

THE N O R ' E A S T E R N E W S L E T T E R

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BUFFALO 1998: BACK TO BASICS



According to NEC Snow Committee Chair Bob Nowak, the theme for this year's International Aviation Snow Symposium, scheduled for April 25-29, 1998, in Buffalo, New York, will be **Back to Basics**.

The annual symposium in recent years has become largely technical while emphasizing state of the art products and equipment in the traditional airport battle versus the winter elements. Bob stressed that attendees can expect the conference proceedings this year to signal a return to the tried and true intensive efforts of snow and ice control gained over decades of experience among large and small airports alike. Among the topics slated to be on the program are:

- View from the Cockpit During Snow Removal
- Winter Advisory Circulars
- NTSB Incident Investigation During Winter Operations
- How Long Can You Go? (Sleep Deprivation)

If you're planning to attend the IASS 1998 in Buffalo and haven't yet received registration materials and information, contact Bob Nowak of BNIA at (716) 630-6132.

So, who are *you* sending to Buffalo?

NEC TO SPONSOR IDEA CORNER AT IASS

Once again at the IASS, the NEC will sponsor an "Idea Corner" similar to that used by AAEA at the association's annual conference each year.

Basically, your idea should relate to a winter weather condition at an airport, such as snow or ice removal, equipment modification, or new equipment made exclusively by entrant and not by manufacturer, or devices to better measure runway or airport weather conditions.

Judging will be by ballot during the IASS. Prizes are \$200, \$100, and \$50 for the top three selected Ideas.

AROUND THE REGION

Looks like more and more airports are lining themselves up to partake of the "Southwest Effect." News of the latest facility to attempt to woo the pioneering airline comes from **Lehigh Valley Airport** in Pennsylvania. The *Philadelphia Inquirer* reported in November 1997 that ABE's new jazzy concourse opened with a particular tenant in mind—Southwest. The paper cited the large catchment area that for many travelers makes ABE as convenient and accessible as Philadelphia International. And, the Southwest presence at ABE would most certainly help lower air fares for users of both Philadelphia and Newark International Airports.

Citing its new 65,000 square foot concourse, its lack of air traffic delays, and its one hour accessibility to 5.5 million travelers in eastern Pennsylvania and central and northern New Jersey, **Lehigh Valley Airport Authority Executive Director George Doughty, A.A.E.**, let it be known that it is no secret that Southwest has been looking at Lehigh Valley for over two years. "I think we're on the Southwest list", he said. The only question is *where* are we on the list. We hear different things, but it doesn't matter until we get a call" from Southwest Executives.

Speaking of the Southwest effect, recently officials at **T.F. Green Airport in Providence, Rhode Island,**

P R E S I D E N T ' S M E S S A G E

The year got off to a wonderful start. As the chapter president, I attended the AAAE Board of Director's meeting and the Aviation Issues Conference, which were held in January in Maui, Hawaii. Although the setting was even more beautiful than any travel agency brochure, the conference was packed with important industry information that I am pleased to pass on to you.

The most important topic of discussion was the amount of money to be requested by the administration for AIP in FY99. Once again, it looks like we are in for a bumpy ride on funding. Even though the National Civil Aviation Review Commission (NCARC) report had recommended a \$2 billion AIP level for five years along with a PFC increase, the administration requested \$1.7 billion, the same as authorized in FY98. We will need to continue working with AAAE staff and our legislators to secure the highest possible level of funding, requesting at least \$2 billion a year. The lobbying effort for adequate funding will need to continue and the board's authorization to continue the Airport Defense Fund campaign is warranted. Last year's effort proved successful, both in terms of legislative outcomes on Capitol Hill and in terms of obtaining higher AIP funding and restoration of the aviation excise taxes.

Bill Barkhauer, chair of the Non-Hub/GA Committee, was asked by AAAE Chairman Peter Drahn, A.A.E., to research the recurring problems that airports have reported involving the ASOS/AWOS programs. The problems appear to be in funding, commissioning and maintaining the systems. Stay tuned, as

Bill and his committee find the best approach to solving this complicated problem during the coming year.

Notice was given that the AAAE Continuing Education Unit (CEU) program is up and running. The database system allows AAAE to automatically log credits for accredited individuals who attend AAAE sponsored events. In January a brochure was sent to all accredited members explaining the process.

We were also briefed on an industry meeting hosted by FAA as an information exchange on the conversion of the agency's computers to accommodate the year 2000. Many airports have expressed skepticism regarding the impact of year 2000 computer problems on their facilities. However, since the conference, there has been enormous media attention and a congressional hearing on the possible failure of our national air traffic system. FAA Administrator Jane Garvey assured Congress it is being addressed. It is my understanding that Jane offered to fly on a commercial cross country flight on Jan. 1, 2000 to illustrate her confidence in the agency's ability to meet the challenge.

The information I've shared with you are just some of the highlights that come to mind. As all conferences, it was an opportunity to make new friends and renew old friendships. I am enjoying the opportunity of representing the Chapter at these events and look forward to meeting with you in April at the 32nd Annual Int'l Aviation Snow Symposium in Buffalo, New York.

