



## Charleston International Airport Lands Third Largest Industrial Development Project in the History of South Carolina

Vought Aircraft Industries, Inc., has announced it has signed an agreement for site development regarding its structural work share on the new 7E7 Dreamliner program. Vought has also reached agreement on all key terms and conditions for the program contract with Boeing and will continue to work toward finalization of a definitive contract during the remainder of this year.

Vought also announced it is finalizing a joint venture with Alenia North America, Inc., in support of the 7E7 Dreamliner program. The joint venture, called Global Aeronautica, LLC., will join and integrate fuselage sections from Vought, Alenia Aeronautics S.p.A. of Italy and other structural partners, which together represent more than 60 percent of the 7E7 fuselage. This integration work will entail the joining of the majority of the fuselage sections and the installation and testing of the associated system elements.

Global Aeronautica has selected Charleston International Airport as the location for its 7E7 integration facility. The site was chosen based on several factors, including access to a deep-water port, international airport facilities, and rail system infrastructure, readily available land and workforce and economic incentives.

Vought will produce its 7E7 structures—aft fuselage sections 47 and 48—in a new 300,000-square-foot, purpose-built facility. Vought's facility will be co-located with the Global Aeronautica integration facility at Charleston International Airport, which is located in North Charleston, SC. Groundbreaking for these two facilities is planned for early 2005, with 7E7 production tentatively scheduled to begin in early 2006. Initial deliveries to Boeing are expected to begin in the first quarter of 2007.

Alenia Aeronautical will build the center fuselage

sections 44 and 46 in its facilities in Italy and deliver these to the Global Aeronautica integration facility beginning in 2007. All major shipments to and from the integration facility will be accomplished using Boeing's new Large Cargo Freighter (LCF). The LCF will conduct operations from Charleston International Airport where the Global Aeronautica and Vought facilities will be located.

Vought officials anticipate the gradual hiring of approximately 350 people to work at its 7E7 production facility beginning in the third quarter of 2005. Global Aeronautica expects to hire in excess of 250 workers for the integration facility. Roughly two-thirds of these jobs will be in manufacturing. Of the remaining one-third, about half will be in technical support, with the remainder split between administration and maintenance. The management team from the Vought/Alenia North America joint venture will be announced in the future.

## ASA adds flight to Meridian Regional Airport

Atlantic Southeast Airlines will add another flight to Atlanta from Mississippi's Meridian Regional Airport.

Tom Williams, president and chief executive officer of the airport, says ASA, a subsidiary of Delta Air Lines, will offer four daily flights to and from Atlanta. ASA operates a fleet of Canadiar Regional Jets, each with about 40 to 70 seats.

Williams says an in-

crease in passengers led to the additional flight.

"One thing we've wanted to do is keep a good percentage of the seats filled," Williams said. "Getting the fourth flight at a time when Delta is making cutbacks speaks well of the local support."

The new flight will arrive at 8:05 a.m. in Meridian on its way from Atlanta; it will leave at 8:50 a.m. for a return trip to

Atlanta. Other flights at Meridian Regional Airport will remain the same. Flights will continue to leave for Atlanta at 6 a.m., 1:55 p.m. and 6:10 p.m.; flights will continue to arrive at 1:21 p.m., 5:36 p.m. and 10:06 p.m.

Meridian Regional Airport purchased Meridian Aviation and Key Brothers Flying Service, combining both earlier this year and offering fuel service, pilot training and aircraft rental.

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### Special points of interest:

- Plan to attend the 2005 SEC-AAAE/AAAE Finance & Administration Conference January 30-February 2, 2005.
- The Gulfport-Biloxi International Airport announces all of its daily scheduled commercial flights will be all jet all the time beginning December 1, 2004.



## Phase II Project to Begin at Atlanta

Workers at Hartsfield-Jackson Atlanta International Airport will begin ripping up the road that runs curbside to the Terminal North as December 4, beginning Phase II of the massive construction project that will relocate baggage screeners to an area below the main terminal. Transportation officials anticipate the repositioning of the screeners will create a more secure environment for baggage inspection and streamline the check-in process for airline passengers.

The new system is scheduled to be operational during the fourth quarter of 2005. The second part of the project will restrict access even more than the first phase which only blocked off the outer lanes of the drop-off areas of each side of the terminal, according to Felicia Browder, public relations assistant manager for the Aviation Department.

"It will be more 'impactful'...people are not going to have the curb for drop offs," she said. Portions of the four inner traffic lanes will be closed.

But aviation officials are hopeful that delays and congestion will be averted by several rerouting strategies, signage, and increased customer service help.

"The engineers working on the project are revamping the flow of everything to accommodate everybody" Browder said. "People will still be able to come and go quickly." Capacity lost will be made up by the Kiss 'N Fly areas, she said. "There will be bridges and walkways from the hourly parking decks over the construction area."

