



2553 Airport Boulevard  
West Columbia, SC 29170  
(803) 896-6262  
www.scaeronautics.com

**Henry D. McMaster**  
GOVERNOR

**James D. Stephens**  
EXECUTIVE DIRECTOR

**Aeronautics Commission**

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March 29, 2019

The Honorable Gary E. Clary, Chairman  
South Carolina House of Representatives  
House Legislative Oversight Executive Subcommittee  
Post Office Box 11867  
Columbia, South Carolina 29211

RE: Follow up to March 6, 2019 Subcommittee Meeting

Dear Representative Clary,

Thank you for your letter dated March 6, 2019 with questions resulting from the Aeronautics Commission's hearings held February 26th and March 5th. The South Carolina Aeronautics Commission (SCAC) appreciates the opportunity to provide this additional information about our Airport Development programs.

SCAC has gathered responses, and compiled them for your review in the following pages, and we would welcome additional feedback as necessary.

Please feel free to contact me at your convenience at 803-896-6272 if you have questions, or require any additional information.

Sincerely,

James D. Stephens  
Executive Director

## Commission and Governance

1. Does SCAC notify congressional delegations of any information related to the agency's commission, including, but not limited to, when there are vacancies on the commission? If so, what information does SCAC regularly provide, outside of responding to questions from delegations?

- *SCAC does not notify the congressional delegations of any information related to the agency unless we are specifically requested to do so, or if we are requested to provide input regarding an airport within a congressional district.*

*The only information provided is to State Representatives and Senators when a vacancy in the commission has been created, or when an airport is provided a grant by the agency.*

2. Please compare SCAC commissioner duties and the duties of local airport commissioners. Please note any areas of overlap.

- *The SCAC's purpose is defined in SC Code Ann. §13-1-1010 to "oversee the operation of the division as the division's governing body". Collectively, the Commission supports the operations of the division by providing oversight to the Director as he manages the operations of the division.*

*Similarly, local airport commissioners are appointed by their local county or municipal governing bodies and should be done so based upon local regulations that govern the airport. There is no overlap between the SCAC responsibilities and local airport commissioners or advisory board members.*

3. Does SCAC intend to draft a written succession plan?

- *The division director does plan to implement a succession plan that is agreed upon by the Commission.*

## Land Use Maps

4. What is SCAC's understanding of the purpose for the agency creating, and more specifically, providing to county and city councils, land use maps for each public use airport?

- *The division understands the purpose of SC Code Ann. §55-13-5 to be the creation of "a map of each public use airport in the State showing airport property, runways, taxiways, runway approach and departure zones, airport safety zones and airport land use zones which are extended zones from each runway in which land use considerations should be made to prevent incompatible uses with aircraft and airport operations".*

*Regarding the provision of these maps related to public use airports, the division also understands that it "shall provide a copy of these maps to the county council, city council, the respective planning agencies, and airport commission, and the agencies responsible for the granting of plat subdivision approval and building permits having jurisdiction over the airport, or having jurisdiction in the vicinity of the airport under aircraft flight profiles arriving and departing the airport".*

- a. Are there any actions required of local governments after receipt of the maps?
  - o *The action required by local governments is defined further in SC Code Ann. §55-13-5. Specifically, "Each governmental body or agency receiving these maps shall ensure notice of any planned development, plat approval, or building permit issued in an airport safety zone or airport land use zone be provided to the division for review."*

*The code section continues and requires that "Land use decisions by county and municipal governments and local agencies shall take into account the presence of airport land use zones and airport safety zones and consult with the division, when possible, prior to making land use decisions within airport land use zones and airport safety zones."*

*Further, there is the requirement that "If the division provides comments, within thirty days, the governmental body must respond substantively in writing to each comment, separately stated before the issuance of the permit or approval."*

- b. Are there any actions the agency would recommend be taken by local governments to help further this purpose?
  - o *The agency has been working with local government officials with the creation and adoption of local ordinances that mirror this requirement so that local permitting officials are aware of the state requirements, and so that local land owners understand the impact of their land uses on the local airport.*
- c. What potential risks are created by a local government not taking actions after receipt of the maps?
  - o *The greatest impact is the potential degradation of the utility of an airport. If local governments do not protect the investments that have been made in their local airport, they run the risk of losing airport usability, non-compliance with FAA and State grant assurances, and overall economic losses related to the economic impact that is provided through the local airport.*

