

Legislative Oversight Committee

South Carolina House of Representatives

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South Carolina Aeronautics Commission Program Evaluation Report

PROGRAM EVALUATION REPORT

JULY 2018 VERSION

The contents of this report are considered sworn testimony from the Agency Director.

South Carolina Aeronautics Commission

Date of Submission: *October 19, 2018*

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Start Date: 1/17/2012
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Agency Online Resources

Website address: www.scaeronautics.com

Online Quick Links:

Commission Members:
<http://www.scaeronautics.com/commission.asp>

Departments:
<http://www.scaeronautics.com/department.asp>

Airport Development Programs:

<http://www.scaeronautics.com/airport.asp>

SC Aviation Facilities:

<http://www.scaeronautics.com/AirportList.asp>

Compatible Land Use Evaluation Tool:

<http://www.scaeronautics.com/CLUE/TrialArea>

Mapping and GIS Systems:

<http://www.scaeronautics.com/mapping.asp>

State Aviation System Plan:

http://www.scaeronautics.com/download/2018SystemPlanTechnicalReport_Final-Entire%20ChaptersV2.pdf

Statewide Airport Economic Impact Report:

http://www.scaeronautics.com/download/2018_Economic_Impact_Technical_FinalReport.pdf

Flight Logs and Manifests:

<http://www.scaeronautics.com/flightLogs.asp>

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I. Agency Snapshot

Introduction: Glossary of Terms

Please submit a Word document that includes a glossary of terms, including, but not limited to, acronyms used by the agency.

- See document attached.

A. Successes and Issues

1. What are 3-4 agency successes?

- GIS: Geographic Information Systems
This program was developed to support the Airport Development Department, and is a map service that contains data for the following: Current Airport Data, NAVAIDS, SC Electrical Study, Safety Inspections, Runway Pavement Condition and Strength, Pavement Friction Testing, FCC Tower Data, AWOS Status, and SCDOC UAV No Fly Zones. This program has been recognized nationally by ESRI, and the agency was awarded the “Special Achievement in GIS” in 2016.

- UAS: Unmanned Aircraft Systems
This program was developed as a result of an airport inspection process that needed to be improved to increase efficiency and responsiveness to airport sponsors within South Carolina. The previous process required airport safety inspectors to evaluate runway obstacles from a runway end, but was limited to line of sight. As a result, the reporting that was provided after an evaluation was incomplete and did not properly portray all of the offending obstacles to runway approach paths. In an effort to increase accuracy and to be able to advise airport owners on all of their runway obstacles, the agency looked into the operation of an UAS.

Today, the agency operates a UAS that enables staff to evaluate all obstacles within a runway approach, and provides a more complete picture of the issues that need to be addressed to make sure aircraft can operate safely into and out of South Carolina’s airports. The agency was awarded “Most Innovative State” in 2016 by the National Association of State Aviation Officials (NASAO).

- CLUE Tool: Compatible Land Use Evaluation Tool
This program began as an evaluation of land use around South Carolina’s public use airports with an objective of protecting the investments that had been made in airport infrastructure by the Federal Aviation Administration (FAA), the State, and each local airport owner (City/County). The program was built as a follow-up to the passage of Title 55 (55-13-5), which required the division to “create 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.”

This section of the title also went on to require “each governmental body or agency receiving the maps” to submit proposed land use changes to the division for review. Further, this section provided for a 30 day allowance for the division to provide

comments on the proposed land use, and if supplied, required a response by the local governing body to the comments that were supplied by the division.

In order to facilitate a better response time for this land use review process, the agency rolled out the Compatible Land Use Evaluation (CLUE) Tool, which enables review and comments to be somewhat automated and much more timely. This tool provides local governing bodies the ability to issue permits within a matter of days rather than a matter of weeks.

In 2014, this program received a “Most Innovative State” award from the National Association of State Aviation Officials.

2. What are 3-4 agency challenges? These may include items agency representatives already have a plan to improve.

- State Aviation Fund Cash (SAF) Flow

The SAF is codified in Title 55-5-280, and includes \$500,000 recurring general fund appropriations, aviation fuel sales taxes (avg. \$2.13M/yr.), and airline property taxes (avg. \$2.13M/yr.), totaling \$4.76M/yr. available for items listed in Title 55-5-280 (C). Each year, the agency provides grant and aid programs for airport development purposes, and each year, we have to issue grants well after they are requested. This delay is due to the cash flow through the SAF, and at times causes uncertainty and unwillingness by airport owners to proceed with a capital or maintenance investments at local airports.

Most of these funds are utilized to match FAA grants, which provide ninety (90) percent of the total project cost. If an airport is uneasy with the cash flow problem, and cannot commit to take the federal grant due to this issue, then ultimately, the State misses out on federal program dollars that could have come into the State to support our system of airports.

Each year, the current average need of the agency programs is \$4.5M to \$5M. However, our current programs do not support all of our publicly owned, public use airports. For instance, the state has a number of airports that are not eligible for federal dollars, and we have a number of airports that have secondary runways that are not federally eligible. Along with these, the commercial service airports in Columbia, Charleston, Greenville, and Myrtle Beach are not currently supported by the state due to the level of revenues in the SAF.

In comparison, our neighboring states do a much better job supporting their complete system of airports, while we struggle to support only a portion of the airports within South Carolina.

- Aging Facilities

Agency operations are conducted at a facility located at the Columbia Metropolitan Airport, and the main office/hangar complex was constructed and occupied in 1983. As such, the facility has begun to show signs of age, and has required more maintenance than should be normal during an average year.

To date, the agency has renovated our public spaces which are primarily used as the flight customer waiting area. We have retrofitted all of the facility office/hangar overhead lighting to LED, sealed the parking lots, and rehabilitated the aircraft parking

areas. During the next fiscal year, the facility will be painted, and the windows will be replaced to prevent further leaks and poor heating/cooling efficiency.

- Aging Aircraft
Currently, the agency operates two aircraft including a 1990 King Air 350, and a 1983 King Air 90. Together, these aircraft are operated to provide the Governor, Constitutional Officers, members of the General Assembly, members of state boards, commissions, and agencies and their invitees for official business only needs of the State.

Over the past few years, we have seen an increase in utilization, and that State has benefited from the use of these business tools. However, the age of the aircraft do present challenges, and will ultimately lead to higher maintenance costs including engine overhauls, and the need to eventually do paint and interior refurbishments.

3. What are 3-4 emerging issues agency representatives anticipate having an impact on agency operations in the upcoming five years?

- Airport Capital Improvements and Maintenance
As was stated previously, capital projects and maintenance improvements at airports that are not eligible for FAA funding is becoming an issue. Each year, the South Carolina Aeronautics Commission (SCAC) manages the State Aviation Fund (SAF) in such a way that an airport maintenance and administrative support program budget is covered, then all eligible FAA airport projects are matched by SAF funds. However, as a state, we fail to have enough revenue to support the complete airport infrastructure throughout the state. We currently do not financially participate in the larger commercial service airports, we are limited in our support of secondary runway capital investment, and we are limited in our support of airports that are not federally eligible.

South Carolina is home to 66 public use airports. Of those, eight are not supported by state dollars because they are privately owned. Six of the 66 are commercial service facilities, and include Charleston International Airport, Columbia Metropolitan Airport, Florence Regional Airport, Greenville-Spartanburg International Airport, Hilton Head Island Airport, and the Myrtle Beach International Airport. Apart from the commercial airports and the privately owned facilities, we have 52 general aviation airports that are publicly owned, public use airports, and 11 of those are not eligible for FAA funding.

Apart from the 11 airports that are not currently eligible for FAA funding, the FAA does not support secondary or third runways at general aviation airports. This policy places another 12 runways dependent upon state and local dollars only.

- Transition to web based airport information and financial aid requests
Over the next few years, the agency is planning to transition the custom Comprehensive Aviation Information Reporting System (CAIRS) data base to a web based system that will enable airport owners to input their airport information including key contacts and grant and aid requests. This program will enhance staff to customer interactions, and will the assist the agency with record keeping and financial planning related to the SAF.
- Continued Aging Aircraft
As the aircraft continue to age, the SCAC must evaluate the additional costs that are anticipated to continue to maintain the current equipment. Although the equipment

meets the needs of the flight department based upon typical mission parameters, it is the suggestion of the SCAC that the legislature begin the process to evaluate and replace based upon mission profiles and replacement costs. The agency would also like the legislature to consider allowing the agency to participate in the Federal Asset Transfer program (1033) to take advantage of federal surplus opportunities.

B. Records Management

4. Is the agency current with transferring records, including electronic ones, to the Department of Archives and History? If not, why?

- This is not done on a regular basis, but has been done in the past. At this point in time, most records retention are managed on site, and electronic retention and backups are taking place with the DTO. In the past, the paper files which were sent to archives for storage were misplaced and were not able to be recovered.

5. Please provide the Committee a copy of the agency's records management policy. If the agency does not have a records management policy, what is the agency's plan to create one?

- Agency is currently assessing the development of a policy that covers items not covered by SCEIS (finance and human resources) or DTO (Information Technology and Electronic Project Records), and agency plans to meet with Archives to determine the services that can be met through agency coordination.

II. Agency Legal Directives, Plan & Resources (Study Step 1: Agency Legal Directives, Plan and Resources)

A. History

6. Please provide the major events history of the agency by year, from its origin to the present, in a bulleted list. Include the names of each director with the year the director started and major events (e.g., programs added, cut, departments/divisions changed, etc.).

Creation of the SCAC

- The SCAC was created by the legislature in 1935 to foster air commerce in the state, to supervise aeronautical activities and facilities, to make and enforce rules and regulations regarding the licensing of airplanes and pilots, and to cooperate in the establishment and operations of airports.
- In 1937, the Uniform Airport Act was enacted by the General Assembly authorizing the Aeronautics Commission, separately or jointly, with political subdivisions to make regulations concerning the use of airports and landing fields.
- In 1993, the Aeronautics Commission was placed under the Department of Commerce.
- In 2009, the Aeronautics Commission moved under the State Budget and Control Board.
- June 2012, Title 55 was amended to the current laws that govern the agency.
- In July 2015, the Aeronautics Commission then moved under the South Carolina State Fiscal Accountability Authority.
- The Aeronautics Commission is organized under an eight member commission with a director and staff which oversees the areas of flight operations, aircraft maintenance, public information, airport development, airport maintenance, and civil air patrol. The

eight member commission is made up of seven members appointed by their local delegations, and the Chairman (at-large) is appointed by the Governor.

Progression of the Aeronautics Commission Directors

- **1935-1949** **Colonel Dexter C. Martin, the Aeronautics Commission's first Director**
 - Was the first licensed pilot in South Carolina (1924), and was leader in beginning civilian flight training in 1939.
 - He helped develop many of the state's important aviation centers, including Columbia Metropolitan Airport and Shaw, McEntire, and Myrtle Beach Air Force Bases.
 - 1935: General Assembly enacted Act 317 which provided for the creation of the SCAC. The Commission was granted the responsibility of fostering air commerce in the State, supervising aeronautical activities and facilities, and forming aviation rules and regulations for public safety.
- **1951-1952** **O. L. Andrews, Director**
- **1953-1956** **C. B. Culbertson, Director**
- **1957-1972** **G. C. Merchant, Jr., Director**
 - Started the State Aid to Airports program with twenty-five (25) percent state aid, twenty-five percent (25) community participation, and matched by Federal Air to Airports, fifty (50) percent. (South Carolina Aviation Newsletter, August, 1969, No. 8., Vol. 24)
- **1973-1990** **John W. Hamilton, Director**
 - Was instrumental in obtaining more than \$18 million in bonds for airport improvement projects.
 - He secured funding for the headquarters of Civil Air Patrol Wing, and established the Commission's fleet of seven aircraft.
 - Directed the building of the state Aeronautics headquarters and the Wilder Hanger Facility. He served as an officer for the National Association of State Aviation Officials.
- **1990-1991** **T. R. Runnels, Interim Director**
- **1991-1992** **John P. Park, Director**
- **1992-1995** **Joseph, J. Saleeby, Director**
 - 1993 Act No. 181: Aeronautics Commission placed under Department of Commerce.
 - 1994 Act No. 361
- **1995-1999** **Bill Carisle, Director**
- **1999-2004** **Ira E. Coward, Director**
- **2004-2005** **Walter L. Johnson, Interim Director**
- **2005-2008** **Michael O'Donnell, Director**
 - Department of Commerce - Act 11 of 2005 to assist the Secretary of Commerce in the operation of and to oversee the Division of Aeronautics.
- **2008-2014** **Paul G. Werts, Director**
 - Effective July 1, 2009, in accordance with Act 23 of 2009, all assets and resources of the Division of Aeronautics within the Department of Commerce were transferred to the State Budget & Control Board, operating as the SC Aeronautics Commission.
 - Title 55 amendments - The 2012 amendment substituted "South Carolina Budget and Control Board that shall" for "Department of Commerce which shall"; substituted "Aeronautics Commission" for "Secretary of Commerce"; substituted "57" for "13"; and, made other non-substantive changes.
 - 2012 Act No. 270
- **2014-Current** **James D. Stephens, Director**
 - 2014 Act No. 121: Transition from former Budget and Control Board to the State Fiscal Accountability Authority.

