

AirCurrents

NEW YORK AVIATION MANAGEMENT ASSOCIATION • VOL. 4 NO. 2 • SEPTEMBER 2002

Fly New York!

NYAMA Fall Conference Draws Aviation Community to the Big Apple

The New York Aviation Management Association's (NYAMA) Fall Conference is scheduled for October 6-9, 2002 at the Crowne Plaza – LaGuardia Airport in East Elmhurst, NY.

"Our conference theme — 'Fly New York' — says it all," said Terry Slaybaugh, Association President (Greater Rochester International Airport). "The theme was developed to promote air travel from all New York State airports, large and small; to celebrate the Association's 25 year history; and to continue to honor our conference hosts," said Slaybaugh.

"It's an honor to host this year's conference," said Richard Halik, Supervisor, Airport Landside Operations & Customer Services, LaGuardia Airport. "The state's airports gather twice a year for training and industry updates. Post 9/11, our meetings have taken on even more significance."

Schumer as Luncheon Keynote

The State's senior Senator, Charles Schumer is keynote speaker during Tuesday's luncheon.

"We are honored Senator Schumer will be at our conference," said Halik. "Aviation has been in the spotlight in Congress over the past year, and Senator Schumer has been out front on many aviation issues," Halik said.

Conference Sessions Address Timely Concerns

Conference sessions address a wide range of issues, including security, air space redesign, economic benefits of aviation, the environment and new aviation technologies.

The opening session of the conference will include a color guard from the New York Army National Guard, and presentations from U.S. Representative Joseph Crowley; William DeCota, Director, Aviation Department, The Port Authority of NY & NJ; and Warren Kroepfel, General Manager of LaGuardia Airport.

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Airlines Speed Pace of Overhauls

Economy, travel slump have carriers cutting costs; consumers may see fewer conveniences

The nation's airlines are overhauling their businesses with a new sense of urgency after three airlines filed for bankruptcy protection and at least one other appears headed in that direction.

But what's good for the industry is not necessarily good for consumers. Airlines appear focused on cutting costs rather than boosting revenue, which would require more consumer-friendly actions.

The recent wave of restructuring by American Airlines and US Airways, which recently filed for bankruptcy protection, comes as the economy sputters on and the industry's biggest players continue to rack up millions of dollars in losses every day.

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Terrence Slaybaugh
President

Word on the Wing

*From the
President*

As they say, time flies!

This October, in conjunction with our annual Fall training conference, NYAMA will celebrate its 25th Anniversary. In preparation for the celebration banquet, we identified our presidents who have served over the past 25 years. What a legacy we have!

These aviation professionals and leaders of NYAMA, from mostly smaller airports in New York State, are — in many ways — our history. Each president took office with a vision for New York's aviation industry; and with a passion for NYAMA. Each, in their own way, worked to organize us, to communicate the value we bring to our communities, and to harness our collective voice on critical statewide aviation issues.

I will join my distinguished colleagues as a “past” president this October. I am honored to have had the opportunity to serve as president for the past three years. My thanks to the Board of Directors and our Committee Chairs for your work! Together, we accomplished legislative victories, continued association growth, and a post 9-11 comradery that sustained us through even the worst of times.

I am especially honored to be passing the gavel at this year's Fall conference. Rich Halik, Iola Davis and the people at The Port Authority of NY and NJ have done an exemplary job on this year's program. I love the theme “Fly New York;” and celebrate you in what you have accomplished for us in putting together this program.

It will be a great pleasure to welcome Stephen D. Williams of Republic Airport as NYAMA's new president. Stephen has been a dedicated Board member, served as committee chair on a number of committees, and is active in several national organizations. His knowledge, dedication and commitment will serve the industry well.

We have come a long way in 25 years. I look forward to the future, and hope to see you all at our Fall Conference to help us usher in the next chapter of our history!

Sincerely,

A handwritten signature in black ink, appearing to read "Terry Slaybaugh", written over a horizontal line.