#### Airport Development

5. Did any statutory changes occur in North Carolina to help emphasize air commerce?

- *North Carolina passed a bill that provided for a credit to the Highway Fund from taxes collected on the short-term lease or rental of a motor vehicle. This credit was then used to fund improvements to the commercial service airports within NC.*
  - a. *What did North Carolina seek to achieve through these changes? The above bill was pushed by the commercial service airports themselves, for the sole purpose of providing for funding that would enable each airport to expand infrastructure to meet the demands of passenger enplanements and deplanements.*

## Performance

6. Please list any data in the 2006 and 2018 economic impact studies which can, and cannot, be reasonably compared.

- *Both the 2006 and 2018 economic impact studies followed established principals for these types of analyses, measuring economic impacts in three categories.*

*Direct Impacts – Direct impacts are defined as economic activity that is directly due to the presence of an airport. Examples include payroll paid to airport staff and airport tenants (including support staff such as finance support, administration, human resources, etc.), spending for goods and services needed for airport operations, spending on capital projects and spending by visitors to the airport.*

*Indirect/Induced Impacts – Indirect/Induced impacts is the economic activity that is generated by the secondary spending of direct impacts. An example of indirect/induced impacts are when airport visitors spend money at a hotel (direct impact) which then uses that money to support operations, pay employees, purchase goods and services, etc. Indirect impacts are computed using a multiplier which is modeled using a product called IMPLAN with South Carolina specific economic data. Both the 2006 and 2018 studies used IMPLAN.*

*Total Impacts – The combination of Direct and Indirect/Induced Impacts*

*Since both the 2006 and 2018 studies used similar methodologies and both used IMPLAN with South Carolina specific data, SCAC believes that the data can be reasonably compared. The 2006 study showed statewide economic impact of \$4.34 billion which increased to \$16.34 billion by 2016. While a portion of the growth can be attributed to recovery from the recession, a large part of this growth is attributed to the addition of the Boeing facility in Charleston and the support business that followed (\$4.18 billion).*

7. How does SCAC measure customer satisfaction in regard to its service of reviewing and approving airport construction plans?

- *There is no formal measurement for customer satisfaction in this area. The ultimate customer satisfaction comes through the receipt of grant funds for the associated airport improvement project, and these reviews enable the division to ultimately reach a point where a grant can be offered.*

8. Are there any common performance measures utilized by aeronautics divisions around the country and/or airports, or others in the aviation industry (e.g., number of runways in good or excellent condition; number of flights with no accidents; etc.)? If so, please provide a list of these measures and, for each, indicate whether the agency and/or any airports in the state track this data.

- *There are several performance measures that are routinely tracked by the aviation industry (especially commercial service airports). A couple of these are tracked by SCAC, but most are not pertinent to SCAC's mission. The measures that are tracked by SCAC are:*

*Pavement Condition Index (PCI) – PCI is measure that provides an indication of the quality of the pavement. Scores range from 100 (new construction) to 0 (fully failed). SCAC tracks PCI.*

*Enplanements – An enplanement occurs when a person boards a commercial aircraft. Enplanements are an industry measure used to track activity at commercial service airports. SCAC tracks enplanements at South Carolina airports.*

*Other measures tracked by commercial service airports include:*

*Security wait time*

*Check-in time*

*Mishandle baggage*

*On-time airline performance*

*Baggage claim wait time*

9. Please provide the number of runways around the state that are currently closed as a result of the runway being unsafe. Also, please provide any known information on plans to repair and re-open any of these runways.

