

# GEORGIA AIRPORT ADVOCATE



A Periodic Newsletter of the GEORGIA AIRPORTS ASSOCIATION

Winter 2008

## TSA Proposes Large Aircraft Security Program

by Lee Rimmel, Airport Director, PDK

For several years now, those of us on the general aviation side have been concerned with TSA mandates applicable to commercial service airports but not previously applied to general aviation. We've been told that TSA was focusing on a number of security initiatives to counter the threat of Georgia aircraft being used as a weapon or as a mode of transporting illicit materials or dangerous individuals. TSA originally focused on what they called 'larger aircraft' operating internationally, and recently published recommended Security Action Items for GA aircraft operators and FBOs.

Now TSA has published Notice of Proposed Rule Making (NPRM) on the Large Aircraft Security Program (LASP). The NPRM is supposed to primarily address the strengthening of security for GA by minimizing the vulnerability of aircraft being used as weapons or to transport dangerous people or materials. But, instead of just focusing on international traffic, TSA is proposing regulation that would require all U.S. operators of aircraft exceeding 12,500 pounds max take-off weight to implement security programs that would be subject to compliance audits by TSA.

Most important to GA airports, TSA has brought specific sections of 49 CFR Part 1542 (Airport Security) currently required for commercial service airports into play for GA airports, and this is where it gets really sticky and complicated. You will not find these requirements outlined directly in the NPRM. You have to review the NPRM (pages 206-207) specifically associated with airport requirements and look up the sections from Part 1542 to see what is proposed to be applicable to GA airports. In the beginning, these requirements would be applicable to about 315 GA "reliever airports" and those airports already mandated by TSA to have partial security plans.

In summary, the appointment of an Airport Security Coordinator (ASC) would be required. Law enforcement, the maintenance and disposal of records, an Airport Security Plan (ASP), Sensitive Security Information (SSI), criminal history background checks, TSA review and approval of the ASP, inspection by the local FSD – these are all parts of the requirements to be placed on GA airports.

Lastly, much larger issues must also be addressed. For example, to date, Congress has not given TSA the legislative authority to require such mandates. What might the "unfunded mandates" be for the implementation of such a program? How many GA airports might be affected after the initial 315? What are cumulative economic impacts associated with these mandates? If a sponsor for a GA airport chooses not to comply, what recourse does TSA have for enforcement, and if an airport chooses not to comply and denies access to a public facility for aircraft weighing more than 12,500 pounds, is this in contradiction to FAA grant assurances requiring nondiscriminatory access?

So, while we were looking directly into the eyes of the TSA in anticipation of a direct frontal assault, the attack is coming from around a corner in the guise of regulation of aircraft operators. Most importantly, this attack has captured every concern we have envisioned and tried to forecast.

The date for submitting comments to the NPRM LASP has been extended to February 27, 2009. The easiest way to find the NPRM is to go to [www.tsa.gov](http://www.tsa.gov) and type "LASP" into the TSA search engine. The American Association of Airport Executives (AAAE) has established a GA Security Working Group to analyze the NPRM, and AAAE will be working with the other GA associations to (continued on page 4)

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"To provide, develop and expand a safe and efficient airports system to meet the future economic growth of Georgia through the full implementation of the State Aviation System Plan."

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**President's Message***By Tim Weegar*

Wow, it is incredible how fast 2008 has gone by! I appreciate the Association's vote of confidence in giving me the opportunity to provide leadership as your President for 2009. I would like to congratulate out-going President John Crosby for all of his efforts this past year and for hosting a great conference at Callaway Gardens. GAA has grown in membership, as have the demands of putting together a top-notch conference. On behalf of the GAA Officers and Board, I would also like to thank Shelia Stubbs for her many weeks of professional service and planning to make the conference a complete success.

Starting in January, I look forward to spending time at the State Capitol with our GAA Lobbyist as the next legislative session gets started. The top priority for 2009 will be continued efforts to raise the level of consciousness for airport funding. This will be achieved by introduction of new legislation similar to HR-228 and continued funding through the appropriations process. Georgia needs economic development, and expanding and developing our airports is a big part of that process. GAA members can help by contacting the your Senator and House Representative to educate them on the importance of airport funding and economic development for Georgia airports. That old saying "there is power in numbers" is absolutely true as far as I am concerned. At the December board meeting we will finalize lobbying strategies for the 2009 legislative session.