Drivers dropping off will be able

to use areas before and after the north terminal. But for pick ups, drivers are encouraged to park in the hourly lot, which Browder said was relatively inexpensive for short periods of time.

Aviation General Manager Ben DeCosta said the airport was working hard to make the construction process as convenient as possible, but he asked passengers for their patience.

"The entire airport community has collaborated on every aspect of this project to ensure the safe completion of Phase I," he said. "As construction crews move forward into Phase II, we will appreciate the same support and patience that travelers have displayed since the project began this summer," DeCosta said.

## Executives Remain Confident in Business Jets

When the latest corporate jet crashed, Mackay Envelope Chairman Harvey Mackay was ending a six-week, 35-city tour that had him regularly aboard Dassault Falcon jets. Mackay is an advocate of the business jet industry and can cite the stats regarding the superior safety record of fractional jet companies such as JetChoice vs. commercial airlines and the superior safety record of the Falcons.

In the wake of the crash that killed two just last Tuesday night, one that killed the 14-year-old son of NBC Sports executive Dick Ebersol and two others in Colorado last Sunday, and another recently in Texas that killed three in route to pick up former president George H.W. Bush for a trip to Ecuador, Mackay says he worries far more when he gets in a car.

Pete Slosberg, who first launched Pete's Wicked Ale and now runs Cocoa Pete's Chocolate Adventures, agrees. Flying remains safer than alternatives, he says.

Corporate jets have long been the alternative choice for those who can afford them, or those whose companies can. Though the jets are expensive, executives say the time savings justifies the cost; that argument resonates more with ever-longer airport security delays. Corporate jet sales, which were in a slump, will rise 54% from 2005 to 2009, according to an estimate by Honeywell. Much of that demand is coming from fractional jet ownership—flying's version of time shares—which let companies share the cost.

The spate of recent crashes is circumstantial, says Vern Rayburn, an avid pilot and CEO of Eclipse Aviation, which plans to launch a small corporate jet for roughly half the current price in 2006. "Corporate aviation is so safe that when a rash of accidents does happen it gets everyone's attention," Rayburn said.

But it's not always easy to be so rational. Michael Myers, chief operating officer of Back Yard Burgers, is married to a part-time flight attendant. "Every airplane crash creates a fair amount of discussion at our house. Events have not altered my plans, but certainly remind me there is always risk with any mode of travel."

## Arkansas Lacks Hangar Space

Aviation business leaders recently said that a dearth of hangar space for aircraft in the state's airports is a problem.

Members of the Little Rock Municipal Airport Commission said they have heard there is a shortage of general aviation hangar space at Little Rock National Airport's Adams Field.

In addition, Little Rock Business Aviation Association member Walter Smiley said central Arkansas is out of general aviation hangars.

The association says it has been warning airport officials for the last two years that Little Rock National Airport needs a better general aviation plan.

Another association member, Bob East, said that if a corporation wanted to house its jets in Little Rock, it would not be able to do so.

Aviation leaders said hangars are essential because the Arkansas summer heat and sun can damage the avionics systems inside a plane.



## Andalusia-Opp Airport to get \$5.2 Million

Heightened technological and structural advancements are scheduled to make “a landing” at the Andalusia-Opp Airport—initiatives which will pave the way for economic growth and an airport facility that is truly “in a class of its own,” officials say.

U.S. Senator Richard Shelby ® recently released information pertaining to the passage of the FY 2005 Consolidated Appropriations Act, through the Andalusia-Opp Airport is set to receive almost \$5.2 million in federal funding.

“These funds will allow for significant improvements to be made to the Andalusia-Opp Airport, which result in the airport’s ability to accommodate increased growth and spur economic development opportunities for the community,” according to Senator Shelby.

Allocations will go toward the acquisition if an instrument landing system (ILS) at the airport in addition to a medium intensity

approach lighting system, runway indicator lights and various other runway and taxiway improvements.

Those improvements are needed in order for the airport to compete for high-tech industries which could very likely call the facility home at some point in the near future.

Locally, Covington County Economic Development Commission President Tucson Roberts and Andalusia-Opp Airport General Manager Bill Benton agree, this windfall will have a tremendous impact on this region.

“This is just great news,” said Roberts, touting the efforts of area municipal, county and community leaders for their cooperative push to bring this funding to Covington County. “This is really the crowning glory of airport development out here. This puts us in a class far above our

competition.”

Benton has held the title of general manager of the airport since 1988 and admits that the facility’s newfound growth spurt will be a win-win situation for Covington County.

Benton has seen the airport grow from having two personnel to a workforce of several hundred people, including those who work with the service support agencies such as Acrohelipro. When Benton began working at the airport, the facility had only one hangar, a decades-old building and revenue that did not exceed \$10,000 a year. Sales now total more than ten times that amount and over the years,

Benton has overseen more than \$9 million in grant funding for the airport.

