

SEC JOURNAL

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Special points of interest:

- Kevin Howell, Director of Development for Asheville Regional Airport, has received all the tools he needs to serve as President Doll's Membership Chairman. You will probably hear from Kevin sometime during the course of the year when he asks you to look around your organization and find one person you can sponsor as a member. Look out AAAE chapters! We may already be the biggest chapter, but Kevin is going to make up untouchable!
- Want to get the jump on Kevin? Look around your organization and find one person you can sign up as a new member. Then go to www.secaaae.org and sign them up on the website! You can even pay their dues online through our agreement with PayPal and when Kevin calls, you can say you gave at the office!

PASSENGER BOARDINGS AT TUPELO HIT RECORD HIGH

The addition of ASA/Delta Connection's service from Tupelo to Atlanta has pushed passenger boardings at Tupelo Regional Airport to all time record highs.

For the year, Tupelo Regional Airport has posted 11,559 boardings, a 16.7 percent increase over the same period last year. In June, boardings reached an all-time monthly high with 3,175 travelers passing through the facility.

Mesaba, which is the connecting carrier for Northwest Airlines, posted a June record of 1,881 boardings. Delta's share was 1,294.

Delta Connection's service was, unfortunately, spotty at times. Five flights were cancelled between June 1 and July 16, 2005.

"It's not the fault of

any single issue," said Terry Anderson, SEC-AAAE Executive Member and Airport Executive Director. "It has been a combination of weather, mechanical and crew-related problems. It must also be emphasized that Tupelo Regional Airport is not unique to these problems. Columbus is experiencing the same difficulties." Anderson said such "hiccups" during the first month of service are being handled with Delta. He also said labeling it as a major problem is premature. "A trend would be better indicated after six months of operation," he added.

Gina Pesko, a spokeswoman for ASA/Delta, agreed that weather played a major role in Tupelo's problems. "It looks like in June, and for the first part of July, Tupelo was experiencing aspects of weather in Atlanta," she said. "When you have bad weather in Atlanta—low clouds, rain hurricane...everyone is affected

because the U.S. is divided into air traffic control tiers.

Atlanta, as well as Tupelo, is in Tier 1. When weather adversely affects Atlanta, flight delays can spread to other airports in the tier. "You might have a Tupelo plane scheduled to depart, but bad weather may hit Atlanta," Pesko said. "But there are great numbers of inbound flights already in the air. Instead of turning them around or diverting them, they are allowed to land." That may force flights at other airports to be delayed or canceled.

In addition to those problems already cited, some booking problems with Delta have surfaced. At times, Tupelo does not appear as a viable origin or destination. At other times a passenger thinks he or she is on Delta, but the booking is actually for Mesaba connecting with Delta in Memphis. Anderson said that will be fixed.

FT. LAUDERDALE-HOLLYWOOD OBVIOUSLY SAFE

For the seventh year in a row, Fort Lauderdale-Hollywood International Airport achieved a zero-discrepancy in its annual FAA Certification/Safety Inspection conducted in July 2005. "This is an extraordinary achievement by our dedicated professional staff and to re-

ceive a perfect score for the seventh straight year is truly remarkable," stated Tom Jargiello, Broward County Aviation Director.

The FAA inspection reviews the Airport's compliance with the FAA's airfield safety requirements and is

one of the most comprehensive evaluations that an airport faces from the FAA. The inspection is required by the FAA, is performed by the FAA's Southern Region, and takes three days to test and check everything from ARFF training and operations to airfield lighting requirements.

AIRPORT WANTS SUPPORT DURING DEDICATION

The Tri-State Airport Authority (West Virginia) tried to curry support from the community and elected officials on Saturday, August 13, 2005, to get the federal government to improve air service at the airport. The authority asked airport supporters to turn out at the airport at 9:30 a.m. Saturday for the dedication of a new training facility and rescue truck to boost airport safety.

During the ceremony, the authority collected signatures of support for a \$500,000 federal grant the airport hopes to receive. The authority is also encouraging people to send letters to their elected officials to try to block the Federal Aviation Administration from closing the air traffic control tower between the hours of midnight and 5:00 a.m. according to Alpa Shah, operations manager for the airport.

The airport also wants people to

sign a commitment letter pledging they will fly out of the Tri-State Airport if more air service is provided. This moral support is bolstered by the \$120,000 worth of pledged financial support from more than 50 businesses and private donors who give the airport leverage for a \$500,000 small community air service grant, Shah said.

The federal government has rejected the Tri-State Airport for the grant three years running.

