

FALL 2004

RDU UPDATE

NEWS FROM RALEIGH-DURHAM INTERNATIONAL AIRPORT

RDU Welcomes Independence Air



From the Chairman



The summer of 2004 was a busy time at Raleigh-Durham International Airport (RDU). The number of passengers traveling through RDU in the first six months increased 7 percent compared to the same period last year.

To meet the growing needs of our customers and the community, RDU continues to provide information through *RDU Update*. Beginning this fall, this newsletter will transition to an e-newsletter...a quicker, easier and more environmentally friendly way of communicating with the Triangle. We encourage you to visit www.rdu.com to subscribe to the newsletter and receive up-to-date information about new airline service, new customer programs and upcoming development projects.

With the continued growth of the airport, the Airport Authority recognizes the role we must play in our region's environmental health. In recent years, RDU has begun using biofuels, hybrid vehicles and

advanced noise monitoring systems. All of these initiatives are helping to maintain the Triangle's status as one of the best places to live in America.

The Airport Authority recently welcomed Independence Air to RDU. This new and innovative airline will provide North Carolina with a link to 35 cities across the country by way of Washington Dulles International Airport.

In addition, several airlines are adding service to new destinations and increasing the number of flights to popular cities. Beginning this fall, airlines serving RDU will begin flying to Indianapolis and Austin while increasing the number of flights to Orlando.

Happy travels!

David T. Clancy, Chairman
Raleigh-Durham Airport Authority

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Extra, Extra! Read All About It!

RDU Update Moves from Your Mailbox to Your Inbox

For more than 30 years, the Raleigh-Durham Airport Authority has been publishing a newsletter to provide the Triangle community with information about the airport. *RDU Update* has been a source of news for individuals, corporations, travel agents and many more. Readers have learned about airlines operating at the airport, the development of terminal and parking facilities and the people working at Raleigh-Durham International Airport.

Over the years, *RDU Update* has undergone changes to increase the value of the publication. This issue marks another change in this ever-popular newsletter. Readers will no longer get their newsletter in their mailbox...now it will arrive in their Inbox. *RDU Update* is going electronic!

Beginning with the current issue of *RDU Update*, the publication will now be distributed via email to all subscribers. People interested in getting all the news from RDU can visit **www.rdu.com** to sign up and receive the *RDU Update E-newsletter*.

This latest improvement to *RDU Update* will provide readers with a more convenient way of receiving the newsletter and the ability to read articles and forward them on to friends or colleagues. The new format is also environmentally friendly! Additional information and more timely updates are possible due to the flexibility of the e-newsletter format. Readers will receive messages regarding passenger services and airline flight additions as they are announced.

To continue receiving information from RDU, visit **www.rdu.com** and subscribe today. The winter issue of *RDU Update* will be the last issue arriving in your mailbox. Subscribers will receive four annual issues of *RDU Update* along with email announcements throughout the year and bi-annual updates published in the spring and fall.

Here's to the future of RDU!



Visit
www.rdu.com
and subscribe
today!

RDU AND THE ENVIRONMENT: CONTRIBUTING TO THE SOLUTION

The Triangle region has long been recognized as one of the country's best places to live, work and play. Part of the region's success stems from its high regard for the environment. In recent years, public and private organizations have partnered with community members to clean and maintain the regional environment shared by all.

As a member of the community, RDU began looking at ways to contribute to solutions regarding air pollution, energy efficiency and noise awareness. Research has helped guide the Airport Authority in developing goals for current and future environmental initiatives. Among these initiatives are the use of biofuels, the integration of hybrid vehicles and the education of the community regarding noise monitoring.

"The Airport Authority recognizes that as a major generator and attractor of vehicle trips and the site of substantial equipment operations, RDU must be a contributor to the solution, not just a source of the problem," says Airport Director John Brantley.

With a strong commitment to improving the regional environment, the Airport Authority has initiated several solutions.

