR SERVICE ABANDONS SMALL AIRPORT

WORLD AIRPORT WEEK - Friday, Sept. 10, 1999

With the withdrawal of service by US Airways Express, Sikorsky Memorial Airport in Bridgeport, Connecticut has lost its last commercial carrier service.

According to Bill Kostel, vice president of planning for Mesa Air Group, the airline decided about two months ago to shut down service there. Mesa was under contract with US Airways to serve the Bridgeport-to-Baltimore corridor with nineteen seat prop aircraft.

Mesa made its decision primarily because the route was not getting the desired volume of passengers. Nor was US Airways Express able to charge the average fare it needed to maintain profitability in Bridgeport. It had been losing a substantial amount of money for a long time, according to officials. And Mesa didn't consider the airport to be a low cost facility.

"We've been working on trying to turn things around at Bridgeport for a quite a while. We made that decision [to leave] probably two months ago," said Kostel.

In addition to airport operational costs, there were other factors outside of the airport's control that led to Mesa's decision. These include the proximity of several other airports within the same region as Sikorsky, competing transportation methods such as trains and automobile and a change in government regulations.

"If you look at the Connecticut coast you have that I-95 corridor that can take people up to New Haven or to all the way down to New York and it's just as easy to fly into Philadelphia or Pittsburgh from there—(Sikorsky) is an airport that kind of got squeezed out," explained consultant

D A T E S T O R E M E M B E R

34th International Aviation Snow Symposium
April 30-May 3, 2000 • Buffalo, New York

42nd NEC Annual Conference
August 19-23, 2000 • Harrisburg, Pennsylvania

Mike Boyd of The Boyd Group. "It isn't as if the consumers have lost air service. People have probably been driving to either New Haven and using it or going down to New York city and using airports there. Or in some cases going over to Hartford."

New Haven and Hartford are about an hour from Bridgeport. New York is about an hour and twenty minutes or so. The proximity of these other airports in the region spelled doom for commercial service out of Bridgeport. In addition, a lot of people in the region utilize short- and long-haul rail systems, further siphoning potential airline revenue.

Since Mesa only served the Bridgeport-to-Baltimore market, passengers who wanted to fly to another city would have to drive to one of the other local airports that provided jet service or fly into a US Airways hub to make a connection. Since Baltimore is not a US Airways hub, it didn't make sense for many passengers to fly there. Also, many people just did not want to fly on the Mesa nineteen seat props from Bridgeport-to-Baltimore when they could fly on jets instead.

And federal regulation changes have forced Mesa to operate under the same rules and regulations as big carriers like American and United.

"When nineteen seat aircraft were initially designed, the airlines purchased them under certain assumptions," said Kostel. "When those assumptions were changed, the operating costs increased significantly for nineteen seat aircraft. But the revenue generated from them didn't increase enough to offset the increased costs."

Some of those assumptions included training, documentation and the amount of equipment and avionics required aboard the aircraft.

There have been several other instances around the country of commercial airlines abandoning small markets, particularly in the West and parts of the Southeast. Bucking the trend are small market airports such as Manchester, New Hampshire, which is experiencing tremendous increases in passenger service due to the growth of businesses and general population.

"Not everyone is winning," said Spencer Dickerson, executive vice president of the American Association of Airport Executives (AAAE). "There are pockets of pain in the small communities that have not benefitted much from deregulation. The airlines are struggling to determine how to maintain their feeds to the bigger airports through the smaller airports. It's a struggle for the small communities to make sure they have enough competition and that fares are competitive."

AIRLINES HOPE TO TAKE ADVANTAGE OF EXPANSION

WORLD AIRPORT WEEK - Friday, Sept. 10, 1999
Southwest Airlines and JetBlue Airways are poised to cash in on Buffalo-Niagara International Airport's (BUF) plan to add seven gates as part of the airport's ongoing expansion plans. Carriers' eagerness to grab gates at the upstate New York airport may be a testimony to BUF's aggressive self-marketing campaign.

