

# AirCurrents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • VOL. 5 NO. 1 • FEBRUARY 2003

## Board of Directors Holds 2003 Strategy Session

*The NYAMA Board of Directors met on November 20, 2002 in Albany to discuss the Association's goals and objectives for the coming year and beyond. The strategy session provided an opportunity to discuss the Association's priorities in an open-discussion forum, where directors were encouraged to share their vision of the Association.*

"It's important to periodically look beyond the day-to-day routine of Association business and focus on long-term objectives," said Steve Williams, Association President. "There's so much that the Association can be doing to support the aviation industry in New York State. It's critical that we focus our sight on the priorities."

Some of the "wish list" items brainstormed during the session were:

- Improve relationship with the TSA and work to clarify roles
- Initiate a public relations/marketing effort to encourage the use of air transportation
- Impress upon the state legislature that the industry is in crisis
- Increase collaboration with AAAE and ACI
- Work to improve competition with municipality-run airports
- Use the McFarland-Johnson report to educate the state legislature on the positive impact of aviation on the economy.

## NYAMA Hosts ASC Training

*The New York Aviation Management Association (NYAMA) sponsored an Airport Security Coordinator (ASC) Training Seminar at the Greater Rochester International Airport on Thursday, February 6, 2003 with over 35 people in attendance. The ASC training program was developed in response to strict regulations set forth by the TSA, mandating that ASCs show documentation of such training before July 17, 2003. Alternate airport security coordinators were also encouraged to attend this program.*

*This in-depth, one-day training session offered attendees knowledge on topics such as:*

- Gathering the latest information available from the FAA and tools that can help make your airport security function safely and efficiently;
- Learning about the history of the Transportation Security Act and the TSA's role in regulating Aviation Security while understanding the coordination and communication that takes place within the TSA; and
- Understanding the function of the ASC and what their responsibilities are.

**View photos from the event on page 5.**

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## Dear Friend of Aviation,

*In one of his most famous speeches, Winston Churchill began with the simple but moving charge to, "Never, never, never, never... give in."*



**Stephen D. Williams**  
President

## Word on the Wing

*From the  
President*

No one would dare to suggest that the aviation industry in our state and nation is free from challenges. The uphill climb is evident to all. The news is almost daily littered with accounts of commercial airlines struggling to stay alive — to “reinvent” themselves as a more cost efficient business.

Challenges with the TSA have left airport managers frustrated and confused. Meanwhile GA airports are struggling to keep alive amidst an extended downturn in the economy that has siphoned away dollars from recreational and business aviation.

We must embrace the wisdom of Churchill and resolve to never give in — to never quit.

Aviation remains the fastest, safest and most reliable form of transportation available. Efforts to improve security have been and will continue to be the focus of much attention in coming years. Together we must work to rebuild the aviation system and continue to restore confidence in air transportation.

The Association has been hard at work since the last newsletter was published. We enjoyed a very successful Fall conference at the Crowne Plaza – LaGuardia in East Elmhurst, NY. Kudos to Rich Halik, Iola Davis and everyone at The Port Authority of New York and New Jersey for assembling an outstanding array of presenters. The conference sessions were both timely and informative.

In November, the Board of Directors met to discuss the Association’s priorities for 2003. Top on the list of priorities was the organization’s legislative agenda for 2003. The Association will host it’s annual Advocacy Day on March 4, 2003 in Albany. This is our opportunity to knock on doors and impress upon our State lawmakers how important aviation is to their local economies. Although this has been our message for several years, it now rings truer than ever before. Be sure to calendar Advocacy Day and plan to participate in this critical function.

On a related note, the Association hosted a new training session early this month. On February 6<sup>th</sup> the Association sponsored Airport Security Coordinator (ASC) training at the Greater Rochester International Airport. This training program will meet the requirements established by the TSA for commercial service airports (TSAR Part 1542). NYAMA sponsored one of the few ASC training programs anywhere in the Northeast.

As you can see, there’s much in store for the aviation industry in 2003!

I want to take a moment to encourage your involvement in NYAMA. These programs, initiatives, and legislative efforts don’t happen by themselves. We need the active support and participation of our members if we are to be successful in these labors. Get involved! If you aren’t already, consider joining a committee. Attend the conferences, add your input to the programs and help NYAMA achieve great things!

