



SOUTH CAROLINA AERONAUTICS COMMISSION

ACCOUNTABILITY REPORT

FISCAL YEAR 2012-2013

Agency: South Carolina Aeronautics Commission

Submitted: Monday, September 16, 2013

Commission Chairman: Delphin A. Gantt, Jr.

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SECTION I EXECUTIVE SUMMARY

- **Mission & Values**

The South Carolina Aeronautics Commission (SCAC) oversees the safety and development of the state's public use airports and provides safe air transportation for state agency employees, legislators, constitutional officers, and business prospects. The Commissioners, leadership, and staff of SCAC are committed to the mission of this agency and strive to enhance the quality of life and ensure aviation safety for all South Carolinians.

Mission Statement: Fostering air commerce by overseeing the safety and development of the state's public use airports and providing safe, reliable air transportation for state agency employees and business prospects.

- **Major Achievements**

- Administered and financially participated in thirteen state funded grants totaling \$1,556,918. Eight of the grants were Capital Improvement Projects (CIP's). Five CIP's qualified for 90 percent federal funding and one qualified for 95 percent federal funding receiving \$1,061,605 in federal funds. Two additional CIP's received 60 percent funding from SCAC and were matched with 40 percent funding from the airport owner. In addition to the state funded CIP's, three projects were funded as Airport Maintenance Projects and were funded at 75 percent from SCAC and 25 percent from the airport owner. The remaining two grants received 100 percent funding from SCAC, and were for education and promotion of aviation within South Carolina. All CIP's and grant recipients met their project planning budgets.
- For the past three years, SCAC has administered nine state sponsored federally funded fencing projects at various airports in South Carolina. SCAC administers the project development from design to construction, including associated engineering management. The Federal Aviation Administration (FAA) granted \$3,082,618 for 95 percent of the project development costs including construction. Four of the nine projects are underway and the other five are completed.
- Six additional federal grants that were issued to SCAC in FY 2012/13 are being administered and developed from design to construction including associated engineering management and are still ongoing.
 - 1) Grant to update the state system plan study for land use, zoning and approach control for all South Carolina airports in the National Plan of Integrated Airport System (NPIAS) and acquire land for airfield development (two parcels for 32 acres) at Allendale County Airport in the amount of \$346,927.
 - 2) Grant to install a perimeter security fence at Kershaw County Airport in the amount of \$413,302.
 - 3) Grant for Land Use/GIS in the amount of \$500,000.
 - 4) Grant for Greenville County, Allendale County and Lancaster County airports

in the amount of \$202,569.

5) Grant for Marion County and Pageland airports in the amount of \$283,165.

6) Grant for Georgetown County, Newberry County, and Bamberg County airports in the amount of \$498,400.

- Published 2013 Aeronautical Charts and South Carolina Airport Directory and Pilot's Guides and distributed them at no charge to airports and individuals upon request.
- Inspected all 54 general aviation public use airports to ensure they maintain state and FAA safety standards.
- Provided professional, cost effective, and safe air transportation for the Governor, constitutional officers, state agencies, educational institutions, and business prospects.
- SCAC continuously updates the agency website www.scaeronautics.com. Additions include an events page at www.scaeronautics.com/events.asp that contains major upcoming aviation related events. The interactive GIS mapping application cartography has been redesigned to provide recognition of air carrier, military, public, private, glider, ultra-light and helicopter aviation facilities in South Carolina. Additional enhancements have been added to the GIS mapping application, including the addition of statewide topographic contours for public airports, the addition of high resolution approach imagery for select airports, caching of airport aerial photography for faster viewing performance, and the periodic, iterative update of dynamic GIS data layers. SCAC has also developed an airmen mapping application for internal use that depicts the location, name, address and certification level of every FAA certified pilot, mechanic, instructor, tower operator and parachute rigger in the state.

- **Key Strategic Goals**

- Create a Strategic Plan for aviation infrastructure development and promote and enhance continuing aviation education programs such as aviation art and industry support services.
- Hold the third annual summer aviation science camp for high school students.
- Pursue Memorandums of Agreements (MOA) with other state agencies for use of SCAC aircraft.
- Continue to pursue state sponsorships of FAA state apportionment funds.
- Conduct an airport land use inventory of surrounding airport properties to determine height restriction and land use controls.
- Assist in the implementation of the Aviation Task Force plan supporting infrastructure enhancement and needs.
- Execute a GIS airport land use permitting approval program used by county and city building and zoning licensing departments.
- Reconcile and evaluate airline property tax structure and fuel tax fees.
- Execute an action plan with South Carolina Department of Commerce (SCDOC) to remove sales tax on aircraft parts.

- **Key Strategic Challenges**
 - Lack of general appropriation funds to manage statewide aviation mandates and regulations including the hiring of a fulltime KA-350 type rated pilot
 - Funding issues that have limited the ability to hire and/or replace staff due to attrition
 - Full authorization to spend state aviation fuel taxes

- **How the Accountability Report Improves Organizational Performance**
 - Involvement by individual staff creates self-evaluation of goals and achievements
 - Allows for evaluation of agency's accomplishments and failures especially in areas of achievement of agency's stated goals
 - Provides format for review to make improvements to processes and procedures, which gives better customer service and agency efficiency

SECTION II ORGANIZATIONAL PROFILE

1. Main Product & Services

SCAC consists of a staff of twelve full-time employees including two contract employees. SCAC also has five part-time contract pilots and one part-time employee, and an eight member Commission that provides policy guidance and oversight.

SCAC is not a standalone agency. By law, the division is tethered under the State Budget and Control Board (B&CB) but SCAC is required to administer division policy and procedures, enforce and regulate state aviation law and aviation regulations, issue and monitor the division budget, and execute financial accountability. The B&CB provides human resource, administrative support services, and governmental internal operations assistance to SCAC.

SCAC has two departments: Flight Operations and Airport Development, which report to the program manager. The program manager, accountant and grants manager, general aviation ambassador, and the office manager report to the executive director. The executive director reports to the Commission. SCAC maintains two state aircraft utilized for state business. Flight Operations provides safe, reliable, and cost effective air transportation with timely response to assist in achieving the division's mission and goals by providing air transportation to the Governor, constitutional officers, state agencies, educational institutions, and other state leaders on state business and to business prospects. To date, SCAC has flown over 79 years and approximately 91,700 hours without an accident. The chief pilot attends flight training annually for recertification and employs qualified contract pilots. The chief pilot has sixteen years of experience and 6,000 flight hours.

The King Air 350 can comfortably seat up to nine passengers and cruise at 340 miles per hour. All locations in South Carolina can be reached from Columbia in 40 minutes or less. The King Air C90 can comfortably seat up to seven passengers. Flights on these aircraft provide travel flexibility and mobility with access to locations not served by commercial airlines, utilization of private airtime to prepare for meetings and hold private conferences, indirect cost savings by efficient use of time and no overnight expenses, hassle free boarding with no long lines and cost savings especially when three or more persons are traveling. Flights on the King Airs are scheduled on a first come/first serve basis. The cost is \$1,250 per hour for the King Air 350 and \$850 per hour for the King Air C90.

