

# AIRPORTS BOARD

February 18, 2016

The electronic and print media were duly notified in  
Accordance with the State Freedom of Information Act

**Notification:** To view video of full discussion of this meeting please visit  
[http://beaufort.granicus.com/ViewPublisher.php?view\\_id=2](http://beaufort.granicus.com/ViewPublisher.php?view_id=2)

The Airports Board met on Thursday, February 18, 2016 at 1:30 p.m. in the Council Chambers at Beaufort County Administration Building. Chairman Sells called the meeting to order and led the attendees in the Pledge of Allegiance.

## **ATTENDANCE**

Airports Board Members: Jim Buckley, Gregory Viventi, Dan Ahern, Rich Sells, Will Dopp, Leslie Adlam, Blakely Williams and Gerry Costa (Absent: Wally Wallace and Anne Esposito).

County Staff: Jon Rembold, Airports Director; Renee' Ford, Administrative Assistant; Beaufort County Councilman, Rick Caporale.

Public: Pat Turney and Judy Elder - Talbert, Bright and Ellington.

## **MOTION TO ACCEPT AGENDA**

**Motion:** It was moved by Mr. Dopp, seconded by Mr. Ahern that the February 18, 2016 agenda be approved. The vote was: FOR – James Buckley, Gregory Viventi, Dan Ahern, Rich Sells, Will Dopp, Leslie Adlam, Blakely Williams and Gerry Costa. AGAINST – None. ABSENT: Wally Wallace and Anne Esposito. MOTION PASSED.

## **MOTION TO ACCEPT MINUTES**

**Motion:** It was moved by Ms. Williams, seconded by Mr. Viventi that the January 21, 2016 minutes be approved. The vote was: FOR – James Buckley, Gregory Viventi, Dan Ahern, Rich Sells, Will Dopp, Leslie Adlam, Blakely Williams and Gerry Costa. AGAINST – None. ABSENT: Wally Wallace and Anne Esposito. MOTION PASSED.

**PUBLIC COMMENTS** – None.

## **FINANCIAL UPDATE**

Alicia Holland, Beaufort County Chief Financial Officer, was unable to attend meeting. Ms. Holland left hand-outs for the board members to review; Ms. Holland will be in attendance for the March BCAB meeting to review the December 31<sup>st</sup> 2015 financials. Mr. Sells asked the board members to refer any financial questions to Mr. Viventi.

## LADY'S ISLAND AIRPORT REPORT

Mr. Rembold reported on the fuel sales and operations for the Lady's Island Airport for January 2016; ARW was 2,100 gallons more than last year! A good January.

## HILTON HEAD ISLAND AIRPORT REPORT

Mr. Rembold gave the fuel, tower and operations reports for January 2016. Numbers were up from last year.

## PROJECT SCHEDULE UPDATE

### **LADY'S ISLAND PROJECT UPDATE**

Mr. Rembold stated there will be another property owners meeting today, February 18<sup>th</sup>. Received useful feedback from last meeting; the property owners asked if some of the trees could be trimmed verses cutting them down completely; similar to what's being done on Hilton Head. FAA approved with the stipulation that FAA only pays a onetime fee; property owners will be responsible to maintain the trees, on their property, if it's in the flight approach.

**Mr. Ahern** asked if there will be a lien on the property if they sell. New owners may not know they will be responsible to maintain trees on the property. Mr. Rembold responded, currently it's in the ordinance, so it's tied to the land. However, not everyone checks the ordinance before purchasing a home; will work with the county attorney to find the best way to handle the situation.

**Mr. Dopp** asked how many property owners and how far are they from the airport? Mr. Rembold stated, it's the south approach, RWY 7 and there are approximately 25 property owners; and have received most of the avigation easements.

### **Lady's Island RWY 07 Obstruction Removal:**

- **Property Owner Meeting** – meeting with the property owners this afternoon (Feb. 18th).
  - 90% Plans – TBD- Milestone Date
  - 100% Plans – TBD – Milestone Date
  - Advertise – TBD – Milestone Date
  - Open Bids – TBD – Milestone Date
  - FAA Grant Application – TBD – Milestone Date(NOTE: TBD will change pending outcome of property owners meeting)
  
- **RWY 07/Runway Safety Area and Parallel Taxiway Environmental Assessment**
  - Mitigation Site Search – Site located – Awaiting concurrence from agencies
  - EA Document Preparation – Underway
  - FAA Review – April 1, 2016 – Milestone Date
  - Public Hearing – July 1, 2016 – Milestone Date
  - Final EA – September 15, 2016 – Milestone Date

### **HILTON HEAD PROJECT UPDATE**

Mr. Rembold asked Mr. Pat Turney, from Talbert, Bright & Ellington, to report on the Hilton Head projects.

