

SEC JOURNAL

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CHICKEN FAT FOR FUEL

CDI Corporation has a feather in its cap—a chicken feather, that is. The company is completing the front-end engineering and design (FEED) for a new refinery that will convert chicken fat into jet fuel.

“It’s not your everyday project,” says Ronnie Marks, manager of project control for the Philadelphia-based professional service and engineering firm’s Baton Rouge division. The plant will be built on the site of a former chemical refinery in Geismar, Louisiana. “It’s always a challenge when you are doing something for the first time,” added Marks.

The facility will be operated under the flag of Dynamic Fuels LLC, a 50-50 joint venture of Tulsa-

based Syntroleum Corporation and Springdale, Arkansas-based Tyson Foods, Inc. When completed in 2010, the \$126 million plant will use Syntroleum’s proprietary technology and Tyson’s chicken fat to produce 5,000 barrels per day of high-quality diesel fuel. One company executive calls it “the cleanest fuel on the planet.” The fuel contains ultralow sulfur, low nitrogen-oxide emissions and up to 50% fewer particulates that regular diesel fuel, according to Jeff Bigger, Syntroleum’s Senior Vice President of Business Development.

The construction contract was to be let in June 2008 according to Bigger who is leading the construction efforts for Dynamic Fuels. Construction is to begin

later this year and the company expects to be producing the synthetic fuel in 2010. Dynamic Fuels has ordered some long lead time items, including the reactor vessels, but has not announced the names of the companies that received those contracts.

The Geismar site was chosen because of its access to highways, rail and the Mississippi River, according to Bigger. A total of four Dynamic Fuel plants are slated to be built at other sites in the U.S. to take advantage of Tyson’s plentiful amounts of animal fat.

At a plant near Tulsa, OK Syntroleum is currently in the process of completing a batch of the chicken fat fuel for testing by the U.S. Air Force.

FUEL COSTS NOT YET AN ISSUE FOR LAFAYETTE REGIONAL AIRPORT

Like so many other airports around the country, Lafayette Regional Airport was listed among numerous communities in danger of losing airline service in a recently issued report by a business consumer group. But local airport officials say they are not feeling the effects of high fuel costs yet.

In fact, passenger and cargo traffic at the airport have increased to record numbers in the first quarter of 2008.

“Lafayette is fortunate in that more people are flying,” said Mike Burroughs, Deputy Aviation Director for the Lafayette Regional Airport. “The airlines look at that and say, ‘We need to keep that service.’”

The recently released study by the Business Travel Coalition, a national advisory group, lists

150 large and regional airports that will see flights reduced or eliminated according to the coalition’s estimates. Results of the study were forwarded to news media sources in the 150 cities cited, but the coalition did not think it necessary to inform the airport executives of those communities of their findings. When media sources began questioning those airport executives, many were caught off-guard and placed in defensive modes.

Along with Lafayette, all other regional airports in the State of Louisiana made the list.

The coalition study was based on several criteria, such as the airport’s proximity to other airports and

dependence on leisure travelers according to Kevin Mitchell, Chairman of the Business Travel Coalition.

Cities served by Northwest and Delta, which have agreed to merge, are more likely to lose service, according to the report.

The study goes on to predict that major airlines could collapse as early as this year because of rising fuel costs.

Fuel expenses are expected to total \$61.2 billion this year compared to \$41.2 billion in 2007, according to the Air Transport Association. The higher fuel bill is the principal driver of the projected loss of \$7 billion to \$13 billion this year, says ATA spokeswoman Victoria Day.

AAAE Names Distinguished Service Award Winners

The American Association of Airport Executives announced the winners of the Distinguished Service Award (DSA) for the years 2008 and 2009 during the course of its 2008 annual conference and exposition held June 8-11, 2008 in New Orleans, Louisiana.

Bill Barkhauer, A.A.E., director of Morristown Municipal Airport in Morristown, N.J. was

named to receive the 2008 Distinguished Service Award and our very own Kelly Johnson, A.A.E., director of Northwest Arkansas Regional Airport will receive the 2009 award.

The Distinguished Service Award is one of AAAE’s highest levels of recognition. Recipients of this prestigious award are selected based on their outstanding accomplishments in their professional and personal lives. Respected leaders in their profes-

sions, the chosen are also tireless contributors to other aviation organizations, serve the American Association of Airport Executives, and its chapters and participate in civic and community affairs.

Kelly Johnson, A.A.E. is a past president of the Southeast Chapter of AAAE and has a long and impressive list of accomplishments for the Chapter and AAAE.

