

County Council of Beaufort County  
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## AIRPORTS BOARD MEETING MINUTES OF OCTOBER 20, 2011

The print media was notified in accordance with the State Freedom of Information Act.

The regularly scheduled meeting of the Beaufort County Airports Board was held at 1:30 PM on Thursday, October 20, 2011 in the Council Chambers of the Beaufort County Government Center. Chairman Joe Mazzei called the meeting to order.

Mr. Andres asked that the agenda be amended to have Mr. Byron Gray, Regional Vice President of Signature Flight Support address the Board right after the Committee Reports rather than after New Business.

**It was moved by Mr. Dopp, seconded by Mr. Zimmerman that the agenda for the October 20, 2011 meeting be accepted as modified. The vote was: FOR – Mr. Gilbert, Mr. Jorgensen, Mr. Law, Mr. Sanders, Mr. Dopp, Mr. Mazzei, Mr. Buchanan, Mr. Kerr, Mr. Zimmerman, Mr. Wirth. AGAINST – None. ABSENT – Mr. Newman. The motion passed.**

**It was moved by Mr. Zimmerman, seconded by Mr. Buchanan that the minutes for the September 15, 2011 meeting be accepted. The vote was: FOR – Mr. Gilbert, Mr. Jorgensen, Mr. Law, Mr. Sanders, Mr. Dopp, Mr. Mazzei, Mr. Buchanan, Mr. Kerr, Mr. Zimmerman, Mr. Wirth. AGAINST – None. ABSENT – Mr. Newman. The motion passed.**

**GUEST INTRODUCTIONS** – Guests attending the meeting introduced themselves.

### **MEMBERS PRESENT**

Joe Mazzei – Chairman  
Will Dopp – Vice Chairman  
Councilman Rick Caporale – Beaufort County Liaison  
Councilman Ken Heitzke – Town of Hilton Head Liaison  
Paul Jorgensen  
Leonard Law  
Pete Buchanan  
Joe Zimmerman  
Graham Kerr  
Ross Sanders  
Richard Wirth  
Derek Gilbert

### **MEMBERS ABSENT**

Jared Newman

### **STAFF**

Paul Andres – Airport Director  
Rob McFee – Director, Engineering and Infrastructure Division  
Joel Phillips – Beaufort Co. Airport Supv.  
Linda Wright – Admin. Asst.

### **GUESTS**

Judy Elder – Talbert & Bright  
Tom Barton – Island Packet  
Jim Fisher – Resident  
Steve Cucina – Signature Flight Support  
Byron Gray – Reg. VP, Signature Flight Support  
Craig Langwell – Signature Flight Support  
Bill Coleman – Resident  
Bob Wallhaus – Resident  
Steve Wright – Resident  
Chuck Copley – Flight Instructor, HXD

## **PUBLIC COMMENTS**

1. Chuck Copley – Mr. Copley stated he held a seminar over the weekend for people who flew in from Florida, Georgia, Maryland, and Virginia. Mr. Copley asked them if they would still come to the Hilton Head Island Airport if landing fees were imposed and they stated they would not. He commented that one person from Iowa stated he did not want to pay a landing fee that will be used to pay back a loan for building hangars and for a runway extension since he only needs 1,500' of runway. Mr. Copley stated that part of the Airports Board Charter is to promote safe aviation and that a landing fee is the wrong way to go about it especially when they receive so much money from the taxes on aviation fuel. Mr. Copley also stated that at the Board meetings he hears the Airport has a negative cash flow, but he read Mr. Rodman's article that says there is a positive cash flow and wanted to know which is the truth.
2. Jim Fisher – Mr. Fisher stated he thinks the Board should think about the fact they are voting on a concept, not a fee. He stated that this concept is looking at not charging the cost of the Airport to the County residents, but rather the commercial and general aviation users. Mr. Fisher stated that they are also looking at cost sharing between commercial and general aviation. He stated that lastly they are not looking at the finances today, but rather what is needed to finance tomorrow such as the \$4 million needed for construction. Mr. Fisher stated that if they are not going to look at sharing the costs with landing fees, how can they go to the Town of Hilton Head Island and ask them to share in the cost. He stated everyone should pay and everyone should share the costs. The ATAX would be a real consideration if we are not sharing the costs of general aviation. Mr. Fisher referred to an Island Packet editorial that stated the PFC for commercial and landing fees for general aviation are needed to move forward. He stated we cannot keep putting all of the fees on the commercial airlines.

## **HILTON HEAD ISLAND AIRPORT REPORT**

1. Tower Report: Paul Andres
  - For the month of September 2011 there were 2,703 total flight operations of which 1,493 were conducted under IFR procedures.
2. Projects: Paul Andres

Tree Obstruction Removal – The work started September 1<sup>st</sup> and the area to be cleared is now complete. The contractor started this week with the trimming and removal work in the buffers and wetlands. The estimated completion date is December 30, 2011 for the on-airport work. The associated mitigation plan will be developed after all of the trimming and removal is complete. A mitigation plan will then be prepared and submitted to the Town's Design Review Board for their approval. This plan will emphasize dense replanting in the buffer areas.

The FAA grant funding has been received for the off-airport project on the North end. The plans and specifications are ready to bid. The attorneys are in the process of obtaining aviation easements. Currently only 5 out of the 16 required easements have been acquired. One of the easements is the SCDOT right-of-ways along Beach City and Dillon Roads. This project emphasizes trimming of the trees. Historic sites such as Fort Howell and the Mitchellville area have to be taken into consideration. The mitigation plan is essentially the same as the on-airport plan with emphasis on

dense replanting in the buffer areas. A large portion of the green space at Palmetto Hall will be impacted as well as some trees at the St. James Baptist Church.

The South end of the Airport was cleared to a 20:1 slope back in 2007. The design is underway for the 34:1 slope. Hopefully, the project will be ready to bid January 2012. FAA grant funding will be requested in the next grant cycle for this work. Currently, 23 out of the 26 easements required have been obtained. Most of the impacted properties are commercial. The tentative start date is the Fall of 2012 after the plant back is completed on the North end on-airport tree project. The Town's LMO requires that the plant back has to be completed with a previous project before a new project can be started. This project will emphasize trimming and the mitigation plan is the same as for the North end. The engineering firm will start shortly on getting the detailed survey data on each and every tree's heights and specific locations.