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen D. Williams". The signature is stylized and fluid.

Stephen D. Williams  
President

# Finger Lakes Regional Airport

Seneca Falls, Seneca County

**The history and development of Finger Lakes Regional Airport indicates how public acquisition of an airport can improve the local business climate and foster airport use.**

The Finger Lakes Regional Airport was originally called the Seneca Falls Airport, and was developed as a privately-owned airport prior to WW II. The original airport provided two turf runways with 2800' and 2000' length.

Around 1967, Runway 18-36 was paved to a 3200' length and 50' width, which would be the only paved runway in Seneca County for the next 35 years.

During the late 1980's, the runway condition at Seneca Falls Airport started to show its age and local government expressed concern regarding the future operation of the airport which was serving local industry and businesses. In 1985, the Town of Junius obtained an FAA grant to pursue an airport site selection study which would consider acquisition of Seneca Falls Airport, as well as reviewing the alternative of developing a new site.

A questionnaire circulated during the site selection study showed that business and personal users found the existing airport to be conveniently located, but the airport required development that was beyond the means of a private owner. The needed projects included overlay and extension of the north-south runway, construction of a parallel taxiway, access road upgrades and other general improvements.

Following the site selection study, which recommended acquisition of Seneca Falls Airport, Seneca County obtained FAA and State grants during 1988 to acquire the airport. Airport acquisition was followed by major improvements including obstruction removal, complete rebuilding of the runway with widening to 75' for the design aircraft, as well as taxiway construction.

The airport name was officially changed to Finger Lakes Regional Airport after County acquisition to be more in line with the regional character of the airport use.

In 1998, funds provided by the Special Aviation Transportation Program (SATP) were used to construct a terminal building. The new terminal building and a 24 hour credit card fueling system increased the airports ability to attract new users while retaining existing demand.

In 2000, NYSDOT provided a business plan that affirmed airport business use and the reasonable level of County expenditures for day to day operations. The plan also indicated that the proposed runway extension would provide increased economic benefits to the region.

Runway 18-36 was extended during 2001 to 3,786' of usable pavement, which will provide 4200' in the near future when a road within the existing safety area is moved and a relocated threshold can be eliminated.

Using FAA system planning funds, NYSDOT sponsored a GPS instrument approach study for the airport, which would provide the first bad weather access to the airport. The straight-in non-precision approach to Runway 36 at Finger Lakes Regional Airport was published by FAA during early 2002, and has helped support business use by meeting one of their critical needs

A State grant to the County during 2001 resulted in the acquisition of a much needed snow plow. Local investment has added hangars which house 18 aircraft, and another hangar is planned. The airport is currently considering the addition of automated weather to support instrument approach use.

An Economic Impact Study during 1998 showed that 20 jobs were generated by the economic activity with a total payroll of over \$400,000. NYSDOT accomplished a business plan study during 2000 which identified sixteen organizations that are associated with airport users, including ten private companies, two colleges, the County Industrial Development Administration, a NYS Agricultural Experiment Station, New York State Gas and Electric and Finger Lakes Health System.

## Bush Signs Homeland Security Bill

Taken from the Airport Report  
December 1, 2002

**President Bush signed the homeland security bill, H.R. 5005, into law at a November 25 ceremony.**

*A key provision in the bill for airports will give the Transportation Security Administration flexibility to meet the December 31 deadline for total screening of checked baggage with explosives detection system machines. Another aviation provision in the measure will allow commercial pilots to carry guns in the cockpit.*

*The legislation creates a cabinet level department from all or part of 22 agencies. The department will have about 170,000 workers and a \$37 billion annual budget.*

*The House met briefly on November 22 to approve the technical changes included in the Senate bill, which was passed November 19. The House passed the bill November 13.*

*The 107<sup>th</sup> Congress officially adjourned for the year on November 22.*

*The Senate on November 19 approved the bill by a vote of 90-9 after rejecting an amendment that would have made passage of the measure by the end of the year extremely difficult. The House approved the legislation on November 13.*

*Separately, the Senate on November 19 confirmed James Loy as under secretary of transportation for security.*

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*The  
Transportation  
Security  
Administration  
(TSA) needs  
your help!*