Aircraft Maintenance provides regular maintenance as well as any other maintenance needs for the King Air 350 and the King Air C90 aircraft. In addition, Aircraft Maintenance provides maintenance for the South Carolina Department of Natural Resources' (DNR) three aircraft and Civil Air Patrol (CAP) aircraft at a rate of \$55 per hour and fuel for state owned aircraft. The chief mechanic holds an FAA Airframe & Powerplant License, FAA Inspectors Authorization, and Beechcraft Master Mechanics Certification. Mechanics take retraining annually for recertification.

The administrative office consists of the executive director, program manager, the office manager, the general aviation ambassador, and the accountant and grants manager. The executive director serves at the pleasure of the Commission. The executive director works with the Commission and the B&CB to establish budgets and control costs for SCAC. The executive director works with the FAA, airport sponsors, customers, legislators, community leaders and regulatory agencies regarding grants; security and development of the state airports system.

The program manager serves as second-in-command of SCAC as well as direct report for Flight and Airport Development. As second-in-command to the director, he works closely with the director to control the budget and oversee daily operations and costs. He works closely with employees in all areas to support the mission of SCAC. The program manager works with the staff to ensure all duties are performed in a timely and accurate manner and that excellent customer service is given at all times. The program manager is responsible for all special projects and programs at SCAC such as the Aviation Education Summer Camp. He also serves as liaison to the South Carolina Aviation Association (SCAA).

The office manager provides administrative support to the executive director, the program manager, the Commission, Flight and Airport Development; records minutes of the Commission meetings as recording secretary and ensures that postings of the Commission meetings are made at least 24 hours prior to the meetings for the media and the public, and posts the approved minutes on the SCAC website following each meeting. These postings are to meet freedom of information requirements. The office manager is trained on the South Carolina Enterprise Information System

(SCEIS) for accounts payable, accounts receivable, grants management, human resources, and receives and records all incoming checks for SCAC. In addition, invoices are prepared and submitted for payment as backup to the accountant and grants manager. Administrative labor charges are prepared for submittal against FAA grants. The office manager also functions as administrative and human resources manager for SCAC.

The general aviation ambassador promotes aviation by making presentations at civic clubs and business organization meetings in South Carolina. He presents general aviation solutions for business concerns by providing insights into how to increase productivity by utilizing door to door service that takes less time than a commercial airliner by landing closer to your destination, one day service, with no hotel stays thereby saving money and time. During FY2012/13, the aviation ambassador gave ten presentations to 226 attendees at various Rotary, Lions, Optimist, and Chambers of Commerce meetings across the state.

The accountant and grants manager is proficient on SCEIS for accounts payable, accounts receivable, grants management and procurement. In addition, invoices are prepared and submitted for payment in a timely manner. The accountant and grants manager prepares reports as needed and necessary for grants reconciliation and other accounting reports and aging reports as needed to maintain balanced financial records and budgetary records as necessary. The accountant and grants manager assists the executive director with budget preparation and submittal annually. The accountant and grants manager attends ongoing SCEIS training courses throughout the year.

The administrative office maintains the budget and provides administrative support to the executive director, program manager, Commission, Airport Development, and Flight Operations. The administrative office also maintains personnel records, SCAC minutes, and documentation for Commission meetings

Airport Planning, Engineering and Maintenance

Airport Development is responsible for the administration of the state aviation fund and the oversight and development of the 60 public use airports. Airport Development and the executive director work closely with the FAA Southern Regional Airport District Office (ADO) to administer millions of dollars of federal grants each year. The airport development staff enhances its productivity and management efficiency using computerized automated tools and software programs. One of these products is the *South Carolina Comprehensive Aviation Information Reporting System (SC-CAIRS)*; which received the 2001 National Association of State Aviation Officials (NASAO), "Most Innovative State Program Award". Using "off-the-shelf" software, and an array of airport development applications, SC-CAIRS can assist airport management in planning and engineering the state-wide aviation network. SC-CAIRS has been greatly enhanced in FY12/13 with additional new software applications and interactive programs for sponsors and users. SCAC also

partners with other state agencies using memorandums-of-agreement, such as the University of South Carolina, Department of Transportation, the State Emergency Preparedness Division, State Fire Academy, Department of Corrections, the National Disaster Medical Center (NDMC)/Federal Coordinating Center, and DNR) to enhance aviation support services in South Carolina. Airport Development provides the airport inspection program, the airport capital improvement programs for state and federal grants, aviation planning, design engineering services, airport pavement maintenance and airfield marking programs, which include wildlife and vegetation control programs.

The Airport Development services include the airport safety inspection program; the airport capital improvement programs for state and federal grants; limited airport maintenance assistance and airport planning services to assist airport owners in airport standards, codes and regulations. The staff provides advice to airport owners, operators and aviation consultants regarding federal, state and local minimum airport design standards, environmental requirements, and operational fundamentals. These are essential to the maintenance of a safe and efficient state aviation system.

Airport Safety Inspections – Airport inspections are conducted to comply with federal requirements. The inspections cover two main areas – airport activity and airport safety particularly with regard to ensuring flight approaches to airports are safe according to FAA established criteria.

Airport Capital Improvement Programs (CIP's) – Assistance is provided to public use airports in South Carolina for planning and design of facility improvements. Construction plans and planning documents are reviewed with respect to approved airport planning, facilities, and design guidelines. Working closely with the FAA, needed airport improvements are categorized and prioritized to optimize the potential of receiving federal grant funding. Some of these projects, primarily small projects at low activity airports, are developed by the staff of SCAC for bidding and construction. Assuring that the state matching share is provided to all eligible airport improvement projects, including projects with no federal funding is a service provided in this category.

Airport Maintenance - Provides limited non-construction airport pavement maintenance (crack-sealing and pavement rejuvenation), airfield marking programs, fire ant control, pavement vegetation control, fence-line treatment, and weed/grass control programs. On an annual basis, the Airport Development staff attends training and conferences offered by the state and the FAA to maintain certifications and expertise.

Statewide Aviation System Planning – System planning generally involves looking at general or specific areas relating to the operation of the airports and fulfillment of national, state and local objectives/goals for the airport development and the role of the airport from local and statewide viewpoints. In the past, statewide studies of

airfield pavement conditions, statewide aviation system studies, economic impact, aerial airport and approach mapping studies have been some of the planning efforts undertaken by the agency. Currently underway is an inventory of local controls to assure safe approaches and public safety around airports. Other Land Use and Zoning issues are being investigated around South Carolina's airports to insure compliance with new regulations outlined in Title 55.

SCAC owns and maintains 28 automated weather observations systems (AWOS) and fifteen ground communication outlets (GCOs) that are under maintenance contracts administered by SCAC.