Averaging 110 daily flights with nonstop service to 24 cities, BUF services over 3.2 million passengers annually.

That number is expected to grow with two new gates opening this fall and seven new gates opening in 2000. Four of those are set to open in September 2000 and the other three in December 2000.

Though there are no currently announced plans, the expansion of BUF could make room for JetBlue.

"Buffalo, as well as all upstate New York, is important to us," said JetBlue's Gareth Edmonson-Jones. "We've met with officials from all three airports (BUF, Rochester and Syracuse) in the last three weeks. ... We will fly to all three of those markets in the next 18 months."

Another candidate for occupying the new gates is Southwest, which continues to expand into new markets in the Northeast.

While Southwest officials are not talking, Doug Hartmayer, spokesman for the Niagara Frontier Transportation Authority (NFTA), which has jurisdiction over the airport, confirmed that NFTA officials have had discussions with the airline. "We're definitely on Southwest's radar," Hartmayer said.

Airport officials are talking to other small and large carriers as well. A likely scenario, according to Hartmayer, is that a small commuter airline will take one or more of the new gates.

BUF has been an increasingly popular destination ever since a new 15-gate, \$56 million terminal opened Nov. 3, 1997. Since its opening, the number of daily flights has increased from 94 to 111 and there has been a nine percent increase in the number of passengers.

Further expansion is expected. The airport was built so it can be expanded to 30 gates.

There are several reasons for the popularity of BUF, according to Hartmayer: Airport officials regularly meet with top airline executives to extol the benefits of the airport. As more airlines serve the airport, prices come down, bringing more passengers. And there are still prime routes available with little competition.

Senator Charles E. Schumer (D-N.Y.) has been aggressively supporting development of airline service in the upper part of the state. "Upstate New York has some of the highest airfares in the entire country," Schumer said.

"The high airfares in Buffalo have had a crippling effect on the local economy and the prospect of adding a new, low-cost service will provide a boost for the region's entire economy."

RUNWAY RENOVATION PROJECT TAKES OFF

By DAN HARTZELL - Tuesday, Sept. 14, 1999
Of The Morning Call

The main runway at Lehigh Valley International Airport closed Monday morning for the start of a \$5.2 million resurfacing and lighting project.

All air traffic is being diverted to the secondary runway during the project, which is part of the normal renovation schedule for the airport in Hanover Township, Lehigh County.

"This comes up every 15 or 20 years," said Lawrence J. Krauter of the Lehigh-Northampton Airport Authority.

Krauter, the authority's planning and engineering director, said repaving the main runway, which is configured north-

east to southwest, will take about five weeks to get to the point where new sections can be used along with old.

At that time, the runway will reopen for use most of the time, but will be closed during the early morning as grooves are cut into the new asphalt, one section at a time. As a result, the project will not be completed until as late as December.

During the closure period for the main runway, the secondary or "cross-wind" runway will be used for all of the takeoffs and landings at LVIA, which average 465 daily, Krauter said.

The airport can handle that transition, he said, and it's not unusual for one runway or the other to be used exclusively when weather conditions—mostly wind direction—call for it.

Most often it is the main runway that offers the best wind direction for takeoffs and landings. But this is the time of year that the secondary runway, northwest to southeast, normally would be used more often, Krauter said. The authority scheduled the work to coincide with the season.

The portion of asphalt where the two runways cross was reconstructed in the summer of 1998 when the secondary runway was refurbished, he said.

During the initial work period through mid-October, residents of West Bethlehem and portions of Catasauqua, North Catasauqua and possibly Northampton may experience an increase in overhead air traffic because of the diversion, Krauter said, adding that municipal officials have been notified.

As part of the project, high-intensity lights will be added to the center line of the main runway, embedded in the asphalt with lenses pointed in each direction to help guide pilots during low-visibility conditions.

The new feature will allow the airport to proceed with flights that might otherwise have been delayed or canceled because of poor conditions.