B. Governing Body

7. Please provide information about the body that governs the agency, if any, and to whom the agency head reports. Explain what the agency's enabling statute outlines about the agency's governing body (e.g., board, commission, etc.), including, but not limited to: total number of individuals in the body; whether the individuals are elected or appointed; who elects or appoints the individuals; the length of term for each individual; whether there are any limitations on the total number of terms an individual can serve; whether there are any limitations on the number of consecutive terms an individual can serve; the names of the individuals currently on the governing body, date elected/appointed, and term number; duties of the governing body and any other requirements or nuances about the body which the agency believes is relevant to understanding how it and the agency operate. If the governing body operates differently than outlined in statute, please describe the differences.

- State Code, Section 13-1-1000 through 13-1-1090 defines the purpose and organization of the Commission. Specifically, Section 13-1-1010 states that “the Commission shall oversee the operation of the division as the division’s governing body.” Each Commissioner is elected by the legislators of their Congressional district to serve based upon their qualifications and where they reside within their respective districts. There is also a Chairman who is an “at large” member, and is appointed by the Governor. Each Commission term is based upon an initial schedule outlined in Section 13-1-1050, and whose term is for a period of four (4) years with a possible six-month (6) hold-over. There are no requirements that define how many times a Commissioner can serve, but there is a requirement in Section 13-1-1030 that provides for a rotation of members within the counties that are represented in a particular Congressional district. This requirement limits the ability of one member to be able to serve consecutive terms.
- Current SCAC Commissioners:

Chairman: Delphin A. Gantt, Jr.	Appointed: 5/19/2011	Exp: At the Pleasure of
District 1: Devon A. (Al) Francis	Appointed: 5/7/2018	Exp: 2/15/2022
District 2: Ira (Bud) E. Coward, II	Appointed: 1/6/2015	Exp: 2/15/2019
District 3: Skeets Cooper	Appointed: 4/5/2017	Exp: 2/15/2021
District 4: Darwin H. Simpson	Appointed: 1/17/2018	Exp: 2/15/2020
District 5: Charles Douglas Barnes	Appointed: 3/1/2017	Exp: 2/15/2021
District 6: Marco Cavazzoni	Appointed: 5/7/2018	Exp: 2/15/2021
District 7: Christopher L. Bethea	Appointed: 7/19/2017	Exp: 2/15/2020
- The staff of the SCAC report to the Executive Director, who reports to the SCAC Commission members and the State Legislature.

C. Internal Audit and/or Other Risk Mitigation Practices

8. Please provide information about the agency's internal audit process and/or other risk mitigation positions or practices, including: applicable agency positions; a copy of the policy or charter; the date the agency first started performing audits or other risk mitigation practices; the general subject matters audited or for which there are risk mitigation practices; the position of the person who makes the decision of when an internal audit or risk mitigation review is conducted; whether internal auditors or other agency personnel conduct an agency-wide risk assessment routinely; whether internal auditors or other agency personnel routinely evaluate the agency's performance measurement and improvement systems; the total number of audits or reviews performed in the last five fiscal years; and the date of the most recent Peer Review or Self-Assessment by the SC State Internal Auditors Association or other entity (if other entity, name of that entity), if any.

Due to the size of the agency, the Aeronautics Commission does not have an internal audit process or auditors. However, based upon the MOA with the Department of Administration (DOA), the agency does have support and oversight for all financial procedures. DOA approves financial transactions that are processed at Aeronautics, or they do the procedures for the Aeronautics Commission. All procurement activity is handled by DOA as well as deposits. The DOA has internal controls which are followed, for financial transactions, and develops mitigation rules for SCEIS processing where applicable.

The State Auditor's Office (SAO) performs Agreed Upon Procedures (AUP) audits for the Aeronautics Commission on a regular basis. AUP audits were completed for FY 2012-2013, FY 2014-2015, and FY 2016-2017. The SAO also conducts a yearly audit of the Schedule of Expenditures of Federal Awards as required by the FAA.

A review was conducted and completed in April 2018 by the Senate Oversight Committee. The review covered FY 2014-2015 and FY 2015-2016.

D. Laws

The Committee may reference the Legal Standards Chart from the Accountability Report during the study.

- See chart attached

E. Deliverables

9. Please complete the **Deliverables Chart** tab in the attached Excel document.

- See chart attached

10. Please complete the **Deliverables - Potential Harm Chart** tab in the attached Excel document.

- See chart attached

F. Organizational Units

11. Please complete the **Organizational Units Chart** tab in the attached Excel document.

- See chart attached

III. Agency Resources and Strategic Plan

12. Please complete the **Comprehensive Strategic Finances Chart** tab in the attached Excel document to provide the Committee information on agency finances in 2017-18 and 2018-19.

- See chart attached

IV. Performance (Study Step 2: Performance)

13. Please complete the **Performance Measures Chart** tab in the attached Excel document.

- See chart attached

V. Strategic Plan Summary

14. Please complete the **Comprehensive Strategic Plan Summary Chart** tab in the attached Excel document.

- See chart attached

VI. Agency Ideas/Recommendations (Study Step 3: Recommendations)

A. Internal Changes

15. Please list any ideas agency representatives have for internal changes at the agency that may improve the agency's efficiency and outcomes. These can be ideas that are still forming, things agency representatives are analyzing the feasibility of implementing, or things agency representatives already have plans for implementing. For each, include as many of the following details as available:
- Stage of analysis;
 - Board/Commission approval;
 - Performance measures impacted and predicted impact;
 - Impact on amount spent to accomplish the strategy(ies); and
 - Anticipated implementation date.

Internal Change Recommendation #1:

- Internal Change: Airport Funding Policies and Procedures (grant and aid)
- Stage of Analysis: Currently under staff review and on hold due to the creation of electronic program management changes.
- Board/Commission Approval: Pending final process development.
- Performance measures impacted and predicted impact: 4, 5, 6, 7, 10
- Impact on amount spent to accomplish the strategy (ies): Staff time required to create the policy document, and possible printing costs for additional deliverable format for customers.
- Anticipated implementation date: FY19/20.

Internal Change Recommendation #2:

- Internal Change: CAIRS 2.0
- Stage of Analysis: Currently underway, but will require a multi-year approach.
- Board/Commission Approval: Not required, but will be presented as a program change pending final electronic deliverables.
- Performance measures impacted and predicted impact: 4, 5, 6, 7, 8, 9, 10
- Impact on amount spent to accomplish the strategy (ies): \$2,500 paid by state, with an additional \$22,500 from the FAA.
- Anticipated implementation date: Full implementation expected FY19/20.

Internal Change Recommendation #3:

- Internal Change: State Aviation Fund Grant Program
- Stage of Analysis: Idea presented to legislature, but code change is required.
- Board/Commission Approval: Yes.
- Performance measures impacted and predicted impact: 4, 5, 10
- Impact on amount spent to accomplish the strategy (ies): \$2,500 paid by state, with an additional \$22,500 from the FAA.
- Anticipated implementation date: Full implementation expected FY19/20.

B. Law Changes

16. Please review the Legal Standards Chart in the Accountability Report and Deliverables Chart in this report to determine (a) if changes to any of the laws may lower costs or improve outcomes; or (b) if any of the laws are archaic or no longer reflect agency practices, and thus need to be updated. Afterward, list any laws the agency recommends the Committee further evaluate. For each one, include the information below.

- a. Law number and title;
- b. Summary of current law;
- c. Recommendation (eliminate, modify, or add new law) and rationale for recommendation;
- d. Law recommendation number;
- e. Wording of law, with recommended change provided in strike through and underline;
- f. Presented and approved by Board/Commission; and
- g. Other agencies that may be impacted by revising, eliminating, or adding the law.

Law Change #1:

- Law number and title: 1-11-405, Aircraft purchase, lease, or lease-purchase by state agency.
- Summary of current law: Requires aircraft acquisitions to be approve by the Department of Administration or the State Fiscal Accountability Authority, as appropriate, and the Joint Bond Review Committee.
- Recommendation and rationale for recommendation: Modify.
- Wording of law, with recommended change provided in strike through and underline: No aircraft may be purchased, leased, or lease-purchased for more than a thirty-day period by any state agency without the prior authorization of the Department of Administration or the State Fiscal Accountability Authority, as appropriate, and the Joint Bond Review Committee, unless the purchase or use is provided from a Federal Asset Transfer Program.
- Presented and approved by Board/Commission: Topic has been discussed, but no formal action has been taken by Commission.
- Other agencies that may be impacted by revising, eliminating, or adding the law: Any other state agency that chooses to purchase or operate aircraft for use in official state business.

Law Change #2:

- Law number and title: 13-1-1010, Commission created; purpose; purchase and sale of aeronautics assets.
- Summary of current law: Requires the agency to receive Joint Bond Review Committee prior to the sale of purchase of any aeronautical assets.
- Recommendation and rationale for recommendation: Modify.
- Wording of law, with recommended change provided in strike through and underline: Notwithstanding any other provision of law, the Aeronautics Commission is hereby created within the State Fiscal Accountability Authority. ~~The State Fiscal Accountability Authority shall provide administrative support functions to the division.~~ The commission shall oversee the operation of the division as the division's governing body. The Joint Bond Review Committee must review, prior to approval by the Aeronautics Commission, purchases or sales of any aeronautics assets, the value of which exceeds fifty thousand dollars. There may be no purchase or sale of any aeronautics assets without the approval of the commission.
- Presented and approved by Board/Commission: No
- Other agencies that may be impacted by revising, eliminating, or adding the law: State Fiscal Accountability Authority.

Law Change #3:

- Law number and title: 15-9-390, Service on nonresident operators of aircraft.
- Summary of current law: Service of process upon the Secretary of Commerce, as agent of the nonresident operator of any aircraft which has set down in South Carolina.
- Recommendation and rationale for recommendation: Eliminate.
- Wording of law, with recommended change provided in strike through and underline: ~~Service of process upon the Secretary of Commerce, as agent of the nonresident operator of any aircraft which has set down in South Carolina, shall be made by leaving a copy thereof, with a fee of four dollars, in the hands of the Secretary of Commerce or his office and such service shall be sufficient service upon the nonresident if notice of the service and a copy of the process are forthwith sent by certified mail by the plaintiff or the Secretary of Commerce or his designee to the defendant and the defendant's return receipt and the plaintiff's affidavit of compliance herewith are appended to the summons or other process and filed with the summons, complaint and other papers in the cause. The Secretary of Commerce or his designee shall keep a record of all processes which shall show the day and hour of service upon him. When the certified return receipt shall be returned to the Secretary of Commerce or his designee, he shall deliver it to the plaintiff on request and keep a record showing the date of its receipt by him and its delivery to the plaintiff.~~
- Presented and approved by Board/Commission: No
- Other agencies that may be impacted by revising, eliminating, or adding the law: Department of Commerce.

