

SEC JOURNAL

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- NOTICE -

BOARD OF DIRECTORS' MEETING

The SEC-AAAE Board of Directors will meet Sunday, April 23, 2006 at 8:00 a.m. at the San Diego Convention Center. Members are invited to attend.

Bryan Elliott, AAE,
Immediate Past President

Timothy Doll, AAE,
President

David Edwards, AAE,
President-Elect

Lew Bleiweis, AAE,
Secretary-Treasurer

Directors

Kim Wade, AAE
Michael Landguth AAE
James Bennett, AAE
William Marrison, AAE
Scott Brockman, AAE

AIRPORT AUTHORITY TOLD TO HIRE ARCHEOLOGIST

The Greenville-Greene County Airport Authority (TN) was recently told that it must hire a private archeological firm to determine the boundaries of an overgrown cemetery that may be in the path of a planned runway realignment project.

The Airport Authority has proposed an expansion project that envisions realignment of its runway to eliminate a "hump" that creates a line-of-sight problem for pilots while their aircraft are on the ground.

Phillip Ottinger, of the Vaughn & Melton engineering firm, told the members of the Airport Authority that he had learned from the

state archeologist that the Authority will have to hire a private archeologist to study the cemetery site and its boundaries.

"There is no question that the cemetery is there," Ottinger said. "The only question is whether it is 50-feet by 50-feet or 150-feet by 50-feet."

Ottinger said he would seek bids from "at least three" archeologists who are on a list approved by the Tennessee Department of Transportation.

Asked later in the meeting by Airport Authority Member Janet Malone how much the archeological

work might cost, Ottinger estimated the cost at \$7,500 to \$8,000.

Initially, Ottinger said an archeological firm would likely bring in a backhoe to scrape away the vegetation covering the cemetery site so the locations of individual graves could be determined.

But after the Airport Authority members said they feared a backhoe might cause too much damage to the cemetery, Ottinger said he would seek quotes involving the use of ground penetrating radar to determine the locations of the graves and the exact size of the cemetery.

North Perry Airport Thriving

Longtime SEC-AAAE Member Nina Demeo is keeping things hopping at North Perry Airport in Florida. The Airport just opened its first administration building, a welcomed addition after staff worked out of their cars following damages caused by Hurricane Wilma to their former office trailer. The new facility is approximately 1,800 sq. ft.

with an adjacent maintenance hangar. Although the project took twice as long as expected, staff moved into the new facility under a temporary certificate of occupancy in mid-February.

Operations at North Perry Airport were somewhat dormant for many years, but recently business has gotten much better.

The airport is now seeing numerous improvement projects and new development.

The year 2004 brought two small open bay hangars, a new TW "E" was constructed in 2005 and North Perry Aerospace is opening 52 new T-hangars in the upcoming weeks.

AIRPORT TERMINAL PROJECT NEARLY COMPLETE

Work on the remodeled terminal at Fayetteville Municipal Airport (Arkansas) should be completed by May, Ray Boudreaux, director of aviation and economic development, reported at a recent airport board meeting.

The plan is to create a more attractive, customer-friendly facility, Boudreaux said. The facility will include a new lobby, media room and a designer children's clothing shop at the entrance.

Also reported at the meeting, the airport is seeing an increase in interest for hangar leases. Board Member Louise Powers said all T-hangars are leased and there are eighteen people on the waiting list for hangar space. Powers said most of the interest is for single airplane storage.

Boudreaux said he is working on a report to determine what the hangars are being used for. There are four

hangars that are used to store aircraft that are not in use and two that are used to store vehicles, he said.

Board Member Richard Greene said hangars should not be used to store personal items. If the renters do not have airplanes, they are not buying fuel or using the services at the airport, he said. "There are eighteen people on the waiting list that will buy gas from us and utilize the airport services," he added. "As a board, we have to make a decision for the airport and the city."

In other news, the board is considering a plan to build a new hangar for the west side general aviation apron. Boudreaux added that there is a high demand for hangar space for corporate aircraft and the board can receive up to \$250,000 for construction of such a hangar. The state money must

be matched by 50 percent private money and the board has to be ready to apply for the funding by June in order to receive the funding for this fiscal year. The plan is to go back to the state in July, at the beginning of the next fiscal year, to ask for additional funds for a second hangar.

Boudreaux said he has a meeting set up with the City of Fayetteville to request financing for the remainder of the money. "The only way to get more business at the airport is to get more hangars," he said.