Inter-County Paving Associates of Hackettstown, N.J. won the paving contract for the renovation with a low bid of \$3,140,048 while the lighting contract went to low bidder JACO Electric, Eatonton, Ga., at \$1,758,945, Krauter said. An estimated \$300,000 for engineering, design and inspection pushes the project total to just under \$5.2 million.

The work is being funded with a grant from the Federal Aviation Administration.

GEORGE GIFFORD, A.A.E., RETIRES AFTER 40 YEARS

BY MARK C. CHAMPIGNY

Aviation Planner, Louis Berger & Associates, Inc.

The history of aviation is relatively short and George Gifford has been immersed in this industry for nearly half that time. In his 40 years of dedication to aviation, George's involvement ranges from flying tactical fighters in Vietnam to airport management.

Born and raised in Minot, North Dakota, George attended and graduated from the U.S. Naval Academy in 1959. Upon graduation, he received his commission as Second Lieutenant in the United States Air Force. After 21 years of service, George retired from USAF as a Lieutenant Colonel with over 3600 hours of flight time in the F-100 and F-105. During his military service, he also served as a

course director and instructor of military studies at the U.S. Air Force Academy.

During his 21 years in the Air Force, George flew 100 missions in North Vietnam in the F-105. A distinguished veteran, he received the Air Force Commendation Medal with oak leaf cluster (olc.), Air Medal w/olc, Meritorious Service Medal, and Distinguished Flying Cross w/olc.

In October of 1980, George became the airport manager of Westfield-Barnes Airport (BAF), in Westfield, Massachusetts. BAF is a general aviation airport located in the western part of the state. In his tenure as airport manager, George was significantly involved in organizations on the national, state and local levels.

A member of the American Association of Airport Executives (AAAE) since 1981, George received his accreditation as an airport executive (A.A.E) on September 25, 1986. His thesis paper to earn his accredited status in AAAE was titled "Interns: An untapped Resource." This paper has proven to be a resourceful tool for many airport managers in the industry whose limited budgets do not permit for appropriate staffing. This paper led to the Massachusetts Airport Managers Association (MAMA) development of a statewide airport intern program allowing their managers to benefit from additional staff, granting the ability to increase the efficiency of their airports and bestow valuable "hands-on" experience to up-and-coming airport managers.

In addition, George served on the Board of Directors for the Northeast Chapter (NEC) of AAAE. During his tenure, George encouraged his interns to apply for the internship grant offered by the NEC/AAAE to strengthen the benefit and enhance the value of an internship at BAF or other airports.

A member of MAMA since 1981, he has served as president in 1983, 1984, and 1995. On the state level, George served as a member and former chairman of the Pioneer Valley Planning Commission-Joint Transportation Committee.

On the local level, George served as a member of the Westfield Chamber of Commerce. During this time, he was president of the Westfield Chamber of Commerce Spark Plugs.

He also served on the Board of Directors for the Westfield YMCA and Westfield Rotary Club. George is a life member of the Order of Daedalian; Air Force Association, VFR; American Legion, and U.S. Naval Academy Alumni Association.

Commitment, loyalty, perseverance and cleverness are words that just begin to describe George and what he has accomplished both for our country and the aviation industry. Having the ability to personally work under George's "wing" as an intern and recipient of an NEC grant, I had first-hand experience of his wisdom and willingness to pass this on to his interns.

George is married to Sharon with two children, Edward and Julie, and has four grandchildren. Upon his retirement in October, he plans on moving to Texas to spend and enjoy his time off with his children and grandchildren.

I would personally like to thank George for everything he has given to me and to the aviation industry. On behalf of all members of the NEC, we say thank you and best wishes.

PHOTOS, VIDEO FOOTAGE OF SNOW CREWS NEEDED

At the upcoming International Aviation Snow Symposium, to be held in Buffalo, N.Y., April 29 through May 3, 2000, the Northeast Chapter would like to pay tribute to the operation and maintenance crews that work so hard during the winter months to keep our airports open. To do this, we need your help!

