



# 2016

## Annual Report to the Community



SYRACUSE  
REGIONAL  
AIRPORT  
AUTHORITY

## Overview

The Syracuse Regional Airport Authority (“the Authority”), a public benefit corporation, is established to provide the necessary tools and support to Syracuse International Airport to maintain and operate the facilities in a safe, secure and efficient manner. The Authority is committed to promoting the growth and success of the Syracuse International Airport by overseeing fiscal responsibility, regional marketing, and job creation in the aviation industry, and those industries that support aviation. The Authority is organized under the Public Authorities Law of the State of New York.

## Mission Statement

The mission of the Syracuse Regional Airport Authority is to provide safe, secure, efficient and low-cost air transportation service to the 12-county region that Syracuse International Airport currently serves. The Authority seeks to stimulate air service, economic development, trade and tourism by focusing on the shared goals of its stakeholders: more service to more destinations, lower operating costs and increased non-aeronautical revenue. The Authority recognizes that the Syracuse International Airport is a gateway to the central New York region and beyond and seeks to optimize customer service and exceed customer expectations with continuous improvements to the terminal building and public-use facilities.



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# Thank you to the Chair

William P. Fisher  
Authority Chair

The 2016 Annual Report to the Community is the last report to be presented by the Authority's Chair, William P. Fisher. Bill has decided to step down as chair but will continue to serve the Authority Board as vice-chair. Bill has been the Chair of the Authority since its creation in 2011, after being appointed by Mayor Stephanie Miner. Over the last five years Bill has taken on some of the most challenging and rewarding initiatives the Authority has tackled to date. When Bill was appointed, the Authority did not have a budget, any employees, and essentially no power. Today, the Authority holds the airport operating certificate and is responsible for management and oversight of Syracuse International Airport. None of this would have been possible without Bill's tireless work; he has devoted countless hours of his time to the airport, and for that, we are grateful.

*-Board, management, and staff of the SRAA*



On behalf of his fellow board members and staff of the Syracuse Regional Airport Authority, we would like to thank Bill for his leadership and dedication over the last five years.



# Message from the Executive Director

Christina R. Callahan, CM  
Executive Director

Dick Blume



Dear Friends:

This year marks the fifth anniversary of the Syracuse Regional Airport Authority's existence and although five years may not seem like a momentous anniversary for most, I look back and it's hard to believe how much we have achieved in such a short amount of time.

Over the course of the last five years, the airport has undergone tremendous change—physical changes to the terminal building with the completion of the passenger terminal security and access improvements project, a revitalized concession program, and changes to the

way we do business—all with the goal of advancing the Authority's mission to make Syracuse International Airport a gateway to Central New York and a connection between the region and the world.

In the coming year we are focusing on a variety of initiatives to improve our airport facilities and the passenger experience. We are working on a comprehensive parking garage analysis that will help us provide better service and additional parking options, and we are implementing a number of customer service enhancements. We are also competing for one of five \$40 million Upstate Airport Economic Development and Revitalization Grants from the NYS Department of Transportation. If we win, our terminal will undergo an amazing transformation. We want to thank our community leaders for their support of this opportunity.

Lastly, we will continue looking at all opportunities for air service development. I encourage our community to engage with the airport via social media and complete surveys in the terminal and online to help us better serve you.

*-Christina R. Callahan*

# 2016 Syracuse International Airshow

June 11–12







Syracuse International Airport hosted the return of the Syracuse International Airshow on June 11 and 12, 2016.

The show featured the F/A-18F Super Hornet Tactical Demonstration Team, US Air Force F-16 Heritage Flight, US Army Golden Knights parachute team, and the Geico Skytypers.

The schedule also included renowned civilian airshow performers, including Air Show Hall of Famer Gene Soucy with wing walker Teresa Stokes, Kent Pietsch with the Jelly Belly Interstate Cadet, Scott Yoak with his P-51D Quicksilver, the B-25 “Panchito,” Lima Lima Flight Team, the Sea Harrier FA.2 and, a motorcycle race by Chris Everett.