- ARFF Station – The building is complete. There are a couple of pieces of specialized equipment that need to be obtained and finish compiling the closeout documents.
- Runway Safety Area Drainage Improvements – The repairs to the commercial service taxiway have been completed. We are coordinating with the contractor the remaining work which will probably occur next spring.
- Master Plan – The implementation of Phase I of the Master Plan includes the 700' extension, the installation of EMAS on the South end of the Airport as well as property acquisitions (5 on the side of the South end and 3 on the Northwest side of the North end). The County Council just awarded a contract for the Environmental Assessment and Benefit Costs Analysis. This will take approximately 18 months (12 months for the analysis and 6 months for FAA review). The design component will be the next step which will take 1 year. The permitting will occur concurrently with the design work. The land acquisition of 8 commercial properties is valued at \$8,750,000.00. The FAA will not fund land acquisition until the environmental documentation has been completed and approved. With the acquisition of these properties, we will be able to start construction which will take approximately 18 months. Based on this preliminary timeline it will take approximately 4 ½ years before 5,000' of pavement is on the ground at the Hilton Head Island Airport.

Mr. Mazzei wanted to know that if the concrete for the additional 400' of runway could be laid down, but not used during the initial stages of construction. He also wanted to know if this would require a change in the environmental assessment. Mr. Andres stated that it would because the scope of work right now concentrates the assessment on the 5,000' footprint and to go beyond this would require a modification to the environmental assessment. He stated this is because it would require the relocation of Beach City Road and the acquisition of properties across Beach City Road. Mr. Mazzei stated he was only talking about laying the concrete and having a displaced threshold. Ms. Elder stated they would still have to look at the environmental impacts associated with laying the concrete down. She stated what the FAA approved and what the Town and County Councils approved through a resolution was to start with the 5,000'. She stated that if they want to look at laying

the additional 400' down there would have to be a modification to the environmental assessment and discussions would have to be held with the FAA. Mr. Mazzei stated he is not talking about changing the results of the 5,000' he is just saying that it makes sense to lay the additional 400' while the concrete trucks are already there. He stated they could mark it not to be used in the meantime. Ms. Elder stated that if the Council would approve it they could go to the FAA and ask if they can put down the additional 400', but the environmental assessment would still have to be done to cover the additional footage. She stated it is the environmental process you are dealing with, not just putting down concrete.

Mr. Buchanan wanted to know why they couldn't do an environmental assessment on both phases at once since Phase I will take 18 months. Ms. Elder stated the second one will not take that long, but if the Board wants them to look at the additional 400' they will still need to talk to the FAA to see if they will allow the change for the purpose of the project and it would still require Council approval. Mr. Mazzei wanted to know what the savings would be if they did lay the entire 5,400' at the same time with a displaced threshold. Ms. Elder stated this would save approximately \$300,000.00.

Mr. Kerr stated it seems unreasonable to do two separate environmental assessments when they know that the runway will be extended. He stated that laying the additional concrete would be the prudent and economical thing to do, but if not they should go back to the Councils and ask that a single environmental assessment be done to cover the whole project. Mr. Andres stated that there is a joint resolution of two Councils that says they are to implement Phase I to 5,000'. He stated that if the Board feels strongly about looking at the entire assessment area they will need to go to County Council with a recommendation and the County Council will then have to go back to the Town Council to obtain their concurrence. If the FAA approves this scope of work, the environmental assessment can be modified and increased to include the work required for the additional 400'. Mr. Mazzei stated they could take this up at another meeting. Mr. Zimmerman stated that at the joint Council meetings he got a very strong feeling that the votes (especially on the Town's side) would not have been to move forward with more than 5,000' feet at this time. Mr. Mazzei stated he is not trying to change the Master Plan, but they need to see what they can do to save money and to expedite the project.

- **Design Projects** – The commercial terminal improvement design is still pending, but hopefully will start up in the next few months. The runway lighted sign relocation design contract is underway and should be close to being ready to bid. Grant funding will be requested in the next grant cycle to pay for the construction of this project.
- **Passenger Facility Charge (PFC) Program** – The application process is currently underway. Mr. Andres will be meeting with US Airways representatives on November 2<sup>nd</sup> to discuss the program intent and to hopefully receive their concurrence. After this meeting, he will take it back to the Board and Council for approval and then forward it to the FAA for their approval and implementation.

Mr. Andres stated there has been a lot of misconceptions in the media and at various meetings concerning the Airport's finances. He stated the PFC's are intended to

cover the ATCT land acquisition and construction reimbursement. This totals \$1.2 million, which also represents \$1.2 million in advances from the General Fund that everyone keeps talking about. The runway widening reimbursement to accommodate C-130 aircraft at the Hilton Head Island Airport accounts for another \$123,000.00. He stated the other component of the advances from the General Fund is approximately \$300,000.00 for the Part 150 Noise Compatibility Study reimbursement of which is being requested through FAA grant funding. He said the intent of the PFC is to recoup these funds and to provide the matching funds for the 2.5% local match the Airport will have to pay for the projects in Phase I of the Master Plan that benefit commercial aviation. Mr. Andres stated the airline has already given tentative approval because they see the need and importance of the PFC's. It is anticipated that approximately \$2.7 million will be collected over a period of 10 years. The PFC would be \$4.50 per ticket for enplaning passengers and of that \$4.50, the airlines will retain \$0.11 as an administrative fee.

3. Operations Report: Paul Andres for Chief Yeager
  - For the month of September 2011 there were 6 medivacs. There was 1 vehicle fuel leak in the commercial terminal parking lot.
4. Noise Complaints & Traffic Counters: Paul Andres for Chief Yeager
  - For the month of September 2011 there were 2 noise complaints. One complaint was from Port Royal involving a Coast Guard helicopter and the other was South of the Airport where a small general aviation aircraft was flying too low during its approach to the Airport.
  - For the month of September 2011 the after hours GA traffic count was 129.

Mr. Kerr asked that the topic of the Environmental Assessment be placed on the agenda for next month.

