

# DVRPC

## *RAC Meeting*

SEPTEMBER 29, 2011

- **AGENDA**
- **MINUTES** *from June 16, 2011*
- **NEWS ARTICLES**

DELAWARE VALLEY  
 **dvrpc**  
REGIONAL  
PLANNING COMMISSION





**DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

**REGIONAL AVIATION COMMITTEE MEETING**

**Thursday September 29, 2011  
10:00 AM**

**Please note:**

*Coffee will be available in the morning;  
**Lunch** will be served after the meeting!*

American College of Physician's Building  
190 N. Independence Mall West, 8<sup>th</sup> Floor  
(6<sup>th</sup> & Race Streets)  
(Philadelphia, PA 19106)  
(215) 592-1800

**AGENDA**

- 1. Introductions and Comments from the Chair**
- 2. Minutes of the of June 16, 2011 Regional Aviation Committee (RAC) Meeting**
- 3. Status of Regional Airport Systems Implementation**
  - a. Chester County, Philadelphia International, Northeast Philadelphia, Doylestown, Camden County, Quakertown, Trenton-Mercer, New Castle County, Pottstown Municipal, South Jersey Regional, Heritage Field, Cross Keys, Summit, Flying W, Pennridge, Wings Field, New Garden, Brandywine, Trenton-Robbinsville, Perkiomen Valley, Cecil County, Red Lion, Spitfire, Vansant, Penn's Landing Heliport, Total RF Heliport, Valley Forge Bicentennial Heliport, Horsham Airways Heliport, Philadelphia Seaplane Base.

**4. Special Presentation**

**High-Speed Rail Proposal for the Northeast Corridor**

- With Special emphasis on Aviation Demand and Airspace Congestion in the Northeast Corridor and the DVRPC Region

## **5. Continuing Planning Activities**

- a. DVRPC /PA Aircraft Operations Counting Program
- b. DVRPC/NJDOT AWOS Project Status, Issues.
- c. Willow Grove NAS Reuse Status Update.
- d. DVRPC CASP 29 grant application to FAA; status.

## **6. Capital Programming Status**

- a. FAA funding program; Harrisburg ADO, Reauthorization status in U.S. House, Senate, and Obama Administration.
- b. PA funding program; status.
- c. New Jersey funding program; status.
- d. Delaware funding program: status

## **7. Old Business**

- a. Legislation Update, elected officials initiatives impacting aviation.
- b. 31<sup>st</sup> Pennsylvania Aviation and Aerospace Conference September 14-16, 2011
- b. PA Sales Tax Exemption for Fixed Wing aircraft; status of PA House Bill 1100.

## **8. New Business**

- a. Next RAC meeting date. Thursday, December 15, 2011, DVRPC offices.
- b. PA Aviation Advisory meeting recap
- c. Mercer County Airport Strategic Land Use Study
- d. Public Comment Period

## **Attachments**

Minutes of June 16, 2011 Regional Aviation Committee Meeting and Sign in Sheet.

### Assorted Articles

Federal Register Notices relevant to Aviation since June 16, 2011

BOA News Letter July 2011

Willow Grove NAS 8-19-11 Inquirer Article; Willow Grove NAS June 29-11 Inquirer Article; Funding fight derails runway project in CO; Vulnerabilities at General Aviation Airports; NY-airport-gees; London's main airports to reach bursting point in 2030; midair collision over Hammonton Municipal; Model-will-help-monitor GA security;

Obama urges congress to end FAA shutdown; Pennridge Airport; Pilot shortage; Pitt reliever for PHL and NY airports; ROD for TF Green RWY expansion; security\_shortcomings\_10years\_later; SFO amenities above competition; Southwest to drop four cities from PHL schedule; southwest turn 40; Herb Keleher Story of his success; Spending debate over FAA reauthorization; Congress is at impasse over FAA reauthorization; Streamline to expand at TTN; us-spirit-airlines; TTN receives \$4.8 million; Fuel hedging for the birds; FAA re-authorization stalls; DFW increased budget proposed; Democrats pressure airlines to give back windfall; DELTA branding; Boeing bigger Dreamliner; Aviation biofuel a breakthrough; Airtravel changed forever by 9-11; AirTran to end service at ACI; airlines risk deeper seat cuts; Airline prepare for biofuels; Aiplane fuel efficiency improvements; AINonline the dark side of Next Gen; AINonline NextGen is coming; \$2Mio\_from\_FAA\_to\_NJ\_airports.



## DELAWARE VALLEY REGIONAL PLANNING COMMISSION

### BY AUTOMOBILE

DVRPC is located  
in the American  
College of Physicians  
(ACP) Building.

#### From Western PA:

Take I-76 East (PA Turnpike) to Exit 326 Valley Forge Interchange. Continue East on I-76 (Schuylkill Expressway) to Exit 344, which is I-676 (Vine Street Expressway). Get off I-676 at Ben Franklin Br. (4th Exit). Stay right, following signs to 6th Street/Independence Mall. Make a right at the end of the exit (at the traffic light) onto 6th Street. The Building is located on the right side, at 6th and Race Streets.

#### From Northeastern PA:

Take I-476 south (PA Turnpike - NE Extension, formerly Rt. 9) to Exit 16, I-76 (Schuylkill Expressway), and take I-76 East to Exit 344 (I-676 (Vine Street Expressway). Get off I-676 at Ben Franklin Br. (4th Exit). Stay right, following signs to 6th Street/Independence Mall. Make a right at the end of the exit (at the traffic light) onto 6th Street. The Building is located on the right side, at 6th and Race Streets.

#### From Central New Jersey (Trenton area):

Take I-95 South to I-676 West/Callowhill Street Exit. Stay to the far right and get off immediately at the Callowhill Street Exit (local traffic). At the light, make a right and get into the far left lane. Make a left on 6th Street. The Building is located on the right side, at 6th and Race Streets.

#### From Northern and Southern New Jersey:

Take the New Jersey Turnpike to Exit 4 (Rt. 73). Take Rt. 73 North to Rt. 38 West. Take Rt. 38 West to the Benjamin Franklin Bridge. Cross the bridge staying in the far right lane. Exit at 5th Street. Take 5th Street to Callowhill Street and make left. From Callowhill Street make left on to 6th Street. The Building is located on the right side, at 6th and Race Streets.

#### From Delaware:

Take I-95 North to I-676 West (left lane of I-95). On exit ramp, stay to the right and get off immediately at the Callowhill Street Exit (local traffic). Merge onto Callowhill Street and stay in the left lane. Make a left onto 6th Street. The Building is located on the right side, at 6th and Race Streets.

### BY PUBLIC TRANSIT

#### Amtrak:

Take Amtrak to 30th Street Station. Exit the station at 30th Street. The subway entrance is located at the NW corner of 30th and Market Streets. Take the Market-Frankford Line (blue) Eastbound towards Frankford. Get off at 5th Street. Walk north on 5th Street to Race Street and walk west to 6th Street.

#### SEPTA Regional Rail:

Regional Rail lines stop at Market East Station (11th and Market Streets). Walk East on Market to 6th Street then north on 6th to Race Street or take the Market-Frankford Line (blue) Eastbound towards Frankford. Get off at 5th Street. Walk north on 5th Street to Race Street and walk west to 6th Street.

#### SEPTA Blue Line:

When riding the Market-Frankford Elevated-Subway, get off at 5th Street. Walk north on 5th Street to Race Street and walk west to 6th Street.

#### PATCO:

Take PATCO to the 8th & Market Street stop. Walk East to 6th Street then north to Race Street.



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

190 N. INDEPENDENCE MALL WEST  
PHILADELPHIA, PA 19106 - 1520  
215.592.1800 WWW.DVRPC.ORG

**Delaware Valley Regional Planning Commission**  
**190 N. Independence Mall West**  
**Philadelphia, PA 19106**  
**(215) 592-1800**



**P** - Parking (Daily and Monthly)  
**P** - Parking (Daily Only)





# DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Minutes of the June 16, 2011

## Regional Aviation Committee Meeting

<b>Attendee</b>	<b>Affiliation</b>
Walker Allen	DVRPC
Richard Bickel	DVRPC
Robert Checchio	Mid-Atlantic Aviation Coalition
Ted Dahlburg	DVRPC
Brian D'Amico	Commonwealth of PA
Justin Edwards	Trenton-Mercer Airport
Chris Fales	McFarland Johnson
Elaine Farashian	Aero Club of PA
Jim Fels	FAA HARADO
Jeff Giley	NBAA
Ed Gabsewicz	FAA HARADO
John Haak	Philadelphia City Planning Commission
Charnelle Hicks	CHPlanning
Jan Kopple	Tran Systems/DPK&A
Frank Kulka	CHA
Bill Leavens	New Jersey Aviation Association
Edie Letherby	PennDOT Bureau of Aviation
Shirley Loveless	Coleshill Associates, LLC, Center for Sustainable Communities, Temple University
Michael McCartney	Philadelphia International Airport
John Mininger	Bucks County Airport Authority
Roger Moog	"Gardener"/retired DVRPC
Bryant Oscarson	AECOM
Reiner Pelzer	DVRPC
Robert Powell	Cecil County Airport
Wesley Ratko	Montgomery County Planning Commission
Robert Rockmaker	Aviation Council of PA
Barry Seymour	DVRPC
Fran Strouse	L.R. Kimball
Pat Sullivan	retired FAA
Tom Thatcher	L.R. Kimball
Mark Tiger	Michael Baker Jr.
Anne Tyska	CHPlanning
Stephen Williams	New Castle Airport - DRBA
Selina Zapata	AECOM

DVRPC REGIONAL AVIATION COMMITTEE  
 JUNE 16, 2011

	NAME	ORGANIZATION	EMAIL
1. ✓	Elaine Farashian	Aero Club of PA	Farashian@Verizon.net
2. ✓	Bamy Seymour	DVRPC	
3. ✓	Bill Leavers	NSA Aviation Assn.	Bill.Leavers@gmail.com
4. ✓	Chris Foles	McFarlane Johnson	cfoles@mjin.com
5. ✓	Roger Moore	Aviation Advocacy	Rogermoo@gmail.com
6. ✓	Tom Thatcher	L. T. Kimball	thomas Thatcher@yahoo.com
7. ✓	Robert Checchio	Mid-Atlantic Aviation Coalition	robert.checchio@gmail.com
8. ✓	JEFF Gilley	NBAA Coleshill Assocs. LLC	JGilley@NBAA.ORG
9. ✓	Shirley Loveless	ctr. for Sustainable Communities Temple Univ.	SMC 23@cornell.edu
7. ✓	Brian D'Amico	Commonwealth of PA	bdamico@design.upenn.edu
8. ✓	Jim Fels	FAA-ADO-HAR	Jim.Fels@faa.gov

DVRPC REGIONAL AVIATION COMMITTEE  
JUNE 16, 2011

	NAME	ORGANIZATION	EMAIL
1.	✓ ED GABSEWICS	FAA HARADO	edward.gabsewics@faa.gov
2.	✓ EDIE LETHERBY	PENNDOT-BoA	ELEATHERBY@STATE.PA.US.
3.	✓ Fran Strouse	L.R. Kimball	fran.strouse@lrkimball.com
4.	✓ Robert Powell	Cecil County Airport	rpowell@cecilcountairport.com
5.	✓ Charnelle Hicks	CHPlanning	Charnelle.hicks@chplanning.com
6.	✓ Anne tyska	ch Planning	anne.tyska@chplanning.com
7.	✓ Wesley Ratko	MEPC	<del>wesley.ratko</del> wratko@montcopa.org
8.	✓ John Mininger	BCAA	
9.	✓ Jan Kopple	Tran Systems	jm.kopple@transystems.com
7.	✓ Richard Bickel	DVRPC	rbicke@dvrpc.org
8.	✓ JOHN HAAK	PHILADELPHIA CITY PLANNING COMM.	john.haak@phila.gov



DVRPC REGIONAL AVIATION COMMITTEE  
JUNE 16, 2011

	NAME	ORGANIZATION	EMAIL
1.	✓ Walker Allen	DVRPC	wallen@dvrpc.org
2.	✓ Ted Dahlburg	DVRPC	tdahlburg@dvrpc.org
3.	✓ Selina Zapata	AECOM	selina.zapata@aecom.com
4.	✓ BRYAN OSCARSON	AECOM	bryan.oscarson@aecom.com
5.	✓ JUSTIN EDWARDS	TTN	JPEDWARDS@MERCERCOUNTY.ORG.
6.	✓ PRANE KULKA	CITA	pkulka@che.companies.com.
7.	✓ Mark Tiger	Michael Baker Jr.	mtiger@mbakercorp.com
8.	✓ Pat Sullivan	Retired FAA	
9.	✓ Renner Pelzw	DVRPC	
7.	✓ Mike McCarthy	PHL	
8.	✓ Steve Williams	DRBA.	

DVRPC REGIONAL AVIATION COMMITTEE  
JUNE 16, 2011

	NAME	ORGANIZATION	EMAIL
1.	<i>Robert Rockmaker</i>	<i>Aviation Council of PA</i>	<i>rockmaker@acfly.com</i>
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
7.			
8.			

I) Introductions

Chair, Mike McCartney of Philadelphia International Airport introduced Barry Seymour, Executive Director of DVRPC who took the opportunity to address the RAC members and thanked Roger Moog, the former Manager of the Aviation program at DVRPC for his dedicated service and his tireless support of Regional Aviation System Planning in the Delaware Valley Region over the past three decades. He introduced Reiner Pelzer as the new Manager of Aviation Planning and expressed his support for a seamless transition and continued success of the aviation program. Mr. McCartney then asked attendees to introduce themselves and identify their affiliation. DVRPC's new Manager of Aviation Planning, Reiner Pelzer, welcomed everyone and thanked Roger for being the outstanding manager and boss he was to him over the past 19 years they worked together.

II) Minutes of the March 17, 2010 Regional Aviation Committee meeting were

approved without correction.

III) Status of Regional Airport Systems Implementation – Airport Status update:

Chester County Airport - Not represented, no report.

PHL

Mike McCartney reported for Philadelphia International that the runway 9 right, 27 left rehabilitation work is 70% complete. Rehab work includes milling, overlay and electrical work. Runway 9L/27R rehab design is 90% complete. Project will include Taxiway improvements and overlay. PHL broke ground and construction is on its way to build a new WAWA in the old employees parking lot.

PNE

Mr. McCartney also reported that the taxiways F, G and A rehab at Philadelphia Northeast Airport is 10% complete.

### Doylestown

John Mininger, Chairman of the Bucks County Airport Authority reported on Doylestown airport. The pavement rejuvenator will be applied on June 17<sup>th</sup>, 2011. The entire runway rehab project will be completed in a couple weeks. In addition, the airport will pave an unspecified number of the existing grass tie-downs.

### Camden County

The airport received a grant for a runway widening and lighting project, but grant issues with NJDOT remain. The project is currently on hold. A hangar development proposal is currently being explored.

### Quakertown

Mr. Mininger reported that a new fuel dispenser project has begun and will be completed this year. The old underground fuel tanks will be removed and replaced with above ground tanks of roughly the same capacity.

### Vansant

Mr. Mininger had nothing new to report.

### Trenton Mercer

ATC tower drainage project 10% complete, but then hit solid rock during construction. Will most likely delay progress. Bids for EMASS design project for all four runway ends opens July 1, 2011. Taxiways A, J, L are up for rehab. Merck continues new hangar development. Streamline introduced new service to Boston for \$99 each way (2flights/day). Mr. Edwards mentioned a slight uptick in corporate service since the past winter and Ronson Aviation was sold to Ross Aviation retaining the original name for now and investing in facilities.

### Pottstown Municipal

Not represented, no report.

### South Jersey Regional

Not represented, no report.

### Heritage Field

Chris Fales of McFarland and Johnson, the current consultants to the airport, reported that no construction projects have been programmed or applied for this year due to the owners reluctance to further obligate any other part of the airport as a result of the FAA grant assurance program.

### Cross Keys

A threshold relocation and lighting project is underway and a new hangar development project is currently pursued.

### Summit

Not represented, no report.

### Flying W

Not represented, no report.

### Pennridge

A runway relighting project including the installation of two new PAPIs on both runway ends was completed. A new AWOS IIIP system was installed and certified earlier this year. The airport is currently very busy with sky diver activity and helicopter operations.

### Wings Field

Bids for a new itinerant apron were received, in conjunction with this project an agreement to construct a trail on airport property was executed and bids for construction were received. The township has approved the hangar replacement plans.



### New Garden

The airport's annual air show last weekend was very successful. The airport initiated the final phase of the partial taxiway extension and is working on finalizing a proposal for hangar development.

### Brandywine

The eastern end taxiway project was bid and is currently underway. The bidding for separate drainage improvement projects is now underway.

### Trenton – Robbinsville

Not represented, no report.

### Perkiomen Valley

Fran Strouse from LR Kimball Assoc. reported that the airport hazard zoning was reinstated by the township under the premise that changes will be introduced based on comments received by Kimball and DVRPC. These iterations are necessary to be able to move on with a phase II obstruction mitigation project pertinent to bring the airport approach close to standard conditions.

### Cecil County

Robert Powel reports his hangars are fully occupied and his maintenance shop is busy, however the flight school is slow and fuel sales declined. Mr. Powel elaborated further on the demise of 100LL fuel in the near future. In light of this situation he introduced a 102 octane fuel type, SWIFT Fuel 100, to his pilots. To his account this fuel shows a lot of promise and it is approved. For future application he reports that this type of fuel can be refined as jet fuel. The airport sells 200-300 gallons a month on average so far and the price is below the current market of regular aviation fuels.

### Spitfire Aerodrome

Mr. Pelzer reported the airport filed chapter 13 to reorganize financially. The AWOS installation was put on hold, but it is expected that the airport ownership will remain and continue to operate the airport in the future. The AWOS project is expected to resume as soon as the financial liabilities are resolved.

### Penn's Landing Heliport

Not represented, no report.

## IV. Continuing Planning Activities

### A. Willow Grove NAS Re-use Status

Mr. Pelzer reported about a charrette session he attended on June 10 and 11 resulting in five re-use scenarios for the surplus land associated with the BRAC action at the Willow Grove NAS. Area residents were given the chance to developed five re-use scenarios of their own, two of which included an airport component with a 7000 feet long runway, including corporate business development and a "town-center" option or open space. All five scenarios that were developed during these two days will be evaluated by RKG, the consulting firm hired by the Horsham Land Reuse Authority, and eventually influence their final three re-use design options which will be presented to the HLRA for review in September. On June 15, the Montgomery County Commissioners, Mathews, Hoeffel and Caster hosted a public information and discussion session in Norristown. The meeting was intended to inform the Commissioners and interested public on the benefit and potential impact of a Base re-use scenario that would include an airport. Two main presentations on the history/current status and potential economic benefit of the airport by a representative of Montgomery County and the regional impact of such a development by a representative of the Delaware Valley Regional Planning Commission preceded a public comment and question session which brought forth support and disapproval for a re-use scenario including an airport centric development. TV coverage and local press was present. The public opposition focused on the public safety issues an airport may present to

Horsham and their residents as well as environmental concerns from aircraft noise and exhaust. The proponents focused on defusing such concerns based on long term aviation safety records and presented the major economic benefits they feel the airport will provide to the local and area economy.

B. Shale Mining: FAA Presentation on implications to PA Airports

Ed Gabsewicz presented the current requirements airports have to fulfill including other processes that need to take place at the airports in order to receive permission from the FAA to extract minerals from the airport property. The main slides included recommendations on how to best comply. Recently published guidance is outlined in the FAA Eastern Region Airports Division Sponsor Guide. In this guidance the airport sponsors are advised to remain in compliance with federal obligations and requirements. Revenues generated by mineral extractions ought to be used for airport purposes only. Mr. Gabsewicz eluded further that the airport sponsors are required to receive an FAA environmental determination, have to file a construction safety plan and revise their ALPs to reflect the location of the extraction sites and describe their impacts. The sponsor also has to submit a copy of the drilling permits to the FAA plus any additional information as it is described in the FAA guidance. More detailed information on the above requirements is included in the slide presentation available via the link provided to you in the email announcement of the September 29, 2011 RAC meeting. Should you have trouble accessing the electronic link to this presentation please contact Reiner Pelzer at [rpelzer@dvrpc.org](mailto:rpelzer@dvrpc.org) to request a hard copy.

C. DVRPC/NJDOT AWOS Installation Update

13 of 15 AWOS units are completely installed. Two units encountered installation delay due to issues at the airport in the case of Spitfire Aerodrome and due to a site relocation request from its original location to a new site on the airport at Solberg. All installed units are fully functioning and being maintained quarterly. FAA commissioning of the altimeter and visibility is still outstanding, but is only a matter of

scheduling. So far we received positive responses from all airports with regard to the improvements the AWOS has presented them.

D. The DVRPC Continuing Airport System Plan (CASP) 29 grant application status

DVRPC proposed to FAA a grant application update in May to continue its regional aviation systems planning work through a CASP 29 grant which would be initiated in October of 2011. Specific proposed projects include the continuation of the Operations Counting Program at general aviation airports, a Pavement Management Study for 8 NJ airports and a regional Based Aircraft Storage Capacity and Infrastructure Needs Study. These are the up to date proposed suggestions for activities in the DVRPC CASP 29 grant and work program which will be negotiated with FAA, and are subject to change.

E. Status of NY/NJ Port Authority acquisition of Atlantic City Airport

The NY/NJ Port Authority has expressed interest in the acquisition or lease of Atlantic City airport. No decision has been made to this point. The FAA owns most of the airport property. A lease is most likely the deal that would be realized since the Port Authority does not own but leases its airports and associated land with the exception of Teterboro Airport.

V. Capital Programming Status

A. FAA Funding Program and the FAA AIP Reauthorization Status in Congress

No FAA representatives were able to attend today's meeting. Mr. Pelzer gave a brief update on the reauthorization status. Both the House and Senate have passed reauthorization bills for two year periods. The bills now need to come to a conference committee for negotiation over their differences. The House bill calls for a lower funding level for AIP, no essential air service program, and no PFC increase to commercial airports. The Senate proposed reauthorization bill calls for a two year

reauthorization allocating \$4.0 billion the first year and \$4.2 billion for the second year. It makes no mention of the essential air service program and also calls for no PFC increase. The Administration proposal calls for a phase out of the FAA AIP program altogether. However, it requests an increase of PFC charges at commercial airports to \$7.50 per flight and separate Next Gen funding for redevelopment of the new next generation air traffic control at commercial airports. There is no mention in the administration proposal of funding for general aviation airports which have been funded for many years.

B. Pennsylvania Funding Program

Edie Letherby reported for Tom Tomczyk who is recovering from hip surgery. Jim Ritzman the current deputy secretary for Planning was named acting deputy secretary for aviation for the departing Eric Madden. It is anticipated that the Bureau of Aviation and the deputy secretary function will fall under the umbrella of Planning in the near future. Jim Ritzman as the current deputy secretary of Planning will then oversee the functions of the Aviation, Rail and Freight Bureaus as well. The State funding share has increased from a 75/25 to a 90/10 share. The Hazard Zoning Project is in its final stages. Since its beginning, airport zoning ordinance compliance has increased from 25% to 37%. It is the goal of the program to increase the compliance rate to 50% by the end of the calendar year.

Aviation was just added to the State Transportation Improvement Program website. The GIS staff added the Part 77 overlay zones. The information will be linked to the TIP visualization program. The Bureau is hoping the 2011 federal program will allow the continuation of the big projects.

C. New Jersey Funding Program

Mr. Pelzer reported Max Patel has been reappointed to the position of Director of Aeronautics. In further news the State has made changes in the way they will fund airports. State funding is now going through the Transportation Trust Fund (TTF) and will follow its rules and regulations.

A \$5 million funding pot is secured. The TTF requires projects to have a certain lifetime, this raised concern among the RAC group noting that certain projects may be at stake especially weather related (such as pavement projects) that may have to be postponed for a longer period of time. Design costs of a project are no longer covered, nor are miscellaneous expenses such as lunches or other travel cost. No NJDOT representative was in attendance at this meeting to answer any questions. However, Mr. Patel ensured Mr. Pelzer in an earlier phone conversation that a State Aeronautics representative will attend the RAC meeting on a more regular basis in the future.

D. Delaware Funding Program and Planning Activities

Mr. Williams with the Delaware River and Bridge Authority (DRBA) presented an initiative from the Delaware Aviation Advisory Council (DAAC) which he is a member of to introduce two new bills to the Delaware legislature generating new aviation funding sources for the State. One bill intends to raise a five cent tax on jet fuel and the other includes an aircraft registration fee. According to Mr. Williams, the industry leaders in the state support the jet fuel tax and the registration fee to generate a funding source for much needed projects in Delaware. In addition he is seeking support through the RAC to get the bills to the house floor. Mr. Williams also encouraged individual members of the committee, living in Delaware, to contact their state representative and support both bills. For more information on this subject please see Mr. Williams' power point presentation through the link provided in the cover letter included in the hard copy mailing for this meeting or the email announcement of the meeting including an electronic link to the mailing material for the September 29, 2011 RAC meeting.

6. Old Business

B. Legislative Update

Pennsylvania House bill 1100 has been introduced to eliminate the sales tax for general aviation aircraft sales, service and parts. This legislation is necessary because surrounding states all have exempted general

aviation activities from sales tax and therefore aircraft manufacturers and services are not locating in Pennsylvania and Pennsylvania based aircraft are going out of state for service and repair work. Pennsylvania is losing jobs and tax revenue from those jobs. House Bill 1100 is sponsored by Peter Daley and Richard Geist. Participants in the DVRPC Regional Aviation Committee are recommended to contact their local representatives to the state legislature and suggest that they research this proposed legislation and sign on as co-sponsors to give the bill more of a chance of being acted on positively in the House and then the Senate. If enacted, such legislation will help strengthen GA business in Pennsylvania.

C. Cross Keys Airport Layout Plan

No comments were made due to time limitations

D. Counting Activities Update

No comments were made due to time limitations

7. New Business

The next meeting of the DVRPC Regional Aviation Committee will be **Thursday September 29, 2011 at DVRPC offices at 10:00 a.m.**

Committee Chair McCartney asked for any other additional public comments and since there was none, the meeting was adjourned at 12:10 p.m. followed by Mr. Moog's retirement luncheon to which all participant were invited.





and agenda for the next meeting of the National Women's Business Council (NWBC). The meeting will be open to the public.

**DATE:** The meeting will be held on Tuesday, July 12, 2011 from approximately 10:30 a.m. to 12:30 p.m., and from 1:10 p.m. to 2:30 p.m. EST.

**ADDRESSES:** The meeting will be held at the U. S. Small Business Administration Building 409 third Street, NW. in Eisenhower Room A, Washington, DC 20416.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (5 U.S.C., Appendix 2), SBA announces the meeting of the National Women's Business Council. The National Women's Business Council is tasked with providing policy recommendations on issues of importance to women business owners to the President, Congress, and the SBA Administrator.

The purpose of the meeting is to receive and discuss: legislative updates on policies affecting women entrepreneurs and business owners; updates on NWBC's research agenda; and remaining outreach efforts for fiscal year 2011. Additionally, newly appointed members to the NWBC will be introduced.

**FOR FURTHER INFORMATION CONTACT:** The meeting is open to the public however advance notice of attendance is requested. Anyone wishing to attend or make a presentation to the NWBC must either e-mail their interest to [info@nwbc.gov](mailto:info@nwbc.gov) or call the main office number at 202-205-3850.

For more information, please visit our Web site at <http://www.nwbc.gov>.

**Dan S. Jones,**

*SBA Committee Management Officer.*

[FR Doc. 2011-16207 Filed 6-27-11; 8:45 am]

**BILLING CODE P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Notice of Intent To Rule on Request To Release Airport Property at Lehigh Valley International Airport, Allentown, PA

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of request to release airport property.

**SUMMARY:** The Federal Aviation Administration proposes to rule and invite public comment on the release of land at the Lehigh Valley International Airport, Allentown, Pennsylvania under

the provisions of Section 47125(a) of Title 49 United States Code (U.S.C.).

The parcel is a generally north/south rectangular property whose south end of the parcel is located at the north end of Lynnwood Dr. The property is currently vacant land, under agricultural production, and is maintained to protect airspace surfaces of 14 CFR 77.19. The requested release is for the purpose of permitting the Airport Owner to convey title of 14.496 Acres as open space dedication to meet the conditions of an existing zone change (Resolution 07-08), and the Subdivision and Land Development Ordinance of Hanover Township in Northampton County, Pennsylvania. This release will enable the airport to implement the Noise Land Reuse Plan approved by the FAA on May 10, 2010.

Documents reflecting the Sponsor's request are available, by appointment only, for inspection at the Airport Manager's office and the FAA Harrisburg Airport District Office.

**DATES:** Comments must be received on or before July 28, 2011.

**ADDRESSES:** Documents are available for review at the Airport Director's office: Lehigh Northampton Airport Auth., 5311 Airport Road, Allentown, PA 18109-3040, 610-266-6001 voice, 610-264-0115 fax; and at the FAA Harrisburg Airports District Office: James M. Fels, Program Manager, Harrisburg Airports District Office, 3905 Hartzdale Dr., Suite 508, Camp Hill, PA 17011, (717) 730-2830.

**FOR FURTHER INFORMATION CONTACT:** James M. Fels, Harrisburg Airports District Office location listed above.

**SUPPLEMENTARY INFORMATION:** The parcel is a generally north/south rectangular parcel approximately 1,637ft by 540ft excluding the 795ft by 327ft rectangle of the south east quadrant. The south end of the parcel is located at the north end of Lynnwood Dr.

#### Legal Description: Lot 2—to Hanover Township for Current & Advance Open Space Dedication Purposes

A certain lot, piece or parcel of land, bounded and described as follows, to wit:

Beginning at a point on the right-of-way line of Innovation Way (60 feet wide);

Thence along lands now or late of Darbin T. & Deborah S. Skeans, S 08°25'08" E, 851.93 feet to an iron pin found;

Thence along lands now or late of Hanover Township S 82°26'56" W, 326.90 feet to a point;

Thence continuing along said lands S 08°08'33" E, 795.39 feet to a point;

Thence along the Village View Gardens Subdivision S 82°12'34" W, 217.20 feet to a point;

Thence along lands now or late of the Lehigh-Northampton Airport Authority N 08°08'33" W, 1,636.50 feet to a point;

Thence continuing along said lands N 81°12'34" E, 540.00 feet to a point, the place of beginning, containing: 14.496 acres.

And a rounded area located at the NE corner of the above 14.496 acre tract:

A certain lot, piece or parcel of land, bounded and described as follows, to wit:

Beginning at a point in the corner along the lands now or late of Victor and Stephanie Warminsky and Darbin T. and Deborah S. Skeans;

Thence along the lands now or late of Darbin T. and Deborah S. Skeans S 08°25'08" E passing through an iron pin found at 51.31 feet, a total distance of 111.31 feet to an iron pin found;

Thence through the lands now or late of the Lehigh-Northampton Airport Authority the following three (3) courses and distances:

1. S 81°12'34" W, 128.79 feet to a point;

2. Along a curve to the right having a radius of 60.00 feet, a central angle of 188°03'23", an arc length of 196.93 feet and the chord being N 05°32'31" W, 119.70 feet to a point;

3. N 05°14'14" W, 1.46 feet to a point;

Thence along the lands now or late of Victor and Stephanie Warminsky N 85°42'37" E, 123.02 feet to a point, the place of beginning. Containing 0.477 acres (20,779 sq. feet).

The parcel was acquired without Federal participation. The requested release is for the purpose of permitting the Sponsor to sell and convey title of the subject 14.973 Acres to meet the conditions of an existing zone change (Resolution 07-08), and the open space dedication requirements of the Subdivision and Land Development Ordinance of Hanover Township in Northampton County Pennsylvania for future land sales or development leases of other airport owned parcels. This advance dedication of open space meets 93 percent of the total requirement for all of the developable land that may be released for sale, lease or rental in the future. Proceeds from the future sale, lease, or rental of property must be used for the capital and operating costs of the airport.

Interested persons are invited to comment on the proposed release from obligations. All comments will be considered by the FAA to the extent practicable.

Issued in Camp Hill, Pennsylvania, on June 17, 2011.

**Lori K. Pagnanelli,**

*Manager, Harrisburg Airports District Office.*

[FR Doc. 2011-16153 Filed 6-27-11; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA-2011-0050]

#### Temporary Closure of I-395 Just South of Conway Street in the City of Baltimore to Vehicular Traffic To Accommodate the Construction and Operation of the Baltimore Grand Prix

**AGENCIES:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comment.

**SUMMARY:** The Maryland Transportation Authority (MDTA) has requested FHWA approval of MDTA's proposed plan to temporarily close a portion of I-395 (just south of Conway Street in Baltimore City) from approximately 7 p.m. on Thursday, September 1, 2011, until approximately 6 a.m. on Tuesday, September 6, 2011. The closure is requested to accommodate the construction and operation of the Baltimore Grand Prix (BGP), which will use the streets of downtown Baltimore as a race course. The request is based on the provisions in 23 CFR 658.11 which authorizes the deletion of segments of the federally designated routes that make up the National Network designated in Appendix A of 23 CFR Part 658 upon approval by the FHWA.

The FHWA seeks comments from the general public on this request submitted by the MDTA for a deletion in accordance with section 658.11(d) for the considerations discussed in this notice.

**DATES:** Comments must be received on or before July 28, 2011.

**ADDRESSES:** The letter of request along with justifications can be viewed electronically at the docket established for this notice at <http://www.regulations.gov>. Hard copies of the documents will also be available for viewing at the DOT address listed below.

Mail or hand deliver comments to the U.S. Department of Transportation, Dockets Management Facility, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or fax comments to (202) 493-2251. Alternatively, comments may be submitted via the Federal eRulemaking Portal at <http://www.regulations.gov> (follow the on-line

instructions for submitting comments). All comments should include the docket number that appears in the heading of this document. All comments received will be available for examination and copying at the above address from 9 a.m. to 5 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of receipt of comments must include a self-addressed, stamped postcard or you may print the acknowledgment page that appears after submitting comments electronically. All comments received into any docket may be searched in electronic format by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). Persons making comments may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, Pages 19477-78), or you may view the statement at <http://dms.dot.gov>.

**FOR FURTHER INFORMATION CONTACT:** Mr. John C. Nicholas, Truck Size and Weight Team, Office of Operations, (202) 366-2317, Mr. Bill Winne, Office of the Chief Counsel, (202) 366-0791, Federal Highway Administration, 1200 New Jersey Avenue, SE., Washington, DC 20590, and Mr. Gregory Murrill, FHWA Division Administrator—DELMAR Division, (410) 962-4440. Office hours for the FHWA are from 8 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

##### Electronic Access and Filing

You may submit or retrieve comments online through the Federal eRulemaking portal at: <http://www.regulations.gov>. The Web site is available 24 hours each day, 365 days each year. Electronic submission and retrieval help and guidelines are available under the help section of the Web site.

An electronic copy of this document may also be downloaded from the Office of the Federal Register's home page at: [http://www.archives.gov/federal\\_register](http://www.archives.gov/federal_register) and the Government Printing Office's Web page at: <http://www.gpoaccess.gov>.

##### Background

The FHWA is responsible for enforcing the Federal regulations applicable to the National Network of highways that can safely and efficiently accommodate the large vehicles authorized by provisions of the Surface Transportation Assistance Act of 1982, as amended, designated in accordance with 23 CFR part 658 and listed in Appendix A. In accordance with section

658.11, the FHWA may approve deletions or restrictions of the Interstate System or other National Network route based upon specified justification criteria in section 658.11(d)(2). These deletions are then published in the **Federal Register** for notice and comment.

The MDTA has submitted a request to the FHWA for approval of the temporary closure of I-395 just south of Conway Street in the city of Baltimore from the period beginning Thursday, September 1, 2011, at approximately 7 p.m. through Tuesday, September 6, 2011, at around 6 a.m., encompassing the Labor Day holiday. The incoming request and supporting documents, including maps, may be viewed electronically at the docket established for this notice at <http://www.regulations.gov>. This closure will be undertaken in support of the BGP which will use the streets of downtown Baltimore as a race course. The MDTA is the owner and operator of I-395 and I-95 within the city of Baltimore.

It is anticipated the BGP event will be hosted in the city of Baltimore for 5 consecutive years beginning in 2011. The inaugural event is scheduled to occur September 2 through September 4, 2011. The event is expected to attract 150,000 spectators over a 3-4 day period, not including the event organizer workforce and volunteers, the racing organizations and their respective personnel, or media and vendors. Event planners expect spectators from within a 400-mile radius of the city, with a large portion traveling the I-95 corridor. It is anticipated that the attendance for the peak day (Sunday) will reach 70,000 people with most arriving by private vehicle.

The construction and operation of the race course will create safety concerns by obstructing access from the I-395 northern terminus to the local street system including Howard Street, Conway Street, and Lee Street. However, an existing connection from I-395 to Martin Luther King, Jr. Boulevard will remain open throughout the event. In addition, access to and from I-95 into and out of the city along alternative access routes, including US 1, US 40, Russell Street, and Washington Boulevard will be maintained. The BGP and the city are developing a signage plan to inform and guide motorists to, through, and around the impacted downtown area. The statewide transportation operations system, the Coordinated Highways Action Response Team, will provide real-time traffic information to motorists through dynamic message signs and highway advisory radio. The MDTA states that

**Material Incorporated by Reference**

(q) You must use Bombardier Task 284000–417 in Section 4–1, Fuel System Limitations, of Part 2—Airworthiness Limitation Items, Revision 5, dated April 21, 2010, of Bombardier Q400 Dash 8 Maintenance Requirements Manual, PSM 1–84–7, and the service information contained in Table 2 of this AD, as applicable, to do the actions required by this AD, unless the AD specifies otherwise. The revision level for Bombardier Task 284000–417 in Section 4–1, Fuel System Limitations, of Part 2—Airworthiness Limitation Items, Revision 5, dated April 21, 2010, of Bombardier Q400 Dash 8 Maintenance Requirements Manual, PSM 1–84–7, is specified only on the title

page and page 1 of the record of Revisions of that document. Page 4 of Section 4–1, Fuel System Limitations, of Part 2—Airworthiness Limitation Items, Revision 5, dated April 21, 2010, of Bombardier Q400 Dash 8 Maintenance Requirements Manual, PSM 1–84–7, is not listed in the Table of Contents of that document.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514–855–5000; fax 514–855–7401; e-mail

*thd.qseries@aero.bombardier.com*; Internet <http://www.bombardier.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425–227–1221.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

**TABLE 2—SERVICE BULLETINS INCORPORATED BY REFERENCE**

Document	Revision	Date
Bombardier Service Bulletin 84–28–03 .....	C .....	May 15, 2009
Bombardier Service Bulletin 84–28–04 .....	B .....	October 21, 2009
Bombardier Service Bulletin 84–28–05 .....	Original .....	June 28, 2006
Bombardier Service Bulletin 84–28–07 .....	Original .....	August 1, 2008
Bombardier Service Bulletin 84–57–09 .....	B .....	September 3, 2008

Issued in Renton, Washington, on June 10, 2011.

