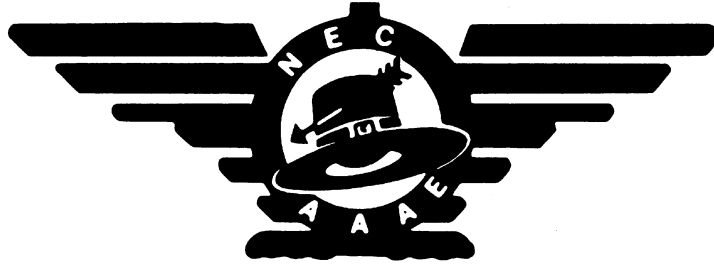


Around the Northeast



AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

JULY 1996

"TAKING YOU TO THE TOP" *38th Annual NEC/AAAE Conference Update*

The confirmation letters have been filed, booth availability for exhibitors and their equipment is limited, and great food, entertainment and "hot" aviation topics are awaiting your registration form.

Question: Where are you going to be fed, entertained and informed about the many changes taking place right now in the aviation industry.

Answer: Manchester, New Hampshire. More specifically, the Northeast Chapter's 38th Annual Conference, in Manchester, New Hampshire. The conference begins with a spectacular Lobsterbake to live Blues music at the Christa McAuliffe Planetarium on Saturday, August 24, 1996 and ends with the traditional Farewell Breakfast on Wednesday, August 28, 1996.

Registration forms and event sponsorships are being filled out, signed and returned to the 38th annual conference headquarters in bulk quantities. This year's conference for attendees and their spouse/guest(s) promises to be the best yet. If you have not returned your registration form, MAIL IT TODAY! If you have misplaced your form and informational brochure, CALL Deborah Tessier at the Manchester Airport (603) 624-6539 and she'll mail or fax you another. Don't Delay! Remember, some of the conference events have a participation limit.

Again, if anyone has any questions regarding the 38th annual "Taking You To The Top" Conference, please feel free to contact Deborah Tessier at the number listed above. Anyone Exhibitor/Vendor needing assistance should contact Doreen Starkey at (603) 624-6539.



Manchester Airport
Manchester, New Hampshire

DOT RATES AND CHARGES POLICY

DOT has released its final airport rates and charges policy, essentially adopting the majority of changes suggested jointly by AAAE and ACI-NA in their Nov. 7, 1995, comments. The policy is effective immediately.

AAAE and ACI-NA, in their written comments, had questioned the need for a rates and charges policy as detailed as the one drawn up by DOT. The associations told DOT, "There is absolutely no evidence that airports have been increasing costs in an unreasonable manner."

The final policy contains five fundamental principles affecting the setting of airport rates and charges. The first reflects DOT's preference for direct negotiation of fee issues between airport operators and users. Another principle restates the legal requirement that rates, fees and charges to aeronautical users must be "fair and reasonable," with more detailed guidance on the practices and restrictions that define "fair and reasonable."

The third principle restates the legal prohibition on unjustly discriminatory rates and charges, plus identifies some practices that are required to avoid unjust discrimination and some practices that are not considered to be unjustly discriminatory.

The fourth principle restates the legal obligation to maintain a fee and rental structure that makes the airport as self-sustaining as possible under the circumstances existing at the airport. Supplemental guidance encourages the sponsor of an airport that is not currently self-sustaining to establish long-term goals and targets to make the airport financially self-sustaining.

The final principle restates the basic legal requirements for the application and use of airport revenues.

CHAPTER CHATTER

—The \$9.3 million renovation at the Atlantic City Intl Airport has doubled the size of the passenger terminal with ample space for concessions and offices. Another \$8.5 million is being spent on improving access roads, parking areas, and aircraft facilities.

—A new control tower for the Newark Airport has received the "go ahead" from the FAA, now that consultants found that the \$12 million project will have no significant adverse impact on the environment. The new tower will be 335' tall—twice the height of the existing tower.

—MASSPORT received qualified approval for the construction of a new 600-900 room hotel which will be part of the \$1 billion LOGAN 2000 airport rehabilitation program.

—Two pedestrians were injured when an electric cart "inadvertently" took off out of control with erstwhile celebrity Tiny Tim aboard—it was not certain whether he was piloting or just a passenger seated up front.