As the new President of GAA, I attended the Aerospace Industry Task Force meeting in Atlanta in October. Hosted by the Aerospace Innovation Center, Commissioner Ken Stewart of the Georgia Department of Economic Development led the meeting. Several industry leaders attended, including Raytheon, Cessna, Gulfstream, EMS Technologies, Military and many others. We were given homework to bring and share on the topic "My company's success in Georgia will be improved if...." My top five included:


- Creating tax incentives and other programs competitive with surrounding states. The state exemption for aircraft maintenance companies should be extended.
- Having the right infrastructure in place on the airport that would strategically help to improve the capabilities of attracting aerospace development.
- Local universities and technical colleges need to offer the correct aviation certification/training and specialized degrees programs.
- Work closer with the Georgia Department of Economic Development. Have Aerospace Innovation Center take the lead by coordinating with all of the entities involved in state development (i.e., Georgia Power, MEAG, GA Chamber of Commerce, etc.).
- Closer working relationship with GDOT for road improvements allowing big business better access to and from airports.

The meeting was centered on identifying "lynch-pin growth strategies for the aerospace industry in Georgia." We also discussed the elements of a SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis. I talked about a big strength in the 104 public-use airports in Georgia and having Aerospace Development on airports as a natural fit.

For direction on how to get started with developing your property, I suggest that you contact Alex Crown with the Georgia Chamber of Commerce. He can get you pointed in the right direction and make contact with key people who can help you.

I have a number of goals I want to work on for the betterment of GAA. With help from my Board of Directors, I am confident that these goals will help GAA become stronger and better organized. These goals include:

- Create GAA library through existing website
- Purchase portable GAA booth for members to utilize
- GDOT/GAA update airport marketing video
- Contact airports who are non-members of GAA
- By-laws
- 2009-2010 membership directory

Lastly, the Georgia Airports Association is a well known and respected organization at the State Capitol. I look forward to keeping GAA moving forward in a positive direction just like all of our other past Presidents. Please contact me if I can be of any help or assistance and always remember our motto, "Georgia Airports Mean Bu\$ine\$\$." 

## Around the State . . .

### Paulding County Regional Airport Open for Business

On November 14, 2008, the Paulding County Regional Airport (KPUJ) officially opened for business with a grand opening celebration and ribbon-cutting. More than 400 enthusiastic Paulding residents, aviation supporters and gov-



(L to R) C.B. Fair, Chm. Paulding Co. Industrial Building Authority; Jerry Shearin, Chm. Paulding Co. Bd. Commissioners; Calvin Thompson, Chm. Paulding Co. Airport Authority; Sen. Saxby Chambliss; Glenn Richardson, GA House Speaker; Blake Swafford, Paulding Co. Airport Director.

ernment officials were on hand for the event, including U.S. Congressman Senator Saxby Chambliss and House Speaker Glen Richardson.

KPUJ is the first jet-capable airport to be opened to the public in Georgia in over thirty years, adding additional capacity to the statewide system. It consists of a 5,500' x 100' runway (13-31) capable of handling most business aircraft in service today.

The airport construction took approximately 30 months to complete with an investment of more than \$40 million in federal, state and local funds. A sincere note of appreciation is due the FAA Atlanta Airport's District Office for their support. Without their oversight and unwavering commitment to fight for additional funding at the national level the construction would not have been completed so quickly.

A terminal building and fixed based operator (FBO) are planned to open in the Fall of 2009. The FBO will feature internet and electronic weather access, meeting areas, pilot rest areas, and sufficient parking for vehicles and aircraft. The airport is the center of a planned 10,000 acre pod system designed to enhance commerce and industry. For additional information on the Paulding County Regional Airport, contact Blake Swafford, Airport Director at (770) 505-7700 or visit [www.pauldingairport.com](http://www.pauldingairport.com).

### Reminder! CIPs, Project Applications Due Dec. 31st

Airport sponsors and consultants are reminded that all 5-year CIP updates and federal and state FY10 project applications are due to GDOT Aviation Programs no later than December 31, 2008. Airports should include their CIP and submit an application for projects to address clearing and obstruction removal if the airport does not currently meet state licensing standards. All federal applications should be submitted to the Aviation Programs office under its administration of the FAA's State Block Grant Program. Contact an Aviation Project Manager at GDOT for assistance.