2. Key Customers

Key External Customers	State Agencies	Gov's Office	General Assembly	Local Gov County/Muni	Gen Aviation Airports	Commercial Serv. Airports	Aviation Assoc.	Education
I. FLIGHT OPERATIONS								
Flight Maintenance	X	X	X					
II. AIRPORT DEVELOPMENT								
Safety Inspections					X	X		
State Sponsored FAA Grants					X	X		X
State Capital Improvement Grants					X	X	X	
Airfield Maintenance Programs					X			
Airport Planning					X	X	X	
Airport Zoning & Land Use Control					X	X	X	
SC Aeronautical Charts & Pilots Guides	X		X	X	X	X	X	X
Airport Engineering					X	X	X	

3. Key Stakeholders

The Commission was re-established in 2004 to assist the Secretary of Commerce (the Secretary) in the operation and oversight of the Aeronautics Division and to ensure that no purchase or sale of any SCAC asset be made without the approval of the Commission and the Secretary. On July 1, 2009, the SCAC was moved from the SCDOC to the B&CB. The Commission consists of one commissioner from each of the seven congressional districts and one at-large member appointed by the Governor. The at-large member serves as Chairman. The executive director of SCAC is nominated by the Commission, appointed by the Governor, and reports to the Commission.

South Carolina Aeronautics Commission



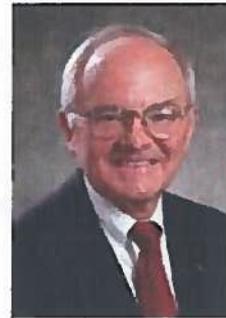
Delphin A. Gantt, Jr., Chairman
At-Large Appointed by Governor



Gerald E. Harmon, M. D.
District 1



Frank W. Young, M. D.
District 2



Ira E. "Bud" Coward
Secretary & District 3



Matthew J. Kappel, Esq.,
District 4



Barry G. Avent
District 5



Dennis L. Dabney, CPA
Vice-Chair & District 6



Paul G. Werts
Executive Director

4. Key Suppliers & Partners

- Key partners in aviation are the FAA and the FAA-Atlanta District Office (ADO) for grant awards and grants administration with requirements for adherence to all FAA standards and regulations associated with said grants.
- FAA Flight Procedures administers survey data for procedure development. Survey data consists of obstacle information, ground control points and planimetrics for establishing charts.
- FAA Columbia Flight Standards District Office administers pilot and aircraft airworthiness data and education promotion services.
- National aviation associations such as the National Association of State Aviation Officials (NASAO), the National Business Aviation Association (NBAA), and the Aircraft Owners and Pilots Association (AOPA) are organizations SCAC works closely with in regard to national legislation, flight safety, and general aviation industry updates and trends.
- State partners in aviation are airport advisory committees, municipal and county airport commissions and members, SCAA, the Army National Guard/Adjutant General's Office, South Carolina Wing CAP, South Carolina Aviation Safety Council (SCASC), SCDOC Aviation Task Force, and other aviation program members.
- SCAC is closely associated with SCAA in that the Commission awards a grant each year to benefit aviation education programs, airport safety and maintenance programs, and the Palmetto Aviation Quarterly Newsletter. The FY12/13 grant was in the amount of \$53,000.
- Several members of the SCAC staff attend the SCAA sponsored state conference annually for networking and training that has an approximate attendance of 350.
- SCAC has for the second year held a residency summer aviation science camp and the Commission issued a grant to the Celebrate Freedom Foundation (CFF) to assist with the implementation of the camp. The grant, in the amount of \$60,000 to CFF, was issued for the setup and running of the FY12/13 aviation science camp. All students were from high schools in the state and of the 300 students who applied, 49 were selected. Each student selected had a minimum SAT of 1,100.
- SCAC has partnered with the SCAA to support the South Carolina Aviation Hall of Fame since it was established in 1991. The Aviation Hall of Fame recognizes those that exemplify leadership in the aviation community or those that have pioneered and made significant contributions to the development, advancement, or promotion of aviation. As part of our support of the Aviation Hall of Fame and our continuing support of aviation education; the Commission issued a grant to purchase duplicate Hall of Fame plaques of the four South Carolina Astronauts and donate them to the Challenger Learning Center/Richland School District One for permanent display at the Challenger Center.

- The SCAC issued a \$20,000 aviation education grant to the Challenger Learning Center/Richland School District One to assist with purchasing computers for the Aerospace Education Lab.
- SCAC has a MOA with the South Carolina Department of Health and Environmental Control (DHEC), Region 3. This agreement is for the purpose of providing facilities for use by the Strategic National Stockpile (SNS) program in South Carolina.
- SCAC has a MOA with Moncrieff Army Community Hospital, National Disaster Medical Services (NDMS) Federal Coordinating Center as a patient reception area. The NDMS includes supplemental medical services deployable to a disaster site; a patient evacuation system; and pre-identified, volunteer, non-federal hospitals to provide definitive medical care. SCAC is identified as a Patient Reception Area for this function. Mock exercise events have been held at the SCAC facility for the last three years.
- SCAC has a service agreement with the University of South Carolina (USC), University Technology Services for data processing services. This contract pricing is based on a personnel services hourly rate of \$75 per hour not to exceed \$40,000 for information technology programming and website maintenance.
- SCAC has an agreement for services with the B&CB, Division of State Information Technology for network service support at a cost of approximately \$52,028.
- SCAC partners with the Office of the Governor as a member of the South Carolina Emergency Response Team along with other personnel and agencies that comprise the South Carolina Emergency Operations Plan (SCEOP). The SCEOP provides for the deployment of state assets either by a specific state agency in isolated incidents or through the plan's Emergency Support Functions (ESFs) concept of operations. SCAC is in charge of initiating Temporary Flight Restrictions (TFRs) and coordinating the assets under the control of SCAC into the TFR. This key role played by SCAC in assisting the other members in the SCEOP is essential to the success of managing the state's aviation assets in the event of an emergency.
- SCAC leases a building located on its premises at 2601 Airport Boulevard, West Columbia, South Carolina to the South Carolina Army National Guard and space in our Quonset Hangar for their airplane and equipment for a total annual rent of \$65,412 paid in monthly installments.
- SCAC has an Airport Inspection Services Contract with *Southern Illinois University Carbondale (SIUC)*, a body politic and corporation of the State of Illinois. The FAA provided a grant to GCR & Associate (GCR) for the collection of airport safety data for the Airport Master Record and SIUC and GCR entered into a contract in which SIUC HAS agreed to process contracts with each individual state and the states are required to inspect a certain percentage of its airports each year and SIUC will assist in dispersing funds for the inspections. South Carolina is one of the states with such a contract and will be reimbursed for

inspections not to exceed nineteen airports and the state will be reimbursed in the amount of \$550 for each airport inspection. The total contract amount is \$10,450.

- SCAC has a Vegetation Management Control Contract with NaturChem in the amount of \$350,000.
- SCAC has pavement rejuvenation, crack-sealing, marking and painting contracts with Pace Pavement and HASCO in the amount of \$350,000.
- SCAC has established a three year Disadvantaged Business Enterprise (DBE) program with the US Department of Transportation Civil Rights Division and a small business program.

5. Operating Locations

SCAC is located at 2553 Airport Boulevard, West Columbia, South Carolina 29170 on the Columbia Metropolitan Airport campus. SCAC leases 16.97 acres from the Columbia Metropolitan Airport Authority and the leasehold includes the hangar, and the hangar/office which is the main facility that houses the SCAC offices on the second floor. SCAC owns an administration building which is leased to the Air National Guard, the Quonset Hangar, and other smaller storage and maintenance buildings located on the property. SCAC also holds the lease on the CAP building located on 3.83 acres in Lexington County close to Columbia Metropolitan Airport.