We need photographs or video footage of your people in action, such as operating equipment, cooking meals, repairing equipment, or even taking that rejuvenating nap before heading back out on the runway to plow more snow.

Send in photographs or video footage from past winters, or, better yet, send in action shots from this upcoming winter. Please mail your photographs or video footage by Feb. 20, 2000 to: Mike Crowe, Oshkosh Truck Corp., P.O. Box 2566, 2307 Oregon St. Oshkosh, WI 54904. Mark: For Snow Symposium.

NEC COMMITTEE REPORTS SITE SELECTION

The Site Selection Committee has established locations for the summer conference until 2004, beginning with Harrisburg, Pa., in 2000 and Quebec City in 2001.

The Snow Symposium site selection process has begun for the years 2002, 2003 and 2004, with two option years. The NEC/AAAE is accepting letters of interest from member airports to host the International Aviation Snow Symposium. Any airport interested in hosting this annual event should make its intentions known by sending a letter of interest to the Site Selection Committee Chairman, Cecil Sutton, at RR 3, Box 748, Hunlock Creek, PA 18621.

The ARFF School site selection process has been completed and reviewed. The decision has been made to award the school to Pittsburgh International Airport. This was a difficult decision due to excellent facilities and staff presented by all the airports.

Cecil Sutton, Committee Chair

ACCREDITATION UPDATE

There are currently 85 Executive Candidates in the Northeast Chapter and you know who you are. Some of you are diligently working on whatever phase of the process meets your fancy. Some of you have made great strides to overcome that overwhelming feeling of indifference and have actually started on the management paper (even though you truly dread the prospect of researching and writing something that's longer than a two-page, forgive me, one-page business letter.

However, there are those of you, and I'm not going to name names, who having casually perused the program study guide and quietly, almost imperceptibly, decided not to move from a stationary position—an object at rest, remains at rest. Perhaps you believe that the longer you wait, the easier the process will become. Let me relieve you of that misconception. Although there has been a rumor that the management paper was going to be removed from the process, this is, in fact, not true. On another front, the questions for the oral interview are under review, but the

members of the Board of Examiners are of one mind to make the questions more current, NOT EASIER!

So, for those you who are still resting, let's get busy. For those of you who are stuck on something, give me a call or e-mail me at bobb@mmuair.com. I have a goal to conduct 85 oral examinations in the next three years, but that will be entirely up to you.

Bob Bogan, Regional Examiner

NOMINATING COMMITTEE REPORT

The Nominating Committee, consisting of Barbara Patzner, chair; John Dickerson, Jerry Fitzgerald, Steve Adams and Bob Bogan, met on several occasions during the Albany conference. The following items were presented to the general membership on Aug. 17, 1999, for consideration, and approved unanimously:

1. Elaine Roberts, A.A.E., was the recommended chapter candidate for the national chairs to be submitted at the Baltimore 2000 conference.

2. Two members are selected by the chapter to represent us on the national board, and they are currently John Duval, A.A.E., and Bill Barkhauer, A.A.E. In order to build a pool of candidates for future national chair positions, the Nominating Committee recommended the following guidelines: only two terms consisting of two years each be allowed, unless, due to special circumstances, an exception is recommended by the Nominating Committee.

3. There is a concern within the chapter that we have gone far too long without being represented in the national chairs. The last person to serve the chapter was Jack Armour. At present there are five chairs and six chapters. The national board is considering splitting the Secretary/Treasurer position to establish a balance of chapter representation. The Nominating Committee recommended the Executive Committee be delegated authority to work with other chapters in this effort.

4. Recommended Chapter Directors: Michael D. Campbell, A.A.E., Charlottetown, PEI, Canada; Michael Bolton, Westover, Mass.; Barry Centini, Wilkes Barre/Scranton, Pa.; Bryan Corbett, A.A.E., Boston, Mass.; Jeanne Daley, Marblehead, Mass.; Richard A. Horstman, Wilmington, Del.; Fred Jaeger, A.A.E., Nantucket, Mass.