### Fast Cash with GDOT Electronic Payments

GDOT is encouraging airport sponsors to enroll in the Department's Electronic Funds Transfer (EFT) program which eliminates paper checks and delays for project payments and electronically transfers them to the airport sponsor's bank account. GDOT encourages all airport sponsors to sign up

no later than January 30, 2009. Contact Corzetta Motley, GDOT-Aviation Programs at (404) 505-4865 or [cmotley@dot.ga.gov](mailto:cmotley@dot.ga.gov) for an enrollment form.

### '09-'10 Georgia Aeronautical Chart Coming Soon

The 2009-2010 Georgia Aeronautical Chart will be available for distribution in early February 2009. The aeronautical chart should be made available to pilots, airport tenants, local government agencies, and others interested in Georgia aviation. The chart will also be available for viewing and downloading from the Aviation Programs' website at [www.georgia-aviation.dot.ga.gov](http://www.georgia-aviation.dot.ga.gov). Contact Tom Carr, GDOT Aviation Programs, at (404) 505-4865 for more info.



### AIRGeorgia Awards \$2.8 Million

At the December meeting of the OneGeorgia Authority, Gov. Sonny Perdue announced two AIRGeorgia awards totaling \$2,847,086. The **Quitman-Brooks County Airport Authority** received \$661,104 to extend their 3600' runway to a length of 5000'. Additionally, **Meriwether County** received a grant for \$2,185,982 to extend their runway from 3000' to 5000'. For more information, visit [www.onegeorgia.org](http://www.onegeorgia.org).

### GBAA Accepting Scholarship Applications

The Georgia Business Aviation Association (GBAA) is taking applications for its scholarship program until April 1, 2009. For more info, go to [www.gbaa.org/scholarship.htm](http://www.gbaa.org/scholarship.htm).

### On the Move . . .

GDOT Aviation Programs is pleased to announce **Carla Faulkner** joined their staff in November as an Aviation Project



Manager. Carla is a graduate of North Carolina State University with a B.S. in Aeronautical Engineering and has worked for more than four years with the North Carolina DOT's Division of Aviation. She is a native of Raleigh, NC and is an FAA licensed pilot. Carla will initially be assigned to work with airports in northwestern Georgia and the Atlanta metro area.

On December 15th **Danny Doyle** will join the Aviation Programs staff as an Aviation Project Manager. Danny has more than 25 years of airport engineering and construction experience and is a welcome addition to the state aviation team. He will be assigned to airports in eastern Georgia along the I-20 corridor and the Atlanta metro area.

### In Memoriam

**Brown Hodges**, longtime airport advocate and chairman of the Americus-Sumter County Airport Authority, passed away in late November. ✈

# Coosa Valley Tech Aviation Center Opens in Rome

by Jon Byrd, Director of Aviation, Coosa Valley Technical College

Coosa Valley Technical College's Aviation Training Center is now open at Towers Field/Russell Regional Airport in Rome, Georgia. CVTC received certification from the Federal Aviation Administration (FAA) in September to offer curriculum in both Aviation Maintenance Technology (AMT) and Avionics Maintenance Technology (AVT) programs.



New students will be accepted into the two-year AMT program Spring and Fall quarters, and the AVT program every third quarter. Students are accepted any quarter to take any required academics pertinent to their major. Quarters are ten weeks long year 'round with a week or two break in between. Winter Quarter '09 begins January 6, 2009.

## TSA Proposal (continued from page 1)

discuss and submit comments to the NPRM either individually or as a group. Your Georgia Airports Association (GAA) has also established a sub-committee to review the NRPM and to submit comments to the GAA Board for submission as well. Meanwhile, it would behoove every airport operator that has or wants to have operations of aircraft weighing more than 12,500 pounds to review the requirements and submit their individual comments as well. ✈

Students can choose the Certificate, Diploma, or Degree major in AMT and either Certificate or Diploma in AVT. Upon successful completion of the AMT program, students will be eligible to test for the FAA's Mechanic Certification with Airframe and Powerplant ratings.

CVTC is currently going through the certification process to offer the FAA written, oral, and practical examinations along with the Federal Communications Commission (FCC) and National Center for Aircraft Technician Training (NCATT) tests for licensure and certification for AVT students. These services will also be offered to the general public. Contact Vicki Binkley for more information at (706) 802-5085 or [vbinkley@coosavalleytech.edu](mailto:vbinkley@coosavalleytech.edu). ✈

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### GEORGIA AIRPORTS ASSOCIATION

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