## **BEAUFORT COUNTY AIRPORT REPORT**

1. Fuel Sales: Joel Phillips
  - For the month of September 2011 there were a total of 858 operations. The total flow of fuel was 5,103 gallons (2,488 gallons of AvGas and 2,615 gallons of Jet fuel).
2. Projects: Paul Andres
  - Tree Obstruction Removal – Property owner mediation was conducted on October 11<sup>th</sup>. An agreement was not reached with the property owners so the litigation will go to trial.
  - Master Plan – The draft final report was distributed to City and County elected officials as well as to the Airports Board. There was a request that any questions, comments or revisions be forwarded to Mr. Andres by September 30<sup>th</sup>. He did not receive any input so it is assumed that everyone is happy with the document. The next step will be to schedule a joint presentation to the City and County Councils that will be a full public meeting with a 30 day notice in the paper. If there is concurrence in adopting the plan, it will be submitted to the FAA for their review

and approval. Mr. Buchanan wanted to know when they would have the joint presentation. Mr. Andres stated this would be up to Chairman Newton. Mr. Mazzei asked Councilman Caporale if he would check on expediting this process. Councilman Caporale stated he would do this.

## COMMITTEE REPORTS

### 1. Lady's Island Airport Operations: Pete Buchanan

- Mr. Buchanan stated that last week Greg Hunt, Mosquito Control, asked if the Lady's Island Airport could stay open later than normal so they could fly later and then refuel in order to get an earlier start the next morning before the Airport opens. Mr. Buchanan stated it is his understanding that the Airport Supervisor, Mr. Phillips, is not allowed to make these exceptions for Mosquito Control whereas if a general aviation pilot calls in ahead of time to request assistance after hours this can be done for a fee. He asked that this policy be re-examined.
- Mr. Buchanan stated he disagreed with an email from a Councilman stating that while cuts have been made in other County Departments, no cuts have been made where the Airports are concerned. Mr. Buchanan stated the Lady's Island Airport has reduced its staff and hours thereby cutting approximately 30% from the payroll that amounted to approximately \$51,000.00. He stated that they also installed a free fuel sump savor that saved the Airport approximately \$7,000.00 a year, had fuel tanks repainted by the fuel supplier to extend the life of the tanks for a savings of approximately \$10,000.00, sold old fuel trucks for approximately \$10,000.00 and then leased the new trucks that have had zero down time. Mr. Buchanan stated the Lady's Island Airport has taken significant steps to cut costs.

Mr. Dopp wanted to know if either the Airport Supervisor or the Director can authorize overtime. Mr. Andres stated the Airport Director approves the payroll for both Airports and therefore can authorize overtime for any airport employee. He stated the request needs to be submitted to him for review and approval.

### 2. Hilton Head Island Airport Operations: Will Dopp

- Mr. Dopp stated movements are down 11% for the first nine months of this year compared to the same time period last year. The total passenger count for this year is approximately 94,000 which is a 19% reduction. However, when comparing US Airways figures only there was an increase of 11%.
- Mr. Dopp stated the total revenues for Signature Flight Support for the first nine months is approximately \$3.4 million which is an increase of 13% over the same time period last year. He stated the County's share is approximately \$101,000.00. The fuel sales totaled approximately \$2.8 million which is an 18% increase. The gallons are down 4%. The average price per gallon is now at \$5.40 versus \$4.39 a year ago which is a 23% increase. Fuel represents 83% of Signature Flight Support's total revenue at the Hilton Head Island Airport.
- There have been no changes in hangar tenants.
- Republic Parking revenues were not available.

**SIGNATURE FLIGHT SUPPORT BRIEFING:** Byron Gray, Regional Vice President

- Mr. Gray stated he is responsible for 17 operations in the Southeast. He said he was informed about the consideration of general aviation landing fees at the Hilton Head Island Airport. Mr. Gray stated that the comment that general aviation does not pay its fair share at the Hilton Head Island Airport is a farce. He said that Signature Flight Support pays 3% in revenues on fuel sales, but 6% in total concession fees. Using the Savannah Airport as an example, Mr. Gray stated that Signature Flight Support collects \$0.05 per gallon which is what is remitted to the airport, but there are no landing fees. He stated that when he takes the 3% of gross revenue and gives it to the airport, every general aviation customer is giving the airport \$0.16 per gallon. He stated that based on the minimum fuel purchased, 9 out of 10 handling fees are waived at the Hilton Head Island Airport. Mr. Gray stated that business will be driven away from the Airport by imposing a landing fee on top of the other charges and asked that the Board not consider this option at this time. Mr. Gray stated that the Airport is vital to the community and it needs to grow so there may come a time when landing fees will be acceptable, but not now.

Mr. Gray stated that he has had some discussions with Mr. Andres and they are going to meet again to evaluate the Signature Flight Support agreement. He stated that he has had numerous discussions with Signature Flight Support's Chief Operating Officer, Maria Sastre, about this particular matter and she has asked Mr. Gray to communicate to the Board that landing fees not be imposed at this time and to give Signature Flight the opportunity to work with the Airport to find alternatives on how Signature Flight can give back more to the Airport to make it grow because this is a partnership. Mr. Gray stated that Signature Flight bought this business back in 2007 and it was an agreement they walked into and they are willing to consider ways to make the Airport more successful, less burdensome on the County and to get it where it needs to be. Mr. Gray concluded by saying there is too much at risk by imposing landing fees such as state funding and driving business away.

Mr. Mazzei thanked Mr. Gray for meeting with the Board and stated it is good to hear that Signature Flight Support is willing to enter into some discussions with the Airport in order to improve the current situation. Mr. Mazzei stated that in order for the Airport to be successful, Signature Flight has to be successful. He suggested that the vote on the landing fees be deferred for a month while discussions are being held with Signature Flight Support. He added that if Mr. Andres requests additional time they would consider this request.

Mr. Jorgensen asked Mr. Gray how many of the 17 airports he has charge landing fees. Mr. Gray said approximately half of them do, but these are located in Tennessee and Florida. Mr. Law wanted to know the size of the airports that charge landing fees. Mr. Gray stated they are generally larger airports with a lot of commercial traffic. Mr. Kerr added that during the working group's research on landing fees, they learned that airports do this to increase revenue to some degree, but mainly do it to separate high speed traffic from low speed traffic in high density areas where there are alternate airports available for general aviation aircraft nearby.

Mr. Zimmerman stated that it appears from the Board's comments that if some type of financial number can be reached at the Airport regardless of whether it comes

from Signature Flight Support or somewhere else, then landing fees would not be implemented. He asked that if the Airport is a County asset shouldn't they maximize the contribution of this asset of which landing fees would be just one part. Mr. Mazzei concurred, but stated they have to consider the position of the South Carolina Aeronautics Commission along with other means of increasing revenue.