5. Recommended Officers: President, Alex Kashani, A.A.E., Washington, D.C.; Vice President, Jeanne M. Olivier, A.A.E., Newark, N.J.; Treasurer, Alfred Testa, A.A.E., Philadelphia, Pa., and Secretary, Leo "Buddy" Comeau, A.A.E., Boston, Mass.

NORTHEAST CHAPTER TREASURER'S REPORT

August 15, 1999

BANK BALANCES

Check/Flex Savings Account	\$72,086.61
Wiley Post Scholarship Savings Account	\$4,568.33
CDs	\$43,292.47
Total	\$119,947.41
YTD Income	\$46,908.55
YTD Expense	\$64,196.63
YTD Net	\$-17,288.08

IN MEMORIAM: EDMUND GOODWIN

The Union Leader - Oct. 5, 1999

COTUIT, Mass—Cmdr. Edmund "Mike" Goodwin, U.S. Navy (ret.), 71, died October 3, 1999. Born in New Haven, Conn., he was raised in North Conway, N.H.

He attended the University of New Hampshire and University of Southern California. He also earned a master's degree in public communication from Boston University.

He served 21 years as a pilot in the U.S. Navy, specializing in aerial reconnaissance. Notable among his world wide assignments was his role in Operation Deep Freeze in 1964 and 1965 when he was based in Antarctica. He served as the aide to the admiral and photo officer, Goodwin's Peak in Antarctica, which stands at approximately 18,000 feet above ground level, was named in his honor.

After retiring from the U.S. Navy, Mr. Goodwin relocated to Manchester, N.H. He served 16 years as manager of the Manchester Airport. During his time there, he was instrumental in the initiation and planning of the airport's expansion.

Mr. Goodwin retired to Cotuit in 1985 and became active in community affairs. He was a trustee of the Cotuit Library and a member of the Manchester Rotary Club; Osnorville Men's Club; Cotuit-Santuit Historical society, and a volunteer at the Calhoun Museum. He was also a founding member of the Over the Bridge Club. An enthusiastic freshwater fisherman, he enjoyed sailing with friends on the Marina and yard-sailing. Family members include his wife of 48 years, Mary B. Goodwin; a son, Michael E. Goodwin; two grandchildren; a brother, Richard Goodwin of Roswell, N.M.; nieces, nephews and cousins.

THANK YOU TO THE EXECUTIVE COMMITTEE

By John J. Dickerson Jr. - Sept. 26, 1999

Just a short note to thank you, and the Executive Committee for making me an Honorary Past President. It was a most thoughtful and unexpected honor. Alice and I have a warm spot in our hearts for the chapter, and this was most thoughtful.

The last two sessions of the nominating process do point toward a need for grooming potential candidates and I hope that greater efforts are extended in that direction. Look forward to the next Past Presidents meeting in your neck of the woods (especially golf).

PROFESSIONAL EXCHANGE GRANT AWARDED

Jay Fitzgerald, airport maintenance supervisor, Lebanon Municipal Airport, was the chapter's first recipient of our new **Professional Exchange Grant**. He used the grant to visit Portland International Jetport and see firsthand their operations and maintenance activities.

"I participated in driver training, then SIDA training and badging. This gave me a quick overview of the airport layout. Of particular interest was the badging system as we are looking at upgrading Lebanon's badges. For the next two days I saw the paved surfaces in daylight, at twilight and at 4 a.m. Markings, signs and lighting provide plenty of material

for an open exchange of ideas. Administratively, I met with the airport manager. We looked at financing, controlled growth, mater planning and touched on marketing. ARFF records came under my review, as did a terminal security overview. My first look at an approach control radar facility provided more insight to how aircraft show up at my airport."

The chapter offers up to six Professional Exchange Grants a year to members to cover the costs of travel and lodging, etc. to visit other airports in our chapter. The grants present an excellent way for members to attend another airport's emergency exercise, participate in a peer review, research equipment or procedures that might be useful to your own operation, or meet colleagues of another airport and share strategies for professional development. If you'd like to apply for a grant, just contact Bill Smith, Scholarships and Grants Committee chair, at (215) 937-6800.