Terry Slaybaugh

Albany International Airport Features Historic B-17

Two vintage World War II combat aircraft arrived at Albany International Airport in mid-July. The B-17 "Flying Fortress" and HE-111 Heinkel German Blitz Bomber are operated by the Commemorative Air Force and were open for tours and rides at the Airport daily through the end of July.

On Thursday, July 25th, the B-17 was the centerpiece of a competitive "Plane-Pull" to benefit the Law Enforcement Torch Run for Special Olympics New York. Teams of up to 20 individuals attempted to pull the B-17 Bomber during the Airport's second "Plane-Pull." The Airport invited teams sponsored by corporations, unions, public-safety departments, community organizations and the general public to enter the competition. Competing teams donated \$500 to Special Olympics New York for a chance to win a trophy and the "bragging rights" for the fastest team to pull the B-17.

The Commemorative Air Force is an all-volunteer, non-profit organization incorporated for charitable and educational purposes. Their goal is to preserve, in flying condition, a complete collection of combat aircraft that were flown by all military services of the United States during World War II. Members of the Arizona Wing travel to nearly 60 airports each summer to display their aircraft.

"The Commemorative Air Force enables people of all ages to come together to view first hand a piece of American history built and flown by the men and women of the Greatest Generation," said Rev. Michael A. Farano, Chairman of the Albany County Airport Authority.

Plane-Pull is part of the annual Law Enforcement Torch Run (LETR) — a series of year-round fund-raising efforts organized by law enforcement officers throughout the state to benefit Special Olympics New York.

American B-17's flew daylight bombing raids over Europe during World War II from air bases in England and Italy. The "Flying Fortress" lived up to its name by being able to sustain considerable damage and still bring its 10-member crew home.

The B-17 was built by Douglas in late 1944 and served in the Pacific. After the war, it was transferred to Elgin Field in Florida for service as an air-sea rescue craft. In 1959, it went into storage and was then sold to a California Company for service as a Borate Bomber, flying thousands of sorties against forest fires throughout the country. In January of 1978, the plane was donated to the Arizona Wing of the Confederate Air Force (now Commemorative Air Force). The aircraft was disassembled and then painstakingly restored to its original World War II configuration.

The HE-111 was Germany's primary bomber during World War II. The Heinkel was used extensively in the Battle of Britain. The plane suffered extensive losses by British Spitfires and Hurricanes and was withdrawn to night bombing runs.

Aviation Award Named After Shea

The University at Omaha Aviation Institute announced that the UNO Aviation Institute Distinguished Contribution to Aviation Award has been renamed the William F. Shea Award for Distinguished Contribution to Aviation Award.

Shea, founding director of the Aviation Institute and a resident of Woodland, was present for this announcement at the 2001 Durham Distinguished Guest Lecture held on Oct. 4 at the Field Club of Omaha.

A proclamation from UNOmaha's Associate Chancellor of Academic Affairs, Dr. John Farr, was read:

"This is to advise that the Office of Academic Affairs approves the establishment of the Shea Award for Distinguished Contribution to Aviation... It is appropriate that this award honors not only the speaker but also the founding director of UNOmaha's Aviation Institute, which in turn was established in considerable measure, through the support of Mr. Charles Durham, for whom the lecture series is named..."

Following the proclamation, Donald L. Smithey, executive director of the Omaha Airport Authority, was presented with the 2001 award.

Previous recipients of the newly renamed Shea Award are A. Scott Crossfield, 1990; Captain Mimi Tompkins, 1991; Captain Al Haynes, 1992; Wally Schirra, 1993; Dick Rutan, 1994; Lt. Col. Charles Lanes, 1995; Col. Francis S. "Gabby" Gabreski, 1996; Daniel S. Goldin, 1997; Col. Robert K. Morgan, 1998; Robert J. Gilliland, Col. Rich Graham, Marta Bohn Meyer, 1999; and John Goglia, 2000.

*Reprinted with permission,
The Davis Enterprise*

Fly New York!

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Single-Pilot Business Jets

"Single-pilot business jets are the future of GA," said Stephen Williams of Republic Airport and NYAMA Vice President. "The power of a jet packaged in a business-sized, single-pilot body — it is expected to revolutionize the industry!" On Tuesday afternoon, conference participants will have the option of attending a concurrent session presented by Eclipse Aviation, manufacturers of the Eclipse 500 jet — the first single-pilot business jet in production.