Mr. Kerr stated the Board has an obligation to provide guidance to County Council. He stated that he would rather vote for or against the landing fees at this time rather than defer the topic. Mr. Mazzei stated they need to have all of the information before making a decision. He stated he wants to see the Airport on a secure financial footing, but they need to defer the GA landing fees for about a month until further discussions can be held with Signature Flight Support. There were no objections.

## **UNFINISHED BUSINESS**

### **1. Through-the-Fence Agreement: Paul Andres**

- Mr. Andres stated he and the County Attorney have compiled the final set of terms and conditions which were forwarded to the Exec Air attorney. The Exec Air attorney will discuss this with the board members for this organization. If they are in agreement, a briefing will be scheduled for the Airports Board concurrently while Exec Air is scheduling a complete property owners' meeting which requires a 30 day written notice to shareholders. With the concurrence of the Airports Board and the Exec Air Board it will be moved to County Council for their approval. Mr. Buchanan wanted to know the exact date action could be taken if Exec Air does not abide by the proposed agreement. Mr. Andres stated it would be at the end of December 2013. Mr. Andres stated they hope to put the new agreement in place the first part of 2012.

### **2. ATAX: Paul Andres**

- The ATAX application was submitted at the end of September as required. Mr. Andres, Mr. Mazzei, Mr. Dopp and Mr. Zimmerman attended the preliminary review. One of the ATAX committee members feels that the Airport is not eligible for ATAX funding, but the County Attorney has advised Mr. Andres that we are eligible. Mr. Andres stated we are scheduled for a presentation and interview on November 29<sup>th</sup> at 10:50 AM.

### **3. GA Landing Fees: Joe Mazzei**

**It was moved by Mr. Wirth, seconded by Mr. Gilbert that the vote on the General Aviation landing fees be deferred for one month, unless Mr. Andres requests an extension. The vote was: FOR – Mr. Gilbert, Mr. Jorgensen, Mr. Law, Mr. Sanders, Mr. Dopp, Mr. Mazzei, Mr. Buchanan, Mr. Kerr, Mr. Zimmerman, Mr. Wirth. AGAINST – None. ABSENT – Mr. Newman. The motion passed.**



## NEW BUSINESS

1. ARW 5-Year Airport Capital Improvement Program (ACIP): Judy Elder
  - Mr. Andres asked that following Ms. Elder's presentation that the Board entertain a motion to accept the 5-Year Plans so they can move forward to County Council for their approval in order to get them to the FAA by the deadline which is January 1, 2012.

Ms. Elder explained the ARW 5-Year ACIP (see Attachment "A"). Following the presentation a vote was called.

**It was moved by Mr. Buchanan, seconded by Mr. Kerr that the Board accept the 5-Year Airport Capital Improvement Program (ACIP) for the Lady's Island Airport and forward to the County Council for their approval. The vote was: FOR – Mr. Gilbert, Mr. Jorgensen, Mr. Law, Mr. Sanders, Mr. Dopp, Mr. Mazzei, Mr. Buchanan, Mr. Kerr, Mr. Zimmerman, Mr. Wirth. AGAINST – None. ABSENT – Mr. Newman. The motion passed.**

2. HXD 5-Year Airport Capital Improvement Program (ACIP): Judy Elder
  - Ms. Elder explained the HXD 5-Year ACIP (see Attachment "B"). Following the presentation, Mr. Mazzei wanted to know if the motion to accept the 5-Year ACIP could include the discussion and concerns earlier in the meeting concerning the Environmental Assessment and Impact Study. Mr. Andres stated that when this is presented to Council Committee and the full Council, we can include these comments concerning the entire Master Plan process. He stated there will still be time for further discussions from the time this is submitted and grants applied for until the grants are issued.

**It was moved by Mr. Gilbert, seconded by Mr. Kerr that the Board accept the 5-Year Airport Capital Improvement Program (ACIP) for the Hilton Head Island Airport and forward to the County Council for their approval. The vote was: FOR – Mr. Gilbert, Mr. Jorgensen, Mr. Law, Mr. Sanders, Mr. Dopp, Mr. Mazzei, Mr. Buchanan, Mr. Kerr, Mr. Zimmerman, Mr. Wirth. AGAINST – None. ABSENT – Mr. Newman. The motion passed.**

Mr. Dopp wanted to know how long the entitlement funds have been at \$1,000,000.00 and if there is a formula for this amount. Ms. Elder stated it is an average of \$1,000,000.00. She stated it is based on the number of enplanements so sometimes it is higher and sometimes lower. Mr. Dopp wanted to know if we are in danger of the entitlement being lower since there are less movements with only one carrier. Ms. Elder said we may get a little less, but not in danger of losing the entitlement unless Congress changes this program.

## CONTINUATION OF PUBLIC COMMENTS

There were no further public comments, but it should be noted that the connection with the Hilton Head Island Library was lost earlier in the meeting.

- Mr. Dopp stated that Mr. John Morrissette, an avid supporter of the Hilton Head Island Airport, passed away in September. He asked that the Board recognize losing this good friend of the Airport. Mr. Mazzei asked Councilman Caporale to carry this request to County Council. Councilman Caporale stated he would take care of this

matter.

- Mr. Mazzei stated he would like to recognize Councilman Stu Rodman for his letter to the editor wherein he laid out the facts about the Airport and the importance it has to the economy.

#### **FUTURE MEETINGS**

The next meeting of the Airports Board will be held on Thursday, November 17, 2011 at 1:30 PM in the County Council Chambers of the Beaufort County Government Center.

#### **ADJOURNMENT**

With no further business to discuss, the meeting was adjourned at approximately 3:00 PM.