—The Port Authority hopes to start building a \$1 billion light rail line to connect with existing subway and railroad lines, and the JFK passenger terminals.

—The NJ Division of Aeronautics is surveying all its airports using the Global Positioning System.

—The Wilkes Barre-Scranton Intl Airport will host Armed Forces Air Show '96 on August 17 and 18. This 14th annual event will feature the Canadian Forces "Snowbirds"—a military jet demonstration team flying nine aircraft in tight aerobatic formation.

—A 30 year lease approval has been granted at the Nantucket Memorial Airport for land for a US Postal Service mail sorting facility.

—The FAA and Boeing will share the cost of what will be the world's first full scale airport pavement test facility at the FAA Tech Center in Atlantic City.

—MASSPORT recently adopted a new parking rate schedule which permits people to park free for the first 60 minutes.

—Airports occasionally have surplus equipment which may continue to serve a useful role at another airport in the region. The Chapter will be glad to act as a clearing house for information on airport equipment, either surplus or wanted, if the office is given details.

—The PA Bureau of Aeronautics concerned about the effects of incompatible land use at public-use airports, is holding workshops to educate local governments on promoting compatible land use around airports.

—The New York Governor's Privatization Council has been designated to explore the potential sale of the Stewart Intl Airport. The Group intends to issue RFPs to consider alternatives that will provide superior performance to airport users; improve the local business climate; protect and enhance the environment; and maximize return to the taxpayers.

—The Philadelphia Intl Airport's \$118 million improvement program to make the airport more convenient, attractive and efficient will include central ticketing pavilion, consolidated bag claim area, moving sidewalks, new club area for USAir, streamlined systems for moving baggage, and new gate/lounge area for commuters.

—The poor commuter passenger who usually has to walk to and from the plane, rain or shine, is treated differently at the Manchester airport where COMMUTE-A-WALK has been

installed—it is a flexible, mobile covered walkway which can be extended up to 75' or retracted as required. It is designed to be totally independent from any permanent facility and can be deployed either manually or by a battery powered drive unit.

—Gerald FitzGerald, A.A.E., a former AAAE chairman and with the Port Authority of NY&NJ for 34 years, most recently as its aviation director, has resigned to become president of Parsons Brinckerhoff's new aviation business unit which will offer planning, design, construction management, operations service, program management and maintenance services.

—The Southern New Hampshire Convention and Visitors Bureau is relocating its offices right on the Manchester airport.

—Recently a mailing was made to all Executive Members of the Chapter inquiring as to your interest in being considered for either a Director or Officer of the Chapter. You are encouraged to get actively involved in Chapter activities. Indicate your interest by contacting the chairman of the Nominating Committee, Charlie Hostetter at 208 Airport Drive, Harrisburg Intl Airport, Middletown, PA 17057.

—George Bean retired June 30th as Executive Director of the Hillsborough County Aviation Authority. George served as president of the Northeast Chapter in 1960, and as AAAE President in 1971. Prior to his service in Tampa, he was airport manager at Worcester, then Wilmington.

—Congratulations! Barbara Patzner manager of Hanscom Field Bedford MA, and currently the Chapter Treasurer has completed all requirements to become an Accredited Airport Executive - A.A.E.

PRESIDENT'S MESSAGE

As we go to press once more, The Senate Transportation Committee is scheduled to mark up HR 3675, the FY97 Department of Transportation bill with action by the full committee expected to follow shortly thereafter.

I cannot urge you more strongly, if this has not yet been resolved, to take this opportunity to let your representatives in Washington know how you feel about the airport funding issues. In Washington, it is the squeaky wheel that gets the attention. So, whether it be this go around or those that will surely present themselves in the future, keep those cards and letters coming, folks. They can and will make a difference.

I can report to you that the focus of AAAE for the future will be to move toward a lifting of the cap on PFC's, linked to the shifting of more AIP funding to smaller airports. The association continues to be cognizant of the need to consider the funding concerns of *all* airports. Please remember it is essential that regardless of the size of your airport, we all need to work together to address these issues successfully.