**Ali Bahrami,**

*Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2011–15364 Filed 6–24–11; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

[Docket No. FAA–2011–0078; Airspace Docket No. 10–AEA–20]

**Establishment of Helicopter Area Navigation (RNAV) Routes; Northeast United States**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This action establishes helicopter RNAV routes as part of the U.S. air traffic service route (ATS) structure and designates two helicopter RNAV routes (TK-routes) in the northeast corridor between the Washington, DC, and New York City metropolitan areas. The TK-routes are for use by helicopters having IFR-approved Global Positioning System (GPS)/Global Navigation Satellite System (GNSS) equipment. The FAA is taking this action to enhance safety and to improve the efficient use of the navigable airspace for en route IFR helicopter operations.

**DATES:** Effective date 0901 UTC, August 25, 2011. The Director of the Federal Register approves this incorporation by reference action under 1 CFR part 51, subject to the annual revision of FAA Order 7400.9 and publication of conforming amendments.

**FOR FURTHER INFORMATION CONTACT:** Paul Gallant, Airspace, Regulations and ATC Procedures Group, Office of Airspace Services, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267–8783.

**SUPPLEMENTARY INFORMATION:**

**History**

On Tuesday, March 8, 2011, the FAA published in the **Federal Register** a notice of proposed rulemaking to establish two helicopter RNAV routes in Northeast United States (76 FR 12643). Interested parties were invited to participate in this rulemaking effort by submitting written comments on the proposal. Four people submitted comments on the proposal.

**Discussion of Comments**

Two commenters wrote expressing support for the proposal. Two commenters raised several issues which are discussed below. One commenter questioned the need for a new type of airway for helicopters stating that the existing system of VOR Federal airways and RNAV T-routes should be sufficient. The commenter wrote, in the past, the FAA had designated routes for helicopters in the northeast, but they were seldom available for use.

Additionally, the commenter asked if the air traffic control separation standards for IFR helicopters differ from those that apply to fixed-wing aircraft; contending that, if they are the same, there is no need for helicopter airways.

The past routes noted by the commenter were initiated in FAA Advisory Circular AC 73–2, “IFR Helicopter Operations in the Northeast Corridor,” dated June 11, 1979. AC 73–2 advised of special RNAV helicopter routes between Washington, DC, and Boston, MA. The routes were developed consistent with conventional traffic flows for use by helicopters under IFR conditions. Use of these routes was limited only to those operators that met specified criteria and were issued a letter of authorization from the FAA. Therefore, the routes were not available for general use and they were not depicted on IFR Enroute Low Altitude charts. The Advisory Circular was subsequently cancelled because the routes were designed for first generation RNAV systems which lacked the accuracy and reliability of satellite navigation and other advanced RNAV systems. Additionally, it was determined that the routes do not meet current Air Traffic Service route criteria. On March 26, 2007, the FAA issued a Letter to Airmen containing new routings to be filed with a “fix-to-fix” flight plan along the “old” IFR northeast corridor. As with the Advisory Circular routes, these routes are not depicted on IFR En route Low Altitude charts. The new TK routes in this rule approximate the former northeast corridor route

tracks. In addition, the new TK routes are public routes that will be depicted on the IFR Enroute Low Altitude charts and available for use by suitably equipped helicopters.

Regarding IFR separation standards, there is no difference between IFR helicopters and IFR fixed wing aircraft. The question of establishing a new type of route for IFR helicopters was raised in response to user requests. In March 2006, the Helicopter Association International (HAI) requested that the FAA take action to develop and chart IFR RNAV airways for use by helicopters having IFR-approved GPS equipment. Of particular interest was the use of RNAV to assist IFR helicopter pilots transiting through busy terminal airspace areas while providing routes separate from fixed-wing traffic. This issue was studied by members of the Government/Industry Aeronautical Charting Forum (ACF), which is comprised of both FAA and Industry participants. The ACF supported the establishment of RNAV helicopter routes and concluded that a unique prefix should be used to identify these routes. Establishment of charted helicopter RNAV TK-routes will enhance safety and facilitate more flexible and efficient access to the NAS for IFR helicopter operations. In addition, the TK-routes will enable the designation of waypoints and feeder routes that would provide a connection between the NAS and instrument procedures serving helicopter landing/departure facilities. Among the potential benefits of these routes are more efficient and safer operations for helicopter emergency medical services flights.

One commenter asked if he could file a TK-route for a flight in a Cessna 150. The answer is no, due in part to the differing missions of fixed-wing aircraft and helicopters, TK-routes may start and end at locations inappropriate for fixed wing aircraft, such as in the vicinity of hospital or other helipad locations. Due to this difference TK-routes will be designated specifically for helicopter use; therefore, only suitably equipped helicopters will be able to file for the routes.

A commenter asked about the expected usage of the routes and the altitudes flown. It is anticipated the average usage rate would be around 30 to 50 flights per month for those route segments between the Philadelphia and the New York City areas. Usage of the full route between New York and Washington, DC, is expected to be about five per month. Altitude use on the routes will vary as with other ATS routes. Each TK-route will have a

designated minimum en route IFR altitude (MEA). Assigned altitudes will be determined based on the requested altitude filed in the flight plan by the pilot and ATC requirements.

The FAA received one request to extend the comment period. We feel that sufficient information was received to issue a final rule; therefore, an extension is not needed.

One commenter questioned whether an environmental categorical exclusion (CATEX), as noted in the NPRM, was appropriate for this rule. This comment is addressed in the "Environmental Review" section, below.

### The Rule

The FAA is amending Title 14, Code of Federal Regulations (14 CFR) part 71 adding low altitude helicopter RNAV routes (TK-routes) to the U.S. ATS route structure and designating the first two such helicopter RNAV routes. Helicopter RNAV routes will be identified by the International Civil Aviation Organization (ICAO) prefix "TK" followed by a 3-digit number. ICAO has allocated the number block 501 through 650 for U.S. use in identifying the routes. The two new routes in this rule, designated TK-502 and TK-504, will provide more direct routing for IFR helicopters in the northeast corridor between the New York City and Washington, DC, metropolitan areas. The routes will serve New York City, Philadelphia, Baltimore and Washington, DC area airports/heliports. The helicopter RNAV routes will be depicted on the appropriate IFR Enroute Low Altitude charts. Only GNSS equipped RNAV helicopters may file for the TK-routes.

Helicopter RNAV routes are published in paragraph 6012 of FAA Order 7400.9U dated August 18, 2010 and effective September 15, 2010, which is incorporated by reference in 14 CFR 71.1. The helicopter RNAV routes listed in this document will be subsequently published in the Order.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this regulation: (1) Is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under Department of Transportation (DOT) Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is

certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority.

This rulemaking is promulgated under the authority described in subtitle VII, part A, subpart I, section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of the airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it designates new helicopter RNAV air traffic service routes to enhance the safe and efficient use of the NAS in the northeastern United States.

### Environmental Review

The TK routes have been determined to be Categorically Excluded from further environmental review in accordance with paragraphs 311a of FAA Order 1050.1E and documented under the provisions outlined in paragraph 305 of that order. The estimated number of daily helicopter operations is low, with an estimate of less than 50 helicopter operations on the routes per month. Based on the low number of operations, no noise analysis was needed as per FAA Order 1050.1E. Other environmental impact categories were considered as well as the potential for extraordinary circumstances before reaching this environmental determination of CATEX. The Air Traffic Initial Environmental Review (IER) is not a mandatory document and was not required for this action. The FAA issued a Categorical Exclusion/Record of Decision dated June 14, 2011.

### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

### PART 71—DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS

- 1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p.389.

**§71.1 [Amended]**

■ 2. The incorporation by reference in 14 CFR 71.1 of FAA Order 7400.9U, Airspace Designations and Reporting Points, Dated August 18, 2010 and

effective September 15, 2010, is amended as follows:

*Paragraph 6012 Helicopter Area Navigation Routes [New]*

\* \* \* \* \*

**TK-502 Westminster (EMI), MD to DECKR, PA [New]**

Westminster (EMI), MD	VORTAC	(Lat. 39°29'42" N., long. 76°58'43" W.)
TAYLO, MD	WP	(Lat. 39°39'48" N., long. 76°27'43" W.)
WINGO, PA	WP	(Lat. 39°45'59" N., long. 76°06'55" W.)
SINON, PA	WP	(Lat. 40°02'14" N., long. 75°34'46" W.)
GRIBL, PA	WP	(Lat. 40°14'30" N., long. 74°53'31" W.)
TOLAN, NJ	WP	(Lat. 40°21'58" N., long. 74°25'23" W.)
BALDE, NJ	WP	(Lat. 40°28'42" N., long. 74°11'33" W.)
SPATE, NY	WP	(Lat. 40°31'22" N., long. 74°07'31" W.)
DECKR, NY	WP	(Lat. 40°39'07" N., long. 74°02'42" W.)

\* \* \* \* \*

**TK-504 RUSEY, MD to BANKA, NJ [New]**

RUSEY, MD	WP	(Lat. 39°16'07" N., long. 76°11'19" W.)
CIDOB, MD	WP	(Lat. 39°25'47" N., long. 75°58'43" W.)
HAMOR, PA	WP	(Lat. 39°51'21" N., long. 75°47'17" W.)
ARCUM, PA	WP	(Lat. 40°01'26" N., long. 75°20'54" W.)
TULLY, PA	WP	(Lat. 40°10'38" N., long. 74°51'48" W.)
BORKE, NJ	WP	(Lat. 40°10'12" N., long. 74°22'32" W.)
BANKA, NJ	WP	(Lat. 40°22'53" N., long. 74°03'04" W.)

Issued in Washington, DC, on June 20, 2011.

**Gary A. Norek,**

*Acting Manager, Airspace, Regulations and ATC Procedures Group.*

[FR Doc. 2011-15885 Filed 6-24-11; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 97**

[Docket No. 30789; Amdt. No. 3431]

**Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) and associated Takeoff Minimums and Obstacle Departure Procedures for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to

promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective June 27, 2011. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 27, 2011.

**ADDRESSES:** Availability of matter incorporated by reference in the amendment is as follows:

*For Examination—*

1. FAA Rules Docket, FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591;

2. The FAA Regional Office of the region in which the affected airport is located;

3. The National Flight Procedures Office, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,

4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

*Availability—*All SIAPs are available online free of charge. Visit [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from:

1. FAA Public Inquiry Center (APA-200), FAA Headquarters Building, 800 Independence Avenue, SW., Washington, DC 20591; or

2. The FAA Regional Office of the region in which the affected airport is located.

**FOR FURTHER INFORMATION CONTACT:**

Harry J. Hodges, Flight Procedure Standards Branch (AFS-420) Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 (*Mail Address:* P.O. Box 25082 Oklahoma City, OK 73125) *telephone:* (405) 954-4164.

**SUPPLEMENTARY INFORMATION:** This rule amends Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) by amending the referenced SIAPs. The complete regulatory description of each SIAP is listed on the appropriate FAA Form 8260, as modified by the National Flight Data Center (FDC)/Permanent Notice to Airmen (P-NOTAM), and is incorporated by reference in the amendment under 5 U.S.C. 552(a), 1 CFR part 51, and § 97.20 of Title 14 of the Code of Federal Regulations.

The large number of SIAPs, their complex nature, and the need for a special format make their verbatim publication in the Federal Register expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, but refer to their graphic depiction on charts printed by publishers of aeronautical materials. Thus, the advantages of incorporation

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2011-0562; Directorate Identifier 2011-CE-015-AD]

RIN 2120-AA64

**Airworthiness Directives; Cessna Aircraft Company 310, 320, 340, 401, 402, 411, 414, and 421 Airplanes**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** We propose to adopt a new airworthiness directive (AD) for the products listed above. This proposed AD would require you to install a placard that prohibits flight into known icing conditions and install a placard that increases published speed on approach 17 mph (15 knots) in case of an inadvertent encounter with icing. This proposed AD was prompted by an investigation of recent and historical icing-related accidents and incidents for the products listed above. We are proposing this AD to prohibit flight into known icing conditions as well as increase the approach speed in case of an inadvertent encounter with icing. This condition, if not corrected, could result in unusual flight characteristics that could lead to loss of control after flight into known icing conditions or an inadvertent encounter with icing conditions. Based on the data, an example of the unusual flight characteristics seen in many of the accidents is high sink speeds that resulted in a hard landing.

**DATES:** We must receive comments on this proposed AD by July 18, 2011.

**ADDRESSES:** You may send comments by any of the following methods:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- *Fax:* 202-493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- *Hand Delivery:* Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-6000; fax: (316) 517-8500; Internet: <http://www.cessna.com>.

You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

**Examining the AD Docket**

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (phone: 800-647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Jason Brys, Flight Test Engineer, FAA, Wichita Aircraft Certification Office, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4100; fax: (316) 946-4107.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

We invite you to send any written relevant data, views, or arguments about this proposal. Send your comments to an address listed under the **ADDRESSES** section. Include "Docket No. FAA-2011-0562; Directorate Identifier 2011-CE-015-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD because of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

**Discussion**

We are proposing this AD as a result of an investigation of 51 recent and historical icing-related accidents and incidents over the last 30 years that resulted in 36 fatalities for aircraft listed in Cessna Aircraft Company (Cessna) Service Bulletin MEB97-4. The non-fatal events usually resulted in injuries and substantial aircraft damage. The National Transportation Safety Board dockets showed for two non-fatal landing events airplane stall with no activation of the stall warning system.

Our investigation concluded that these aircraft, even if equipped with pneumatic deicing boots, are not approved for flight into known icing and will accrete critical amounts of ice on the protected and unprotected areas. Additionally, data suggest potentially large increases in stall speeds with no stall warning.

The differences in the icing protection systems for the aircraft identified in this proposed AD differ greatly from later models that were approved for icing conditions. Some of these differences could include electric windshield (instead of alcohol), de-ice propeller (some might have had boots without the de-ice propeller), de-ice boots on entire span of wing as well as a different style de-ice boots, different pitot probe and static ports, and some models also added a de-ice boot to the vertical tail.

These airplanes' certification basis did not include Amendment 7 of CAR 3 Dated May 15, 1956, which required an applicant to provide to the pilot the types of operations and meteorological conditions (e.g. icing conditions) to which the operation of the airplane is limited by the equipment installed (CAR 3 § 3.772). Therefore, the pilot may not realize that, even with de-ice boots or other similar equipment installed, the airplane is not certificated for flight into known icing conditions. To address this condition and based on the accident history, there is a need to add a limitation to prohibit flight into known icing conditions due to the limitations of the installed equipment.

This condition, if not corrected, could result in unusual flight characteristics that could lead to loss of control after flight into known icing conditions or an inadvertent encounter with icing conditions. Based on the data, an example of the unusual flight characteristics seen in many of the accidents is high sink speeds that resulted in a hard landing.

**Relevant Service Information**

We reviewed Cessna Service Bulletin MEB97-4, dated March 24, 1997. The service information describes procedures for providing a placard to inform the pilot that flight in known icing conditions is prohibited with the aircraft identified in the service information.

**FAA's Determination**

We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of these same type designs.

**Proposed AD Requirements**

This proposed AD would require you to install a placard that prohibits flight into known icing conditions and install a placard that increases published speed on approach 17 mph (15 knots) in case of an inadvertent encounter with icing.

**Differences Between the Proposed AD and the Service Information**

The service information provides instructions on obtaining a placard from

Cessna that prohibits flight into known icing conditions and that the airplane owner or a service facility may install the placard. This proposed AD requires fabrication and installation of an additional placard that increases the published speed on approach 17 mph (15 knots). This proposed AD also requires that a properly certificated aircraft mechanic must fabricate the additional placard and install both of these placards. The airplane owner or

pilot is not allowed to fabricate and install the placards unless they are also a properly certificated aircraft mechanic.

**Costs of Compliance**

We estimate that this proposed AD affects 6,883 airplanes of U.S registry.

We estimate the following costs to comply with this proposed AD:

**ESTIMATED COSTS**

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Fabricate and install placards .....	1 work-hour × \$85 per hour = \$85 .....	\$1	\$86	\$591,938

**Authority for This Rulemaking**

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in subtitle VII, part A, subpart III, section 44701: “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

**Regulatory Findings**

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),
- (3) Will not affect intrastate aviation in Alaska, and
- (4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**The Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

**PART 39—AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**Cessna Aircraft Company:** Docket No. FAA–2011–0562; Directorate Identifier 2011–CE–015–AD.

**Comments Due Date**

(a) We must receive comments by July 18, 2011.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Cessna Aircraft Company 310, 320, 340, 401, 402, 411, 414, and 421 airplanes identified in Cessna Aircraft Company Service Bulletin MEB97–4, dated March 24, 1997, certificated in any category.

**Subject**

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code: 11, Placards and Markings.

**Unsafe Condition**

(e) This AD was prompted by an investigation of recent and historical icing-related accidents and incidents for the products listed above. We are issuing this AD to prohibit flight into known icing conditions as well as increase the approach speed in case of an inadvertent encounter with icing. This condition, if not corrected, could result in unusual flight characteristics that could lead to loss of control after flight into known icing conditions or an inadvertent encounter with icing conditions. Based on the data, an example of the unusual flight characteristics seen in many of the accidents is high sink speeds that resulted in a hard landing.

**Compliance**

(f) Comply with this AD within the compliance times specified, unless already done.

TABLE 1—ACTIONS, COMPLIANCE, AND PROCEDURES

Actions	Compliance	Procedures
(1) <i>For all airplanes:</i> Install placard Cessna part number (P/N) DP0500–13 or fabricate and install a placard that states: “This aircraft is prohibited from flight into known icing conditions.”	Within 100 hours time-in-service (TIS) after the effective date of this AD or within 3 calendar months after the effective date of this AD, whichever occurs first.	(i) If installing the placard Cessna P/N DP0500–13, obtain the placard following Cessna Aircraft Company Service Bulletin MEB97–4, dated March 24, 1997. (ii) If fabricating the placard, fabricate the placard using 1/8-inch black lettering on a white background. (iii) The placards must be installed by a properly certificated aircraft mechanic on the instrument panel in clear view of the pilot.
(2) <i>For all airplanes:</i> (A) <i>If Airspeed Indicator Reads in MPH.</i> Fabricate and install a placard that states: “For inadvertent encounters with icing conditions, increase published speed on approach 17 mph.” (B) <i>If Airspeed Indicator Reads in Knots.</i> Fabricate and install a placard that states: “For inadvertent encounters with icing conditions, increase published speed on approach 15 KIAS.”	Within 100 hours TIS after the effective date of this AD or within 3 calendar months after the effective date of this AD, whichever occurs first.	(i) Fabricate the placard using black lettering at least 1/8-inch on a white background. (ii) The placards must be installed by a properly certificated aircraft mechanic on the instrument panel as close as practical to the airspeed indicator in clear view of the pilot.
(3) <i>For all airplanes:</i> After both placards required by paragraphs (f)(1) and (f)(2)(A) or (f)(2)(B) of this AD are installed, make an entry into the aircraft logbook to record compliance with this AD.	Within 100 hours TIS after the effective date of this AD or within 3 calendar months after the effective date of this AD, whichever occurs first.	Not Applicable.

**Special Flight Permit**

(g) Special flight permits are permitted with the following limitation: Flight into known icing is prohibited.

**Alternative Methods of Compliance (AMOCs)**

(h)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

**Related Information**

(i) For more information about this AD, contact Jason Brys, Flight Test Engineer, Wichita ACO, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946–4100; fax: (316) 946–4107.

(j) For service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517–6000; fax: (316) 517–8500; Internet: <http://www.cessna.com>. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

Issued in Kansas City, Missouri, on May 27, 2011.

**Earl Lawrence,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2011–13766 Filed 6–2–11; 8:45 am]

**BILLING CODE 4910–13–P**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 139**

**[Docket No. FAA–2010–0247; Notice No. 11–01]**

**RIN 2120–AJ70**

**Safety Enhancements Part 139, Certification of Airports; Reopening of Comment Period**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM); Reopening of comment period.

**SUMMARY:** The FAA published a proposed rule on February 1, 2011, to establish minimum standards for training of personnel who access the airport non-movement area (ramp and apron) to help prevent accidents and incidents in that area. This proposal would require a certificate holder to conduct pavement surface evaluations to ensure reliability of runway surfaces in wet weather conditions. This

proposed action would also require a Surface Movement Guidance Control System (SMGCS) plan if the certificate holder conducts low visibility operations, facilitating the safe movement of aircraft and vehicles in low visibility conditions. Finally, this proposal would clarify the applicability of part 139 and explicitly prohibit fraudulent or intentionally false statements in a certificate application or record required to be maintained. After the comment period closed, the FAA became aware that the initial regulatory evaluation had not been posted to the rulemaking docket. This action reopens the comment period to allow the public to review and comment on that document, which is now in the docket. **DATES:** The comment period for the NPRM published on February 1, 2011 (76 FR 5510), closed on April 4, 2011, and was reopened (76 FR 20570) April 13, 2011, until May 13, 2011. This document reopens the comment period until July 5, 2011.

**ADDRESSES:** You may send comments identified by Docket Number FAA–2010–0247 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov> and follow the online instructions for sending your comments electronically.

- **Mail:** Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue, SE., Room W12–140, West



Administration Order 7400.9U, Airspace Designations and Reporting Points, dated August 18, 2010, and effective September 15, 2010 is amended as follows:

\* \* \* \* \*

*Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface.*

\* \* \* \* \*

#### ACE MO E5 Mosby, MO [Amended]

Mosby, Midwest National Air Center Airport, MO

(Lat. 39°19'57" N., long. 94°18'35" W.)

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Midwest National Air Center Airport.

Issued in Fort Worth, Texas, on May 23, 2011.

**Walter L. Tweedy,**

*Acting Manager, Operations Support Group, ATO Central Service Center.*

[FR Doc. 2011-13586 Filed 6-1-11; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 91

[Docket No. FAA-2001-10047; Amdt. No. 91-322]

RIN 2120-AH06

#### Regulation of Fractional Aircraft Ownership Programs and On-Demand Operations; Technical Amendment

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; technical amendment.

**SUMMARY:** The FAA is amending its regulations governing operations of aircraft in fractional ownership programs. This document corrects a technical error in the codified text of the regulations.

**DATES:** Effective June 2, 2011.

**FOR FURTHER INFORMATION CONTACT:** For technical questions concerning this action, contact Everette Rochon, General Aviation and Commercial Division, AFS-800, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: 202-267-7413; e-mail: [everette.rochon@faa.gov](mailto:everette.rochon@faa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Background

On September 17, 2003, the FAA published a final rule entitled, "Regulation of Fractional Aircraft

Ownership Programs and On-Demand Operations" (68 FR 54520).

In that final rule the FAA updated and revised the regulations governing operations of aircraft in fractional ownership programs.

#### Technical Amendment

This technical amendment makes one revision to the final rule. The language in § 91.1091(f)(2) incorrectly uses the term "check pilot" when the term "flight instructor" should have been used. Accordingly, this amendment revises § 91.1091(f)(2).

Because the section title applies to flight instructors it is obvious that the use of the term "check pilot" in (f)(2) should have been "flight instructor". This technical amendment corrects an incorrect term and we find good cause exists under 5 U.S.C. 553(d)(3) to make the amendment effective in less than 30 days.

#### List of Subjects in 14 CFR Part 91

Afghanistan, Agriculture, Air traffic control, Aircraft, Airmen, Airports, Aviation safety, Canada, Cuba, Ethiopia, Freight, Mexico, Noise control, Political candidates, Reporting and recordkeeping requirements, and Yugoslavia.

#### The Amendment

In consideration of the foregoing, the Federal Aviation Administration amends chapter I of title 14, Code of Federal Regulations as follows:

#### PART 91—GENERAL OPERATING AND FLIGHT RULES

■ 1. The authority citation for part 91 continues to read as follows:

**Authority:** 49 U.S.C. 106(g), 1155, 40103, 40113, 40120, 44101, 44111, 44701, 44704, 44709, 44711, 44712, 44715, 44716, 44717, 44722, 46306, 46315, 46316, 46504, 46506-46507, 47122, 47508, 47528-47531, articles 12 and 29 of the Convention on International Civil Aviation (61 Stat. 1180).

■ 2. Amend § 91.1091 by revising paragraph (f)(2) to read as follows:

#### § 91.1091 Qualifications: Flight instructors (aircraft) and flight instructors (simulator).

\* \* \* \* \*

(f) \* \* \*

(2) Satisfactorily complete an approved line-observation program within the period prescribed by that program preceding the performance of any flight instructor duty in a flight simulator.

\* \* \* \* \*

Issued in Washington, DC on May 26, 2011.

**Dennis R. Pratte,**

*Acting Director, Office of Rulemaking.*

[FR Doc. 2011-13675 Filed 6-1-11; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF HOMELAND SECURITY

### U.S. Customs and Border Protection

#### 19 CFR Part 122

[CBP Dec. 11-13]

#### Technical Amendment to List of User Fee Airports: Addition of Dallas Love Field Municipal Airport, Dallas, TX

**AGENCY:** U.S. Customs and Border Protection, Department of Homeland Security.

**ACTION:** Final rule; technical amendment.

**SUMMARY:** This document amends the regulations pertaining to the organization of U.S. Customs and Border Protection (CBP) by revising the list of user fee airports to reflect the recent user fee airport designation for Dallas Love Field Municipal Airport, in Dallas, Texas. User fee airports are those airports which, while not qualifying for designation as international or landing rights airports, have been approved by the Commissioner of CBP to receive, for a fee, the services of CBP officers for the processing of aircraft entering the United States, and the passengers and cargo of those aircraft.

**DATES:** *Effective Date:* June 2, 2011.

**FOR FURTHER INFORMATION CONTACT:** Roger Kaplan, Acting Director, Audits and Self-Inspection, Office of Field Operations, at 202-325-4543 or by e-mail at [Roger.Kaplan@dhs.gov](mailto:Roger.Kaplan@dhs.gov).

#### SUPPLEMENTARY INFORMATION:

##### I. Background

Title 19, Code of Federal Regulations (CFR), sets forth at Part 122 the regulations relating to the entry and clearance of aircraft in international commerce and the transportation of persons and cargo by aircraft in international commerce.

Generally, a civil aircraft arriving from a place outside of the United States is required to land at an airport designated as an international airport. Alternatively, the pilot of a civil aircraft may request permission to land at a specific airport, and, if landing rights are granted, the civil aircraft may land at that landing rights airport.

Section 236 of Public Law 98-573 (the Trade and Tariff Act of 1984), codified

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****Agency Information Collection Activities: Requests for Comments; Clearance of Reinstated Approval of Information Collection: Dealer's Aircraft Registration Certificate Application**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to reinstate a previously discontinued information collection. AC Form 8050-5 is an application for a dealer's Aircraft Registration Certificate which, under 49 United States Code 1404, may be issued to a person engaged in manufacturing, distributing, or selling aircraft.

**DATES:** Written comments should be submitted by September 6, 2011.

**FOR FURTHER INFORMATION CONTACT:** Carla Scott on (202) 385-4293, or by e-mail at: [Carla.Scott@faa.gov](mailto:Carla.Scott@faa.gov).

**SUPPLEMENTARY INFORMATION:**

*OMB Control Number:* 2120-0024.

*Title:* Dealer's Aircraft Registration Certificate Application.

*Form Numbers:* AC Form 8050-5.

*Type of Review:* Reinstatement of an information collection.

*Background:* Federal Aviation Regulation Part 47 prescribes procedures that implement Public Law 103-272, which provides for the issuance of dealer's aircraft registration certificates and for their use in connection with aircraft eligible for registration under this Act by persons engaged in manufacturing, distributing or selling aircraft. Dealer's certificates enable such persons to fly aircraft for sale immediately without having to go through the paperwork and expense of applying for and securing a permanent Certificate of Aircraft Registration. It also provides a system of identification of aircraft dealers.

*Respondents:* 2,135 aircraft dealers.

*Frequency:* Information is collected on occasion.

*Estimated Average Burden per Response:* 45 minutes.

*Estimated Total Annual Burden:* 1,601.25 hours.

**ADDRESSES:** Send comments to the FAA at the following address: Ms. Carla Scott, Room 336, Federal Aviation

Administration, AES-300, 950 L'Enfant Plaza, SW., Washington, DC 20024.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including (a) whether the proposed collection of information is necessary for FAA's performance; (b) the accuracy of the estimated burden; (c) ways for FAA to enhance the quality, utility and clarity of the information collection; and (d) ways that the burden could be minimized without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

Issued in Washington, DC, on June 29, 2011.

**Carla Scott,**

*FAA Information Collection Clearance Officer, IT Enterprises Business Services Division, AES-200.*

[FR Doc. 2011-17208 Filed 7-7-11; 8:45 am]

**BILLING CODE 4910-13-P**

**DEPARTMENT OF TRANSPORTATION****Federal Motor Carrier Safety Administration**

**[Docket No FMCSA-2011-0097]**

**Pilot Program on the North American Free Trade Agreement (NAFTA) Long-Haul Trucking Provisions**

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice; response to public comments.

**SUMMARY:** The Federal Motor Carrier Safety Administration (FMCSA) announces its intent to proceed with the initiation of a United States-Mexico cross-border long-haul trucking pilot program to test and demonstrate the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the municipalities in the United States on the United States-Mexico international border or the commercial zones of such municipalities (border commercial zones).

**DATES:** This notice is effective July 8, 2011.

**ADDRESSES:** You may search background documents or comments to the docket for this notice, identified by docket number FMCSA-2011-0097, by visiting the:

• *eRulemaking Portal:* <http://www.regulations.gov>. Follow the online instructions for reviewing documents and comments. Regulations.gov is

available electronically 24 hours each day, 365 days a year; or.

• *DOT Docket Room:* Room W12-140 on the ground floor of the DOT Headquarters Building at 1200 New Jersey Avenue, SE., Washington, DC 20590 between 9 a.m. and 5 p.m., ET, Monday through Friday, except Federal holidays.

*Privacy Act:* Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's Privacy Act System of Records Notice for the DOT Federal Docket Management System published in the **Federal Register** on January 17, 2008 (73 FR 3316), or you may visit <http://edocket.access.gpo.gov/2008/pdf/E8-785.pdf>.

**FOR FURTHER INFORMATION CONTACT:**

Marcelo Perez, FMCSA, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001. Telephone (202) 366-9597; e-mail [marcelo.perez@dot.gov](mailto:marcelo.perez@dot.gov).

**SUPPLEMENTARY INFORMATION:** On April 13, 2011, FMCSA published a notice in the **Federal Register** announcing its plans to initiate a pilot program as part of FMCSA's implementation of the NAFTA cross-border long-haul trucking provisions in compliance with section 6901(b)(2)(B) of the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007, and requested public comments on those plans. FMCSA reviewed, assessed, and evaluated the required safety measures as noted in the notice, and considered all comments received on or before May 13, 2011, in response to the April 13, 2011, notice. Additionally, to the extent practicable, FMCSA considered comments received after May 13, 2011. Once the U.S. Department of Transportation's (DOT) Inspector General completes his report to Congress required by section 6901(b)(1) and the Agency completes any follow up actions needed to address issues raised in the report, FMCSA will proceed with the pilot program. FMCSA made changes and clarified elements of the program as a result of comments to the docket. For example, the Agency will include International Registration Plan (IRP) and International Fuel Tax Association (IFTA) information in its pre-authority safety audit (PASA) process; posted the Mexican regulations in both English and Spanish in the docket for this notice; elaborated on the inspection of available vehicles operating in the United States during

Las Vegas Sun

# Meet America's king of airline fees

**The Associated Press**

Tuesday, July 12, 2011 | 9:08 a.m.

Spirit Airlines is the frat boy of the airline industry, known for provocative ads and a no-apologies attitude. But its CEO is more like the captain of a marching band.

As a kid, Ben Baldanza practiced his trombone and launched mice into the sky on model rockets. Today, the airline CEO enjoys historical mystery novels and collects board games.

A graduate of Syracuse University with a master's from Princeton University, Baldanza, 49, has spent his entire career working for airlines. But it is at the no-frills, fee-happy Spirit that he has made his mark. The airline carries less than 1 percent of overall U.S. airline traffic, yet it has significant name recognition thanks to playful advertising campaigns and a policy of charging extra for almost everything, including water. Spirit is the only airline to charge for carry-on bags.

The airline, based in Miramar, Fla., offers 150 daily flights to 49 destinations in the U.S., the Caribbean and Central and South America. It has 35 aircraft and plans to expand to 68 by the end of 2015.

Spirit was losing money until Baldanza took over as CEO in 2006 and transformed it into an "ultra-low cost carrier." The company's new mission: charge cheap base fares, pack more people into planes and add fees for everything else. Spirit has been profitable since, earning \$190 million in the last four years, a period in which many airlines struggled to stay in business. In the first quarter, Spirit earned \$7.8 million and analysts forecast it will earn \$11 million in the second quarter.

The company's initial public offering on May 26 brought in \$187.2 million, 40 percent less than its private-equity owners had initially hoped. However, analysts have since been upbeat about the airline. Gary Chase of Barclays Capital says he expects the company to generate "impressive margin and profitability" as it continues to grow, in part due to its high number of fees which are not subject to federal excise taxes.

It is those very fees that frustrate many customers. Baldanza is unapologetic.

"We believe this is the most consumer friendly model in the world because we're giving consumers the option to save money if they are willing to behave in a way that saves us money," he says.

Baldanza recently visited The Associated Press in New York. Below are excerpts of the interview, edited for clarity.

**Q:** Many Americans perceive flying as a painful experience. Why?

**A:** Because it is in many cases. (Laughter) There's a reality today that is just different than maybe 10 or 20 years ago. It can be annoying and take a long time to get through security. In many people's minds the industry has nickel and dined customers and has added fees for a lot of things that used to be included in the base fare. We've helped lead that to some extent, although we like to think that we're a little different than the other guys because in every case we've added fees we've also correspondingly lowered our base fare.

**Q:** Does Spirit annoy people?

**A:** I think we do in some cases. But I actually think we annoy people who don't fly us more than we annoy people who fly us.

**Q:** Did you ever question charging these fees, saying the risk is too high?

A: In 2006, we decided we were going to run Spirit as an airline that competes on the basis of price and price alone. Making that decision made it easier for us to make other decisions about how to run the business that are probably very difficult for other airlines. You start asking yourselves why would I put fewer seats on the airplane than the airplane can hold?

Q: What led to that decision?

A: At some point you've got to get tired of losing money. (Laughter) No, really. That's it. I mean the business wasn't working. We grouped every airline into two buckets: airlines that make money all the time and airlines that make money in good times but give it all back in bad times. The airlines that made money all the time were extremely high premium airlines or extremely low-cost airlines. There was almost no one in the middle.

Q: Spirit recently went public but the 15.6 million shares were priced at the lower end of expectations. What happened?

A: The right price for anything is the price people will pay for it. There are a number of people who question why we would even try to IPO the airline in an environment of high fuel prices. Our view was we have a strong company, we've made money each of the last four years, we made money in the first quarter, we have a resiliency and sustainability that many airlines don't have.

Q: At what point does the price of oil make it impossible for Spirit to make money?

A: Our business model works at higher fuel prices. Would it work at any fuel price? Well, I can't say that. Because the density of our airplanes is so high, we need to raise our ticket prices less than the rest of the industry. Between New York and Florida, for example, both we and JetBlue fly the A320 airplane. They put 150 seats on the plane, we put 178. If oil prices go up such that it costs \$100 more in fuel to fly, JetBlue's got to get that over 150 people, we've got to get it over 178.

Q: Do you see a merger or acquisition in Spirit's future?

A: It's taken a lot of effort to convert Spirit into a winning model. We don't see a lot of other winning models out there. So right now, we believe we have enormous growth potential to natively grow our airline.

Q: Do you think it would be great to run Delta or American and apply some of the lessons you've learned?

A: (Laughter) It's hard because those business models have a high cost structure that's a result of flying a mixed group of airplanes, having senior labor groups. They need the business traveler to make their business model work. At Spirit, in part because we're small, in part because we were willing to accept this, we don't do anything to attract business travelers.

Q: What kind of boss are you? Do you consider yourself a micro manager?

A: When I need to be, but I don't like to be. I like to have people who are smarter than me working for me. If I'm better at finance than my CFO then I don't really need him.

Q: How many hours a day do you work?

A: That's different than how many hours a day am I in my office, right? (Laughter) I feel like I'm at work 24 hours a day. Technology helps that, or enables that. I usually get to the office around 8 or 8:30. Some days I'll leave as early as 5, some days I'll leave at 7:30 or 8. I try to be home in the morning for my son and for dinner with my son and help put him to bed. Often what I'll do is get home, zone out from work for an hour and a half, have dinner with my son, read to him, play with him and then he goes to sleep and I go back to work.

Q: What do you do on a typical weekend?

A: On Saturdays we have a fairly actively scheduled day with our son. He plays violin and he plays hockey. Then on Sundays we just relax. We often go to the beach in the morning and have breakfast on the beach.

Q: What was the last movie you saw?

A: Waiting for Superman.

Q: Thumbs up? Thumbs down?

A: Big thumbs up. My wife and I had our only son eight weeks after our 20th wedding anniversary. He will turn five this August. Since he's been born we just haven't seen a lot of movies. So we saw Waiting for Superman sort of on a date night. My wife's a professional educator so we wanted to go see that movie.

Q: What would people be surprised to learn about you?

A: I'm more of a quiet and conservative kind of person. I don't mean that in a political sense. Our company has a bravado kind of attitude. People say companies model their leaders. But my personality isn't like the personality of Spirit. I tend to be just a much quieter person. To me, a real enjoyable day is going for a run, working out, playing with my son and spending time with my wife.