DRAFT

**ARW FY-12 AND 5-YEAR  
AIRPORT CAPITAL  
IMPROVEMENT PROGRAM  
(ACIP)**

**BEAUFORT COUNTY AIRPORT (ARW)**

**NPIAS 45-0008**  
**CITY: Beaufort, South Carolina**

**AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)  
 FUNDING SCENARIO**

<b>FISCAL YEAR</b>	<b>PROJECT DESCRIPTION</b>	<b>TOTAL EST. COST</b>	<b>FAA SHARE</b>	<b>ENTITLEMENT FUNDS</b>	<b>DISCRETIONARY FUNDS</b>	<b>STATE SHARE</b>	<b>LOCAL SHARE</b>
'12	Runway 07 Tree Removal Phase III (Construction and Mitigation)	\$800,000	\$760,000	\$150,000	\$610,000	\$20,000	\$20,000
	2013 DBE Plan	\$10,000	\$9,500	\$0	\$9,500	\$250	\$250
	<b>Total</b>	<b>\$810,000</b>	<b>\$769,500</b>	<b>\$150,000</b>	<b>\$619,500</b>	<b>\$20,250</b>	<b>\$20,250</b>

**BEAUFORT COUNTY AIRPORT (ARW)**

**NPIAS 45-0008**  
**CITY: Beaufort, South Carolina**

**AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)  
 FUNDING SCENARIO (FY '13 to '17)**

FISCAL YEAR	PROJECT DESCRIPTION	TOTAL EST. COST	FAA SHARE	ENTITLEMENT FUNDS	DISCRETIONARY FUNDS	STATE SHARE	LOCAL SHARE
13	Runway Safety Area Improvements and Partial Parallel Taxiway Extension (EA)	\$350,000	\$332,500	\$150,000	\$182,500	\$8,750	\$8,750
	Parking Lot Relocation and Utility Connection to Terminal (Design)	\$100,000	\$95,000	\$0	\$95,000	\$2,500	\$2,500
	<b>Total</b>	<b>\$450,000</b>	<b>\$437,000</b>	<b>\$150,000</b>	<b>\$287,000</b>	<b>\$11,500</b>	<b>\$11,500</b>
14	Runway Safety Area Improvements (Design and Permitting)	\$600,000	\$570,000	\$150,000	\$420,000	\$15,000	\$15,000
	Parking Lot Relocation and Utility Connection to Terminal (Construction)	\$650,000	\$617,500	\$0	\$617,500	\$16,250	\$16,250
	<b>Total</b>	<b>\$1,250,000</b>	<b>\$1,197,000</b>	<b>\$150,000</b>	<b>\$1,047,000</b>	<b>\$31,500</b>	<b>\$31,500</b>
15	Runway Safety Area Improvements (Construction)	\$3,370,000	\$3,201,500	\$150,000	\$3,051,500	\$84,250	\$84,250
	2016 DBE Plan	\$10,000	\$9,500	\$0	\$9,500	\$250	\$250
	<b>Total</b>	<b>\$3,380,000</b>	<b>\$3,211,000</b>	<b>\$150,000</b>	<b>\$3,061,000</b>	<b>\$84,500</b>	<b>\$84,500</b>
16	Partial Parallel Taxiway and Apron Expansion (Design and Permitting)	\$200,000	\$190,000	\$150,000	\$40,000	\$5,000	\$5,000
	Helipad (Design and Construction)	\$75,000	\$71,250	\$0	\$71,250	\$1,875	\$1,875
	<b>Total</b>	<b>\$285,000</b>	<b>\$270,750</b>	<b>\$150,000</b>	<b>\$120,750</b>	<b>\$7,125</b>	<b>\$7,125</b>
17	Partial Parallel Taxiway and Apron Expansion (Construction)	\$1,120,000	\$1,064,000	\$150,000	\$914,000	\$28,000	\$28,000
	Terminal Expansion (Design and Construction)	\$250,000	\$237,500	\$0	\$237,500	\$6,250	\$6,250
	<b>Total</b>	<b>\$1,380,000</b>	<b>\$1,311,000</b>	<b>\$150,000</b>	<b>\$1,161,000</b>	<b>\$34,500</b>	<b>\$34,500</b>
<b>GRAND TOTAL</b>		<b>\$6,765,000</b>	<b>\$6,426,750</b>	<b>\$750,000</b>	<b>\$5,676,750</b>	<b>\$169,125</b>	<b>\$169,125</b>

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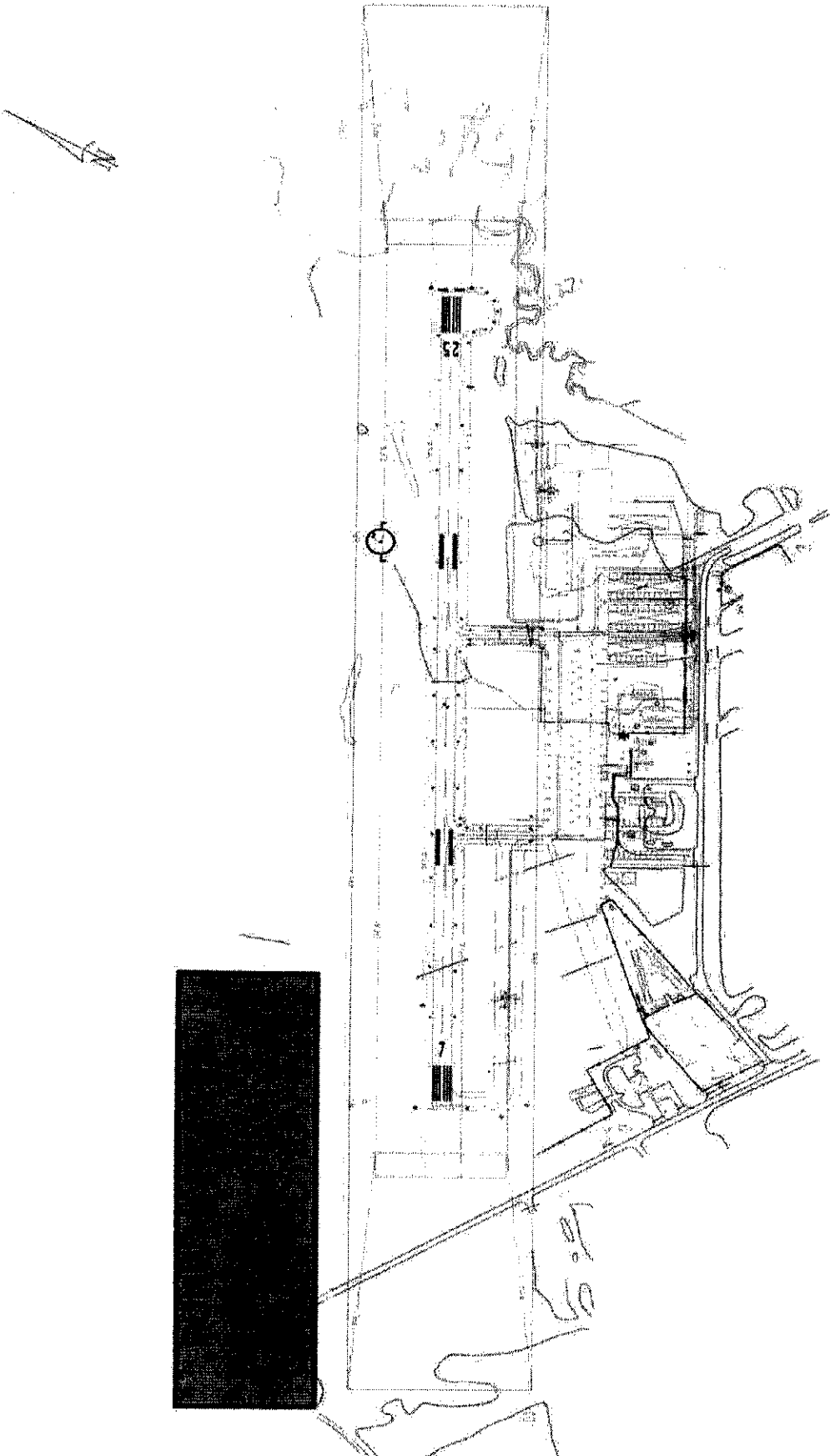
NO.	DESCRIPTION	DATE