There was also a great line-up of static displays, including the A-37 Dragonfly,

the C-17 Globemaster, T-6A Texan, MH-53E Sea Dragon helicopter, Civil Air Patrol Cessna 182, LC-130 Hercules (on skis), the T-45 Goshawk, and the KC-10 Extender.

In the week leading up to the airshow, tragedy struck when Captain Jeff Kuss of the US Navy Blue Angels plane #6 was killed in a tragic accident in Smyrna, Tennessee. The weekend of the airshow Mother Nature was less than kind with wind and rain and yet we persevered, hosted the airshow, and payed tribute to Capt. Kuss and the Blue Angels family.

Thanks to the community, our generous sponsors and a lot of hard work we were able to bring back to the Syracuse community an event that appealed to aviation enthusiasts, families and anyone who has ever wanted to fly.







## TOP GUN PANEL

The first official event of the Airshow took place on Friday evening, when the terminal was transformed into Fightertown, U.S.A., for the performers and sponsors gala. The evening's theme celebrated the 30th anniversary of the movie *Top Gun*, a 1980s paean to Naval aviation.

The evening kicked off with a panel discussion featuring Anthony "Goose" Edwards, one of the stars of the movie, and Dave "Bio" Baranek, real-life Top Gun instructor and author of the book *TOPGUN DAYS*. In a casual setting moderated by CFO Trent Amond, Goose and Bio entertained the audience with stories from the filming of *Top Gun* and their careers in entertainment and naval aviation, respectively. It was clear that everyone, particularly those from the military (even the Air Force), en-

joyed the behind the scenes stories that Goose and Bio shared.

After the panel concluded, our special guests joined Master of Ceremonies Bob Lonsberry to introduce the airshow performers. All were welcomed to Syracuse and the military teams exchanged mementos of the occasion with Executive Director Christina Callahan. Bob eloquently thanked all current and former military members present for their service to our country.

After the ceremony, the guests had the opportunity to meet with the performers. A slide show of *Top Gun* trivia played while Goose and Bio signed autographs and posed for pictures. The evening ended all too soon as many of the guests had an early morning briefing to attend—on with the show!

# Meet John P. Walsh



John P. Walsh

*Executive Director Christina Callahan interviewed John P. Walsh, the American Airlines general manager about his and his family's legacy at Syracuse International Airport.*

*You come from a long line of Walshes who have worked at Syracuse International Airport. Describe the Walsh legacy at the airport.*

Three generations of Walshes have worked at the Syracuse airport—from 1925 until present day. First was my grandfather James E., who was commissioner of both the Amboy and Syracuse airports. Next was Robert C., my father, who also worked at Amboy airport and then followed to SYR. And lastly there is me, John P., who has been employed here since 1972. I started working for Sair Aviation, and then joined Empire Airlines, which then merged with Piedmont Airlines, who merged with US Air, who changed its name to US Airways, who merged with America West, who finally merged American Airlines. Of note, I have survived five airline mergers! Today I hold the position of general manager for American Airlines in Syracuse, NY.

*So aviation is in your blood—did you always know you wanted to work at an airport, at this airport?*

No, I did not always want to work at an airport. But I have always been at an airport, this one. And the only job I ever wanted is one in aviation. But to answer your question directly, I have always wanted to be a pilot.

*What did your grandfather do?*

My grandfather, who I never knew, was the commissioner of both Amboy and Syracuse airports. He was commissioner for the move from Amboy Airport to



the Syracuse Army Airbase after World War II. Amboy Airport was located on the south east side of Onondaga Lake. Interestingly he was assigned to the Syracuse parks commission and was testing the safety of milk before becoming the commissioner of Amboy Airport. And to think, I could have been a dairy farmer!

*What did your father do?*

He held various jobs at both airports, and was a pilot, he eventually held the position of deputy commissioner. Dad's career spanned from 1948 until 1974. My father started at the airport by mowing grass and then plowing snow. He worked his way up from airport maintenance to supervisor and then finally deputy commissioner.