Boudreaux said he already has three potential clients interested in leasing the hangar.

Also at the meeting, Boudreaux reported that the board will present its FAA Arkansas Airport of the Year Award to the Fayetteville City Council on April 18.

KEEPING MACON'S AIRPORT MANAGEMENT PRIVATE

Macon (GA) and its airport have dodged one bullet—but there are several more rounds in the chamber. The TSA says the airport passed muster after several violations were discovered late last year. Back in December, the city's aviation director, George Brown, was fired, presumably over violations found by TSA and FAA inspectors. Rex Elder, the former aviation director, was brought in for an interim period and Mike Anthony, the city's Parks and Recreation Director, was mentioned as a replacement; however, the city's two airports need a full-time hand.

Finally, just before the Middle Georgia Regional Airport's operating cer-

tificate was to be pulled by the FAA, the mayor brought in TBI Airport Management to fix the problems. The company has succeeded and offered to continue managing the airports for a \$180,000 a year management fee. The city would still be responsible for the airports' expenses.

City Council, knowing the city's finances are in the hole, is reluctant to dig the hole any deeper. By the time TBI's short-term contract expires, the city will have paid as much as \$94,000—money it simply doesn't have. Appropriations Committee Chairman Henry Ficklin, when given a cash flow report

in early March, said, "If something isn't done soon, we may have some services we cannot deliver." The report projected the city would be in the red by August. With the additional airport expenses, that date may be expedited.

The city has yet to advertise for a new aviation director. City Council has pushed back the date to hear George Brown's appeal until later this month, and while it is doubtful he will get his job back, the city may face legal ramifications that could further drain its accounts.

What's a city to do?

NEW BERN PLANS FOR GROWTH

The lines are drawn defining the area most likely to be affected by airport growth in New Bern (NC) over the next 20 years.

The Craven County Regional Airport Authority voted unanimously Tuesday to forward the plan to county commissioners with its request that measures be taken to ensure only compatible growth is allowed in the defined area.

The red lines drawn at the top of an airport aerial map extend from the present airport primary runway northeast to roughly 200-feet from the Neuse River's New Bern shoreline. The other end is extended into the Croatan National Forest.

At the bottom of the map, a red line extends from the northeast crosswind runway to the southern edge of Trent Woods at the Trent River and southeast to a light industrial park located across from Creekside Road.

Acting Airport Director John Price presented the plan developed by the airport's consultant, Craven County's planning department and an airport authority subcommittee on which Price served until temporarily recusing himself from

the board to assume the interim airport director duties.

The Airport Master Plan outlines the Federal Aviation Administration's desired protection zones that would allow the main runway to be extended to 7,600 feet over the next 20 years.

"The thing we are trying to keep the public aware of is that we are not trying to change anything from how it is today," Price told the board. "We just need to make sure we have a method in place to protect airport operations and support commercial service for the foreseeable future."

A 180-day building moratorium on a larger area surrounding the airport was imposed on January 17 to allow time for these lines to be deliberated, then time for the Craven County Planning Department to make recommendations and commissioners to act for or against more permanent zoning in the area.

"The ultimate objective is to protect the investments they have made in the airport and ensure anything developed in the future doesn't compromise the capabilities of the airport to support this community in the future," stated Price.

Price takes over leadership of the airport from SEC-AAAE member Larry Scantlin who resigned as airport director in late February to assume the lead role at the Smith-Reynolds Airport outside Winston-Salem, NC. The resignation came as a complete surprise to authority members meeting in executive session to consider two other legal matters.

"They came to me and made me an offer that I couldn't refuse," Scantlin told the editor of the SEC Journal.

Scantlin has been the director of the airport since the summer of 2002 when he took over from former airport director John Price, who served on the airport board until assuming acting airport director duties. Scantlin says the Winston-Salem job offers new and exciting challenges and the opportunity for he and his wife to be closer to family.

Scantlin has a long list of accomplishments at Craven County and Smith-Reynolds is beyond pleased to get him.

FUNDS APPROVED FOR LUGGAGE HANDLING FIX

Lee County Port Authority commissioners recently approved a \$164,000 contract to study ways to solve glitches in the automated baggage handling system at Southwest Florida International Airport. The ultimate fix could cost as high as \$10 million although airport officials have stated they want the cost to come closer to \$5 million.

The costs for system repairs will be paid from airport revenues and, if applicable, through federal and state grants.