**CAPITAL IMPROVEMENT PROGRAM (CIP)**  
**2018 PROJECT LISTING**  
**BEAUFORT COUNTY AIRPORT**

**PRELIMINARY**  
FOR INFORMATION ONLY

DATE: 11/15/17  
BY: JAC/BJP  
CHECKED BY: JAC/BJP  
SCALE: AS SHOWN

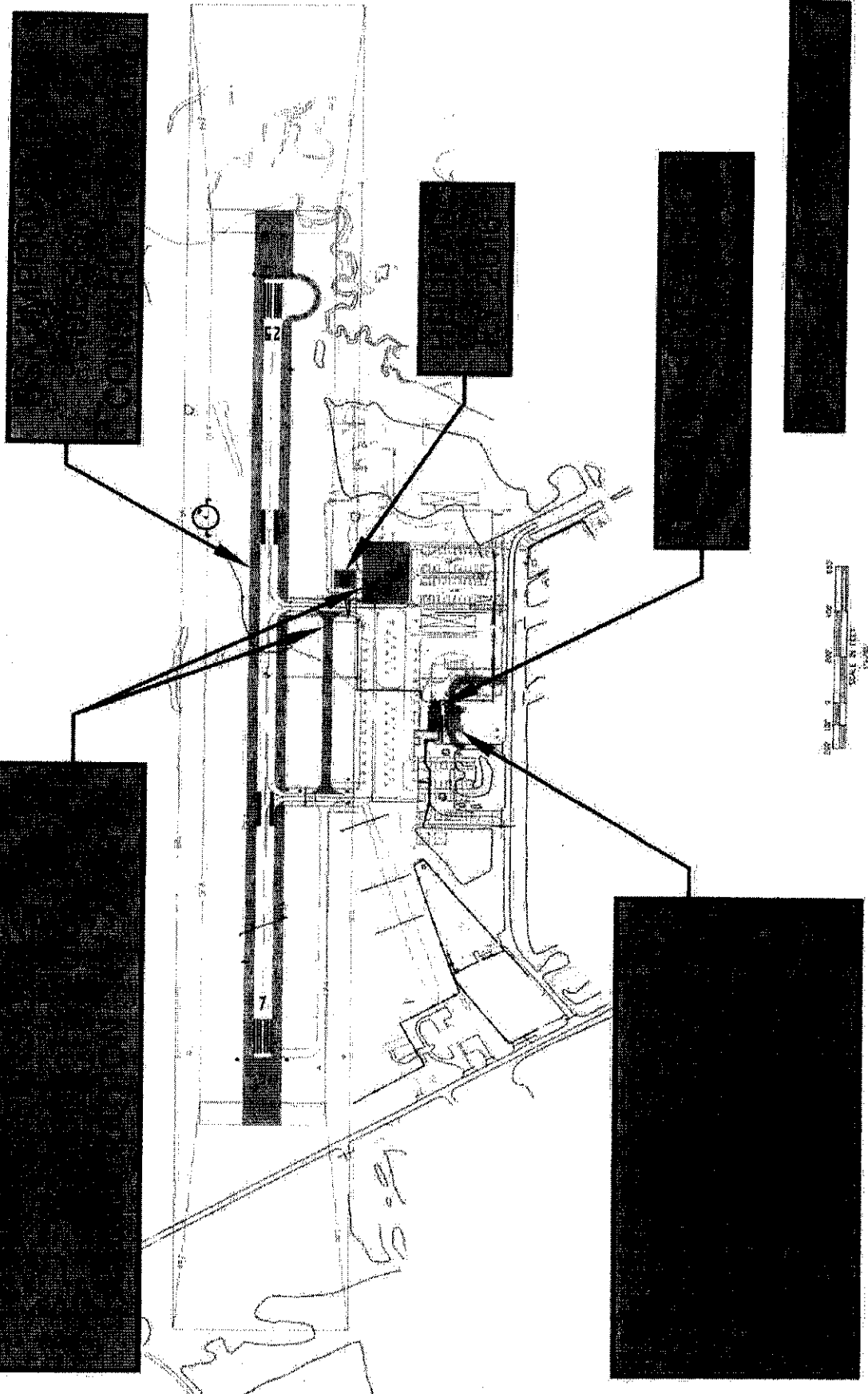
Sheet No. 1 of 1



SCALE: AS SHOWN

NO.	REVISION	DATE

**RSA IMPROVEMENTS AND PARTIAL  
 PARALLEL TAXIWAY EXTENSION  
 (EA) - FY 2013**



**HXD FY-12 AND 5-YEAR  
AIRPORT CAPITAL  
IMPROVEMENT PROGRAM  
(ACIP)**



NRIAS 45-0030 CITY: Hilton Head Island, South Carolina		HILTON HEAD ISLAND AIRPORT (HXD)						
		AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) FUNDING SCENARIO						
FISCAL YEAR	PROJECT DESCRIPTION	TOTAL EST. COST	FAA SHARE	ENTITLEMENT FUNDS	DISCRETIONARY FUNDS	STATE SHARE	LOCAL SHARE	
12	Part 150 Noise Compatibility Study (Reimbursement)	\$320,404	\$304,384	\$304,384	\$0	\$8,010	\$8,010	
	ARFF Building - Phase II (Reimbursement)	\$250,000	\$237,500	\$237,500	\$0	\$6,250	\$6,250	
	Runway 03 Off Airport Approach Tree Removal (Construction and Mitigation)	\$1,500,000	\$1,425,000	\$131,126	\$1,293,874	\$37,500	\$37,500	
	Runway 03/21 Lighted Sign Relocation (Construction)	\$334,200	\$317,490	\$317,490	\$0	\$8,355	\$8,355	
	2013 DBE Plan	\$10,000	\$9,500	\$9,500	\$0	\$250	\$250	
	<b>Total</b>	<b>\$2,414,604</b>	<b>\$2,299,874</b>	<b>\$1,000,000</b>	<b>\$1,293,874</b>	<b>\$60,365</b>	<b>\$60,365</b>	

NPIAS 45-0030

CITY: Hilton Head Island, South Carolina

HILTON HEAD ISLAND AIRPORT (HXD)

AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP)

FUNDING SCENARIO (FY '13 to '17)

FISCAL YEAR	PROJECT DESCRIPTION	TOTAL EST. COST	FAA SHARE	ENTITLEMENT FUNDS	DISCRETIONARY FUNDS	STATE SHARE	LOCAL SHARE
13	Commercial Service Terminal Improvements (Construction)	\$1,900,000	\$1,905,000	\$1,000,000	\$805,000	\$47,500	\$47,500
	Runway 03/21 Airfield Standards Extension to 5,000 Feet (Including Runway 03 EMAS), and Runway Safety Area East-West Drainage Improvements (Design Services Only)	\$1,040,000	\$988,000	\$0	\$988,000	\$28,000	\$26,000