Law Change #4:

- Law number and title: 15-9-400, Procedure when nonresident aircraft operator defendant does not accept and receipt for notice sent by certified mail.
- Summary of current law: Procedure when nonresident aircraft operator defendant does not accept and receipt for notice sent by certified mail.
- Recommendation and rationale for recommendation: Eliminate.
- Wording of law, with recommended change provided in strike through and underline: ~~If the defendant in any such cause shall fail or refuse to accept and receipt for certified mail containing the notice of service and copy of the process and it shall be returned to the plaintiff or Director, the original envelope as returned shall be retained and the notice and copy of the summons shall be sent by open mail and the envelope and affidavit of mailing with sufficient postage of such open letter shall be filed with the clerk of court in which such action is pending and upon the filing thereof shall have the same force and legal effect as if such process has been personally served upon such defendant.~~
- Presented and approved by Board/Commission: No
- Other agencies that may be impacted by revising, eliminating, or adding the law: Department of Commerce.

Law Change #5:

- Law number and title: 15-9-410, Provisions as to nonresident aircraft operators are not applicable to certain air carriers.
- Summary of current law: Applicability of 15-9-400 to incorporated air carriers holding a certificate of public convenience and necessity.
- Recommendation and rationale for recommendation: Eliminate.
- Wording of law, with recommended change provided in strike through and underline: ~~The provisions of Sections 15-9-390 and 15-9-400 shall not apply to any incorporated air carrier holding a certificate of public convenience and necessity from the Division of Aeronautics of the Department of Commerce.~~
- Presented and approved by Board/Commission: No
- Other agencies that may be impacted by revising, eliminating, or adding the law: Department of Commerce.

Law Change #6:

- Law number and title: 23-33-20, permit required for firing missile.
- Summary of current law: Directs individuals to the Aeronautics Division to procure a permit for discharge of a missile in South Carolina.
- Recommendation and rationale for recommendation: Eliminate.
- Wording of law, with recommended change provided in strike through and underline: ~~Before any person shall fire or attempt to fire or discharge any missile within the borders of this State, he shall first procure a written permit from the Aeronautics Division of the Department of Commerce on such form as it may prescribe.~~
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #7:

- Law number and title: 55-1-100(b), flight crew chemical testing for blood alcohol content.
- Summary of current law: Directs the Aeronautics Division to administer the provisions of the code section.
- Recommendation and rationale for recommendation: Modify.
- Wording of law, with recommended change provided in strike through and underline: ~~The division shall administer the provisions of this subsection and may make regulations as may be necessary to carry out its provisions. The Department of Health and Environmental Control and SLED shall cooperate with the division in carrying out its duties.~~
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #8:

- Law number and title: Proviso 87.1, Reimbursement for Services Carry Forward.
- Summary of current law: Reimbursement and expending of reimbursements from charges to other government agencies.
- Recommendation and rationale for recommendation: Codify.
- Wording of law, with recommended change provided in strike through and underline: The Division of Aeronautics may retain and expend reimbursements derived from charges to other government agencies for service and supplies for operating purposes and that a reserve not to exceed \$300,000 may be carried forward to the current fiscal year for the replacement of time limit aircraft components.
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #9:

- Law number and title: Proviso 87.2, Office Space Rental.
- Summary of current law: Retention and expending of office space rental revenue.
- Recommendation and rationale for recommendation: Codify.
- Wording of law, with recommended change provided in strike through and underline: Revenue received from rental of Division of Aeronautics office space may be retained and expended to cover the cost of building operations.
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #10:

- Law number and title: Proviso 87.3, Funding Sequence.
- Summary of current law: Prioritization of airport funding programs.
- Recommendation and rationale for recommendation: Codify.
- Wording of law, with recommended change provided in strike through and underline: All General Aviation Airports will receive funding prior to the four air carrier airports (i.e. Columbia, Charleston, Greenville-Spartanburg, Myrtle Beach Jetport) as these qualify for special funding under the DOT/FAA appropriations based on enplanements in South Carolina.
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #11:

- Law number and title: Proviso 87.4, Hangar/Parking Facilities.
- Summary of current law: Allowance for, and retention and expending of hangar parking rental revenue.
- Recommendation and rationale for recommendation: Codify.
- Wording of law, with recommended change provided in strike through and underline: The Division of Aeronautics will provide hangar/parking facilities for government owned and/or operated aircraft on a first come basis. Funds shall be retained by the division for the purpose of hangar and parking facility maintenance. The Hangar Fee Schedule shall be determined by the division and shall not exceed local average market rates. Personnel from the agencies owning and/or operating aircraft will be responsible for ground movement of their aircraft.
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #12:

- Law number and title: Proviso 87.5, Aviation Grants.
- Summary of current law: State Aviation Fund uses and regulation creation.
- Recommendation and rationale for recommendation: Codify.
- Wording of law, with recommended change provided in strike through and underline: The funds appropriated for Aviation Grants, in this bill or any bill supplemental thereto, shall be credited to the State Aviation Fund within the Division of Aeronautics for the following purposes:

(1) to allow the maximization of grant funds available through the Federal Aviation Administration for capital improvement projects;

(2) for maintenance projects of general aviation airports; and or

(3) for aviation education related programs including, but not limited to, educating young people about careers in the aviation industry and/or the promotion of aviation in general.

Sponsors of publicly owned airports for public use are eligible to receive grants pursuant to this provision, but the airport must have a current development plan that meets the planning requirements of the National Plan of Integrated Airports Systems.

The Aeronautics Commission shall promulgate regulations establishing the grants program that, at a minimum, address: (1) priorities among improvements qualifying for grants; (2) an airport selection process to ensure an equitable distribution of funds among eligible airports; and (3) the criteria for distribution of funds among eligible airports.

Enabling airport sponsors to meet basic Federal Aviation Administration safety guidelines for obstruction clearance must be a major factor in the priority guidelines established by the Aeronautics Commission pursuant to this provision. The Commission also shall have discretion consistent with Section 55-5-170 of the 1976 Code to establish a program to grant Aviation Fund dollars for these purposes at the ratio of eighty percent from the fund to twenty percent from the local airport sponsor, or any ratio with a smaller relative contribution from the fund.

A report on the expenditure of these funds shall be submitted to the Senate Finance Committee and the House Ways and Means Committee.

Unspent funds from the prior fiscal year may be carried forward to the current fiscal year and spent for like purposes.

- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #13:

- Law number and title: Proviso 117.22, State-Owned Aircraft - Flight Logs.
- Summary of current law: Requirements of state agencies to maintain continuing flight logs to promote accountability and transparency.
- Recommendation and rationale for recommendation: Codify.
- Wording of law, with recommended change provided in strike through and underline: Each agency having in its custody one or more aircraft shall maintain a continuing log on all flights, which in order to promote accountability and transparency shall be open for public inspection and shall also be posted online. Any and all aircraft owned or operated by agencies of the State Government shall be used only for official business. The Division of Aeronautics and other agencies owning and operating aircraft may furnish transportation to the Governor, Constitutional Officers, members of the General Assembly, members of state boards, commissions, and 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 state-owned or operated aircraft unless the member or official files within twenty-four hours after the completion of the flight with the agency that provided 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 a state agency unless such agency prepares and maintains in its files a sworn statement from the highest ranking official of the agency or its designee certifying that the members or state officials trip was in conjunction with the official business of the agency. Official business shall not include routine transportation to and from meetings of the General Assembly or committee meetings for which mileage is authorized. Official business also does not include attending a press conference, bill signing, or political function.

All logs shall be signed by the parties using the flight and the signatures shall be maintained as part of the permanent record of any agency. All passengers shall be listed on the flight log by their legal name; passengers flying with an appropriate official of SLED or the Department of Commerce whose confidentiality must, in the opinion of SLED or the department, be protected shall be listed in writing on the flight log as Confidential Passenger SLED or the Department of Commerce (strike one) and the appropriate official of SLED or the department shall certify to the agency operating the aircraft the necessity for such confidentiality. The Division of Aeronautics shall post its flight logs on its website within one working day of completion of trips.

Violation of the above provisions of this section is prima facie evidence of a violation of Section 8-13-700(A) of the 1976 Code and shall subject a violating member of the General Assembly to the ethics procedure of his appropriate house and shall subject a violating member of a state board, commission or committee, or a state official to the applicable ethics procedure relating to them as provided by law. The above provisions do not apply to state-owned or operated aircraft when used by the Medical University of South Carolina, nor to aircraft of the athletic department or the educational foundations of any state-supported institution of higher education, nor to law enforcement officers when flying on state-owned aircraft in pursuit of fugitives, missing persons, or felons or for investigation of gang, drug, or other violent crimes.

Aircraft owned by agencies of state government shall not be leased to individuals for their personal use.

- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: Any other state agency who own aircraft.

Law Change #14:

- Law number and title: Proviso 117.101, Prohibit Use of State Aircraft for Athletic Recruitment.
- Summary of current law: Prioritization of state aircraft use related to institutions of higher learning when recruiting for athletics.
- Recommendation and rationale for recommendation: Codify.
- Wording of law, with recommended change provided in strike through and underline: Institutions of higher learning may use the state aircraft operated by the Division of Aeronautics for the purpose of athletic recruiting, provided that they reimburse the Division of Aeronautics for all flight hours on an at cost basis, using non-general funds.
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #15:

- Law number and title: S.C. Reg. 3-1, Landing Aircraft on Beach.
- Summary of current law: Designation of beach areas for aircraft landing.
- Recommendation and rationale for recommendation: Eliminate.
- Wording of law, with recommended change provided in strike through and underline: ~~It shall be unlawful for any aircraft to be landed or operated on any beach in South Carolina, except such areas as may be designated by the South Carolina Aeronautics Commission. (Filed in the Office of the Secretary of State August 20, 1945.)~~
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #16:

- Law number and title: S.C. Reg. 3-3, Permit Required for Air Shows, Aerial Exhibitions, etc.
- Summary of current law: Permitting Air Shows and Aerial Exhibitions.
- Recommendation and rationale for recommendation: Eliminate.
- Wording of law, with recommended change provided in strike through and underline:
 1. ~~No person, firm, or corporation shall promote, sponsor, conduct, or cause to be displayed any aerial exhibition or air show on any airport within this State without an effective, current permit issued by the South Carolina Aeronautics Commission. Applications for permits must be filed with the South Carolina Aeronautics Commission at least ten (10) days prior to the scheduled date of proposed aerial exhibition or air show.~~
 2. ~~The South Carolina Aeronautics Commission shall furnish appropriate forms for application for waiver or permit without charge to the applicant. (Filed in the Office of the Secretary of State April 7, 1953.)~~
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #17:

- Law number and title: S.C. Reg. 3-4, Pilot Regulations.
- Summary of current law: Creation of pilot regulations related to aircraft operations.
- Recommendation and rationale for recommendation: Eliminate.
- Wording of law, with recommended change provided in strike through and underline:
~~Pilots, with less than 200 hours certified time, shall not fly an aircraft, other than the model or type used in taking their primary instruction, until after they have taken three hours dual instruction under the supervision of a competent pilot on the model or type they intend to fly. Limited commercial and private pilots, under this classification, shall, in addition to the dual instruction required above, complete two hours solo flight on the model or type aircraft they intend to fly, before carrying passengers as authorized in their certificate of competency. Both the dual and solo time required under this regulation will be certified to in the pilot's logbook by the supervising pilot. (Filed in the Office of the Secretary of State April 10, 1940.)~~
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #18:

- Law number and title: S.C. Reg. 3-5, Registration of Spraying, Dusting and Seeding Aircraft.
- Summary of current law: Requirements for agriculture aerial applicators to secure an operators registration from the agency.
- Recommendation and rationale for recommendation: Eliminate.
- Wording of law, with recommended change provided in strike through and underline:
 - ~~1. No person piloting an aircraft shall engage in aerial spraying, dusting, seeding, or any similar operation within this state unless the aircraft being used shall have first been properly registered by the South Carolina Aeronautics Commission, which registration shall be issued without charge to applicant on appropriate forms to be furnished by the South Carolina Aeronautics Commission.~~
 - ~~2. Prior to the issuance of a registration certificate by the South Carolina Aeronautics Commission the applicant must, under oath, certify that the aircraft which will be engaged in the operation of spraying, dusting, seeding, or any other agricultural operation or pest control shall be equipped with approved type safety belt and shoulder harness, provided further that the operator of the aircraft shall, at all times, wear the approved safety belt and shoulder harness while the aircraft is engaged in the operation of aerial dusting, spraying, seeding, or any other type of agricultural operation or pest control. (Filed in the Office of the Secretary of State April 7, 1953.)~~
- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

Law Change #19:

- Law number and title: S.C. Reg. 3-10, Certificate of Public Necessity and Convenience.
- Summary of current law: Requirements of air carriers to secure a Certificate of Convenience to operate between points within South Carolina.
- Recommendation and rationale for recommendation: Eliminate.
- Wording of law, with recommended change provided in strike through and underline:

1.100. Authority.

~~————— No intrastate air carrier shall provide scheduled air service between points within the State of South Carolina, unless there is in force a certificate of public convenience and necessity issued by the South Carolina Aeronautics Commission authorizing such an air carrier to engage in such air transportation.~~

1.200. Application for Certificate.

~~————— No application for a certificate shall be received and filed by the Commission unless the same shall be in writing and verified with an original and seven copies. The application shall contain the following information:~~

~~————— (1.) The name and address of the applicant and of its officers, if any, and full information concerning the financial condition and physical properties of the applicant.~~

~~————— (2.) The complete route or routes over which the applicant desires to operate, together with the description of each aircraft intended to be used.~~

~~————— (3.) A proposed schedule of the initial services to be offered and the fares and rates to be charged for the transportation of persons and property between the several points or localities to be served.~~

~~————— (4.) Plats or maps showing the route or routes over which the applicant seeks authority to operate, on which shall be delineated the route or routes of existing air carriers, authorized by the Commission or any other responsible regulatory body to provide services competitive with or complementary to the proposed services.~~

~~————— (5.) A brief statement explaining the need for the proposed new services.~~

~~————— (6.) Every application filed with the Commission for a certificate shall be accompanied by a filing fee of \$500, which fee shall be in addition to any other fees and taxes and shall be retained by the Commission, whether the application is approved or not, to defray operating expenses.~~

1.300. Public Hearing on Application.

~~————— Copies of the application shall be transmitted contemporaneously by certified mail, return receipt requested to the Civil Aeronautics Board, the Federal Aviation Administration and to any carrier or CAB-certificated carrier which serves, or is authorized to serve, the route proposed to be served by the applicant, or any portion thereof. Copies also shall be served on the chief elected officials of the towns, cities and counties to be served. Upon receipt of the application in proper form, the commission shall set a date for public hearing which shall be conducted by the commission.~~

1.400. Appearance at Public Hearing.

~~————— Carriers certificated by the Civil Aeronautics Board pursuant to the Federal Aviation Act of 1958, as now or hereafter amended, or by the Commission, together with any other interested party shall be afforded the right to appear and present evidence and arguments at such hearing on all issues involved. The final decision on the application shall be made by the Commission by written order setting forth its findings and served upon the parties in such manner as the Commission shall specify. The decision may grant in part or in whole the request set forth in the application or it may deny the request.~~

1.500. Revocation of Certificate.

~~————— Upon notice and hearing, certificates of public convenience and necessity shall be subject to revocation or suspension for violation of the Commission's rules or~~

regulations, the regulations or laws of the United States, the State, or any authorized agency or board thereof. Any certificate revoked or suspended may be reinstated upon order of the Commission on its own motion or upon application of the air carrier, when the Commission finds reinstatement to be in the public interest. In addition to the Commission, the chief elected officials of towns, cities, counties that the intrastate carrier serves are authorized to bring revocation actions before the Commission for disposition for good cause shown.

1.600. Special Temporary Suspension.

_____ Upon application for suspension of any certificated point, the Commission may authorize a special temporary suspension. Such suspension, when authorized, shall be effective 30 days after the approval by the Commission and shall only remain effective, however, pending hearing and decision on the application if an interested person or party so requests. The special temporary suspension may be ordered for a maximum 90-day period, and may be renewed by the Commission for an additional 90-day period, if such additional time is required to complete the proceedings before the Commission, except that a stay of the Commission's decision on its own motion or by a court of competent jurisdiction will serve to continue the special temporary suspension until 10 days after termination of a review proceeding. Any notice of suspension shall be given to all elected officials in communities involved. It is also required that any application for suspension be accompanied by a properly executed statement setting forth the reasons for suspension. Any responses by interested persons or parties are due within 15 days of notification and filing with the Commission.

1.700. Certificate Exemption.

_____ Upon application by an air carrier or other interested party, the Commission may, following a determination of necessity, exempt the passenger air carrier from the certificate provisions and upon a finding that such provisions impose an undue burden upon the carrier, a community, or area because of the immediate need for service including, but not limited to, conditions of national emergency, natural disaster or cessation of existing service by another carrier, except a cessation of existing service caused by a labor dispute, and that enforcement of such provision would be contrary to the public interest.

1.800. Transfer of Certificate.

_____ No certificate of an air carrier operating under the provisions of these regulations may be sold, assigned, leased or transferred without the approval of the Commission. After public notice and public hearing, the Commission may disapprove such proposed sale, assignment, lease or transfer if it is found and determined by the Commission that such proposed sale, assignment, lease or transfer is not in good faith; that the proposed purchasers, assignee, lessee or transferee is unfit, unwilling or unable to undertake the services required by the certificate proposed to be sold, assigned, leased or transferred; or that the proposed sale, assignment, lease or transfer is not in the public interest. Every application filed with the Commission for an order approving the lease, sale or transfer of any certificate of public convenience and necessity shall be accompanied by a transfer fee of \$150, which shall be retained by the Commission whether the lease, sale or transfer of the certificate is approved or not.

1.900. Violations.

_____ Every person who violates or fails to comply with any rule or regulation of the Commission shall be subject to and shall pay a penalty not exceeding \$500 for each and every day of such violation. The penalty shall be recovered in any court of competent jurisdiction in the county in which the violation occurs. Suit for the penalty or penalties shall be instituted and conducted by the Attorney General of the State of South Carolina, or by the Solicitor in the county in which the violation occurs in the name of the State of

South Carolina. Upon violation of any rule, regulation or order of the Commission, any circuit court of any county where such violation occurs shall have the power to restrain and enjoin any person from violating any of the rules, regulations, or orders of the Commission. Such injunctive relief may be granted upon the application of the Commission, the Attorney General, the proper Solicitor or competing air carrier. No bond shall be required when such injunctive relief is sought upon the application of the Commission, Attorney General or the Solicitor. Such relief may be granted in suits for penalties as provided in these regulations but suit for penalties shall not be a condition precedent to the injunctive relief provided hereby.

2.000. Petitions for Relief.

——— If any air carrier, or other party in interest be adversely affected by any decision or order of the Commission, it may appeal from such order within fifteen days after receipt to the Circuit Court of Lexington or Richland County. In an appeal from a Commission order other than a revocation or suspension of a certificate, the Commission's order shall be sustained unless there is not substantial evidence to support it. Appeals from any Circuit Court order may be made to the Supreme Court under the rules provided in other appeals from the Circuit Court.

2.100. On Call Service

——— An air carrier operating "on call" as opposed to regular service between terminal points, is not subject to certification requirements; unless the Commission, after public notice and hearing, finds that the "on call" services significantly infringe on services provided under other certificates of public convenience and necessity authorized by the Commission.

2.200. Consolidation with Another Certificate.

——— Without the express authorization of the Commission, after public notice and hearing, no certificate of public convenience and necessity issued to one passenger air carrier under the provisions of these regulations shall be combined, united or consolidated with another such certificate issued to or possessed by another carrier.

2.300. Changes in Rates, Fares and Other Charges.

——— Changes in rates, fares and other charges for services authorized by certificates of public convenience and necessity must be filed with the Commission thirty (30) days in advance of the effective dates of the changes.

——— The Commission shall investigate, on its own or on complaints of interested parties, fare and charges and, after hearing, may suspend fares and charges which are unreasonable or unduly discriminatory or preferential.

2.400. Violation of Federal Safety Laws.

——— The Commission shall have the power to suspend and enforce the suspension of certificates of public convenience and necessity, issued by the Commission, upon a finding by any agency of the Federal government that an air carrier holding such certificates is operating in violation of any Federal safety law or regulation.

2.500. Additional Service.

——— Nothing contained in these regulations shall be construed as giving the Commission authority to require the establishment of service from or to terminals or to intermediate points not specified in the passenger air carrier's certificate of public convenience and necessity unless the carrier makes application to establish such additional service.

2.600. Discontinuance of Service.

——— No air carrier holding a certificate of convenience and necessity issued by the Commission shall discontinue operations between any two or more terminals pursuant to such certificate without authority of the Commission. Operations may be discontinued

upon 10 days written notice to the Commission and to such other persons as the Commission may require, upon a showing that the operations are unprofitable.

~~2.700. Investigation of Unlawful Activity:~~

~~—————When the Commission has reason to believe that any air carriers, including cargo and mail carriers are being operated without a certificate of public convenience and necessity as required or that the regulations are being violated or that a passenger air carrier is engaging in any other illegal activity, it shall investigate such activity and may, after a hearing, make its order requiring the owner or operator of the aircraft to cease and desist from any such unlawful activity. The Commission shall enforce compliance with such order under the powers vested in the Commission by these regulations.~~

~~2.800. Insurance:~~

~~—————The Commission shall require all air carriers including cargo and mail carriers to procure and maintain a minimum amount of insurance in such amounts as the Commission may determine.~~

~~—————The Commission may, after hearing, require any passenger air carrier to procure and maintain additional insurance in such amounts and upon such terms as the Commission may determine.~~

~~—————The Commission may at any time suspend the certificate of any passenger air carrier for failure to comply with the insurance required pursuant to this regulation or any other law.~~

~~2.900. Effective Date:~~

~~—————These rules and regulations shall become effective upon filing with the Secretary of State.~~

- Presented and approved by Board/Commission: No.
- Other agencies that may be impacted by revising, eliminating, or adding the law: None.

VII. Additional Documents to Submit

A. Reports

17. Please provide an updated version of the Reports Template from the Accountability Report. In the updated version, please do the following:
- a. Add any reports necessary so the chart is current as of the date of submission of the Program Evaluation Report and include:
 - i. Audits performed on the agency by external entities, other than Legislative Audit Council, State Inspector General, or State Auditor’s Office, during the last five years;
 - ii. Audits performed by internal auditors at the agency during the last five years;
 - iii. Other reports, reviews or publications of the agency, during the last five years, including fact sheets, reports required by provisos, reports required by the federal government, etc.; and
 - b. Include the website link for each document in the “Method to Access the Report” column, if website link is available. If website link is not available, enter the method by which someone from the public could access the report. If the method is to call or send a request to the agency, please specify to whom the request must be sent and any details the individual must include in the request.
 - c. Submit an electronic copy of any internal audits that are not posted online.
 - See latest version attached.

B. Organizational Charts

18. Please submit the most recent agency organization chart, if the chart has changed since the agency submitted it with the Accountability Report.
- See latest version attached.

VIII. Feedback (Optional)

19. What other questions may help the Committee and public understand how the agency operates, budgets, and performs?

- How is the SAF managed to provide for all airports in the SC airport system?
- How are priorities determined for the SAF?
- What does the agency feel is the future of small community airports and their associated funding?

20. What are the best ways for the Committee to compare the specific results the agency obtained with the resources the agency invested?

- Due to the complexity of the report requests, the Committee might determine a SCEIS reporting method to provide for a “rolling” financial tool that connects agency budgets to specific agency programs and future reporting requests of the Committee.

21. What changes to the report questions, format, etc., would agency representatives recommend?

- Look more at specific agency operations, and less at the specific objective costs, etc.