At the Pump

In 2002, RDU made a commitment to begin using biofuels at the airport. The Airport Authority hosted an "Airports and Alternative Fuels Workshop" in December 2002 sponsored by the U.S. Department of Energy, the State Energy Office, the Triangle J Council of Governments and the Triangle Clean Cities Coalition. The workshop helped guide the Airport Authority in the development and implementation of its first alternative fuel plan.

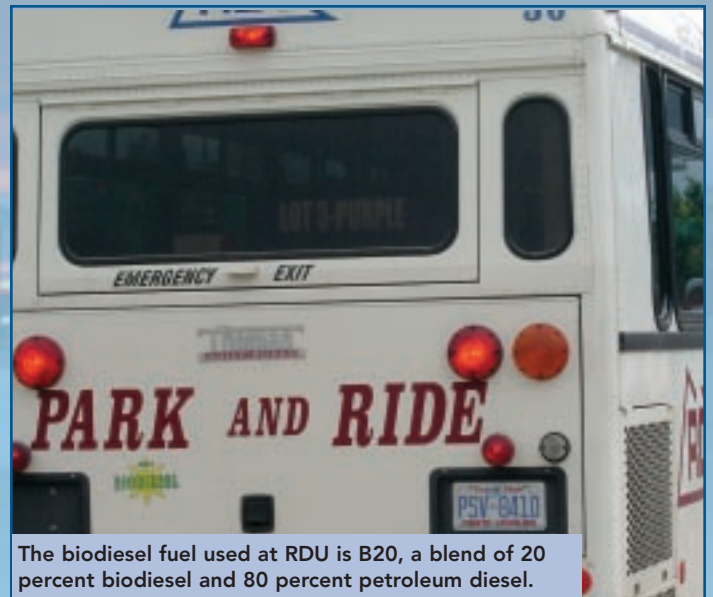
The use of biodiesel fuel by shuttle buses, vehicles and equipment began at RDU in 2003. With a grant awarded by the Triangle J Council of Governments with funds from the North Carolina Department of Transportation, the airport was

able to partially offset the initial cost for the environmentally friendly fuel.

Today, biodiesel fuel is used by RDU's shuttle buses, maintenance trucks, lawn and snow removal equipment and select airport lighting. Approximately 95,000 gallons of biodiesel have been used at RDU since January of this year. In 2003, the airport used approximately 155,000 gallons.

What is Biodiesel? How Does it Help the Environment?

Biodiesel is a clean burning alternative fuel produced from domestic, renewable resources such as soybean oil. This fuel can be used in diesel engines with little or no modifications necessary and has undergone all Environmental Protection Agency (EPA)-required testing. The biodiesel fuel used at RDU is B20, a blend of 20 percent biodiesel and 80 percent petroleum diesel.



The biodiesel fuel used at RDU is B20, a blend of 20 percent biodiesel and 80 percent petroleum diesel.

B20 has demonstrated significant environmental benefits with a minimum increase in the cost of vehicle operation. The use of biodiesel in a conventional diesel engine results in a substantial reduction of carbon monoxide while exhaust emissions of sulfur oxides and sulfates are essentially eliminated. These elements are major components of acid rain.

On The Road Again

In addition to using biofuels at RDU, the Airport Authority began operating its first hybrid vehicle in the fall of 2002. The sedan, a Honda Civic gas/electric hybrid, can travel up to 650 miles on a single tank of gas.



The Honda Civic gas/electric hybrid can travel up to 650 miles on a single tank of gas.

Hybrid vehicles combine the internal combustion engine of a conventional vehicle with the battery and electric motor of an electric vehicle. The result is twice the fuel economy as a conventional vehicle with lower emissions. With the popularity of hybrid vehicles steadily growing in recent years, auto manufacturers are making these vehicles with comparable performance, safety and cost as conventional vehicles.

RDU continues to view the use of hybrid vehicles as an important solution to air pollution and energy efficiency. The Airport Authority plans to purchase additional hybrid vehicles in the future.

Do You Hear What I Hear?

The Airport Authority has consistently made noise awareness and monitoring a priority among community outreach efforts. Working closely with the local community, builders and realtors, RDU has provided education on aircraft noise, reduction efforts and monitoring information.