6. Number of Employees by Category - (see #9-Organization Chart)

7. Regulatory Environment

- SCAC operates under the rules and regulations of the South Carolina Code of Laws, Title 55. SCAC is required to follow Rules and Regulations/Terms and Conditions as outlined in accepting airport improvement program grants in the FAA grant agreements and FAA orders.
- SCAC issues grants to airport sponsors and each grant award outlines sponsor assurances pertaining to airport and aviation operational standards.
- SCAC airport inspections are performed to FAA standards and regulations. Documentation is forwarded to the FAA for grant assurance reinforcement action.
- Aircraft usage and operating cost of the King Air 350 and the King Air C90 are posted on the SCAC website under the Flight Department tab.
- Maintenance records on the King Air 350 and the King Air C90 are maintained in the office of the chief mechanic for review upon request by the FAA Flight Standards District Office.
- SCAC is located on the Columbia Metropolitan Airport campus and is subject to all Transportation Security Administration (TSA), Columbia Metropolitan Airport, and U.S. Department of Homeland Security rules and regulations governing national airport security.

8. Performance Improvement Systems

SCAC operates under the rules and regulations of the South Carolina Code of Laws, Title 55. A major rewrite and update of Title 55 was passed during the 2012 South Carolina General Assembly session, and signed into law by Governor Haley on June 18, 2012. Title 55 addresses statewide regulations concerning counties and municipalities and their responsibilities to maintain their airports to safety and zoning standards. SCAC worked in partnership with the South Carolina Municipal Association and the South Carolina Association of Counties to accomplish acceptable federal regulated standards. Due to this rewrite of Title 55, SCAC has embarked on a major initiative with the airports in South Carolina along with their partners; the Association of Counties and the Municipal Association to address airport zoning standards and airport safety.

Continuing education is a key component to staff performance. Employees are well trained in their areas of expertise to ensure quality work throughout the organization. Therefore, staff members attend conferences and continuing education classes in their chosen fields on an annual basis. The executive director attends the FAA annual conference, the NASAO conference, and was the director of the Southern Region for NASAO until January 2013 when he then accepted committee chairman of the NASAO National Wildlife Committee from January 2013 to present. The accountant and grants manager attends SCEIS classes on a quarterly, semi-annual, and annual basis. The Airport Development staff attends FAA seminars on a variety of subjects pertaining to grants and airport administration; airport safety conferences; and other conferences and seminars in their field(s) to stay current on issues necessary to perform their jobs effectively and efficiently. The chief pilot and five part-time pilots for SCAC maintain FAA flight currency throughout the year as needed. The chief pilot and one contract pilot attend an annual one week training course at the SimCom Training Center in Orlando, Florida. The SCAC aircraft mechanic is FAA certificated and possesses an IA certificate and has recurring training on an annual basis to maintain his certifications.

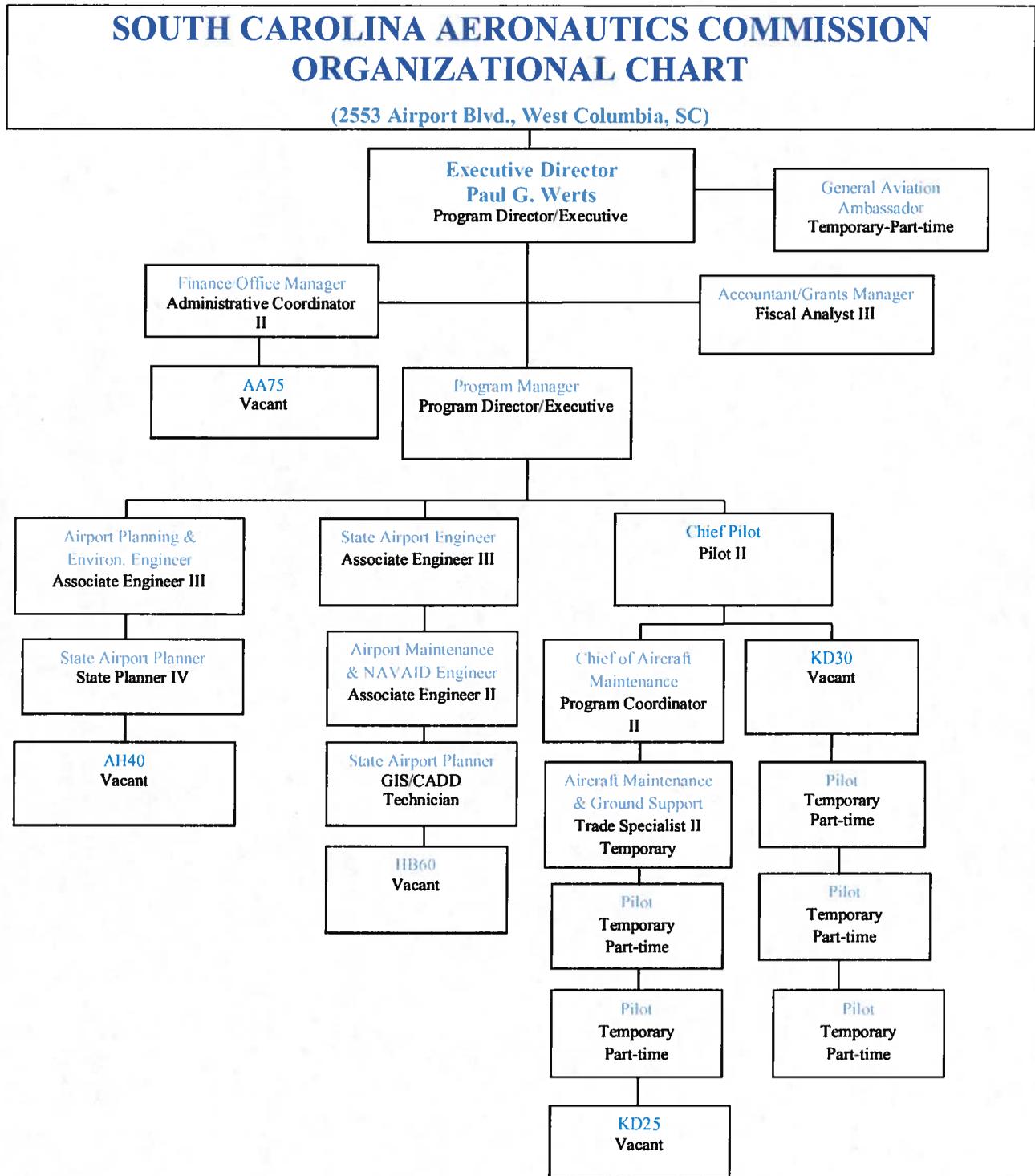
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SCAC has also developed an airmen mapping application for internal use that depicts the location, name, address and certification level of every FAA certified pilot, mechanic, instructor, tower operator and parachute rigger in the state.

