

SEC JOURNAL

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Special points of interest:

- We welcome Ms. Diana Lewis of the Fort Lauderdale-Hollywood International Airport as the newest member of the SEC-AAAE Board of Directors.
- At its Board Meeting held in Las Vegas on June 21, 2004, the SEC-AAAE Board of Directors voted to provide a \$25,000 donation to the AAAE Scholarship Foundation with a commitment of an additional \$100,000 over the course of the next five years.
- The Board of Directors will meet during the course of the AAAE National Airports Conference in Tucson, AZ, on October 3, 2004.

AIRPORT GETS NEW TERMINAL AND RUNWAY EXTENSION

The Berkeley County Airport (SC) began a transformation last month as workers build a new terminal and extend the runway.

The terminal, which is about 30 years old, has a leaky roof and extensive termite damage according to Kip Pratt, director of the airport located in Moncks Corner, S.C.

"If the terminal were not structurally in as bad a shape as it were in, we probably wouldn't be moving forward with this project as we are, but our backs are against the wall. We have to do something," said Al Kennedy, public information officer for Berkeley County.

The terminal will include office space, a conference room, two rental offices and a pilot's lounge. The \$400,000 needed to build the terminal will come from \$25 million in bonds sold last year, according to Berkeley County Super-

visor Jim Rozler.

There are aesthetic, as well as practical, reasons for making the airport more attractive to business travelers and their pilots, Kennedy said.

For example, national and international companies with operations in the Lowcountry fly in their officials for day trips, but the Berkeley County Airport has been limited to small airplane traffic. Adding conference rooms and other amenities could make the airport a convenient place for businesses to hold meetings.

"Oftentimes, people come into Berkeley County and the first thing that they see is the airport. The terminal we have is not a good first impression," Rozler said. "Now we are going to have an attractive, first-class facility."

The runway will be lengthened from 3,800 feet to 4,350 feet

with the help of a \$674,500 grant from the Federal Aviation Administration's Airport Improvement Program. Berkeley County and the State of South Carolina also will kick in about \$17,500 apiece toward the extension's roughly \$710,000 cost.

The extra length on the runway will allow the airport to accommodate slightly bigger planes than the personal aircraft it currently serves.

"The largest planes we see now are the eight, nine, or 10-passenger jets, but we mostly see those in the cooler months," Pratt said. "We will see a higher number of those once the runway is completed."

The extended runway will be able to support multiengine aircraft, turboprops, and larger piston engine aircraft.

FORT LAUDERDALE HONORED IN FAA SAFETY INSPECTION

For the sixth straight year, Fort Lauderdale-Hollywood International Airport's Airside Operations Division has achieved a zero discrepancy in their recent annual FAA Certification/Safety Inspection.

"This annual inspection reviews the airport's compliance with the airfield safety requirements and is one of the most comprehensive evaluations that the airport will face from the FAA," said Tom Jargiello, Broward County Aviation Director. "It is given

by the FAA Southern Region, takes three days to complete, and covers all aspects of airport safety. Not to be faulted on a single item in six years is a tribute to the dedicated group of professionals who are responsible for the airfield."

FORMER MIAMI AIRPORT DIRECTOR PREDICTS SHORT LIFE SPAN FOR AIRPORT

Few who attended the January 26, 1993, Dade County Commission meeting will ever forget the day Mayor Steve Clark ended Rick Elder's tenure as the county's aviation director. The commission had just voted 6-1 to spend \$500 million on a new terminal for American Airlines.

After getting the project approved, American wasn't finished. In a move that appeared blatantly scripted, Mayor Clark called American Airlines Vice President Ted Tedesco to the lectern and asked him one question: Can American still work with Elder?

Tedesco responded that American didn't feel comfortable with Elder any longer.

The next day, Elder was gone.

Today, American has its sights fixed on another aviation director, Angela Gittens, who is battling the airline over the very

same terminal project that cost Elder his job 11 years ago. That project has mushroomed into a \$1.5 billion boondoggle. Two years ago when American sought \$211 million in extra funding, Gittens opposed it. The airline got it anyway. Now American is asking for another \$66 million and again Gittens is opposed. American Vice President Peter Dolara has publicly chastised Gittens for her lack of cooperation and accuses her of having an "anti-hub sentiment which does not recognize the importance of American's hub operations to the community."

Elder says American has been allowed to "do anything they want. They can drive the price up, and they can go to their buddies on the commission and get it approved."

American's clout comes from keeping officials scared the airline might leave.