"RDU has always been prudent and proactive in its noise awareness efforts," says Mike Fischer, environmental manager for the Airport Authority.

During the early 1960s, before jet service began at RDU, the Airport Authority worked with local government leaders to adopt Airport District Zoning, which prohibits residential development and other noise-sensitive land uses within a few miles of the ends of the airport's main runways.

In 1989, the Airport Authority established an Aircraft Noise Abatement Committee (ANAC) and adopted an Aircraft Noise Abatement Policy. The policy calls for monitoring noise abatement strategies, land-use planning and aircraft operating procedures to minimize the impact of aircraft noise.

This past spring, RDU reissued a letter of disclosure to all area property owners regarding noise monitoring efforts and the affects of aircraft noise on individual properties. In addition, builders, realtors and home buyers can visit www.rduaircraftnoise.com for current information.

In the upcoming months, RDU will install a permanent noise monitoring system at sites around the airport such as local neighborhoods and community parks. This new system will provide enhanced monitoring of noise levels as well as improved data collection capabilities. With this new data, the Airport Authority will be better equipped to provide information to the public as well as airlines and regulatory agencies.

Focus on the Environment

The efforts made by the Airport Authority over the years clearly illustrate the importance placed on the regional environment. In partnership with local organizations and the community, RDU will continue to strive towards improving and expanding the airport's environmental solutions. By working together, the Triangle can remain a popular place to live and visit.

Editorial

Passenger & Baggage Security Screening



John Brantley
RDU Airport Director

In November 2001, Congress created the Transportation Security Administration (TSA). This agency was charged with building a staff and installing explosives detection equipment to screen all passengers and their checked baggage at U.S. airline service airports. This was done in reaction to the events of September 11, 2001. Congress believed the poor

quality of passenger and carry-on baggage screening being performed by contractors had been the point of failure that allowed the terrorists to commandeer the four airliners. Today, as the work of the 9/11 Commission has shown, we know there were multiple points of failure, particularly among our nation's intelligence services.

By November 2002, federal employees of the TSA were staffing, operating and managing the passenger and baggage checkpoints at all but five U.S. airline service airports. The checkpoints at those five airports continued to be staffed and operated by private contractors, but are managed by the TSA. This was allowed by the legislation that created the TSA in order to see if federal employees performed their duties any better or worse than contract personnel. An assessment recently performed by a TSA contractor concluded there was little or no difference between them; however, many argue that the study was an apples to oranges comparison.

The same legislation also said that beginning November 19, 2004, or two years after the TSA took over all checkpoints, any airport could

choose to "opt-out" of having its checkpoints staffed and operated by federal employees and could return to staffing by contractor personnel. The primary differences from the days when the airlines used contractor personnel to operate security checkpoints includes the ability to meet the TSA's training and screening performance standards along with the TSA continuing to serve as manager of checkpoint operations.

Recently, the TSA issued its initial guidance for opting out. Among other things, it said that whether staffed by federal or contractor personnel, all airport screening operations would be funded from the same pot; the number of staff at each airport would be determined by the TSA's staffing models; the airport could have input but wouldn't have a vote in which contractor was hired by the TSA to work there; the airport couldn't engage another qualified contractor or use its own trained personnel to increase staffing during busy travel periods (such as at Thanksgiving and Christmas); TSA personnel would continue to manage and direct the screening operations; and during periods of heightened security the TSA personnel would take direct control of those operations. This raised the question of how would the airport benefit by opting out, especially considering the liability incurred by doing so.

As we've considered that question at RDU, we've found little to encourage us to seriously consider going in that

direction. We believe that in creating the TSA, Congress said very clearly, "since the people expect us to be on the front line in keeping the nation secure, airport security screening should be under federal control and be performed by people who are accountable to us." Congress created the current system, Congress should continue to be responsible for it, and Congress should make it work. Opting out by the smaller, less active airports may be good for the TSA by allowing it to better concentrate attention and management resources on the larger, busier airports. For airports like RDU, it doesn't appear to be a smart move.