Q: What keeps you up at night?

A: Big fuel price shocks, another 9/11 kind of event that changes the way people think about travel. It's not that I obsess about those things but I live with the ongoing recognition that you could wake up one morning and the world is just really different. I worry about what's going to happen that I can't quite predict and will I be aware enough, active enough and flexible enough to be able to react quickly enough to deal with it.

Q: How'd you get into flying?

A: I'm the youngest of five kids, was born in 1961 and grew up in the 70s. The space program was just huge for kids at that point. I lived in Rome, N.Y., which had a very active Air Force base, Griffiths Air Force Base. I grew up in a house a mile and a half off the end of the runway. In the middle of the night you'd hear these booming sounds and see waves of B52s and tankers taking off. As a seven, eight, nine-year-old it's impossible not to get excited. I knew the name of every astronaut.

Q: So how did you get your start at American Airlines?

A: I interned at American Airlines in their finance department and was really excited by the airline, the set of problems I had to deal with. In the mid-1980s, American Airlines was a fantastic place to be. Bob Crandall, who ran American Airlines at that time, clearly figured out what deregulation was going to mean for the industry long before anybody else did.

Q: You have a pilot's license.

A: I have about 600 hours in private airplanes. In the summer between undergraduate and graduate school I got a private pilot's license. When I lived in El Salvador, I took about 50 hours of aerobatic training. But then we moved to Washington in 1999, when I went to work for US Airways. I haven't flown since and realistically don't think I'll fly again. Flying is just not a part-time hobby. It's an unsafe thing to do if you don't do it a lot.

Q: Window, aisle or middle seat?

A: When I travel for business I always want the aisle but if I'm traveling with my wife or with a friend I'm happy to take the window and let them take the aisle.

Q: Are you willing to spend \$8 to choose?

A: (Pause) Yeah, absolutely. (Laughter)

Q: Spirit doesn't do much advertising but relies on controversial promotions. When former U.S. Rep. Anthony Weiner admitted to sending photos to women, you launched "The Weiner Sale: With Fares Too HARD to Resist." Bikini-clad pole-dancers recently drove around Los Angeles with a sign saying: "You can take me home for \$9." Who comes up with these?

A: It's a joint effort. In general we come up with most of the ideas we're using in-house.

Q: Are you sitting around with a six pack of beer?

A: No. The media focuses on stories that people are interested in whether or not that's really news. Anthony Weiner dominated the news for a week while the country's going bankrupt. So why shouldn't we talk about Anthony Weiner?

Whether you say this is funny, really annoying or distasteful, if you forward it to 10 of your friends, then we won. We don't intentionally try to incite. We believe there's a line we shouldn't cross.

Q: So have you ever vetoed anything?

A: Oh, absolutely.

Q: What was it?

A: I can't say. Let me talk about Anthony Weiner. The day that scandal broke, there were these pictures, but the congressman was saying: My account was hacked. We talked about how this would be a really fun sale but said: No, we can't do that. This is a sitting congressman. Somebody is trying to subvert him. Once he admitted to the scandal then we said: OK, that's fair game. Now, a celebrity is different. When Tiger Woods had his problem we ran that sale really quickly. I think we ran his sale one mistress in.

Q: You've announced plans to charge passengers when an agent prints their boarding pass.

A: A large percentage of our customers buy their tickets online from us but a much, much smaller percentage check in online and we don't really understand why except that there's no particular reason for them to do it online. Now we're trying to give them a reason. It not only saves us money in terms of printer ink but, over time, it could mean less airport real estate.

Q: Are people aware of your fees?

A: I think we almost over-disclose on our website and the vast majority of tickets are bought on our website. It's almost to the point where I think we have a surgeon general warning on it that you shouldn't fly, you'll have lung cancer.

(Laughter)

The biggest complaints we get about disclosure are from people who buy from sources other than our website. We give Orbitz and Travelocity all the information about our fees. Whether they choose to pass that information on is their choice. The government gets mad at us, yet they'll let the third parties sell our ticket and not disclose. That's unfair.

Q: You have almost 2,000 board games?

A: I have less now. At one point in my life I owned almost 4,000 and then went through a downsizing. It's probably about 1,500 now.

Q: What's your favorite?

A: There's a game called Die Macher which I think translates as sort of a power broker. It's an election game where you take the role of a political party and go through seven regional elections. Your performance in those elections is a function of how well you control the media. (Laughter)

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Scott Mayerowitz can be reached at <http://twitter.com/GlobeTrotScott>

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## Trenton-Mercer Airport getting a \$4.8M fix

Published: Tuesday, August 23, 2011, 8:42 AM Updated: Tuesday, August 23, 2011, 9:30 AM

**Carmen Cusido/The Times**

By

As a **vintage bomber show** thundered through the skies at Trenton-Mercer Airport yesterday, the state announced \$4.8 million in funding to upgrade runways and install new technology that helps to prevent catastrophic crashes.

The money comes from state and federal sources and "is a much needed infusion" Mercer County Executive Brian M. Hughes said in a statement. "The improvements for which this grant money is designated will go a long way toward making Trenton-Mercer a better, safer airport for its passengers and clients."

The airport has seen increased use lately with the arrival of startup airline Streamline, which flies commuter planes to the Boston area and is adding more flights to Florida.

Prior to Streamline the airport had no passenger service for three years. Two other airlines closed down owing to the recession.

Yesterday the state also announced \$617,187 in grant money for Trenton Robbinsville Airport, and \$108,617.75 in highway safety fund grants for Mercer County towns, including \$45,605 for Lawrence, \$31,843 for Trenton, and \$31,168 for West Windsor.

The grants are among \$14.6 million earmarked for municipalities, counties and airports for infrastructure improvement and safety projects, Lt. Gov. Kim Guadagno announced.

Airport improvement grants provide funding for projects that enhance safety, promote repairs or advance studies for potential improvements. There are 44 public-use airports in New Jersey and 319 heliports or helistops, including 35 at hospitals.

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Martin Griff / The Times of Trenton

Crew chief Travis Willett checks the Experimental Aircraft Association's B-17 Flying Fortress "Aluminum Overcast" before takeoff at Trenton - Mercer Airport in Ewing on Monday, August 22, 2011.





# The Washington Post

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## TSA chief, the man behind the airport pat-down, an optimist about everything but terror

By Associated Press, Published: September 9

WASHINGTON — Each day, dozens of U.S. intelligence officials crowd around a conference table in a small, windowless room in a government building across the street from a shopping mall in northern Virginia. At the head of the table sits the man who perhaps more than anyone else affects Americans most tangibly in the sprawling fight against terrorism since the 2001 attacks.

John Pistole, who for decades breezed past airport security checkpoints as an FBI agent — is the faceless bane of every

air traveler who must remove his belt, endures an intimate pat-down or is instructed to throw away a 6-ounce bottle of shampoo.

Pistole, 53, has among the least-desirable roles in Washington as head of Transportation Security Administration, the government agency that more than others traces its lineage to the terrorist hijackings that killed nearly 3,000 people.

Based on top secret intelligence he sees daily, Pistole, a 26-year FBI veteran, sets the rules for protecting the nation's 457 airports and America's planes, trains, buses and ferries.

Pistole's story is the story of a changed nation, one that has worked feverishly to track down terrorists, fix intelligence problems and try to keep from trampling on privacy while enhancing security.

It was Pistole who, just weeks on the job, called for airport screeners to start using a new security pat-down — one that involved feeling around travelers' genital areas and breasts. It was an unpopular measure, but one Pistole believes offers the best chance of preventing a suicide bomber.

Just Friday, U.S. counterterrorism officials were investigating intelligence about an al-Qaida threat to New York or Washington, possibly involving a car bomb to coincide with the 10th anniversary of the Sept. 11 attacks.

"I'm an optimist in life in all ways other than when it comes to terrorism," Pistole said. "And I think every day that goes by, we're a day closer to the next attack."

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On Sept. 11, 2001, Pistole was working in the FBI's inspections division, conducting a routine interview with a New York judge. He turned on the television and saw the second plane hit the World Trade Center.

"Well, this changes everything," he remembers thinking.

Pistole, who grew up in the small town of Anderson, Ind., comes from a family of educators. He practiced law before he joined the FBI in 1983. At the time, the bureau had a storied history of putting bank robbers and mobsters in prison. After 9/11, Pistole was tapped to help transform the bureau into one that prevented terrorism.

"We were building the plane while it was flying," said Raymond Holcomb, a former FBI agent and author of the book "Endless Enemies: Inside FBI Counterterrorism."

"John was there at a most critical watershed moment," Holcomb said.

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Around the same time, the new Transportation Security Administration was struggling to get off the ground. It had to hire thousands of screeners, coordinate with airlines and buy screening technology.

"None of us really knew how to set up lines at airports," said Norman Mineta, the transportation secretary at the time, who was charged with creating this new agency from scratch.

Mineta turned to The Walt Disney Co., an organization familiar with snaking lines and anxious guests.

The past 10 years have been a bumpy road for the TSA and travelers.

Travelers grew used to long lines and lists of prohibited items. But there were complaints screening policies, security equipment that didn't work, and more.

In 2004, Pistole shifted from head of FBI counterterrorism to deputy director of the FBI, essentially the chief operating officer of the nation's premier law enforcement agency.

Pistole dealt with terror plots around the country, as well as drug cartels, public corruption and Ponzi schemes.

In 2006, al-Qaida plotted to sneak liquid bombs onto U.S.-bound planes in London. As the FBI worked with British officials, Pistole was unaware of the seismic shift happening at the TSA. In about four hours, the agency changed the entire security operation in U.S. airports, banning liquids in carry-on bags.

Within six weeks, TSA was comfortable enough to allow 3.4 ounce containers, packed in one 1-quart plastic zip-close bag.

Again, TSA reinvented itself.

Pistole managed the FBI during some of its most stressful hours toward the end of his tenure. There was the Christmas Day attempted attack in 2009, when a passenger nearly brought down an airplane over Detroit with a bomb in his pants. The FBI built its case while fending off criticisms that the FBI shouldn't have read the suspect his rights.

Through it all, Pistole was "always calm and collected and professional and even-tempered," said Michael Rolince, a 31-year FBI agent and former head of the Washington office's counterterrorism division. "Right up until the day John Pistole left, you would think that he had a job with as much pressure as a lifeguard."

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Pistole said he starts each morning with prayer and meditation and squeezes in a workout before work. The father of two college-age daughters teaches an adult Bible study group with his wife of 32 years. He said he often turns to God when faced with tough decisions.

"He is very calm, but he's also very thoughtful, measured and very determined in what he wants to accomplish," said John Brennan, President Barack Obama's homeland security and counterterrorism adviser.

In the spring of 2010, Pistole was tapped to run the TSA. He was Obama's third choice to run an agency that had been without a permanent administrator since he took office.

Pistole's first thoughts: "That sounds like a thankless job."

After the previous two nominees withdrew from consideration over concerns about ethics issues, Pistole sailed through confirmation hearings.

One of Pistole's first orders was to develop a new, enhanced airport pat-down that could give screeners a better shot at detecting a well-hidden explosive. In doing so, he waded into the TSA's 9-year-old tug of war between security and civil liberties. In August of last year, Pistole himself was patted down.

"I had a pretty good sense that it would not be wildly popular with most people," he said.

Travelers and privacy advocates were outraged by the intrusive pat-downs, which were used even on children and the elderly. Pistole heard the cries for common sense. He instructed screeners to pat down children only as a last resort. Pistole is also testing a new screening system based on intelligence files that could speed up the process for travelers who volunteer personal information vetted by intelligence officials.

Pistole said he's learned how important it is to have the public on the TSA's side.

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Last fall, the U.S. averted disaster when al-Qaida operatives in Yemen concealed explosives in printers and shipped

them to the U.S. It was the first significant plot for Pistole as TSA chief. He often cites the plot in his speeches, highlighting the measures terrorists will take and how inexpensive it is to do so (just \$4,200, the terrorists boasted afterward). That plot was ultimately foiled because of intelligence provided to the U.S. by Saudi Arabia.

Now, the longtime FBI agent — who considers his arrest of the Genovese crime family boss in New York in 1990 as a defining moment in his career — is the security chief working on a complex system to keep travelers safe without slowing them down.

“Intelligence is our best asset,” Pistole said.

And this is why every weekday, dozens of senior transportation security intelligence officials will again file into a windowless room and John Pistole will take his seat at the head of the table.

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## Streamline adds flights from Trenton-Mercer Airport to Orlando

Published: Wednesday, July 13, 2011, 10:16 AM Updated: Wednesday, July 13, 2011, 10:16 AM



**Carmen Cusido/The Times**

By

**EWING** — Trenton-Mercer Airport's only airline said yesterday it plans to add flight service to Orlando, Fla., leading Mercer County Executive Brian Hughes to express cautious optimism that the tiny airport has a future in passenger aviation.

After a successful first three months at Trenton-Mercer with flights to the Boston area, Streamline said it has won approval from the federal Department of Transportation to begin flights to Orlando Sanford International Airport by fall. The airline is also considering flights to the Tampa Bay and Miami Palm Beach areas.

"There's a great market in Trenton that is under served," said Mark Cestari, managing director of Streamline.

In April, Streamline began offering service from Trenton-Mercer to Boston Hanscom Airfield in Bedford, Mass., a move that re-established passenger flights from Ewing after a three-year lull.

Passenger service was interrupted in 2008 when two commercial providers, Boston-Maine Airways and Big Sky Airlines, discontinued operations due to the recession.

Hughes said the company's willingness to try to expand shows that Trenton-Mercer can succeed with passenger service. "That being said, a lot of airlines have thought this before; you have to take everything with a grain of salt," Hughes said.

Cestari said passenger bookings have soared month by month, giving the airline confidence to invest in other destinations, and possibly more flights to Bedford.

Cestari said 299 passengers flew with Streamline in April. That number grew to 388 in May and jumped to 590 in June, Cestari said, adding that Streamline has had a lot of success with repeat customers. In June, Streamline averaged about 13 passengers per flight, based on two flights each weekday. The flights, a little over an hour in duration, are provided on 30-seat EMB-120 turboprop aircraft operated by Charter Air Transport.



Martin Griff / The Times of Trenton

Gordon C. Spelich, CEO of Streamline speaks at Trenton/ Mercer Airport in Ewing, N.J. on Tuesday, March 22, 2011. Streamline, a subsidiary of Charter Air Transport, announced that it will have passenger service from Trenton-Mercer Airport to Boston-Hanscom Airport. Streamline will start with one plane and two flights a day to Boston, but may expand to other areas. Behind him is a Brazilian-made Embraer EMB-120, a 30-seat, turboprop aircraft.

Cestari said that in the future Streamline may also offer flights to areas such as Washington, D.C., Cleveland, New York and Raleigh-Durham, N.C., which are the most requested routes by current customers.

Ultimately, Cestari said, the airline's plan is to serve four or five business destinations.

"We'd love to see flights to Washington or flights to Florida later in the fall," Hughes said. "I think they'd be successful given the nature of people I talk to in Mercer County and the region."

Cestari said about 70 percent of Streamline's customers in the first 90 days have been business travelers primarily from the pharmaceutical, tech, financial and higher education sectors, with entrepreneurs and small businesses leading the way in becoming frequent and repeat regular users of the initial flights.

Flights originally were \$299 each way, but Cestari said Streamline changed the pricing "to attract more discretionary travelers." Flights booked a week in advance are \$99; three days in advance, \$199; and inside three days, \$299.

Streamline employs just two full-time workers at Trenton-Mercer, but if the airline expands they will hire more people, Cestari said. He added that the airline has also contributed to the area economy by having crews stay overnight at area hotels, for example.

In biting words, Cestari said he has been "disappointed" that Mercer has not marketed the airport enough, in his opinion.

"If you're the county of Mercer, you should be doing a lot to support the carrier that's there, in terms of advertising, for example," Cestari said.

Hughes said the airport is part of a sustainable economy that includes corporate, private and commercial air working together.

"To market individual airlines over others would be a mistake," Hughes said, "We market the airport as part of an overall economic reach for Mercer County." Hughes said that because many airlines have come and gone from Mercer County, to actively market an individual airline would not be appropriate.

## **PREVIOUS STORIES:**

**Streamline makes inaugural flight to Beantown and back**

**Hits and Misses: Streamline Air offers flights from Mercer, Trenton council defies court order**

**Streamline will offer Boston flights to/from Trenton-Mercer Airport**

**Charter airline ready to fly - Streamline will serve Trenton-Mercer Airport**

**Streamline will serve Trenton-Mercer Airport**

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## Lawmakers' FAA spending fight comes to an end, but likely only temporarily

By Keith Laing - 08/07/11 04:11 PM ET

The partial shutdown of the Federal Aviation Administration ended this week with great fanfare, but immediately after the bill was passed it became clear that the fight over the agency's funding was far from over.

The Senate on Friday ended a nearly two-week furlough for 4,000 FAA workers by passing an appropriations bill for the FAA. But the measure only funds the agency until Sept. 16.

After that, the House and Senate will be right back where they started: deeply divided on a long-term bill to fully fund the agency.

The chambers differ on how long the bill should be, how much it should cost and most controversially, on a labor provision in the version that passed the House that would undo rules to make it easier for transportation workers to unionize.

During the fight over the short-term bill that gripped Washington this week with the fracas over the federal debt ceiling off the table, Democrats accused House Transportation and Infrastructure Committee Chairman John Mica (R-Fla.) of adding cuts to rural airport subsidies in retaliation for Democrats objecting to the labor provisions.

But after the Senate passed his bill on Friday under a deal to have Transportation Secretary Ray LaHood void the cuts, Mica was completely unapologetic.

"The American people have witnessed firsthand how truly difficult it is to bring about even modest reforms and cut wasteful programs in Washington, like \$3,720 individual airline ticket subsidies," Mica said in a statement about the temporary fix. "After an absolutely unnecessary two-week delay, and after having imposed hardship on FAA employees, airport construction workers and the American economy, the partial shutdown of our aviation industry will end."

It looked for a time as though the FAA would be shut down for the entire length of Congress' traditional August recess over a bill to fund the FAA for just a few weeks. But when lawmakers return from their breaks, Mica wants them to pass a longer bill for the beleaguered agency.

However this spring, negotiations on the longer-term bill were virtually engulfed by a contentious debate on a House attempt to undo rules adopted by the National Mediation Board last year to make it easier for transportation workers to unionize.

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The provision drew a veto threat from President Obama, leading to the short-term deal that expired July 22.

When that bill was set to expire, Mica attached cuts to flight service at rural airports he said would save \$16 million. The Senate had agreed to cut some rural subsidies in its own FAA funding bill, but Mica's short-term fix added airports in Nevada, Montana and West Virginia.

Noting that the three new airports were in the districts of Senate Majority Leader Harry Reid (D-Nev.), Senate Finance Committee Chairman Sen. Max Baucus (D-Mont.) and Senate Commerce, Science and Transportation Committee Chairman Sen. Jay Rockefeller (D-W. Va.), Democrats accused Mica of seeking political retribution, launching the impasse that led to the two-week shutdown.

But Mica made clear Friday he was willing to play political hardball again when the issue comes back up in September.

"It's vital that the House and Senate leaderships and respective committees, in the next several weeks, work to ensure the end of a four-and-a-half-year delay in passing a long-term FAA bill so there will be no need for a 22nd extension," he said. "If the Senate refuses to negotiate on the few remaining issues, they can be assured that every tool at our disposal will be utilized to ensure a long-term bill is signed into law."

House Majority Leader Eric Cantor (R-Va.) has backed Mica up, saying this week that "House Republicans remain committed to Chairman Mica's vision to modernize our air traffic control system.

"We have had enough FAA extensions, 21, over the last 4 ½ years, and it's time for Senate Democrats to get serious, stop playing Washington insider games and compromise," Cantor said in a statement released by his office Friday.

However, Senate Majority Leader Reid also echoed the rhetoric that quickly escalated this week as the FAA shutdown gripped Washington, sharply criticizing Mica's stance Friday.

"Republicans like Rep. John Mica are already threatening to force these 74,000 Americans out of their jobs again when this extension expires on Sept. 16," he said in a statement released by his office. "With millions of Americans struggling, we cannot afford for Republicans to hold common-sense jobs bills hostage to the Tea Party's ideological agenda. I hope Republicans will come to their senses and put the interests of the middle class ahead of the Tea Party and favors for airline CEOs."

Reid and other Democrats have said Mica is pushing for the labor provision at the behest of Atlanta, Ga.-based Delta Airlines, which has had several union elections end up being reviewed by federal officials.

Even as he applauded the end of the FAA shutdown before lawmakers return to work in September, Reid made the case again going into the weekend.

"The hard-working men and women affected by this standoff should never have been furloughed in the first place," he said. "They were out of work for two weeks because Republicans were holding their jobs hostage to try and jam through a favor for the CEO of one airline."

The shutdown of the FAA was projected to have cost the federal government \$30 million a day, as the agency was not authorized to collect taxes on airline ticket sales for nearly two weeks.

Despite the celebrations about the end of the impasse that closed the week, the agency has not had a long-term funding bill since 2007.



Among the many holdups are the fact that in addition to the labor provision, the House and Senate disagree on what the length of the FAA authorization bill should be, and how much it should cost. In May, the House passed a four-year bill for the agency, while the Senate approved a two-year.

The chambers are also a couple billion apart on funding. The House passed a \$59 billion, which would average just under \$15 billion per year for the FAA. By contrast, the Senate passed a shorter bill that spent \$34 billion, an average of \$17 billion.

Airports Council International-North America (ACI-NA) President Greg Principato said it was important to the aviation industry that Congress work out those differences soon.

“It’s been frustrating for four years to have 21 extensions,” he said in an interview with The Hill. “I think the key thing we found out (in the temporary shutdown) is that we can’t let it happen again. There is a legislative process. There are issues to be resolved. Use it to resolve them, but you can’t shut the place down.”

Now that the FAA has been temporarily funded, Principato said his organization would use the rest of the Congressional recess to make the case for lawmakers to negotiate more effectively and in good faith when they return.

“No one should be lulled into believing that because the system stayed safe and travelers weren’t affected that this didn’t have an impact,” he said. “This was destructive and this had an impact.”

Source:

<http://thehill.com/blogs/transportation-report/aviation/175809-faa-impasse-comes-to-an-end-but-likely-only-temporarily->

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# Star-Telegram

## Southwest Airlines is still flying high as it turns 40

Posted Sunday, Jun. 19, 2011

BY ANDREA AHLES

[aahles@star-telegram.com](mailto:aahles@star-telegram.com)

Southwest Airlines turned 40 years old this weekend, but don't expect the Dallas-based carrier to have a midlife crisis.

The airline changed the industry with its low fares, low costs and single-minded focus on customer service. And with its recent purchase of AirTran Airways, Southwest has positioned itself to continue to dominate U.S. skies.

"This is the largest U.S. domestic airline," said William Swelbar, an airline research at Massachusetts Institute of Technology. "This is no longer the nice little model that flew between Dallas, Houston and San Antonio. This is a big, complicated and more sophisticated airline."

But co-founder Herb Kelleher still likes to think of Southwest as the little guy against carriers like United Continental Holdings, Delta Air Lines and American Airlines.

Kelleher, who turned 80 this year, is chairman emeritus.

"The others have the whole world to cost-subsidize against us, so we're still the underdog, the David versus Goliath," Kelleher said Thursday at an event celebrating the anniversary.

### Where they've been

The story of Kelleher drawing, on a bar napkin, a triangle among three major Texas cities has been told many times.

And on June 18, 1971, Southwest Airlines started service among Dallas, Houston and San Antonio with three Boeing 737s.

Touting \$20 fares and flight attendants wearing hot pants, Southwest kept its operations within Texas until 1979, when it began service to New Orleans after deregulation of the airline industry.

"If it wasn't for Southwest Airlines, deregulation would have been a total failure," said Michael Derchin, CRT Capital Group analyst. "Deregulation was about cutting fares, and they were the only ones out there doing that."

Southwest grew slowly, acquiring small carriers Morris Air and Muse Air. By the time it was 20 years old, Southwest was flying to 32 cities and had 124 aircraft.

Now, the carrier serves over 100 destinations and has more than 700 aircraft after its May purchase of AirTran. And even as its rivals have filed for bankruptcy and battled high fuel costs, Southwest reported its 38th consecutive year of profitability in 2010.

"It's hard to argue that Southwest hasn't forced this industry to look in the mirror and fundamentally change its cost structure and change the way it is doing business," Swelbar said.

### Where they're going

As Southwest gears up for the next 40 years, it has made several decisions in the past year to keep itself competitive.

First, buying AirTran for \$1.4 billion eliminated a low-cost competitor while enlarging Southwest's network.

Southwest announced last year that it will purchase Boeing 737-800s, larger aircraft that will allow it to fly near-international routes and to Hawaii. The carrier is also developing a new reservation system.

"What we're seeing is a maturing company, a company that has to behave a little differently than it did in its first 40 years, and it seems to be making the right moves," Swelbar said.

But with oil prices topping \$100 a barrel this spring, Southwest faces a fuel bill that is \$1.3 billion higher than a year ago.

"As you get older, your costs tend to go up, and even though they are still a low-cost carrier, they pay the same price for fuel as everybody else," Derchin said.

As a result, Southwest has raised fares seven times this year, as have its competitors, as the industry passes along costs to customers.

However, the carrier has maintained its policy that the first two checked bags are free and that customers are not charged to change reservations.

Southwest CEO Gary Kelly said last month that he doesn't like fare increases, as he knows there is a price that consumers won't pay. He says demand from customers has supported fare hikes so far.

"We are still a very good value, especially compared to our competitors, especially when you consider all of the fees and we're mindful that," Kelly said.

"We are more appealing now to people than we were 20 years ago."

**Andrea Ahles, 817-390-7613**

[Looking for comments?](#)



Posted on Wed, Jul. 27, 2011

## Southwest Airlines to drop Philadelphia-Pittsburgh service

By Linda Loyd  
Inquirer Staff Writer

If you are a college-bound student headed to Pittsburgh, or a fan taking in a Pirates or Steelers game, you will have one less choice for getting there in January.

Scrappy and unconventional Southwest Airlines Co., Philadelphia's second-busiest carrier, will stop flying to Pittsburgh and three other cities from Philadelphia after Jan. 8.

Southwest, whose entry here in 2004 invigorated air travel with friendly service and reduced fares on routes where it competed, particularly with US Airways Group, is downsizing at Philadelphia International Airport.

The nation's largest low-fare carrier plans to eliminate four daily flights to Pittsburgh; four to Manchester, N.H.; four to Providence, R.I.; and one to Jacksonville, Fla. from Philadelphia.

Only US Airways, Philadelphia's dominant carrier, will fly to those cities. If history holds true, passengers can expect fares, now as low as \$59 one-way to Pittsburgh, to creep higher.

Southwest now has 55 daily nonstop departures to 18 cities from Philadelphia. Come January, four of those cities will disappear.

US Airways operates 440 daily flights here, including nine a day to Pittsburgh, 16 to Boston, eight to both Providence and Manchester, and three to Jacksonville.

"We still have some pretty substantial service left" to those cities, said Mark Gale, chief executive officer of Philadelphia International Airport. "But we all know that competition on routes typically yields the best opportunity for the consumer, not only the best fares but also a choice in product offering."

The airport wants Southwest to continue to grow in Philadelphia. "They provide competition on some of our most popular routes," Gale said.

Airport executives are talking to other airlines, including Delta, Continental, United, American, and JetBlue, about the possibility of flying to the cities Southwest is leaving.

In January, Southwest will also trim its Philadelphia-Boston flights from eight a day to six, and then to five in February.

Southwest - which recently acquired smaller AirTran Airways - is dropping routes that don't make money. And in Philadelphia, US Airways has proven to be a tough competitor, with fares that often beat Southwest ticket prices.

"This was a matter of rightsizing the market for us," Southwest spokesman Chris Mainz said. "We felt we could reallocate those aircraft to be more productive. It's a matter of finding a sweet spot of where we match up supply with demand. In Philly, making the changes would bring us more to that rightsizing place."

In plain English: Planes weren't full enough, or they were full, but passengers were paying such low fares that the airline did not make money.

"With fuel being over \$100 a barrel, we have to figure out where our planes can be the most profitable," Mainz said. "That encompasses load factors, which is filling the planes, what the demand is, and the mix of business and leisure" travelers.

"We are at, or around, 55 daily flights out of Philadelphia," Mainz said. "We didn't feel those specific markets were performing to our satisfaction."

The airline will also reduce from four to three its daily flights from Philadelphia to Raleigh-Durham, N.C., after the first of the year.

Southwest will add flights during the winter on its existing routes from Philadelphia to Orlando, Tampa, and West Palm Beach.

In all, Southwest will shrink flights and trips 3 percent across its network in January and 1.5 percent in February.

Southwest will cut 12 routes, affecting Birmingham, Louisville, Boise, Reno, Salt Lake City, Seattle, Kansas City, Las Vegas, Spokane, Phoenix, Philadelphia, Manchester, Providence, Pittsburgh, and Jacksonville.

"I am seeing Southwest shrink by a similar amount at a lot of different cities," said airline analyst Daniel McKenzie of Hudson Securities. "It's not just Philadelphia."

Southwest will increase flights at Newark, N.J.; Chicago Midway; and Charleston, S.C.

"Those are the three big markets Southwest seems to be focusing on," McKenzie said.

In Philadelphia, US Airways is a "very formidable competitor" with a "nice blend of assets - international flying, long-haul, and short-haul flying using regional jets," McKenzie said. "US Airways has a few arrows in its quiver that Southwest doesn't have, and Southwest finds it hard to compete."

US Airways' frequent-flier loyalty program draws travelers who, as they earn more miles, can "redeem them for more opportunities with a bigger airline," McKenzie said.

"Southwest, because of the volatile fuel environment, is looking at where it can compete most effectively, and right now it's concluding that is not Philadelphia," he said. "But it's also concluding that at a lot of other cities as well."

In May 2004, Southwest saw big opportunity in Philadelphia. US Airways had twice filed for Chapter 11 bankruptcy and was plagued by poor customer service, high costs, and high fares.

Southwest swooshed in with 14 daily flights to six cities and expanded rapidly to 67 flights to 20 cities.

The recession, and US Airways' improved health, stalled Southwest's growth by 2009.

For consumers, the advantage of competition is lower fares.

US Airways for years had a monopoly between Philadelphia and Pittsburgh, and fares were sky high. The same was true for Boston. Before Southwest began flying to Boston Logan airport in June 2010, US Airways' website advertised \$550 one-way coach fares, or \$1,100 round-trip, on weekday nonstops to Boston.

US Airways matched Southwest's introductory fares, and ticket prices dropped as low as \$59 and \$89 one-

way.

What are the chances Southwest will add new routes and destinations in Philadelphia any time soon?

"We don't have any plans to come back and grow aggressively in Philadelphia like we have in some other markets," Mainz said. "That's not to say it will never happen, but it's not in the cards right now."

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## When it comes to amenities, San Francisco airport soars above the competition

*One of the most delay-plagued airports in the country is also among the most innovative and profitable, offering spas, high-end restaurants, showers, a meditation center, even an accredited art museum.*

July 03, 2011 | By Maria L. LaGanga and Dan Weikel, Los Angeles Times

Cheryle and Ernest Chin were anxious about getting home to Australia, and American Airlines wasn't making it easy.

The massage therapist and her real estate developer husband had started out three days earlier in Brazil; they were still thousands of miles away, and the shortest flight of their multicontinent odyssey had just been canceled — San Francisco to Los Angeles.

### Photos: San Francisco International

But for two people on a forced seven-hour layover, the Chins looked remarkably relaxed. Ernest was face-down in a massage chair at the XpresSpa in San Francisco International Airport's Terminal 3, his neck and shoulders being expertly kneaded. Cheryle was admiring her half of a his-and-hers pedicure.

If you have to be marooned at a California airport, San Francisco is the place to be. Free WiFi? Check. Linen-tablecloth restaurants? Check. Meditation center? Accredited art museum? Showers? Full-service independent bookseller with a children's section, Man Booker Prize winners and shelves of erotica? Yep.

And that was before the flashy new Terminal 2 opened in April, with its slow-food restaurants, broad workstations, nearly 350 electrical outlets for laptops and chargers, and a "recompose area" for getting dressed after the often-stressful security screenings.

For the better part of a generation, Los Angeles International Airport has been hard-pressed to catch up to other major airports and to its smaller, sleeker competitor to the north. Although LAX officials are now doubling the size of the Tom Bradley International Terminal, the airport has lagged painfully behind SFO in critical renovation.

Airports have long been architectural statements, grand municipal gateways that shout "you are here!" in steel and glass. Think Berlin's Tempelhof circa 1938, which Hitler called an "air stadium," or nearly anything built in the 1990s — described as the Age of Air Terminals just as the mid-13th century was the Age of Cathedrals.

With Terminal 2, SFO Director John L. Martin hopes to make airport interiors as distinctive as their soaring rooflines. The airport that began in 1927 as a wooden hangar on a dirt road with a lunch room and four cots today is home to America's newest terminal, filled with natural light, commissioned art, "hydration stations" and ample eco-friendly touches.

"I'd like to think we started a new trend here in Terminal 2," Martin said. "There's a look and feel to the terminal that's akin to a W Hotel, which changed the look and feel of hotel lobbies in a dramatic way. That's what I see SFO moving toward."

SFO's success is all the more remarkable considering its Achilles' heel: Because it is perched on the edge of San Francisco Bay, a combination of runway configuration and bad weather place it among the most delay-plagued airports in the country — the worst for arrivals and second-worst for departures after Chicago's Midway International, according to the National Air Traffic Controllers Assn.

### Fly and buy

San Francisco unveiled its sparkling International Terminal to great fanfare in 2000.

With marble hallways, bright, airy holding areas, and the ability to handle today's massive jets, the new terminal was billed as America's biggest. The first airport-based Gucci boutique in the country was built there, along with a full-scale medical clinic and a meditation center whose compass rose helps the faithful find Mecca. The terminal was key to an important goal: becoming the aviation gateway to Asia.

SFO is proof positive of why it pays for airports to coddle their passengers — particularly international travelers. Happy passengers with lots of options spend more money.

San Francisco is only the 10th-busiest airport in the United States, but it vaults to No. 4 in North America based on how much departing passengers spend per capita at airports with international flights. Only John F. Kennedy, Vancouver and Montreal-Trudeau airports make more per so-called enplanement. LAX is 10th on the list.

SFO rakes in \$14.08 per enplanement, according to the 2010 Airport Revenue News Fact Book, compared with \$11.66 at LAX. When duty-free sales to overseas travelers are stripped out, the take drops to \$11.17 and \$8.85, respectively.

But not even fancy amenities are a shield from disaster. Shortly after SFO's international hall opened, "every conceivable problem that hit the industry hit this airport hardest," said Martin, who was hired by SFO out of graduate school in 1981 and became director in 1995.

"I was hit by the dot-com crash, hardest in San Francisco," he said in a recent interview. "Everybody was hit by 9/11, but United [Airlines] filed for bankruptcy shortly afterward and they're 50% of my traffic and they cut back a lot. I was hit by SARS" — the virus outbreak that began in China — "because we're such a big Asia destination. Southwest [Airlines] pulled out of the market."

SFO went from an all-time high of 41 million passengers in 2000 to just over 28 million in 2003 — the same year that the airport lost a messy political fight to reconfigure its troublesome runways, which are often hampered by fog, low clouds and rain.

"We do have a delay problem," Martin acknowledged. "We're working on next-generation technologies so we can have landings on the arrival runways even when it's low-cloud conditions."

### **Industry innovator**

Technological innovation has aided SFO in the past. It was the first airport in the country to create a commission of local officials to address noise concerns. It has the most extensive video surveillance system in the nation, with 1,400 cameras.

It was the first to have biometric access controls; since 1993, a decade before the Federal Aviation Administration required it, the airport has used a hand geometry recognition system for employees as part of its security measures.

It is among the few facilities nationwide — and the first on the West Coast — to have a rail transit system that deposits passengers and workers at the terminals' front door. In Los Angeles, there are plans to build a light-rail line to LAX — but it will stop far short of the terminals.

"A lot of the new concepts that have been successful in airports have either been started or had early inception at SFO," said Greg Lovett, chief executive of Unique Retreat, which is opening its first high-end "pod" hotel in the country in San Francisco's International Terminal. "John Martin is a mini-celebrity within the industry."

Key to SFO's rise from the depths was the arrival of Virgin America, which bills itself as the only California-based airline. With a new jet fleet, a well-dressed young crew and a brash attitude, Virgin was looking for just the right headquarters when it landed at SFO in 2007.

San Francisco's upsides were legion. It's surrounded by what Virgin America Chief Executive David Cush calls "the innovation economy," and elected officials here "step out of the way and let people do their work. Historically that has been less of the case in Los Angeles."

Virgin's arrival brought Southwest back and enticed a formerly reluctant Jet Blue to set up shop for the first time. Passengers began flowing back to SFO, where they could dine on Dungeness crab Louie salad and Arctic char at Yankee Pier restaurant, buy a \$400 bottle of Hanzell Cabernet Sauvignon at DFS Wine & Cigar, or enjoy an exfoliating papaya mask facial at XpresSpa.

When Terminal 2 opened in April, a \$383-million remodel of a nearly 60-year-old terminal, it strained airport officials' stockpile of superlatives. Greenest! Brightest! Tastiest! Most art-filled! Most food-filled! Most passenger-friendly!

Virgin moved in and so did American. Virgin's inaugural flight brought astronaut Buzz Aldrin, Virgin Group founder Richard Branson and supermodel Rachel Hunter.

### **Photos: San Francisco International**

Two days later, there was a culinary tour of airport food. Terminal 2 is home to the Napa Farms Market, a locavore haven a la San Francisco's Ferry Building Marketplace or Seattle's Pike Place Market, offering Cowgirl Creamery cheese, Equator Coffees & Teas, and Acme Bread.

Even the restrooms are state-of-the-art, with granite countertops, piped-in music and makeup lighting — yes, in the men's rooms too.