**On December 2, 2002, TSA implemented a national toll free hotline that the general aviation (GA) community can use to report any "out-of-the-ordinary" event or activity at GA airports. The hotline is operated by the National Response Center and centralizes reporting to the appropriate local, state and federal agencies.**

*Help ensure the security of GA aircraft and airport operations across the country. Call (866) GA SECURE (866-427-3287) to report any suspicious activity at YOUR airport.*

## **Airport "Green" Buses Run On Natural Gas**

**The Albany County Airport Authority recently began operating new CNG (compressed natural gas) powered buses to shuttle passengers to and from its popular economy parking lot, E-Lot.** Huge daisies cover the buses making them easily distinguishable as environmentally friendly "green" vehicles. The Airport Authority has also ordered three CNG powered pickup trucks that will replace older models in the Airport's fleet.

"The Airport is committed to a new generation of vehicles that will offer a clean and cost saving alternative to gasoline or diesel fuels," said Rev. Michael A. Farano, Chairman of the Albany County Airport Authority. "The selection of CNG powered vehicles enables the Airport to reduce maintenance costs while helping to reduce harmful emissions into the environment."

The buses, manufactured by the Ford Motor Company, are powered by 5.8 liter V8 engines that burn natural gas rather than gasoline or diesel fuel. Each bus has a capacity of 17 passengers. The buses are equipped with wheelchair lifts to serve disabled travelers. Airport shuttle buses operate along a three-mile route between the Terminal and E-Lot and average about 25,000 miles per year.

The U.S. Department of Energy awarded the Airport a grant of \$54,000 to cover the incremental cost of the new CNG fueled vehicles. The grant is the result of Airport participation in the Capital District Clean Communities Coalition based at the Capital District Transportation Committee with program support from the New York State Energy Research and Development Authority.

The Airport Authority has installed a fast-fill natural gas fueling station directly along the bus line to fuel the new vehicles. The CNG fueling station is fed through a direct connection to a Niagara Mohawk gas main. At today's pump prices, natural gas is selling at 25-30 cents per-gallon less than the equivalent amount of gasoline or diesel fuel.

The CNG powered vehicles offer a number of advantages including lower fuel costs, cleaner air, lower maintenance costs, longer engine life and decreased dependence on foreign oil. CNG is the cleanest burning alternative fuel emitting 74% less carbon monoxide, 70% less hydrocarbons and 85% less nitrous oxides. New York State has large natural gas reserves, primarily in the western area and Southern Tier of the State.

The Airport Authority plans to continue to replace remaining shuttle buses and many maintenance vehicles with CNG powered vehicles. Future funding support for the fleet conversion is anticipated through ongoing Airport participation in the Capital District Clean Communities Coalition and initiatives sponsored by the New York State Energy Research and Development Authority and U.S. Department of Energy.



# Evolving Beyond Recovery

By Ed Mardiat • Airport Magazine

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**Emerging in a time of recovery is a possible alternative mode of air travel: the air taxi.** While this type of aircraft is still several years from reaching mainstream aviation, it may affect the structure of the airline industry in the future.

## Eclipse Offers Promise

While some manufacturers' attempts to produce a reasonably priced, twin-engine jet taxi have fizzled, Eclipse Aviation's endeavor is currently on track. Based out of Albuquerque, New Mexico, Eclipse is testing a six person jet priced at less than \$874,000 per plane. That price could sway mid-size companies that balk at a typical corporate jet's \$4 million to \$20 million cost. The Eclipse 500 jet taxi is expected to make its first flight this summer, with FAA certification scheduled for December 2003 and initial delivery in 2004.

## More than Money

If the Eclipse 500 is successful, air-taxi travel could spill beyond corporate usage to mainstream flyers, since cost per flight is expected to compare favorably to the price of a full fare airline ticket. In addition, the Eclipse 500 will cost just 56 cents a mile to operate, a fraction of what normal jet airplane cost.

"With one passenger aboard it costs more than the airlines. With two passengers it is cheaper than the shuttle from Boston to LaGuardia. With three or more passengers it is very cost effective. And remember, this is leaving when you want to leave, from an airport close to your home, going to any airport you like, up to 1,700 miles away," says Vern Raburn, president and CEO of Eclipse Aviation.