The AAAE recently held its Annual Conference in Las Vegas, Nevada which offered many informative sessions, as well as opportunities to meet with our friends from other parts of the country. As a result of the elections held at this conference, I would like to take this opportunity to congratulate Bill Barkhauer (Morristown) and John Duval (Boston) on their election as AAAE Directors representing the Northeast region, Mary Rose Loney (Philadelphia)—AAAE Director (at large) and Mark Brewer (Lehigh Valley) Regional Examiner.

These members have worked hard representing the chapter—congratulations to them all! Please be reminded that these members represent you at the national level. Don't be shy about calling them so they can pass your concerns along to the national board.

As your president, I would like to thank Bob Juliano (Hartford) for his years of service at the chapter level, and his service as a AAAE Director representing the Northeast, as well as to S. Elaine Roberts (Providence) who continues as a AAAE Director (at large). Also my thanks to Jeanne Daley of NYNEX who serves the chapter admirably and is moving on to bigger and better things within her organization.

Our congratulations also go out to Dutch Bertholf (Phoenix) newly elected Chairman of the AAAE. We wish him well in carrying out the ambitious programs he has proposed. And finally, our thanks to Jack Armour (Boston), Immediate Past Chairman of the AAAE, for representing the Association, and the Northeast so ably. Well done Jack!

As we draw to the close of our chapter year we still have works in progress. We are working with the AAAE at this time to develop a Chapter home page on the AAAE AirportNet. This will enable you tap into information regarding the chapter on the Internet and the World Wide Web. Look for more information in a future newsletter. This past year has seen the initiation of the Academic Relations Committee and its implementation of the Academic Relations program which will allow a greater interplay between our region's airports and educational facilities. We continue to have the finest scholarship and grant program of any AAAE Chapter, of which we can be justly proud.

Our ARFF School had a banner year, and the 30th Annual International Aviation Snow Symposium was an overwhelming success. Membership has increased, and I would like to welcome all of our new members. I once more encourage you to take advantage of the many opportunities available to you through our Scholarship and Grant Program.

I would like to take this opportunity to thank the officers, directors, committee chairmen, and committee members who have worked with me and who have put so much time and effort into their respective offices and committees. The enthusiasm displayed by these members made this an enjoyable year for me and made the accomplishments of the chapter possible this year. Without their support we wouldn't have been able to have such a productive year.

If you are interested in helping to keep the Northeast Chapter the great organization that it is, please contact Bob Bogan, Vice President. Remember we need the talents and expertise of each member of the NEC to make the Chapter work. Please take the time to make yourself available to work on one of our committees. It will give you a lot of satisfaction.

I look forward to seeing you all at our Annual Conference to be held in Manchester, NH August 24-28, 1996. Thank you for a great year.

Steve Adams

PASSENGER FACILITY CHARGES AIRPORT CAPITAL IMPROVEMENT PROGRAM NATIONAL PRIORITY SYSTEM

In an Advance Notice of Proposed Rulemaking the FAA requested comments on possible changes in the collection, handling and remittance of Passenger Facility Charges. Back in 1994 the airlines through ATA petitioned for a change that would permit them to continue to collect twelve cents for each PFC collected. The petition was never acted upon so since that time the airlines have been receiving eight cents per collection. The airlines again asked for the increase from eight to twelve cents. The FAA has responded saying that it will consider the increase "if data provided by carriers accounting for a sufficient portion of the enplanements indicates a clear need for the compensation level to be modified." The data must be "detailed and persuasive" and represent at least 75% of the enplanements at PFC locations. Airport operators were also requested to comment on how a change in the eight cent compensation rate would have on their revenue stream and their ability to implement projects.

The notice also noted that approximately 85 percent of domestic tickets are written by travel agents, so perhaps it would make sense for the travel agents, acting through the Airline Reporting Corporation, to remit PFC revenues directly to the airports.

It is interesting to note that according to the Airline Financial News, the business of taxing airline passengers to raise money for airport infrastructure projects is running out of

control, and matters seem only to get worse in this billion-dollar business. It's gotten to the point that airlines have begun quoting prices without taxes, much the way hotels do.