*What are some of your most memorable events that you either heard about or saw when you were younger?*

First is the Cuban missile crisis! When I was 7 years old I was in bed one night and my father woke me up and brought me outside. We lived on Town Line Road then. He pointed to the sky looking south and I could see a long line of landing aircraft moving east. The airplanes then made their base legs and final turns and landed on Runway 28 in quick and close succession. The aircraft were B-47s and made the turn off at taxiway golf and taxied to the military



James E. Walsh

ramp. I remember mostly the landing lights. These aircraft came from a Midwest airbase, they were nuclear armed and hidden here from the Soviets!!!! Silent history!!!!

Then Pan Am brought their new B747 here for training missions. I know because I flew on it in the jump seat as the pilots practiced touch and goes. The chief pilot who was conducting the training was a friend of my grandfather.

Near and dear to my heart was the Empire hub in Syracuse. We handled 50 mainline flights and 40 express planes every day!



Robert C. Walsh

I have personally seen an amazing cross section of aviation history at this airport: aircraft—B-17, B-29, DC-3, Super DC-3, F-86, and P-51 (rows were stored here and I sat in their cockpits), F-100, F-106 (made an amazing howl), F-102, T-33, F-4, F-111, A-37, A-10, F-16, F-18, F-117, KC-10, B-24, B-25, Convair 440, Convair 580, Martin 202, Electra, B707, L1011, DC8, Convair 880, B747, MD80, F28, FH227, BAC 1-11, Metro Liner, DC-6, DC-7, B727. And airlines: Eastern, Mohawk, Empire, Allegheny, US Airways, North Central, Republic, Delta, United, TWA, North West, Air North, Allegiant, JetBlue, Air

Canada, Wright Airlines, FedEx, UPS, Gillies Airways, Mohawk again.

Weirdly I worked the checkpoint on the very first day of passenger security at SYR. I know, how did I get there? I was working a charter flight and it was a Saturday. I worked for Sair Aviation then and the security directive said airlines were responsible for security, and we were the vendor, so we had the job of screening passengers. Of course there was zero training, and when I asked what to do, I was told to look for bad things inside the bags. So I did...I guess.

*What advice did your grandfather and father give you about working at the airport?*

I never met my grandfather. My father taught me hard work ethic, go to work, be on time, do what your boss tells you to do, and don't be afraid to do what others won't do.

*As an airline station manager, you have a lot of responsibilities. I see you at the ticket counter, at the gate, on the ramp – after all of these years, you seem to enjoy it still. What is it about this job that keeps you motivated?*

I love what I do, I love airplanes, I like the people I work with, and because of my work history I have not lost sight of what it takes to get here.

*Are you a pilot?*

No. But this is an unfulfilled dream; I think I am afraid that if I became a pilot



the flying would become an uncontrollable addiction. Although I am an RC pilot and fly these aircraft as much as possible.

*Do you own any interesting airline memorabilia?*

Yes. I have the tattered Amboy airport log book, Amboy control tower binoculars, and many pictures of both airports.

*Describe the airline path you took to where you now manage an American Airlines station.*

Looking back I cannot believe I am where I am. But I can say I have done every job you can do at an airport without being a pilot. I started at the bottom and worked my way up. The most important thing for me is being there for whomever I worked for, faithfully, and doing my best every time.

*What advice would you give someone interested in working for an airline?*

Education is important, yes. But aviation jobs are there for the taking. It takes work and a stick to it attitude, but you have to be able to move around the country, we are a transportation business.

*Given your vast experience, history and knowledge, where do you see the airline industry heading?*

More efficient aircraft will fly here and they will carry more passengers creating fewer flights.



James E. Walsh

*Your commitment to this airport is one of the things I admire most about you—what do you want readers to know about the Syracuse airport?*

The Syracuse airport is rich in history; in fact it is a microcosm of the aviation industry. All of the aviation icons have flown here, [Charles] Lindbergh, [Amelia] Earhart, Billy Mitchell, etc. In the early days of aviation SYR was a thriving concern a hub of aviation. And it still is, we have one of the longest runways with easy approach in the Northeast.