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## Post-9/11 assessment sees major security gaps

**Among the issues, warn the former heads of the panel, is the unreliability of the system to keep airline passengers from smuggling explosives onto a plane.**

By Brian Bennett, Washington Bureau

6:40 PM PDT, August 30, 2011

Reporting from Washington

Despite the outlay of hundreds of billions of dollars and a vast reorganization of federal agencies since the Sept. 11 attacks, major gaps remain in the government's ability to prevent and respond to a terrorist strike, according to an assessment by the former heads of the 9/11 Commission. advertisement

The report, which will be released Wednesday, warns that the nation's ability to detect explosives hidden on passengers boarding airplanes "lacks reliability." It describes emergency communications used by first responders in urban areas as "inadequate." And it calls efforts to coordinate rescues "a long way from being fully implemented."

The panel, formally known as the National Commission on Terrorist Attacks Upon the United States, was created by Congress in late 2002 as an independent, bipartisan group to investigate the hijackings of four jetliners by Al Qaeda operatives. Its final report included numerous recommendations for reforms in the intelligence, law enforcement and domestic security communities.

The new assessment comes from the panel's former chairs, former Republican New Jersey Gov. Thomas H. Kean and former Rep. Lee H. Hamilton (D-Ind.).

The committee also faults the Department of Homeland Security and Congress for failing to create a way to track when people leave the country and for not implementing tougher security requirements for identity cards.

"A decade after 9/11, the nation is not yet prepared for a truly catastrophic disaster," says the report, titled "Tenth Anniversary Report Card: The Status of 9/11 Commission Recommendations."

"Until some of these things are done, we aren't going to be as safe as we should be," Kean said in an interview.

Kean said it was "outrageous" that Congress had not passed a law to allocate new radio spectrum to first responders.

The inability of firefighters and police to talk to each other from the rubble of the World Trade Center and the Pentagon was a "critical failure" on Sept. 11, 2001, according to the report, but a recommendation to dedicate radio spectrum for first responders has languished in Congress.

In February, President Obama called for \$7 billion to build an emergency broadband network using a designated band of radio spectrum known as D-block. But such a bill has not come to a vote in the Senate, and the House has not considered it.

More than a year and a half after Umar Farouk Abdulmutallab, the so-called underwear bomber, passed through airport screening in Amsterdam and boarded a Christmas Day flight with plastic explosives sewn into his undergarments, the U.S. screening system "still falls short in significant ways," the report says.

The new full body scanners "are not effective at detecting explosives hidden within the body and raise privacy and

health concerns," it says.

Some of the hijackers on Sept. 11 used fake documents to obtain state-issued IDs to board the airplanes, but deadlines issued in 2008 for states to make driver's licenses more difficult to forge have been pushed back multiple times. Compliance is currently not required until January 2013.

The delay "makes us less safe," the report says.

Another recommendation that has been ignored: for the U.S. government to fingerprint visa holders as they leave the country.

A system that tracks when travelers exit the U.S. would be "very expensive" to implement, said Stewart Baker, former head of policy at the Department of Homeland Security.

"This is a rare circumstance where I think the 9/11 Commission is wrong," Baker said. "I don't see the counter-terrorism value."

Rick Nelson, a counter-terrorism expert at the Center for Strategic and International Studies, a Washington think tank, said some of the recommendations went unfollowed because they would either be too expensive or they ran afoul of concerns about privacy and civil liberties.

"A lot of the work that remains requires a decision by Congress and ultimately the American people," Nelson said. "Do they want this increased security and are they willing to pay for it and give up some civil liberties?"

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From the Pittsburgh Business Times:

<http://www.bizjournals.com/pittsburgh/news/2011/08/31/philadelphia-airport-ny-congestion.html>

# Pittsburgh airport to FAA: Use us to relieve NY, Philly

Date: Wednesday, August 31, 2011, 1:54pm EDT

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Web Producer - *Pittsburgh Business Times*

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The Allegheny County Airport Authority is making a pitch to airlines and the federal government to consider **Pittsburgh International Airport** as a solution to congestion at airports in Philadelphia and New York.

The authority on Wednesday released [a white paper](#) that throws Pittsburgh into the ring as a possible airport that could be used as a place to route connecting flights away from busy Northeast airports, as well as using its existing and underused facility as an alternative to spending tens of millions of dollars to expand Philadelphia, Newark, LaGuardia and JFK International airports.

"It's a plan that we really believe in in terms of addressing the systemwide problem of East Coast congestion," spokeswoman **JoAnn Jenny** said Wednesday. "It means more than just during inclement weather. It should be implemented during all periods."

Using an aviation concept of wayports, the white paper proposes Pittsburgh International return to something of the hub that it was during its heyday with **US Airways** (NYSE: LCC). Connecting flights would be routed through Pittsburgh, taking that traffic out of the crowded skies of the Northeast corridor and leaving the New York- and Philadelphia-bound traffic to land at JFK, Newark, LaGuardia and Philadelphia. Pittsburgh's belief is that if the connecting passenger isn't going to New York or Philadelphia as a final destination, why bother going there at all?

For a connecting passenger traveling, for instance, between Des Moines, Iowa, and Hartford, Conn., that more than likely means that congestion and weather-related delays in New York would be eliminated or reduced by flying through Pittsburgh. For airlines, it could mean lower operating costs because they wouldn't be burning fuel on taxiways waiting to take off.

"They would save money here because there wouldn't be the ground delays" of New York and Philadelphia, Jenny said.

The **Federal Aviation Administration** is studying ways to relieve congestion at the airports in New York and Philadelphia. Allegheny County did send the report to the FAA but it hasn't issued an official response to the report so far, said FAA spokeswoman Arlene Salac. The **Port Authority of New York and New Jersey**, which owns Newark, LaGuardia and JFK, declined comment.

Philadelphia International has a plan to spend \$5.3 billion to expand its runway capacity, and New York has its own plans for Newark and the other two airports. Jenny said that Pittsburgh International's existing capacity could be used to serve airline needs without having to spend that money, let alone other money saved due to less fuel being burned and other costs. And by reducing capacity at those crowded airports, its existing resources would be enough for the reduced traffic.

The Pittsburgh plan seeks about \$20 million in incentives for airlines to use Pittsburgh more. The airlines are aware of the proposal, although there has been no serious negotiations about it so far; Jenny said that the airport authority has received a positive reaction from local federal lawmakers.

Pittsburgh International Airport [is already used for temporary diversions](#), such as for wind and other weather, for aircraft bound for East Coast destinations. It recently hosted 77 aircraft, including a number of airliners, [seeking shelter from Hurricane Irene](#).

"We have such available assets, and high-quality assets, that it's a solution that should be considered," Jenny said.

Paul J. Gough is the web producer at the Pittsburgh Business Times. Contact him at [pgough@bizjournals.com](mailto:pgough@bizjournals.com) or (412) 208-3827. You can also follow him on [Twitter](#).

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**FLIGHT**  
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### PARIS: Boeing warns airlines time's running out for training

By [David Learmount](#)

Airlines are seeing greater numbers of their pilots being poached by competing carriers, a sure sign that the long-expected pilot shortage is kicking in despite continued economic gloom in the US and Europe.

The comments from [Boeing](#) Flight Services vice-president Sherry Carbary came at the release the 2011 version of Boeing's annually updated analysis of the airline industry's growing needs for skilled personnel such as pilots and technicians over the next 20 years. In 2010 Boeing's study predicted a need for 446,500 new pilots over the next 20 years, but now Carbary says that has risen to 459,600. Boeing's prediction for the number of fully trained technicians airlines will need has climbed from 596,500 to 650,000.

The average annual training need to meet that demand is 23,000 new pilots and 32,000 new technicians.

In the 2011-2030 period, according to Boeing's new figures, by far the biggest demand will come from Asia, because that is where the economic growth is, said Carbary. She also warned that a great deal of the Asian requirement for expert personnel has historically been met by expats, whereas in future the latter will be needed in their home markets,

Asia Pacific pilot demand is predicted to be 40% of the total, said Carbary, whereas in the 1970s it was 2%. Comparative needs in North America and Europe respectively are 18% and 20% and a far higher proportion of those figures is for replacements rather than the additional needs generated by growth. The regional share of demand figures are almost the same for technicians.

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# Pennridge Airport receives \$150,000 from state

By Theresa Hegel Staff writer | Posted: Friday, September 2, 2011 12:00 am

EAST ROCKHILL -- The Pennridge Airport in East Rockhill has received \$150,000 from the state to purchase snow-removal equipment.

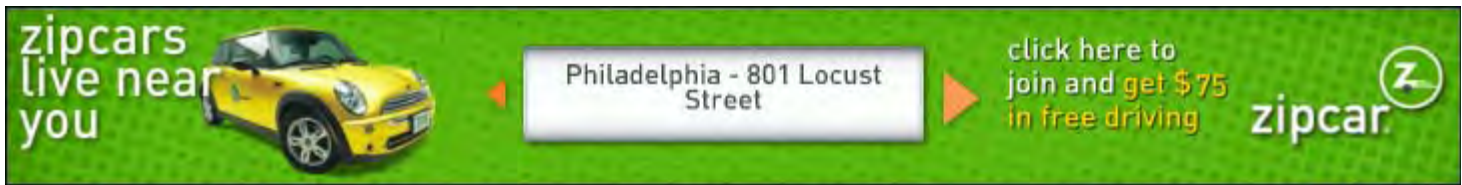
The grant was part of a \$4 million investment in 18 airports to help them upgrade facilities and improve safety.

"Aviation provides nearly 5 percent of Pennsylvania's jobs," Gov. Tom Corbett said in a statement. "Investing in these improvements and safety measures helps those thousands of people do their jobs better and will improve airport operations."

The money was provided by PennDOT's aviation development program. Funding for that program comes from the state's jet fuel tax and leverages more than \$1.3 million in local matching funds.

Public-use airports in the state are eligible for the aviation development program. The state has 133 public-use airports and heliports and 15 of those airports have scheduled commercial service.





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## Obama to Congress: End shutdown of FAA Impasse puts jobs and airline ticket prices in limbo

By JENALIA MORENO  
HOUSTON CHRONICLE  
Aug. 3, 2011, 11:07PM

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President Barack Obama said Wednesday that lawmakers now in recess should resolve an impasse that has led to confusion over airline ticket prices while affecting the jobs of 4,000 federal employees and 70,000 airport construction workers nationwide.

Air traffic controllers are still on the job, and federal transportation officials say passenger safety has not been compromised since Congress failed to reauthorize funding for the Federal Aviation Administration.

But at least 250 FAA workers in Texas who perform other tasks have been furloughed, and 78 construction workers have stopped work on a new regional traffic control center in Houston.

They were building the new Terminal Radar Approach Control, or TRACON, where air traffic controllers manage airspace over Texas and Louisiana. Construction of the 47,500-square-foot facility is part

of a \$43 million project scheduled to open in 2013 and replace a structure more than 40 years old. The FAA broke ground on the George Bush Intercontinental Airport building in 2009.

"Houston is one of the places that has the biggest effect in this part of the country because of the shutdown," said Lynn Lunsford, an FAA spokesman. "We're in the midst of building a new regional traffic control center."

### 'Critical project'

Weatherford-based Imperial Construction has a \$15 million contract to build the new facility. Officials from that company could not be reached for comment on the status of workers on the project.

The FAA also was expected to award a grant of up to \$15 million to upgrade Bush's taxiways to handle larger airplanes.

That taxiway construction will go ahead since some money already was set aside for it, said Houston Airport System Director Mario Diaz, but the expected federal grants may be at risk because the FAA employees who process them have been furloughed.

"That is a critical project for us. We are proceeding with that project," Diaz said.

Some of the furloughed FAA workers are based in Fort Worth, the southwest regional headquarters for the agency. Many of those workers travel to airports throughout the state for their jobs.

The FAA also has stopped collecting a tax of \$3.70 per passenger plus 7.5 percent of base ticket prices that brings in about \$200 million a week, Diaz said.

After the shutdown, airlines hiked airfares by 7.5 percent and nearly \$4 per flight.

Customers who paid the taxes on or before July 22 for travel beginning after that date may be eligible for a tax refund, the Internal Revenue Service said. The agency is still working out details about how to issue those refunds.

### News conference today

Houston airport officials and U.S. Rep. Sheila Jackson Lee, D-Houston, scheduled a news conference for today at Bush to call on Congress to reauthorize FAA operations.

The U.S. House and Senate recessed for the month of August this week without extending the FAA's funding authority, which expired July 22.



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Obama said Wednesday that lawmakers could use a procedure called unanimous consent to extend the agency's funding without having to reconvene in Washington.

"They can have the fights that they want to have when they get back" in September, Obama said.

The FAA's last multi-year funding bill expired in 2007. Congress has passed 20 limited extensions since then without adopting a new long-term authorization measure.

The latest impasse arose when a House-passed bill to extend the FAA's authority through Sept. 16 contained a provision cutting subsidies for flights to 13 rural airports.

Senate Majority Leader Harry Reid, D-Nev., said he was prepared to accept the House bill, but other Senate Democrats refused.

Reid said House Republicans are using the issue of aid to small airports as "subterfuge" to force the Senate to accept a labor provision in the House's long-term FAA authorization bill that would make it harder for airline employees to win union representation.

### A push to negotiate

Rep. John Mica, R-Fla., who chairs the House Transportation and Infrastructure Committee, confirmed he added the rural air service cuts to push the Senate to negotiate, although he said his goal is to conclude discussions on all unresolved issues between the two chambers, not just the labor provision.

"This was going to be the 21st extension," he said in a telephone interview with Bloomberg.

White House Press Secretary Jay Carney, asked Wednesday if the administration is considering shifting money in the FAA budget to restart the stalled projects or bring furloughed employees back on the job, said the White House is looking at its options.

Information about developments in Washington came from Bloomberg.

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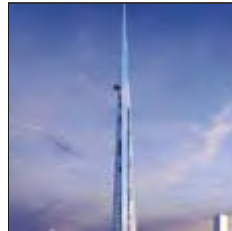
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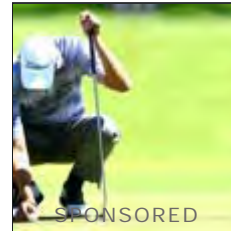
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## Obama says Congress must pass transport bills

Wed, Aug 31 2011

WASHINGTON (Reuters) - U.S. President Barack Obama, seeking to save jobs in a tough economy, urged Congress on Wednesday to not hold up multibillion-dollar temporary funding bills for aviation and highway spending.

Obama said in remarks at the White House that it would be "inexcusable" for lawmakers to not act immediately on those measures when they return from their summer recess next week.

"It's time to stop political gamesmanship," Obama said, referring to partisan wrangling that temporarily shut down funding of airport construction projects last month and cost the U.S. Treasury \$400 million in tax receipts.

Transportation spending is a key driver of economic activity and construction employment. The construction industry was hit hard by the housing downturn and joblessness in the sector exceeded 13 percent in July.

Obama's remarks on transportation presaged his plans next week to lay out a broad strategy for creating jobs.

The law authorizing airport construction funding under the Federal Aviation Administration expires on September 16 while the one permitting the Transportation Department to award grants for highway projects ends on September 30.

Both must be extended to continue funding while lawmakers attempt to craft legislation authorizing those programs over longer periods.

Obama also said he would instruct certain federal agencies to identify high priority infrastructure construction projects to speed them through the bureaucracy, a recommendation of the White House Council on Jobs and Competitiveness. (Reporting by [John Crawley](#) and [Lisa Lambert](#); Editing by [Vicki Allen](#))



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# Model will help monitor airport security

Published: Aug. 9, 2011 at 5:53 PM

FAYETTEVILLE, Ark., Aug. 9 (UPI) -- A statistical model of daily operations of general aviation airports may help show unusual activity that could suggest a security threat, U.S. researchers say.

Since the Sept. 11, 2001, terror attacks on the United States, general aviation security has not been seen as a serious threat because general aviation planes carry less fuel and are much smaller than commercial aircraft.

That changed, however, after a suicide attacker crashed a single-engine plane into an IRS building in Austin, Texas, in February 2010 in an incident that killed one person and injured 13 others.

Now engineering researchers at the University of Arkansas have created models of normal activity at general aviation airport using factors such as annual number of landings and takeoffs, total number of planes based at an airport, whether an airport has a traffic-control tower, and other detailed data.

The model creates a range of usual or normal activity, and any activity outside that range -- an unexpected spike in the number of takeoffs or landings, for example -- might be considered signs of a possible security problem, a university release said Tuesday.

"We want to understand the variation associated with usual general-aviation activity and operations, so unusual activity can be detected, analyzed and resolved," Justin Chimka, a professor of industrial engineering, said.

"Based on historical data, there are basic assumptions or expectations about what should be going on at these airports. Now we have to ask ourselves if reality -- what's really going on -- meets these statistical expectations," he said.

"If not, then we probably should look at it."

The research is being supported by the U.S. Department of Homeland Security.

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## Mid-air collisions

# Watch out, there's a plane about

Aug 30th 2011, 12:09 by The Economist online

AIRLINERS and air-traffic-control centres are in the process of adopting a new navigation system, called Automatic Dependent Surveillance-Broadcast (ADS-B), which uses the satellite-based global positioning system to work out where an aircraft is. ADS-B is more accurate than the existing arrangement, which is based on radar and signals from radio beacons, and will supplement it. Among other things, this should make automatic collision-avoidance systems more reliable. The anti-collision equipment currently fitted to jets has already helped make mid-air encounters between airliners rare, but many light aircraft and helicopters are not fitted with such kit. On average there are 12 mid-air collisions between small aircraft in America every year, causing 19 deaths—and a lot more near misses.

One reason is that existing automatic collision-avoidance systems are too expensive for most private pilots. The shift to ADS-B should change that. But the new arrangements also have to be reliable. If pilots keep getting unnecessary alerts, they will tend to ignore them. If an alert is not issued when it should be, however, the result can be a mid-air collision.

John Hansman and his colleagues at the Massachusetts Institute of Technology (MIT) think they have a solution to that. Their proposal is to surround each light aircraft with two concentric, vertical cylinders of airspace that resemble virtual “hockey pucks”. The smaller, central cylinder is called the Collision Airspace Zone (CAZ). It envelops the aircraft tightly and always remains the same size. Anything entering this volume of air is likely to hit the aircraft. The larger cylinder, which surrounds the CAZ, is the Protected Airspace Zone (PAZ). It changes in size during the different phases of a flight, according to the risk of a collision. For instance, when a series of aircraft are coming into land their speeds are low and they are under constant radar surveillance, so the PAZ of each can be smaller than when the same planes are en route, perhaps across an ocean or desert where there is no ground-based radar coverage. The higher the closing speed of two aircraft heading towards each other, the bigger the PAZ required, because the pilot needs more time to react to a warning.

The level of warning is determined by an algorithm the researchers are developing. This predicts where each aircraft in the vicinity will be 60 seconds or more into the future. The ability to do that is made possible by ADS-B, which transmits an aircraft’s position, altitude and speed once



every second to anyone who cares to listen. A moderate alert would be given if the CAZ of one aircraft was on course to enter another's PAZ. A high alert would happen if the two CAZs were on a collision course. The pilots would then follow set procedures to take evasive action.

To calculate how this will work in practice, and the optimum sizes of the buffer zones, Dr Hansman's team have been using historical flight data from the San Francisco area and computer models of air traffic developed at MIT. This allows them to feed in many different flight patterns and adjust the algorithm accordingly.

The team are working with America's Federal Aviation Administration (FAA) and Avidyne, a firm that makes flight instrumentation, to develop the system. Flight testing should begin early next year and once the bugs have been shaken out of it, it might be used to improve the accuracy of the anti-collision systems fitted on airliners as well as light aircraft. It will also be used to help set certification standards for 2020, when the FAA has decreed that all commercial planes, and also the tens of thousands of light aircraft and helicopters that fly around America, must be equipped with ADS-B if they want to pass through controlled airspace.

Dr Hansman's invisible pucks could help, too, with another problem that has been worrying the FAA: the growing use of unmanned aerial vehicles. Although such drones are, for the moment, confined mainly to military areas, civilian versions are being developed for tasks like border patrols, and search and rescue missions. This often means flying in remote areas with no radar coverage. Drones already use GPS data to know where they are, but if they were equipped with ADS-B and the necessary algorithms they would be better able to avoid both each other and those quaint aircraft that still have pilots sitting in the cockpits.

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**One pilot dies, another survives midair crash in South Jersey**

August 21, 2011 | By John P. Martin and Barbara Boyer, Inquirer Staff Writers

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One pilot was killed and another parachuted to safety after their single-engine planes collided and disintegrated in midair Saturday over woods in Hammonton, N.J.

The 1:30 p.m. crash occurred on an afternoon that left at least six other people dead in traffic accidents near the Jersey Shore.

Ninety minutes earlier, an SUV overturned on a Garden State Parkway exit ramp, killing four teens on the Mainland Regional High School football team.

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And hours later, police closed the Black Horse Pike when a two-car crash near Atlantic City killed two children and injured three others.

Late Saturday, officials had not released the names of the pilots as they continued confirming identities.

Witnesses said the pilot who died was a 71-year-old "passionate" flier from Voorhees who had logged more than 3,000 hours. They said he had often flown with his wife and loved spending time with his two sons, daughter, and grandchildren.

Others described the second pilot as a man in his 30s who was a seasoned acrobatic flier and skydiver from North Jersey.

At the Taildragger Inn, a pilots' hangout next to Hammonton Municipal Airport, witnesses said they had been shocked, some screaming, as they watched the older man's plane, a Lancair IV-P, clip the other plane near the tail, slicing the Yakovlev Yak-55M. They believe the planes collided about 2,800 feet high. Some relief followed as they saw a parachute emerge.

"As soon as you see the canopy, you know he's going to be OK," said a shaken Sergio Boryak, who described the younger pilot as a friend.

The pilots said that they had never witnessed a midair collision, and that to see a pilot survive was unbelievable. According to some, the younger pilot walked out of the woods before he was taken to Cooper University Hospital in Camden. He was expected to survive, authorities said.

The red-and-white Yak-55M was registered to Kirill Barsukov of Jersey City, according to Federal Aviation Administration records. Barsukov is a member of the region's International Aerobatic Club, which describes its members as "enthusiasts" from New York, Connecticut, New Jersey, and Pennsylvania.

In Hammonton, debris was spread more than a quarter-mile near the airport, which is surrounded by woods and farms, including blueberry and corn fields. Local pilots rushed to the wreckage, many arriving before police, fire, and other rescue crews.

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## One pilot dies, another survives midair crash in South Jersey

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August 21, 2011 | By John P. Martin and Barbara Boyer, Inquirer Staff Writers

(Page 2 of 2)

The FAA is handling the investigation, Hammonton Police Lt. Mark Fiorentino said. He said he had never seen a crash like Saturday's - in his 20 years on the force - in which there was so much damage and yet one pilot survived.

The crash occurred in airspace reserved for air-show pilots to practice, FAA spokeswoman Arlene Salac said. Authorities said it did not appear that either pilot had been practicing acrobatics.

"I heard something loud, and then there were all kinds of sirens and trucks rushing to the area," said John Norton, 26, of Hammonton, who is studying to obtain a pilot's license.

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Saturday's tragedy followed by less than a month a crash that critically injured Jason Flood, 20, as he flew a banner plane over Egg Harbor Township, N.J. As a teenager, Flood became well-known as an air-show performer.

Len Smith, 82, said he has been going to the airport praying for Flood's recovery. In his car, Smith held a wooden cross and rosary beads. He regularly watches the pilots.

"That's why I come here," Smith said. "To smoke cigars and watch the acrobatics."

Contact staff writer John P. Martin at 215-854-4774 or [jmartin@phillynews.com](mailto:jmartin@phillynews.com).

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# London's main airports to reach bursting point in 2030

As Heathrow, Gatwick and Stansted reach capacity, regional airports will be left to cope with overspill

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Dan Milmo, industrial editor  
guardian.co.uk, Thursday 25 August 2011 22.28 BST

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A Department for Transport document estimates that by 2030, Heathrow airport will handle 85m passengers a year. Photograph: Steve Parsons/PA

London's major airports will be full by 2030, the government has admitted, as the capital's mayor, Boris Johnson, stepped up pressure on the coalition to abandon its opposition to building new runways.

The growth forecasts showed that Heathrow, Gatwick and Stansted would reach capacity within 20 years, leaving regional airports to cope with the overspill.

Daniel Moylan, the deputy chairman of the mayor's transport authority, said the figures were an "urgent wake-up call. Britain is in serious danger of running out of aviation capacity where it is needed. The government has to react with some urgency because 2030 is not far away."

The Department for Transport (DfT) published forecasts on Thursday in response to a report on aviation emissions by the Committee on Climate Change, which was set up by the Labour government to advise on carbon dioxide reduction targets.

The document estimated that by 2030 Heathrow would handle 85m passengers a year, compared with 65m now, with the capital's top five airports, including Luton and London City, carrying a maximum of 185m by 2040. At that point, regional airports would have overtaken the south-east of England, carrying 210m passengers.

"The central forecasts suggest that without new runways the three largest London airports will be at capacity by 2030, and all growth beyond 2040 will occur at regional airports," the report states. According to the DfT, airline passenger numbers in the UK would more than double from 210m in 2010 to 470m by 2050.

The aviation minister, Theresa Villiers, said regional airports could handle the looming passenger overspill. "I firmly believe that regional airports have an important role to play right across the country, providing domestic and international connections and contributing to local economies. We are undertaking a review of our aviation policy and are seeking views on how we can create the right conditions for regional airports to flourish, and how they can support the rebalancing of the economy across the UK," she said.

Manchester airport, the UK's largest airport outside London, said: "It is not realistic to assume that someone in Kent will come to Manchester to fly to Dubai. But it is realistic to say that someone in Sheffield could choose Manchester to fly to New York, when they currently use Heathrow."

However, BAA which owns Heathrow said the DfT forecasts underlined the need for an expanded hub airport to handle increased numbers of business passengers and contradicted the government's policy of ruling out a third runway at Heathrow.

According to the DfT, demand for international business travel from UK airports would nearly double by 2030. "Without a credible aviation policy the government risks handing this economic growth to our European competitors," said BAA.

The British Air Transport Association, which represents British Airways, easyJet and Virgin Atlantic, said residents in the south-east would have to abandon short-haul flights to Europe.

"The coalition's rash decision to ban desperately needed expansion in the form of new runway capacity at London's airports means that, simply to maintain projected growth in inbound long-haul tourism, the government expects British people, especially those who live in the south-east, to stop taking holidays overseas. This is completely unacceptable," said Simon Buck, its chief executive.

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Posted on Wed, Jun. 29, 2011

## Plans for Willow Grove base are still up in the air

By Jeremy Roebuck  
Inquirer Staff Writer

Montgomery County may be abandoning its plan to mothball the runway at the former site of the Willow Grove Naval Air Station.

But anti-airport advocates in Horsham are not popping the champagne just yet.

Last week, county officials said they hoped to refine their earlier proposal so it resembles a more developed one put forth by the Bucks County Airport Authority that would turn the 8,000-foot strip of concrete into a small airport catering to private planes and corporate jets.

The move comes amid a scathing assessment of the county's original plan to keep the runway vacant, yet intact for possible air traffic in the future.

Its seven-page proposal submitted to the Horsham Land Reuse Authority - the body charged with divvying up Willow Grove's available lands - included few details of what it had in mind for the land.

"Do they want to operate an airport? Do they just want to let it sit there?" said Mike McGee, the reuse authority's executive director. "There's a whole lot of information that was not submitted, not the least of which was any financial data or a business plan."

Since the federal government announced it would decommission the Willow Grove base in 2005, community residents, governments, area planners, and developers have eyed the property.

Seventeen government entities or nonprofit organizations have put forth proposals for redevelopment projects including retirement communities, housing for the homeless, and educational campuses.

But those who live near the former base - along Route 611 - have been particularly adamant about one thing. After years of blocking out the thrum of military engines and jet fighters taking off and landing, they are not eager for commercial air traffic to take their place.

Residents recently submitted a petition to county officials rejecting any airport proposal. The municipal governments of Horsham, Hatboro, and Montgomery Township and the Hatboro-Horsham school board have passed resolutions opposing such a plan.

"Residents should have a great deal of say in what goes on there," said Montgomery County Commissioner Bruce L. Castor Jr., who has taken an anti-airport stance in recent weeks. "From the e-mails and phone calls I've received, they don't sound like they think it's a good idea."

Montgomery County dipped its toes into the Willow Grove redevelopment pool in March. Noting that the runway could prove a valuable future asset, officials proposed to take possession to ensure it would not be torn up to make way for other development.

But the county was not, they stressed, interested in running an airport there itself.

Plans for Willow Grove base are still up in the air

For McGee, that proposal was too vague. How long did county officials plan to hold onto the runway until deciding what to do with it? Would they be willing to pay to maintain it in the meantime? Had the county checked the feasibility of its plan with the Federal Aviation Administration?

He posed these questions in a May 27 letter, seeking answers by June 20. He has received none, he said.

The Bucks County Airport Authority, the only other group to put forth a proposal that would preserve the runway, submitted a much more detailed plan. By throwing support behind it, Montgomery County could accomplish its initial goal without muddying the waters with two separate requests, said James R. Matthews, chairman of the Montgomery County Commissioners.

That said, he still advised county planning staff to address the reuse authority's concerns, suggesting that the tone of panel's criticism indicates it may already have made up its mind.

"They're supposed to be compiling things to make a judgment, but I think there's already been a judgment made by the Horsham Township authority," he said at a recent meeting.

McGee said the board - which consists mostly of local elected officials and business leaders - had no bias for or against any of the proposals but would have to start making decisions by next month.

Approving an airport would limit the scope of the other projects for the site.

"If the board is looking toward going for an airport, it limits what else we can do," he said. "We obviously can't put a school at the end of a runway."

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Contact staff writer Jeremy Roebuck at 267-564-5218, [jroebuck@phillynews.com](mailto:jroebuck@phillynews.com), or @inqmontco on Twitter. Read his blog, "MontCo Memo," at [www.philly.com/montcomemo](http://www.philly.com/montcomemo)

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# In-Flight Meal: Airport Geese to be Cooked and Fed to Homeless

By: [Nick Carbone](#) (7 days ago)

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A flock of geese flies past the control tower at Washington Reagan National Airport.

Bill O'Leary / The Washington Post / Getty Images

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An overburden of the fowl is causing quite a foul problem at New York City airports.

Sully would be pleased. After all, it was a flock of geese that forced him to skillfully land his US Airways jet in the Hudson River in 2009. Just after takeoff from LaGuardia, the plane he was piloting struck a flock of Canada geese,

leading to a loss of engine power. With this testament to the danger of geese taking shelter near airports, New York City officials have hatched a unique plan to both get rid of the geese and solve hunger.

(VIDEO: [Got Geese? Call the Geesebuster](#))

They're helping the hungry, one pesky goose at a time. The city will pay for a company to round up geese that they deem to be dangerously close to jetways. After the birds are captured, they'll be shipped off to Pennsylvania food banks to feed the hungry. New York chose Pennsylvania as the recipient of its slaughtered geese, [according to the New York Times](#), because they already have a system in place for processing and distributing the meat.

"Rather than disposing of them in landfills, we wanted to make sure they do not go to waste," New York's Department of Environmental Protection spokesman said. The city garnered criticism last year for gassing geese and letting the carcasses rot in landfills, wasting tons of meat.

An adult goose can weigh up to 25 pounds and its meat is high in protein. But Canada geese aren't widely known for their good taste, according to the *Times*. We can't help wondering if this is a reward or punishment for the recipients.

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## Meeting Minutes And Agendas

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### HLRA Wednesday, July 27 2011

**HLRA - HORSHAM TOWNSHIP AUTHORITY  
FOR NAS-JRB WILLOW GROVE  
MEETING MINUTES  
WEDNESDAY • JULY 27, 2011 • 7:00 PM**

In Attendance:

Authority Board

W. William Whiteside, III, Chairman  
Joanna M. Furia, Esquire  
Mark Theurer  
Steve Nelson  
William Donnelly  
Donnamarie Davis  
Curtis Griffin  
Larry Burns  
Gary Bissig

Staff

Michael J. McGee  
William Walker  
Tom Ames  
Mary Eberle, Esquire  
George Schlossberg, Esquire

Chairman Whiteside called the meeting to order at 7:05 p.m. in the Horsham Township Community Center at 1025 Horsham Road, Horsham PA 19044 and led those in attendance in the Pledge of Allegiance to the flag.

For the benefit of members of the general public, Mr. Whiteside provided background on the public benefit conveyance process (PBC). He explained when surplus property is declared on a vacated military base, federal regulations require notices to be published making all parties aware that Notices of Interest could be submitted by entities that provide a public service, as well as homeless service providers. Those organizations could request property at no cost, or at a reduced cost, depending on the use.

Mr. Whiteside announced that RKG Associates and BRAC counsel, George Schlossberg has reviewed each NOI submission regarding whether each individual NOI request is eligible for a PBC.

Mr. Whiteside reminded the audience that approval of an NOI provides direction to the planning team to try to incorporate that particular use into the reuse plan, but there is no guarantee that the use will integrate well with other uses. There may be NOIs “green lighted” at this stage which do not fit into the final reuse plan. Likewise, NOIs may not be supported because the HLRA Board does not agree that the proposed use is deserving of free or discounted property. Certain entities who are NOIs are

rejected may very well later find a place on the property under the same terms and conditions as privately held entities.

After review of the definitions of NOI and PBC, Mr. Whiteside indicated that the Board has been receiving public input for several years on what to do with the surplus property at NAS-JRB Willow Grove, specifically public input on whether or not the facility should be reused as an airport. In recent months there have been several public meetings, including the survey meeting on April 20, 2011 and the Planning Charrette on June 10, 2011 dedicated to the purpose of receiving public input, not just on the airport, but on many different ideas for the reuse of the base. Mr. Whiteside indicated that the meeting this evening is to allow the Board to deliberate and discuss the NOIs. Mr. Whiteside proposed the following rules of conduct for the meeting: Each NOI will be introduced by RKG; the Board will deliberate and discuss each NOI separately. After the Board has a motion, seconded, regarding the disposition of the NOI's, the Board will entertain public comment on that particular NOI. Following public comment, the Board will vote. Mr. Whiteside asked the other Board members if the rules of conduct were acceptable and the Board members agreed.

Mr. Whiteside introduced Mr. Archambault from RKG Associates who continued the meeting with a PowerPoint presentation titled "Review of NOI's and Reuse Issues and Planning Principles". During the presentation, Mr. Nelson remarked that it was the first time the Board had a chance amongst the Board to talk about the principals and issues for the plan and how he believed that goals and objectives should be established first. Mr. Archambault explained that principles and issues had been discussed during some of the previous meetings when the public was surveyed. The public's ranking of the issues and principles closely matches the rankings of the individual Board members. Mr. Whiteside added that there appears to be a consensus of the Board on what was important. Mr. Nelson thought that the issues and principles should be established before the NOIs were reviewed. Mr. Whiteside indicated that he respectfully disagreed. Ms. Furia made a motion to proceed with the NOI's. Ms. Davis seconded the motion. Absent any disagreement from the Board, Mr. Whiteside directed the consultant to move ahead with the review of the NOIs.

Mr. Archambault introduced Craig Seymour, also from RKG Associates, to present the NOI Review and Approval process slides.

Mr. Seymour explained that the review of the 17 NOI Proposals included an analysis of the NOI's done by RKG and Kutak Rock (HLRA BRAC legal counsel). RKG had forwarded to the Board its draft Existing Conditions Report, including Aviation Market Assessment as well as review of the NAS-JRB Willow Grove Feasibility Study that was submitted by the Bucks County Aviation Authority (BCAA) on July 22, 2011. Mr. Seymour further stated that NOI acceptance makes applicants' use eligible for inclusion in reuse plan, but does not guarantee inclusion in final plan.

Mr. Seymour explained that a Public Benefit Conveyance (PBC) allows direct conveyance of low/no cost buildings and land to eligible and accepted NOI applicants. PBCs are reserved for local government, education and certain non-profits with federal agency sponsorship. The HLRA Board is responsible for deciding PBC requests. The PBC property reverts back to sponsoring federal agency if applicant does not fulfill their obligations. Approved PBCs potentially reduce land sale revenues. PBCs represent only a part of reuse plan. There are many other uses to be considered and most of the land will be conveyed through the normal Navy conveyance process.

MONTGOMERY COUNTY AIRPORT

Mr. Seymour reviewed the Montgomery County airport NOI and advised that Montgomery County is looking to reserve 540 acres for future airport uses but provided no financial or operational information. Mr. Seymour indicated they may qualify for FAA-sponsored PBC. RKG's recommendation was that the application is substantially incomplete.

Mr. Whiteside asked for comments from the Board. Mr. Nelson asked that the consultants provide a recommendation after each NOI. Mr. Archambault advised that RKG had given the Board enough information to make their own conclusion. Mr. Seymour explained that the Montgomery County Airport NOI was substantially incomplete and required a business plan, proof of operation and financial stability. Mr. Archambault indicated that it was RKG's recommendation to not give Montgomery County Airport NOI any further consideration.

Mr. Donnelly made a motion to direct the consultants to not include the Montgomery County NOI application in preparation of the various redevelopment scenarios. Ms. Furia seconded the motion.

Mr. Nelson asked about RKG's Existing Conditions Report regarding the local real estate market and trends. Mr. Archambault noted that the Report would not be presented during this meeting but would be useful by Board members in coming to a decision on certain NOIs. Mr. Nelson questioned if the various NOIs qualified for PBCs. Mr. Seymour indicated some of the NOI applicants had contacted federal agencies; others did not. Mr. Archambault added that some NOI's were told by some federal agencies they could not get a get decisions on sponsorship until a final Reuse Plan was approved.

Mr. Nelson voiced his concern about not having enough information about noise, safety, and tax revenue. Mr. Archambault advised that RKG's scope of work was limited to finding economic links for jobs, tax base and market demand.

Mr. Whiteside asked if there was any public comment.

Mark Johns, a Horsham resident, asked for a show of hands by those in favor of an airport; a small number of people did indicate they were in favor of the airport use. He then asked those against an airport to do the same; a much larger number raised their hands. Andy Myer of Horsham asked if Montgomery County was questioned regarding their lack of information. Mr. Whiteside responded that the applicant had plenty of time and several months to prepare an NOI and the HLRA sent correspondence in May 2011 requesting additional information. They responded late and with a brief letter.