GRANTS AND SCHOLARSHIPS AWARDS

Marian Malloy, Group Operations Supervisor, Newark International Airport, received the chapter's **National Airports Conference Grant** to attend the conference in Tampa, Fla., in August. Marian tells us that this was the first time she saw FAA Administrator Jane Garvey in person. Administrator Garvey spoke to the group about current aviation issues. Marian adds that she especially enjoyed the opportunity the NAC affords to meet and share experiences with colleagues from other airports.

"The mentoring program for first-time attendees is a great idea. My mentor guided me through the conference activities, and introduced me to folks from many other airports. This is the first large-scale AAEE conference I have attended. It was so rewarding, I'm recommending it to all the staff I work with, and I plan to take advantage of future events."

Ron Aron, student member attending New York University, received the **Registration Grant for the Northeast Chapter Annual Conference** in Albany, New York in August. Ron took full advantage of the conference to get guidance from our members on career planning for his future in airport management.

Rose Connors, executive assistant, JFK International Air Terminal, received the **Russ Hoyt Grant for the Northeast Chapter Annual Conference**.

"The conference gave me an opportunity to get familiar with some aspects of airport management that I don't typically get involved with in my current work." Rose said it was great to meet the folks she writes to throughout the year soliciting articles for the chapter newsletter.

MANCHESTER LANDS NEW AIRPORT DIRECTOR

News Release - June 7, 1999

Manchester, N.H.—The city of Manchester has selected Kevin A. Dillon as the new airport director at Manchester Airport. Mr. Dillon, who most recently served as director of aviation operations for the Massachusetts Port Authority (Massport), brings over 22 years of exceptional airport

management experience to New Hampshire. Prior to working at Massport, Mr. Dillon held various positions with the Port Authority of New York and New Jersey.

"Kevin Dillon is a leader, a listener and consensus builder. We are fortunate to have someone of his caliber at the helm of Manchester Airport," stated Manchester Mayor Raymond J. Wicczorek in nominating Mr. Dillon as Manchester's next airport director. "Manchester is the fastest growing and most exciting airport in the country. The city was looking for a highly experienced airport professional to help guide its continued development and improvement. We are confident Kevin Dillon is that person."

TETERBORO HOSTS 5K RUN

Teterboro Airport hosted a 5K Run on July 17 to raise money for the United Way and Breast Cancer research.

Over 800 runners turned out for the race down Teterboro's runway 1-19, and the event raised \$15,000. The event is co-sponsored by Summit Bank. Runners from as far away as Illinois entered the race. The ages ranged from six to 99! If you are looking for information on how to manage such an event at your airport, give a call to Phil Engle, Teterboro airport manager, at (201) 288- 1775.

Teterboro Airport is also breaking ground with a new form of bird control—a border collie! The dog, named Turbine by airport staff, is used on bird patrol to frighten birds away. The airport adopted the two-year old from a local animal shelter. He patrols on a leash, the operations staff explain. He seems particularly effective in discouraging Canadian geese. He is a relative of the natural enemy of the geese.

CORPORATE SPOTLIGHT

Hoyle Tanner & Associates

Hoyle, Tanner & Associates, Inc. (HTA) has been in the business of airport planning and engineering since the firm was founded on the second floor of the old Amnon Terminal Building at Manchester Airport in 1973.

"Since HTA began, we have recognized the importance of a unified voice from the airport industry and have been active participants in the Northeast Chapter of AAAE," said Dick Ludders, senior vice president of HTA's Aviation Services Group. "HTA regularly acts as an 'Airport Angel' at chapter events. We think that is a great way to support a vital organization. And, it's fun!"