# Gregory J Harris Military Courtesy Room



The Gregory J Harris Military Courtesy Room opened on July 29, 2008. It was named after a 1963 graduate of West Genesee High School who is missing in action from the Vietnam War since June 1966. Our mission statement is as follows:

An all-volunteer citizen organization joined together to offer support and encouragement to our service members traveling through Syracuse Airport. This contributes

to the maintenance and morale of our armed forces, regardless of age, rank, gender or branch of service. To provide them with a smile, a handshake, and a thank you for providing all of us the freedoms that we enjoy in this great melting pot called America. As a group we refrain from any politically charged discussions, understanding that such discussions can be divisive and could harm the bond of unity that we all share. Those who serve are and must always be our number one priority.

Although not part of our mission statement we do allow veterans to avail themselves of our "room."

We are open from 7am until 2am 365 days a year. Our staff and board of directors are all volunteers. No one is paid a salary. Volunteers work four-hour shifts usually with two volunteers manning a shift. We have 46 people who have the same shift each week and 29 people who fill in as needed. As of June 2016 we have had 86,837 service members and their families sign our register.

We run the room totally through donations of money and supplies. Our donations come from private individuals, church and school groups, veterans organizations, American Legions, VFWs, and local companies and corporations. Some of our long time contributors are NTTS, SRC, PALL Corporation, and

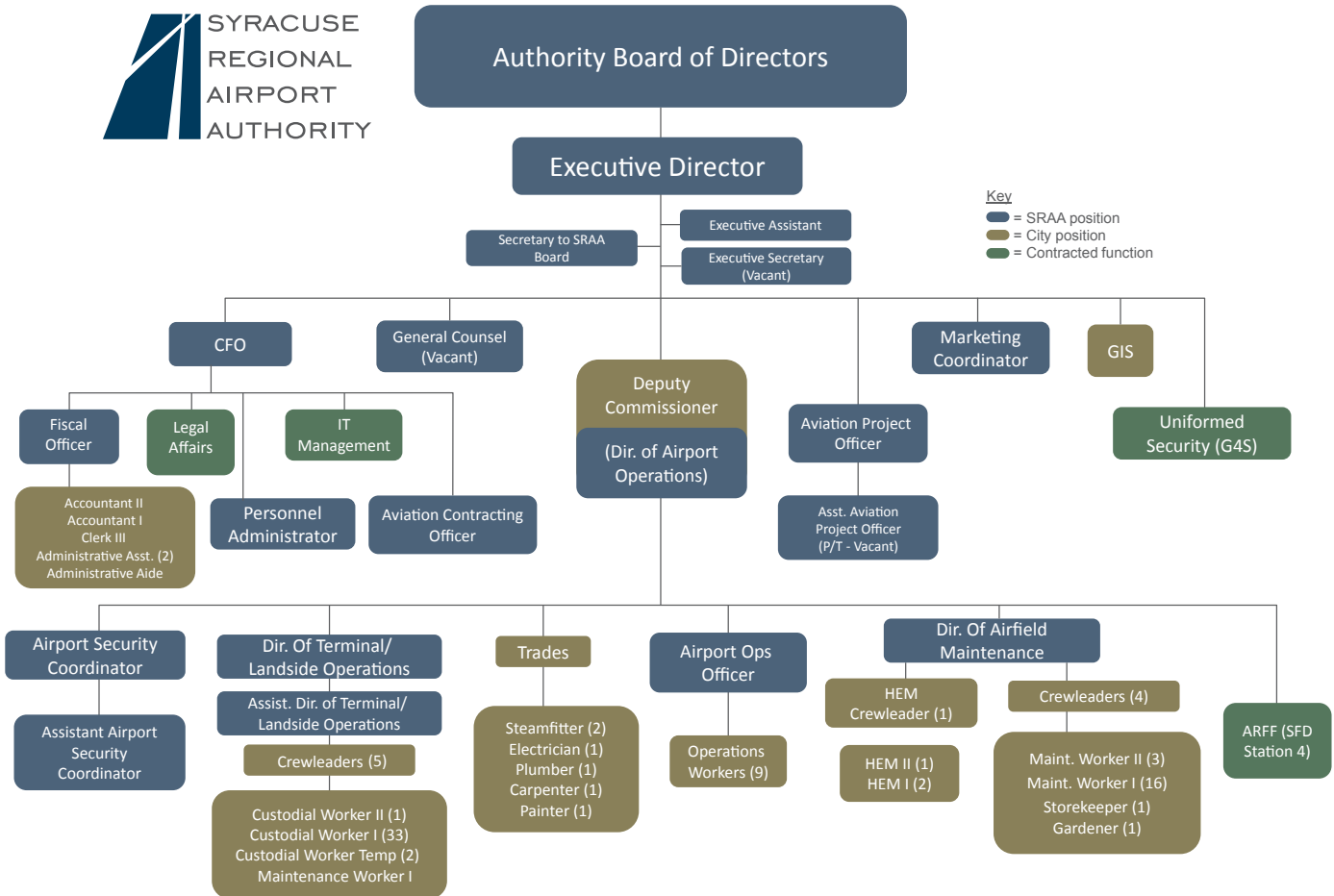
the Sgt. Michael Mayne Cookie Corps to name a few. Our contributors are too numerous to name them all. We are also very grateful to the Paradies Corporation for their efforts on our behalf. We are a 501(c)3 and contributions are tax deductible. We keep our freezer stocked with hot pockets, cheeseburgers, breakfast sandwiches, etc., and our refrigerator stocked with soda, water, and juice. We provide coffee and a variety of snacks such as beef jerky, Rice Krispies treats, chips, nuts, candy, and granola bars.