25th Anniversary

A conference highlight is sure to be the Association's 25th Anniversary celebration banquet.

"We've come a long way in 25 years," said Terry Slaybaugh.

The banquet will include a presentation from Bill Shea of the California Transportation Foundation Board — one of NYAMA's founding fathers.

"We've invited all our past presidents to attend the banquet," Williams said.

"As incoming president, I hope to continue the legacy of our past leaders; and set a new pace for the next 25 years!" Williams will officially assume his presidency Tuesday evening.

Conference registration information is available by contacting Association Headquarters or online at www.nyama.com.

**Contact NYAMA
Headquarters
to request a
registration packet,
or download online
at www.nyama.com**



FLY NEW YORK

**New York Aviation Management Association
2002 Fall Conference & Trade Show**

October 6-9, 2002

**Crowne Plaza – LaGuardia Airport
East Elmhurst, New York**

Hosted By: The Port Authority of New York & New Jersey
Sponsored By: New York Aviation Management Association



NEW YORK

Aviation Management Association

NYAMA

New Aircraft Hangars to be Constructed at Dutchess County Airport

County Executive William R. Steinhaus presided over a groundbreaking ceremony to celebrate the construction of fifty new T/Ranch Hangars at the Dutchess County Airport in the Town of Wappinger.

"I am excited to kick-off this \$2.5 million dollar county funded project to construct needed aircraft storage facilities at our airport." began the County Executive. The project involves the building of 40 T-Hangars for single engine aircraft and 10 Ranch Hangars that can accommodate up to medium-sized twin-engine aircraft. Steinhaus, added, "The Airport has cash deposits from pilots committed to lease all 50 of these new storage facilities." It is hopeful construction will be completed by the end of the year.

The County Executive noted, "The project also includes \$300,000 in associated taxiway work, of which the Federal Aviation Administration will fund 90%, the New York State Department of Transportation will fund an additional 5%, and the remaining 5% will be funded by Dutchess County. I would like to thank Congresswoman Sue Kelly for her assistance in obtaining this federal aviation grant and for her continued support of the county airport. Without this funding, this project would not have been as economically attractive."

County Executive Steinhaus said, "The Dutchess County Airport is an important community asset and plays a vital role in our local economy and that is why this project, which represents the first expansion of hangar space at the airport since 1982, is good news for local businesses. According to a study done by Hudson Valley Regional Council in 1998, the airport already contributes over \$50 million dollars to our economy annually, provides 134 jobs and supports more than 850 jobs in our community. Furthermore, access to local businesses is facilitated through the airport and is vital to realizing the economic development potential of the county.

The development of new aircraft storage space at the airport increases the access available to business and provides additional economic spin-offs for the community." The County Executive added, "The new hangars will provide rental income to help pay for the capital costs of their construction, and will increase the customer base at the airport for the sale of fuel and other services, improving the airport's bottom line.

"I would like to thank County Legislator Fred Pizzuto for spearheading the effort to obtain funding in the County Legislature," announced Steinhaus, "His leadership was especially important when the original bids for the project came in higher than anticipated. Legislator Pizzuto facilitated legislative approval of supplemental funding to complete the project. As a local pilot himself, he clearly understood the need to move this project forward." Legislator Fred Pizzuto responded, "This groundbreaking ceremony provides clear evidence government does work, with the legislature and the administration pulling together for a common goal. Without the cooperation of County Executive Steinhaus, his Department Heads, and the County Legislature, we would not be here today to break ground on this project, which is vital for our Airport's future."

The County Executive added, "DCDPW Commissioner Paul Cassillo and Aviation Director Ed Rose and Assistant to the County Executive Earl Bruno also deserve to be recognized along with our airport specialty consultants, C&S Companies. Using a team approach, staff from C & S's Design and Construction Management Divisions worked with Commissioner Cassillo and Mr. Rose to reduce the cost of the project in order to make it a reality." Commissioner Cassillo noted, "Cooperation was also received from the construction trades. Delaney Construction was the successful low bidder for general contractor and a local firm, Roundout Electric, which agreed to hold their bids amounts, during the time it took to rebid the project, was low bidder on the electric portion of the project."

