

SEC JOURNAL

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Special points of interest:

- Incoming President Timothy M. Doll, A.A.E., Director of Operations for the Little Rock National Airport, has stated that membership growth for the Southeast Chapter-AAAE will be one of his primary objectives for 2005-2006.
- Kevin Howell, Development Manager for Asheville Regional Airport, has agreed to serve as President Doll's Membership Chairman. Chances are, you will hear from Kevin sometime during the course of the upcoming year when he asks you to look around your organization and find one additional person you can sponsor as a member.
- Want to get the jump on Kevin? Go to www.secaaae.org and sign up a member on the website! You can even pay their dues online through our agreement with PayPal.

FORT LAUDERDALE HAMPERED BY GROWING PAINS

Senior airline executives are frustrated about congestion at Fort Lauderdale Hollywood International Airport and want expansion there, they recently stated at an airline conference in Miami. "Fort Lauderdale has some real operational difficulties," according to Ben Baldanza, the president of Miramar-based Spirit Airways. "There are some real physical challenges to growth."

Baldanza and executives from JetBlue Corp., American Airlines and Delta Air Lines, Inc., made the remarks at the International Airline CEO conference organized by aviation consultants AvGroup, Inc., of Miami.

The comments come as Fort Lauderdale is suffering growing pains. The airport has boomed in recent years with new facilities and increased services, especially from low-cost carriers. Some growth came at the expense of larger

Miami International Airport currently dominated by American Airlines.

At Fort Lauderdale, traffic rose sixteen percent last year to nearly 21 million passengers. By this winter, the airport was so congested it posted almost as many non-weather delays as the two busiest U.S. airports combined—Chicago's O'Hare and Atlanta's Hartsfield-Jackson. Flights at Fort Lauderdale were delayed almost four times as much as they were the year before, according to flight data released in April of this year.

The Federal Aviation Administration wants local officials to find a fix by this fall. The FAA is also considering unlimited use of the airport's two smaller runways and has sent a team to investigate whether the current main runway can accommodate more traffic.

Conference organizer Robert

Booth says Fort Lauderdale is so popular that the airport needs even bigger facilities. "They're saying Fort Lauderdale needs to grow, needs to expand," said Booth, AvGroup's chairman. Airlines want a second runway built at the airport, a project opposed by some county commissioners and community activists. The county already has opened a new terminal and renovated another, among other expansions.

JetBlue's Tim Claydon said airlines are working with the airport on solutions. For example, JetBlue requested and received a fourth gate at the airport. Still, it is looking at the possibility of adding service to Miami. "As Fort Lauderdale airport becomes busier and busier, we need to keep our options open," said Claydon, a senior vice president with the low cost carrier based in New York. Claydon said JetBlue had yet to make "any firm plans" but was also interested in Miami.

TOO YOUNG TO RETIRE!

SEC-AAAE member and Mid-Ohio Valley Regional Airport Manager Carolyn Strock will retire at the end of next year. "I have been here 20 years," she said laughing, "The idea is to work fewer hours and make more money."

After stepping down December 31, 2006, Strock plans to work as a consultant, drawing on her experience to help other airports with long-range planning, obtaining grants and other areas. She is wrapping up her bachelor's degree in organizational management from Ohio Valley College

and plans to pursue a master's degree in business administration or planning.

It seems like yesterday Carolyn became manager at Mid-Ohio. The SEC-AAAE wishes her the very best and hopes she will not be a stranger in coming years. Ed.

HUNTSVILLE AIRPORT CONTINUES EXPANSION

Bigger airplanes. More people. Larger industries. Heavier cargo. Huntsville International Airport's management continues to prepare for all this and much more.

Recently, the Huntsville-Madison County Airport Authority agreed that Huntsville's annexation of about 290 acres of airport land is in the airport's best interest. The board also resolved to begin road construction and realignment of nearby Swancott-Rome Road.

The Airport Authority will close on a 288.85-acre tract on which the board intends to expand the airport's industrial park. Swancott-Rome Road cuts across the property.

Huntsville will work with the Airport Authority to build and redirect the road, add utilities and drainage, and de-

velop the industrial park expansion.

"We're putting the necessary infrastructure in place for future growth," said Cindy Maloney, public relations manager for the port of Huntsville, the collective name for Huntsville's airport, industrial park, aviation, parking and cargo facilities.