A resident questioned how the public was polled for the Principles and Issues Survey that was part of the slide presentation. Mr. Archambault responded that the survey results were from attendees at the HLRA's April 20, 2011 meeting and the results were supported at each of the additional meetings. Mr. Whiteside added that the entire township was notified of the meetings.

Peter Steiert of Horsham stated that it was his belief that Montgomery County did not provide financial data because his research showed that airports at other former bases are operating at a loss and are a money pit. A Horsham resident of 40 years voiced her concern about the airport saying they were only going to have small planes flying but airports that say that usually go bigger and bigger. Fred Lochel, a Horsham resident, stated his support for an airport. He is concerned about low income housing on the base. Mr. Whiteside explained that the needs of the homeless must be evaluated as part of the redevelopment plan.

Mr. Whiteside asked for the will of the Board on the Montgomery County NOI for an airport. The Board adopted the motion on an 8-1 vote with Mr. Nelson voting nay.

#### BUCKS COUNTY AIRPORT AUTHORITY

Mr. Seymour reviewed the Bucks County Airport Authority's NOI request for 682 acres for corporate/general aviation airport and aviation-related business park. Mr. Seymour indicated that they may qualify for FAA-sponsored PBC and that the BCAA had initiated contact with the agency. Financial and operational analysis submitted with application indicated the airport will generate surplus revenues from start-up but that operational levels based on pre-recession forecast of general and corporate aviation activity. RKG added that they feel the usage levels & based aircraft estimates appear optimistic, given current and projected market conditions. The BCAA NOI also assumes that all capital improvements will be paid by state and/or federal grants and no mechanism identified for providing local matching funds. No detailed information on capital requirements was provided in the NOI. Also, property would be tax exempt with possible exception of improvements owned by private entities. The application included a payment-in-lieu of taxes at \$5,000/year for the first five years.

Mr. Seymour noted that RKG considers the estimates of earned income or property tax revenues may be overstated and application considered substantially complete, but based on unproven financial feasibility. Therefore, it is the recommendation of RKG that the Airport is eligible for consideration. However, it conflicts with other mixed use development options and does not address community goals of mixed use, cross connections, employment and tax base.

Ms. Furia moved to direct the consultants to not include the Bucks County Airport Authority NOI application in preparation of the various redevelopment scenarios. Mr. Donnelly seconded the motion.

Mr. Whiteside asked for clarification concerning the BCAA NOI proposal for the \$5,000 contribution (in lieu of taxes) and its relationship to the \$650,000 the school district currently receives. Mr. McGee answered that the government subsidy to the school district will end once the property is no longer owned by the federal government. The BCAA NOI proposal indicates the Township will get \$5,000 in lieu of taxes and the school district would get zero. Mr. Griffin expressed concern on the impact on revenue for the school district and the community. Mr. Griffin asked about the feasibility study prepared by Bucks County Airport Authority that shows \$120,000 in earned income tax coming to the township and school district. Mr. McGee explained that Horsham Township has a 1% earned income tax that is split between the Township and the school district., Non-residents that live in communities that do not have an EIT pay 1% to Horsham. However, the percentage of those employees is low. BCAA's Feasibility Study suggests that future employment at the Pitcairn Business Center Airpark will generate a \$12,000,000 payroll, yielding \$120,000 annually to Horsham Township from the EIT. That projection assumes that all of the employees live in Horsham or communities that do not have the EIT. Mr. McGee stated that assumption is not been Horsham Township's experience.

Mr. Griffin further questioned the BCAA's Feasibility Study indicating an annual tax revenue stream of \$777,000 in real estate taxes. Mr. McGee responded that the revenue that they suggest for the school district assumes that the houses for the new employees at the airport would not be built without an airport use.

Mr. Nelson asked the HLRA Solicitor Mary Eberle about a June 14, 2011 memo that she had sent to the Board. Ms. Eberle answered that she was asked by RKG to provide her legal opinion on whether

an authority constituted under Commonwealth of Pennsylvania law as a municipal authority could collect taxes. She stated that such authorities are not a taxing entity and can only collect user fees.

Mr. Nelson stated that this decision is critical to Horsham and the region and will have significant impact for generations to come. The airport is a valid regional land use and, in his opinion, its loss will be regrettable. Mr. Nelson urged the Board not to rush into making this decision. Mr. Whiteside replied that the decision was based on the financial and physical impact to the community. Mr. Donnelly added that there are 59 airports within 50 miles of NAS-JRB and questioned the need for another one. Mr. Nelson indicated that the Board needs to discuss this further with thoughtful deliberation especially on the noise and safety issues.

Mr. Whiteside asked if there was any public comment.

Barbara Zlotnik of Horsham asked about oversight of future airport operations. Mr. Seymour responded that there are methods as to how BCAA can provide regulations under FAA guidelines. Their Feasibility Study suggests shortening the runway thereby limiting access for cargo or commercial planes. He noted that acceptance of federal money, also brings limits on restricting people from using the airport. Mr. Todd Stevens, State Representative and Horsham resident spoke about the process that has been followed by the Board to date. He noted there have been several years for the BCAA or Montgomery County to provide the details requested by Mr. Nelson. He added that a lot of people have shown up at every meeting and are ready to move forward and he applauded the Board for making the community such a large part of the process.

Dean Avgiris, a graduate of Hatboro Horsham High School, stated that airport operations near schools interrupts the education process as well as sports and music programs which will negatively impact the students' futures. Marge Lotter of Horsham referenced a study that the EPA had conducted at Santa Monica Airport on the health effects in children living near airports.

Gary Connor of Horsham questioned the financial viability of an airport unless there were 75-90 takeoffs a day. Mr. Archambault responded that the nature of the proposal does not obligate the Township for operational expenses. Susan Fairlie, a 28 year Horsham resident, stated her weariness of the "weekend warriors" flights and their impacts on her house. Bill Rotherth of Horsham expressed support for a future airport. If the airport NOI is approved, he noted there is funding available through the federal government to do a thorough economic evaluation. He recommended the Board should wait on its decision until the evaluation is complete.

David Pitcairn of Essington, PA stated that the EPA report referenced earlier on the Santa Monica Airport should not be considered here since their conditions differed greatly from those planned for Horsham. Andrew Myer of Horsham stated he supports Mr. Nelson's position and noted everyone moved in when it was an airport and the planes landing would make less noise and generate revenue.

Bob West of Horsham suggested the Board look at Reston, VA and their town center for a vision on a future opportunity for Horsham to optimize tax revenue, schools and create a great lifestyle. Mary Dare of Horsham commented on the state and federal grant money that a future airport would rely on really comes out of her pocket. She noted that currently the FAA is no longer collecting taxes and will be cutting back on funding airports.

Ms. Furia objected strongly to Mr. Nelson's comment that the Board was acting in haste. She noted that her involvement, as well as other Board members, started in 2005. She has attended many

meetings with the community, government officials about airports as well as reading through boxes of documents and emails. She noted that data and analysis is available including Jeff Donohue's market analysis, the BCAA economic information (based on stale information) as well as the consultant's recommendation based on current climate which indicates there is not enough interest. She stated it is time to make a decision. Mr. Whiteside added that some of the Board members have been to the Pentagon, met with OEA, the Air Force, HUD, the NAVY as well as the National Guard and have gained a lot of knowledge. In his opinion, the Board has sufficient information to come to a decision. Mr. Nelson followed up that his comment about the Board being hasty was in reference to community concerns about safety, pollution and that the information may be there, but he has not seen it.

Mr. Whiteside asked for the will of the Board on the Bucks County Airport Authority NOI for an airport. The Board adopted the motion on an 8-1 vote with Mr. Nelson voting nay.

#### HORSHAM TOWNSHIP PARKS AND OPEN SPACE

Mr. Seymour reviewed the Horsham Township Parks and Open Space NOI seeking 128 acres for parkland, open space preservation and active recreation that includes existing recreational facilities. The Township also requested personal property (equipment). This NOI qualifies for PBC under Department of Interior, Federal Land-to-Parks Program. It is RKG's recommendation to approve inclusion in Reuse Plan, with specific location and amount of acreage to be determined at a later date.

Mr. Donnelly moved to direct the consultants to further study and attempt to include the Horsham Township Parks and Open Space NOI application as they prepare the various redevelopment scenarios with the understanding that the location, size and method of conveyance will be determined at a future time. Mr. Theurer seconded the motion.

Mr. Whiteside asked if there was any public comment.

Hermine Gittleman, a Horsham resident, inquired if Horsham Township could have an area where new enterprises could use land to start a business and hire Horsham residents to give back to the Township with the idea of building here and paying taxes here. Mr. Whiteside indicated that the Board has to be careful what they accept. They do not want to choose specific locations at this time as we have to be sure how they will fit. Ms. Furia asked in respect to this NOI, does the Board have to specify exact locations. Mr. McGee answered that the Township's NOI included a certain parcel that was the site of the former Horsham Elementary School at Route 611 and Girard Avenue. He noted the Board may want to direct the consultant to specify that parcel of land as the east side of Route 611 is underserved with respect to the areas dedicated to parks and open space. Mr. McGee noted that dedicating land on the main base is also worthwhile; residents on the east side of Route 611 would have to cross Route 611 to get to it. Mr. Donnelly disagreed with adding this specific parcel and recommended waiting for a plan. Mr. Whiteside stated that he disagreed with Mr. Donnelly's position. Mary Dare, Horsham resident, added that the residents on that side of Route 611 do not have any park land. Mr. Archambault added that there will be three alternatives coming next month and the Board could have input on it then.

After additional Board discussion, Mr. Whiteside requested the will of Board on the motion. The Board rejected the motion on a 7-2 vote with Mr. Donnelly and Mr. Nelson voting aye.



Ms. Furia made a motion to direct the consultants to further study and attempt to include the Horsham Township Parks and Open Space NOI application as they prepare the various redevelopment scenarios with the understanding that the location, size and method of conveyance will be determined at a future time with the exception of Parcel A in the NOI for park land on former Horsham Elementary School property located between Girard and Columbia Avenue on Easton Road. Mr. Griffin seconded the motion.

Mr. Whiteside asked if there was additional public comment; there was none.

Mr. Whiteside asked for the will of the Board on the Horsham Township Parks and Open Space NOI. The Board adopted the motion on an 8-0-1 vote with Mr. Donnelly abstaining.

#### HORSAM TOWNSHIP EMERGENCY MANAGEMENT

Mr. Seymour reviewed the Horsham Township Public Safety NOI for Building 608 (Fire Station) with 1.8 acres of land for emergency management center and fire/rescue station. The NOI qualifies for PBC through the Department of Homeland Security/FEMA. The Fire Station will provide service to new development as well as enhance service to surrounding area. RKG's recommendations to include in Reuse Plan, but HLRA must reconcile with two other competing NOIs.

Mr. Donnelly moved to direct the consultants to further study and attempt to include the Horsham Township Public Safety NOI application as they prepare the various redevelopment scenarios with the understanding that the location, size and method of conveyance will be determined at a future time. Mr. Burns seconded the motion.

Mr. Whiteside asked if there was any public comment.

Barbara Zlotnik of Horsham questioned the need for a new facility since two new fire houses had just been built. Mr. Walker, Horsham Township Manager, responded that the Township was keeping its options open since the details of the future redevelopment were not known at this time. If it turns out it is not needed, the Township can always withdrawal their application. Mr. Walker added that Montgomery County Haz-mat was looking for office/storage space and this facility might be able to support both uses.

Mr. Walker responded to a question from a citizen on financing the Township's NOIs. He stated that there are no plans to raise taxes as this time and if the property is developed, then the Township would be collecting development fees which would potentially be used to pay for Township facilities such as these. A member of the Horsham Fire Company indicated the Township definitely has a need for this building to fight fires and provide emergency services. Another resident requested additional information about the potential for Montgomery County Hazmat on the base. Mr. Walker advised that to his knowledge they were looking for offices for personnel and some equipment.

Mr. Whiteside asked for the will of the Board on the Horsham Township Emergency Management NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### HORSHAM TOWNSHIP ROADS

Mr. Seymour reviewed the Horsham Township Roads NOI to reserve adequate property for new roads in and through the base. The NOI qualifies for PBC under Federal Highway Administration sponsorship. RKG's recommendation is to approve inclusion in Reuse Plan, with final location of roads to be determined during the planning process.

Ms. Furia moved to direct the consultants to further study and attempt to include the Horsham Township Roads NOI application as they prepare the various redevelopment scenarios with the understanding that the location, size and method of conveyance will be determined at a future time. Mr. Donnelly seconded the motion.

Mr. Whiteside asked if there was any public comment.

A resident asked for clarification about the future use of the base for the airport use. Mr. Whiteside responded that no further consideration would be given to either of the airport NOI's

Mr. Whiteside asked for the will of the Board on the Horsham Township Roads NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### HATBORO-HORSHAM SCHOOL DISTRICT

Mr. Seymour reviewed the Hatboro-Horsham School District NOI for 60 undeveloped acres for replacement of existing assets and future expansion. Their application requested 34 acres for educational uses, 6 acres for administrative uses and 20 acres for recreational uses associated with the educational use. The NOI qualifies for a PBC through the Department of Education sponsorship. RKG's recommendation is to approve inclusion in the Reuse Plan, with final location and acreage to be determined in consultation with the school district.

Mr. Donnelly moved to direct the consultants to further study and attempt to include the Hatboro-Horsham School District NOI application as they prepare the various redevelopment scenarios with the understanding that the location, size and method of conveyance will be determined at a future time. Ms. Davis seconded the motion.

Mr. Griffin asked to speak as the Superintendent of Hatboro-Horsham School District. He advised that the School District Board has been looking at their aging facilities and trying to determine best solutions for existing facilities. The School District's NOI allows the district to support the redevelopment of the property. The School District is in a solid financial position and will need to replace or invest significant fund in other existing facilities in the near future.

Mr. Whiteside asked if there was any public comment.

Steve Klein, a resident of Horsham, questioned the tax impacts of building additional schools. Mr. Griffin responded that the School Board was looking at 5-10-15 year cycles based on the debt service on building new and/or renovating existing facilities. There is also a limitation on how much the School Board can raise taxes. Another resident asked about the testing of the land for a school. Mr. Schlossberg responded that under the Defense Base Closure Act, the Department of Defense is responsible to remediate the property and must hold future landowners harmless for contamination found in the future.

One citizen stated that the redevelopment of the base will enlarge the Township by a large percentage requiring more services (and tax revenue). Mr. Whiteside added that part of the effort of the redevelopment is to make bring in tax paying entities to pay for the services. Carolyn Steiert of Horsham asked about the condition of Hallowell School. Mr. Griffin responded that Hallowell does need renovating and that through a different NOI process; the Hatboro-Horsham School District is expected to already obtain additional land from the closure of Horsham Memorial Army Reserve Center. Andy Starr of Horsham commented on the funding priorities set by the school board. Ed

Cashton shared his concerns about the environmental contamination at the base. Mr. Archambault advised that Weston Solutions is aware of these issues and future uses will be located on the property taking in to account the environmental conditions.

Mr. Whiteside asked for the will of the Board on the Hatboro-Horsham School District NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### HORSHAM WATER AND SEWER AUTHORITY

Mr. Seymour reviewed the NOI of the Horsham Water and Sewer Authority seeking eight (8) easements and/or fee title for construction of future water/sewer mains throughout the base and a water storage facility. The NOI qualifies for a PBC under the Department of Health and Human Services sponsorship. RKG's recommendation is to approve inclusion in Reuse Plan, with final locations to be determined.

Mr. Donnelly moved to direct the consultants to further study and attempt to include the Horsham Water and Sewer Authority NOI application as they prepare the various redevelopment scenarios with the understanding that the location, size and method of conveyance will be determined at a future time. Mr. Griffin seconded the motion.

Mr. Whiteside asked if there was any public comment; there was none.

Mr. Whiteside asked for the will of the Board on the Horsham Water and Sewer Authority NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### MONTGOMERY COUNTY – DELAWARE VALLEY HISTORICAL AIRCRAFT ASSOC.

Mr. Seymour reviewed the NOI of the Montgomery County – Delaware Valley Historical Aircraft Association who seeks land and buildings to house existing "Wings of Freedom" museum and restoration facilities. Five alternative locations were proposed, ranging from 14 to 156 acres including utilization of several existing buildings. Federal sponsorship has been discussed with the Department of Interior, but eligibility has not been determined. The application is considered incomplete based on unproven financial viability. RKG's recommendation is to approve inclusion in Reuse Plan, with final location and manner of satisfying requirements to be determined.

Mr. Donnelly moved to direct the consultants to further study and attempt to include the Delaware Valley Historical Aircraft Association NOI application as they prepare the various redevelopment scenarios with the understanding that the location, size and method of conveyance will be determined at a future time. Ms. Davis seconded the motion.

Ms. Davis commented that Mr. Jerry Lenfest is expected to help support the application if it was approved.

Ms. Furia asked if Montgomery County's name was on the NOI, does the Board need to state it as such. Mr. Donnelly amended his motion to move to direct the consultants to further study and attempt to include the Montgomery County - Delaware Valley Historical Aircraft Association NOI application as they prepare the various redevelopment scenarios with the understanding that the location, size and method of conveyance will be determined at a future time. Ms. Davis seconded the motion.

Mr. Whiteside asked if there was any public comment.

John Demcisak, attorney for the DVHAA, asked about next steps. Mr. Archambault advised that RKG would be in touch with the DHVAA once they knew which NOI's were approved to be included in the plan. Mr. Hurwitz, a DVHAA representative, thanked the community for supporting the continuation of the museum. A citizen inquired about the difference between 14 acres and 156 acres being requested by the applicant. Mr. Archambault advised that was what RKG would be looking at and discussing with the DVHAA. General Ronald Nelson, President of the DVHAA, advised that he thought the 156 acre figure was inaccurate and the most the DVHAA was looking for was 54 acres. Joe Myers, a DVHAA member, stated that, in his opinion, the DVHAA was financially viable; he also commented that the two to three year delay in getting access to buildings will increase costs to restore buildings that have no power, water and sewer. Mr. Whiteside responded that the HLRA only controls submission of the plan.

With no further public comment, Mr. Whiteside asked for the will of the Board on the Montgomery County – Delaware Valley Historical Aviation Association NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### YMCA OF PHILADELPHIA

Mr. Seymour reviewed the YMCA of Philadelphia NOI that seeks Building 638 (Marine Reserve) plus 40 acres in an alternative location. They have no federal sponsor and specific plans or cost estimates were not included in application. They do not qualify for a PBC. RKG's recommendation is that the application is substantially incomplete.

Mr. Donnelly moved to direct the consultants to not include the YMCA of Philadelphia NOI application in preparation of the various redevelopment scenarios. Ms. Furia seconded the motion.

Mr. Whiteside asked if there was any public comment; there was none.

Mr. Whiteside asked for the will of the Board on the YMCA of Philadelphia NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### ACTS RETIREMENT COMMUNITIES

Mr. Seymour of RKG reviewed the ACTS Retirement Communities NOI seeking 60-80 acres of undeveloped land for 300-350 independent living units, 40-60 assisted living units and 60 bed skilled nursing facility. Mr. Seymour stated that only assisted living and skilled nursing components may qualify for PBC under Department of Health and Human Services sponsorship. RKG's recommendation is that continuing care/retirement community is an appropriate use. HLRA Board must decide if ACTS should be approved for a site specific PBC.

Ms. Furia moved to direct the consultants to further study the proposed use as described in the Acts Retirement Communities NOI application for inclusion in the various redevelopment scenarios, however, without a no or low cost public benefit conveyance and further move that the application itself not be incorporated into the redevelopment scenarios. Mr. Curtis seconded the motion.

Mr. Whiteside asked if there was any public comment.

Mr. Glenn Fox, Counsel for Acts Retirement Communities, advised that ACTS loves the area and suggested they could break the NOI into components as they think one portion may qualify as a PBC.

With no further comments from the public, Mr. Whiteside asked for the will of the Board on the ACTS Retirement Communities NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### ESI EQUIPMENT, INC.

Mr. Seymour reviewed the NOI of ESI Equipment, Inc. who are asked for Buildings 608 (Fire Station) and 650 (Hazmat) to create training center for rescue personnel. They do not qualify for PBC (through FEMA) as they are a private company. Detailed financial information was not provided and their NOI conflicts with other NOI applications. RKG's recommendation is that the application is incomplete based on lack of detailed financial information.

Ms. Furia moved to direct the consultants to not include the ESI Equipment, Inc. application in preparation of the various redevelopment scenarios. Mr. Griffin seconded the motion.

Mr. Whiteside asked if there was any public comment; there was none.

Mr. Whiteside asked for the will of the Board on the ESI Equipment, Inc. NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### GREATER PHILADELPHIA SEARCH AND RESCUE

Mr. Seymour reviewed the NOI of Greater Philadelphia Search and Rescue who asked for Building 608 (Fire Station) to house regional operation that supports public safety agencies throughout the region. This may qualify for PBC through FEMA. No specific financial information (capital costs and funding sources) were provided and application conflicts with other NOI applications. RKG's recommendation is that application is incomplete based on lack of detailed financial information.

Ms. Furia moved to direct the consultants to not include the Greater Philadelphia Search and Rescue NOI application in preparation of the various redevelopment scenarios. Mr. Theurer seconded the motion.

Mr. Whiteside asked if there was any public comment.

Bill Wurster, Greater Philadelphia Search and Rescue, advised that they are willing to fit in wherever possible. He stated that financial information could not be predicted because their request might be accommodated in 1 or 2 offices. Mr. Starr asked if the Board would reconsider their motion and keep this NOI for later down the line. Mr. Wurster further commented that they are a non-profit organization and could not complete the application with FEMA until it is determined if they will be part of the redevelopment process. Greater Philadelphia Search and Rescue provides services to Horsham and the area and needs the PBC in order to keep costs down. Mr. Whiteside inquired if they were just looking for space in the building. Mr. Schlossberg advised that the purpose of the process was to plan for the reuse of building 608 for public safety. Without regard to end user, the consultant could work with Horsham Township and Montgomery County Hazmat and have the building be for public safety for all users who are there. Mr. Seymour stated that the Horsham Township PBC looked at the building for public safety and the Board may want to cooperate. Mr. Whiteside asked with the extra information provided, would the Board like to change their motion.

Ms. Furia moved to direct the consultants to further study the proposed use as described in the Greater Philadelphia Search and Rescue NOI application for inclusion in the various redevelopment scenarios, however, without a no or low cost public benefit conveyance and further move that the

application itself not be incorporated into the redevelopment scenarios. Mr. Donnelly seconded the motion.

Mr. Whiteside asked for the will of the Board on the Greater Philadelphia Search and Rescue NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### ATG LEARNING ACADEMY

Mr. Seymour reviewed the ATG Learning Academy NOI requesting Building 677 for a special needs school to serve 13 area school districts. They would move from their existing Warminster location to Horsham, adding 40 new jobs. ATG may be eligible for PBC under Department of Education however, no information was provided regarding need for no or low cost property. RKG's recommendation is that educational services are an appropriate use for the Reuse Plan. HLRA Board must decide if ATG should be approved for a site specific PBC.

Mr. Griffin moved to direct the consultants to further study the proposed use as described in the ATG Learning Academy NOI application for inclusion in the various redevelopment scenarios, however, without a no or low cost public benefit conveyance and further move that the application itself not be incorporated into the redevelopment scenarios. Ms. Furia seconded the motion.

Mr. Griffin asked for clarification that the motion he was making was saying that we want the consultant to look at different schools for the property but they may not get free land. Mr. Archambault advised that his comment was correct and the building that they had asked for may not even be in good shape by the time redevelopment starts in several years.

Mr. Whiteside asked for the will of the Board on the ATG Learning Academy NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### PLAY AND LEARN, INC.

Mr. Seymour reviewed the NOI for Play and Learn Inc. whose application asked for 6,000 to 12,000 square feet of existing space or land to build new (3-5 acres). They may be eligible for PBC through the Department of Education however, they did not provide information regarding need for no or low cost property. RKG's recommendation is that childcare/early education facility is an appropriate use for the Reuse Plan. HLRA Board must decide if Play & Learn should be approved for a site specific PBC.

Mr. Theurer moved to direct the consultants to further study the proposed use as described in the Play and Learn, Inc. NOI application for inclusion in the various redevelopment scenarios, however, without a no or low cost public benefit conveyance and further move that the application itself not be incorporated into the redevelopment scenarios. Mr. Griffin seconded the motion.

Mr. Whiteside asked if there were any public comment.

Dave Cooper, Development Director of Play and Learn, Inc. addressed the Board stating that although the Department of Education excludes child care they do sponsor early childhood education. He was concerned that the Board did not have the right definitions and objected to their vote. Mr. Archambault responded that the Board is not saying they do not support child care but they do not feel that it qualifies for a public benefit conveyance. Mr. Cooper stated that he disagreed and that this is what non-profits do. Mr. Theurer followed up that if there was unlimited free land we could

give it to everyone but municipal services still need to be supported by tax revenue. Some people will have to pay for the land and this use is not appropriate for a free conveyance.

Mr. Whiteside asked for the will of the Board on the Play and Learn, Inc. NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### AMERICA RESPONDS WITH LOVE

Mr. Seymour reviewed the NOI from America Responds with Love whose application asks for storage space for donations (for distribution to homeless and other needy families/individuals); land for growing flowers; and land to build 40 units of handicapped housing. No sponsoring federal agency was identified and detailed financial, operational or capacity data was not provided after requested by the HLRA. RKG's recommendation is that application substantially incomplete.

Mr. Donnelly moved to direct the consultants to not include the America Responds with Love application in preparation of the various redevelopment scenarios. Mr. Burns seconded the motion.

Mr. Whiteside asked if there was any public comment; there was none.

Mr. Whiteside asked for the will of the Board on the America Responds with Love NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

#### PHILADELPHIA STAND DOWN

Mr. Seymour reviewed the NOI from Philadelphia Stand Down whose applications ask for several properties throughout the base in which to develop a range of services for homeless veterans and others. No federal sponsor(s) were identified but they are seeking to meet with other agencies for funding and services. The estimated total rehab costs for buildings at \$26 million. Organization has limited experience/capacity relative to requested property/service program. RKG's recommendation is that application is substantially incomplete.

Mr. Donnelly moved to direct the consultants to not include the Philadelphia Stand Down application in preparation of the various redevelopment scenarios. Mr. Griffin seconded the motion.

Mr. Nelson asked how this application compared with HUD requirements for homeless assistance and if we needed to take this into consideration. Mr. Schlossberg responded that the services proposed by the NOI are not included in the definitions of homeless assistance under the McKinney-HEARTH Act therefore this NOI is not considered a homeless assistance request.

Mr. Whiteside asked if there was any public comment.

Gary Cooper of Horsham asked if actions taken to accommodate the homeless assistance providers at the Shenandoah Woods Off-Site Housing Areas could be used to satisfy the main base requirements. Mr. Whiteside explained that they are two totally separate disposal actions. Another citizen asked how our veterans can be supported. Mr. Archambault indicated that the Board would like to help all, but this application is just not ready with their plan or finances. Mr. Seymour added that in order for Philadelphia Stand Down to qualify they had to document that they are financially viable and able to fulfill the proposed mission. The information provided in their application is lacking.

Mr. Whiteside asked for the will of the Board on the Philadelphia Stand Down NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

## BUCKS COUNTY HOUSING GROUP/GENESIS HOUSING CORPORATION/TRF

Mr. Seymour reviewed the NOI from Bucks County Housing Group whose applications asks for 75 acres to develop 105 permanent assisted living units for qualified homeless individual and families, plus program support space. The NOI qualifies for a PBC under Department of Housing and Urban Development guidelines and sponsorship. The requested units would satisfy 85% of two-county identified needs. The HLRA must "balance the needs of the homeless with the economic needs of the community". RKG's recommendation is to approve for inclusion in Reuse Plan, with final size, location(s) and means of conveyance to be determined.

Ms. Furia moved to direct the consultants to further study and attempt to include the Bucks County Housing Group/Genesis Housing Corporation/TRF NOI application as they prepare the various redevelopment scenarios with the understanding that the location, size and method of conveyance will be determined at a future time. Mr. Donnelly seconded the motion.

Mr. Whiteside clarified to the audience that the final reuse plan must include a homeless submission to HUD.

Mr. Whiteside asked if there was any public comment.

A citizen questioned if there is a limit on how much we have to provide and if this number could be expanded. Mr. Schlossberg responded that we have to balance the needs of the homeless with the economic needs of the community. He also indicated there is no application for more than 105 homes. Mr. Whiteside added that we believe it would not expand. It was pointed out by Mr. Schlossberg that you are not required to accept 105 homes, you could decide on a lower number. Mr. Whiteside also added that this request is the maximum number and that the Board could consider and may decide that a smaller number is appropriate. Cindy Weinrich of Horsham asked what size units the homes would be as well as why we were absorbing another county's needs. Mr. Schlossberg answered that this number is what they asked for but it does not mean they will get it all. HUD will determine the reuse plan provides the balance required by the law.

Les Lyon, a Horsham resident, asked if Bucks County Housing Group has housing on the surplus property in Warminster, PA. Mr. Seymour responded that Bucks County Housing Group has a good track record and the reason that the NOI includes Bucks County is because this LRA covers a two county area therefore it has to consider both counties. Gary Connors of Horsham asked if Shenandoah Woods was part of this BRAC process. Mr. Whiteside advised that it was but that the Warminster (Shenandoah Woods) is a separate disposal action. The BCHG are eligible to come back as they are two separate declarations.

Dan Wawrzyniak, a resident of Horsham, inquired if the numbers with this application for this year or are they based on future projections. Mr. Seymour responded that the application was based on the current population of homeless in the two counties. Mr. Schlossberg advised here are very specific legal documents called Legally Binding Agreements that will insure that the applicant provides the services detailed in the NOI. Ms. Davis noted that the number would never be above 105 but could be below 105. Mr. Griffin shared his knowledge that the economy has put people in very difficult positions this past year. The School District has seen more people applying for reduced lunches. Homelessness is not just in the city, it is here in this area too. He concluded that very complicated needs exist.



Mr. Whiteside asked for the will of the Board on the Bucks County Housing Group, TRF, and Genesis NOI. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

Mr. Archambault asked the Board for their consideration on two additional issues that arose during the Board's input on the Reuse Issues and Planning Principles. First additional issue was under Economic Development Issue: "Other land uses should be considered: General Aviation Airport" and second additional issue was under Transportation Issue: "Public transportation is virtually non-existent except #22 bus on Route 611. Explore creative approaches like bike-friendly accommodations, park-n-ride, etc."

Ms. Furia made a motion to approve the transportation issue and eliminate the general aviation airport issue. Mr. Donnelly seconded the motion.

Ms. Davis informed those in attendance that all NOIs were reviewed by the HLRA Board without prejudice or bias and all decisions were made without prejudice or bias.

A representative from the DVHAA stated that he took offense to the slide stating that the application was incomplete. As that statement is false since they can stand on their own merit, they would like that comment stricken from the slide.

Mr. Whiteside asked for the will of the Board on the motion to add the transportation issue and reject eliminate the general aviation issue. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

Mr. Archambault then asked the Board to approve the Reuse Issues and Planning Principles that had been voted on by the Board as the most important.

Ms. Furia made a motion to adopt all Reuse Issues and Planning Principles. Mr. Griffin seconded the motion. The Board adopted the motion on a 9-0 vote. Motion passed unanimously.

Mr. Donnelly moved to approve the Meeting Minutes dated June 15, 2011 as presented. It was seconded by Ms. Furia to approve the minutes of the June 15, 2011 HLRA meeting. All voted in favor, motion passed unanimously.

Mr. Whiteside asked Mr. McGee to provide the Executive Director's Report. Mr. McGee indicated he had no report at this time.

Mr. Whiteside asked Ms. Eberle to provide the solicitors report. Ms. Eberle indicated she had no report at this time.

Mr. Donnelly moved to approve the list of checks in the amount of \$146,478.67 as presented. It was seconded by Mr. Theurer. Mr. Nelson stated that he remains concerned about the HLRA's financial condition and asked about the current deficit. Mr. McGee explained that 90% of these costs will be funded by the federal government. All in favor, motion passed unanimously.

Under new business, Mr. McGee explained that Ivyland Borough had requested a transfer of one of the surplus fire trucks at the base. The Navy could transfer the requested fire truck to the HLRA for further conveyance to the Ivyland Borough for use by the Ivyland Fire Company. The HLRA Board will have to take action to formally accept the fire truck. The HLRA staff is working with Ivyland on an agreement exculpating and indemnifying the HLRA and its members from any damage which could result from the condition or use of the fire truck.

Ms. Davis moved to approve the Resolution authorizing the execution of any and all documents to facilitate the transfer of the fire truck to Ivyland and further move to authorize the execution of the agreement with Ivyland and the Ivyland Fire Company. The motion was seconded by Ms. Furia.

A question from Mr. Nelson on whether or not other fire companies were able to make bids for the equipment was answered by Mr. McGee who stated that the equipment was only limited to departments in communities affected by the BRAC actions which would be Ivyland, Warminster and Horsham for furtherance of the redevelopment of the surplus property. Mr. McGee noted that the Horsham Fire Company had inspected the surplus equipment and had no interest. All in favor, motion passed unanimously.

Under unfinished business, the Legally Binding Agreements for Off-site Housing were returned to the HLRA from HUD for several edits. George Schlossberg has already edited the documents with HUD's approval and they are currently out for signature to Aldie Foundation, Warminster Township and Bucks County Housing Group and Ivyland Borough. Once all documents are signed, the originals will be returned to HUD. Since the Board already adopted a resolution granting the HLRA Director power to sign such documents, no action is required of the Board on this matter.

There being no further business, the meeting was adjourned at 10:40 p.m.

Respectfully,

---

William T. Walker  
HLRA Secretary



# Southwest Airlines CEO Herb Kelleher tells story of his success



Written by

**David Koenig**

7:37 AM, Jun. 27, 2011|

DALLAS — Herb Kelleher dressed up as Elvis, wore a paper bag over his head on TV, bragged about drinking Wild Turkey and told bawdy stories. Between the legendary bouts of showmanship, he found time to revolutionize the airline industry.

Kelleher was there at the founding of Southwest Airlines Co., fighting the legal battles to get the airline started. As CEO for two decades, he built an airline that now carries more U.S. passengers than any other. Most U.S. airlines lose money more often than they earn it, but Southwest has always posted an annual profit.

Southwest grew by entering new cities with lower fares, forcing rivals to also cut prices.

It's been a decade since Kelleher, now 80, retired as CEO and three years since he stepped down as chairman, but he still shows up at the office most days. He gives

advice when the current CEO, Gary Kelly, asks for it.

Q. People love to hate airlines. Is it fair?

A. I've thought about that a lot. I think flying is kind of an emotional experience. Maybe going to buy a couch in a furniture store is much less emotional, you know, because the couch just sits there and doesn't say anything to you. It's not worried about being on time and it doesn't take a huge assemblage of people and technology to bring it to pass. It left North Carolina six months ago and it's still sitting there if you come back three days later. Flying involves fundraisers for politicians, family birthdays, anniversary celebrations, this vacation I've saved up for a year. So I think there's a lot more anxiety connected with it.

Q. Tell us what you've been doing for Southwest since you retired.

A. I don't have any day-to-day responsibilities anymore. I basically do things around here that Gary Kelly asks me

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to do or that some of the other officers consult with me about. In addition, I've got 40 years of connections in the airline industry, and I hear from those folks and have to formulate responses. So an awful lot of it is correspondence and [telephone calls](#). And I'm taking on the outside responsibility of being chair of the board of directors of the Federal Reserve Bank of the 11th District (in Dallas).

Q. Do you give Gary advice?

A. No, not really, unless he solicits it.

Q. Did you talk to him about bag fees? Today it looks like a brilliant decision not to impose those.

A. I did talk to Gary about it on occasion. I thought it was an excellent decision. It was a contrarian decision — it followed my old adage that if it's common it's not wisdom, and if it's wisdom it's not common ... In my opinion, as really a spectator, it enabled [Southwest Airlines](#) to continue to hold the low-cost cachet position because I want to tell you, people are really enraged by these bag fees.

Q. From that, can we deduce that you think it's a mistake for other airlines to charge bag fees even though it's bringing them hundreds of millions of dollars?

A. I don't think it was a mistake for them to do it because when you characterize it as a mistake you have to do it in terms of competition with Southwest Airlines, that it was a mistake vis a vis the competition with

Southwest. But when you look at it from the standpoint of where those carriers were and how desperately they needed revenues — and revenues that are not subjected to the 7.5 percent excise tax, by the way — I think it was a perfectly legitimate [business](#) decision on their part.

Q. Could the airlines, even Southwest, make money if oil goes to \$120, \$130 or \$150 a barrel?

A. If it goes that high I think everybody will have problems.

Q. In 2008 you said you were worried that fares could rise and make travel less democratic. Do you still worry about that?

A. Yes, I do worry about it from the standpoint of the public as a whole and from the standpoint of the societal good that air service does because Southwest Airlines as you know was really the progenitor of low fares in America. When I started working on Southwest Airlines, I kid you not, only people flying on business and

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very wealthy people ever flew. ... And then we went into business and all of a sudden you had these first-time fliers taking to the air.

Q. What's the next big innovation in air travel?

A. I think the next big innovation, hopefully, hopefully, is going to be next-generation air traffic control system. I think it can make a tremendous amount of difference in saving the airlines money ... (and) time that they would otherwise lose in delays, to cancelations, air traffic control holds. ... Another thing that I see on the horizon, and not so far off on the horizon, of course, is substantially more fuel-efficient engines.

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# Funding fight derails runway project at Fort Collins-Loveland Municipal Airport



Written by

**Kevin Duggan**  
KevinDuggan@coloradoan.com

2:16 AM, Aug. 2, 2011|

Plans to repave the runway at Fort Collins-Loveland Municipal Airport have been scratched for a second construction season because of a congressional hang up with funding the Federal Aviation Administration.

If the same thing happens next year, the airport might have to close rather than continue dipping into reserves funds to patch a runway that needs to be replaced, said Jason Licon, the airport director.

"It's a possibility," Licon said. "Our runway is in pretty bad condition, and we have to do something about it."

The airport was expecting to receive a grant from the FAA to cover most of the \$7 million project. A contractor was selected and arrangements made to close the airport from Aug. 15 to Sept. 1 to

accommodate the repaving.