In fact, the plane's short landing and take off requirements allow it to use thousands of airports around the country. Therefore, not only would flyers save money, they could fly closer to their destination.

## General Aviation Opportunity

The air taxi could mean increased runway operations, and opportunities for general aviation airports to add fueling, mechanic, and transportation services, plus amenities for pilots and passengers.

The airline industry is changing during this time of recovery. A travel alternative that offers cost effective, point to point air travel and less congestion could be part of that evolution.

## '03 State Budget

**Governor Pataki released his 2003/04 Executive Budget to the Legislature on January 29, 2003.** We are pleased to report that the state matching share of the AIP program remains intact at \$8 M. The Governor also reappropriated the \$1 M NY SOARS funding — a major victory for NYAMA. The disappointing news is the Governor did not convert the remaining \$1.1 M in Stewart privatization proceeds into AIR 99. However, the funds are still available through agreement by the Governor and Legislature. We believe the Governor did not convert to AIR 99 because he wanted to keep control of these funds. A more detailed update will be distributed to the membership in coming weeks.

## ASC Training • Rochester, NY • February 6, 2003



“It’s been two year’s since the Association held its annual Fall Conference,” said Terry Slaybaugh, outgoing President of the New York Aviation Management Association. “It’s good to be back, meeting with peers and learning more about what’s happening in the aviation industry. It’s good to see that although the aviation industry still has many challenges ahead, we continue to provide the best form of transportation services to the state and nation’s flying public. Our conference theme is fitting: ‘Fly New York!’”

Over 110 airport managers, aviation consultants and government leaders from across the state gathered at the Crowne Plaza – LaGuardia in Queens, New York, for an aviation conference sponsored by the New York Aviation Management Association (NYAMA).

“It is critical that the state’s airport managers and aviation leaders continue to keep in close communication,” said Slaybaugh.

## “Fly New York” Conference

### *A Huge Success*



“Since 9-11 the airports across New York have responded to the nearly constant changes in security policies, air service, and consumer confidence,” Slaybaugh said. “Forums like these, where representatives from large and small airports, and state and federal officials gather are critical to our decision making back home.”

One of the focuses of the conference was the threat to small community air service resulting from changes in the airline industry.

“This conference provides an opportunity to discuss the recent reductions in air service to upstate communities with aviation leaders from across the state,” said Ann Clarke, Airport Manager, Elmira/Corning Regional Airport.

The conference opened with welcome remarks from New York State Assemblyman Michael Gianaris and

Warren Kroepfel, General Manager for LaGuardia Airport.

Monday’s program also included William R. DeCota, Director of Aviation for the Port Authority of New York and New Jersey. DeCota, who runs the nation’s largest airport system, spoke on the state of the aviation industry during the conference opening session.

Tuesday’s program focused on several current issues relating to airport management, including the latest developments in airport security, airspace redesign, runway safety, and environmental coordination with governing bodies.

The luncheon keynote speaker on Tuesday was Robert C. Land, Vice President for



Government Affairs and Associate General Counsel for JetBlue Airways.

“JetBlue is representative of the ‘new thinking’ in airline service,” said Stephen D. Williams, President of NYAMA and manager of Republic Airport on Long Island. “They have grown to become a viable low-cost carrier in just a few years. We are pleased with their commitment to service in the state of New York, and are glad to have them represented at our conference.”

Jack Harrington of Eclipse Aviation discussed the roll-out of the new single-pilot business jet expected to take the general aviation industry by storm.

“The impact of an affordable, single-pilot business jet on the general aviation community cannot be underestimated,” said Williams. “It’s exciting to see the Association draw participants on the cutting edge of aviation technology to this conference.”

The Association also took opportunity to celebrate its 25<sup>th</sup> Anniversary during the annual banquet, Tuesday evening. The banquet was highlighted by a speech from Bill Shea, one of NYAMA’s founding fathers.

“The Port Authority of New York and New Jersey did an outstanding job hosting this conference,” said Williams. “Special thanks to Rich Halik, Iola Davis and everyone at the Port Authority who contributed their time and effort to the conference.”