Fees and fines and other operating expense disbursements are posted as required by state law.

SCAC also implemented a new internal GIS database. Global Positioning System (GPS) devices loaded with GIS software track asset changes and locate new assets. The system will help SCAC to better manage the lifespan of current assets and allow more efficient decisions when it comes to capital improvement projects.

9. Organizational Structure



10. Base Budget Expenditure and Appropriations

Base Budget Expenditures and Appropriations

Major Budget Categories	11-12 Actual Expenditures		12-13 Actual Expenditures		13-14 Appropriations Act	
	Total Funds	General Funds	Total Funds	General Funds	Total Funds	General Funds
Personal Services	640,003	410,323	741,639	501,183	840,981	646,772
Other Operating	2,364,534	9	2,268,301	400,262	2,603,126	386,106
Special Items	-	-	-	-	-	-
Permanent Improvements	-	-	-	-	-	-
Debt Services	-	-	-	-	-	-
Distributions to Subdivisions	1,788,342	-	1,712,470	-	4,061,847	-
Fringe Benefits	184,470	131,457	228,682	152,959	253,144	194,881
Non-recurring	954,770	354,770	15,099	15,099	-	-
Total	5,932,119	896,559	4,966,191	1,069,503	7,759,098	1,227,759

Other Expenditures

Sources of funds	11-12 Actual Expenditures	12-13 Actual Expenditures
Supplemental Bills	\$500,000	\$0
Capital Reserve Funds	\$0	\$0
Bonds	\$0	\$0

11. Major Programs

Major Program Areas

Program Number and Title	Major Program Area Purpose (Brief)	FY 11 - 12 Budget Expenditures	FY 12 - 13 Budget Expenditures	Key Cross References for Financial Results*
I. Aeronautics	To assist state airports with development and grants and to support state aircraft with maintenance and flight operations.	State: 896,559 Federal: 1,926,667 Other: 3,108,893 Total: 5,932,119 % Total Budget: 100%	State: 1,069,503 Federal: 1,483,806 Other: 2,412,882 Total: 4,966,191 % Total Budget: 100%	

Below: List any programs not included above and show the remainder of expenditures by source of funds.

Remainder of Expenditures	State:	\$0	State:	\$0
	Federal:	\$0	Federal:	\$0
	Other:	\$0	Other:	\$0
	Total:	\$0	Total:	\$0
	% Total Budget: 0%		% Total Budget: 0%	

* Key Cross-references are a link to the Category 7 - Business Results. These References provide a Chart number that is included in the 7th section of this document.

SECTION III

Category 1 – Senior Leadership, Governance, and Social Responsibility

Senior Leadership

The SCAC executive director has an open door policy and encourages open communication throughout the organization and with customers.

- Phone calls and emails are responded to within 24 hours.
- Staff members turn in timesheets weekly on their activities to track their time spent individually on FAA grant projects. These hours are compiled quarterly against the active federal grants and submitted for draws against each grant as appropriate.
- Commission meetings are held monthly or as called by the Chairman during the legislative session and every other month thereafter or as called by the Chairman. The meeting date(s) and time are announced to the public and media at least 24 hours prior to the meetings by posting the date and time on the SCAC website and also on the B&CB meetings site along with the proposed agenda for the meeting. The executive director presents to the Commission financial and budgetary reports, legislative initiatives, strategic plans, and statewide aviation issues for executing action plans. The program manager will present airport projects for FAA and/or state grants including airport and airspace development plans. Other items presented include the minutes of the prior meeting for approval, a Flight Operations Report, and other reports as deemed appropriate.
- The executive director sends weekly and/or daily emails if required to update the Chairman and Commissioners on activities at SCAC.

Governance

SCAC is governed by the Code of Laws as presented in Title 55 and by portions of Budget Provisos Parts 80 and 117. Title 55 located SCAC under the B&CB, 87.1 concerns reimbursement for services carry forward, 89.2 allows office space rental revenue be retained, 87.3 concerns funding sequence for all general aviation airports receiving funding prior to the four air carrier airports, 87.4 concerns providing hangar parking facilities for government owned or operated aircraft, 87.7 concerns proper accounting, awarding and maintenance of the State Aviation Fund, and 117.23 pertains to the use of state aircraft. These provisos give governmental directions of accountability and management for direct and indirect operational control of SCAC.

SCAC is very cognizant of governance issues, and follows all rules and regulations outlined in the FAA rules and regulations as presented with all grant acceptances as previously outlined.

SCAC was part of the Legislative Audit Council Review of State Air Travel in February 2010: A Review of the Use of State Aircraft and the Purchase of Commercial Airline Tickets. The audit included the South Carolina Law Enforcement Division (SLED), and DNR. The audit findings were that SCAC handled flight policies and procedures with reference to flight logs and manifest appropriately.

In order to meet Government Transparency Act requirements, SCAC posts the following items on its website www.scaeronautics.com on a continuing basis:

- Proviso 89.125 Revenue Data report
- Advertisements and Awards (when appropriate)
- Meeting dates for upcoming Commission meetings with time and location (also postings are placed on the B&CB site) for meeting notices at a minimum of 24 hours prior to the meeting along with a draft agenda of the upcoming meeting
- Listing of SCAC members with contact information
- SCAC minutes of meetings within three working days after approval
- Flight logs and flight manifests within 24 hours following the flight
- GIS interactive data bases
- Airport imagery
- Flight usage and cost records
- Airports System Plan (dynamic/interactive)
- South Carolina Airport Investment Financial Model (dynamic/interactive)
- South Carolina enplanements and deplanements for the six commercial service airports (passengers for all six; mail and freight for Columbia Metropolitan, Charleston International and Greenville/Spartanburg International airports)
- Operations data for major hub airports
- FAA grant history
- Airfield physical characteristics and strategic data
- Bank of America purchase card postings
- FY2013 SCAC revenues
- Accountability Report (current)
- Database of tower counts for major hub airports
- SCAC current *Fee and Fines Report*
- Airport Master Records – National Flight Database Inventory

Social Responsibility

SCAC serves as the primary liaison for Emergency Air Operation Services by way of coordinating air operation services associated within the South Carolina Air Branch (Air Branch). The Air Branch was formed to provide coordination of air assets and airspace during an emergency. The Air Branch is responsible for planning and managing all flight tasks in support of the State Emergency Operations Center (SEOC). Under a declared State of Emergency, the SEOC will be responsible for the overall response, but the performance of the Air Branch, and its effective allocation of air assets, will be critical to the overall success of the emergency response. Aircraft and aircrews are a critical component of the Air Branch mission. Thus, the Air Branch is composed of aviation personnel provided by the SCAC, military, law enforcement, executive branch aviation agencies, CAP, and the Department of Defense. With cooperation from all agencies that operate state-owned aircraft, the Air Branch will match missions to specific agencies who are best suited for a particular mission. Each agency will retain full control of their aircraft and crews, but the Air Branch will coordinate access into any Temporary Flight Restrictions (TFRs) and assign missions to cooperating agencies as directed by SEOC Operations personnel in support of the emergency response. SCAC responsibilities include but are not limited to:

- Provide facility, working space, and equipment for Air Branch operations.
- Identify, train, and assign SCAC personnel to manage Air Branch operations, maintain contact with ESF-1, and prepare to execute missions during activation and staff Air Branch when activated.
- Maintain database of all aviation assets.
- Identify and maintain lists of all public and private airports, heliports and hospital helistop data to include location, elevation, navigation and communication aids, runways, aircraft size, and weight limitations, fuel availability, and owner/operator point of contact.
- Evaluate and coordinate requests for TFRs with the FAA.
- Manage the sourcing, scheduling, flight monitoring and post-flight reporting of all scheduled Air Branch missions.
- Act as liaison among aviation resource agencies.
- Coordinate/liaison with county and municipal government aircraft owners/operators for potential augmentation of Air Branch activities.
- Coordinate/liaison with county and municipal airport owners/operators for support of flight operations, aircraft parking and staging, loading/unloading, and fuel support.