HTA has provided airport planning and engineering services as far across the country as the west coast and Hawaii. But the core of HTA's market has always been the northeast. Within the region, HTA has worked from Frenchville, Maine to Essex County (Caldwell), New Jersey, Fulton County, New York to Hyannis, Massachusetts. HTA has provided services to a variety of airports in the region; major regional hubs airports like Boston Logan International, Burlington, Vermont International, Worcester Massachusetts Regional, Bangor Maine International, and Manchester, New Hampshire; general aviation airports like Sanford Regional and Auburn-Lewiston, Concord and Nashua New Hampshire, Danbury Connecticut Municipal, Newport Vermont State, Westover Massachusetts, and Westerly Rhode Island State; military conversions such as

Pease International Tradeport, Portsmouth New Hampshire and Loring AFB, Limestone, Maine, and commuter air carrier airports like Bar Harbor-Hancock County, Maine and Tweed-New Haven, Connecticut.

HTA has a special tie to the Northeast Chapter through Jim Malarky. After retiring from airport management, first at Bridgeport then at Tweed-New Haven, Conn., Jim joined HTA to market regional airports. Jim was one of the founding members of the Northeast Chapter and of the chapter's renowned International Aviation Snow Symposium. Now "semi" retired and living on Cape Cod, Jim continues to keep in touch with the airport happenings in the region. Most recently, Northeast Chapter members could catch up with Jim at the 41st Annual Conference in Albany, New York.

Dick, Jim and the Aviation Services Group of HTA look forward to many more years of success with the Northeast Chapter. We are glad to have them with us!

SMILE FILE

An airliner was having engine trouble, and the pilot instructed the cabin crew to have the passengers take their seats and get prepared for an emergency landing. A few minutes later, the pilot asked the flight attendants if everyone was buckled in and ready. "All set back here, Captain," came the reply, "except one lawyer who is still going around passing out business cards."

My husband, an airline pilot, often has difficulty locating items around the house. One day he asked me where the salt was. Annoyed, I responded, "How on earth can you find Detroit at night in a blizzard, but you can't find the salt in your own kitchen?" "Well, Darling," he replied, "they don't move Detroit."

It seems a person was interviewing for an ATC tower job when the tower chief asked, "What would you do if you saw an airplane coming in for landing without putting down the landing gear?" The prospective controller replied, "I would get on the radio and tell him to go around and check that his landing gear is down." The tower chief asked, "Well, what if he didn't respond to the radio?" The prospect replied, "I would use the light signals to tell him to go around and hopefully he would put his gear down on the next landing." The tower chief asked, "What would you do if he didn't respond to the light signals?" The prospect replied, "I would call my brother who works at the FBO on the field." The tower chief asked, "What would your brother do?" The prospect replied, "Nothing, but he's never seen a airplane crash!"

Editor's note: In our last issue we incorrectly reported that Lou Ferolito had secured new employment. NOT TRUE! Lou is still with INET and has been promoted to National Account Executive and is spending most of his time traveling around the country. Both Lou and INET continue to be strong supporters of the NEC. *Good luck Lou!*

For NEC golf shirts and hats, contact Dick Williams at (973) 728-6760 for ordering information.



Scenes from the NEC Annual Conference (top row, left to right): Incoming President Alex Kashani, A.A.E., receives pin from Immediate Past President Elaine Roberts, A.A.E.; Elaine Roberts presents President's Award to Charlie Hostetter, A.A.E.; FAA Eastern Region Administrator Arlene Feldman speaks to delegates; (middle row, left to right) Elaine Roberts listens as John Egan welcomes the delegates; Jim Malarky and Jane Post enjoy the session; (bottom row, left to right) the new chapter officers—Fred Testa, A.A.E., Alex Kashani, A.A.E., Jeanne Olivier, A.A.E., and Leo Comeau; and AAE Chairman Jim Morasch, A.A.E., and AAE President Chip Barclay, A.A.E. listen during one of the sessions.



NEC MEMBERSHIP DRIVE

Each - One Reach - One

The NEC/AAAE is conducting its first membership drive. The purpose of this program is to get more people who are interested in becoming active members.