But Congress, which has been tied up dealing with the federal debt-limit issue, did not pass legislation in late July that would have continued funding for FAA operations and its grant programs. About 4,000 FAA employees have been furloughed and airport construction projects across the country have ground to a halt.

Federal officials have said they want to get the FAA funding issue settled as soon as possible, but it's already too late for the Fort Collins-Loveland Airport project. The grant money might still come through this fiscal year, Licon said, but the work will be put off to next construction season.

"Timing is everything with this project," he said. "We had a window of opportunity, and it has closed. We were told up to two days before the deadline the grant was coming, and then the bottom fell through.

"It was kind of a slap in the face. It's

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unfortunate because all of our stakeholders had been notified and had planned accordingly.”

The airport’s lone commercial carrier, Allegiant Air, changed its scheduling so it would not fly out of Fort Collins-Loveland during the expected closure.

Although the airport will remain open after Aug. 15, Allegiant will not use it because there’s not enough time for the airline to “sell tickets and fill the planes” for that timeframe, said Jordan McGee, company spokesperson.

Rescheduling the availability of aircraft also is a problem, she said.

“We would love to have that service but it’s too late to change things for the planned hiatus,” McGee said.

Allegiant has flights scheduled in and out of Fort Collins-Loveland on Sept. 1-2. When the repaving work is done, it will entail milling off six inches of pavement from the runway, repairing problem areas in the subsurface, and putting down six inches of fresh asphalt.

As part of the project, about 30,000 square yards of dirt will be moved to the runway’s west edge and shaped into a runway safety area that meets current standards, Licon said.

Coulson Excavating of Loveland was in line to receive the contract for the project because it had the lowest bid.

Losing the project will affect about 150 jobs, said company president Ken Coulson. The company had planned to do the work but now is scrambling to fill the hole in its schedule, Coulson said. That may not happen.

“It’s kind of late in the season,” he said. “Any project of that size has already been bid and contracted.”

The airport may have brief closures during the next few months as problem areas of asphalt are patched. How much the patching work will cost is not clear, Licon said.

In the past 12 months, the airport spent about \$35,000 patching the runway. About \$50,000 to \$75,000 will likely be spent in the next 12 months, Licon said.

The FAA has not had an annual budget appropriation since 2007. Stop-gap funding for the agency has been extended 20 times.

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A bill reauthorizing and funding the agency has passed the House of Representatives but has been stalled in the Senate, primarily over provisions regarding the unionization of airport workers.

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## US Airways CEO: Fuel Hedging for the Birds

Ted Reed

08/11/11 - 11:38 AM EDT

TEMPE, Ariz. [TheStreet](#)) -- Airlines could be poised to benefit from the current economy, and **US Airways** ([LCC](#)) could be the carrier that sees the most upside.

US Airways is the only major airline that does not hedge fuel, a wise policy when fuel prices are falling. "We've thought for a long time that hedges are ineffective," said CEO Doug Parker, in an interview with *TheStreet*. "Hedges are very expensive and it's hard to purchase enough to be truly hedged."



US Airways CEO Doug Parker

The economy provides a natural fuel hedge, because in a weak economy, fuel prices decline, Parker said.

CFO Derek Kerr said he was pleased Monday night to receive "a text with the number seven in it" from a member of the airline's finance team, signifying that oil prices had fallen below \$80 a barrel.

"We have fuel down while demand has stayed strong," Kerr said Tuesday. "It's a good day for us." Both Parker and Kerr said that still, oil prices remain at relatively high levels; since Monday, prices have drifted back above \$80.

US Airways ceased hedging in August 2008, concerned about cash collateral requirements required from declines. Even so, as the carrier unwound its hedge positions, it reported a \$234 million hedging loss in the fourth quarter of 2008.

Travel demand remains strong as far as US Airways can see, despite the precipitous swings in the stock market, Parker said. "We are trying to [determine] exactly what all this means," Parker said. "The stock market is concerned about another recession, but we have no indication that is the case."

He reminded that over the past year, airlines have seen booking patterns change, with passengers far more likely to book closer to their travel dates than they had previously. As a result, airlines have less visibility into the future of travelers' behavior.

Airline shares have performed particularly poorly this year. In mid-morning trading Thursday, with the S&P 500 Index down about 9%, the **Amex Airline Index(XAL)** was down about 34% and US Airways was down about 47%. The brightest spot in the industry was **Alaska(ALK)**, currently Wall Street's favorite airline, down just 7 %.

In a recent report, Soleil Securities analyst James Higgins raised US Airways to a buy with a \$9 target price. He said that the recent fuel price drop could increase pre-tax profit by 70 cents a share. "Yet, while jet fuel prices have fallen by nearly 10% since the beginning of August, LCC shares are down 7% as economic concerns swamped the lower costs," Higgins wrote.

Another unrecognized plus for US Airways is changes in **Southwest's(LUV)** schedule, including a pullout from the Philadelphia-Pittsburgh flights, a route now served solely by US Airways. Beginning in the first quarter of 2012, Southwest will reduce its capacity in Philadelphia by about 13%, Higgins said, noting "that dynamic alone should substantially improve LCC's competitive landscape."

Also, Higgins said, a slot swap with **Delta(DAL)** will lead to a stronger position at Washington Reagan National and should add at least \$75 million in annual revenue starting in 2012.

Every dollar-a-barrel variation in the price of oil has an impact of \$34 million on US Airways.



-- Written by Ted Reed in Tempe, Ariz.

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[Home](#) > Uncertainty for US airports persists as FAA reauthorization stalls

# Uncertainty for US airports persists as FAA reauthorization stalls

By *LBlachly*

Created 2011-07-05 16:36

By [Aaron Karp](#) <sup>[1]</sup>

**News from ATW's Airports Today:** The US Congress last week again passed a short-term FAA funding extension as lawmakers continued to fail to reach agreement on the long-term agency reauthorization bill that airports across the US say is necessary to bring stability to construction project planning.

The latest extension, the 20th enacted since FAA's authorization officially expired Sept. 30, 2007, will keep the agency running through July 22. Multiple sources with knowledge of Congressional negotiations aimed at producing a long-term bill told *ATW* that a number of disagreements remain unresolved, fueling pessimism that FAA reauthorization will be passed in the near-term.

FAA Administrator Randy Babbitt, Airports Council International-North America and airport directors around the US have been saying for some time that uncertainty over FAA funding, particularly the Airport Improvement Program that helps finance expansion programs, is causing disruptions to airport construction projects ([ATW's Airports Today, Oct. 5, 2010](#) <sup>[2]</sup>). "For over three-and-a-half years we've been operating on extensions," Babbitt noted during a recent speech. "It's been very difficult to run an agency on extensions ... We need to restore long-term stability to funding."

The Republican-led House of Representatives and Democratic-controlled Senate passed separate FAA reauthorization bills earlier this year and have been unable to bridge the differences to craft unified legislation that both chambers could pass and send to President Barack Obama for signature into law ([ATW Daily News, April 4](#) <sup>[3]</sup>).

According to those familiar with the House/Senate negotiations, four issues remain stumbling blocks to a deal, three of which directly relate to airports. These include a lack of agreement over distributing slots at Washington National Airport, AIP funding levels and whether to phase out the Essential Air Service program that subsidizes flights to airports in rural communities. The fourth issue, which is not directly relevant to airports but may prove to be the most contentious area of disagreement, relates to the House bill's repeal of the National Mediation Board's decision last year to change air and rail labor group voting rules to lower the threshold for unionization.

The House bill also calls for phasing out EAS for all states except Alaska and Hawaii by 2013. ACI-NA, the American Assn. of Airport Executives, the Regional Airline Assn. and the National Assn. of State Aviation Officials jointly stated in a letter to Congress, "Of the 435 [US] commercial airports outside of Alaska and Hawaii, 106 of those airports receive air service only through the Essential Air Service program. Eliminating the program at those airports would shut down air travel to and from nearly one-quarter of our nation's commercial airports. The economic impact on our nation's air transportation network ... would be substantial."

[Click here](#) <sup>[4]</sup> to read the latest from *ATW's Airports Today*.

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# Star-Telegram

## DFW Airport proposes 6% budget increase

Posted Tuesday, Jul. 05, 2011

BY ANDREA AHLES

[aahles@star-telegram.com](mailto:aahles@star-telegram.com)

Dallas/Fort Worth Airport has proposed a \$603 million budget for its next fiscal year, up 6 percent from this year, as it faces higher debt service costs for its \$1.9 billion terminal renovation program. The fiscal year starts in October.

Passengers are expected to increase 1.4 percent to 57.9 million. However, that estimate is 1.5 percent lower than D/FW projected last year in its 10-year financial plan. "We're not seeing the airlines at the capacity that we had built into the original plan," Chief Financial Officer Chris Poinsett told the airport's finance committee on Tuesday. "They are also shifting out heavier planes for lighter planes."

Of the \$33 million increase in the proposed budget, \$18.1 million is to pay existing debt service and rental car center debt service. The airport issued new debt this year to fund the renovations of Terminals A, B, C and E over the next several years.

Last year, the airport negotiated new use agreements with airlines, which meant lower landing fees, higher terminal rents and an increase in cash the airport could use for capital programs. The proposed budget increases the airlines' cost per enplaned passenger to \$7.33, up from \$6.73 this year.

The board will hold a special budget meeting July 28 to review the proposed budget and possibly approve it.

In other business Tuesday, the airport operations committee approved a \$5.9 million contract for Fort Worth construction firm Steele & Freeman to expand the Express North Parking Lot. The project will add 1,000 covered spaces and should be completed by year's end.

It also approved a \$2 million design contract for renovations to the Terminal A parking garages. Initially, the airport planned to only rebuild the middle parking garage at Terminal A. With the contract, the airport anticipates redesigning and renovating all three garages instead of building a new one.

Andrea Ahles, 817-390-7613

[Looking for comments?](#)



## Democrats pressure airlines to give back windfall

JOAN LOWY, Associated Press  
Updated 10:15 a.m., Saturday, July 30, 2011

WASHINGTON (AP) — Democrats ratcheted up the pressure on airlines Friday to give back the windfall they've reaped by raising fares during the tax holiday created by the partial shutdown of the **Federal Aviation Administration**. But it was unclear how much leverage they have to force the issue.

Two more groups of senators sent letters to airline CEOs and other industry officials asking them to roll back fare increases. The FAA's operating authority — and airlines' authority to collect \$30 million a day in federal ticket taxes — expired last week as the result of a legislative stalemate between the House and Senate. Within 24-hours, most major airlines had raised their fares in amounts roughly equal to the taxes passengers were no longer being charged.

One letter was signed by **Finance Committee Chairman Max Baucus** of Montana, and six other senators, including **Commerce, Science and Transportation Committee Chairman Jay Rockefeller** of West Virginia. Baucus' committee handles tax issues, including airline ticket taxes, and Rockefeller's committee oversees the FAA. The letter asks airlines to lower their fares in an amount equivalent to the taxes not being charged.

"For some passengers, this could reduce the cost of flying by upwards of 10 percent per flight, or hundreds of dollars for frequent flyers," the letter said.

But the senators also said they won't try to recoup the lost revenue through retroactive taxes.

"There is no precedent for, and no intention that Congress would, retroactively impose aviation taxes on tickets purchased while the taxes have lapsed or used for travel during the period of the lapse," the letter said.

Airlines also raised fares during similar tax holidays in 1996 and 1997. They were not required to return their windfalls afterward.

Illinois Sens. **Dick Durbin**, the No. 2 Senate Democratic leader, and **Mark Kirk**, a Republican, sent a separate letter to **Nicholas Calio**, president and CEO of the **Air Transport Association**, questioning the fare increases.

"Airlines should have the right to set their own prices based on the free market and current high fuel prices," wrote the senators. "However, when nearly every major airline increases its rates in such a short period of time at similar levels, we worry that this situation is not the result of competition-based pricing, but rather a collective effort to take advantage of federal inaction."

The association, which represents most large airlines, defended the fare increases.

"In every deregulated industry, it is the marketplace and the consumer — not the government — that sets pricing," spokeswoman Jean Medina said.

The industry is also wrangling with the Obama administration and Congress over who should be responsible for handling tax refunds due passengers who bought tickets and paid taxes before the FAA shutdown, but did their traveling during the shutdown. The IRS has said ticket taxes are on travel at the time it takes place.

The administration wants airlines to handle the refunds because they already have mechanisms for refunding money to passengers who cancel flights. But airlines are adamant that the IRS should handle the refunds.

"It would impose large costs on the IRS — and taxpayers — if airlines were not willing to facilitate the process of issuing refunds for travel occurring while the taxes have lapsed," Baucus and other senators wrote.

"Airlines are in the best position to know when a passenger purchased a ticket, how much he or she paid, and whether and when the consumer flew."

Airline ticket taxes go into a trust fund that pays for the majority of the FAA's \$16 billion budget. The shutdown has forced the agency to furlough 4,000 workers, halt the processing of \$2.5 billion in airport construction grants, and issue stop work orders for nearly 200 construction projects, from airport control towers to runway safety lights. The construction industry estimates as many as 70,000 private sector workers have been, or will likely be, laid off during the shutdown.

Air traffic controllers and safety inspectors, whose salaries are paid with non-trust fund monies, have remained at work.

"There's been relatively little pain for airlines thus far in the shutdown," airports lobbyist Jane Calderwood said. "Right now they're kind of having their cake and eating it too because they've raised fares and no one is paying for the (air traffic) system."

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2011

## Interview: Delta CEO Richard Anderson

July 6, 2011

*New York* - In the midst of investing \$100 million in its website platform, Delta Airlines has no plans to sell its [Economy Comfort international seating outside direct channels](#). "We want to control the packaging of our brand and the distribution of our brand," said Delta CEO Richard Anderson last week in an interview here with *BTN* senior editor Jay Boehmer. Anderson also touched on corporate demand, capacity cuts, hub downsizing and Delta's proposed slot swap with US Airways. Additional excerpts follow.

### **Do you envision GDS distribution of Economy Comfort?**

No. We do not envision at this point GDS distribution—not that it couldn't occur in the future. At this point in time, we're in the early stages of the product. It's very successful. Remember, the other piece of that product that was important for us is for our premium elite frequent flyers. If they did not buy a business-class ticket, for certain elites it's an automatic upgrade to Economy Comfort. It was another way to provide a differentiated product to our most loyal customers. Much of what we're doing at Delta is making sure that we control our brand and that we control our distribution. Much the same as other consumer product companies, you want to control your brand, your distribution and your content. Remember, all of that's in the context of having complete and transparent disclosure to all consumers. That's not in our interest at all to not have our consumers very well informed about our offerings.

### **There's discussion in the airline industry around the "who's asking?" question—the idea being that airlines should tailor the product to the individual. Is that part of your strategy as well?**

Yes, tailoring is part of it. One piece of that is in our frequent flyer database, where we have a lot of information about our really good customers, so putting the typical CRM tools that are used in many other industries to work in our industry or at Delta is a very important part of that strategy. The second thing is with a flexible, fast, nimble technology platform, you can unbundle your offerings and let people make the choice about what they want, what they want to buy and what they want to pay for. There's a lot of opportunity there for us going forward. And from a customer standpoint, customers can make these decisions.

**Is there an opportunity to make that relationship more direct? Does the GDS serve as the ultimate intermediary between Delta and TMCs, and therefore the corporate client?**

Ultimately, you have to have the content residing somewhere in a database. That's going to be an important part. That function is an important function—housing all the data somewhere so that it can be accessed by customers will be an important part of the equation. At this point, I think we have a system that works, though you're seeing a pretty significant evolution underway when you look at what's going on in the court systems and what's going on in the marketplace. I think we're in a period of flux, a period of change and it will be interesting to see how that all works out over time.

**Have you seen any evidence that corporate demand is faltering?**

Overall corporate travel is still strong. We see total tickets—or total passengers traveling—up double digits. If you think about how things have progressed since the economic downturn we went through in 2008 and 2009, when companies were really cutting their expenses, corporations in the U.S. and around the world did a good job managing through that. Cash balance is high, productivity is very high. As you moved into later 2009, into 2010 and even to this year, there was really a need to grow the top line. The way to do that was to go out and see your customers, travel around the world and grow your business. We have continued to see strong corporate travel and strong business travel trends pretty much in every entity. We're seeing [good recovery in Japan](#) and very strong growth in Latin America.

**It seems like the summer is looking healthy, but there's always a question about the shoulder season. Is that too far out to assess?**

There is seasonality in our business. Our unit revenues for the [second] quarter will be up 10 percent, and we expect to have a very solidly profitable quarter. We also see where the weaknesses are going forward, which is principally in the transatlantic. Our overall capacity will be down year on year about 3.6 percent, September through December. We've suspended a number of flights, particularly to Oman and Cairo—where there's been a bit of unrest—and then some of the deep Eastern Europe flying, some of the more seasonal markets. We're really adjusting our capacity to demand going forward. We feel good about where we are coming into the fourth quarter and responding to the places where there is a little more weakness. We do think overall GDP growth in the U.S. is going to be in the 2 percent range, and given the correlation between our revenues and GDP, we feel pretty confident about strong trends continuing in the latter part of the year.

**What's the next step with the latest [slot-swap proposal with US Airways](#)?**

It's at DOT right now, and we're very hopeful it will be approved. Then we'll go through the Justice Department process. Hopefully, by this time a year from now we'll be well underway. It's a very important move for New York. It adds about 2.6 million passengers a year to LaGuardia, and really turns it into a real hub airport for the first time, with a lot of very convenient service to a lot of places in the United States. That's our next big strategic step.

**That begs the question: What makes a hub? After some consolidation, you have a lot of them now. Do you still consider all the legacy Northwest Airlines and legacy Delta hubs as such?**

We've done detailed analyses of each one of the hubs, and while we don't share per-hub economics, we have successfully sized Cincinnati and Memphis; both are performing fine and now they are

properly sized to fit both the local market they serve plus the unique flows that are most efficiently served over those hubs. We've worked hard with the local business leaders and local airport authorities to tailor the schedules to maximize convenience for local passengers and at the same time give our airline the right level of capacity for the right level of demand.





July 27, 2011

# Congress at Impasse Over F.A.A.

By **EDWARD WYATT**

WASHINGTON — The [debt ceiling](#) debate may seem to be taking forever, but as an example of legislative dysfunction it is difficult to beat the repeated failure of Congress to manage the affairs of the [Federal Aviation Administration](#).

For four years and counting, Congress has been unable to approve long-term authority for the agency's budgets and capital spending plans. Twenty temporary spending measures, some of them lasting just a few weeks, have come and gone.

Last week, Congress again failed to resolve the impasse that has held up an agreement, including battles over subsidies for flights to rural airports and — something dear to the hearts of out-of-town lawmakers — adding more flights at [Reagan National Airport](#) near Washington.

So last week, Congress scrapped attempts to approve the 21st temporary spending plan before the last one expired on Friday — thereby shutting down a large part of the F.A.A.

The agency stresses that it has enough money to keep airports open and planes safely in the air. But it cannot work on long-term projects. It has furloughed 4,000 employees, stopped work on construction projects employing thousands more and halted research on next-generation air traffic control systems.

The F.A.A. is not some esoteric financial concept like the debt ceiling — an issue that has some lawmakers proclaiming the end is nigh while others bluster that it does not really matter. The aviation agency holds the lives of hundreds of thousands of travelers in its hands every day, overseeing the nation's airports and the air traffic controllers who make sure that tens of thousands of flights a day take off and land safely.

“It's amazingly aberrant behavior on the part of our lawmakers that they haven't been able to get a bill approved since 2007,” said Marion C. Blakey, president of the Aerospace Industries Association, who from 2002-7 was the F.A.A. administrator, the agency's top official.

The issue is not merely a question of whether the F.A.A. might have to delay some spending on little-used airports in the districts of powerful legislators. Their dependence on a stream of short-term F.A.A. allocations has led airports to have to bid out projects one small chunk at a time, raising costs and inconveniencing travelers.

“This is not a good way to do business,” Randy Babbitt, the current F.A.A. administrator, said in an interview. “It is a terribly inefficient use of the taxpayer dollar.”

Without authorization from Congress, the F.A.A. cannot collect taxes on airline tickets that pay for much of its operations. The federal government is losing about \$30 million a day from the loss of the ticket tax.

For a Congress whose members routinely discuss the importance of adding jobs and constraining spending, an F.A.A. shutdown that lays off workers and makes projects more expensive would seem to go against common sense. Members of both parties and house of Congress blamed each other for the problem.

“I was appalled that the House went through on its dangerous threats last week to hold the entire F.A.A. bill hostage to their politics,” Senator John D. Rockefeller IV, a West Virginia Democrat and chairman of the Senate Commerce committee, said on Monday.

Representative John L. Mica, a Florida Republican who is chairman of the House Transportation committee, shot back: “To put people back to work and restart F.A.A. programs, the Senate needs to adopt the F.A.A. extension passed by the House last Wednesday.”

As they did in the two previous sessions of Congress, the House and the Senate each passed bills that would give the F.A.A. its long-term authorization. But they have been unable to reconcile their versions.

One of the sticking points has been the [Essential Air Service](#) program, which pays subsidies to provide for regularly scheduled flights to rural airports that would otherwise be too unprofitable to operate. Each house wants to tighten the restrictions, but they differ on how to do it.

Those services played a part in the failure of Congress to approve even a short-term spending plan last week. The 20 stopgap spending measures passed over the last four years included no extraneous changes in budgeted programs. This time, however, the House inserted language that would end subsidized service to small airports in Nevada and Montana, states represented by high-ranking Democratic senators, among others.

Another disagreement is over the number of long-distance flights that are allowed each day at Reagan Airport, which is the closest to Capitol Hill of the three major airports in the region.

Members of Congress from Western states want more direct flights from Reagan Airport to their home states. Members from Virginia, and some in Maryland, want to protect their constituents from the noise the additional flights would create.

Those issues have been sticking points for years. A more recent disagreement is an ideological debate over how to administer union elections.

Last year, the [National Mediation Board](#), which settles labor disputes in the airline and railroad industries, adopted a rule saying that a vote by a company’s employees on whether to certify a union would be decided by a majority of those voting, rather than by a majority of employees eligible to vote. The change was supported by the two board members appointed by President Obama, and opposed by the lone Bush appointee.

Republicans in Congress and many airline and railroad companies have criticized the change, saying it overturns decades of precedent. Democrats and labor leaders say it puts those industries on the same footing as unions in nearly every other industry in the country. The House F.A.A. bill contains a provision to repeal the rule.

After failing last week to approve the most recent F.A.A. short-term reauthorization, many members went to the airport and flew home.





# Bloomberg

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## Boeing Leans Toward a Bigger Dreamliner

By Susanna Ray - Jun 20, 2011

[Boeing Co. \(BA\)](#) is leaning toward a bigger version of the [787 Dreamliner](#) as the U.S. company seeks to outmaneuver Airbus SAS in a widebody jetliner market it reckons will be worth almost \$2 trillion over the next 20 years.

The 787-10 could enter service by 2016, [Jim Albaugh](#), Boeing's commercial airplanes chief, said yesterday ahead of the [Paris Air Show](#). That would provide competition for Airbus's A350-900 and steal a march on the larger A350-1000, which won't be ready until 2017, according to a schedule announced June 18.

"We have to go through some more analysis and we haven't decided yet if we'll offer it, but it wouldn't surprise me if we did," Albaugh said in an interview in the French capital.

Building the 787-10 would help Boeing counter the A350's threat in markets where the company's 777 -- which captured the first widebody orders at the show today -- is dominant, giving it a breathing space to upgrade a design that debuted in the 1990s. The largest Dreamliner would seat as many as 330 people, versus 210 to 250 for the 787-8 variant currently in production and 250 to 290 for the planned 787-9. Airbus's A350-series planes will be able to carry between 250 and 400 passengers.

"The A350-900 is aimed directly at the 777-200ER, and the 787-10 would be a good way of defending that turf," said [Richard Aboulafia](#), vice-president of Teal Group, a Fairfax, Virginia-based consulting company. "It means they can attack the replacement market, which is very important."

### Show Prospects

Boeing, based in [Chicago](#), received the first major order at the Paris expo with a contract from Qatar Airways Ltd. for six 777-300ER long-distance planes that's worth \$1.7 billion at list prices.

Qatar Air, the second-biggest Middle Eastern carrier, has 25 777s with 15 more already due for delivery and regards the model as the "backbone" of its long-haul fleet, Chief Executive Office Akbar al Baker said today after a press briefing.

Albaugh said separately in a Bloomberg TV interview today that Boeing will have "a number of announcements" for orders at the Paris show this week, including "a few" for its single-aisle 737, which faces competition from Airbus's re-engined A320neo. Qatar Air could place some orders for the neo, al Baker said.

Boeing is seeking to catch Airbus after its rival remained world No. 1 last year, delivering a record 510 planes, 48 more than the U.S. company. Airbus is also top by orders, winning contracts for 644 jets, with 70 cancellations giving a net intake of 574. Boeing won 530 net orders after 95 cancellations.

## Niche Appeal

Toulouse, France-based Airbus is delaying introducing the A350-1000 by 18 months to add range and payload. The 787-10 won't match that model for distance, said [Nick Cunningham](#), an aerospace analyst at Agency Partners in [London](#), but will fill a "high-capacity, shorter-range niche" and may appeal to carriers that have already signed up for the two smaller variants.

The 787-10 would be about 15 percent bigger than the 787-9, seating about 40 more passengers, Boeing executives said. Its operating costs would be 10 percent lower than the A350-900 and 5 percent lower than the A350-1000, Nicole Piasecki, Boeing's head of business development, said in a briefing today.

"Our customers are very interested in this airplane, and we're in the process now of deciding when to put it into service," Piasecki said.

## Longer Term

Boeing is focused on developing models for the longer term and won't merely react to moves at Airbus, Albaugh said in a briefing. Its rival's decision to build a re-engined A320 narrowbody and the more powerful A350 won't necessarily push Boeing to follow suit with the 737 and 777, he said.

"If we were thinking tactically it might drive us in that direction, but I think we're thinking more strategically and long-term," he said, adding that a new single-aisle plane should last 50 years. "We will have an answer on the 777; whether increments or a significant derivative remains to be seen."

Boeing will evaluate the timetable and performance of the A350-1000 before reaching a conclusion regarding the 777.

"The issue is whether they decide to respond with a 777 upgrade or replacement," said Cunningham. "They won't do two programs at the same time."

Aboulafia said a launch decision for the 787-10 won't in itself protect the market occupied by the longest-range 777.

"It's what you do a notch up from that that's the question," he said. "It's not quite the same as having a definitive answer on the 777-300ER front."

## GE90 Engine

General Electric Co. will begin testing a new compressor next year with a view to developing its GE90 engine in order to be ready when Boeing decides the next step for 777, GE Aviation CEO [David Joyce](#) said today in Paris. GE is currently the exclusive provider of engines on the 777 extended-range models.

Joyce said he's not surprised that Airbus is delaying the A350-1000 so that Rolls-Royce Holdings Plc can improve the performance of the Trent XWB engine that powers the twinjet.

“It’s playing out a lot like we thought it would,” he said. “We never thought you could have one engine that spans the size of those aircraft.”

## No Delay

A verdict on whether to offer an all-new narrowbody or opt to re-engine the 737 will be reached “probably by the end of the year,” Albaugh said.

“We’re not going to be rushed into a decision,” he said in the television interview. “I don’t think there has really been a delay. We’re really trying to get this right. By the end of the year we should have a decision.”

The Alenia Aeronautica unit of [Finmeccanica SpA \(FNC\)](#) will retain the “opportunity” to work on the horizontal stabilizer on the 787-9, the second Dreamliner variant to be developed, though as second-source manufacturer, Albaugh said. Flaws with stabilizers made by Alenia contributed to the program’s three-year delay, though he said the Italian company’s production has improved.

Alenia has said that it would have to approve any reallocation of work, since it has design and production rights.

It’s a “horse race” as to whether the initial Dreamliner version, the 787-8, or the [747-8](#), an upgrade of the 41-year-old jumbo jet, commence deliveries first, Albaugh said. Both are slated for handover by September.

Boeing is 97 percent-done with certification testing on the 787, and all six test jets have completed what’s needed for approval by the U.S. [Federal Aviation Administration](#), according to Albaugh. Tests for function and reliability and extended operations will begin this month, he said.

For the 747-8 freighter, about one-third of the scheduled 300 hours of function and reliability tests are done, he said.

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# PA In Flight



Tom Corbett, Governor

Barry J. Schoch, P.E., Secretary

Volume 3, Issue 3

July 2011

## Governor Corbett Signs 2011-12 State Budget



On June 30, Governor Tom Corbett signed the 2011-12 state budget. The \$27.15 billion budget cuts overall government spending by more than \$1 billion, does not include any tax increases and is the first on-time budget in eight years.

The budget includes \$7.9 million for PennDOT, with an additional \$211.5 million anticipated in bond funding. To view the budget, visit [www.dot.state.pa.us](http://www.dot.state.pa.us) and click on the "2011-12 Pennsylvania State Budget" button. The majority of PennDOT's funding is distributed through the Motor License Fund, the breakdown of which can be found under the "2011-12 Governor's Executive Budget" link.

## Commission Tackles Transportation Funding, Discusses Aviation

Governor Tom Corbett signed an executive order on April 22 creating the Transportation Funding Advisory Commission (TFAC) to develop innovative solutions to Pennsylvania's mounting transportation funding challenges.

The commission is tasked with preparing a comprehensive list of options for reliable, inflation-sensitive revenue sources to provide funding for all modes of transportation, including aviation. The governor asked the group to make its recommendations by Aug. 1. The panel's first meeting was April 25.

For the Pennsylvania aviation community, the TFAC has been a welcome sounding board for funding issues facing the state's aviation infrastructure. At the commission's June 6 meeting, Bob Shaffer, airport manager of the DuBois Regional Airport and a TFAC member, presented the "Aviation Perspective" on transportation funding. Shaffer pointed out aviation's many benefits and the positive economic impact the industry has on Pennsylvania, and the importance of maintaining a healthy statewide airport system. He said investments increasing accessibility, capacity and enhancing safety for the traveling public are vital.

For more information on TFAC activities, meeting minutes, agendas, and more, feel free to visit the commission's website at [www.dot.state.pa.us](http://www.dot.state.pa.us).



### Mark Your Calendar!

- 7/26 - Federal Aviation Administration Residential Through-The-Fence Interim Policy Documents (including access plans where applicable) due to the Bureau of Aviation
- 7/26 - DotGrants Disadvantaged Business Enterprise Training
- 9/14 - 9/16 - Pennsylvania Aviation & Aerospace Conference, State College, Pa.

### Aviation Spotlight Feature Introduced, Readers Welcomed to Participate

PennDOT's Bureau of Aviation is introducing PA In Flight readers to our new feature article section, Aviation Spotlight! In each issue, this new feature will highlight Pennsylvania's airports, airport projects and airport leaders and their impact on the state's aviation community.

To make this feature a success, we need your help! Maintaining the feature will shine a much-deserved spotlight on projects, leaders and airports and alert readers to how they're impacting the industry. We're asking for your help in identifying those people and places you find deserving of recognition in the Aviation Spotlight. Please submit feature suggestions with any supporting documents and testimony to Harrison Brooks in the Bureau of Aviation at 717-705-1253 or by email at [hbrooks@state.pa.us](mailto:hbrooks@state.pa.us).

### Aviation Spotlight: Otho C. Bell, Manager, Venango Regional Airport



While quality customer service can sometimes be hard to find, it's easy to experience at Venango Regional Airport under the leadership of Airport Manager Otho Bell. Bell has vast experience in the industry and is known for his exemplary service-oriented way of conducting business.

Following his service with the U.S. Air Force, Bell, often called "OC," was first introduced to the aviation Industry while attending Florida Technological University/University of Central Florida where he graduated in 1975 with a degree in Business/Marketing. In 1972 while studying at school, he landed his first aviation-industry employment with Aircraft Service International Inc., where he worked as a contracted refueling agent for major airlines in Orlando, FL. and New

Orleans, La. In 1983 Bell came to Pittsburgh as Station Manager for Aircraft Service International, Inc, managing and maintaining the Pittsburgh International Airport fuel system and providing intoplane refueling services for the scheduled service airlines. Soon after, he obtained a non-exclusive ground handling concession contract with Allegheny County to provide passenger and ramp services for non-scheduled airlines that operated charter flights at the Pittsburgh International Airport. In 1997, he was promoted to manage their regional fuel delivery system for scheduled charter flights leaving from Philadelphia International, Hopkins Airport in Cleveland, Cincinnati-Northern Kentucky International, Pittsburgh International, Rochester New York and Reagan National in Washington, D.C. After 20 years of serving airports and airlines, Bell looked for an opportunity to "work from the other side of the desk" and serve the flying public, and in 2003 accepted a position as Airport Manager for the Venango Regional Airport.

Since 2003, he has worked tirelessly to exhibit an extremely high level of customer service as airport manager. When the airport lost commercial air service in 2008, he drove inconvenienced customers from Venango to Pittsburgh to catch their flights. And, even now that the Essential Air Service Program has returned commercial service to the Venango Regional Airport, when inclement weather strikes and Gulfstream must cancel a flight, Bell works tirelessly and does everything in his power to get his passengers to Cleveland so they can catch their connecting flight.

To the aviation community at large, Bell provides outstanding customer service by providing a safe and reliable airport within the state aviation network. For example, to better serve customers piloting aircraft such as commuter and larger corporate jets, he recently requested funding from PennDOT's Bureau of Aviation to construct a unit hangar to accommodate these aircraft during inclement weather. In the past these pilots would have to go to another local airport to hangar their aircraft during the weather event and consequently Venango Regional Airport and the surrounding communities were missing potential revenue from hangar rentals, fuel sales, hotel and car rentals and restaurant sales. If the funding is awarded, it's estimated that the addition of this hangar space would generate revenue for the airport as well as the local communities and will help boost Venango County's economy.

Bell's pursuit of exemplary customer service has led to airport improvement, airport system enhancement and positive economic impacts on the airport and community. Kudos to Otho Bell for leading by example!

### Aviation Spotlight: Beaver County Airport



Beaver County Airport is situated in northwest Beaver County, approximately three miles west of the City of Beaver Falls. The airport has approximately 125 aircraft based there and experiences more than 57,000 annual landings and take offs. Also, the airport experiences frequent corporate flight activity, serves general aviation needs and even hosts aviation education.

Beaver County Airport serves the general aviation needs of the region and as a reliever for Pittsburgh International Airport. Its single runway, Runway 10/28, is 4,501 feet long by 100 feet wide and outfitted with medium-intensity runway lighting. The airport is supported by two non-precision approaches that support landing by runway alignment, but not slope or descent information. It has seven on-site business tenants, including two fixed-base operators, which provide a full range of general aviation services including fueling, aircraft maintenance, storage, charter services and refreshments.

Aviation education, including pilot training, is available at the airport. Students who attend the local Beaver County Community College are able to graduate with Associate Degrees in Professional Piloting with a Commercial Pilot Certificate or Enroute/Tower Air Traffic Control as a result of a partnership between the college and the airport. Also, studying at the airport affords Air Traffic Control students some hands-on training in their final semester.

In addition, several universities use the airport for flight instruction including the Ohio State University, Kent State University and Bowling Green State University. International Airline Training Academy Inc. also utilizes the airport on a regular basis for training purposes.

Corporate flight activity is frequent at Beaver County Airport with many area businesses relying on the airport, most notably Boscov's. In addition, the airport is used almost daily for recreational flying, flights by the Civil Air Patrol and emergency medical activity.

The airport is also home to the Beaver Valley Flying Club and the Air Heritage Museum, a volunteer operation that restores vintage aircraft and educates the community on aviation history. Annually, the museum hosts an Aviation Appreciation Day which draws many people from the surrounding area.

### Bureau of Aviation Introduces Design/Build Concept to Airport Projects

PennDOT's Bureau of Aviation has started introducing the design/build (DB) concept to the Pennsylvania aviation community. This is a method of contracting in which a project's design and construction phases, which are typically separated, are combined into a seamless process performed by one contractor who retains single-source responsibility for that entire process.

The first DB project under the Federal Block Grant Program administered by PennDOT's Bureau of Aviation will be completed this fall at Wilkes-Barre/ Wyoming Valley Airport. The project, the installation of a Generic Visual Glide-Slope Indicator system, will provide pilots with accurate guidance for approaches at the airport. The contractor will design the system's installation and also complete the installation.

Due to time savings in the contracting process as well as earlier construction starts, DB may provide cost savings. DB project delivery can be performed by a single company with design and construction capability in-house, or by a team of design firms and contracting forms, working under a single DB contract. The firm/team contracts to design and build the facility and retains the risk for overall project completion, budget, and schedule.

While not all projects are conducive to the DB method, some of the concept's benefits include:

- Single point of accountability for owner;
- Opportunities for increased efficiency in procurement and construction;
- Reduction in construction time;
- Access to additional constructability experience;
- Opportunities for innovation and cost savings;
- Transfer of delivery risk to the private sector; and
- Fewer construction claims.

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### National Aviation Day Celebration Goes Statewide in 2011

On Aug.19, 2010, PennDOT's Bureau of Aviation (BOA) partnered with the Susquehanna Regional Airport Authority and the Capital City Airport in New Cumberland, Pa. to celebrate National Aviation Day with more than 75 Scouts and public attendees. This year, the BOA extended the opportunity to volunteer airports across the state so more children have the opportunity to learn about aviation and fulfill aviation merit badge requirements.

The day's activities, to be held Aug. 19, will include informational exhibits and engaging activities including a guided plane inspection, tour of the host airport and much more to celebrate and learn about aviation. Attendees must bring a box lunch and a chaperone for any individual, group or Troop of attendees. There is no charge for the day's activities to attendees and a minimal cost to the volunteer host airports and BOA. The events will take place from approximately 8:30 a.m. to 3 p.m. at the following host airports:

- Erie International Airport/Tom Ridge Field, City of Erie;
- Venango Regional Airport, City of Franklin;
- Altoona-Blair County Airport, City of Altoona;
- Bellefonte Airport, Borough of Bellefonte;
- Chester County/G.O. Carlson Airport , City of Coatesville;
- Butler County Airport, City of Butler; and
- Joseph A. Hardy/Connellsville, Lemont Furnace.

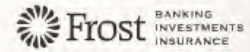
For more information on attending our National Aviation Day celebration, or to volunteer to help your local host airport, contact Harrison Brooks of the BOA at [hbrooks@state.pa.us](mailto:hbrooks@state.pa.us) or 717-705-1253.