Social Responsibility – Additional Items:

- SCAC participates in the Southeastern Aviation Expo held at the Greenville Downtown Airport. This event was planned and implemented by the SCAA and the Greenville Downtown Airport, and held to showcase aviation products and services. The event also included educational sessions for people interested in aviation, certified pilots and mechanics, and aviation safety. The expo included aviation schools, which were able to speak with prospective students about the industry and the job possibilities available in aviation.
- April 18, 2013, a NDMS National Event was staged in the SCAC hangar by the American Red Cross Midlands, Charleston Air Force Base 315th OPS SPT Flight and Air Evacuation Squadron, Coal Powered Filmworks, Columbia Metropolitan Airport Police Department, Columbia Police Department, Metropolitan Medical Response System, DHEC, Fort Jackson EMS, Hospital Emergency Response Team (HERT) Spartanburg, Lexington County EMS, Lexington County Sheriff Department, Life Net3-Air Methods Corporation, Moncrief Patient Reception Team, Richland County Sheriff Department, Salvation Army-Columbia, SCAC, SC Emergency Management Division, SC Incident Management Team, SC State Guard, and Unified Medical Command-DHEC State Region 3. Approximately 200 persons at a time were on the SCAC grounds. The exercise was to simulate response to an explosive attack/bombing using improvised explosive devices with approximately 100 fatalities and 450 hospitalizations at the Bank of America Stadium in Charlotte, NC.
- The SCAC hangar complex is used for various aviation community events, such as honoring US veterans, aircraft static events, and student education.
- The SCAC hangar is designated by Columbia Metropolitan Airport to be used for their Diversion and Pandemic Operation Plan. The plan calls for the SCAC facility to be used as a last resort for passengers if a pandemic diversion incident should occur. Columbia Metropolitan Airport would need to disembark all passengers and then screen them before they could be boarded on flights to depart the area after a diversion.
- SCAC provides at no charge, the *South Carolina Aeronautical Chart* and the *South Carolina Airport Directory and Pilot's Guide* to airports, sponsors, pilots, state and national aviation organizations, and other state aviation agencies. The charts and directories are printed for distribution annually.
- SCAC provides efficient and effective air transportation to state leaders in an executive capacity and for emergencies and to law enforcement for official business.
- SCAC participates and provides sponsorship to the South Carolina Aviation Safety Council bringing aviation safety awareness to pilots and

aircraft mechanics. Flight safety meetings are held bi-monthly. Safety seminars held quarterly with presentation of papers directly involving aircraft and operational control and maintenance service bulletins.

Category 2 – Strategic Plan

SCAC is comprised of seven commissioners representing each congressional district and an at-large member appointed by the Governor who serves as chairman. SCAC is an extension of the B&CB, chartered with the promotion and fostering of air commerce, providing financial grant assistance to the state's airports, assisting in aviation flight safety, and providing air transportation services to state government officials.

SCAC staff is made up of two departments: Administration/Airport Development and Flight Operations/Flight Maintenance. The administrative staff functions in crossover capacities in the flight and airport development areas to add strength to the organization. The B&CB provides internal operational support services, assisting in the financial and human resources areas. The SCAC staff has tremendous aviation experience due in part to the staff's intellectual abilities and on-the-job experience.

Category 3 – Customer Focus

SCAC's key customers are the 54 general aviation airports and six commercial service airports in South Carolina. SCAC provides state and FAA grants for airport improvements, maintenance grant projects consisting of runway painting and marking, fire ant control, concrete or asphalt paving, asphalt rejuvenation, navigation equipment, and vegetation control. Other main customers are the aviation community in South Carolina who utilize our airports as customers and pilots. It is our job to be sure that our airports are safe for the flying public and the pilots who utilize them.

SCAC's state airport planner conducts an onsite airport safety inspection of all 54 general aviation airports on an annual basis. These inspections are updated in SC-CAIRS by the state airport planner; and letters outlining the finding of the inspection are sent to the airport sponsor with a copy to the FAA-ADO, the executive director, and the Commissioner for the district in which the airport is located.

Airport related information is depicted in the Dynamic Airport System Plan and placed on our website www.scaeronautics.com. This interactive site has information on each of the state's public and private airports, airport GIS layouts of the airport corresponding statistics, diagrams, drawings, airport layout plan and contact information. Included in the system plan is a twenty year forecast of aviation activity for public use airports. A trend line forecast methodology is

applied to each airport using existing data from the FAA, SCAC, and the individual airports. This methodology provides a macro-level analysis of the aviation activity that could reasonably be expected over the next twenty years. Data sources consist of using the enplanement and deplanement records; airport operations; based aircraft information; weather stations; FAA grant history records; airport IFR movement list; aircraft traffic counts; and other aviation related information needed by airport sponsors, the FAA, and other aviation professionals. This information is available through our website. SC-CAIRS is the internal system that is utilized to maintain all of the state aviation and airport information. Information on each airport includes an aerial photograph for procedure development; GIS/CAD layouts; statistics about runway length, width and strength, approach criteria, navigational lighting, and approach safety zones; an airport layout plan; and contact information. Airport information is updated on an ongoing basis – striving for accuracy and immediateness in delivery. The information in SC-CAIRS is utilized for the publication of the Aeronautical Charts and the Airport Directory and Pilots Guides each year as well as to keep the information on the website up to date for our primary customers – airport sponsors and the aviation community.

Flight Operations furnishes transportation to the Governor, constitutional officers, and General Assembly members, members of state boards, commissions, state universities, law enforcement, other state agencies and their invitees for official business only. No member of the General Assembly, no member of a state board, commission, or committee, and no state official shall use any aircraft of SCAC unless the member or official provides SCAC within 24 hours after the time of departure of the flight, a sworn statement certifying and describing the official nature of his trip. And, no member of the General Assembly, no member of a state board, commission or committee, and no state official shall be furnished air transportation by other than the SCAC, unless such agency prepares and maintains in its files a sworn statement from the highest ranking official of the agency certifying that the member's or state official's trip was in conjunction with the official business of the agency.

Flight Maintenance provides maintenance for DNR's three aircraft and this year added maintenance for the aircraft of CAP at a rate of \$55.00 per hour plus the cost of parts. Flight Maintenance has provided service on DNR aircraft for more than twenty years.