We have a direct line to Ft. Drum for soldiers who are in-processing. Those soldiers are provided with a shuttle from Ft. Drum directly from our area. We often have soldiers spend the night in the room who are going on leave via an early morning flight. All of our chairs recline, and we provide pillows and blankets as needed. At Christmas we put up a tree with gifts under it for military personnel to take for their families. The gifts are provided to us by local groups. We provide wrapping paper if they want to wrap the gifts before they leave the airport.

Volunteering at the room is a very rewarding experience for volunteers. It is especially memorable to experience a soldier and his/her family reuniting after months of deployment, a father meeting his child for the first time, or a marriage proposal by a soldier to his girlfriend.



# SRAA Organizational Chart





# Syracuse Regional Airport Authority Board Members

The members of the Syracuse Regional Airport Authority bring extensive knowledge and experience in the areas of business, finance, management, education, communication, government and public relations. The Authority consists of eleven members appointed as follows: seven appointed by the mayor of the City of Syracuse; one by the county executive of Onondaga County; one by the town board of the Town of Dewitt; one by the board of education of the East Syracuse Minoa School District; and

one appointment is shared, on an alternating basis, by the board of education of the North Syracuse School District, and the town boards of the towns of Salina, Cicero, and Clay. Members of the Authority serve in a volunteer capacity. William P. Fisher serves as the chair of the Authority. Patrick A. Mannion serves as vice-chair of the Authority. To learn more about each of Authority members individually, please visit [syrusraa.com/members](http://syrusraa.com/members).



William Fisher



Patrick Mannion



Khalid Bey



Shiu-Kai Chin



Donna DeSiato



John Johnson, Jr.



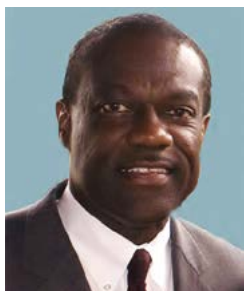
Michael Quill



Beth Rougeux



Irene Scruton



William Simmons



Mike Shusda



# Syracuse Regional Airport Authority Committees

## Finance Committee

Dr. Shiu-Kai Chin (Chair)

Mr. William Fisher (Ex-Officio)

Mr. John Johnson, Jr.