- *At this point in time, there are only two known runways that have been closed because they were unsafe. In November 2014, the Town Council of Calhoun Falls voted to turn the Hester Memorial Airport into a private airport until operating funds could be gathered for the correction of safety issues that were identified by the division. To date, the airport has not been maintained, and to re-open would require pavement resurfacing, land or easement acquisition, and tree removal.*

*Another airport that was closed was the Hemingway Stuckey Airport in Williamsburg County. This airport was owned by the Town of Hemingway, but due to inactivity and neglect, the airport was taken over by the County. Eventually, in September of 2014, County Council voted on a resolution that provided for the closure of the airport. This airport would also require extensive pavement rehabilitation, land or easement acquisitions, tree clearing, and possibly the relocation of a road.*

10. What type of data does the agency have on the number of plane crashes or accidents at airports around the state?

- *Because of the regulatory environment within the FAA and NTSB, the compilation and response of aircraft accident investigations is managed by federal entities. The SCAC has no historical data on aircraft accidents at airports around the state. This information is retained by the FAA and could be requested as needed.*

a. Is this data available online? *Yes.* <https://www.nts.gov/layouts/ntsb.aviation/index.aspx>

b. How can this data be sorted, if at all? *Search features allow for queries that can be viewed based on several different variables.*

### Flights

11. Please communicate with state fleet management, and other impacted parties, to determine the following as it relates to creating a formula online in which an agency could enter applicable information about planned travel to determine if it is more cost efficient to travel in a state car or SCAC plane. In the discussions, please consider the amount the formula may be utilized; potential benefits; potential costs; and potential time to create and maintain.

- *We will reach out to state fleet management to initiate this discussion, but the division recommendation would be for the legislature to put together the requirement for aircraft users to evaluate through their own means the cost/benefit of their utilization of state aircraft. This recommendation is given due to the extensive, varying parameters that are related to each agency, each trip, and the associated time values of state staff in which they may need to utilize state aircraft.*

12. Is the following information publicly available in an electronic database or chart that can be sorted and searched, and, if not, has the agency considered making it available online?

Breakdown of the number of legs of SCAC flights, sorted by the entity(ies)/individual(s) flying, including, but not limited to members of all three branches of government, along with the purpose of flight, whether passengers were on board (since some trips involve flying the plane to a location to pick up passengers), and whether the entity(ies) were billed for the flight.

- *The division website has a listing of all flights and manifests and has displayed this information in conjunction with the requirements that are included in annual budget provisos. It is in .pdf formats, and cannot be searched, sorted, or evaluated through queries. The division is currently looking at flight management software that may enable the division to provide for an easier, searchable reporting format.*

13. Please provide, for each of the last three years, the total cost to fly SCAC planes and amount received from entities flying on the planes.

| <i>Year</i> | <i>Expenses</i>     | <i>Revenue</i>      | <i>Flight Hours (FH)</i> | <i>Average per FH</i> |
|-------------|---------------------|---------------------|--------------------------|-----------------------|
| <i>FY18</i> | <i>\$918,801.70</i> | <i>\$390,071.59</i> | <i>332.4</i>             | <i>\$1,590.64</i>     |
| <i>FY17</i> | <i>\$799,728.65</i> | <i>\$325,341.55</i> | <i>251.3</i>             | <i>\$1,887.73</i>     |
| <i>FY16</i> | <i>\$700,469.52</i> | <i>\$233,666.97</i> | <i>232.8</i>             | <i>\$2,005.17</i>     |

- *Expenses includes: Services, Supplies, Fixed Charges, Travel, Facility Overhead, and Payroll.*
- *Revenue includes: Flight Cost Reimbursements from other agencies, and Maintenance Revenue.*

14. Is the agency aware of any requirement in law that it, or another agency, maintain a list of planes and helicopters owned by state agencies? *No.*

15. Please provide a list of governmental entities that own planes or helicopters, the number owned by each, and the entity (e.g., name of state agency or private vendor) that performs maintenance on each.

| <i>Agency</i>                  | <i>Aircraft</i>  | <i>Maintenance</i>  |
|--------------------------------|--|---|
| <i>Division of Aeronautics</i> | <i>King Air 350<br/>King Air C90</i>   | <i>In-house</i>   |
| <i>DNR</i>                     | <i>Vulcan Air P-68<br/>Cessna 210<br/>Cessna 206</i>   | <i>Division of Aeronautics provides maintenance services for all aircraft</i>   |
| <i>Forestry</i>                | <i>Cessna 206<br/>Cessna T-41B (172)<br/>Cessna T-41B (172)<br/>Cessna 182<br/>Cessna T-41B (172)<br/>Cessna 172<br/>Cessna 180<br/>Cessna 182</i> | <i>Aircraft are maintained by companies or individuals below:<br/><br/>Clamps Aero Service, Newberry, SC<br/>Pride Aviation, Sumter, SC<br/>S &amp; S Aviation, Winnsboro, SC<br/>Donald Bennet, IA, Walterboro, SC<br/>Spencer Perrine, IA, Walterboro, SC</i> |