**RWY 03 Obstruction Removal** - Mr. Turney stated the project began the first week of January and as of last week 43 pine trees have been removed and several different types of hardwood trees have been trimmed. So far no problems and we are progressing satisfactorily.

**Mr. Sells** asked how many trees are supposed to be removed. Mr. Turney stated 104 trees are to be removed and approximately 40 to 50 trees will be trimmed. We are almost halfway through the project. Construction allotment is 180 calendar days.

**RWY 21 Obstruction Removal** – Mr. Rembold reported an early March start date is still expected; awaiting the arborist and surveyor to meet, followed by the Allcare Tree Surgery to begin.

**Photos of RWY 03** – Mr. Rembold displayed early photos of RWY 03. Mr. Turney, from Talbert, Bright & Ellington stated they are past midway in cutting trees; however, they have several more parcels and moved to the other side of 278.

**Ms. Adlam** stated that there is a tree in front of the Kangaroo station on Mathews and 278; wonder if the tree in the plans to get trimmed or cut? Mr. Rembold stated he would have to check the plans. Ms. Adlam believes it's in the flight approach.

**Photo of TWY A** – Mr. Rembold reported we now have an unobstructed view from the ARFF Operations Rooms and the Air Traffic Control Tower. The controllers are now able to pick up aircrafts before the final approach. The tree removals have enhanced safety, better control, better line of sight and communication. The controllers are now able to see all the way down to Signature Flight ramp and every aircraft that is taxing anywhere on the airport.

**Mr. Buckley** reported he took a survey of the airport last week and compliments the crew in doing a very effective job of keeping everything neat and orderly. Contractors are doing a superb job.

**Photo of Tower and ARFF** – Mr. Rembold displayed a photo of the Tower and ARFF.

**Mr. Dopp** asked if the basin was temporary or will it be filled in? Mr. Turney responded stating the basin will be restored to its natural condition after the project is completed.

**Runway 03/21 Extension (Both Runway Ends)** – Mr. Rembold reported on RWY 03/21; met with the FAA at the state conference to ask if there's any way to speed up the projects; which is always our goal. We are coordinating with them to see what changes might be made in the schedule and the key is funding. There's potential funding that may come available if other airport projects have issues that prevent their construction.

**Mr. Ahern** asked about the "Award Contract" date which is before the "Design (Start)" date. Mr. Turney responded by stating those dates are just for the EMAS design and installation. The FAA is requiring us to go through a competitive proposal process now that there are two (2) manufacturers' versus just dealing with one source. Mr. Sells mentioned we are the "guinea pigs" for the dual bid. Mr. Turney concurred; this is the first RFP, competitively bidding, the two manufacturers against each other in the United States.

**Mr. Sells** followed up with the FAA meeting, that the FAA is going to do their best to look for money to fund our project.

**Mr. Viventi** asked what EMAS stands for. Mr. Turney replied, Engineered Materials Arresting System or a bed of engineered materials built at the end of a runway. The one manufacturer uses a "jigsaw" puzzle of specially constructed cement and concrete blocks that are from a foot and a half to two feet thick. The blocks themselves are about 4 feet by 4 feet or 5 feet by 5 feet and then get pushed up against each other off the end of the run away. The crushable material placed at the end of a runway, is to stop an aircraft that overruns the runway. The tires of the aircraft

sink into the lightweight material surface and the aircraft decelerates as it rolls through the material.

The other manufacturer, that just came online, uses a specialized material that is made up of crushed glass and contains a high-strength plastic mesh system anchored to the pavement at the end of the runway. The foamed silica is poured into lanes bounded by the mesh and covered with a poured cement layer and treated with a top coat of sealant. Same concept is designed so that when the airplane lands on the runway the wheels break through the top layer and eventually comes to a stop. The material has to be designed to stop the heaviest aircraft but also designed to stop a light weight aircraft such as a Cessna 182 or single engine aircraft that weighs a thousand or two thousand pounds.

**Mr. Buckley** stated these areas for safety are an extension, and not considered part of the runway. Mr. Turney concurred.

**Mr. Sells** asked which manufacturer is new; the blocks or pumice. Mr. Turney response was the pumice. Mr. Sells asked if a vehicle should accidentally run over the EMAS, would it stop the vehicle. Mr. Rembold stated the area has to be marked off as a safety zone. If we cause any damage it has to be repaired.

**Mr. Ahern** asked Mr. Turney if he had a chance to discuss the 2ft sea level elevation at ARW while he was at the conference. Mr. Turney stated they had a very brief meeting; just enough time to discuss the runway extension, EMAS and TWY F ditch to see if we could get additional funding. The FAA had another meeting immediately afterwards. We should hear back from the FAA project manager in a week regarding any funding opportunities and how to package some of these projects so we have the best case for funding priority. We will endeavor to discuss the 2ft sea level elevation item at that time.