And he is elated with what’s yet to come.

## Controllers on Cloud Nine in New Tower

If all went well, by about 2:30 a.m. on Sunday, December 5, FAA air traffic control employees in Roanoke, Va., should be fully equipped to monitor their allotted air space from lofty new digs—a \$10 million control tower and base building.

No one from the FAA’s local operations seemed especially nostalgic Friday about leaving their quarters in the former terminal building that served air travelers flying in and out of Roanoke from 1953 until 1989, when a new terminal opened its doors to passengers.

The passengers moved on, but the

FAA stayed and waited. And waited. And waited. And caught rainwater in buckets as the tower roof leaked.

Finally in 2001, federal funding came through. On September 24, 2001, U.S. Rep. Bob Goodlatte (R-Roanoke) and officials from the FAA and Roanoke Regional Airport Commission broke ground on the new tower—which is about one quarter mile north of the airport terminal.

“We are very happy to be here,” said Don Poff, airways facilities manager for

the FAA in Roanoke where the FAA has 34 employees including 27 controllers.

Next, the old terminal must come down, but first the time capsule laid in 1953 had to be opened and examined. A very select group recently met in the airport’s conference room to open the capsule. “It was kind’a like Geraldo opening Capone’s safe,” said one spectator. “It appeared the contents were not sealed very well and it looked kind’a like a rat’s nest.”

## Cargo Plane Ditches in Lake near Miami

A decades-old cargo plane went down in a lake in a Miami suburb December 4, but the pilot and co-pilot climbed onto the fuselage and were plucked to safety by rescuers.

The Miami Air Lease plane—with the words “Eelect (sic) George W. Bush” running the length of the fuselage—had trouble with one of its two engines shortly after takeoff, said company office manager Alina Nodarse.

The pilots tried to turn the Convair CV-340 to the Opa-Locka Airport about seven

miles away but couldn’t make it and splashed down in Mall Lake, said Federal Aviation Administration spokesman Chris White. The lake is surrounded by condominium towers.

“They landed like that to avoid the buildings,” Nodarse said after the rescued pilots checked in by phone.

Pilot Alejandro Bristol and co-pilot Dennis Villavicencio climbed onto the fuselage and one of them walked the length of the plane before being rescued by boat. The

Coast Guard responded along with local police and fore crews.

Nodarse said both pilots are experienced and have been with the 35-year-old, family-owned cargo carrier for many years. Nodarse said the family is Republican and the pro-Bush message was painted on the fuselage shortly before the election.

Half the fuselage and the tips of the propellers were sticking out of the water at the time of rescue.

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Likewise, you can pay your 2005 conference registration and conference sponsorships on the website. Again, go to [www.secaaae.org](http://www.secaaae.org), click on Member Services and follow the prompts.

The Southeast Chapter-AAAE has linked up with Pay Pal, a credit card service owned and operated by eBay. The site will accept MasterCard, VISA, Discover Card, and American Express. (But wait for your invoice!)

## South Carolina Hangar is a Link to Aviation's Past

A group planning to renovate the historical Curtiss-Wright Hangar at Columbia's Owens Field is seeking memories.

The Depression-era hangar, founded by aviation pioneer Glenn Curtiss and the Wright Brothers, has hosted the likes of Amelia Earhart. But few photographs, narratives or mementos from the hangar or aviation's early days in Columbia exist.

The Celebrate Freedom Foundation wants South Carolina residents and other aviation buffs to search their attics, scrapbooks and photo albums to find hidden information about the hangar's and Columbia's places in the history of flight.

The foundation also wants to record oral histories from people who were there in the early days.

"We want to collect the stories as well as the mementos that are in the attic," said Jim Prater of the Curtiss-Wright Hangar Association, an affiliate of the Celebrate Freedom

Foundation.

The photos and mementos are to be displayed in a Memory Mural that will hang in the restored hangar.

Oral histories will be cataloged and used to educate children and others about Columbia's contributions to aviation.

"Our mission is to educate," said the foundation's Donna Doyle. "The hangar and these memories are another example of how rich Columbia is in history."

"We've had a much more significant role in aviation history than people realize."

The hangar was built in 1929 by the Curtiss-Wright Company at the advent of the Great Depression. It was dedicated Columbia Municipal Airport in 1930.

The Curtiss-Wright Company was formed when businesses owned by the Wright Brothers and motorcycle enthusiast

Glenn Curtiss merged.

The company built hangars as maintenance facilities at airports nationwide.

Only a handful of the hangars exist today.

Wilbur Wright died in 1912 and it is unknown whether Orville Wright ever visited the hangar.

*Editor's Note:*

*Don't forget. We will be holding our SEC-AAAE Annual Conference in Columbia, S.C., in 2006. The 2006 Conference Committee is chaired by Mr. Chuck Henderson, Director of Operations for the Columbia International Airport.*

*We hope you plan to be there.*