The grant requires proof of support by the community, Shah said.

"It will be a letter of commitment from the community," Shah said. "We will have something written up where people are saying they support the airport, not just morally, but, if the

Tri-State Airport has better air service, they will fly out of Huntington more. It will be better for all of us."

Many business leaders have said better air service will improve the Huntington area's ability to attract employees and grow the economy.

The airport will learn in September whether their efforts are successful when the recipients are announced. The airport would use the \$500,000 for promotions, attracting more airlines and creating a rebate program for the airport's two current airlines—USAirways and Delta subsidiary Comair—to lower fares, Shah said. The grant would allow the airport to boost advertising on billboards, print media, radio, television, with travel agents and at local fairs, according to Shah.

LARRY COX, A.A.E., NAMED TO TENNESSEE AVIATION HALL OF FAME

The Tennessee Aviation Hall of Fame directors have selected Larry D. Cox, A.A.E., president and CEO of the Memphis-Shelby County Airport Authority, for induction during ceremonies set for November 12, 2005, at the Tennessee Museum of Aviation in Sevierville, Tenn.

Cox is an active AAE Past

Chairman and a member of the association's Policy Review Committee. He is past president of the Southeast Chapter—AAAE and holds a long list of airport and aviation achievements and honors.

Aviation Hall of Fame Founder and Chairman Bob Minter said,

"Larry Cox has lead the Memphis International Airport to prominence around the globe. For more than 10 years, Memphis International has been the leading air cargo airport in the entire world. As an example, 3.55 million metric tons of air cargo were handled in Memphis in 2004."

AIRPORT FALLING APART

Many passengers have concluded that the Nassau International Airport is literally falling apart. On Wednesday, August 11, 2005, passengers complained that the restrooms were filthy, conveyor belts were insufficient and malfunctioning, the air conditioner was out of service, and the roof was leaking along with a laundry list of other problems plaguing the facility.

Nassau International is the main airport in the small country.

Workers are too happy either.

Ambrose Smith, operator of the Airport Business Centre says passengers go outside to smoke, sit on makeshift benches and dodge the rodents running back and forth to the mounds of garbage in a holding room next door.

And the smell is bad, too.

Smith said the parking facilities are deplorable and there is a need for increased parking enforcement.

Following months of work on the airport runways, Captain Valentino

Collie who flies with Southern Air says significant hazards remain. Humps in the ramp create ponding where passenger deboard and they have to wade through the water to get to the terminal.

Minister Hanna-Martin says that her Ministry is mindful of the many concerns expressed. "I have spoken with the management there and the chairman of the board and I have been advised that they will put a team in place to ensure at a minimum we will at least keep the areas pleasant...in terms of cleanliness."

NORTHWEST ARKANSAS HAS NEAR RECORD MONTH

July was a near record month for the Northwest Arkansas Regional Airport at Highfill, which reported the second-highest boarding volume in its seven-year history.

The 51,016 revenue passengers that boarded planes in July were surpassed only by the record-breaking 55,923 revenue passengers that boarded planes in June. That is when people who attended Wal-Mart Stores, Inc., shareholders meetings in May and a Promise Keepers rally in Fayetteville in June boarded aircraft to head back home.

SEC-AAAE Past President and Airport Director Kelly Johnson, A.A.E., said there were no large or special events in July

to draw more passengers, but enplanements were still up by 13.59 percent from July 2004. "I think we had more traffic because air fares are still good," said Johnson. "The airlines are trying to retain market share and they have done a fairly decent job holding the line on fares."

Johnson also said the area's continued population growth means there are more people who fly and families are still taking their annual summer vacations.

The Fort Smith Regional Airport also reported increased passenger volumes. Fort Smith had 9,286 enplanements in July, a 9.27 percent increase

from the 8,498 boardings in July 2004.

SEC-AAAE Executive Member and Airport Director Kent Penny said the passenger volumes would have been higher, but severe storms at airline hubs, including Dallas/Fort Worth and Memphis, affected flights. Passengers were unable to get out of those hubs and to their destinations, including Fort Smith.

The Fort Smith Airport started a "Simply Fly Fort Smith" marketing campaign this month to ensure aircraft are as full as possible, Penny said.

Airport Awarded Project Money

Federal officials have awarded Lynchburg Regional Airport (Va.) \$522,687 for design and engineering work on its runway extension, the air-

recently announced. The airport seeks to extend its 5,799-foot runway—the shortest primary runway of any commercial airport in Virginia—by 1,301

feet. The project's design will start this month. Officials hope to bid the construction in March with work beginning in Spring.