## *Thank You Sponsors!*

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## Everett Appointed Director of Operations

**Charles Everett, former Commissioner of Aviation for the Syracuse Hancock International Airport, was recently promoted to Director of Operations for the City of Syracuse on November 20, 2002. The Director of Operations is the highest appointed position in the City.**

*Anthony Mancuso, who most recently served as Deputy Commissioner of Assessment was promoted to Commissioner of Aviation.*

## The Hidden Costs Of Hiding EDS Machines

By Katya Romashkan and Sasha N. Page • Airport Magazine • November/December 2002

**The Aviation and Transportation Security Act (ATSA) that was passed November 19, 2001, simultaneously created the Transportation Security Administration (TSA), responsible for improving the nation's aviation security, and a major challenge for airport executives as a result of the 100 percent screening requirement.** That requirement calls for "screening of all passengers and property, including United States mail, cargo, carry-on and checked baggage, and other articles...by federal Government employee." While ATSA did not set deadlines for mail and cargo, it was very specific regarding checked baggage: ATSA requires all checked baggage to be screened with explosives detection systems (EDS), and if EDS is unavailable, by alternative means, no later than December 31, 2002.

This particular part of ATSA has raised a number of questions in the aviation community including:

- Who is going to pay for implementation of new security systems?
- Who is going to pay for federal government employees?
- Are airports going to be able to meet the deadline?
- Should the deadline be postponed so that new, more efficient systems can be installed, instead of the outdated systems currently approved for use in the US?

All of these questions have important implications on airport's financial performance. ATSA tries to reassure airport executives that nearly all expenses associated with purchase and installation of EDS and the expenses connected with hiring federal employees will be paid by the TSA. The survey conducted for this Measure of the month, however, indicates that some costs will likely come from airports' pockets. The financial impact on airports may not be immediate because once the EDS is purchased and installed, the TSA will reimburse the airport immediately.

In the longer run, however, many airport executives will be faced with a very difficult set of circumstances. Many of them will want to – and have to – go back and redo much of the installation of the machines in order to incorporate them into existing luggage handling systems and move them out of public view, in order to ensure smooth operation of the systems, to avoid luggage-handling delays and to minimize airport overcrowding. Depending on the airport, the integration process will require building modifications, additions of new building structures to house the machines and redesign of existing luggage handling systems. Costs associated with the integration process will vary among airports, and some policymakers predict them to be as high as \$40 billion, or roughly \$50 per enplaned passenger (EPAX). It is currently not clear who is going to pay for these costs, yet based on our surveys it appears that airports should expect that they will need to absorb some or all of these.

### Capital Cost Impact

Integration costs for each airport will vary greatly, depending on current airport configurations and alterations that will be needed. We contacted a number of airports to see if there were a common pattern in estimating these costs. Unfortunately, we were able to obtain reliable feedback from only 10 airports since so many do not have a clear picture of their expected requirements at press time (mid-October). Thus, the survey information should be treated, as "anecdotal evidence."

#### • Small Hubs

The responses indicate that small hubs will have to incur the highest costs of implementing EDS in overall luggage handling systems. These airports will most likely need to build up additional space or facilities to house these machines. We estimate that typical small hubs face capital costs ranging from \$14.00 to \$18.00 per EPAX.

#### • Medium Hubs

Costs for medium hubs are lower than those for small hubs. Airport executives indicated that they were looking at costs in the range of \$8.00 to \$12.00 per EPAX.

*Continued on page 10*



# Aviation, One Year On

Robert A. Nicholas, Manager, Ithaca Tompkins Regional Airport

***Beginning on 9/11 with the grounding of all flights in this country after the depth of terrorist activity became known, the government's reaction was to impose a kind of blanket security to ensure that there could not be a repeat of those atrocities. One year later we are still, to some extent, living with that blanket approach which, if it continues, will prove to be both onerous and very, very costly.***

Air travelers can be assured that airport and airline security, though not perfect, is the best that it has ever been. The resurrected air marshal program and the reinforcing of cockpit doors seemingly provide the kind of defense that will prevent a repeat of those awful attacks on the World Trade Center, the Pentagon and the abortive attack that was foiled by some very brave individuals in the skies over Pennsylvania. At the other end of the process governmental agencies are linking databases and cooperating like never before to ensure that terrorists are identified long before they become a real threat.