In addition to this expansion, the airport authority gave a notice-to-proceed to the contractor constructing Taxiway L. This is a cross taxiway that will enable larger planes to taxi without having to pass near the concourse. Maloney said this is important for expansion because the current taxiway is too close to the concourse for jumbo jets with longer wingspans.

All the news regarding Huntsville is not about growth, according to

Richard Tucker, the Airport Authority's Executive Director. The Federal Government continues to scratch its head over how it can fund the Aviation Trust Fund. The government created the fund to pay for capital improvements at the nation's airports. These improvements include security implementations made increasingly necessary by the events of 9-11. The government has funded the Federal Aviation Administration with this fund, draining it from \$11 billion in 1999 to \$2.3 billion today, the lowest levels in decades, according to Tucker.

Tucker said the debate grows more intense as interested parties draw battle lines over funding both the FAA and the trust fund. It is aviation's version of the Social Security debate and developing factions have as many answers, according to Tucker.

IRIS SCANNING TO BEGIN AT ORLANDO

Florida's busiest airport will begin using high-tech iris-scanning technology to filter out possible terrorists and add an additional layer of security according to Local 6 News. Employees at Orlando International Airport will have both irises scanned at special computers to determine their identity.

"This will add an additional

layer of information that is enrolled which will be biometric information," said Orlando's director of security Brigitte Rivera Goersch. The Airport Access Control Pilot Program or AACPP is the first of its kind requiring a person to stand in front of a special mirror and have both eyes scanned. "It has to verify both irises, not just one iris," Goersch said. "Statistically it is very reliable. Iris scanners—the tech-

nology of iris scanning—is considered one of the most reliable biometric technologies," she added.

Orlando was recently named the U.S.'s business airport for domestic traffic, beating out airports in Atlanta, Chicago, Los Angeles.

SOUTHEAST CHAPTER TAKES OVER AAAE

Well, not exactly, but at the AAAE 77th Annual Conference and Exposition held in Seattle, Washington, in May 2005, Southeast Chapter member R. Lowell Pratte, AAE, deputy executive director of Louisville Regional Airport, was elected AAAE Chairman for the 2005-2006 term.

Southeast Chapter member and member of the SEC-AAAE Board of Directors, James Bennett, AAE, president and CEO of the Metro Washington Airports Authority (MWAA), was elected to the AAAE Board of Directors. Bennett was also presented with the 2005 Chair's

Award by AAAE Chairman Bill Barkhauer, AAE.

SEC-AAAE member Ben Decosta, CM, from Atlanta, SEC-AAAE Immediate Past President Parker McClellan, AAE, from Orlando, and SEC-AAAE Past President Frank Miller, AAE, from Pensacola were also elected to the AAAE Board of Directors.

SEC-AAAE Board Member Scott Brockman, AAE, from Memphis, Tennessee, was named chairman of the AAAE Audit Committee, SEC-AAAE members Chris Browne, CM, with

MWAA was named chairman of the Transportation Security Services Committee, Jim Smith, AAE, from Newport-News, VA, was named chairman of the Small Commercial Service Airports Committee, Kelly Johnson, AAE, from Northwest Arkansas Regional Airport was named madam chairman of the Foundation Committee and the 2005 National Airports Conference Committee and Carrie Alston, AAE, from Atlanta was named madam chairman of the Airport Training Committee.

All in all, not a bad day at the conference for the SEC! Ed.

ENPLANEMENTS RISE SHARPLY AT CHATTANOOGA MUNICIPAL AIRPORT

Enplanements at the Chattanooga municipal Airport grew by 14.57 percent in April compared to the same month last year according to Mike Landguth, president and CEO of the Chattanooga Metropolitan Airport Authority.

Last year for the month, there were 20,101 enplanements, compared to 23,030 for April 2005. Landguth said it was "great news" for Chattanooga. The total enplanements year-to-date were 83,506, compared to 74,220 during the same period last

year—an increase of 12.51 percent.

ASA continued to be the primary carrier with 7,549 passengers for the month. Comair was second with 4,617, followed by USAirways Express (Piedmont) with 1,504. Mesa, American Eagle, ACA Northwest Airlink, Chautauqua and USAirways Express (PSA) completed the list respectively.

Also during the May meeting of the Airport Authority, the Board approved the purchase of a comput-

erized access control system for public parking areas that would allow drivers to pay via credit cards by swiping them through readers. The system includes a two-year warranty and will be installed by Access Control Systems of Nashville, Tennessee.