County Executive Steinhaus concluded by saying, "This project addresses the current aircraft storage space deficit at the airport. The new Airport Master Plan we are working on now will be completed this year and will address future facility demand. The new Airport Master Plan will make projections for both the level of demand for new facilities and the appropriate mix of any additional facilities to be built. The projections will be based in part on the NYS Aviation Activity and FAA Terminal Area Forecasts for substantial growth in demand for aviation facilities and services in our region."

Airlines Speed Pace of Overhauls

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In the first half of 2002, the nine largest airlines lost a combined \$3.8 billion, and the forecast for the remainder of the year is equally grim.

"The clock is running," said Michael E. Levine, a business professor at Yale University and a former airline executive. "I think everyone in the industry was first praying for rain, that things would have gotten better by now."

The reality is that the air travel industry is in the middle of an 18-month-long funk, a downturn that was exacerbated by the events of Sept. 11.

The biggest problem has been the loss of revenue from traditionally high-paying business travelers, who are buying cheaper tickets and limiting the number of trips they take until the economy rebounds. Security-related hassles at airports since Sept. 11 have been another turnoff. Domestic passenger traffic remains 8 percent below what it was a year ago.

The biggest carriers have lured leisure passengers with cheaper fares, but that isn't a workable strategy because their costs of doing business are much higher than successful discount airlines such as Southwest and JetBlue.

With debts mounting and revenue shrinking, US Airways had little choice but to reorganize itself under the protection of bankruptcy court — a move already made by Midway Airlines and Vanguard Airlines. US Airways was essentially thrust into Chapter 11 on Sunday, August 11, after the federal government refused them an immediate bailout in the form of a \$900 million loan guarantee.

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Airlines Speed Pace of Overhauls

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US Airways hopes to emerge from bankruptcy court a healthier, if smaller, airline with fewer labor troubles and a better cash position.

At that point, the government has signaled it would support the Arlington, Va.-based carrier's loans.

American Airlines, on the other hand, has enough cash to avoid Chapter 11 and is trying to tackle the problem by trimming the size of its work force and fleet. The Fort Worth, Texas-based airline is also trying to make its hub-and-spoke network more efficient by smoothing out peaks and valleys in the flight schedule at its Dallas hub.

Spreading flights out more evenly, though, means passengers waiting for connections will have to spend more time at the airport waiting for their next plane to arrive.

The customers likely to be affected by the capacity reductions announced by American and the service cutbacks expected from US Airways will be travelers flying into hubs from smaller cities, said Randy Petersen, the editor of InsideFlyer magazine.

"It'll just be less convenient for small town America," Petersen said, as major carriers reduce the number of flights from so-called secondary markets.

The goal at major carriers is to reduce operating costs enough to justify the lower fares that are needed to attract increasingly frugal travelers.

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Airport Hit by Cuts at American

Airline to slash 7,000 jobs, including 49 at Albany International, and cut flights to become more competitive

American Airlines' attempts to stanch a year and a half of losses will hit the Capital Region, as the company recently announced plans to cut all 49 of its local employees at Albany International Airport and end jet service on its three daily flights to Chicago.

The moves are part of the airline's plan to cut 7,000 jobs and trim flights as it tries to slim down and compete better with low-cost carriers.

American, the world's largest carrier, said the restructuring, plus earlier cost-cutting steps, would save \$1.1 billion a year and help ensure its long-term survival.

The airline said the job cuts will be made by next March.

As of Oct. 31 in Albany, American's three daily flights to Chicago will be handled by American Eagle, a regional-aircraft affiliate. American Eagle will fly the route with planes half as big as the 100-seat jets in use now.

Currently, 65 employees work in American Eagle's aircraft maintenance facility at Albany International. But that airline will have to add at least some employees who work with travelers, and airport officials were hopeful that current American employees would get first crack at the jobs.