In an effort to reassure the traveling public, Congress has committed the government to taking over the responsibility for passenger and baggage screening at airports. There is also a commitment to screen 100% of all bags, including those that go into aircraft holds. The costs associated with providing the technology in all 429 commercial airports, the extensive building modifications to accommodate this technology, and the manpower to oversee it all is absolutely staggering numbers which the industry is only just beginning to understand.

General Aviation, basically defined as all aviation other than commercial airline service, stands in the wings awaiting judgement from the newly formed Transportation Security Administration (TSA). Many see it as vulnerable to terrorist activity and have placed certain restrictions on it, but more in-depth scrutiny of what security measures are needed await a time when the TSA has finished grappling with airline security and can devote more time to the problem.

Airlines, of course, were severely impacted by the events of 9/11 and continue to seek ways to cope with financial losses. So far a \$15 billion government bailout and other massive loans have failed to stem the tide of red ink. Most airline analysts feel that 9/11 simply hastened US Airways' Chapter 11 filing and other drastic measures being taken by United, American and others. To survive they all need to dramatically bring down their cost structures to compete with the leaner and more efficient carriers like Southwest and Jet Blue.

So here we are, one year on, with many people either afraid to fly or unwilling to subject themselves to the hassle and/or inconvenience of air travel. The TSA is still in the process of inventing itself and is so busy dealing with all the mandates and deadlines imposed by Congress that fine-tuning of airport security will have to wait. Many of us have very serious concerns about how all these measures will affect the ease with which passengers can use the system. There is certainly a huge potential, with too rigid application of the rules, for everything to get bogged down, resulting in mass confusion and long delays. DOT secretary Mineta has already anticipated this problem and has avowed that passengers should have to wait no longer than ten minutes when undergoing security checks. That may be easier said than done.

Ultimately I believe the enormous costs of providing uniform security screening for all will be so overwhelming that the government will be forced to selectively screen passengers. Subjecting every passenger to the same level of scrutiny is not only hugely expensive, it is also asinine. 85-year old grandmothers do not hijack aircraft, nor do business people with frequent flyer miles and of course, nor do the vast majority of passengers. If the system is going to work to a point where security can be applied in a seamless and acceptable manner, we need to divert as many people as possible from heavy-duty screening and concentrate only on those who might pose a threat. I believe most people would subject themselves to a thorough background check which would allow them to just undergo basic security screening, eventually leaving just a few for the intense scrutiny. That way the checks will be tolerable and aircraft will depart on time. More to the point, perhaps, fewer resources will be needed to run an efficient security system and that will help to ensure airport security is financially viable for the government and the American people who have to pay for it.

## Celebrating 100 Years of Flight

**New York International Air Show  
June 14-15, 2003**

*On the ground and in the air a high energy Aerial Event is being planned for the Hudson Valley area for the Summer of 2003. Stewart International Airport will be the site of an Air Spectacular during the national "Centennial of Flight" celebration.*

*Stewart International Airport and the National Express Group in cooperation with the Air Show Network will be presenting the US Navy Blue Angels as the featured act during this spectacular New York International Air Show.*

*It has been over a decade since an air show has been staged at Stewart. The event is expected to attract 50,000 people per day, providing both an economic impact and a positive public relations experience for the area. The key to success of a major event is the support of the local community. Corporations will be solicited for Sponsorships and numerous volunteers will be required in areas such as performer hospitality, greeters and clean up. Fundraising opportunities are also available for local charities and Sports Clubs. For additional information you may contact the Air Show network via email at [info@airshownetwork.com](mailto:info@airshownetwork.com) or visit their web site at [www.airshownetwork.com](http://www.airshownetwork.com).*

*The Air Spectacular will allow the residents of the Hudson Valley, Northern New Jersey and Metropolitan New York City to experience quality entertainment presented by top Aerial acts performing high-energy maneuvers. On the ground all types of military and civilian aircraft and ground equipment will be on display along with high tech corporate exhibits.*

*"We are very excited about hosting an event of this caliber for both the local community, and the rest of the Hudson Valley Region," said Kiran Jain, general manager of marketing at Stewart International Airport. "We look forward to working with the Air Show Network in producing a successful, world class air spectacular."*

## New York's Stewart International Airport

### Initiates Ground Breaking For A New State Of The Art Air Traffic Control Tower

The Federal Aviation Administration (FAA) in conjunction with Stewart International Airport, celebrated the ground breaking of a brand new, state of the art Air Traffic Control Tower (ATCT) and single story Administration Base Building to be located at the airport. This new facility will control aircraft on and in the airspace surrounding Stewart International Airport. The FAA New England Region will be leading this project working in collaboration with Stewart International Airport, National Express Corporation, and the FAA Eastern Region.