Airport officials say that once the system hits 1,600 bags-per-hour, it starts

to malfunction. The ultimate goal is for the system to handle 2,000 to 2,500 bags-per-hour.

Upon reaching current capacity, the computer running the system crashes, machines misread bag tags and luggage sometimes gets out of alignment on the roller-coaster system of conveyor belts that are hidden from public view.

The resulting baggage backlog occasionally keeps luggage from flying with its owners and could attribute to some delayed takeoffs from the

new \$438 million terminal building that opened last September.

The subcontractor that installed the system will work with an engineering firm to come up with a solution.

The original automated baggage handling system for the new terminal cost between \$15 and \$20 million. That cost included making the system on the airfield side 30-feet deeper after the terminal was at 90% design.

Southeast Chapter—AAAE

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CONGRATULATIONS!

Congratulations go out to one of the Southeast Chapter's favorite and best known members of the consulting world, Mrs. Claudia Holliday, the former Ms. Claudia Bower.

Claudia has had an exciting year. First she married SEC-AAAE member Bob Holliday, Executive Director of the Valdosta Regional Airport in Valdosta, Georgia, and now she has announced that she has become an Associate with the LPA Group in Columbia, South Carolina.

Claudia will continue to work from her Valdosta office.

Give her your best wishes when you see her in San Diego at the AAAE Annual Conference and Exposition and the upcoming SEC-AAAE Annual Conference to be held in Nashville starting May 21st.

And congrats to our friend R. Glen Lott and the rest of the LPA Group for landing an outstanding representative for their company.

ALLEGIAN'T AIR ANNOUNCES NEW NONSTOP SERVICE FROM ROANOKE (VA) TO ORLANDO-SANFORD FOR \$59

Low-cost airline Allegiant Air, LLC, recently announced new nonstop jet service from Roanoke to Orlando-Sanford beginning May 24, 2006. The carrier will celebrate the convenient new service to the Sunshine State with introductory one way fares as low as \$59 when booked online at www.allegiantair.com.

The self-proclaimed "Official Airline for Sunshine" will launch the new scheduled service with complete vacation packages including roundtrip airfare and a three-night hotel stay for as little as \$187. The package includes a three night stay at the Rodeway Inn-Maingate with a Wednesday departure and Saturday return. The price is per person and based on double occupancy.

"We are extremely pleased to extend the Allegiant brand of low-fare nonstop jet service to the Roanoke community," Maurice Gallagher, Allegiant Air president and CEO recently said. "This is an exciting new addition for our airline and our customers as we launch the only scheduled service between Roanoke and the Sunshine State."

Allegiant will utilize 150-seat, MD-80 series jet aircraft on the route. The airline says its market research and input from local communities indicates Central and Southern Virginia communities will welcome the new nonstop flights to Orlando-Sanford as a convenient alternative to long drives and connecting flights.

NASHVILLE IS READY, WILL YOU BE THERE?

Incoming SEC-AAAE Secretary-Treasurer and current 2006 SEC-AAAE Annual Conference Chairman, Tommy Bibb, A.A.E., has prepared Nashville, Tenn., for our arrival on May 21, 2006! The 2006 Annual Conference will run May 21—23, 2006 at the Loews Vanderbilt Plaza Hotel. Tommy Bibb promises a strong program topped with lots of fun, the Loews Vanderbilt Hotel promises a comfortable and luxurious venue and Nashville promises plenty of music and revelry late into the night!

The 2006 Conference Committee has established a slate of sessions that will prove to be fresh and innovative and

have applications at all sized airports. Some of the session topics include:

- ▶ Natural Disaster Recovery,
- ▶ Master Planning and the Re-Write of FAA Advisory Circulars,
- ▶ Energy Saving Opportunities Through Innovative Technologies,
- ▶ The Cost of Airport Consulting Fees,
- ▶ The Rising Costs of Airport Construction and Development, and
- ▶ Strategic Listening.

Speakers will include industry professionals, members of the academic community and well-known airport

professionals. All will offer new ways of looking at and addressing old problems with new and inovative ideas.

The conference will offer a wonderful learning opportunity and you will write home about the great food and entertainment!

There are still plenty of opportunities for corporate sponsorships available at this writing.

Registration forms and agendas are available on the Chapter's website or feel free to contact Tommy directly at 615.275.1678 or email him at tom_bibb@nashintl.com.