TSA employees are responsible for passenger and baggage screening at RDU.

Innovative Airline Launches Service at RDU

There were cheers and applause as the first Independence Air iJET landed at RDU on June 16. Employees and passengers welcomed the inaugural flight at approximately 9:40 a.m. Beginning with nine non-stop flights at RDU, the airline has quickly grown to 12 flights from the Triangle to Washington Dulles International Airport.

Independence Air's arrival at RDU and 35 other cities across the country also marks the beginning of a new airline with a new attitude. Operating as Atlantic Coast Airlines since 1989, Independence Air was officially launched on November 19, 2003. Less than one year later, the airline is serving passengers with a fast, easy and less expensive way to fly.

As the newest low-fare carrier to serve the Triangle community, what makes this airline different?

Independence Air only has four fare types and they're all low. The fares are easy to understand and easy to book on every flight, every day. By September, Independence Air will operate 300 non-stop flights a day from Dulles to 35 destinations including major cities as well as smaller towns that used to be expensive and hard to reach.

In addition to being a fast, easy and low cost alternative, Independence

Air is also providing creative customer service initiatives to make flying more enjoyable. One way in which the airline is changing the airplane environment includes a creative twist on in-flight announcements.

Independence Air flights will use recorded announcements featuring comedian Dennis Miller, musician Chuck Berry, soccer star Mia Hamm and political commentary couple James Carville and Mary Matalin. Independence Air flight attendants will interact with the announcements and perform live safety demonstrations in the cabin.

With each celebrity providing the essential aircraft and safety information while expressing their own unique and well-known personalities, Independence Air has found a creative way to respond to Federal Aviation Administration guidance suggesting that airlines be "innovative" and to "make safety information briefings as interesting as possible."

The airline also offers a frequent flyer program. The Independence Air iCLUB is different from the mileage programs offered by other carriers because this program rewards travelers for the actual dollars spent, instead of the number of miles flown

Go Your Own Way

Independence Air is offering the Triangle community an innovative way to travel around the country. For more information or to book a flight, visit www.flyi.com.



Destinations from Washington Dulles International Airport (IAD)

Albany, NY (ALB)
 Atlanta (ATL)
 Boston (BOS)
 Buffalo (BUF)
 Burlington (BTV)
 Charleston, SC (CHS)
 Charleston, WV (CRW)
 Chicago O'Hare (ORD)
 Cleveland (CLE)
 Columbia, SC (CAE)
 Columbus, OH (CMH)
 Dayton (DAY)
 Detroit (DTW)
 Greenville/Spartanburg (GSP)
 Greensboro (GSO)
 Hartford (BDL)
 Indianapolis (IND)
 Jacksonville (JAX)
 Knoxville (TYS)
 Lansing (LAN)
 Louisville (SDF)
 Manchester, NH (MHT)
 Nashville (BNA)
 Newark (EWR)
 New York (JFK)
 Norfolk (ORF)
 Pittsburgh (PIT)
 Portland, ME (PWM)
 Providence (PVD)
 Raleigh-Durham (RDU)
 Rochester, NY (ROC)
 Savannah (SAV)
 Stewart/Newburgh, NY (SWF)
 Syracuse (SYR)
 White Plains, NY (HPN)



The first Independence Air iJET lands at RDU on June 16.

New Service Connects Triangle to Indianapolis

Northwest Airlines has announced non-stop service between Raleigh-Durham International Airport and Indianapolis. The airline will offer the only service between the two regions with two daily nonstop flights beginning October 31. Indianapolis is home to leading pharmaceutical and automotive companies and medical centers with ties to the Triangle.

Northwest Airlink partner Pinnacle Airlines will operate the flights using 44-seat Canadair Regional Jets (CRJs).

Flights to Indianapolis will depart RDU at 9:35 a.m. and 7:55 p.m. Flights will arrive at RDU from Indianapolis at 8:55 a.m. and 7:25 p.m.

Northwest's announcement is the latest addition to RDU's growing number of flights. RDU offers Triangle travelers 240 daily departures to 39 cities, up from 202 in the summer of 2003.



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