22. What benefits do agency representatives see in the public having access to the information in the report?

- The primary benefit that the agency sees in having information publicly available is that airports are a critical part of the state’s transportation infrastructure, and should be considered as such.
- The public should be able to see how the agency is proactive in the protection of airports, the investments that have been made at them, and the role of the agency in planning for the future related to air transportation in the state.
- The public can see that the agency has been serving state airport communities since 1935, and is an integral part of bringing federal program dollars to support airports.
- The public can observe through this information that the agency staff is dedicated to its mission and to the service of state citizens.

23. What are two-three things agency representatives could do differently next time (or it could advise other agencies to do) to complete the report in less time and at a lower cost to the agency?

- Now that the agency is aware of the process, and the integration of the process to other annual reporting, it should cause the agency to gravitate toward a review of programs annually, including their costs, effectiveness, and value to those we serve.
- The agency will split reporting among more staff next time.

24. Please provide any other comments or suggestions the agency would like to provide.

- This process should be incorporated in a process that allows participation by the House, Senate, and Executive staff. This coordination would streamline processes for agencies under review, and would allow audit staff to spend less time with each agency due to the coordinated approach. This would also enable agency staff to spend less time overall working through the agency responses to the overall audit/oversight processes.

Glossary of Terms

ACRONYMS:

AUP – Agreed Upon Procedures

AWOS – Automated Weather Observation Station

Weather reporting systems that provide critical weather data to aircraft operators within the state

CAIRS – Comprehensive Aviation Information Reporting System

Custom data base management tool that was built by the University of South Carolina for managing airport data for the agency

CIP – Capital Investment (or Improvement) Plan

A five year plan submitted annually by individual airports to the FAA that contains plans for improving or maintaining airport infrastructure

CLUE – Compatible Land-use Evaluation Tool

Tool developed for use by airport owners, developers, and the agency to evaluate the impacts of property developments around the publicly owned, public use airports in the state

DOA – Department of Administration

DOT/FAA – Department of Transportation/Federal Aviation Administration

DTO – Division of Technology Operations

FAA – Federal Aviation Administration

FCC – Federal Communications Commission

GIS – Geographic Information System

A mapping tool that contains data for the following: Current Airport Data, NAVAIDS, SC Electrical Study, Safety Inspections, Runway Pavement Condition and Strength, Pavement Friction Testing, FCC Tower Data, AWOS Status, and SCDOC UAV No Fly Zones

LED – Light Emitting Diode

MOA – Memorandum of Agreement

NAVAIDS – Navigational Aids

Any device external to an aircraft specifically intended to assist navigators in determining their position or safe course, or to warn them of dangers or obstructions to navigation

SAF – State Aviation Fund

The state fund created to receive all monies from licensing of airports, landing fields, or funds appropriated for aviation grants, the tax on aviation fuel and aircraft, and fees for other licenses issued pursuant to S.C. Code, Title 55

SAO – State Auditor’s Office

SCAA – South Carolina Aviation Association

SCAC – South Carolina Aeronautics Commission

SCDOC – South Carolina Department of Corrections

SCEIS – South Carolina Enterprise Information System

SLED – South Carolina Law Enforcement Division

UAS (UAV) – Unmanned Aircraft Systems (Vehicle)

Sometimes called a drone, a UAS is an aircraft without a human pilot onboard, but instead, is controlled from an operator on the ground

TERMS:

Airport Maintenance: includes Pavement, Electrical, and Vegetation Control services

Flight Hours: total flight hours in a fiscal year

Land-use: considerations for land-uses around airports, as identified per Title 55-13-5

Safe Flight Hours: flight hours without accident or incident

State Grants: grants offered to airports for capital improvements

Legal Standards
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding		Aeronautics Commission							
Date of Submission		10/19/2018							
Item #	Law Number	Jurisdiction	Type of Law Options: Constitution; Statute; 2016-17 Proviso; 2017-18 Proviso; 2018-19 Proviso; Regulation; Executive Order	Statutory Requirement and/or Authority Granted	Does this law specify who (customer) the agency must or may serve? (Y/N)	If yes, who is/are the customer(s)?	Does the law specify a deliverable (product or service) the agency must or may provide? Options: Yes - Providing a report; Yes - Serving on board, commission, or committee; Yes - Other service or product; No	Does the agency want to recommend revision or elimination of the law?	If yes, why and/or what would it accomplish?
1	1-11-405	State	Statute	No aircraft may be purchased or leased for longer than a thirty-day period by any state agency without prior authorization by Department of Administration or the State Fiscal Accountability Authority, as appropriate, and the Joint Bond Review Committee.	No		No	Yes	The Agency would like a change to conform to the \$50,000 purchase limit, but only for aircraft that are available on the 10033 Federal Asset Transfer Program. This change would enable the state to acquire aircraft that could be placed into service immediately, and would enable the state to retain ownership after a five year period. Finally, after ownership is acquired, the state could sale the aircraft and begin to "cash flow" other aircraft purchases without the need to appropriate large amounts from the general fund.
2	1-30-25	State	Statute	Transfers and incorporates SCAC under the umbrella of the Department of Commerce.	No		No	Yes	The Agency placement needs to conform to current law.
3	11-35-1550	State	Statute	Provides that the Division of Aeronautics of the Department of Commerce may act as its own purchasing agency for all procurements of maintenance services for aircraft.	No		No	No	
4	13-1-1010	State	Statute	(1) Creates Aeronautics Commission within the State Fiscal Accountability Authority; (2) Provides that the Joint Bond Review Committee must review the purchase or sale of aeronautics assets.	No		No	Yes	The agency would like to have aircraft purchasing authority for aircraft under \$50,000, and only through the 1033 Federal Asset Transfer Program.
5	13-1-1020	State	Statute	Outlines commission districts and how members of commission are elected/appointed.	No		No	No	
6	13-1-1030	State	Statute	Further clarifies commission district boundaries and provides for counties that are divided among two or more commission districts.	No		No	No	
7	13-1-1040	State	Statute	Delegations to elect commissioner from district.	No		No	No	
8	13-1-1050	State	Statute	Defines terms of commission members.	No		No	No	
9	13-1-1060	State	Statute	Oath of office statute for commission members.	No		Yes - Other service or product	No	
10	13-1-1070	State	Statute	Official seal; adoption of rules and procedures for commission.	No		Yes - Other service or product	No	
11	13-1-1080	State	Statute	Appointment of executive director; provides procedure by which commission nominates an executive director which then must be approved and officially appointed by the governor.	No		Yes - Other service or product	No	
12	13-1-1090	State	Statute	Outlines the minimum qualifications for the commission members.	No		No	No	
13	15-9-390	State	Statute	Service on nonresident operators of aircraft	Yes	Nonresident aircraft operators	No	Yes	Deletion for non applicability
14	15-9-400	State	Statute	Procedure when nonresident aircraft operator defendant does not accept and receipt for notice sent by certified mail.	Yes	Nonresident aircraft operators	No	Yes	Deletion for non applicability
15	15-9-410	State	Statute	Incorporated air carriers with a certificate of public convenience and necessity (from the Division of Aeronautics) are exempted from Secs. 15-9-390-15-9-400.	Yes	Nonresident air carriers	Yes - Other service or product	Yes	Deletion for non applicability
16	23-33-20	State	Statute	Provides that any person wanting to fire or attempt to fire or discharge any missile shall first procure a written permit from the Aeronautics Division of the Department of Commerce.	Yes	Individual wanting to fire a missile in SC	Yes - Other service or product	Yes	Delete due to jurisdictional control
17	55-1-1	State	Statute	(1) Creates Aeronautics division within State Fiscal Accountability Authority (SFAA); (2) Creates governing entity of division, Aeronautics Commission	No		No	No	
18	55-1-5	State	Statute	Defines terms utilized in Title 55 of state statute	No		No	No	
19	55-1-7	State	Statute	Instructs where fines and fees assessed by the Aeronautics division must be deposited	No		Yes - Other service or product	No	
20	55-1-10	State	Statute	Limits airplane owners and operators liability to riders of airplanes who do not pay for the transportation to intentional and reckless acts	Yes	Owners and Operators of Airplanes	No	No	
21	55-1-20	State	Statute	Liability of public carriers. Relieves the responsibility for injuries sustained by a passenger being transported by the public carrier.	Yes	Pubic Carriers and Passengers	No	No	
22	55-1-30	State	Statute	Unlawful removing or damaging of airport facility or equipment with the penalties of the offence	No		No	No	
23	55-1-40	State	Statute	Unlawful entry of aircraft, damaging or removing equipment with the penalties of the offence	Yes	Aircraft owners	No	No	
24	55-1-50	State	Statute	Landing or taking off on public highways	No		Yes - Other service or product	No	
25	55-1-60	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 1, eff June 18, 2012, if needed for future legislation	No		No	No	
26	55-1-70	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 1, eff June 18, 2012, if needed for future legislation	No		No	No	

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27	55-1-80	State	Statute	Appointment of additional members to county aviation commission	Yes	County Aviation Commissions	No	No
28	55-1-90	State	Statute	Regulates the use of the state aircraft	Yes	Governmental bodies, medical facilities	Yes - Other service or product	No
29	55-1-100	State	Statute	Operating or acting as flight crew member of aircraft while under influence of alcohol or drugs unlawful; criminal prosecution and rights of accused; penalties	Yes	Aircraft flight crew	Yes - Other service or product	Yes This testing should be accomplished by law enforcement methods because the division is not equipped or trained to provide this testing
30	55-3-10	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 2, eff June 18, 2012, if needed for future legislation	No		No	No
31	55-3-20	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 2, eff June 18, 2012, if needed for future legislation	No		No	No
32	55-3-30	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 2, eff June 18, 2012, if needed for future legislation	No		No	No
33	55-3-40	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 2, eff June 18, 2012, if needed for future legislation	No		No	No
34	55-3-50	State	Statute	Landing of airport on property without consent; exceptions; liability	No		No	No
35	55-3-60	State	Statute	Liability and lein for damages	Yes	Aircraft Owners	No	No
36	55-3-70	State	Statute	Liability for collisions	Yes	Aircraft owners	No	No
37	55-3-80	State	Statute	Crimes and tort	Yes	Airmen and Passangers	No	No
38	55-3-90	State	Statute	Use of navigable waters for landing, docking, and takeoff of seaplanes	No		Yes - Other service or product	No Evaluate waterways used by seaplanes for risk to public health, safety, and property; when necessary, withdraw approval for use of the waterway, limit use, or make use subject to conditions
39	55-3-100	State	Statute	Restrictions on the use of waterway by seaplane; criteria	No		Yes - Other service or product	No Evaluate waterways used by seaplanes for risk to public health, safety, and property; when necessary, withdraw approval for use of the waterway, limit use, or make use subject to conditions
40	55-3-110	State	Statute	Hunting from aircraft. An airman or passenger who, while in flight within this State, shall intentionally kill or attempt to kill any birds or animals is guilty of a misdemeanor and punishable by a fine of not more than two thousand dollars, or by imprisonment for not more than thirty days, or both.	Yes	Airman and passenger	No	No
41	55-3-120	State	Statute	Construction. Interpreted and construed as to effectuate its general purpose of promoting aviation, aeronautics, aviation safety, and conforming and making consistent this State's laws with federal law, and the laws of other states on the subject of aviation and aeronautics	No		No	No
42	55-3-130	State	Statute	Pointing, aiming, or discharge of laser device at aircraft; penalties.	No		No	No
43	55-5-10	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 2, eff June 18, 2012, if needed for future legislation	No		No	No
44	55-5-20	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No	No
45	55-5-30	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No	No
46	55-5-40	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No	No
47	55-5-50	State	Statute	Executive director of aeronautics and other employees	No		Yes - Other service or product	No Employ an executive director and other employees necessary for the agency's business including allocation of funds, operating expenditures, capital project planning, etc.
48	55-5-60	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No	No
49	55-5-70	State	Statute	Promotion and maintenance of air commerce and aeronautical activities; authority to promulgate rules as necessary	Yes	Aeronautical activities & facilities within the State	Yes - Other service or product	No (1) Promotion and fostering of air commerce in SC; (2) Have an interest in, and consult with others regarding, the maintenance, enhancement, and safety of aeronautical activities and facilities within S.C.; (3) Establish rules and regulations governing the design, layout, location, building, equipping, operation and use of all airports