DO YOU HAVE OUR FUTURE OFFICERS ON YOUR STAFF ?

Here's all you have to do:

Find someone that you feel will be an active member in the Chapter.

Invite them to join the Chapter, when they fill out the application, have them identify you as their sponsor.

Be the one to recruit the most members and you will win one of the following prizes:

Free Chapter Golf Shirt, Hat, or Shirt

Free Registration to the NEC Annual Conference, Aviation Snow Symposium, or AAAE Annual Conference

Free Membership for 2 Years

Everyone bringing in a new member will be recognized at the NEC Annual Conference in Hershey!!!!



THE CHAPTER CONDUCTS A WIDE AND VARIED PROGRAM TO ASSIST CAREER DEVELOPMENT IN THE AIRPORT MANAGEMENT PROFESSION:

NATIONAL AIRPORTS CONFERENCE SCHOLARSHIP

Expense paid scholarship awarded annually to an airport employee to attend the National Airports Conference sponsored by AAAE.

INTERNATIONAL AVIATION SNOW SYMPOSIUM SCHOLARSHIP

Expense paid scholarship awarded annually to an airport employee to attend the International Aviation Snow Symposium, sponsored by the Chapter.

AIRCRAFT RESCUE AND FIREFIGHTING TRAINING COURSE SCHOLARSHIP

Expense paid scholarship awarded to an airport firefighter to attend the ARFF Training Course sponsored by the Chapter.

ACCREDITATION INCENTIVE PROGRAM

The Chapter strongly supports AAAE's accreditation process through scholarships, registration reimbursements and incentives for timely completion of all three phases.

WILFRED M. POST, JR. SCHOLARSHIPS

Outside the Association, the Chapter awards Wilfred M. Post, Jr. Scholarships to college students seeking careers in airport management, and in cooperation with a sponsoring airport, grants stipends to students or recent graduates wishing to gain valuable experience as an airport intern.

F. RUSSELL HOYT SCHOLARSHIP

Expense paid scholarship to attend the NEC/AAAE annual conference.

NON-HUB/GENERAL AVIATION AIRPORT CONFERENCE SCHOLARSHIP

Expense paid scholarship awarded annually to an Airport Manager or Assistant Airport Manager to attend the Non-Hub/GA Airport Conference sponsored by AAAE.

CONTRIBUTIONS

Additionally, the Chapter makes substantial annual contributions to nonprofit humanitarian aviation related organizations.



PURPOSES

- (To assist in the future development within Region 1, the Northeast region, of the American Association of Airport Executives of the purposes of that organization as set forth in its constitution and bylaws.
- (To determine and enforce proper professional codes and standards among airport executives.
- (To promote professional stability in the administrative functions of airport control.
- (To promote the highest standards in all technical operations necessary to the public safety and efficient airport control.
- (To establish systematic interchange of information and experience in the development and maintenance of airports.
- (To foster public recognition and respect of the airport executive profession.
- (To cooperate with other organizations working for the general benefit of aviation.
- (To augment the educational efforts of the parent organization by bringing together a membership that shares similar problems and interest because of their regional proximity.
- (To enhance the professional and managerial standards of the membership by encouraging active, consistent and constructive participation in the chapter and the parent organization.

MEMBERSHIP APPLICATION

Name _____

Title _____

Organization _____

Address _____

Phone _____

Fax _____

E-mail _____

MEMBERSHIP CLASSIFICATION

(please check applicable box)

Accredited (accredited by AAAE) \$35/yr.

Executive (employed in airport management with over three years experience) \$35/yr.

Affiliate (employed in airport management with less than three years experience) \$35/yr.

Associate (others-not qualified for above classifications—with an active interest in airports and airport management) \$50/yr.

Student \$10/yr.

Make checks payable to NEC/AAAE and send to:
NEC/AAAE
PO Box 8
West Milford, NJ 07480-0003

Chapter Member who encouraged you to join:

Other aviation organizations to which you belong.

Signature _____ Date _____