The issue is not so much the taxes themselves, but the growing amount of airline taxes, how the money is approved and what the money buys or builds. Airports have long seen billions of dollars from the 10% ticket tax used to mask the federal budget deficit. They have welcomed the stability of Passenger Facility Charges (PFCs), which nearly every commercial airport collects in a maximum of \$3 increments each time a passenger flies.

The big question is how closely the FAA monitors airport spending plans. Unfortunately, it seems no one polices the PFC program. The FAA relies on airport-provided documentation to follow how PFC funds are spent.

The FAA appears to give rubber-stamp approval to all airport proposals, and has only three workers to manage a business that it expects to collect \$994 million this year.

There are currently 238 public agencies, nearly all airports, approved to collect PFCs, covering some 3,000 separate airport projects from Anchorage to Miami.

A total of 233 airports have received FAA approval to collect nearly \$12 billion in PFC charges in the coming years. There are applications pending from 33 airports seeking approval for an additional \$3 billion in new PFC projects.

What will $P*(APT + C+1)*10+$ APT mean to an airport sponsor putting in for an AIP grant? The formula is proposed to "describe procedures that are intended to guide the distribution of AIP funds to the highest priority project nationally". The National Priority is a numerical computer-generated system for prioritizing work items. Priority numbers are calculated based on the size and type of airport (service level) and the type of project. The "P" in the above formula is for Purpose, e.g. security projects, increase capacity, etc.; the C is Component, e.g., land, runway, etc.; T is Type, e.g. terminal building bond, runway friction, etc.; APT is Airport with the airport included in one of three categories: Primary & Reliever, Commercial Service, and General Aviation.

Funds are to be allotted to regions, using the proposed priority system or "commitments" which are believed to merit funding regardless of their relative priority calculation—LOIs and "phased" projects, for example.

ACCREDITATION MENTOR PROGRAM A SUCCESS

The NEC/AAAE Accreditation Mentor program has been embraced by executive candidates and mentors alike. Mark P. Brewer, A.A.E., Northeast Chapter Regional Examiner, has announced the names of the statewide mentors:

District of Columbia	— James Wilson, A.A.E.
Maine	— Jeffrey Schultes, A.A.E.
Maryland	— Alex Kashani, A.A.E.
Massachusetts	— Bryan Corbett, A.A.E.
New Hampshire	— Timothy Edwards, A.A.E.
New Jersey	— Robert Bogan, A.A.E.
Pennsylvania	— Mark Brewer, A.A.E.

These mentors have volunteered their time and knowledge to assist executive candidates in their respective states by acting as a coach and offering guidance about the accreditation process. The mentors will work with the candidates to provide individual support as they seek profes-

sional accreditation. Brewer encourages those already in the accreditation program or those who desire to learn more about becoming accredited to contact their state mentor.

The Accreditation Mentor program is the first of its kind in the country and has already provided assistance to NEC members.

The Accreditation Mentor program is an easy and rewarding method to give something back to the aviation industry and to encourage personal and professional development. If you are interested in becoming a mentor for your state, please contact Mark P. Brewer, A.A.E. at (610) 266-6001 for additional information.

CHAPTER SCHOLARSHIPS AND GRANTS

The Scholarship and Grants Committee, chaired by Jeanne Olivier, is still accepting applications for grants for the registration fees to the upcoming NEC conference that will be held in Manchester, New Hampshire, August 24-28, 1996. Up to ten registration grants will be awarded. To be eligible for the grant applicants must:

- be a member of NEC/AAAE
- be a first-time attendee of the NEC conference
- be an airport employee involved full-time in management of an airport
- give assurance that they will be able to attend the conference if awarded the grant
- submit an application cosigned by their Airport Manager
- only one grant will be awarded per airport

NEC Grant applicants should submit a letter to Russ Hoyt, NEC executive secretary at P.O. Box 1253, Rockville, MD 20849, by August 10, 1996. The letter should express your reason for seeking the grant, your current job title and place of employment, and any other information which you wish the committee to consider. Include your current mailing address, telephone number and fax number (if available).

Additional reminder: Next grant deadline is October 1 for the Internship Grant and the Accreditation Incentive Grant. Application forms and grant information can be obtained by writing to Russ Hoyt at the address noted above. Also applications for the ARFF School Scholarship must be in by the deadline of August 1st. Application forms for the various scholarships, grants and awards may be found in your Membership Manual or obtained from the Executive Secretary.