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50	55-5-71	State	Statute	Written approval by division of restricted use airport; considerations	Yes	Neighbors of public use airports	Yes - Other service or product	Approval for restricted use airport near public use airport - When a private airport is in close proximity to a public airport, determine whether to authorize the private airport to operate based upon aviation safety and conflict	No
51	55-5-72	State	Statute	Written approval by division of plans for construction of or additions to public airport; exceptions	Yes	Publicly owned airports who qualify for state funding	Yes - Other service or product	Approval of airport development construction plans - Review and approve plans for construction or additions to public airports (not airports owned by private entities or airports that do not receive state funds)	No
52	55-5-73	State	Statute	Approved and filed plan required for obtaining airport construction funding or funding from the State Aviation Fund.	Yes	State Airports	Yes - Other service or product	Funding from the State Aviation Fund - Review and approve plans for construction or additions to public airports (not airports owned by private entities or airports that do not receive state funds)	No
53	55-5-75	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No		No
54	55-5-80	State	Statute	Responsibilities and authority of the Aeronautics Commission	Yes	Public use airports, airport governing boards, aeronautical activities, and county & local governments	Yes - Other service or product	Regulations, inspections, & legal actions - (1) Create rules and regulations for administration and operations of the agency; (2) Administer federal grant programs, maintenance programs, or other programs (i.e., serve as state sponsor for Federal Aviation Administration funded projects); (3) Create and maintain a flight department within the agency to purchase, operate, and perform maintenance on state aircrafts; (4) Purchase aircrafts for use by the state; (5) Operate aircrafts owned by the state; (6) Maintain aircrafts owned by the state; (7) Support other state agencies who own aircrafts through maintenance and operations agreements; (8) The agency may acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports (acquire an existing public use or private airport; construct a new public use airport, or expand an existing airport; separately or jointly own a public use airport; operate an airport owned by the division or an airport owned by a municipality, county, airport commission, special purpose district, or other political subdivision); (9) Inspect aviation facilities; (10) Maintain action in equity to reduce and eliminate airport hazards which are in violation of zoning regulations that have potential of interfering with aircraft operations; (11) Pursue recovery of costs from persons responsible for creating or maintaining an airport hazard; (12) Review and approve plans for construction or additions to public airports (not airports owned by private entities or airports that do not receive state funds); (13) Participate in and support the state's emergency management division air branch emergency support function; (14) Have an interest in, and consult with others regarding, the maintenance, enhancement, and safety of aeronautical activities and facilities within S.C.	No
55	55-5-85	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No		No
56	55-5-86	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No		No
57	55-5-87	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No		No
58	55-5-88	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No		No
59	55-5-90	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No		No
60	55-5-100	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No		No
61	55-5-110	State	Statute	Burden of proof in criminal prosecution of proper license	No		No		No
62	55-5-120	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No		No
63	55-5-130	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No		No

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64	55-5-140	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No	No
65	55-5-150	State	Statute	Closing an airport or runway for imminent danger to aircrafts; mediation to resolve disputes with airport sponsor regarding closure	Yes	Airport & governmental body	Yes - Other service or product	Inspect runways for safety; close runways which pose imminent and substantial danger to aircraft operations; coordinate with local governments to remedy deficiencies in runways; require airports to develop a proposed closure plan
66	55-5-160	State	Statute	The use of testimony obtained during investigations pertaining to action involving an aircraft; employees not required to testify	No		Yes - Other service or product	(1) Protect employees of the agency from being required to testify to any information or facts gained through their employment; (2) Protect employees of the agency from being required to testify as an expert witness in any suit, action, or proceeding involving any aircraft; (3) Protect individuals and information involved in agency investigations, including agency reports and testimony, from being used for any purpose in any suit, action or proceeding growing out of any matter referred to in said investigation, hearing, or report (with some exceptions)
67	55-5-170	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No	No
68	55-5-180	State	Statute	Public inspection of rules and regulations; annual reports	No		Yes - Other service or product	(1) Keep agency rules and regulations on file at the Secretary of State and agency's office; (2) Provide the Governor a report of Commission proceedings during the calendar year
69	55-5-190	State	Statute	Enforcement of chapter; public departments to cooperate	No		Yes - Other service or product	Enforce provisions of State Aeronautical Regulatory Act (S.C. Code of Laws, Chapter 5, Title 55) by injunction in circuit court
70	55-5-200	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No	No
71	55-5-210	State	Statute	Reasons for certain orders to be stated	No		Yes - Other service or product	Provide findings of facts, conclusions of law, reasons, and requirements to be met for approval in cases which the Commission issues an order pursuant to applicable law
72	55-5-220	State	Statute	Service of orders. Any order made by the division pursuant to this title shall be served upon the interested person by registered mail or in person before such order shall become effective.	No		Yes - Other service or product	Serve Commission orders on interested parties by registered mail or in person
73	55-5-230	State	Statute	Appeal from orders. A person against whom an order is entered may appeal within thirty days after the service to the Administrative Law Court as provided in Sections 1-23-380 and 1-23-600(D) for the purpose of having the reasonableness or lawfulness of the order inquired into and determined.	No		No	No
74	55-5-240	State	Statute	Procedure on appeal. The person taking the appeal shall file the notice of appeal in the office of the clerk with the Administrative Law Court and serve a copy on the director or his designee and all other parties of record. Upon appellate review, the administrative law judge shall enter an order either affirming or setting aside the order of the court; or may remand the matter to the court for further hearing.	No		No	No
75	55-5-250	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No	No
76	55-5-260	State	Statute	Penalties of those failing to comply with rules and regulations	No		No	Fines and penalties
77	55-5-270	State	Statute	Application and exceptions applying to the airworthiness certificate engaging in private flight operations conducted by civil aircraft.	No		No	No
78	55-5-280	State	Statute	State Aviation Fund: All monies received from licensing of airports, landing fields, or funds appropriated for aviation grants, the tax on aviation fuel, and fees for other licenses issued under this chapter must be paid into the State Treasury and credited to the fund known as the "State Aviation Fund". The State Aviation Fund must not be used for operating expenses of the division.	No		Yes - Other service or product	State Aviation Fund use requirements - (1) Deposit certain fees and fines assessed by the agency in the State Aviation Fund; (2) Manage and verify that funds attributed to the State Aviation Fund are being properly used toward maintenance and repairs of the division's aircraft or toward maintenance, rehabilitation, and capital improvements to public airports; not toward operating expenses; (3) Establish regulations governing eligibility and procedures for disbursements from the State Aviation Fund
79	55-5-290	State	Statute	No text, Statute number reserved by 2012 Act. No. 270, Section 3, eff June 18, 2012, if needed for future legislation	No		No	No
80	55-7-10	State	Statute	Repealed by 1988 Act No. 624, Section 2	No		No	No
81	55-7-20	State	Statute	Repealed by 1988 Act No. 624, Section 2	No		No	No
82	55-7-21	State	Statute	Repealed by 1988 Act No. 624, Section 2	No		No	No

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83	55-7-30 to 55-7-110	State	Statute	Repealed by 1988 Act No. 624, Section 2	No		No	No	
84	55-8-10 to 55-8-50	State	Statute	Repealed by 2012 Act No. 270, Section 14, eff June 18, 2012	No		No	No	
85	55-8-60	State	Statute	Repealed by 1988 Act No. 624, Section 6	No		No	No	
86	55-8-70	State	Statute	Repealed by 2012 Act No. 270, Section 14, eff June 18, 2012	No		No	No	
87	55-8-80	State	Statute	Repealed by 1988 Act No. 624, Section 6	No		No	No	
88	55-8-90 to 55-8-110	State	Statute	Repealed by 2012 Act No. 270, Section 14, eff June 18, 2012	No		No	No	
89	55-8-120	State	Statute	Repealed by 1988 Act No. 624, Section 6	No		No	No	
90	55-8-130	State	Statute	Repealed by 1988 Act No. 624, Section 6	No		No	No	
91	55-8-140 to 55-8-210	State	Statute	Repealed by 2012 Act No. 270, Section 14, eff June 18, 2012	No		No	No	
92	55-9-10	State	Statute	South Carolina Airports Act	No		No	No	
93	55-9-20	State	Statute	Intent and construction of Chapter 9 of Title 55	No		No	No	
94	55-9-30	State	Statute	Establishment of airports and the authority outside of the geographical limits	No		Yes - Other service or product	The agency may acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports (acquire an existing public use or private airport; construct a new public use airport, or expand an existing airport; separately or jointly own a public use airport; operate an airport owned by the division or an airport owned by a municipality, county, airport commission, special purpose district, or other political subdivision)	No
95	55-9-40	State	Statute	Land use for aviation deemed governmental purpose which is occupied for public, governmental and municipal purposes.	No		Yes - Other service or product	The agency may acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports (acquire an existing public use or private airport; construct a new public use airport, or expand an existing airport; separately or jointly own a public use airport; operate an airport owned by the division or an airport owned by a municipality, county, airport commission, special purpose district, or other political subdivision)	No
96	55-9-50	State	Statute	Acquisition of land by countries that the State acquires for maintaining airports.	No		No	No	No
97	55-9-60	State	Statute	Repealed by 1987 Act No. 173, Section 55, eff June 30, 1987	No		No	No	No
98	55-9-70	State	Statute	Acquisition of property by condemnation or otherwise of real property for public use.	No		Yes - Other service or product	Acquire property for a new airport or expansion of an existing airport by condemnation or otherwise	No
99	55-9-80	State	Statute	Air rights over private property	Yes	Publicly owned airports	Yes - Other service or product	Participation in acquisition of property rights - Acquire air rights, including aviation easements, over private property necessary to ensure safe approaches to the landing areas of airports, and for the purpose of establishing and protecting airports and runways	No
100	55-9-90	State	Statute	Safety markers and lights for the safe operations of aircraft utilizing the airports.	Yes	Publicly owned airports	Yes - Other service or product	Participation in acquisition of property rights - Acquire right to operate and maintain markers and lighting of buildings or other obstructions for the safe operation of aircrafts at public airports	No
101	55-9-100 to 55-9-180	State	Statute	Repealed by 1987 Act No. 173, Section 55, eff June 30, 1987	No		No	No	No
102	55-9-190	State	Statute	Powers as to airports and landing fields which has established airports which acquire, lease or set apart real property.	Yes	Publicly owned airports	Yes - Other service or product	Participation in airport development - (1) Adopt regulations for use of an airport (Airports may adopt regulations that differ from agency regulations when related to the operations of the airport, and by way of the establishment of minimum standards, rates and charges, and other items that may be necessary to the safe, efficient operations of the airport); (2) Set penalties for violation of regulations established for the airport; (3) Establish charges, fees, and tolls for use of an airport that is owned and managed by the division; (4) Establish liens to enforce payment of charges, fees, and tolls at airports; (5) Lease the airports to private parties for operation, as long as it does not deprive the public of its rightful, equal, and uniform use of the airport; (6) Lease space in the airports to private parties for operation space, area, improvements, and equipment on such airports, as long as it does not deprive the public of its rightful, equal, and uniform use of the airport; (7) Transfer authority for the construction, equipment, improvement, maintenance and operation of an airport to a political subdivision	No
103	55-9-200	State	Statute	The purchase price or award for real property acquired, in accordance with the provisions of this chapter.	No		No	No	No