HELIPORT TO CLOSE

Miami's sole heliport will close September 1 until the Federal Aviation Administration and the State of Florida review its planned move to a new Watson Island site.

It will be several months before New Jersey-based Linden Airport

Services Corporation can work on the facility—from plans that are significantly downsized from the original.

Paul Dudley with Linden says, "We started this process in 1994 and we're ready to go. It really depends on the city and I'm

not sure where it is with it. It should take three to four months for the state to look at it."

Mr. Dudley says he regrets the heliport void. "The window for simultaneous operations was lost," he said.

RENOVATIONS AT GREENWOOD-LEFLORE DISCUSSED

Greenwood-Leflore Airport (Miss.) is expecting more than \$250,000 in renovations to prepare for the closure of the Federal Aviation Administration flight service station located at the airport. "This comes at a momentous time. Our application was prompted by the closing. I'm pleased we got this grant," says SEC-AAAE Executive Member and Airport Manager Bardin Redditt.

The Flight Service Station (FSS) is open 24 hours-a-day and man-

ages air traffic when the air traffic control tower closes at 6:00 p.m. The airport relies on the FSS to control runway lighting after dark.

Earlier this year, the Federal Aviation Administration announced it would turn control of the FSS over to Lockheed Martin in October. The company expects to close the station in March or April.

To compensate for the

loss, the grant will fund numerous updates, including the purchase of pilot controlled lighting for the runway system.

The grant from the United States Department of Transportation will fund 95 percent of the \$273,118 project. The remaining five percent will be equally divided by the Mississippi Department of Transportation and the airport's budget.

Southeast Chapter Journal

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In Memoriam

William M. Barker, SEC-AAAE Executive Emeritus member and former Director of Community and Governmental Affairs at Richmond International Airport (Va.) passed away August 6, 2005. A native of Richmond and a graduate of Randolph-Macon College, Barker taught Batista's children in Florida, spun records in Asheville, NC, sold men's clothes in his own clothing store, Stag Inc., and managed hotels in numerous states, but he always returned to the city he called home. Barker joined the staff of the Retail Merchants Association in 1981, where he retired as vice president of public affairs in 1994. Shortly thereafter he was hired in his new role at Richmond International Airport and maintained that position until laid off by new management in 2000. During his airport career he devoted a lot of his time to increasing indoor advertising revenues for the airport. According to David L. Blackshear, A.A.E., who hired Barker, he performed well increasing indoor advertising revenues from \$125,000 to nearly \$600,000 annually. Barker was 76.

Former Southeast Chapter Executive Member Eugene "Blair" Conrad passed away recently at the age of 58 in Dayton, Ohio. Conrad was the executive director of the Huntsville International Airport from 1987 to 1995 when he left for Worchester, Mass., before finishing his career as Director of Aviation for the City of Dayton, Ohio. Conrad is credited with achieving Huntsville's international status one aircraft at a time. The first international cargo aircraft touched down at Huntsville on September 15, 1991, according to Barbie Peek, the airport's director of marketing who was hired during Conrad's term. As many as 17 cargo planes hit the pavement everyday at Huntsville because of Conrad's intense work according to Henry Oldham, a member of the airport authority during Conrad's time there.

FAA DEPLOYS CORNERSTONE OF AIR TRAFFIC MODERNIZATION IN TENN.

The Federal Aviation Administration has commissioned the Standard Terminal Automation Replacement System (STARS) at the Nashville International Airport, an airport that served 8.6 million passengers in 2004.

Controllers use STARS to separate and sequence aircraft, provide traffic alerts and weather advisories, and position aircraft for arrivals and departures. STARS replaces older-generation technology with an advanced air traffic system able to meet capacity needs for years to come.

"A significant part of our nation's future air-space system has arrived at Nashville," according to Sherry Jensen, FAA Air Traffic Manager at Nashville International Airport. "STARS and other technology are critical tools for charting a century of safer, more efficient flight," said Jensen.

STARS represents a significant milestone in the FAA's ongoing plans to modernize the nation's air traffic control system. Benefits from the new system include synchro-

nizing data from up to 16 different radars, capturing accurate local weather, and tracking as many as 1,350 aircraft at a time over a 40- to 60-mile radius extending from the airport. By integrating this data, STARS gives controllers a picture of the sky that is accurate, complete and detailed as technologically possible.

During the first phase of deployment, STARS is being installed at 47 FAA air traffic control facilities nationwide. Nashville was the 30th system to go operational.