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# Aviation Biofuel: A Breakthrough

Posted on June 23, 2011 at 9:43 am by David Holt in [Efficiency](#), [Environment](#), [Ethanol](#), [Biofuels](#), [Technology](#)

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Aviation biofuel": A breakthrough

The airline industry has traditionally been wary of adopting alternative fuels, and it's fair to say, with good reason. An electric car that travels less than its advertised range could create some inconvenience and would ultimately send engineers back to the drawing board. But no one wants to even to think about a plane running on anything other than a fuel that is 100% reliable.

**SEE ALSO:**

- [Dutch airline to turn used cooking oil into aviation biofuel](#)
- [Houston-made biofuel powers trans-Atlantic flight](#)
- [GE and Harbin Electric Bring Breakthrough FlexEfficiency\\* Technology to China](#)

That's why this week's [agreement between Solena Fuels and a group of major U.S. air carriers](#) is every bit the landmark deal it's being billed as. Solena, a Washington D.C. company, uses biomass to make fuels. Its facility in California makes the "Green Sky California" fuel that a group of airlines – including Alaska Airlines, FedEx, JetBlue, Southwest, U.S. Airways, Frontier Airlines, Air Canada and Lufthansa – have agreed to use in flights out of the San Francisco Bay Area. The company, which says it is producing the renewable fuel from "recycled agriculture and urban waste," says it will have the capacity to produce up to 16 million gallons of jet fuel a year.

John Heimlich, Chief Economist of the Air Transport Association believes, "this LOI with Solena is another example affirming airlines' commitment to reducing their economic impact while ensuring they are able to reduce their dependence on oil. Part of the hope here is that by announcing this project and moving down the football field with Solena, we can spur greater interest from investors and government agencies, demonstrate that the commitment is real, and that there IS an opportunity here."

Solena enjoyed a lot of buzz at the recent [Paris Air Show](#), where there was serious talk about zero-emission aircraft – a concept that not too long ago seemed more like fiction than science. The company also has an extensive international presence and has worked with partners to build "bio-power plants" in India, among other places. Its recent breakthrough in green jet fuel underscores the massive potential of the biofuels sector and the multitude of ways we can recycle "waste."

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# Air travel changed forever by Sept. 11

By Gary Stoller, USA TODAY

Updated 3h 50m ago

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Travel, says frequent flier William Rodgers, has become a "mind-numbing" experience in the decade since Sept. 11, 2001.

Rodgers, a Wichita-based businessman, says he particularly dislikes the slow airport security lines, body pat-downs, machines that scan his body and "inconsistencies" in security requirements that seem to vary from airport to airport.

"These are but a few of the changes that have diminished my joy of flying," says Rodgers, who works in the aerospace industry.

Outside of sending men and women to war in Afghanistan and Iraq, no aspect of Americans' way of life has been changed by the Sept. 11 terrorist attacks as much as their travel — especially air travel. Many Americans say government air security requirements intrude in their lives in ways that not only inconvenience them, but also invade their privacy, humiliate them and even change the ways they behave.

"Air travel," says Nawal Taneja, professor emeritus at [Ohio State University](#)'s aviation department, "has become much more of a hassle for passengers."

By Brian Tietz, AP

Dave Peterson, of Cedar Rapids, Iowa, is searched by airport security as his shoes roll off the conveyor belt of an X-ray machine at the Eastern Iowa Airport in Cedar Rapids.

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## **AIR TRAVEL:** [Sept. 11 changed everything](#)

Before they ever board a flight, travelers must pack bags to meet restrictions on what they can carry. They must book tickets under the name that exactly matches their identification. They must arrive at airports earlier to go through security checks, where their ID and travel documents are examined. They may be frisked like criminal suspects and screened by machines that let government agents see beneath their clothes and possibly expose them to small doses of radiation.

In the air, they're more likely to sit next to an armed government air marshal. The plane may be flown by armed pilots who are behind reinforced cockpit doors. And there's a greater chance their behavior can raise suspicions and result in them being taken off a flight for questioning.

"Travel has become an increasingly miserable grind that is interspersed with groping, intrusive security experiences that do little to engender any comfort or sense of improvement in the overall safety of flying," says frequent flier Nick van Terheyden of Laytonsville, Md., who works in the health care technology industry.

Flying is so miserable that many Americans avoid it. A USA TODAY/Gallup Poll last year found that 27% of fliers who made a round trip at least twice in 2009 were more likely than before to travel by car, train or bus to avoid the inconveniences of flying.

### **READ MORE:** [Share your 9/11 story](#)

Neta Davis of Cass County, Mo., who works in the corrugated packaging industry, says she now drives to locations within six hours.

It lets her avoid any security personnel "who are rude, condescending and defensive" and leisure travelers who "unreasonably slow up the security and boarding processes" by not knowing the procedures or following instructions.

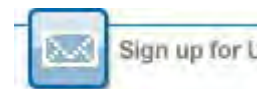
But even travel on the ground has changed. Amtrak passengers now hustle past a contingent of armed police officers and face security checks that didn't exist 10 years ago. Security has also been beefed up at hotels.

### **Keeping everyone safe**

"People like to travel," says Kate Hanni, executive director of the consumer-advocacy group FlyersRights.org, "but they hate the getting there."

Inconvenience and privacy intrusions are a trade-off for a security system that has made it safer to fly and reduced the likelihood that another attack like the one on Sept. 11 could occur, say many knowledgeable travel and security analysts.

Former Federal Aviation Administration security director Billie Vincent blames the news media for the negative attitudes of travelers. He says some have portrayed [TSA](#) measures as "theater" and "for show," though they've improved security since the terrorist attacks.



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"The passengers who have bought into this view feel hassled by the security process, while others genuinely believe that the U.S. security system is a sham," says Vincent, a security consultant in Chantilly, Va. "Others — perhaps the majority of passengers — are assured by the increased security measures."

Another aviation security consultant, Doug Laird, says, "There is no doubt in my mind that it's safer to fly today than it's ever been."

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Security is stronger today because cockpit doors have been reinforced — "thus preventing the 9/11 scenario" — and checked bags must be screened by state-of-the-art devices that can detect explosives, he says.

Not all buy the arguments.

"Don't get misled into believing we're safer than before 9/11," says aviation consultant [Michael Boyd](#). "We are simply being screened by a bigger bureaucracy, and the back doors of our airports — where the security failures really were on 9/11 — are still wide open."

Boyd says travelers fly to save time, but much of that benefit has been lost getting through security.

Frequent flier Al Diamond says he used to arrive at an airport 30 to 45 minutes before his flight and have no problem getting on.

"Now, getting to an airport two hours ahead of time doesn't guarantee you'll make your flight," says the insurance industry consultant from [Cherry Hill](#), N.J. "Security and paranoia have taken over, and we visibly inconvenience our own citizens much more than we could ever deter the bad guys."

Joyce Gioia is another frequent flier who says the security directly affects her life.

"It has affected my productivity, because I have to get to the airport earlier to get through security," says Gioia, a management consultant in Austin. "I have to leave for an engagement earlier to ensure that, if the plane is canceled or bad weather disrupts travel plans, I can still get to the client's conference in ample time."

Increased security has also made flying more expensive.

"We cannot take even a bottle of water from home to drink in the airport or on the airplane," she says. "If it was al-Qaeda's goal to disrupt U.S. business, they have certainly accomplished it."

Security restrictions have evolved over the decade, most often in response to the latest threat.

Shoes had to be removed after a terrorist suspect tried to explode a bomb in his shoe. Liquids were limited at checkpoints after a plot to blow up trans-Atlantic flights was foiled.

Full-body scanning machines were installed after a passenger's attempt to set off plastic explosives in his underwear.

## Responding to complaints

Each new restriction has spawned more complaints. Frequent flier Richard Leck, a consultant in Bedford, N.H., says he doesn't like removing his shoes and not carrying on liquids. "Putting liquids in a 3-ounce-or-less container and not being able to carry on water or a bottle of wine that you bought in duty-free is silly," he says.

Some female business travelers say they're most bothered by the liquid restriction.

"I typically pay for a checked bag just to carry the toiletries I like to have with me while traveling," says Ellen Davis of Peachtree, Ga., who works for a marketing company.

"That's frustrating to have the additional cost for my hairspray, basically."

All this makes some frequent fliers long for the old days of air travel.

Leck, for instance, says he misses meeting arriving passengers at an airport gate, and it's harder to go to a lavatory during a flight because waiting outside a cockpit door is prohibited.

"Virtually every part of air travel has changed since 9/11, and none of it for the better," he says.

A decade after it began imposing ever-more stringent security, the TSA is now taking steps to react to complaints.

In July, the agency announced a trial program designed to expedite clearance of passengers who submit personal information to the government so they can be vetted beforehand. TSA also began installing new software on some full-body scanning machines that replaces a passenger's naked image with generic ones. And it's testing how to question travelers to identify ones who could pose a threat.

But such steps are small compared with the array of complaints. And because planes remain a favored target of terrorists, Americans won't be returning to the old days of travel.

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Business

## AirTran to end Atlantic City service

Tuesday, August 2, 2011

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EGG HARBOR TOWNSHIP (AP) — AirTran Airways will end its flights between Atlantic City International Airport and Atlanta in January.

The carrier blames the economy and higher fuel prices.

A two-year, \$4 million subsidy agreement with the South Jersey Transportation Authority will expire in September.

Monday's announcement leaves the airport with one primary carrier, Spirit Airlines.

Hospitality and tourism professor at The Richard Stockton College of New Jersey Brian Tyrrell told The Press of Atlantic City airline passengers as desirable because they stay longer and spend more.

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# Bloomberg

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## Airlines Risk Deeper Seat Cuts Amid U.S. Wealth 'Destruction'

By Mary Schlangenstone and Mary Jane Credeur - Aug 15, 2011

U.S. airlines may have to cut back on flying as the slowing economy erodes their ability to boost fares while they struggle with higher costs for jet fuel.

That squeeze "calls for contraction," said [Hunter Keay](#), an analyst at New York-based Wolfe Trahan & Co. A benchmark of fuel-refining expenses rose to record highs last week, adding to pressure on carriers to match [Delta Air Lines Inc. \(DAL\)](#) and [Southwest Airlines Co. \(LUV\)](#) in paring current capacity or future growth.

[Consumer confidence](#) tumbled this month to the lowest since 1980, stoking concern that Americans will curb spending. That gauge of public sentiment on Aug. 12 followed record swings in U.S. stocks as the Standard & Poor's 500 Index whipsawed to gains or losses of at least 4.4 percent for four straight days.

"I don't think airlines should view that nervousness as short term," Keay said in an interview. "If executives are going to go out and assume high fuel prices are here to stay, then they should assume that fear and destruction of consumer wealth are here indefinitely as well."

Airlines have raised fares across most of their domestic networks at least eight times in 2011, and had projected that a recovering economy would allow more increases. Those expectations are crumbling after three failures in the industry's last four attempts to ratchet up prices.

### 'Very Clear'

"It's very clear the economy is not recovering," Southwest Chief Executive Officer [Gary Kelly](#) said in an interview. "Business travel, for one, won't grow until the economy really does grow at a healthy rate."

Business fliers are the most lucrative for the industry, because they typically buy the most-expensive, last-minute tickets. The peak period for leisure travel ends with the U.S. Labor Day holiday on Sept. 5.

"At some point, as companies look at a weak economy and weak [consumer spending](#), they may pull back" on travel, said Philip Baggaley, an S&P debt analyst in New York. "It will be more difficult for the airlines to continue to raise prices."

That shifts airlines' focus to chopping expenses. They can save money with steps such as reducing flight frequencies, dropping some routes and substituting smaller planes for larger aircraft. All those moves reduce available seating capacity, measured by the number of seats flown a mile.

## Slowing Economy

U.S. economic expansion for 2011's second half may be slower than analysts anticipated after growth in gross domestic product through June trailed forecasts, suggesting that "we are in for a business travel slowdown this fall," Deutsche Bank AG's [Michael Linenberg](#) in [New York](#) said in a report today.

Investors soured on airlines even before the rout that erased \$6.8 trillion in value from global equity markets from July 26 through Aug. 11. The Bloomberg U.S. Airlines Index entered a [bear market](#) last month by tumbling 20 percent from its 2011 high. Its 33 percent drop this year outstripped the S&P 500's 4.2 percent decline.

While crude oil settled today at \$87.88 a barrel on the [New York Mercantile Exchange](#), 23 percent off the 2011 high, not all airlines benefit. Jet fuel averaged \$3.08 a gallon this year through last week, 45 percent more than a year earlier.

## Crack Spread

The pinch on airlines is worse when measured by the so-called crack spread between crude and heating oil. Many carriers use heating-oil futures to hedge their purchases of jet fuel, which doesn't trade on the Nymex. The spread reached \$37.45 a barrel on Aug. 10, the highest in 25 years of data compiled by Bloomberg, and has more than doubled this year.

Delta CEO [Richard Anderson](#) told employees last week they shouldn't be "fooled" by crude's retreat.

"The economy has many challenges, and we have no reason to think low fuel prices will stick," he said. Atlanta-based Delta will pare capacity later this year as much as 5 percent, up from a planned 4 percent. Buyouts and early retirements this year helped the world's second-largest airline eliminate more than 2,000 jobs, a spokesman, Eric Torbenson, said last month.

Southwest, the biggest low-fare airline, trimmed capacity growth for 2011 to a range of 4 percent to 5 percent from as much as 6 percent. Seating on Dallas-based Southwest will be unchanged in 2012, and "possibly slightly down," Kelly said.

## United, American

[United Continental Holdings Inc. \(UAL\)](#), the largest airline company, has said its 2011 available seating would be unchanged. [American Airlines](#), No. 3 in the U.S., has trimmed 2011 growth plans three times, to a goal of 1.9 percent. More adjustments in early 2012 are likely, according to the unit of [Fort Worth](#), Texas-based [AMR Corp. \(AMR\)](#)

"Betting on discretionary travel is not a good bet right now," said [Robert Mann](#), a former executive at American who runs consultant R.W. Mann & Co. in [Port Washington](#), New York. "It will come down to how corporate travel continues and how corporate profits look in the third quarter and fourth quarter."

Airlines are positioned to respond after slashing their flying amid the double whammy of record fuel prices in 2008 and business travel's collapse in the recession, said John Heimlich, chief economist of the [Air Transport Association](#), the industry's Washington-based trade group.

"Ever since then, it's been a pretty watchful eye on continual refinement of the capacity dial," Heimlich said in an interview.

## Filling Seats

Airlines filled seats at rates running at or near company records through July. And demand is holding up at [Hawaiian Holdings Inc. \(HA\)](#)'s Hawaiian Airlines, according to CEO Mark Dunkerley.

"There's clearly a view out there that the market contagion is going to spread into what people buy and how they go about their everyday lives," Dunkerley said in an interview. "We're certainly not seeing it."

Bond investors aren't that optimistic. Delta's 9.5 percent bonds due in September 2014 plummeted to the lowest since July 2010, Bloomberg data show. AMR's 6.25 percent convertible bonds maturing in October 2014 slid to the lowest on record, according to Trace, the bond-price reporting system of the Financial Industry Regulatory Authority.

Keay, the Wolfe Trahan analyst, said an industry retrenchment would be inevitable.

"Any capacity plan for 2012 is how much should be cut, not should it be cut," he said. "All roads to success ultimately lead to capacity discipline."

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By Jewel Samad, AFP/Getty Images

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•**Delta** said last week it would reduce available seats up to 5% from October through December compared with the last three months of 2010, and cut them by 2% to 3% in 2012 compared with this year.

•**American** made reductions on Tuesdays, Wednesdays and Saturdays by up to 4% starting in August. Last week it said it would cut available seats for the final three months of the year by roughly 0.5%.

•**United and Continental**, which are merged, say the combined airline continues "to refine its capacity plans," and reductions likely will be 2% to 3% for domestic flights for the year.

Airlines say they must be careful not to fly with more seats than they can fill at a time when fuel costs are high and fretful travelers could postpone trips because of a still struggling economy.

"We've seen very strong bookings," says Eric Torbenson, a Delta spokesman. Delta is cutting back on its flights, he says, as a way of being "cautious about fuel prices."

Matthew Jacob, senior airline analyst for ITG Investment Research, says passengers have fewer options after several airlines have merged in the last three years.

The carriers realize that reducing seats lets them boost fares along with their bottom lines, Jacob says.

"Lower supply means higher prices," he says, noting that planes on average have been flying 80% to 90% full. "Paying more to fly on fuller planes is going to be the norm for at least the next couple of years," Jacob says. "I think the days of lying across a row of three empty seats on a transcontinental flight are really behind us."

Airline ticket prices have been on the rise. Fares increased 1.1% in August, the biggest jump since March, according to the [Bureau of Labor Statistics](#). For the 12 months ending in August, fares rose 9.5% over the same 12 months before.

"Strong passenger demand seems to be defying the daily economic headlines," says Rick Seaney of FareCompare.com. "Couple that with fewer seats for the rest of the year and you have a recipe for higher ticket prices."

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# Bloomberg

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## Airlines Prepare to Take Off on Fuel Made From Algae, Wood Chips

By Louise Downing - Jul 6, 2011

After decades of waiting, commercial airlines have been given the go-ahead to use fuel made from algae, wood chips and other plants with obscure names.

Test flights in recent years by [United Continental Holdings Inc. \(UAL\)](#), Japan Airlines Co. and Virgin Atlantic Airways Ltd. have shown that planes can fly on everything from coconut oil to jatropha, a plant that grows in the tropics.

On July 1, ASTM International, an American organization that sets worldwide technical standards for the airline and other industries, gave approval for carriers to mix fuel made from organic waste and nonfood plants with kerosene, which is conventionally used to power planes, Bloomberg BusinessWeek reports in its July 11 edition.

“A lot of companies have been waiting for the certification,” says Mark Rumizen, fuel specialist at the [U.S. Federal Aviation Administration](#). “It’s going to drive a lot of investment.”

Airbus SAS, which together with [Boeing Co. \(BA\)](#) makes about 80 percent of the world’s passenger planes, estimates that by 2030 plant-derived formulas could make up as much as 30 percent of the market for [aviation fuel](#). Even so, it may take as long as five years before biofuels are cost competitive, says Billy M. Glover, managing director of environmental strategy at Boeing’s commercial airplanes unit.

Pressure is building on the [airline industry](#) to cut pollution. Aviation accounts for about 2 percent of global emissions of carbon dioxide, according to the [International Air Transport Association](#).

### Cap-and-Trade

In 2012, carriers with European routes will have to participate in the European Union’s cap-and-trade system for CO2 and will have to buy additional permits if they exceed limits set by the European Commission. In the U.S., the Energy Department, along with state agencies, has granted a total of \$348 million in loans, grants, and tax exemptions since 2004 for research centers, fuel producers and refiners.

The trick for airlines, plane makers, and fuel suppliers will be figuring out which brew works best and producing it in large enough quantities so that costs begin to fall. Right now, the aviation industry is most focused on the so-called second generation of biofuels.

These are made largely from inedible plants, so there’s little risk that expanding production will drive up food prices, as happened with corn, which is used for ethanol.

[Exxon Mobil Corp. \(XOM\)](#) plans to steer \$600 million to a partnership with Synthetic Genomics, a California company that is experimenting with a type of algae that produces an oily substance good for burning. [BP Plc \(BP/\)](#) is conducting research into biobutanol, a fuel processed with the same bacteria used for making cordite, an explosive once used in firearms.

## Organic Waste

Boeing, [Honeywell International Inc. \(HON\)](#) and the U.S. Air Force have tested at least 20 different types of fuel derived from organic waste and plants such as jatropha and camelina, found in parts of [Europe](#) and [North America](#), as well as organic material, including garbage.

Boeing and Airbus are building supply networks that include growers, refiners, transporters, and distributors to bring biofuel to airports worldwide. Airbus is in the process of setting up a supply hub in [India](#), which has the right climate for cultivation of jatropha and other plants used in biofuel production, while Boeing is negotiating with suppliers in [South America](#).

The challenge now is building fuel production facilities fast enough to meet demand, and that may take at least three more years, says James Rekoske, vice-president of renewable energy at Honeywell's UOP unit. The company is seeking to license its technology to biofuel makers.

## Jet Fuel

[Neste Oil Oyj \(NES1V\)](#), a Finnish oil refiner, says all four of its biodiesel production plants can also churn out renewable jet fuel, and it's in discussions with several airlines about purchase agreements.

Solazyme Inc., a California company that supplies algae-based oils to cosmetics and food companies, is also ramping up output. Chief Executive Officer Jonathan S. Wolfson said that by 2013 or 2014 his company will start producing "large commercial quantities" of its clean oils that can be refined into jet fuel.

As demand for biofuels grows, the bigger [oil companies](#) may scoop up smaller refiners. "There's a lot of synergy and advantages for Air BP, [Exxon Mobil](#), and others to be the ones supplying all of the fuel for the airlines," says Rekoske of Honeywell. "Airlines buy their fuel from big companies because they like the security. They know they're going to get a quality material."

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## Airlines positioned for big gains in efficiency

By SCOTT MAYEROWITZ  
The Associated Press

7:11 a.m. Tuesday, July 5, 2011

Planes are being built out of the same lightweight materials used for Formula 1 race cars. Their engines are being redesigned to squeeze more thrust out of every gallon of fuel. And governments are developing air-traffic systems that will allow airlines to fly shorter routes.

Those and other advances have positioned airlines for the biggest gains in fuel efficiency since the dawn of the jet age in 1958. For airlines, more efficient jets will reduce their biggest expense. For passengers, it means fares won't jump around as much with the price of oil.

"We're seeing 25 years of improvements compressed into 10 years," says Hans Weber, president of TECOP International, an aviation consulting firm.

Airlines' urgency to reduce fuel use is being driven by two trends: soaring oil prices and tougher environmental regulations.

Pressured by airline executives for improvements, manufacturers have pushed the frontiers of technology by building lighter planes and borrowing essential engine-design advances from the auto industry, like automatic transmissions.

Airplane manufacturers have already reduced fuel consumption twice as much as car and train manufacturers have. In 1980, it took an average of 46 gallons of fuel to fly a passenger 1,000 miles. Today, it takes 22, according to an AP analysis of Department of Transportation data. Experts say the coming improvements could bring that number below 18 within a decade.

That can't come soon enough for airlines struggling with the rising price of oil.

U.S. airlines lost a combined \$1 billion in the first three months of this year, in large part because of a 24 percent spike in fuel costs. A decade ago, fuel accounted for 15 percent of an airline's operating budget. Today, it's 35 percent.

U.S. carriers with European routes face hundreds of millions of dollars a year of additional costs pegged to their fuel consumption starting next year, when the European Union begins limiting how much carbon dioxide airlines are allowed to emit before paying a penalty. The restrictions are expected to cost airlines worldwide \$3.3 billion a year. The U.S. airlines are fighting the law in European courts.

With billions of dollars of aircraft and engine orders at stake, manufacturers are turning designs that were dreams only a few years ago into reality.

Boeing and Airbus are both building long-range jets — the 787 Dreamliner and A350, respectively — with half of their bodies made of carbon-fiber composites. The carbon-fiber weighs 20 percent less than traditional aluminum alloy.

But the real revolution will come from the way planes are powered.

Pratt & Whitney and CFM, a joint venture between General Electric and Safran, are unveiling engines that promise to cut fuel use by 15 percent. These engines are designed for single-aisle planes, which account for more than 75 percent of the 22,000 jets worldwide. The engines should save more than \$1 million per aircraft per year.

"For the first time, we're seeing a propulsion horserace," says Richard Aboulafia, an analyst with the Teal Group.

The PurePower engine from Pratt & Whitney will debut on the new Bombardier CSeries in 2013. Its main technological advance is to add gears — similar to a car's transmission — that will allow different parts of the engine to operate at different speeds. That boosts fuel efficiency and provides the same amount of power as a traditional engine but in smaller, lighter housing.

The LEAP-X from CFM has advancements in air flow and temperature-resistant coatings that allow the air passing through the engine core to be at temperatures otherwise hot enough to melt the surrounding metal. Those higher temperatures allow the engine to be more efficient.

Airbus is redesigning its A320 jets to accommodate both engines and says its A320neo, which starts flying in 2016, will cut fuel consumption by 20 percent. Airbus has already received more than 1,000 orders and commitments for future orders.

Boeing plans to offer the new engines on a single-aisle jet but has yet to decide whether it will update the 737, its best-seller, to accommodate them or design a new plane.

Other ways airlines will save on fuel:

- A satellite-based air traffic control system in the U.S., several years away, that could cut fuel consumption by 12 percent. Airlines and the government are fighting over who will pay for it. The current system is based on less precise World War II-era radar, which can force planes to zigzag miles out of their way.
- Aerodynamic improvements to jets, including vertical extensions at the tip of each wing called "winglets" that prevent drag. They've been around for several years but are being deployed on a wider range of planes.
- Carrying less weight inside the plane. American is replacing its 19,000 catering carts with models that weigh 16 pounds less. Southwest is testing seat covers made with lighter fabric. JetBlue chose thinner seats for its new A320s. Every pound removed from a plane saves 30 gallons of fuel a year.
- Replacing older jets faster. American, which has the worst fuel economy among U.S. airlines, is replacing aging MD80s with 737s that use 35 percent less fuel per passenger.

Airlines are cutting costs in other areas as well.

Ten years ago, salaries and benefits accounted for 39 percent of industry expenses. Now they account for 28 percent. Several major airlines filed for bankruptcy and that allowed them to renegotiate labor contracts.

But with oil at \$100 a barrel and expected to rise more in the years ahead, analysts say the long-term imperative for airlines is singular: they must dramatically cut their fuel consumption.

"Either they do it," says Darryl Jenkins of the Aviation Consulting Group, "or they go out of business."

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## The Dark Side of NextGen

By: Andrew Wood

June 29, 2011  
Avionics

The FAA's March 2011 NextGen implementation plan is certainly a finely drawn view of what we should expect to see by 2018. Replete with charts, graphs, attractive photography and explanatory text, the document makes for exciting reading. Sculpted as it has been from its 1990s birth as the Next Generation Air Transportation System—and with its clumsy N-GATS acronym dropped in favor of the zippy NextGen—the system has clearly caught the imagination of media and politicians alike.

Possibly, too, its gestation many years ago captured for its developers the theme of *Field of Dreams*, a then-current movie that gave us "If you build it, they will come," a notion that one suspects still lives on in the minds of many FAA officials. Unfortunately, several of NextGen's ongoing development efforts also remind some of us of another movie, the one that brought us the Dark Side of the Force.

Regrettably, the implementation plan omits mentioning the ongoing delays and cost escalation in several of NextGen's more advanced systems, typified by those currently experienced with its \$2.1 billion en route automation modernization (Eram) program, a foundational NextGen building block, upon which much of the eventual NextGen structure will depend.

### The Dark Side of Eram

Launched in 2003, Eram was intended to replace the FAA's aging Host flight data processing network by 2010. By late 2008, however, the pre-production system was beginning to suffer from what the DOT IG described as "numerous technical problems," including mis-tagging aircraft, controller handoff errors and more than 200 software issues. As a result, the schedules were "pushed well beyond original completion dates, and cost estimates increased by hundreds of millions of dollars."

The FAA's planned deployment at 20 en route facilities by 2010 has now slipped to 2014, with the additional costs estimated as "close to \$500 million." Sadly, and apparently due to the FAA's premature "acceptance" of the system, those additional costs go on the agency's tab.

Because NextGen is a "system of systems," Eram's problems don't happen in isolation, and they have a domino effect on other major programs—such as ADS-B, data communications (DataComm) and system wide information management (Swim)—that have already been allocated more than \$500 million for Eram integration. Further, the IG pointed out, FAA documents acknowledge that Eram delays will affect development of trajectory-based operations and the planned transition to a common terminal and en route automation platform, while prolonged delays could affect future software enhancements estimated to cost \$1 billion.

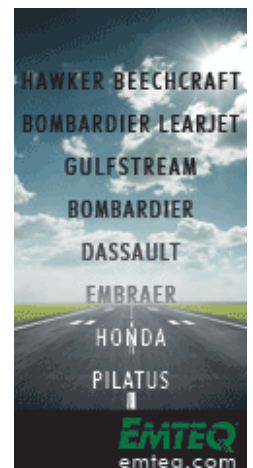
'Best equipped, Best Served'

The FAA's March document makes frequent positive reference to ADS-B without clearly differentiating between ADS-B out and ADS-B in, although the two terms are not synonymous. The agency has mandated installation of **ADS-B out in all aircraft by 2020**, although it offers no more to its purchasers than the transponders they already operate. Not surprisingly, avionics vendors report that the "If you build it, they will come" theory hasn't quite worked for ADS-B out, with most buyers holding off, anticipating that the introduction of newer technology will lower prices by 2020. And while ADS-B out provides better accuracy than radar, **AIN** is unaware of any FAA plans to use even the marginal benefit of that capability for early installers.

On the other hand, ADS-B in—or "full" ADS-B—provides pilots with a controller-like presentation of surrounding traffic and, in some configurations, can display weather and other flight information. ADS-B in technical specifications are currently being developed, with the user avionics becoming more complex, and thus more costly than those for ADS-B out. Market availability of certified production equipment for ADS-B out, as for DataComm and Swim, is not known.

The FAA also makes positive references to required navigation performance (RNP) in the March document, yet the agency has been slow to encourage the technique, even though its use in other nations demonstrates that it provides significant user benefits. In Canada alone, operators routinely use time- and fuel-saving RNP procedures on more than 100 separate approaches.

The FAA has commissioned a number of RNP approaches, but the majority are simply overlays of ILS approaches. While useful for pilot familiarity and training, these offer little benefit in the real world. The FAA is understood to be considering the development of non-overlay procedures, but this is likely to be a time-consuming process. In some cases, environmental impact consultations have added years to procedure approvals. At the same time, there appears to be official reluctance (to phrase it diplomatically) to make wider use of those private organizations that have already provided demonstrably safe procedures in the U.S. and overseas. This is unfortunate, and could be costly for U.S. leadership in the future, when RNP procedures become the standard in NextGen and international airspace, and demand increases rapidly.



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**Market Update**

29-Jun-11	Close
B/E Aerospace	40.39
Boeing	72.72
Bombardier 'B'	7.05
Embraer-Emp.	30.08
General Dyn.	73.90
General Electric	18.56
Goodrich Corp	93.60
Honeywell Intl	58.62
L-3 Comm.	86.93
Lockheed Martin	80.37
Northrop Grum.	68.81
Raytheon	49.07
Rockwell Collins	60.84
Textron Inc	23.21
United Tech.	86.47

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“Best equipped, best served” is rarely mentioned in the NextGen implementation plan. Yet this concept was the unspoken issue during the FAA/operator discussions before the agency’s re-ordering of priorities in its original NextGen plans. Airline and corporate operators of new aircraft repeatedly stressed that their machines already carry systems with capabilities far in advance of those provided by FAA ATC services. Furthermore, their new technology represented major investments for which operators could obtain no payback. This paradox eventually led to the concept of “best equipped, best served,” to selectively replace aviation’s traditional “first come, first served” practice.

In operation, an aircraft’s flight plan would include its certified best equipped, best served “rating,” driven by its key avionics equipage(ADS-B in, DataComm, RNP O.1, FANS 1A, GBAS Cat 3 and so on), which would then be checked for its relevance to the planned operation. Flight-plan processing could then use this data appropriately to adjust the aircraft’s departure, climb, cruise, descent and approach times.

Proponents state that common-sense ATC rules would prevent “queue jumping,” while pointing out that a “best equipped, best served” policy offers three real advantages. First, it could optimize traffic flows; second, it would provide operators with strong incentives to upgrade their equipment; and third, it would avoid the cost-inefficiency of equipment mandates. Nevertheless, a “best equipped, best served” evaluation still seems far away.

**If Only We Had Done It This Way...**

At this point in NextGen’s life, it’s probably a bit late to say that maybe we should have brought the kid up differently. Yet there were sources of sound advice available to NextGen’s parents at the time. Possibly the most cogent, and most readable, of these was—and still is—“NextGen Considerations from a Program Manager’s Perspective,” presented to an ATCA Annual Conference in the mid-1990s by Michael Lewis of Boeing’s Air Traffic Management Division. Those who read Lewis’s paper and subsequently followed NextGen’s rather tortuous trail will remember his recommendations well, and sometimes painfully so. They would also have been encouraged to hear Deputy Administrator Huerta tell attendees at this year’s FAA/ATCA Technical Symposium in Atlantic City that “to develop and deliver the NextGen programs themselves, we are establishing within the ATO a program management organization. This will ensure that NextGen programs receive dedicated oversight and management while maintaining close links to the operation. ...The investment in NextGen requires nothing less than the best management of the program to ensure that we all get the maximum benefit.”

**Better now than never.**

**2025 Draws Closer**

In 2018, just seven years away, we will leave NextGen’s mid-term phase and enter its third and final phase on the run up to 2025. As we make the transition, what new technologies and systems can we expect to see? What new air traffic management procedures will have been introduced? What new avionics might we need?

Unfortunately, as the FAA and its Joint Program and Development Office (JPDO) will admit, no one knows. The increasing pace of technology advance makes forecasting difficult and major government investment decisions even more perilous. On the other hand, if those new systems are anything as complex as Lockheed Martin’s Eram (still mired in software development problems after eight years and not expected to be operationally ready for another three), then we are already running late, even before we’ve announced what the future system is going to be.

But here, the planners have given the FAA and its budget masters a break. The estimate to complete all NextGen projects and accomplish **full fleet equipage has previously been estimated to be on the order of \$40 billion**. Not long ago, the JPDO advised the GAO IG that full fleet equipage by 2025 would raise the stake to \$160 billion. Conversely, extending full compliance to 2035—which the IG believes is closer to NextGen’s technical readiness—would lower the figure, although it would remain significantly higher than \$40 billion. The JPDO concluded that staying within the \$40 billion estimate could be achieved only by reducing NextGen’s capabilities. As the old saying goes, “You pays your money, and you takes your choice.”

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## NextGen benefits are coming, slowly but surely

By: [Matt Thurber](#)

June 29, 2011  
 Avionics, ATC

Despite all the fits and starts, NextGen in the U.S. will eventually affect business aircraft operators, although perhaps not on the schedule that the FAA currently espouses. It is not too soon to start considering the impact of NextGen on business aviation and how it will drive equipment requirements.

When the FAA air traffic control system was created, it had a simple mandate: keep aircraft apart. And that mandate stemmed from midairs that generated overwhelming public interest in crafting a way to keep aircraft from running into each other.

Fast forward a few years. Now we have the NextGen mandate, one that isn't driven by accidents, which is a good thing because too many FAA regulations stem from tragedy. But because it isn't driven by an overwhelming need to prevent immediate bloodshed, the Next Generation Air Transportation System is a kitchen sink of desirable features, an all-encompassing package of government and aircraft operator spending that promises to solve a lot of problems and that is going to cost a bunch of someones a lot of money.

Here is a seemingly innocuous statement from the latest version of the FAA's NextGen Implementation Plan, recently updated in March: "The primary goals of NextGen are to enhance the safety and reliability of air transportation, to improve efficiency in the [National Airspace System] and to reduce aviation's impact on our environment."

Certainly these are well-intentioned goals, and they reflect the fact that the FAA's mission has morphed into something more substantial than it was when the agency was founded in 1958. The NextGen plan is part of an effort to wrap ATC modernization into the FAA's vision "to reach the next level of safety, efficiency environmental responsibility and global leadership." When NextGen is fully implemented in U.S. airspace it will lead to great improvements in efficiency and consequent reductions in aviation-related emissions.

The global leadership part is debatable, because many air navigation service providers (ANSPs) around the world are in much more advanced stages of ATC modernization. In the U.S., NextGen funding remains hung up in FAA reauthorization legislation, which has been extended 19 times and remains bogged by legislators' incessant penchant for adding burdensome special-interest riders onto the legislation. Many ANSPs in other regions are funded through user fees, which might explain why they are able to adopt new technology more quickly, but that's an entirely different issue.

For operators, NextGen will affect three key areas: communications, navigation and surveillance, according to Andy McDowell, Jeppesen director of airspace and airports. "The goal of NextGen is higher capacity and efficiency within the system," he explained. "The system consists of operations in airspace as well as on the ground. On surveillance, we're looking at the transition to ADS-B. Communication is the move from voice-based to datalink. And navigation is the route structure based solely on RNAV and RNP. We're going to have to have all three in place, the technology as well as the ATC operational plan that makes use of those technologies." Surveillance is currently the sole FAA mandate, [the Jan. 1, 2020 deadline](#) to install avionics capable of broadcasting precise position information, known as automatic dependent surveillance-broadcast out (ADS-B out). While this is not yet an FAA mandate, some regions have imposed requirements for controller-pilot datalink communications (CPDLC) and future air navigation system (Fans 1/A) capabilities. CPDLC and Fans 1/A are datalink communications systems that allow pilots to communicate with controllers via electronic messages instead of voice. Over the ocean, datalink messages are routed via satcom.

### Ground to Air

At its core, NextGen involves the transition from a ground-based to an aircraft-based navigation system, explained Steve Fulton, technical fellow at GE's Naverus business. Fulton, who helped develop RNP procedures while flying for Alaska Airlines, cofounded [Naverus, which was later sold to GE](#). "It's a higher performance capability," he said. "We're no longer constrained to fly paths directly to or from ground nav aids; we can create any path we need as the situation desires. There's a tremendous amount of flexibility in the lateral and vertical paths."

To make NextGen work, it's necessary to employ something called performance-based navigation. PBN adds the time element to the three-dimensional path flown by an airplane to create a "4-D" solution, a defined trajectory that can be anything from an approach to an arrival to a full flight from taxi at the departure airport to parking at the destination.