Airports System Plan

The South Carolina Airports System Plan (SCASP) was instituted to gain knowledge and understanding of the needs and requirements of South Carolina's airports. The plan incorporates traditional aviation planning techniques that identify future air traffic demands and facility requirements to meet those demands. The strategic planning elements allow SCAC to respond to changes in aviation and economic trends including emerging technologies, projected funding shortfalls, and shifting priorities. The SCASP provides a framework for developing economic impact projects in their local communities. The plan also offers long-range strategies to meet the future aviation needs of South Carolinians.

The goal of the SCASP is to provide guidelines for future system development and to satisfy aviation demands in a cost-effective feasible manner, while resolving aviation, environmental, and socio-economic issues of the state. The specific goals and objectives are:

- Inventory of the existing public use airport system
- Identification of each public use airport's role within the system
- Establish a system of project ranking in order of priority to support the allocation of limited state and federal funding – Airport Capital Improvement Plan
- Identification of system deficiencies
- Estimates of costs to implement the system
- Establishment of an easily updated plan

The South Carolina Economic Impact of Aviation outlines the strong relationship that exists between South Carolina's economy and aviation. The impact study quantifies the economic impacts and other benefits attributable to the state's airports and military airfields. The impact study states that aviation in South Carolina is:

- Essential to tourism
- Integral to everyone's quality of life
- Vital to business attraction and retention
- Important to local economic infrastructures
- Part of our national security system

SCAC will be utilizing the SCASP and the South Carolina Economic Impact of Aviation to assist with implementing a new FY 2013-2014 Strategic Plan.

Category 4 – Measurements, Analysis, and Knowledge Management

The State System Plan incorporates a priority system that rates the airport projects according to specific criteria allowing for FAA and the SCAC to determine which projects should take priority as to need to assist with the grant approval process. As previously stated, the State System Plan is located on the SCAC website.

FAA and state grants are presented for approval to the Commission after being vetted by SCAC's executive director, program manager, and Airport Development staff before presentation to the Commission for approval. The executive director or program manager makes the presentation for approval for funding at the Commission meeting following submittal of the project request by the sponsor. Once grants are approved by the Commission, two original Grant Agreements, along with the grant assurances that adhere to the grant award are mailed for signature requesting one original mailed back to SCAC for the permanent files. Once an original executed grant agreement is on file, grant funds can be drawn with the proper documentation of expenditures. All documents for grants are kept on file at SCAC. In FY12/13, all projects were underway with approved schedules.

All maintenance records and aircraft usage and cost records for the King Air 350 and King Air C90 are recorded by Aircraft Maintenance. The maintenance records are available for review by the FAA Flight Safety District Office and are inspected on an annual basis. The flight usage and cost records are posted on the SCAC website under the Flight Department heading. The chief mechanic attends annual training for currency.

The chief pilot and five part-time pilots for SCAC maintain their currencies throughout the year as required. The chief pilot and one contract pilot attends an annual one week training course at the SimCom Training Center in Orlando, Florida. The Flight Department for SCAC has flown safely for over 79 years with no accidents.

The nine key members of the Airport Development workforce (executive director, program manager, office manager, accountant and grants manager, state airport engineer, associate airport engineer, state airport planner, airport maintenance & NAVAID engineer, and GIS/CAD operator) as a group have worked in aviation for over 150 years. This group has the capacity to organize, engage, and manage all the elements needed to prepare an action plan to carry out the organization's mission and objectives in the creation of a viable strategic plan.

Airport Inspection Program

- Promotes and encourages airport safety through direct contact with airport management and through application of methods and techniques to improve safety conditions at airports.
- Accurately reports conditions at airports, bringing attention to unsafe areas and activities and motivating the airport management to correct deficiencies.
- Maintains a comprehensive agency airport data repository.
- Ensures that data is promulgated with a degree of accuracy and frequency consistent with the exercise of SCAC's responsibilities as outlined in FAA regulations and Title 55.
- Eliminates redundant collection and dissemination processes.
- Provides an efficient means for producing both recurring and one-time reports needed for management direction, program planning, and statistical analysis.
- Provides airport information to the public to satisfy their specific needs through aeronautical charts, airport directories, and the SCAC website.
- Airports are inspected annually and findings are provided to the airport sponsor, FAA-ADO, and entered into the SC CAIRS web system.

In all cases, airports are evaluated by the criteria set forth in FAA advisory circulars, which are maintained by the personnel of Airport Development. The specific guidelines for airport inspections are contained in FAA Order 5010.4, "Airport Safety Data Program," January 27, 1987 or any subsequent changes or revisions to this order.

Airport Planning Development and Approval Program

This program is designed to provide airport sponsors with insight, recommendations and approval of their efforts to develop planning, enhance safety, and to promote the growth of aviation, as well as to provide facilities with speedy and efficient movement of people and goods, and to promote the economic development for the well being and quality of life of citizens and visitors to their communities and South Carolina. All public use airports are required by law to maintain a clear and concise airport layout plan approved by SCAC. All airport plan projects are required to meet federal and state minimum standards and grant assurances.

Category of Airports

Public: Any airport owned by a municipality, county, or authority and is open for use by the general public. This airport is eligible for state funds and must conform to FAA design standards and applicable requirements set forth by SCAC.

Private/Public: Any airport owned by an individual or individuals, an estate, association, partnership, or corporation and is open for public use. This airport is not eligible for state funds; however, it is advised to conform to design standards as stated in FAA Advisory Circular 150/5300-13 and applicable requirements set forth by SCAC.

Private: Any airport owned by an individual or individuals, an estate, association, partnership, or corporation and is not eligible for state funds. This airport is restricted to the owners use and their invited guests. Prior permission is needed to use this facility. It is advised that this airport conform to design standards as stated in FAA Advisory Circular 150/5300-13 and applicable requirements set forth by SCAC. While not immune to inspection and continued design approval of the SCAC, this type of airport is considered to be of low priority in SCAC's area of responsibility.

Airport Zoning and Land Use Compatibility

All land surrounding public-owned airports in South Carolina, which are funded partially or wholly by the state, should be zoned by appropriate county, municipal, or regional authorities so as to conform to pertinent regulations of the FAA FAR Part 77, Objects Affecting Navigable Airspace, and FAR Part 150, Airport Noise and Land Use Compatibility Planning. Regulations limit the height of objects around airports, land use within the 65 decimal noise level of the noise contour, and land uses in the runway protective zone, runway safety area, and runway object free area. Title 55 passed by the General Assembly and signed by the Governor on June 18, 2012 strengthens these zoning and land use regulations and will assist counties and municipalities in regulating these issues.

Airport Plan and Specification Submittal Process

Airport sponsors or their designee(s) submit accurate and detailed plans and specifications that have been produced or sponsored by a Registered Professional Engineer or Architect as required by the scope of the proposed airport improvement project. These plans and specifications must include an airport layout plan that will be approved and kept on file but submittal does not constitute any financial obligation by the state or SCAC.

The plans and specifications are submitted to SCAC for review. If all documentation is accurate and appropriate, the project is presented for a funding request to the Commission for approval.