Barbara A. Patzner, A.A.E.

not wanting to be overly boastful of their success, indicated that a record four million passengers used PVD in 1997. The new total exceeds the prior year's 2.5 million passenger by a record 63.88 percent. Airport officials believe that this made PVD the fastest growing airport in the US last year. Southwest, they believe, helped boost traffic for all PVD air carriers and helped lower fares in the market when they began service in October 1996. As if this wasn't enough, MetroJet, the newly announced low-fare version of US Airways, recently announced that PVD would be one of the first cities served when that carrier begins service later this year from Baltimore/Washington International.

Pennsylvania lawmakers recently approved transferring the state-owned **Harrisburg International (MDT)** and **Capital City airports** to a new regional authority called the Susquehanna Area Regional Aviation Administration. The \$1 agreement stipulates that the authority assume a \$17 million renovation debt at MDT.

Speaking of terminal facilities, airports recently opening new facilities in addition to ABE are **Buffalo, N.Y.**—a new 15-gate, \$158 million design

in glass and stainless featuring 40-foot-high window-topped walls and a new concept gateway connecting link, and **Washington Dulles International**—a new \$130 million mid-field terminal providing 17 additional gates planned to accommo-

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date 5,000 more daily travelers.

Our final around the region news item. **Jeanne Olivier, of Newark International Airport**, participated recently as a member of FAA's Research, Engineering and Development Runway Incursion Subcommittee. The subcommittee met in November and December to review FAA and industry progress in reducing runway incursions and to develop recommendations for further action. Recommendations were presented by the subcommittee to FAA's RE&D Advisory Committee—chaired by Bruce Landsberg of the AOPA Air Safety Foundation—on Jan. 29. Recommendations included eliminating ambiguity regarding clearances, better identification of runway entrances, further research and development of low cost ASDE and expansion of FAA's use of Runway Incursion Action Teams.

NEC ANNUAL CONFERENCE SHAPING UP

Terry Slaybaugh, 1998 conference chair, hosted a conference committee meeting in Rochester last month for the upcoming event, which is slated for Aug. 22-26, 1998, at the downtown Radisson hotel. The theme of the conference will be "Images In The Air" and it will be held concurrently with a weekend air show.

NEC ANNUAL CONFERENCE : YEAR 2000 AND BEYOND

The Site Selection Committee is soliciting airports willing to host and sponsor the end of summer NEC Annual Conference for the year 2000 and beyond. The sites through 1999 are:

- 1998 - Rochester, New York
- 1999 - Albany, New York

If you are interested, contact Byran Corbett at (617) 561-1917, or by e-mail at bcorbett@massport.com.

SCHOLARSHIPS / GRANTS AVAILABLE

Could you or someone you know benefit from a chapter scholarship or grant? We have several that may go unused this year if we don't receive applications. Take advantage of the chapter's generosity and apply for the following:

- **International Aviation Snow Symposium Grants (3)**
Applications due date extended to April 1, 1998.

- **National Airports Conference Grant**
Application due Aug. 1, 1998.
- **F. Russell Hoyt Chapter Conference Grant**
Application due Aug. 1, 1998.
- **Chapter Conference Registration Fee Grants**
(Up to 10 grants covering registration fees for conference) Applications due Aug. 1, 1998.
- **ARFF School Grant**
Application due Aug. 1, 1998.
- **Small Hub/General Aviation Conference**
Applications due Aug. 1, 1998.

For information and applications contact Bill Smith, A.A.E., Chair, Awards and Grants Committee, phone (215) 937-6971, or E-mail at william.smith@phila.gov.

ANECDOTES AND SUCH

A photographer from a well known national magazine was assigned to cover the fires at Yellowstone National Park. The magazine wanted to show some of the heroic work of the fire fighters as they battled the blaze. When the photographer arrived, he realized that the smoke was so thick that it would seriously impede or make it impossible for him to photograph anything from ground level. He requested permission to rent a plane and take photos from the air. His request was approved and arrangements were made. He was told to report to a nearby airport where a plane would be waiting for him. He arrived at the airport and saw a plane warming up near the gate. He jumped in with his bag and shouted, "Let's go!"

The pilot swung the little plane into the wind, and within minutes they were in the air. The photographer said, "Fly over the park and make two or three low passes so I can take some pictures."

"Why?" asked the pilot. "Because I am a photographer," he responded, "and photographers take photographs."

The pilot was silent for a moment; finally he stammered, "You mean you're not the flight instructor?"

Looking for a raise? Try this.

Many managers need more money, but are afraid to ask for it. If you're in that position, try the approach used by former *New York Times* sports columnist John Kieran. When he wanted a raise, he went to his employer, Adolph Ochs, and said, very respectfully,

"Mr. Ochs, working for the *Times* is a luxury I can no longer afford." He got the raise.

Use this retort when someone criticizes your outfit.

The next time you have a bad morning, and go to work looking a little unkempt, and coworkers say something about it, try this retort originally used by Clarence Darrow: "I go to a better tailor than you, and pay more for my clothes. The only difference is that you probably don't sleep in yours."

Is the customer always right?

Then there was the customer who received this notice: "Sorry we cannot fill your order until your previous order is paid for ." He sent a reply. "Cancel my order. I can't wait that long."

Editor's Note—

Thanks to all the airports who submitted articles and information over the past few weeks for this edition of the Nor'easter. To all those airports and companies who thought about it but didn't submit, look at it this way; if you appreciate the chapter and the work it does on your behalf, why not help us get the word out, including your local story?

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