And speaking of scholarships, the following was recently received from one of the recipients of a Post Scholarship (four on which the Chapter offers each year).

"I wanted to thank you for awarding me the Wiley Post 1996 Scholarship Award. I really appreciate being recognized for my hard work and dedication throughout my college career. The money will help me tremendously. It really helps me to do better at school when I am not stressed about my finances. This scholarship will definitely help me to attain my goals in aviation. Once again, thank you very much."

Amanda Cain, Embry-Riddle Aeronautical University

COMBINED BASIC/ADVANCED AIRCRAFT RESCUE AND FIREFIGHTING SCHOOL

FAA, AAAE and the NE chapter of AAAE are cosponsoring the Combined Basic/Advanced ARFF School in November 3-7, 1996 at the Boston Logan Airport in East Boston, Massachusetts.

These schools provide an excellent way to maintain FAR 139 currency, including a live fire drill that meets the FAA requirements. They will be presented by an expert staff of professionals from the field. The presenters will include FAA and NTSB regional personnel, active flight crew personnel and nationally recognized instructors in the ARFF arena.

The Basic School is designed to help airport managers meet basic aircraft rescue and firefighting requirements as defined by FAR part 139 for certificated airports. They are tailored to airport personnel responsible for emergency response to aircraft emergencies at both commercial and general aviation airports throughout the U.S.

The Advanced School is designed to assist airport managers in enhancing and improving the skills of their aircraft rescue and firefighting personnel. These advanced schools augment the information and experience obtained in the Basic Schools.

Both schools are applicable toward the AAAE ARFF Certification requirements. For more information on the AAAE ARFF certification program, call Cathy Gau at (703) 824-0500, x132 or check out our website at <http://www.airportnet.org/depts/regaff/arff.htm>.

The Basic and Advanced schools will run concurrently and will be registration specific. Registration for either school will permit attendance at only those sessions.

For registration information, contact Cathy Gau at (703) 824-0500, ext. 132.

BIG PLANS FOR THE 31ST ANNUAL IASS

The highly successful 30th Annual International Aviation Snow Symposium is now history but the IASS Committee met last month and is already making great progress in the planning of the 31st Annual to be held in Buffalo April 27-30th, 1997. The 1997 IASS will be an equipment year; consequently a record attendance is anticipated. Every three years, the vendors in addition to having small "table top" displays of their products and services, will be able to display the "real thing"—the large specialized equipment used on airports for snow and ice control in the hotel's huge parking lot.

The IASS Committee, chaired by Bob Nowak, is made up about equally of airport people and manufacturers reps; it is one of the most dedicated committees that the Northeast Chapter has. Attendance and participation is unusually high for those that voluntarily give of their time and expertise. At the 30th Annual IASS, members of this committee were given well-deserved recognition; those with at least ten years on the committee received plaques for their outstanding service in planning and organizing this world-recognized meeting. Committee members with at least ten years committee service included:

John Batts
Rose Ann Brunstad
John Carini
Leo "Buddy" Comeau, A.A.E.
Bryan Corbett, A.A.E.
Robert D'Entremont
Richard Dalton
Gerald FitzGerald, A.A.E.
Bruce Frack
Terry Goralski

Tina Harris
Susan Hayden
Donald Higgins
Russ Hoyt, A.A.E.
Dale Keith
Norm Lamar
Thomas Long
Tomas McKinney
James Moriarty
William Myslik

Robert Nowak
Wilfred "Wiley" Post, A.A.E.
Robert Radway
JoAnn Reville
Marty Rieman
Ronald Silvernail
Ralph Sweeney
John Thompson
Paul Tozier

—Michael Polovina, who was the Director of the Albany County Airport died in April; on August 19th, there will be a Memorial Dinner in his honor. For information on this memorial, contact Ginger Olthoff, Administrative Assistant, Albany Airport Authority, (518) 464-5010.

—Harold Buker, past president of NASAO and New Hampshire Director of Aeronautics died on July 9th, after a long cancer illness.

NEC/AAAE
P.O. BOX 1253
ROCKVILLE, MD 20849