Ms. Beth Rougeux

Mr. Michael Shusda

## Audit Committee

Dr. Donna DeSiato (Chair)

Mr. William Fisher (Ex-Officio)

Mr. Patrick Mannion

Mr. Michael Shusda

## Governance Committee

Ms. Irene Scruton (Chair)

Mr. William Fisher (Ex-Officio)

Hon. Khalid Bey

Ms. Beth Rougeux

Dr. Shiu-Kai Chin

Hon. Michael Quill

## Human Resources Committee

Ms. Beth Rougeux (Chair)

Mr. William Fisher (Ex-Officio)

Dr. Shiu-Kai Chin

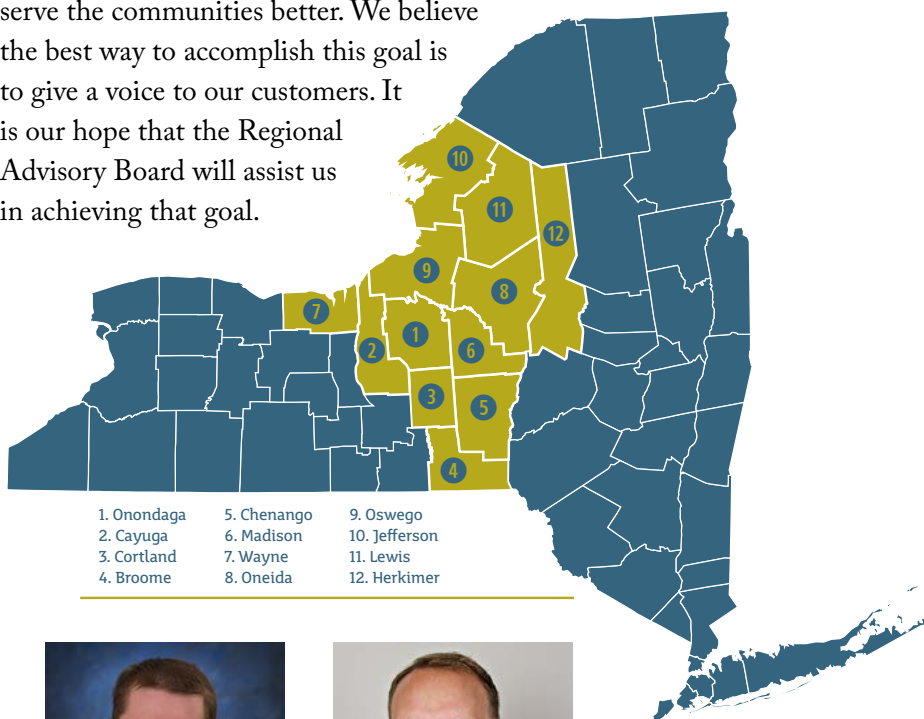
Hon. Michael Quill

Mr. William Simmons

# Syracuse Regional Airport Authority Advisory Board

The Regional Advisory Board consists of eight non-voting members appointed as follows: one member appointed by the County Executive of Oneida County; one member each appointed by the Chairpersons of the County Legislatures of Onondaga, Oswego, Cortland, Cayuga, and Jefferson counties; one member appointed by the Chairperson of the Board of Supervisors of Madison County; and one member appointed by the Syracuse Common Council. The purpose of this Board is to provide the Syracuse Regional Airport Authority feedback from each respective county as to what the community's air travel needs are and what Syracuse Airport can do to meet

those needs and improve service. One of our many goals as an Authority is to serve the communities better. We believe the best way to accomplish this goal is to give a voice to our customers. It is our hope that the Regional Advisory Board will assist us in achieving that goal.



- 1. Onondaga
- 2. Cayuga
- 3. Cortland
- 4. Broome
- 5. Chenango
- 6. Madison
- 7. Wayne
- 8. Oneida
- 9. Oswego
- 10. Jefferson
- 11. Lewis
- 12. Herkimer