Albany International Chief Executive John Egan said the airport will fight for restoration of American's jet service.

"We don't surrender. We're just going to play harder," he said. "We think this is going to be detrimental to business in the Capital Region."

Egan said the Albany County Airport Authority, which oversees airport operations, will reach out to state and federal elected officials to help get the service back, emphasizing new efforts to develop the area as a center for high-tech research and development.

"Regional jets are fine aircraft, but it's fewer seats and that's fewer opportunities to sell the region," he said. While it's good that American Eagle service will continue, Egan said, "We would prefer to have the main-line carrier in here. American is our oldest carrier here at the airport."

Besides the flights to Chicago, American Eagle operates four flights daily to New York City. Last year at this time, airport spokesman Doug Myers said American was running four flights a day to Chicago and seven to New York on American Eagle.

Myers advised passengers with tickets on American Airlines flights after Oct. 31, especially those traveling near the holidays, to confirm their reservations with the airline immediately.

American's passenger totals have fallen sharply since last year, though. In July 2001, 17,941 passengers arrived or departed Albany International on American; this year, the number fell 16 percent, to 15,025.

American Eagle's tallies to New York City fell 35 percent, from 9,184 to 5,953, during the same period.

Egan said the impact on upstate New York will be amplified by American's decision to also end its service to Syracuse's Hancock International Airport, where American Eagle also will take over American service with smaller planes.

There, 64 workers will lose jobs as the airline cuts two daily jet flights to Chicago.

American has lost \$2.8 billion since the beginning of last year, with the heaviest losses coming after Sept. 11.

"We must get our costs down in order to compete, and must focus on the products our customers want and are willing to pay for," Chairman and Chief Executive Donald J. Carty said Tuesday.

The restructuring will cut 6 percent of American's work force and reduce its capacity by 9 percent. By mid-2005, the airline will retire its entire 74-jet fleet of 100-seat Fokker 100s, which had become expensive to maintain.

The announcement comes as the U.S. airline industry continues to be rocked by a slump in travel caused by last fall's terrorist attacks, the sluggish economy and fierce price competition. US Airways, the nation's seventh-largest carrier, filed for Chapter 11 bankruptcy protection on Sunday.

Carty had signaled that a restructuring was in the works, saying last month that the airline would need fewer employees in the future.

*By Cathy Woodruff and Kenneth Aaron
Reprinted with Permission, Times Union, 8/14/02*

Main Runway at the Niagara Falls International Airport to Receive Major Overhaul

Plans to invest \$8.5 million in runway rehabilitation and taxiway improvement projects at the Niagara Falls International Airport were announced by the Niagara Frontier Transportation Authority, Congressman John J. LaFalce and the United States Air Force.

Congressman John J. LaFalce stated, "The success of the Niagara Falls International Airport depends upon the cooperative efforts of federal, state, and local authorities. The combined work of all brought about these needed rehabilitations and improvements, and the combined work of all can bring about full utilization of the NFIA as an economic catalyst for all of Western New York. I look forward to working with the NFTA, the local, state, and federal governments, and private sector, to do exactly that."

Luiz F. Kahl, chairman, stated, "By working concurrently with the military to improve the infrastructure capabilities of the airport, we will conserve both time and financial resources."

These improvement projects are vital for the future development of the airport and will ensure the useful life of the main runway over the next 25 years."

Military operations at Niagara will continue through the construction season, although limited at times. Critical missions will still be flown along with border security operations continuing to launch from the base. We believe the improvements will be beneficial for both the military and commercial aviation for the foreseeable future," according to Col. Wade Farris, Commander at the NFARS.

The military's \$4 million project will extend the main runway to over 10,000 feet of usable surface. This additional length will bring the runway up to standard for long-term usage, allowing NFIA to accommodate the largest aircraft of any type in the world. The military has commenced construction, which will limit some military flights through the summer construction season.

Under a joint funding commitment among the USAF, Federal Aviation Administration, New York State Department of Transportation, and the NFTA will undertake the rehabilitation of the main east-west runway 10L-28R, estimated to cost \$3.4 million. The USAF has committed up to \$1.7 million, the FAA's share is \$1,602 million with the NYSDOT and the NFTA each providing \$89,000 in matching funds to the project.