|                |   |   |
|----------------|---|---|
|                | <i>Cessna 182</i><br><i>Cessna 172</i><br><i>Cessna 182</i> |   |
| <i>SLED</i>    | <i>MD500</i><br><i>MD500</i><br><i>MD500</i>                | <i>Southeast Helicopters, Inc. Saluda, SC</i><br><i>Southeast Helicopters, Inc. Saluda, SC</i><br><i>Southeast Helicopters, Inc. Saluda, SC</i> |
| <i>Clemson</i> | <i>Cessna Citation CJ3</i><br><i>King Air C90</i>           | <i>Cessna Citation, Greensboro, NC</i><br><i>Stevens Aviation, Greenville, SC</i>   |
| <i>UofSC</i>   | <i>King Air 350</i><br><i>King Air 350i</i>                 | <i>Stevens Aviation, Greenville, SC</i><br><i>Interstate Turbines, Charleston, SC</i>   |

16. How does the cost of a plane and helicopter, with similar ability to carry passengers, compare in terms of upfront cost and maintenance costs?

- *Acquisition costs are highly variable and would depend upon the aircraft that is selected as a potential replacement. To provide quality guidance to the legislature, the division would perform a thorough evaluation of typical mission profiles including normal passenger loading, distances traveled, crew operational requirements, and maintenance estimating, staff training, etc. At this point in time, a rough estimate would be that a turbine helicopter would cost two to three times what a new fixed wing aircraft would be, and that would be primarily due to maintenance, crew, and training costs.*

17. The next time SCAC needs to replace one of its planes, would replacing the plane with a helicopter, as opposed to another plane, be a feasible option? Why or why not?

- *Although the idea of having an aircraft that can provide for the direct shuttle to an economic development site is enticing, the costs would be a limiting factor, but also a number of other items that should be considered. One of those items is the fact that helicopters cannot just land anywhere. Another is that a helicopter would be limited in its ability to provide for long-distance travel needs. It is also limited due to its ability to get above weather, therefore, it would be forced to fly at lower altitudes which would put you right in weather patterns.*

*Finally, a helicopter could be a nice add-on to the flight department but the limitations on range, passenger loading, air speed limitation, and increased operating and acquisition costs would outweigh any perceived benefits.*

### Drones

18. What information and research would be needed for the agency to provide an estimate on the cost and personnel needed to operate a central unmanned aircraft division which could provide services to all state agencies?

- *For the division to provide an estimate for the creation and operation of a central unmanned aircraft division, the initial step would require a statewide survey that identifies agencies currently using the technology, agencies planning to use the technology, and an evaluation of potential uses related to all agencies and their programs. Based upon the responses, cost estimates would need to be developed to identify unmanned aircraft platforms that would be*

*needed to fit the associated mission profiles. These cost estimates would need to include operator requirements, aircraft requirements, insurance requirements, and planned utilization.*

19. Does the state Materials Management Office collaborate with SCAC when procuring state contracts for unmanned aircraft services requested by other state agencies? If not, would SCAC recommend it?

- *Currently, the MMO does not collaborate with SCAC when procuring state contracts for unmanned aircraft services, and the division is unaware of any current statewide contract pursuits. In the future, depending upon the type of deliverables being requested, it may be beneficial for the MMO to include Aeronautics in the discussions due to our familiarity with Federal Aviation Administration regulations.*

20. Please provide a brief explanation of the following as it relates to unmanned aircrafts/drones:

a. Status of the Federal Aviation Administration process of formulating federal regulations;

- *Current FAA regulations and directives cover recreational and modeling fliers, certificated commercial operators, public safety and governmental programs, and those that utilize the technology for educational purposes. In the past few years, there have been significant changes related to the registration of drones, geographic operational restrictions, and airspace limitations.*