**Richard Bushnell**  
Cortland County



**Michael Chapman**  
Cayuga County



**Daniel DeGear**  
Madison County



**Christopher Randall**  
Onondaga County



**Gary Robb**  
Syracuse Common Council



**Morris Sorbello**  
Oswego County



**Russell Stark**  
Oneida County



**Grant Sussey**  
Jefferson County



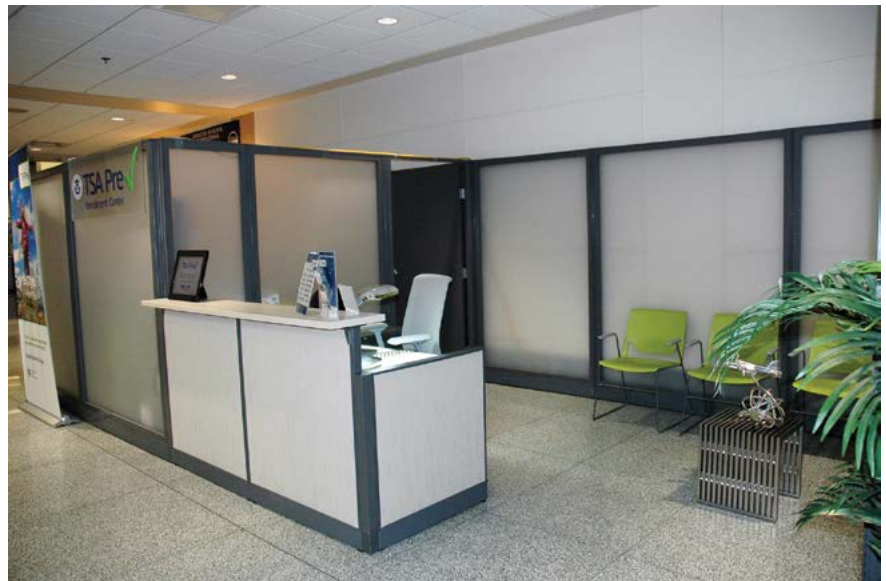
# Airport Updates



Water bottle filling stations were installed in February 2016, and we have eliminated more than 36,000 disposable plastic bottles so far!



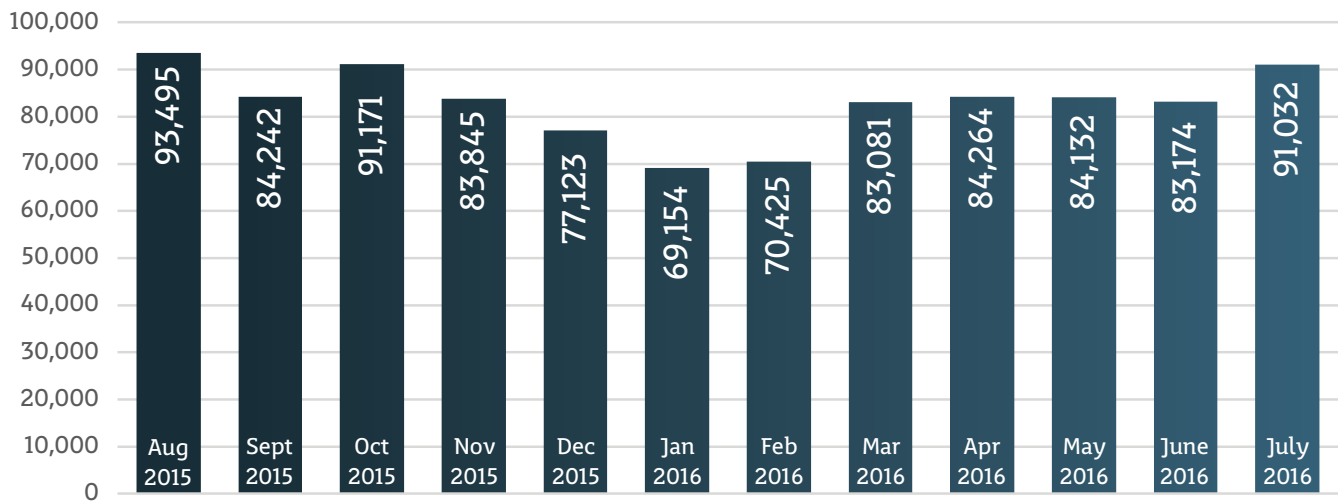
The SYR Precheck enrollment center officially opened on November 13, 2015. As of July 31, 2016 (8 months) the SYR TSA Precheck has registered 6,962 people.