Additionally, the Board approved the purchase of a new police vehicle, a 2005 Crown Royal, and furniture for a new ARFF Station.

Congratulations

Congratulations are due Scott A. Brockman, AAE, who has been promoted to Executive Vice President, Finance and Administration, for

The Memphis-Shelby County Airport Authority.

Congratulations also go out to

Susan M. Stevens, AAE, who has been promoted to Deputy Director of Airports for the Charleston County Aviation Authority.

EADS COMING TO THE SOUTHEAST

EADS North America has chosen four finalists from the southeast to compete for a proposed plant to convert Airbus A330 jetliners into aerial refueling tankers for the Pentagon. The tankers would replace the Air Force's aging fleet of Boeing KC-135 Stratotankers.

EADS North America recently announced it had narrowed its search to four sites—Mobile Downtown Airport, Mobile, Ala., Melbourne International Airport, Melbourne, Fla., Stennis International Airport, Kiln, Miss., and Charleston International Airport, Charleston, S.C.

Construction is currently in progress at Charleston for the Vought Aircraft Industries plant that will build fuselage sections for the new Boeing Dreamliner. The company promises 600 new jobs for the area with higher than average salaries.

AIRPORT INCORPORATES VIRTUAL REALITY TRAINING

Emergency workers and others who drive around the thousands of acres at Nashville International Airport are now trained on a new virtual reality simulator that generates a detailed replica of the entire complex. Nashville is one of the first airports in the country to have such a simulator called an Advanced Disaster Management Simulator, according to Lynn Lowrance, Manager of Corporate Communications for the airport. "It is a magnificent machine," Lowrance said. "The simulator will definitely help to minimize and pre-

vent runway incursions and promote airfield safety."

Costing almost \$600,000, the simulator helps train personnel in airport orientation and familiarization, runway incursion avoidance, runway safety inspections, police and ARFF response, aircraft servicing and snow removal, and other airport-related operations.

The simulated environment

includes exact replications of every runway light, sign and marking at the 4,500-acre airport, all in the correct size and location. "It virtually allows the driver to become completely familiar and comfortable with our airport's landscape, serving as a unique, hands-on training tool," Lowrance said.

Environmental Tectonics Corporation of Southampton, Pa., builds the Advanced Disaster Management Simulator.

Southeast Chapter Journal

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Charleston, WV to get four more Gates, Loading Bridge

Yeager Airport will undergo a \$900,000 terminal expansion, adding four gates and another loading bridge to enable passengers to walk to their aircraft without being exposed to the weather.

The project, expected to begin next month, will include more seats in the terminal's downstairs portion, Airport Director Rick Atkinson recently announced.

Delta Air Lines, which operates nine daily flights to Atlanta and Cincinnati from one gate will get an additional gate after completion of the project. The other three gates will be available for new entry carriers.

The airport's governing board also announced visitors should be able to use the new airport parking garage by June 15.

Meanwhile, Yeager Airport will get a \$5 million grant from the FAA to help with improvements to its runway and terminal building, Sen. Jay Rockefeller, D-WV, recently stated.

LYNCHBURG REGIONAL AIRPORT STUDIES RUNWAY EXTENSION

Lynchburg Regional Airport officials have received formal approval by the FAA of the airport's Environmental Assessment for the extension of Runway 4-22 at Lynchburg Regional Airport. As part of the approval process, the FAA has formally issued a Finding of No Significant Impact (FONSI) for the extension project.

The action follows a year-long process of environmental review of the impact that the extension will have on the environment and paves the way for the engineering and design phase of the project to begin. Con-

struction is expected to start by mid-2006, with completion anticipated in early 2007.

"This approval by the FAA marks the final hurdle in our efforts to make the runway extension project a reality," said airport director Mark Courtney. "Now that the environmental review process is complete, the stage is set for full engineering/design work and land acquisition to take place which will then lead to FAA funding for actual construction."

Based on the airport's current critical air-

craft needs, the FAA has approved a 1,301-foot extension to Runway 4-22, the airport's primary commercial-service runway. The length of the current runway is 5,799 feet, making it the shortest primary runway of any commercial airport in the State of Virginia. The additional length will particularly help current regional jet operations by allowing for greater payloads and larger models of the popular aircraft.

The environmental assessment was conducted by the aviation and planning firm of HNTB, Inc.