According to Chuck Seliga, managing director of Stewart International Airport, "We are very excited at the prospect of having a brand new tower here at Stewart. We have all been waiting for this day; and it has only been with the perseverance of our representatives in the congress and Senate that this particular project has today become a reality. It is indeed an asset to the airport, the aviation community and of course, to the people of the Hudson Valley."

The project is estimated to take 20 months from start of construction to the actual completion. A series of tests will be run simultaneously to ensure the operational integrity of the structure and the instruments that will be placed in the Tower. The ATCT will have an approximate overall height of 111 feet with an approximate height of 93 feet to the cab floor. The tower structure will be steel framed and with an interior cable elevator.

The base building will be a single level structure, approximately 6000 square feet. The base building will include administrative spaces, electrical and mechanical equipment rooms, electronic equipment room, bathrooms, lockers, breakrooms, and other amenities, as required. The ATCT and essential power systems will have a Power backup system via an engine generator.

## The Hidden Costs Of Hiding EDS Machines

Continued from page 8

### • Large Hubs

Costs for large hubs are expected to be the lowest among all airports. Executives at these airports indicated that they were looking at the costs in the range of \$7.00 to \$9.00 per EPAX.

### Operating Cost Impact

Even though the additional capital expenditures will have the greatest financial impact, we learned that airport's margins will also be negatively impacted due to additional operating costs or revenue losses incurred as a result of TSA's regulations. Some of the main drivers included non-reimbursable payroll fees, increased utility expenses to operate the machinery and decreased concession fees and passenger facility charges due to lower passenger levels. Clearly, the financial impacts of ATSA are deeper than originally thought.

### Footing the Bill

Since TSA will not pay for additional implementation costs, airport executives might want to start thinking about ways to finance them. Airports surveyed said that they would meet the financial challenge in the following ways:

- transfer funds from existing programs such as AIP or state grant programs
- cut operating costs and increase charges
- pass some costs onto airlines, or
- issue bonds.

Problems obviously are associated with all these approaches. By transferring funds from existing programs, airports will have to give up previously scheduled capital improvements and delay maintenance, which, in some cases, will lead to increased airport congestion and deterioration of operating assets. Operating costs already had to be significantly cut due to 9/11 and the aviation downturn, so finding additional "fat" is not likely. Airlines are already struggling to make ends meet, so it is unlikely that they will accept such fee increases without a fight.

Finally, bond issuance, which seems to be the most feasible option in raising adequate funds, may use up airport's borrowing capacity for other important capital expenditures. Furthermore, by issuing bonds, airports' operating costs will increase as a result of increased debt service costs. For example, based on the above data, a medium hub airport with 2 million EPAX could be required to make \$16 million to \$24 million of non-reimbursed capital expenditures. Assuming needs of \$18 million, funding this with a 6 percent, 20-year municipal bond would result in an annual increase in debt service costs per EPAX of around \$.80 in the early years. For many airports, this translates into an increase of 10-20 percent in total airline fees and charges per EPAX, enough of a difference to potentially antagonize an airport's key carriers and/or reduce an airport's competitiveness with alternate facilities.

### Conclusion

Unless the December 31, 2002, deadline is changed, to allow airports to fully integrate EDS, thus covering the costs of proper integration from the start, airport executives must think seriously about obtaining necessary funds. That is a lot to add to their already full "to do" lists, yet prudent as the December 31, 2002, deadline looms.