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104	55-9-210	State	Statute	The local public authorities having power to appropriate monies within the counties, municipalities or other political subdivisions of this State acquiring, establishing, developing, operating, maintaining or controlling airports under the provisions of this chapter may appropriate and cause to be raised by taxation or otherwise in such political subdivisions.	No		No		No
105	55-9-220	State	Statute	Any unexpended monies appropriated for airport development for a particular county may be transferred to repairs to airports for that particular county upon request of the division.	Yes	Publicly owned airports	Yes - Other service or product	Request to transfer monies - Transfer unexpended moneys appropriated to a particular county for airport development to airport repairs for that particular county (This may or may not include moneys from the State Aviation Fund)	No
106	55-9-230	State	Statute	Acquiring, establishing, developing, operating, maintaining, controlling or having an interest in airports without the geographical limits of these subdivisions, under the provisions of this chapter may promulgate, amend and enforce police regulations for these entities irrespective of whether or not the title to the properties is vested in, and the management and operation of an airport is by a commission created by statute or otherwise.	No		No		No
107	55-9-240	State	Statute	Land surrounding public owned airports in this State, which are funded partially or wholly by this State, must be zoned by appropriate county, municipal or regional authorities so as to conform to pertinent regulations of the Division of Aeronautics and the United States Department of Transportation, Federal Aviation Administration.	No		No		No
108	55-9-250	State	Statute	Occurrence/activity that endangers the lives and property of users of an airport and of occupants of land and other persons in its vicinity, and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment in it.	Yes	Publicly owned airports	Yes - Other service or product	Ability to seek cost recovery - Pursue recovery of costs from persons responsible for creating or maintaining an airport hazard	No
109	55-9-260	State	Statute	Airport hazard area within its territorial limits may adopt, administer, and enforce in the manner and upon the conditions prescribed by this chapter, zoning regulations for the airport hazard area.	No		No		No
110	55-9-270	State	Statute	Within which the airport hazard area is located, may by ordinance adopt, administer, and enforce airport zoning regulations applicable to the airport safety zones, airport land use zones, and airport hazards.	No		No		No
111	55-9-280	State	Statute	Governmental entity that owns or controls an airport and the Division of Aeronautics may maintain actions in equity to restrain and abate as nuisances the creation or establishment of airport hazards appertaining to an airport in violation of any zoning regulations adopted or established pursuant to the provisions of this chapter for any area whether within or without the territorial limits of the municipality.	Yes	Publicly owned airports	Yes - Other service or product	Restraint and abatement of airport hazards - Maintain action in equity to reduce and eliminate airport hazards which are in violation of zoning regulations that have potential of interfering with aircraft operations	No
112	55-9-290	State	Statute	The division may maintain actions in equity to restrain and abate as nuisances the creation or establishment of airport hazards appertaining to any airport within the State, in violation of any zoning regulations adopted or established pursuant to the provisions of this chapter.	Yes	Publicly owned airports	Yes - Other service or product	Restraint and abatement of airport hazards - Maintain action in equity to reduce and eliminate airport hazards which are in violation of zoning regulations that have potential of interfering with aircraft operations	No
113	55-9-300	State	Statute	Any governmental entity may incorporate airport hazard area regulations and administer and enforce them.	No		No		No
114	55-9-310	State	Statute	In the event of a conflict between any airport zoning regulations adopted or established pursuant to this chapter and any other regulations applicable to the same area, the more stringent limitation or requirement shall govern and prevail.	No		No		No
115	55-9-320	State	Statute	Adopting, amending, and repealing airport zoning regulations under this chapter, the governing body of a county, city, or political subdivision city shall follow the procedure in Section 6 -29-760.	No		No		No
116	55-9-330	State	Statute	All airport zoning regulations adopted pursuant to this chapter shall be reasonable and none shall impose any requirement or restriction which is not necessary to effectuate the purposes of this chapter.	No		No		No

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Item #	Law Number	Jurisdiction	Type of Law <small>Options: Constitution; Statute; 2016-17 Proviso; 2017-18 Proviso; 2018-19 Proviso; Regulation; Executive Order</small>	Statutory Requirement and/or Authority Granted	Does this law specify who (customer) the agency must or may serve? (Y/N)	If yes, who is/are the customer(s)?	Does the law specify a deliverable (product or service) the agency must or may provide? <small>Options: Yes - Providing a report; Yes - Serving on board, commission, or committee; Yes - Other service or product; No</small>	Does the agency want to recommend revision or elimination of the law? <small>If Yes - Other service or product, what is the service or product?</small>
117	55-9-340	State	Statute	Variances may be allowed subject to any reasonable conditions that the board of adjustment may consider necessary to effectuate the purposes of this chapter, including the reservation of the right of the governmental entity, at its own expense, to install, operate, and maintain on it markers and lights as may be necessary to indicate to operators of aircraft the presence of the airport hazard.	No		No	No
118	55-9-360	State	Statute	All airport regulations adopted pursuant to this chapter shall provide for the administration and enforcement of these regulations by an administrative agency, which may be an agency created by these regulations, or by any official board, or other existing agency of the entity or entities adopting the regulations.	No		No	No
119	55-11-10	State	Statute	Powers of boards and trustees at Clemson University with the operation and maintenance of their airport.	Yes	Clemson University	Yes - Other service or product	Serve as agent for Clemson University's public airport to accept, receive, receipt for and disburse federal, state, or other funds made available for the airport
120	55-11-110	State	Statute	The creation of the Greenville-Spartanburg Airport District	No		No	No
121	55-11-120	State	Statute	The creation of the Greenville-Spartanburg Airport Commission, membership requirements, terms and vacancies.	No		No	No
122	55-11-130	State	Statute	The Commission shall appoint a chairman of the Commission shall serve for a term of two years and until his successor is appointed and qualified. The members of the Commission shall serve without compensation, except for their actual expenses while in performance of duties prescribed under this article	No		No	No
123	55-11-140	State	Statute	The Commission is hereby committed the function of planning, establishing, developing, constructing, enlarging, improving, maintaining, equipping, operating, regulating, protecting and policing an airport and air navigation facility to serve the people of the District and the public.	No		No	No
124	55-11-150	State	Statute	The commission may, on behalf of the district, borrow money and make and issue negotiable bonds, notes and other evidences of indebtedness payable solely from the revenue derived from the operation of any revenue producing facility or facilities in its charge. That a convenient procedure for borrowing money pursuant to this section may be prescribed, the district may avail itself of all powers granted by Chapter 17, Title 6, notwithstanding the fact that the district shall not otherwise be deemed to be a municipality.	No		No	No
125	55-11-160	State	Statute	All revenues derived by the commission from the operation of any revenue producing facility which may not be required to discharge covenants made by it in issuing bonds, notes or other obligations authorized by Section 55-11-150, shall be held, disposed of or expended by the commission for purposes germane to the functions of the district.	No		No	No
126	55-11-170	State	Statute	The rates charged for services furnished by any revenue producing facility of the district as constructed, improved, enlarged or extended shall not be subject to supervision or regulation of any State bureau, commission, board or other like instrumentality or agency .	No		No	No
127	55-11-180	State	Statute	Property and income of the district are exempt from all taxes and fees levied by the State, county or any municipality, division, subdivision or agency of them, direct or indirect	No		No	No
128	55-11-185	State	Statute	No municipality may annex any real property owned by the district without prior written approval of the commission	No		No	No
129	55-11-190	State	Statute	The district shall be indebted to any person on any bonds, notes or other obligations issued pursuant to the authority of this article, provisions of this article and the powers granted to the district and the commission shall not be in any way diminished, and the provisions of this article shall be deemed a part of the contract between the district and the holders of such obligations	No		No	No
130	55-11-200	State	Statute	Each year in which an ad valorem tax is levied on the property with the Greenville Spartanburg Airport District, the commission of said district shall determine the total amount realized from such tax and notify the treasurer of that county, paying to the Comptroller General less than that turned over to said Comptroller General by the other county	No		No	No

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131	55-11-210	State	Statute	Promulgation of rules and regulations governing use of roads, streets and parking facilities on District lands; sale of alcoholic beverages	No		No	No
132	55-11-220	State	Statute	No airport district property shall be a barrier to the contiguity requirements for the purposes of annexation. Any municipality or political subdivision which is contiguous to property owned by such multicounty airport district may annex, as provided by law, any property contiguous to such airport district property. Provided, that this provision shall be applicable to annexations taking place after October 1, 1994	No		No	No
133	55-11-230	State	Statute	Designation of airport environs area; creation of Greenville Spartanburg airport environs planning commission	No		No	No
134	55-11-310	State	Statute	The territory embraced by the counties of Richland and Lexington is hereby constituted an airport district and a political subdivision of this State, the functions of which shall be public and governmental, and the inhabitants of the territory are hereby constituted a body politic and corporate	No		No	No
135	55-11-320	State	Statute	The corporate powers and duties of the Richland Lexington Airport District must be exercised and performed by a commission to be known as Richland Lexington Airport Commission. The commission must be composed of twelve members. Five members must be appointed by the Lexington County Legislative Delegation, five members must be appointed by the Richland County Legislative Delegation, and two members must be appointed by the City Council of the City of Columbia. The members of the commission shall serve for terms of four years and until their successors are appointed. Members may not serve more than two consecutive terms	No		No	No
136	55-11-330	State	Statute	The commission shall appoint one of its members as chairman, one of its members as vice chairman, and one of its members, or any other competent person, as secretary of the commission	No		No	No
137	55-11-340	State	Statute	The Commission the functions of planning, establishing, developing, constructing, enlarging, improving, maintaining, equipping, operating, regulating, protecting and policing such airports and air navigation facilities as shall be necessary to serve the people of the Richland Lexington Airport district and the public generally	No		No	No
138	55-11-350	State	Statute	The Richland Lexington Airport Commission is authorized to adopt rules and promulgate regulations governing the use of roads, streets, and buildings, parking facilities, and all other airport facilities upon the lands of the Richland Lexington Airport Commission. Such rules and regulations shall not be in conflict with any State law and all State laws are hereby declared to be applicable to the roads, streets and parking facilities under the control of the commission. The rules and regulations authorized herein shall be effective when filed with the Director of the Columbia Metropolitan Airport and in accordance with Chapter 23, Title 1	No		No	No
139	55-11-351	State	Statute	Unauthorized entry on airport property; obstruction of access on airport property; physical violence upon airport property	No		No	No
140	55-11-355	State	Statute	No property of the Richland Lexington Airport District is a barrier to the contiguity requirements for the purposes of annexation. Any municipality which is contiguous to property owned by the district may annex, as provided by law, any property contiguous to the district	No		No	No
141	55-11-360	State	Statute	Revenues derived by the commission from the operation of any revenue producing facility which may not be required to operate, maintain, enlarge and improve its airport facilities, or to pay obligations incurred in the issuance of any revenue bonds sold pursuant to the authorizations of item (19), Section 55 11 340, shall be paid over to the State Treasurer	No		No	No
142	55-11-370	State	Statute	Rates charged for services furnished by any revenue producing facility of the district as constructed, improved, enlarged or extended, shall not be subject to supervision or regulation of any State bureau, commission, board or other like instrumentality or agency	No		No	No