Process of Review and Acceptance of Construction Plans

All construction plans are reviewed for compliance with appropriate FAA design criteria. Any deviations or variations, if not previously approved are to be noted and cleared prior to acceptance. Acceptance of plans does not imply that the same is complete and accurate. Errors and/or omissions by the preparer of the plans are not the responsibility of SCAC.

Review of Specifications

Specifications shall be reviewed with respect to the following requirements:

- Adequacy of contract time
- Specification of non-standard or items not approved by the FAA
- Inclusion of all item specifications as compared to the bid items
- Affidavit of Non-Collusion
- Liquidated Damages to be assessed for contract time overruns resulting through the action(s) or inaction of the contractor
- Completeness of contract documents and adequacy of bid sheet

Acceptance of Plans and Specifications

After review, the sponsor shall be informed that either the plans or specifications have been accepted as adequate or will be accepted pending the resolution of exceptions and comments of SCAC and/or the FAA. Such exceptions and comments shall be in writing and in sufficient detail for full understanding of the corrective measures needed.

Provide Technical Assistance as Requested

SCAC will provide third party geotechnical testing services, and third party surveying assistance as requested by airport sponsors.

Category 5 – Workforce Focus

The SCAC workforce has served South Carolina's aviation community for many years. They attend seminars and training in their respective fields on an annual basis and maintain all professional licenses and certifications required to perform their duties. Continuing education is a key component to staff performance. Employees are well trained in their areas of expertise to ensure quality work performance throughout the organization. Staff members attend conferences, continuing education classes, work sessions, and web seminars each year.

The executive director attends the FAA annual conference and the annual NASAO conference. He was the Director of the Southern Region for NASAO until January 2013 and was appointed National Chairman of the Wildlife Committee of NASAO and USDA in January 2013 when he left the position of Southern Regional Director. The executive director participates in the FAA/NASAO State Directors monthly teleconference meetings addressing national aviation policy. The accountant and grants manager attends SCEIS classes on a quarterly, semi-annual, and annual basis. The Airport Development staff attends FAA seminars on a variety of subjects pertaining to grants and airport administration; airport safety conferences; and other conferences and seminars in their field(s) to stay current on issues necessary to perform their jobs effectively and efficiently.

The nine key members of the Airport Development workforce (executive director, program manager, office manager, accountant and grants manager, state airport engineer, associate airport engineer, state airport planner, airport maintenance & NAVAID engineer, and GIS/CAD Operator) as a group have over 150 years of cumulative experience in aviation management, engineering and planning. The main focus of Airport Development is to organize, engage, and manage all the elements needed to prepare an action plan to carry out the organization's mission and objectives in the creation of a viable strategic plan. In addition, they meet with key personnel at the state's 60 airports to assist them in planning their airport's needs.

In February of each year, the SCAA Annual Aviation Conference is held with an attendance of approximately 350 sponsors and members of the aviation community in attendance. The SCAC executive director gives an annual keynote address updating attendees on SCAC activities for the past year, and planned activities for the upcoming year. SCAC also has an exhibitor's booth at the conference. New annual aeronautical charts and airport directories are distributed along with other pertinent aviation information. Meetings are scheduled and held with FAA representatives and airport sponsors to discuss upcoming airport projects around the state. SCAC maintains a corporate membership in SCAA, which permits administrative and airport development staff of the SCAC to be SCAA members. SCAC staff members attend educational breakout sessions presented at the conference on various topics that impact the aviation community. In many cases, SCAC staffers are presenters for these breakout sessions due to their extensive airport and aviation knowledge. In February 2012, SCAC staff presented sessions on Land Use and Zoning.

The chief pilot and five part-time pilots for SCAC maintain their currencies throughout the year as required. The chief pilot and one contract pilot attends an annual one week training course at the SimCom Training Center in Orlando, Florida. The main focus is to support the flight needs of South Carolina government agencies and elected officials.

The chief mechanic holds an FAA Airframe and Powerplant License, FAA Inspectors Authorization, and Beechcraft Master Mechanics Certification. The chief mechanic takes retraining annually for recertification. SCAC maintenance provides service to the three DNR airplanes and has done so for the past twenty years. In the past year, they have also provided maintenance to CAP aircraft. The mechanics focus on maintaining the aircraft in a continuous safe, airworthy condition.

Category 6 – Process Management

- Determine and enforce safety compliance to FAA regulations and standards at South Carolina’s airports
- Oversee grant projects to ensure sponsors comply with the terms and conditions of accepting airport improvement program grants
- Administer FAA and state grant funding complying with appropriate financial standards
- Ensure all state and federal projects are completed on time and within budget

Category 7 – Results & Accomplishments

- Administered and financially participated in thirteen state funded grants totaling \$1,556,918. Eight of the grants were Capital Improvement Projects (CIP’s). Five CIP’s qualified for 90 percent federal funding and one qualified for 95 percent federal funding receiving \$1,061,605 in federal funds. Two additional CIP’s received 60 percent funding from SCAC and were matched with 40 percent funding from the airport owner. In addition to the state funded CIP’s, three projects were funded as Airport Maintenance Projects and were funded at 75 percent from SCAC and 25 percent from the airport owner. The remaining two grants received 100 percent funding from SCAC, and were for education and promotion of aviation within South Carolina. All CIP’s and grant recipients met their project planning budgets.
- For the past three years, SCAC has administered nine state sponsored federally funded fencing projects at various airports in South Carolina. SCAC administers the project development from design to construction, including associated engineering management. The Federal Aviation Administration (FAA) granted \$3,082,618 for these nine fencing projects. Grants have various funding formulas and funding is based upon existing law or budget provisions. Four of the nine projects are underway and the other five are completed.

- Six additional federal grants that were issued to SCAC in FY 2012/13 are being administered and developed from design to construction including associated engineering management, which are still ongoing.
 - 1) Grant to update the state system plan study for land use, zoning, and approach control for all South Carolina airports in the National Plan of Integrated Airport System (NPIAS) and acquire land for airfield development (two parcels for 32 acres) at Allendale County Airport in the amount of \$346,927.
 - 2) Grant to install perimeter security fence at Kershaw County Airport in the amount of \$413,302.
 - 3) Grant for Land Use/GIS in the amount of \$500,000.
 - 4) Grant for Greenville County, Allendale County, and Lancaster County airports in the amount of \$202,569.
 - 5) Grant for Marion County and Pageland airports in the amount of \$283,165.
 - 6) Grant for Georgetown County, Newberry County, and Bamberg County airports in the amount of \$498,400.
- Provided the *South Carolina Aeronautical Chart* and the *South Carolina Airport Directory and Pilot's Guide* to airports, sponsors, pilots, state and national aviation organizations, and other state aviation agencies.
- SCAC inspected 54 general aviation public use airports to ensure state and FAA safety standards were met. FAA reimburses SCAC for inspecting nineteen general aviation airports annually at a rate of \$550 per inspection.
- Provided professional, cost effective, and safe air transportation for the Governor, constitutional officers, state agencies, educational institutions, law enforcement, and business prospects – SCAC has provided 79 years of accident free flight service.