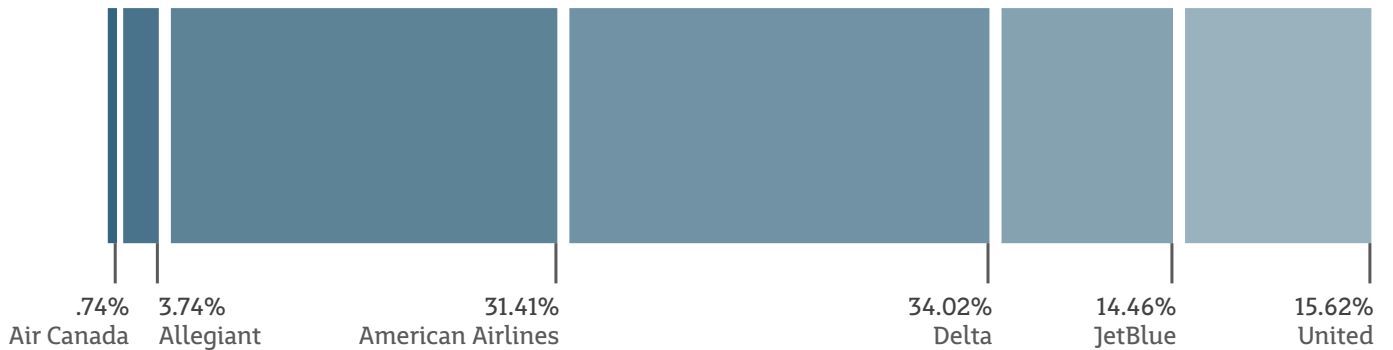
# Enplanement Data

## Total Passengers (outgoing only)

### August 2015–July 2016



## Passenger Traffic by Airline





# Financials

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## Statement of Net Assets— Unaudited

For the year ended June 30, 2016

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### Assets

Cash and Cash Equivalents	\$24,498,932
Restricted Cash and Cash Equivalents	\$21,884,220
Accounts Receivable	\$3,745,546
Prepaid Expenses	\$162,208
Capital Assets, Net	\$4,200,553
Net Miscellaneous	\$34,945
<b>Total Assets</b>	<b>\$54,506,404</b>

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### Liabilities

Accounts Payable	\$469,129
Net Due to Other Funds	\$317,896
Unearned Revenue	\$91,250
Net Miscellaneous	\$27,633
<b>Total Liabilities</b>	<b>\$905,908</b>

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### Net Assets

Net Investment in Capital Assets	\$4,200,553
Restricted	\$21,884,220
Unrestricted	\$27,515,723
<b>Total Net Assets</b>	<b>\$53,600,496</b>

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**Total Liabilities and Net Assets**    **\$54,506,404**

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## Statement of Revenues, Expenses, and Change in Net Assets— Unaudited

For the year ended June 30, 2016

### Operating Revenues

Landing Fees	\$6,794,742
Parking Rents	\$8,439,000
Terminal Rents	\$7,798,410
Concessions	\$7,382,540
Miscellaneous	\$15,528

**Total Operating Revenues** **\$30,430,221**

### Operating Expenses

Cost of Services	\$3,852,470
Administration	\$6,537,039
City Aviation Fund Lease	\$6,078,844
City Aviation Fund Expense	\$10,708,185
Depreciation	\$520,000

**Total Operating Expenses** **\$27,696,538**

### Non-Operating Revenue and Expense

Capital Grants	\$6,752,747
Passenger Facility Charge Revenue	\$3,690,567
Investment Income	\$93,526
City Aviation Fund Capital Contribution	\$(8,335,108)
Miscellaneous Expense	\$(155,522)

**Total Net Assets** **\$2,046,210**

Change in Net Assets from Revenue and Expense **\$4,779,893**

Net Assets, Beginning of Year **\$48,820,603**

Additions **\$4,779,893**

**Net Assets, End of Year** **\$53,600,496**





SYRACUSE HANCOCK  
INTERNATIONAL AIRPORT