	Land Acquisition (Runway 03 End)	\$3,600,000	\$3,420,000	\$0	\$3,420,000	\$0	\$180,000
	Land Acquisition (Runway 21 End)	\$5,100,000	\$4,845,000	\$0	\$4,845,000	\$0	\$255,000
	2014 DBE Plan	\$10,000	\$9,500	\$0	\$9,500	\$250	\$250
	<b>Total</b>	<b>\$11,650,000</b>	<b>\$11,067,500</b>	<b>\$1,000,000</b>	<b>\$10,067,500</b>	<b>\$73,750</b>	<b>\$508,750</b>
14	Runway 03/21 Airfield Standards Extension to 5,000 Feet (Including Runway 03 EMAS), and Runway Safety Area East-West Drainage Improvements (Construction, Mitigation, and Engineering Construction Services)	\$7,746,600	\$7,359,270	\$1,000,000	\$6,359,270	\$193,685	\$193,685
	2015 DBE Plan	\$10,000	\$9,500	\$0	\$9,500	\$250	\$250
	<b>Total</b>	<b>\$7,756,600</b>	<b>\$7,368,770</b>	<b>\$1,000,000</b>	<b>\$6,368,770</b>	<b>\$193,915</b>	<b>\$193,915</b>
15	Transition Surface Tree Removal (Design Services Only)	\$300,000	\$285,000	\$285,000	\$0	\$7,500	\$7,500
	VPG Runway 21 (Design Services Only)	\$75,000	\$71,250	\$71,250	\$0	\$1,875	\$1,875
	2016 DBE Plan	\$10,000	\$9,500	\$9,500	\$0	\$250	\$250
	<b>Total</b>	<b>\$385,000</b>	<b>\$365,750</b>	<b>\$365,750</b>	<b>\$0</b>	<b>\$9,625</b>	<b>\$9,625</b>
16	Transition Surface Tree Removal (Construction and Mitigation)	\$1,700,000	\$1,615,000	\$1,000,000	\$615,000	\$42,500	\$42,500
	2017 DBE Plan	\$10,000	\$9,500	\$0	\$9,500	\$250	\$250
	<b>Total</b>	<b>\$1,710,000</b>	<b>\$1,624,500</b>	<b>\$1,000,000</b>	<b>\$624,500</b>	<b>\$42,750</b>	<b>\$42,750</b>
17	ARFF Vehicle Replacement	\$350,000	\$332,500	\$332,500	\$0	\$8,750	\$8,750
	2018 DBE Plan	\$10,000	\$9,500	\$9,500	\$0	\$250	\$250
	<b>Total</b>	<b>\$360,000</b>	<b>\$342,000</b>	<b>\$342,000</b>	<b>\$0</b>	<b>\$9,000</b>	<b>\$9,000</b>
<b>GRAND TOTAL</b>		<b>\$21,861,600</b>	<b>\$20,768,520</b>	<b>\$3,707,750</b>	<b>\$17,060,770</b>	<b>\$329,040</b>	<b>\$764,040</b>