Elder remembers an American official at a luncheon in the early '90s saying it's not a question of whether American can live without Miami, it is a question of whether Miami can live without American.

Elder points out that American has never delivered on its rosy predictions. In 1993, American predicted it's workforce would grow from 7,000 to 10,500, and the number of jet departures each day would swell from 154 to 300. Today, American has a workforce of just 9,000 and averages 200 flights a day. American spokeswoman Martha Pantin said delays in the terminal project, as well as 9-11, have slowed growth, but the company still expects to hit those projections when the terminal is completed in 2007.

Pantin said she didn't want to respond to Elder's other comments.

FORMER SEC-AAAAE PRESIDENT, LARRY D. COX, A.A.E., RECEIVES AAAE CHAIR'S AWARD

The outgoing chair of the American Association of Airport Executives, Bonnie Allin, A.A.E., presented the prestigious Chair's Award to Larry D. Cox, A.A.E. Cox serves as the president and CEO of the Memphis-Shelby County Airport Authority. He was cited for his unyielding leadership in the airport industry and the American

Association of Airport Executives.

Cox is a general Aviation pilot who holds a commercial pilot's license. He is active in numerous aviation trade associations and is a past chair of AAAE and former president of the SEC-

AAAAE. Cox currently serves as the president of the Tennessee Association of Air Carrier Airports and has served on the ACI-NA Board of Directors. He received the Kitty Hawk Award from the FAA in 1996 and the Distinguished Service Award from AAAE in 2001.

CLEARED FOR TAKEOFF AT MIDDLE GEORGIA REGIONAL AIRPORT

When customers arrive at Middle Georgia Regional Airport now, they find a more welcoming atmosphere than many remember. The renovated airport terminal is a far cry from the trailer and dirt lot that aviation director George Brown encountered when he accepted the job in January. The parking lots and roadways are now smoothly paved and the ticket counter, once in the trailer, is now located next to the main entrance for accessibility. The waiting room is larger, with colorful hues of yellow, purple and green, a sports bar and grill off to the

side and a lounge where one can sit and eat or just watch TV. Easily accessible outlets are available for those with notebook computers. Video game machines line various walls in the waiting room, though they will be moved once the game room currently being planned is completed.

Rental car companies are able to work in a bigger space, side by side. And soon, Alamo, National, Avis, and Hertz will have a new neighbor, Enterprise Rent-a-Car.

The baggage claim is bigger, more accessible—and on the inside.

Cordele resident Daryl Pike, who travels out of the airport about twice a month, recalls the days of having to grab his baggage in the cold. He likened the airport's previous state to "an airport in a third world country."

But that's all history now. The new and improved airport was introduced to the Macon community at its grand opening last month.

OFFICIALS PREPARE TO INSTALL PERMANENT BARRIERS AT FT. LAUDERDALE AIRPORT

Fort-Lauderdale-Hollywood International Airport will install permanent barricades outside of its terminals to prevent a repeat of last month's scare when a man crashed his sport utility vehicle through a building entrance and into a ticket counter.

While engineering tests got under way to determine what kind of barriers could be installed, Sheriff Ken Jenne was busy filing charges of attempted second-degree murder against Alex Vila, 33, the former Olympic wrestler who was behind the wheel the morning of July 4th. He was hospitalized under psychiatric evaluation since his arrest when he began talking about committing suicide.

"This is another wake-up call that we cannot ignore," Jenne said.

Shortly after the incident, County Administrator Roger Desjarlais said the engineering review would a couple of weeks, but he

added he is determined to close the hole that has been found in the airport's security.

Engineers must first determine how much weight can be placed on the second level of the airport where vehicles pull up to the curb and drop off passengers. The Ft. Lauderdale terminals are already weighted down by large X-ray machines used to scan luggage, leading airport officials to question whether they can handle more weight without collapsing.

Jenne, who leads the Southeast Florida Regional Anti-Terrorism Task Force, recommended in 2001 to the former airport director, Bill Sherry, that barriers be placed around a curve next to the terminal where airline passengers are dropped off. That recommendation was turned down because of general concerns about cost.

Sherry could not be reached for comment.

"It's immeasurably good that no one was killed," Desjarlais said. "We should not put ourselves and the traveling public in that sort of situation again. We want a structure that can reasonably stop a speeding automobile, something that can thwart the type of thing that occurred on the Fourth of July.

NINE STRAIGHT MONTHS OF DOUBLE-DIGIT GROWTH

June 2004 was the 9th month of consecutive, double-digit growth at Ft. Lauderdale-Hollywood International Airport (FLL). A total of 1,664,035 passengers traveled through the facility, an increase of 22.1% over last June.