## **DIRECTOR'S REPORT**

**SCAA Conference** – Mr. Rembold reported he attended the SCAA conference at Isle of Palms; always a good conference, lot of attendees from all around the state; opportunity to meet with exhibitors of the different products; always great educational sessions. The South Carolina Aeronautics Commission always gives an update and they have a few legislative issues that we need to know. The state provides 5% of the funding for our airport improvement projects. The funds come from the sale of aviation fuel tax. Title 55 details how SCAC receives the funding. There's a revenue threshold that has to be achieved before SCAC gets any of it. It all goes to a general fund, until it reaches a certain amount and then a small percentage goes to aviation. Over the last 10 years the average in aviation fuel tax revenue was just over 2 million dollars; then you look at the percentage that gets to aeronautics Commission and then to the airports in support of their projects. The amount that goes to the airports is very low. One or two things need to happen; 1) an influx in fuel tax revenue or 2) funding structure gets changed. Not all projects can be funded by SCAC. For example, we received a letter of intent from the state for one project. The letter means we have a justified project and it's eligible for funding but the SCAC doesn't have the money. Such projects are placed on a list and are evaluated based on priority. Last year we had the number one project in the state, so we received the funding, but this is not a good way to fund improvements to our capital infrastructure.

SCAC projected 1.6M will be needed for maintenance and \$3.5M to match FAA projects this year. SCAC is proposing a one-time \$5M payment from the SC General Fund and modifications to Title 55 to lower the threshold which would mean more funding available to the airports.

Mr. Rembold stated he will write a letter from the airport. **Mr. Sells** requested to be copied in on the letter. **Ms. Adlam**, also asked to be copied in on the letter; she will be in Columbia, SC for a meeting with Secretary of Transportation and several legislators on March 8<sup>th</sup> and will address to appropriate persons.

**Mr. Dopp** asked if you're on the wait list for a year do you keep your position or do current requirements keep you from moving forward. Mr. Rembold stated there are certain qualifications on their ranking system; but if a higher priority project comes through, then your request may be put on hold.

**Director Presentations** – Mr. Rembold reported he spoke at the Van Landingham Rotary Club and with the Regional Committee of the Greater Island Council. Discussion points: the airports with regards to economic development. Councilman Rodman was in attendance; Ms. Williams serves as the point of contact with Department of Commerce at the state level for economic development for Beaufort County. She shared that one of the criteria on the checklist when a potential new company wants to relocate to South Carolina is how close you are to an airport with commercial service. Other criteria: general aviation service; freight service and runway length.

**Partnership with Battery Creek High School** – Battery Creek High School is holding aerospace classes at ARW about twice a week and is working out very well. Joel Phillips, occasionally will teaches basics about the airport. The students are really soaking it in and enjoying the opportunity to actually get out on the airfield and see how things work. This has really been successful and looking forward to more partnership opportunities with them.

**Tour – American Heritage Girls** – Mr. Rembold reported The American Heritage Girls, a group similar to Girl Scouts, took a tour of the Hilton Head Island Airport and Tower. The older girls were working on their aviation badge. This was great opportunity to expose the youth to aviation and educate the leaders on our airport projects.

**Advocacy Trip – Washington DC** – Mr. Rembold reported he will be going to Washington, DC in March to advocate for the **FAA reauthorization bill**. Mr. Rembold attended last year along with Savannah Airport, Augusta Airport and Charleston Airport. They will be attending as well to advocate the FAA reauthorization issue; the legislative conference will be going on at the same time. The Airport directors from South Carolina and Georgia have invited the delegations and their staff to spend about an hour and a half for a breakfast meeting. Mr. Rembold and the other airport directors will be discussing the FAA Reauthorization bill. Because the legislative process on the bill will probably move forward; they will be advocating for a long term solution, at least one year. Currently FAA authorizes funding for 6 months at a time.

The other topic is the **PFC (Passenger Facility Charge)**. The last time the PFC was increased was in 2000. As a result, many airports, including Hilton Head, have reached their debt capacity under the \$4.50 PFC and cannot finance new projects. An increase to \$8.50 PFC will provide airports the continued safety, security, expansion and modernization of airport facilities.

**NEW BUSINESS** - None

**UNFINISHED BUSINESS**

**Avigation Easements** – Beaufort County and St James Baptist Church will be meeting to come up with a resolution.

**PUBLIC COMMENTS** - None

**FUTURE MEETINGS**

The next Airports Board meeting will be Thursday, March 17, 2016; 1:30 p.m. at Beaufort County Government Bldg., County Council Chambers.

**ADJOURNMENT** – 2:05 PM