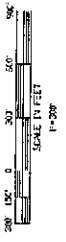
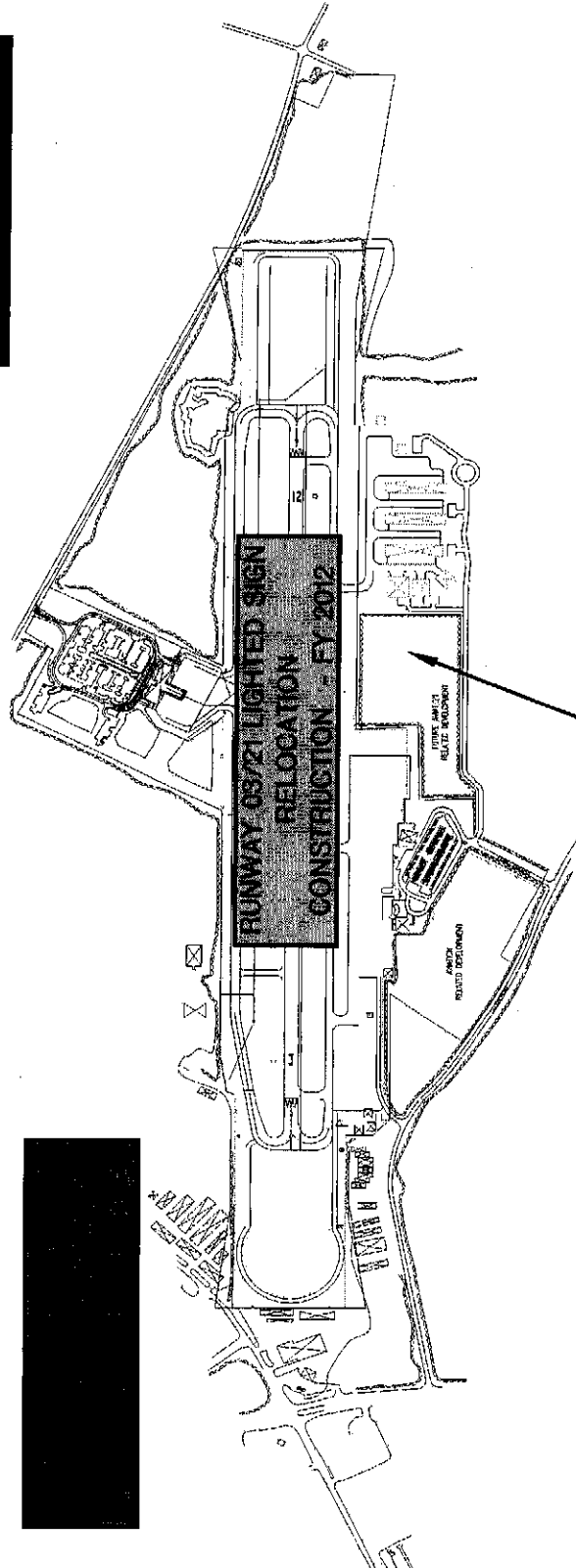
TALBERT & BRIGHT  
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 1996 AVENUE 104 EAST, SUITE 100  
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NO.	DATE	REVISIONS

CAPITAL IMPROVEMENT PROGRAM (CIP)  
 2012 PROJECT LISTING  
 HILTON HEAD ISLAND AIRPORT

PRELIMINARY  
 NOT FOR CONSTRUCTION

Project No. \_\_\_\_\_  
 Sheet No. 1 of 1



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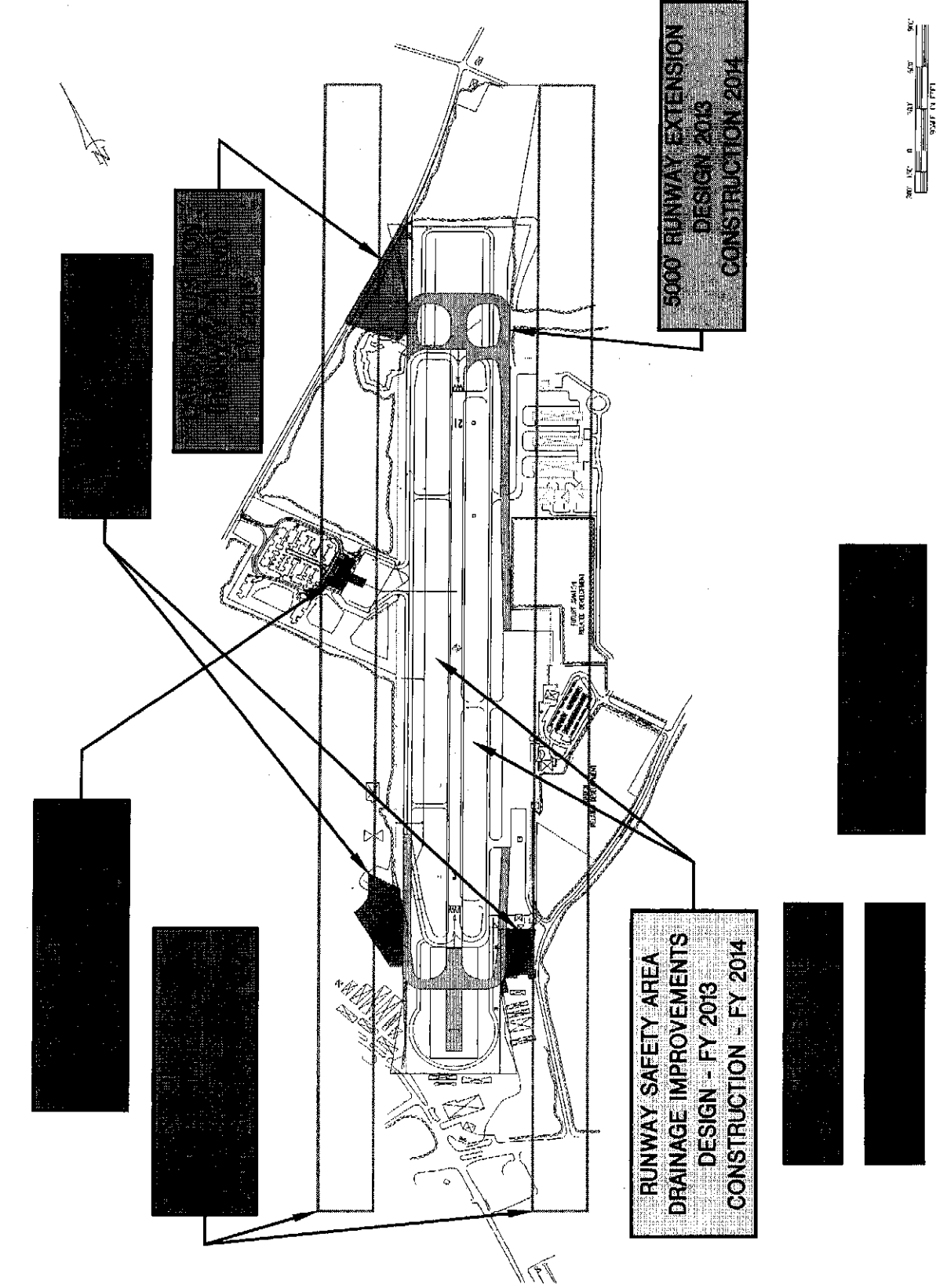
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HILTON HEAD ISLAND AIRPORT  
 2013-2017 PROJECT LISTING  
 CAPITAL IMPROVEMENT PROGRAM (CIP)

PRELIMINARY  
 NOT FOR CONSTRUCTION

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Project No.	
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**RUNWAY SAFETY AREA  
 DRAINAGE IMPROVEMENTS  
 DESIGN - FY 2013  
 CONSTRUCTION - FY 2014**

**5000' RUNWAY EXTENSION  
 DESIGN 2013  
 CONSTRUCTION 2014**

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