In the first half of 2004, FLL served

over 10.7 million passengers, which exceeds the same time period last year by 18.6%. YTD domestic business is up 18% and international business is up 25.7%. Putting the dramatic upswing in perspective, Aviation Director Tom Jargiello said,

"The six month increase of almost 1.7 million travelers equates to 9,285 more passengers each day and keeps the airport on track as one of the highest passenger growth airports in the United States."

HIGH-TECH PUFFER SEEKS EXPLOSIVES AT TAMPA INTERNATIONAL AIRPORT

Ladies hold down their skirts while men's coats flutter and children giggle.

Although reactions are sometimes amusing, the latest explosive detection equipment at TIA is serious business. The GE Ion Tracker, a walk-through portal for people, began a 30-day test period this week in Airside A. Passengers seemed either beguiled or indifferent.

"It's cool," 6-year-old Haven Wichelns

of Boston declared after passing through ahead of his father and younger brother. "It's like a little fan blowing, or flies buzzing around." The machine uses puffs of air to dislodge traces of explosive from human skin, hair and clothes. The body's natural heat—what GE calls the "human convection plume" - carries the trace particles upward where they are collected by a suction fan for analysis. Experts claim an individual cannot handle

or work with explosives without getting traces on the skin and clothes.

If the scan finds nothing suspicious, the red lights in the interior of the portal turn green, and the two glass doors open to release the passenger to the next phase of security—the metal detecting portal. The metal detector can sense a knife or gun but not gunpowder or any other explosive.

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In Memoriam

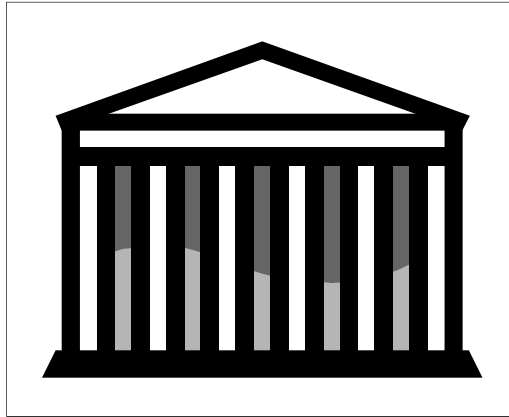
Henry F. "Doc" Manget, Jr.

Doc Manget passed away July 8, 2004 from pancreatic cancer. He was 82.

The beloved past president of the Southeastern Airport Managers' Association from 1968-1969, Doc Manget was a retired US Navy Reserve Captain, a heavily decorated WW II fighter pilot, a member of the Georgia Aviation Hall of Fame and the long-time director of the Dekalb-Peachtree Airport. Born in Atlanta, Ga., Doc spent over 35 years in civil aviation and 40 years as an aviator in the Navy Reserve. He began his career in December 1941 at the US Naval Air Base in Chamblee, Ga., where he soloed in February 1942. He received the Distinguished Flying Cross for saving the lives of two downed pilots. His carrier was sunk from under him at the Battle of Leyte Gulf, and he was picked up later that day by a destroyer. After flying Hellcats and F4U Corsairs, Doc made the transition to the early jet fighter, the F9F Panther. His decorations include three Distinguished Flying Crosses, five Air Metals, Two Presidential Unit Citations and numerous campaign ribbons. He is survived by his lovely wife, Toy Watkins Manget.

SEC-AAAE SCHOLARSHIP PROGRAM

The SEC-AAAE, through the SAMA/SEC-AAAE Educational Foundation, is pleased to announce the awards from its annual scholarship program for 2004-2005. This year, three scholarships were awarded to the following students:



SEC-AAAE Promoting higher education through the SAMA/SEC-AAAE Educational Foundation, Inc.

Mr. Brandon Baughman is a senior at Auburn University majoring in Aviation Management with an anticipated graduation date of December 2004. He is currently involved in the Air Force ROTC, Arnold Air Society, Civil Air Patrol and the soccer club.

Ms. Laura Steed, also a student at Auburn University, is currently a Junior majoring in Aviation Management with an anticipated graduation date of December 2006. Her interests and activities include being president of

FFA, being a member of the mock trial team, Naval ROTC, the tennis team and the astronomy club.

Mr. Travis Hallum, a Senior at Louisiana Tech University, is majoring in Professional Aviation with an anticipated graduation date of November 2004. He is currently involved

with the Civil Air Patrol, Students in Free Enterprise and more than one fraternal organization.

SEC-AAAE offers congratulations to all three winners.