*How does this experience compare to your airport? If you would like to share your ideas and information, please email [katya@imggroup.com](mailto:katya@imggroup.com) or [spage@imggroup.com](mailto:spage@imggroup.com)*

*Infrastructure Management Group (IMG) is a family of US companies providing management consulting, investment banking, development and technology services to airports and other infrastructure industries.*

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## **The Westchester County Airport Noise Abatement Office Has Been Transformed Into The Westchester County Airport Environmental Office**

**The latest environmental initiative by the Westchester County Airport (HPN) is the reorganization and expansion of the Noise Abatement Office into the Environmental Office. The newly formed Environmental Office will oversee all airport related environmental issues including stormwater, groundwater, air quality and noise abatement. The following are just a few of the environmental project sand studies currently underway at HPN.**

### **Groundwater Monitoring Program**

A study to determine the ground water flow directions and to identify real or potential areas of contamination found that there is no pervasive chemical plume or groundwater pollution threat to Rye Lake (a drinking water reservoir) or to the surrounding environment emanating from the Airport. To ensure that there are no future impacts, Westchester County has implemented a 5-year ground water monitoring program. The program includes semi-annual monitoring of over 46 monitoring wells.

### **Deicing Study**

A deicing study is being conducted which is analyzing existing deicing practices and deicing fluid disposal at HPN. The study will recommend viable improvements and alternatives to existing practices. Long term recommendations include an infrared deicing facility.

### **Airport Layout Plan Update**

An ALP Update study is being conducted to provide for the establishment of a green space (between the airport and Rye Lake) and to evaluate a reuse plan for the former air national guard site at the north end of the airport.

### **Noise Monitoring Site Expansion Project**

An 8-month study to evaluate the current locations of HPN's existing noise monitoring sites and the need for additional sites recommended the relocation 6 existing and the installation of 6 new noise monitoring sites. The Noise Expansion Project is currently underway with an anticipated completion in September 2001. With the addition of 6 new noise monitoring sites, the Westchester County Airport will have a total of 20 permanent noise monitoring sites.

### **Environmental Management System / ISO 14001**

An Environmental Management System in conformity with the International Standard Organization (ISO) 14001 is currently being developed at HPN. The System includes the development and implementation of policies and procedures for effectively monitoring and improving environmental impacts of all airport facilities and functions.

## **Suriani Joins ADG**

**Donald Suriani has joined the staff of the Association Development Group, Inc, as its new Director of Program of Policy.** Prior to beginning his position with ADG, he was transportation/legislative analyst for the Associated General Contractors, New York State Chapter, Inc. Suriani also worked for the New York State Legislature as a Legislative budget analyst for the Assembly Ways and Committee, and as a program auditor for the Legislative Commission on Expenditure Review.

*The North Hornell, New York native graduated from Mansfield University in Pennsylvania with a Bachelor of Arts degree in Political Science, and from Eastern Kentucky University with a Master of Public Administration degree.*

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# FAA Issues Photo ID Rule For General Aviation Pilots

**WASHINGTON – In a move to further balance security and the needs of the aviation community, the U.S. Department of Transportation's Federal Aviation Administration (FAA) is issuing revised rules that provide a readily available, low-cost way for pilots to carry acceptable photo identification when flying. FAA Administrator Marion C. Blakey announced the new rules on October 24, 2002, at a conference sponsored by the Aircraft Owners and Pilots Association (AOPA) in Palm Springs, California.**

The new regulations also require pilots to present that ID when requested by the FAA, Transportation Security Administration (TSA), National Transportation Safety Board or any law enforcement officer. Both rules are effective immediately.

The FAA expects the most commonly used photo ID will be a valid driver's license issued by a U.S. state, the District of Columbia, or a U.S. territory or possession. The agency based its rule changes on a petition submitted by AOPA last February. AOPA suggested that a valid driver's license would be an immediate, cost-effective solution to address security concerns about pilot identity in the general aviation community. The organization also proposed that pilots be required to present photo identification on demand.

Other suitable forms of identification under the new rules are a valid federal or state ID card, a U.S. armed forces' ID, credentials that authorize access to airport secure areas, or other identification that the FAA accepts. The rules published today were developed in response to provisions contained in the Aviation and Transportation Security Act (ATSA), enacted in November 2001.

The TSA requested immediate adoption of these rules to help prevent hazards to aircraft, persons and property within the United States, and the FAA agreed. The TSA has issued other regulatory documents that became effective immediately to minimize security threats and potential security vulnerabilities. The FAA has issued the new rule changes without prior notice and public comment for the same reason.

The new regulations can be viewed by clicking on the "Recently Published Documents" link at <http://www.faa.gov/avt/arm>.