*Current guidelines provide direction to the user related to where they can fly, restrictions as an operator, and safety tips to ensure the safety of those involved or observing the flights.*

b. Steps other states have taken in developing their own statutes and regulations;

- *North Carolina established laws related drone operations, and specifically provide for the completion of a knowledge test, the requirement of a permit, the limitation on drones related to surveillance, hunting, fishing, interference with manned flight, and the attachment of weaponry. They also provided for the defining of launch and recovery sites, and a prohibition of usage over prison facilities.*
- *Alabama developed a task force which included the state, interested state agencies, military, educational institutions, and other interested parties to create a regulatory framework that could be utilized to enhance the legislative efforts related to the creation of state law.*

*Their efforts have not been completed, but the Division of Aviation director relayed some valuable resources that may be beneficial to the development of state law in South Carolina.*

*National Conference of State Legislators: Current Unmanned Aircraft State Law Landscape*  
<http://www.ncsl.org/research/transportation/current-unmanned-aircraft-state-law-landscape.aspx>

*National League of Cities: Cities and Drones, What Cities Need to Know About Unmanned Aerial Vehicles (UAV)*  
<https://www.nlc.org/sites/default/files/2016-12/NLC%20Drone%20Report.pdf>



c. Steps SCAC believes may be beneficial for South Carolina to take in developing state laws;  
and

- *The Division believes that to facilitate a proactive, systematic approach to the development of state law, the Committee should consider the development of a stakeholder's group that could create a legislative/regulatory framework that could adopted for UAS operations in South Carolina. We also believe that this process should consider the successes and guidance of other states who have gone before to develop similar legislation. However, care and consideration should be given related to the federal regulatory environment that already exists.*

d. Potential risks in waiting to begin developing state laws.

- *There are no apparent risks in taking a slower, methodical approach to the development of state law.*

21. Would the agency be willing to have a regular exhibition of the capabilities of its unmanned aircrafts for state agencies in case other agencies may wish to utilize similar equipment to accomplish aspects of its work? If yes, does the agency anticipate it would need additional funds to hold such an exhibition?

- *The SCAC would be willing to host an exhibition related to the programs that we operate, but we would not be able to exhibit other unmanned aircraft technologies. As stated in the hearing, we have already done some of this over the past few years. We would not anticipate any additional funding to continue to communicate our utilization and benefits.*

Grants

22. Please provide a breakdown of the source of funds that go into the State Aviation Fund and amount from each source.

| <i>Revenue Source</i>       | <i>FY 2015-16</i>     | <i>FY 2016-17</i>     | <i>FY 2017-18</i>     |
|-----------------------------|-----------------------|-----------------------|-----------------------|
| <i>Aviation Fuel Tax</i>    | <i>\$1,818,519.66</i> | <i>\$1,847,621.39</i> | <i>\$2,335,683.82</i> |
| <i>Airline Property Tax</i> | <i>\$0</i>            | <i>\$1,935,404.90</i> | <i>\$2,317,212.51</i> |
| <i>Total</i>                | <i>\$1,818,519.66</i> | <i>\$3,783,026.29</i> | <i>\$4,652,896.33</i> |

23. Does the agency have a dedicated source of funding for state grants which can be utilized to match/obtain grants from the Federal Aviation Administration?

- *No. All the funds for airport improvement grant and maintenance programs come from the State Aviation Fund. There are no separate sources of state funds that are utilized to match/obtain FAA grants.*

24. Are there any difficulties, timing wise, in having state funds available to match federal grants? If so, what options would the agency propose for how to resolve any difficulties?

- *Each year, the SCAC begins with a fund balance that has much of its value encumbered by grants that are open and in the process of being drawn upon. After open encumbrances have been considered, the "uncommitted" amount of money and any revenues that are received during that same fiscal year are utilized to support eligible capital or maintenance projects at airports across*

*the state. For the past four+ years, the division has been waiting on revenues to be received prior to executing new grants that are offered to publicly owned, public use airports.*

*This waiting period causes concern at the local level because the airports receive FAA grants in the first quarter of the state fiscal year. The trend of available state matching funding has been that funds are not available until the third quarter. Because of the uncertainty of the timing of available funding, the division has taken the position that it will fund approved grants based upon cash availability and priority. If cash does not become available during a fiscal year, any requested grants that were not funded are not funded and are not considered in the next fiscal year. If they were to be considered, the problem would compound year after year.*