BIRMINGHAM AIRPORT NAME CHANGE

A majority of Birmingham Airport Authority members recently said they favor renaming Birmingham International Airport to honor civil rights leader Rev. Fred Shuttlesworth. They plan to formally vote on the change next month.

During a recent meeting with Mayor Larry Langford, five of the seven board members said they want to rename Alabama's largest airport Birmingham Shuttlesworth International Airport.

The board's madam chairman Gaynell Hendricks did not attend the meeting but said she also favors renaming the airport for Shuttlesworth who was a moving force in the 1950's and 1960's for changing Birmingham's segregation laws.

Mayor Langford suggested renaming the airport for Shuttlesworth during a recent meeting of Birmingham City Council. Mayor Langford and the board

members agreed that Birmingham should remain in the name of the facility and add Shuttlesworth's name.

Madam Chairman Hendricks said the next regularly scheduled meeting of the airport board is August 11, 2008 but she will call a special meeting in mid-July to vote on the renaming of the airport and to discuss the logistics of the change.

"We have received information and a recommendation from the mayor and we are very much in favor of it," said Steven Hoyt, airport board vice chairman and a Birmingham City Council member. "Birmingham has an image problem and the name switch could help reshape the city's image on a global level," he added.

Hoyt noted that the decision

belongs to the airport authority who has managed the airport since 1986.

The Federal Aviation Administration has no approval authority in any airport's name. The airport will have to notify the FAA of the new name's effective date so various aviation publications can be updated, according to FAA spokeswoman Kathleen Bergen based in Atlanta.

The City of Atlanta took a similar approach when it renamed its airport Hartsfield-Jackson Atlanta International Airport in 2003 adding the name of Mayor Maynard Jackson to that of another former mayor, William B. Hartsfield. Hartsfield's name had been on the facility since 1980.

Fort Lauderdale-Hollywood Airport Gets FAA Award for Safety

Fort Lauderdale-Hollywood International Airport, deemed one of the nation's safest, has received the Federal Aviation Administration's Air Carrier Airport Safety Award.

In granting the award, the FAA cited an airport program that asked tenants to remove debris from runways to reduce safety hazards. The airport also was praised for its procedures to

keep aircraft and ground support vehicles separated on the airport's aprons.

"Fort Lauderdale International established the working philosophy that safety is foremost. Any time, all the time, and that is what sets this airport apart from others," said Scott Seritt, division manager for the FAA's Southern Region when recently presenting the award.

The award is given only to airports in the Southeast and Fort Lauderdale-Hollywood International Airport was the sole recipient this year, according to FAA officials.

Last year, the FAA said Fort Lauderdale was among 20 airports nationwide most prone to runway incursions.

Southeast Chapter—AAAE

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**Nashville
General Aviation
Development
Opportunity**

The Metro Nashville Airport Authority (MNA A) has announced that a number of tracts of land located on the Nashville International Airport are available for ground lease from MNA A for the development of general aviation and general aviation-related operations. Interested persons should consult the MNA A Notice of Acreage Availability for General Aviation Use which is available on the Metro Nashville Airport Authority's web site at www.flynashville.com. The link is located under Business Opportunities.

Southeast Chapter—AAAE

Seeking Host Cities For 2011 and 2012 Annual Conferences

The Southeast Chapter of the American Association of Airport Executives is seeking host cities for its annual conferences in the years 2011 and 2012.

Interested parties should contact the SEC-AAAE executive secretary at secaaae@aol.com to receive a copy of the Annual Conference Site Selection Committee criteria.

Interested parties will be required to submit a written proposal and should be prepared to make a presentation to the Chapter's general membership during the course of the 2009 SEC-AAAE Annual Conference in Washington, D.C.

FORMER RUSSELLVILLE AIRPORT MANAGER RECEIVES PROBATION

According to the Arkansas Democrat-Gazette, the former manager of the Russellville Regional Airport in the State of Arkansas has been fined and sentenced to 42-months of probation after pleading no contest to a felony theft charge.

Bill Skelton recently pleaded no contest to the charge in Pope

County Circuit Court.

Judge James Kennedy also fined Skelton \$1,850 and ordered him to make restitution of about \$2,200 to the City of Russellville.

An affidavit filed by prosecutors said state auditors found that \$1,125 in airport revenues was not deposited between

January 1, 2006 and October 31, 2007; the airport's petty cash fund was short by \$514; and documentation to support \$1,608 in checks payable for cash was also not available.

Shelton reimbursed the airport \$1,125 in November of 2007 and he admitted that he had used the airport funds to pay for doctor bills, according to the affidavit.