The current system using radar and controllers vectoring aircraft is inefficient, because the time element isn't precisely planned. Aircraft coming off an arrival



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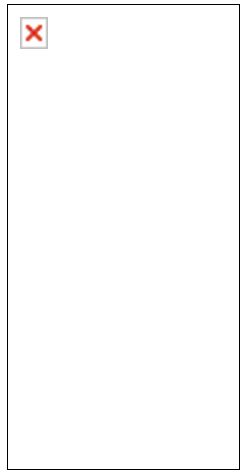
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General Electric	18.56
Goodrich Corp	93.60
Honeywell Intl	58.62
L-3 Comm.	86.93
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procedure are vectored to an ILS first-come, first-served, and each aircraft carves a new path each time. PBN defines the trajectory that the airplane will fly, which includes when and where it will cross particular points in space. With the trajectory defined, Fulton explained, airplanes can arrive from divergent paths and fly to a merge point where they are synchronized into the arrival flow. Because they are using precise RNP navigation and ADS-B to broadcast accurate position, separation can be maintained at a tighter level than with ordinary radar surveillance. This allows for more aircraft to be handled, although airport capacity constraints still limit overall traffic levels. However, NextGen includes airport features such as real-time tracking and display of all aircraft and vehicles, which may help prevent incidents such as the one on April 11 in which an [Airbus A380's wingtip sideswiped the tail of a CRJ700 at JFK Airport](#).

### Surveillance

ADS-B is here, now. A network of ground stations already provides coverage across much of the U.S., including the West and East Coasts, most of the Midwest, the Gulf Coast and a huge chunk of Alaska. Within these areas, properly equipped aircraft can already use some ADS-B services.

Picture ADS-B as an aircraft surveillance operating system, just as Microsoft's Windows or Apple's OS X are computer operating systems. With an operating system in place, a computer becomes a platform on which programmers can build useful tools for computer users, such as word processing, spreadsheets, engineering design and so on. Smart companies are already designing tools that play in the ADS-B space and that will provide a benefit to users (aircraft operators and the ANSPs/controllers). These tools are what make NextGen possible, and there is still a lot of experimentation and argumentation under way to select the best tools to run on the ADS-B platform.

It will probably take decades, in fact, to sort this all out. But as the FAA points out in the NextGen Plan, "One of the most difficult challenges is inserting all the NextGen advances, from the simplest to the most complex, into an aviation system that [must continue] to function 24 hours a day, 365 days a year. We cannot shut down the system while we upgrade it. When NextGen capabilities go operational, we will work incrementally. No one will throw a switch that turns on NextGen. Capabilities will come on line gradually. And we take a cautious approach to the infrastructure that enables NextGen advances."

ADS-B out-equipped aircraft broadcast their identity, position, altitude, speed and other information to ground stations, which in turn send that information to air traffic controllers and to other aircraft. In essence, ADS-B can replace radar and is especially useful in areas where radar coverage is not cost-effective or possible. ADS-B allows for tighter separation between aircraft because information is updated more than once every second, unlike radar, which takes about 12 seconds to complete a sweep and provide an update. During those 12 seconds, a jet can change position by more than half a mile.

To use that information, other aircraft will need ADS-B in equipment, which the FAA has not yet mandated. According to the FAA, "The most basic types of [ADS-B in] enablers provide enhanced situational awareness, improving the ability of the flight crew to identify where aircraft are around them and the direction they are headed." This information will be displayed on a cockpit display of traffic information (CDTI), which could be integrated with a Tcas display, the FAA noted. Some aircraft, in addition to upgrading to a transponder capable of ADS-B out transmission, may need a GPS sensor upgrade to the latest accuracy standards. After all, no one wants an aircraft broadcasting a position that isn't highly accurate.

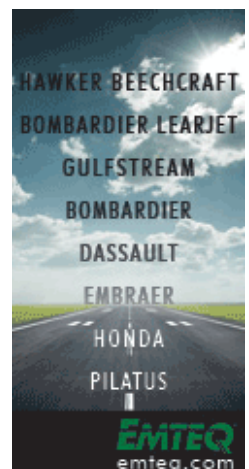
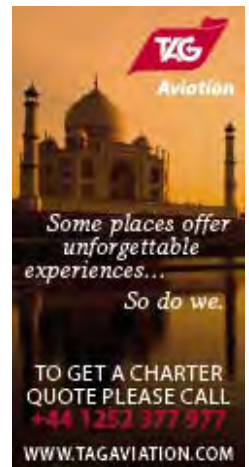
In the U.S., there are two ADS-B frequencies, 1090ES (extended squitter, the same frequency used by mode-S transponders) and 978 UAT (universal access transceiver). Aircraft that fly above 18,000 feet will broadcast their position using 1090ES, while those below can use either 978 UAT or 1090ES. Currently, ADS-B in-equipped aircraft using 978 UAT can receive traffic information and datalink weather and airspace information, for free. Aircraft equipped with 1090ES systems will be able to see traffic on CDTI displays, but the 1090ES doesn't have the bandwidth to include datalink weather. However, avionics providers are including datalink weather capability in their systems using commercial service providers, but this isn't free.

For low-altitude operations, it will soon (third quarter 2011) be possible to buy a TSO'd 978 UAT ADS-B transceiver for \$4,995 from FreeFlight Systems, providing not only ADS-B out compliance but also access to free weather and ADS-B in traffic information. A company [called Radenna makes a \\$950 UAT ADS-B receiver for the Apple iPad](#), which works either with Radenna's SkyRadar or WingX's moving-map software. For business aircraft, transponders, avionics systems and major upgrade packages include ADS-B out capability, but ADS-B in equipment is not yet ubiquitous.

### What Next, FAA?

The big question: when will the FAA begin using all the capability the surveillance part of the NextGen equation offers?

The ADS-B network is scheduled to be complete in both the U.S. and Europe in 2013. The plan is to make some of the more advanced and useful ADS-B tools



ocean routes. This means that properly equipped aircraft would be able to climb and descend to more optimal altitudes, in areas where aircraft currently can't change altitude because of the huge separation standards needed for aircraft that can't provide information about their precise position.

ACSS, a joint-venture company owned by L-3 and Thales, is doing some interesting work on these tools, and other major avionics manufacturers such as Honeywell, Rockwell Collins and Universal Avionics are developing or have made available some ADS-B capability.

ACSS says it has certified its Tcas with the SafeRoute ADS-B in system to the highest level of ADS-B capability, DO-260B "We're specializing in ADS-B in and out capability," said Stephane Chartier, ACSS SafeRoute marketing manager. "That's a huge component of NextGen."

ACSS's equipment is already in use or in the planning stages by companies such as UPS, US Airways, Delta Air Lines and British Airways. UPS is using SafeRoute to track aircraft on the ground and in the air and operate aircraft more efficiently, Chartier said. And later this year, possibly as early as September or October, British Airways, Delta and US Airways will be flying with ACSS TCAS using SafeRoute displaying on Class III EFBs to fly in-trail procedure altitude-change requests on some North Atlantic tracks.

### Navigation

For business aviation pilots, especially those who don't fly outside the U.S., their first exposure to NextGen might be with a new type of instrument approach procedure, called RNP AR (required navigation performance authorization required).

With sufficiently accurate navigation equipment, an aircraft can be guided not only to a precise point at the end of a runway but along a precise path that might look completely different from a standard ILS approach. An added benefit is precisely guided missed approach procedures, too. RNP levels vary, but most new avionics and upgrades offer RNP 0.1 capability, which means horizontal accuracy of a tenth of a nautical mile.

Palm Springs International is a good example of an airport better served by an RNP approach. The sole non-RNP procedure is a VOR or GPS approach, with the lowest MDA at 1,826 feet msl. The RNP (0.3 accuracy required) approach for Runway 31L has a DA of 734 feet msl. And the RNP approach (from certain directions) begins with a big circular turn inside a valley surrounded by mountains. At other airports, RNP procedures feature tricky descending turns that twist around obstacles. An advantage for RNP approach designers is that not only can they adapt the procedure to the local terrain and bring airplanes in much lower (because a precisely tailored missed approach can be created), but they can also design the approach as well as arrival and departure procedures to coexist with elements such as traffic from nearby airports and [noise-sensitive neighborhoods](#).

"We have not seen a lot of business aviation participation [in RNP AR], but there are a number of airplanes becoming capable, so I think that's changing," said Naverus's Fulton.

A key feature of RNP approaches is that they are "authorization required," meaning that not only is certain equipment needed to fly the procedure but also special training for pilots.

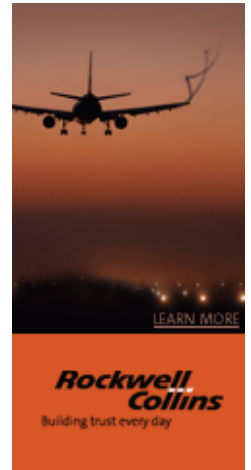
The aircraft needs a flight management computer, autopilot, flight mode annunciator, flight director, EGPWS or Taws, multimode or GPS receiver, large-format displays and additional emergency power source. Pilots need training and a letter of authorization from the FAA. GE Naverus offers services to help operators achieve RNP approval and both GE Naverus and Jeppesen develop RNP procedures for airports.

Jeppesen has developed more about 75 RNP procedures around the world and one in the U.S., at Savannah/Hilton Head International Airport in conjunction with NetJets. "To build one procedure, go through the entire FAA process and have it flight validated would probably be a three-month process," said Jeppesen's McDowell. "The proper way is to redesign your entire terminal airspace with RNAV and RNP. If you just do RNP, you're just building a Band-Aid. You can't get jumps in capacity until you do a total redesign. On into the future when you have all those components of CNS in place, it opens the possibility of building them dynamically because you have the flexibility of putting waypoints anywhere.

Honeywell, which is participating on the FAA's NextGen advisory council, has already made NextGen capabilities available on avionics systems in modern Gulfstream (PlaneView) and Falcon (EASy II) cockpits. About 3,000 aircraft equipped with NZ2000 FMS are going to be upgradeable, too, but those with older displays such as Primus 1000 and 2000 systems will need to install Primus Elite LCDs so they can display charts and NextGen graphics.

Carl Esposito, Honeywell leader of marketing and product management, wants operators to understand that NextGen is not just one simple upgrade but rather "a phased implementation and phased capability of technology that improves situational awareness, safety, airspace utilization and overall aircraft/airspace efficiency and productivity."

To upgrade a Primus 2000 system, for example, the FMS needs to be modified for



RNP and Waas LPV capability as well as Fans 1/A, and it also needs the new Primus Elite LCDs to display uplink weather and charts and to provide a platform for later software upgrades that will be needed for eventual NextGen features. Radios need to be upgraded for datalink communications capability and Tcas upgraded for ADS-B out and in. "It is a layered technology and capability approach," he said. "Depending on the customers' operating conditions, where they're flying, whether international or domestic, the flexibility in the upgrade lets them tailor the NextGen capability they need to meet the mission now and upgrade as the mission expands in the future and as NextGen gets rolled out around the world." Most of this technology is available now from Honeywell or in the final phases of certification, Esposito said. "NextGen is now for Honeywell."

Rockwell Collins has helped develop NextGen technologies as part of the System Engineering 2020 team led by ITT. The team's efforts include "concept development work across all dimensions of air traffic control, including ground systems, avionics, aircraft, ATC rules and procedures, human factors, safety and security, environmental and standards."

More recently, Rockwell Collins announced that the FMS-4200 installed in CRJ700 through 1000 jets' Pro Line 4 avionics has been upgraded for RNP AR approaches. And the Pro Line 21 upgrade package includes capabilities for future NextGen equipage. The company's latest avionics suite, Pro Line Fusion, is also designed to accommodate NextGen features.

Universal Avionics is well into NextGen capabilities with its systems, including the Fans 1/A-compliant UniLink 800/801 communications management unit and RNP AR-capable FMSs.

### **NextGen Benefits**

"When you're using an aircraft for business purposes, you're looking for as efficient an operation as you can have," said Steve Brown, NBAA senior vice president, operations and administration. "Anything that NextGen can do that saves time, reduces fuel burn and lowers emissions is beneficial to the overall mission to transport people in the most efficient way."

For the near-term, technology that will be part of NextGen already offers operators improved access to airports, via Waas LPV and RNP AR approaches with lower minimums. "It creates some increased capacity at congested airports as well," he said.

Brown expects to see Waas LPV approaches used for general aviation airports and larger metropolitan airports adopting RNP AR procedures, because of the greater need for the curved flight paths RNP offers where multiple airports have to share the same airspace. Teterboro is an airport in a congested area that could benefit from RNP procedures, and Brown said that one is scheduled for implementation later this year.

Precision GPS-based approaches are just one of the building blocks of NextGen, Brown explained, and the next blocks are already being deployed, with the goal of accommodating growth in air traffic. When ADS-B in becomes available, he added, "There will be a host of weather and traffic information services that will enhance safety."

While the FAA thus far has not intended that ADS-B in for high-altitude aircraft should include free datalink weather, Brown said that the agency is researching how that could be provided for airline and business aircraft. "The FAA is doing additional research to find out the range limitations within the network," he said. "It's partly a product of the spacing of the transmitters."

For business aircraft operators, there are two ways to approach the NextGen equipment question. "If you have the type of aircraft where avionics are not highly integrated," Brown said, "you can afford to take a modular approach." To meet the 2020 ADS-B out surveillance mandate, it's a matter of swapping in a new transponder. The communications aspect will require new radios. And navigation means an upgraded FMS. For integrated avionics systems, he said, when buying a new system or new aircraft, he advised operators to "make sure you get what you need."

### **Join the Movement**

ACSS's Chartier wants to see more business aviation operator involvement in NextGen development. "There are a lot of industry committees that are evaluating different applications around the planet," he said, "and I don't think there's enough of a [business aviation] voice. These things are being evaluated from an airline-centric perspective. We at ACSS are putting the puzzle together for the business jet world and we would like to have the voice of business jet operators be a proponent in this discussion."

ACSS is surveying the business aviation community to get operators' perspectives and to show them what tools such as SafeRoute can do. "Government entities have a lot invested in this," Chartier said, "and they want the industry to embrace it. They're willing to play ball, but if you don't ask, you don't get." Business jet operators that show interest in learning about and preparing for NextGen, he added, will get preferential treatment and perhaps even some funding to help pay for upgrades.

FAA Administrator Randy Babbitt underscored the need for all aviation participants to support the move to NextGen in a speech he gave at a symposium held by the Society of Aviation and Flight Educators on May 5. "I know there is a perception that NextGen benefits only big operators," he said. "The reality is that everyone in aviation stands to gain from NextGen. NextGen bundles dozens of improvements in airports, avionics and ATC. The entire NextGen effort will create a much more efficient, responsive, 'green' airspace system that serves the public and supports our national economy."

Aviation & Systems Integration Group, North Little Rock, Ark., may have put it best in a recent blog post about NextGen: "Don't fool yourself into thinking that, with the ADS-B out requirement in 2020, that you have a lot of time. Nearly all of the NextGen components—PBN/RNP, ADS-B and datalink communication—are up and running in various parts of the nation. Like rocks of technology strategically dropped into the airspace pool, their rings of operational readiness are growing ever larger.

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June 30, 2011

The ongoing controversy about whether LightSquared's proposed network of 40,000 powerful ground-based stations transmitting high-speed Internet...

[\[more\]](#)

[ADS-B Marks Turning Point in Europe](#)

June 29, 2011

This month will mark a turning point from the "pioneer" phase to the mandate phase of Europe's implementation of automatic dependent...

[\[more\]](#)

[The Dark Side of NextGen](#)

June 29, 2011

The FAA's March 2011 NextGen implementation plan is certainly a finely drawn view of what we should expect to see by 2018. Replete with charts,...

[\[more\]](#)

[LightSquared Strikes Back](#)

June 28, 2011

Following extensive reports of GPS interference, LightSquared announced last week that it would vacate its L-Band frequency adjacent to GPS and...

[\[more\]](#)

[Dassault Falcon EASy II Cockpit Obtains FAA Blessing](#)

June 28, 2011

On the heels of EASA certification earlier this month, Dassault Falcon received approval from the FAA for EASy II, the French aircraft...

[\[more\]](#)







## Lautenberg, Menendez Announce Nearly \$2 Million for New Jersey Airports

Government | Wed, 08/17/2011 - 11:40 am | Updated 2 days 3 hours ago | Read 362 | Commented 1 | Emailed 2  
By Press Release



NEWARK – U.S. Senators Frank R. Lautenberg (D-NJ) and Robert Menendez (D-NJ) announced the Federal Aviation Administration has awarded nearly \$2 million to local New Jersey airports for safety improvements and to increase capacity.

“These federal grants will keep local New Jersey airports safe, up-to-date and reliable,” stated Lautenberg, a member of the Senate Appropriations Subcommittee on Transportation, Housing and Urban Development. “New Jersey is a major transportation hub and this funding will help us welcome tourists, accommodate business travelers and strengthen our economy.”

“Our airports are an essential driver of our economy – key to our competitiveness and local tourism. These funds will help ensure that New Jersey can continue accommodating safely and comfortably tens of millions of travelers each year. By making these airport improvements, we're not only helping to ensure that flights are safe and on time, we're also creating desperately needed construction jobs,” said Menendez. “This is a win-win for travelers and for the economic development of the region.”

The following airports in Cape May County will be awarded FAA grants:

Woodbine Municipal Airport: \$928,770 to construct additional airport capacity and increase access to the existing airfield facilities.

Cape May County Airport: \$104,975 to improve the runway safety area.

Be the first of your friends to like this.





Posted on Fri, Aug. 19, 2011

## Horsham gets three proposals for redeveloping the former Willow Grove Naval Air Station

By Jeremy Roebuck  
Inquirer Staff Writer

Office towers nestled among more than 175 acres of new parkland.

A bustling town center surrounded by shops, town houses, and single-family homes.

And a 150-foot-wide pedestrian-friendly promenade snaking through grounds of a school, a senior housing development, and a hotel convention center.

Planners assured Horsham they could accommodate all with the release this week of the first proposals for the redevelopment of the nearly 900-acre site of the former Willow Grove Naval Air Station.

Planning consultants RKG Associates Inc. presented three proposals for transforming the site along Route 611 in eastern Montgomery County, each featuring a mix of residential, business-oriented and parkland options.

Their plans offer the first public glimpse of what the future could hold for a site that covers a tenth of the township's territory.

They are also expected to form the basis from which the Horsham Land Reuse Authority, a government-created corporation, draws in drafting a final redevelopment plan for Navy approval this fall. The project could be completed within 15 years, officials say.

"Here's this huge piece of land," said Steve Nelson, who represents Montgomery County on the board. "It's going to have a huge impact on the town."

So far, debate over what would fill one of the largest contiguous tracts of ripe-for-development land left in the region has centered on what residents don't want: an airport, increased traffic along already jammed Route 611, or an abundant presence of service providers to the homeless, to which the HLRA is required to grant some preference while allocating the land.

But this week's proposals kick off serious discussion of what will fill up the site.

Central to each are the ideas of abundant parkland, walkable communities, and a town center.

The first - which would leave nearly 20 percent of the site open to parks and green space - calls for a residential community along former base's north end, a hotel-convention center to the south, and office parks and light-industrial warehouses between them.

While those elements also appear in the second proposal, each is scaled back slightly to make room for a 65-acre town square bordered by town houses and retail shopping along Horsham Road.

The third option mixes elements from the other two and adds a 150-foot wide boulevard trimmed on each side with grassy walkways - which consultants describe as the "green spine" of the proposal - stretching

from both ends of the site.

Consultants estimate that each plan would draw between 7,000 and 8,000 permanent new jobs to the area and create between 1,200 and 2,200 residential units once built to full capacity. RKG's proposals would also pump \$670 million to \$740 million back into local government coffers in tax revenues, the company said.

The naval air station - selected for closure by the federal government in 2005 - previously provided as much as \$800 million annually in economic benefits to the community, according to some estimates.

But none of RKG's proposals addressed some of the most serious issues facing the redevelopment of the site.

Building costs for the project are not included because the use plans lack details from developers.

Costs of removing old military buildings and the base's 8,000-foot runway - a project expected to cost more than \$50 million - were not included, either.

"As a township, we have been quite successful over the years in encouraging developers to contribute to the development costs," said W. William Whiteside III, a township councilman who also chairs the redevelopment authority. "This project should not be any different."

Also missing is any discussion of the six "public benefit" proposals the HLRA approved last month.

Federal law requires the authority to consider land development proposals from government entities and nonprofit groups before allocating the remaining acreage to private developers.

In July, the panel approved proposals that would set aside portions of the property for a new school, a public safety compound, and expansion of a flight museum run by the Delaware Valley Historic Aviation Association.

Only requests for the new school district campus, parkland and roads appear in any of this week's proposals.

HLRA board members asked few questions during the company's presentation Tuesday and offered little input to the consultants.

Whiteside said the panel would spend a month discussing the plans before coming up with one of its own in October to be submitted to the Navy for approval.

Should the federal government approve, planners say they expect development of the site to take 15 years and cost at least \$38 million in new infrastructure needs such as roadways and wastewater disposal.

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Contact staff writer Jeremy Roebuck at 267-564-5218, [jroebuck@phillynews.com](mailto:jroebuck@phillynews.com), or @inqmontco on Twitter. Read his blog, "MontCo Memo," at [www.philly.com/montcomemo](http://www.philly.com/montcomemo).

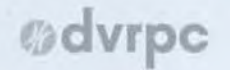
**Find this article at:**

[http://www.philly.com/philly/news/20110819\\_Horsham\\_gets\\_three\\_proposals\\_for\\_redeveloping\\_the\\_former\\_Willow\\_Grove\\_Naval\\_Air\\_Station.html](http://www.philly.com/philly/news/20110819_Horsham_gets_three_proposals_for_redeveloping_the_former_Willow_Grove_Naval_Air_Station.html)

Check the box to include the list of links referenced in the article.



# DVRPC Regional Airport System



**Commercial Airport**  
 Providing scheduled air carrier and general aviation services. International, domestic, and commuter destinations.



**Reliever Airport**  
 Providing corporate, some charter and personal general aviation services. Northeast, regional, and local operations.  
 \* Regionally Designated Reliever Airport



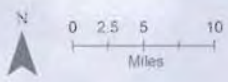
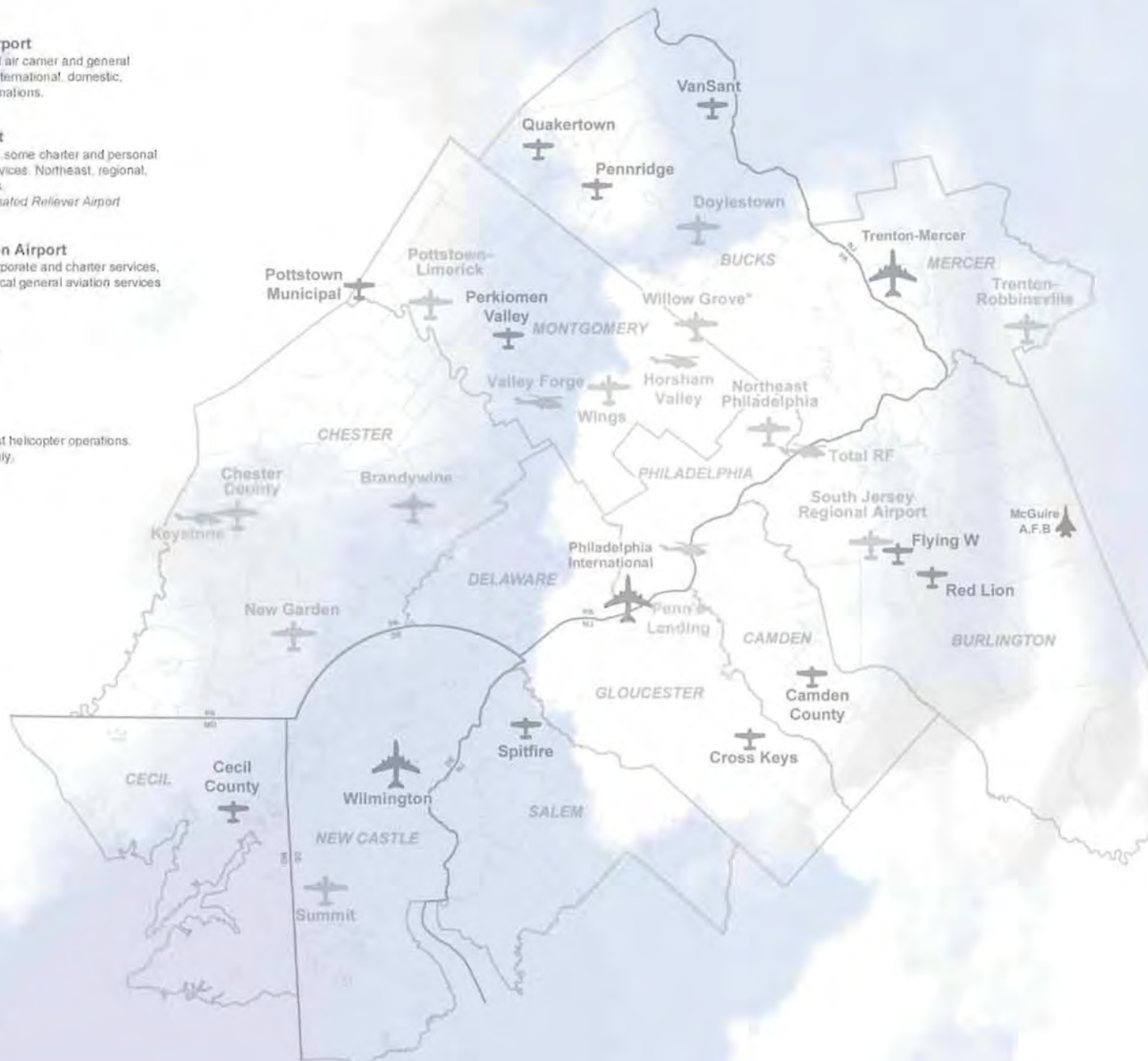
**General Aviation Airport**  
 Providing limited corporate and charter services, with emphasis on local general aviation services and destinations.



**Military Airport**  
 Limited civilian use



**Heliport**  
 Local and east coast helicopter operations. Visual flight rules only.



# ***DAAC Aviation Planning Update***



DVRPC Presentation

June 16, 2011



STATE OF DELAWARE  
*Department of Transportation*



**R.A. Wiedemann &  
Associates, Inc.**

AVIATION CONSULTANTS

# ***DAAC Aviation Planning Update***

## Presentation Outline

- DeIDOT Program Financing
  - DeIDOT Program Financing
  - Funding Needs
  - Future Funding Sources
  - Comparison of Needs and Sources
- Delaware Aviation Career Day



# ***DAAC Aviation Planning Update***

DELAWARE



## DeIDOT Program Financing



STATE OF DELAWARE  
*Department of Transportation*



**R.A. Wiedemann &  
Associates, Inc.**

AVIATION CONSULTANTS

# ***DAAC Aviation Planning Update***

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## DeIDOT Program Financing

- Historical Funding Sources & Amounts
- State Aeronautics Funding Needs
- Future Funding Sources & Amounts
- Priority Ranking System for Expenditures

# ***DAAC Aviation Planning Update***

## Historical Funding

- Avgas Tax Funding:
  - 23 Cents/Gallon
  - Subject to Refund
  - \$215,000 Unclaimed
- Other Funding from DeIDOT Highway Taxes

# ***DAAC Aviation Planning Update***



## Funding Needs



STATE OF DELAWARE  
*Department of Transportation*



**R.A. Wiedemann &  
Associates, Inc.**

AVIATION CONSULTANTS

# ***DAAC Aviation Planning Update***

## Funding Needs – AIP Matching \$

Year	AIP Matching Funds
2003	\$239,158
2004	\$196,413
2005	\$227,296
2006	\$304,374
2007	\$569,312
2008	\$283,440
2009	\$186,114
Totals	\$2,006,107

- Average Annual Contribution: \$286,600

# ***DAAC Aviation Planning Update***

## Future AIP Matching Funds

Year	AIP Matching Funds
2011	\$239,050
2012	\$300,050
2013	\$376,650
2014	\$322,850
2015	\$290,850
2016	\$94,750
Totals	\$1,624,200

- Average Annual Contribution: \$270,000

# ***DAAC Aviation Planning Update***

## Total Future Funding Needs

Year	AIP Match	Obstruction Removal	Planning & Support	Devel. Rights	Special Projects	Total
2011	\$239,050	-	\$80,000	-	\$250,000	\$569,050
2012	\$300,050	\$400,000	\$80,000	\$917,000	\$650,000	\$2,347,050
2013	\$376,650	\$400,000	\$80,000	\$917,000	\$650,000	\$2,423,650
2014	\$322,850	\$400,000	\$80,000	\$917,000	\$100,000	\$1,819,850
2015	\$290,850	\$400,000	\$80,000	\$917,000	\$100,000	\$1,787,850
2016	\$94,750	\$400,000	\$80,000	\$917,000	\$100,000	\$1,591,750
Totals	\$1,624,200	\$2,000,000	\$480,000	\$4,585,000	\$1,850,000	\$10,539,200
Av/Yr.	\$270,700	\$333,300	\$80,000	\$764,200	\$308,300	\$1,756,500

# ***DAAC Aviation Planning Update***

DELAWARE



## Future Funding Sources



STATE OF DELAWARE  
*Department of Transportation*



**R.A. Wiedemann &  
Associates, Inc.**

AVIATION CONSULTANTS



# ***DAAC Aviation Planning Update***

## Future Funding Sources & Amounts

- Existing AvGas Tax Revenue
- Potential Jet Fuel Taxes (\$0.05/gallon)
- Potential Aircraft Registration Fees:
  - Single Engine Aircraft - \$50
  - Multi-Engine Propeller - \$100
  - Turbojet - \$500
  - Rotorcraft - \$100
  - Others - \$50

# ***DAAC Aviation Planning Update***

## Potential Jet Fuel Tax

	<u>2010 Jet Fuel Sold</u>	<u>Tax</u>
• Civil Air Terminal	43,219	\$ 2,161
• New Castle Airport	3,596,060	\$179,803
• Summit Airport	207,958	\$ 10,398
• Sussex Co. Airport	201,844	\$ 10,092
• Chorman/Laurel	<u>67,539</u>	<u>\$ 3,377</u>
• Totals	4,116,620	\$205,831

# ***DAAC Aviation Planning Update***

## Potential Registration Fees

	<u>2010 Aircraft</u>	<u>Tax</u>
• Single Engine	5,024	\$251,200
• Multi-Engine	1,681	\$168,100
• Turbojet	1,191	\$595,500
• Rotorcraft	510	\$ 51,000
• Other	140	\$ 7,000
• TOTALS	8,546	\$1,072,800

# ***DAAC Aviation Planning Update***

## Forecast of Potential Revenues

Year	AvGas Tax	Jet Fuel Tax	Registration Fees	Totals
2011	\$214,800	\$0	\$0	<b>\$214,800</b>
2012	\$214,800	\$209,675	\$1,072,800	<b>\$1,497,275</b>
2013	\$214,800	\$213,548	\$1,072,800	<b>\$1,501,148</b>
2014	\$214,800	\$217,456	\$1,072,800	<b>\$1,505,056</b>
2015	\$214,800	\$221,402	\$1,072,800	<b>\$1,509,002</b>
2016	\$214,800	\$225,384	\$1,072,800	<b>\$1,512,984</b>
<b>Totals</b>	<b>\$1,288,800</b>	<b>\$1,087,465</b>	<b>\$5,364,000</b>	<b>\$7,740,265</b>

# ***DAAC Aviation Planning Update***



Comparison of Needs & Sources



STATE OF DELAWARE  
*Department of Transportation*



**R.A. Wiedemann &  
Associates, Inc.**

AVIATION CONSULTANTS

# ***DAAC Aviation Planning Update***

## Comparison of Needs & Sources

<b>Year</b>	<b>Funding Needs</b>	<b>Potential Funding Sources</b>	<b>Net Surplus/ (Deficit)</b>
2011	\$569,050	\$214,800	<b>(\$354,300)</b>
2012	\$2,347,050	\$1,497,300	<b>(\$849,800)</b>
2013	\$2,423,650	\$1,501,100	<b>(\$922,600)</b>
2014	\$1,819,850	\$1,505,100	<b>(\$314,800)</b>
2015	\$1,787,850	\$1,509,000	<b>(\$278,900)</b>
2016	\$1,591,750	\$1,513,000	<b>(\$78,800)</b>
<b>Totals</b>	<b>\$10,539,200</b>	<b>\$7,740,300</b>	<b>(\$2,799,200)</b>

# ***DAAC Aviation Planning Update***

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Questions/Comments

# ***DAAC Aviation Planning Update***

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## Delaware Aviation Career Day

- November 5, 2011
- New Castle Airport
- 10 am – 2 pm
- Coordination Important:
  - Delaware Department of Education
  - Messages to Schools
  - DRBA - Preparation of Airport Logistics



# Planning and Environmental Guidance

## For Airport Property Mineral Extraction

Presented to: 34<sup>th</sup> Annual Airports Conference

By: Ed Gabsewics, CEP

Date: March 3, 2011



Federal Aviation  
Administration







34<sup>th</sup> Annual Airports Conference  
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Federal Aviation  
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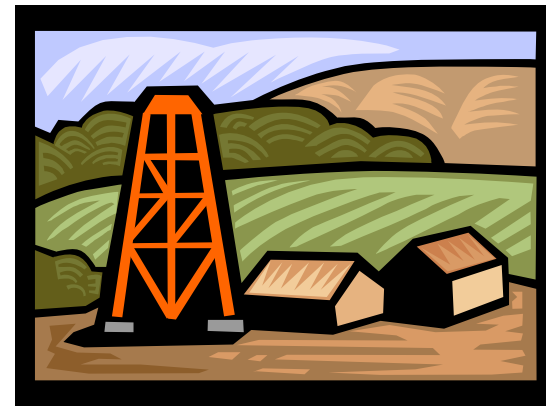
# Recently Published Guidance

- **Details outlined in FAA Eastern Region Airports Division Sponsor Guide (Updated 11/16/10)**
- **Sponsor must remain in compliance with federal obligations and safety requirements**
- **All revenue generated by mineral extraction must stay on and be used for airport purposes only**



# Required Sponsor Actions

- **FAA Environmental Determination**
- **Construction Safety Phasing Plan (CSPP)**
- **ALP Revision**



# Required Sponsor Submittals (Cont'd)

- **Copy of Drilling Permits**
- **Additional Information as spelled out in the guidance**



# FAA Environmental Determination

- **Contact your Airports District Office (ADO) Environmental Protection Specialist (EPS) to Scope**
- **Environmental Assessment Required for National Environmental Policy Act (NEPA) Compliance**
- **FAA will make a Finding/Determination**



# Keys to Obtaining Timely Environmental Determinations

- **Early Contact with ADO Project Manager and EPS**
- **Early Coordination with Resource & Permitting Agencies is Critical**





# The Environmental Assessment

- **Based on *Preliminary System Layout and Design***
- **Discusses Affected Environment, Required Permits**
- **Commits to Avoidance, Minimization & Mitigation (where necessary)**



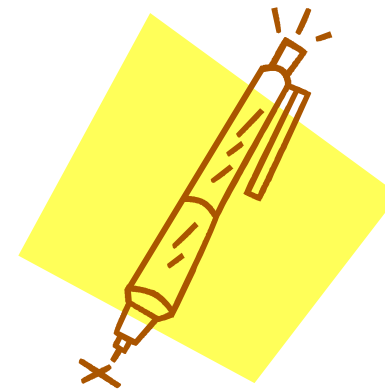
# The Environmental Finding/ Determination Process

- **Determination Likely a Finding Of No Significant Impact (FONSI)**
- **FONSI will require Supplemental Environmental Analysis (as necessary) to address Specifics/Actual Site Development**
- **Supplemental Analysis must be Consistent with EA**
- **Construction will not be Authorized without FAA Concurrence**



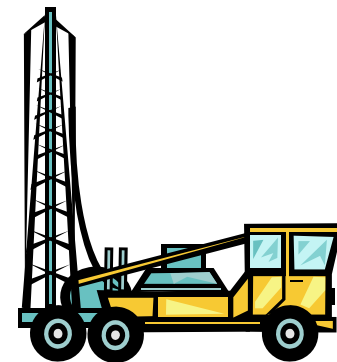
# Airport Layout Plan (ALP) Update

- **Airport Sponsor's obligation (Grant Assurance #29)**
- **Show all permanent above-grade improvements**
- **FAA Form 7460-1 to coordinate airspace review and determination**
- **“Pen & Ink” Change to ALP**



# Construction Safety Phasing Plan (CSPP)

- **Safety is critical!**
- **CSPP addresses all aspects of construction**
  - Duration and work schedules
  - Access routes for construction equipment
  - Height of equipment and lighting / flagging requirements



# Safety Concerns

- Headlines like ***“Cause of Western PA Gas Well Fire Still Unknown”*** and ***“Three Burned at Marcellus Shale Drilling Site near Avella”*** should make you think about what could happen at drilling sites
- Besides the drilling site, pipelines will be connecting your wells and traversing your property



# Questions



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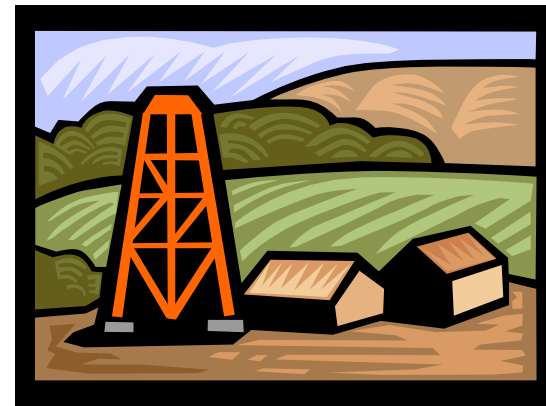
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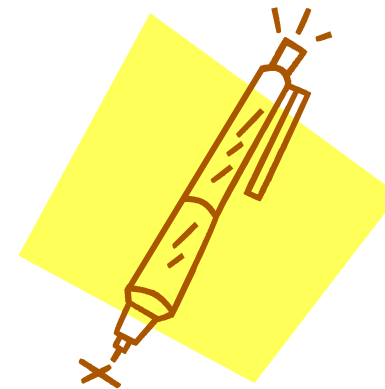
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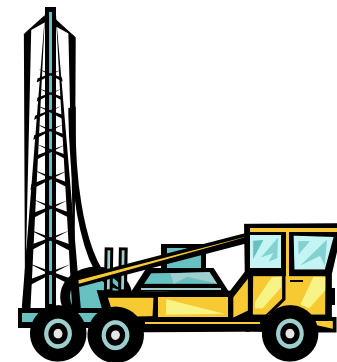
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