This project includes rubblizing 70,000 square yards of existing concrete pavement and overlaying it with five inches of asphalt, in order to restore the structural and functional integrity of the pavement on the primary runway. The project also includes 41,000 linear feet of joint and crack sealing in the existing asphalt overlay portion of this runway, in order to maintain the integrity of this pavement. Other incidental work includes pavement grooving, drainage, pavement markings, and restoration.

Simultaneously, the NFTA will be undertaking a \$1.1 million rehabilitation project to improve the airport's Taxiway D. This project will provide for the rehabilitation of Taxiway D, which will include a four-inch asphalt overlay, drainage, and lighting, from Taxiway C to Runway 28R. This section of the taxiway was not included in the original 1999 Taxiway D extension project. This project will complete the work of Taxiway D in its entirety.

The NFTA was scheduled to issue a Notice to Proceed for construction Monday, June 3, 2002, and the main runway was scheduled to be closed from June 17 through September 17. The airport's two other runways will be open during this period. Runway 6-24 will have a displaced threshold for a continuous 10-day period to enable work to be performed on Taxiway D that is within the safety area of the runway. However, the impact of this temporary displaced threshold will be minimal.

General aviation activity at the airport will not be affected by the improvement projects.

Airlines Speed Pace of Overhauls

Continued from page 6

Delta Air Lines chief executive Leo Mullin told employees Aug. 2 the Atlanta-based carrier competes with low-cost carriers, especially AirTran, for roughly 65 percent of its revenue. Mullin said Delta "soon would launch a series of initiatives that will increase our cost competitiveness in crucial markets."

A Continental Airlines spokesman recently said that "some tweaking" of its own operations could be announced within a few weeks. "We're looking at what do customers want and what are they willing to pay for," the spokesman said.

Pierre Lumsden, a transportation consultant at Accenture, said "this is a wave that is going to gather pace."

Airlines were too quick in adding capacity that had been reduced after Sept. 11 and they're going to have to get smaller again before they find the proper long-term balance between supply and demand, Lumsden said.

The most likely candidate to follow in US Airways' footsteps is Chicago-based United Airlines, whose future is similarly dependent on a lifeline from the federal government. United has asked for — and is unlikely to get — a \$1.8 billion loan guarantee from the Air Transportation Stabilization Board, the agency established by Congress to help the industry after Sept. 11.

*By Brad Foss, Associated Press
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ALBANY, NY

Southeast Airlines Lands at Stewart

**Southeast Airlines and National
Express Corp. announced new low
fare air service to Newark, Fort
Lauderdale and Raleigh-Durham.**

SC. The airline will launch one
daily non-stop flight between
Newark and Newburgh's
Stewart International Airport
and a one-stop flight between
Stewart and Fort Lauderdale as well as two daily non-stop flights
between Stewart and Raleigh-Durham. Service begins Sept. 12,
2002, and tickets are now available for purchase.



Service to Newark and Fort Lauderdale starts at just \$59 each way.
First Class only service aboard specially configured DC-9 aircraft to
Raleigh-Durham starts at \$125 each way. Tickets may be pur-
chased by calling 1-800-FLY-SEAL (1-800-359-7325).

“With this exciting announcement today, Southeast Airlines has
created America’s first low-fare., first-class shuttle,” said Tom
Kolfenbach, president and chief executive officer of Southeast
Airlines. “We are connecting New York’s high tech corridor to
Raleigh-Durham’s Research Triangle with the perfect air service for
business travelers. Every passenger will enjoy oversized reclining
leather seats, seat back televisions and telephones,” he added.

“We are very excited about the restoration of service to Raleigh
Durham especially for the high tech community in the Hudson
Valley. The Fort Lauderdale connection is only the beginning of
filling the low fare service gap to Florida. The support that the
community leaders and residents of the region have shown has been
outstanding,” said Kiran Jain, general manager of Marketing at
Stewart International Airport. “We look forward to a strong and
successful partnership with Southeast Airlines.”