*To facilitate better grant timing, and the availability of matching funds utilized to secure federal grants, the division recommends that SC Code Ann. §55-5-280(B) be amended to direct all the taxes collected pursuant to Section 12-37-2410 to the State Aviation Fund. This change would provide for another \$2.5M annually and would position the State Aviation Fund in such a way that grants could be offered when requested and would allow for the development of other airport development programs for smaller airports and for the larger commercial service airports.*

25. Please explain the prioritization criteria utilized by the Aeronautics Commission for grant project requests.

- *In general, airport facilities that are eligible for state funding must be available for public use and they are required to meet appropriate FAA design standards. Projects that are eligible for state funding are subject to state priority rankings. The ranking system is a combination of quantitative and qualitative scoring criteria that helps the Agency justify and prioritize development projects.*

*In the South Carolina Aeronautics priority ranking system, there are four scoring categories, with each of the four categories separated into subcategories with assigned scoring levels. The rating system generally scores the airport development in accordance with Aeronautics Commission goals and objectives with the highest priority placed upon safety (e.g. clearing runway approaches of obstructions). The categories are described below.*

- *Category I – Project Justification: Category I assigns points based upon the type of project. The subcategories are...*
  - Safety and Security*
  - Preserve/Rehabilitate Existing Facilities*
  - New Air Service/Economic Development*
  - Planning Studies*
  - Environmental Studies*
  - Upgrade to Standards*
  - Capacity Enhancements*
  - Land Acquisition*

- Category II – Airport Classification and Demand: Category II assigns points based upon the size and level of activity at the airport. More active airports get higher points than smaller less active airports. The subcategories are...
  - State Classification of Airport*
  - Annual Enplanements*
  - Air Cargo*
  - Annual Operations*
  - Based Aircraft*
- Category III – Sponsor Responsibility: Category III assigns points based upon how well an airport owner maintains, adheres to standards and implements recommended initiatives such as compatible land use zoning or airport minimum standards. The subcategories are...
  - Airport Security*
  - Airport Minimum Standards*
  - Airport maintenance*
  - Compatible Zoning*
- Category IV – Other Relevant Factors: Category IV assigns points based upon miscellaneous factors not considered in the other categories. The subcategories are...
  - Federal Funding (whether the project is receiving Federal funding)*
  - Personal Property Tax Initiative (property tax on aircraft)*

26. Please provide the steps taken by the agency to confirm grant requirements are being met from those applying for the grant and at the time the grant is awarded.

- *Once a grant request is received, it is reviewed to make sure it complies with eligibility requirements. If the project is eligible, then the financial information is reviewed to check that project costs (construction costs, consultant fees, administrative costs, etc.) are in line with current costs for airport projects in South Carolina.*

*After project eligibility and project costs have been confirmed, the agency reviews the airport sponsor's grant history and status to check past grant management performance. Airport upkeep and maintenance is monitored annually through the airport inspection program.*

27. Are all SCAC grants reimbursement only?

- *Yes.*

28. Are there requirements a grantee must meet after receiving grant money from SCAC? If so, please explain.

- *Each grant offer comes with Grant Assurances that the sponsor must adhere to for the useful life of the project.*

29. What options are available to the agency to enforce grant requirements?

- *Withhold grant reimbursements for ongoing projects.*
- *Withhold grants for future projects.*

a. Are there any other desired enforcement mechanisms?

*No.*

30. Is there any revenue generated directly for the state because of the grants the agency provides? If so, please explain.

- *Yes. The SCAC grant program provides funding for a variety of airport capital improvement and planning projects. The funds that are provided through the grant program support full-time or part-time employment related to human resources, accounting, construction, grants administration, financials services, etc. This employment generates income tax for the State of South Carolina. In addition to employment, the funds also support construction projects which pay sales tax on materials purchased for each of the projects being supported.*

31. Please explain how the agency would utilize an extra \$2.5 million, including specific projects, how those projects would benefit the state, and whether those projects would generate any money for the state, if the General Assembly amended Code Section 55-5-280(B), as requested by the agency?

- *Annually, SCAC receives approximately \$4 million in state appropriations to support the maintenance and development of South Carolina airports. Of this \$4 million, approximately \$2 million is used to match federal grants, with the remainder allocated between AWOS system maintenance, pavement maintenance and vegetation control.*

*There are several currently unfunded potential projects where the agency could utilize the additional \$2.5 million in airport property tax. These potential projects include:*

*Projects eligible for AIP funding, but currently not funded due to FAA limitations. - The 2018 South Carolina Aviation System Plan Update identified needs of almost \$154 million annually to fund all system planning, capital and maintenance requirements. With FAA funding typically around \$35 million annually, there is significant funding shortfall (Section 6.4.3) for required airport improvements. According to the report, state and federal funding currently provide 25% of the estimated annual funding needs for South Carolina airports. Due to this funding limitation, airport sponsors sometimes delay needed improvements until FAA funds become available.*

*Secondary Runways – South Carolina has twelve (12) airports with secondary runways, which are not currently eligible for FAA funding. Secondary runways provide several benefits to pilots including better wind coverage (pilots land and take off into the wind) and redundancy when a runway requires maintenance or reconstruction.*

*Airports not eligible for FAA funding – South Carolina currently has nine airports that are not eligible for FAA funding. Although not eligible for FAA funds, some of these airports are still valuable to South Carolina system.*

*Commercial Service Airports not currently receiving State funding – The agency has four (4) commercial service airports that are not currently eligible for State aid (Greenville-Spartanburg International, Columbia Metropolitan, Charleston International, and Myrtle Beach International). These airports contribute to the Agency's available grant funds through the airline property tax and should be eligible to receive some of this money for their projects.*

*Other projects not eligible for FAA funding – There are not many projects that fall into this category, but one project of considerable importance is the strengthening and widening of*

*Taxiway A at Donaldson Field (Greenville). Lockheed Martin has a facility at Donaldson Field where they perform maintenance on C-130 Hercules, C-5 Galaxy and P-3 Orion aircraft. In addition to the maintenance component, this Lockheed Martin facility was recently awarded a mission to assemble the F-16 Fighting Falcon. Although Lockheed Martin is a private company performing this work under contract, the FAA considers the Lockheed Martin activity as a military mission. Military missions are not eligible for FAA funding. Taxiway A is not wide enough or strong enough to support the military aircraft using Donaldson Field and must taxiway on the runway instead of using the parallel taxiway.*

Laws

32. Please provide a list of the laws applicable to the agency, including authority granted to the agency in the laws, which have not been utilized in over ten years (e.g., agency owning an airport, Clemson University having its own airport). Please list those that may be needed in the future and those which may not, separately.

- *The items listed below are laws or regulations that have not been utilized by Aeronautics within the past ten years, are not necessary because there are no state processes for them, or are not needed because they are controlled via Federal Aviation Administration Regulations.*

|     |                            |  |
|-----|----------------------------|--|
| 13  | <i>State Code 15-9-390</i> | <i>Service on Non-Resident Operators of Aircraft</i>           |
| 14  | <i>State Code 15-9-400</i> | <i>Procedure for Non-Response to 15-9-390</i>                  |
| 15  | <i>State Code 15-9-410</i> | <i>Certificate of Public Convenience for Air Carriers</i>      |
| 16  | <i>State Code 23-33-20</i> | <i>Permitting for Missile Discharge</i>                        |
| 119 | <i>State Code 55-11-10</i> | <i>Clemson University: Operation/Maintenance of an Airport</i> |
| 194 | <i>S.C. Reg. 3-1</i>       | <i>Landing of Aircraft on a Beach</i>                          |
| 195 | <i>S.C. Reg. 3-3</i>       | <i>Permit required for Air Shows, Aerial Exhibitions, etc.</i> |
| 196 | <i>S.C. Reg. 3-4</i>       | <i>Pilot Regulations</i>                                       |
| 197 | <i>S.C. Reg. 3-5</i>       | <i>Registration of Spraying, Dusting, and Seeding Aircraft</i> |
| 198 | <i>S.C. Reg. 3-10</i>      | <i>Certificate of Public Necessity and Convenience</i>         |