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143	55-11-380	State	Statute	Property and income of the district shall be exempt from all taxes levied by the State, county or any municipality, division, subdivision or agency thereof, direct or indirect	No		No	No
144	55-11-390	State	Statute	District shall be indebted to any person, firm or corporation on any bonds, notes, or other obligations issued pursuant to the authority of this article, provisions of this article and the powers granted to the district and the commission shall not be in any way diminished and the provisions of this article shall be deemed a part of the contract between the district and the holders of such obligations	No		No	No
145	55-11-400	State	Statute	Richland and the governing body of the county of Lexington are hereby authorized and directed to make, execute and deliver a contract, each with the other, agreeing to pay to the Richland Lexington Airport Commission, in equal amounts, the funds necessary to meet the annual operating deficit, if any, of the Richland Lexington Airport Commission or to provide for the commission sufficient funds to prevent any such deficit from arising by annual equal payments to the commission's anticipated budget	No		No	No
146	55-11-410	State	Statute	There shall be provided in the annual act levying taxes for county purposes by Richland County and Lexington County appropriations sufficient to carry out the provisions of Section 55 11 400	No		No	No
147	55-11-420	State	Statute	The provisions of this article shall not prohibit the operation of any public or private airport located within the district by any other public agency or governmental authority, or by any private agency or person	No		No	No
148	55-11-430	State	Statute	Omitted by 2012 Act No. 270, Section 5, eff June 18, 2012	No		No	No
149	55-11-500	State	Statute	State Funding of Air Carrier Hub Terminal Facilities Definitions	No		No	No
150	55-11-505	State	Statute	Economic development projects functionally related to certain air carrier hub terminal facilities. The term "air carrier hub terminal facility" includes an economic development project as defined in Section 11 41 30(2) that is functionally related to a facility satisfying one of the criteria in Section 55 11 500(a).	No		No	No
151	55-11-510	State	Statute	Authorized payments by state in connection with air carrier hub terminal facilities. The proceeds of the sale of bonds authorized by Section 55 11 520, is authorized to pay a portion or all of the costs of any insurance required to guarantee the payment of, or any credit enhancement facility utilized in connection with, obligations issued or to be issued by a special purpose district or other political subdivision of this State, for the purposes of acquiring land for and constructing and equipping air carrier hub terminal facilities; except that the amount of fees paid by the State to purchase this insurance or other credit enhancement facility must not exceed one and one half percent of the principal plus all interest payable on obligations issued by a special purpose district or other political subdivision of this State. The cost of this insurance or other credit enhancement facility may be paid by the State directly to the provider of it, or by way of reimbursement to the special purpose district or political subdivision.	No		No	No

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152	55-11-520	State	Statute	Issuance of general obligation bonds; conditions to issuance. Pursuant to the provisions of subsection 6(c), Section 13, Article X of the Constitution of this State, in order to provide funds to pay a portion of the costs of (1) acquiring land, (2) constructing, enlarging, improving, extending, renovating, and equipping suitable air carrier hub terminal facilities to be located in this State, (3) purchasing equipment, ground support equipment, machinery, special tools, maintenance, boarding facilities, and any and all additional necessary real or personal property for the operation of air carrier hub terminal facilities, and (4) if petitioned by a special purpose district or other political subdivision of the State, to pay a portion or all of the costs described in Section 55-11-510, not exceeding fifty million dollars of general obligation bonds of this State, to be outstanding at any time may be issued in the manner provided in this article and by law.	No		No	No
153	55-11-610	State	Statute	The territory of the counties of Florence, Marion, and Dillon is constituted an airport district and a political subdivision of this State, the functions of which are public and governmental and the inhabitants of the territory are constituted a body politic and corporate. The corporate name of the airport district is the Pee Dee Regional Airport District	No		No	No
154	55-11-620	State	Statute	The Pee Dee Regional Airport District must be exercised and performed by an authority to be known as the Pee Dee Regional Airport Authority which consists of nine members. Two members must be residents of the City of Florence appointed by the Governor upon recommendation of the Florence City Council. Three members must be residents of the County of Florence appointed by the Governor on the recommendation of the Florence County Council. Two members must be residents of each of the counties of Marion and Dillon appointed by the Governor on the recommendation of the respective county councils. Terms of office are for four years, except that of those initially appointed one member from each of the three counties must be appointed for two year terms.	No		No	No
155	55-11-630	State	Statute	The authority shall perform the functions of planning, establishing, developing, constructing, enlarging, improving, maintaining, equipping, operating, regulating, protecting, and policing such airports, air navigation, railroad, and other facilities as are necessary to serve the people of the district and the public generally	No		No	No
156	55-11-635	State	Statute	For the fiscal year beginning July 1, 1998, the governing bodies of Florence, Marion, and Dillon Counties shall fund for the authority and its purposes an amount equal to one dollar per capita for each person in that county. Thereafter the amount shall equal sixty cents per capita. Beginning with the fiscal year beginning July 1, 1999, the appropriation set forth above may be increased by request of the authority upon approval by ordinance of the county councils of the three counties.	No		No	No
157	55-11-640	State	Statute	The authority is authorized to adopt and promulgate regulations governing the use of roads, streets, and parking facilities upon the lands leased by, subleased by, owned by, or under the jurisdiction of the authority. All state laws are declared to be applicable to the roads, streets, and parking facilities under the control of the authority.	No		No	No
158	55-11-650	State	Statute	Revenue; bonds	No		No	No
159	55-11-660	State	Statute	All revenues derived by the authority from the operation of any revenue producing facility which may not be required to operate, maintain, enlarge, and improve its airport facilities, or to create any necessary reserves for them, or to pay obligations incurred in the issuance of any revenue bonds sold pursuant to the resolution or resolutions adopted by it in connection with the issuance of the bonds may, in the discretion of the authority.	No		No	No

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160	55-11-670	State	Statute	The rates charged for services furnished by any revenue producing facility of the district as constructed, improved, enlarged, or extended is not subject to supervision or regulation of any state bureau, commission, or board.	No		No	No	
161	55-11-680	State	Statute	Property and income of the district is exempt from all taxes levied by the State, county, or any municipality, division, subdivision, or agency of them, directly or indirectly.	No		No	No	
162	55-11-690	State	Statute	For the period the district is indebted to a person on any bonds, notes, or other obligations issued pursuant to the provisions of this article, the powers granted to the district and the authority may not be diminished. The provisions of this article are considered a part of the contract between the district and the holders of the obligations.	No		No	No	
163	55-11-700	State	Statute	The provisions of this article do not prohibit the operation of any public or private airport located within the district by any other public agency or governmental authority, or by any private agency or person.	No		No	No	
164	55-11-710	State	Statute	Neither the City of Florence nor the Counties of Florence, Marion, or Dillon are liable in damages for any neglect or mismanagement in the operation and maintenance or otherwise of the airport.	No		No	No	
165	55-11-720	State	Statute	Nothing in this article may be construed to affect the rights and duties of electric utilities and electrical suppliers under the provisions of Chapter 27, Title 58.	No		No	No	
166	55-11-730	State	Statute	Annexation of district property by City of Florence. Nothing in this article prohibits annexation by the City of Florence of the property of the district.	No		No	No	
167	55-13-5	State	Statute	Public use airports; review of plans for development shall be provided to the governing bodies in order to provide information of land zones around the airports.	Yes	Publicly owned airports	Yes - Other service or product	Land use map - (1) Create a map of each S.C. public airport which shows use of all land and features impacting operation of the airport and update at least every five years; (2) Provide a copy of these maps (i.e., map of each S.C. public airport which shows use of all land and features impacting operation of the airport) 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.	No
168	55-13-10	State	Statute	Authority of political subdivisions to make rules and regulations. The governing body which there is an airport may make reasonable rules and promulgate regulations as authorized in Section 6-24-710 (5) prohibiting, within a reasonable distance from the base or airfield, the erection of a building, tower or other structure or the allowing of natural growth or other hazard to aircraft, above certain maximum heights, which shall be increased at varying distances from the airport.	No		No	No	
169	55-13-20	State	Statute	The rules and regulations authorized by Section 55-13-10 become effective only after a public hearing, notice, and comment of which must be published in accordance with state law	No		No	No	
170	55-13-30	State	Statute	The intentional violation of the rules and regulations set forth in Title 55 shall be fined upon conviction. Each violation is considered a separate offense	No		No	No	
171	55-13-40	State	Statute	The trespassing, parking, driving, or drag racing on airport property is unlawful, without proper authority	No		No	No	
172	55-15-10	State	Statute	Definitions used in the chapter	No		No	No	
173	55-15-20	State	Statute	Payments to displaced persons for acquisition of real property undertaken by public authority	No		Yes - Other service or product	Provide payment and/or services to individuals displaced due to acquisition of property for an airport, markers, lighting, or other agency programs	No
174	55-15-30	State	Statute	Additional payments for owners who occupy property	No		Yes - Other service or product	Provide payment and/or services to individuals displaced due to acquisition of property for an airport, markers, lighting, or other agency programs	No
175	55-15-40	State	Statute	Additional payments for certain other persons	No		Yes - Other service or product	Provide payment and/or services to individuals displaced due to acquisition of property for an airport, markers, lighting, or other agency programs	No

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176	55-15-50	State	Statute	Relocation advisory assistance program	No		Yes - Other service or product	Provide payment and/or services to individuals displaced due to acquisition of property for an airport, markers, lighting, or other agency programs	No	
177	55-15-60	State	Statute	Available dwellings shall be assured for displaced persons	No		Yes - Other service or product	Provide payment and/or services to individuals displaced due to acquisition of property for an airport, markers, lighting, or other agency programs	No	
178	55-15-70	State	Statute	Rules and Regulations	No		Yes - Other service or product	Adopt rules and regulations to assure payment and/or services provided to displaced individuals is conducted in a fair, reasonable, and timely manner	No	
179	55-15-80	State	Statute	Contracts for carrying out relocation assistance programs	No		Yes - Other service or product	Enter contracts with other entities to provide services related to relocation assistance programs	No	
180	55-15-90	State	Statute	Use of funds for real property	No		No		No	
181	55-15-100	State	Statute	Payments received by a displaced person shall be considered incomes or resources.	No		No		No	
182	55-15-110	State	Statute	Condemnation procedure and requirements of real property.	No		Yes - Other service or product	Provide payment and/or services to individuals displaced due to acquisition of property for an airport, markers, lighting, or other agency programs	No	
183	55-15-120	State	Statute	Chapter shall not affect certain elements of value or damage.	No		No		No	
184	55-17-10	State	Statute	Designation of regional airport districts	No		No		No	
185	55-17-20	State	Statute	Issuance of general obligation bonds by districts	No		No		No	
186	55-17-30	State	Statute	Severability clause of paragraph 55-17-20	No		No		No	
187	87.1	State	2018-19 Proviso	Established the right of the Division to receive reimbursement for services rendered.	Yes	Other state agencies	Yes - Other service or product	Retain and expend, for operating purposes, amounts charged to other government agencies for service and supplies (and carry forward up to \$300,000 for the replacement of time limit aircraft components)	Yes	Codify. This methodology works well.
188	87.2	State	2018-19 Proviso	Established the right of the Division to receive revenue from rental of Division office space.	Yes	Other state agencies	Yes - Other service or product	Retain and expend, for building operations, amounts charged for rental of agency office space	Yes	Codify. This methodology works well.
189	87.3	State	2018-19 Proviso	Establishes the funding sequence of airports in SC.	Yes	Airports in SC	Yes - Other service or product	Grant and Aid - Provide funds to general aviation airports before carrier airports	Yes	Codify. This methodology works well.
190	87.4	State	2018-19 Proviso	Establishes the authority of the Division to provide hangar/parking facilities for government owned and/or operated aircraft.	Yes	Other state agencies	Yes - Other service or product	(1) Provide hangar/parking for government owned and/or operated aircrafts on first come basis; (2) Set rates for hangar/parking of government airplanes that do not exceed local average market rates; (3) Retain and expend, for hangar and parking facility maintenance, amounts charged for hangar/parking of government airplanes	Yes	Codify. This methodology works well.
191	87.5	State	2018-19 Proviso	Establishes the criteria by which funds may be appropriated for aviation grants.	Yes	Airports in SC	Yes - Other service or product	Grant and Aid policy - (1) Manage and verify that funds attributed to the State Aviation Fund are being properly used toward maintenance and repairs of the division's aircraft or toward maintenance, rehabilitation, and capital improvements to public airports; not toward operating expenses; (2) Carry forward unspent monies in the State Aviation Fund; (3) Send a report on the expenditure of monies from the State Aviation Fund to Senate Finance Committee and House Ways and Means Committee	Yes	Codify. This methodology works well.
192	117.22	State	2018-19 Proviso	Establishes the criteria and mandate to maintain logs of all flights for accountability and transparency.	Yes	General Public	Yes	(1) Utilize state owned airplanes for normal course of business by state agencies and other governmental bodies or political subdivisions within the state; (2) Maintain electronic log of all flights of airplanes owned by the agency and publish the logs on the agency website within one day of completion of trips	Yes	Codify. This methodology works well.
193	117.101	State	2018-19 Proviso	Provides guidelines for how institutes of higher learning may use the state aircraft for the purpose of athletic recruiting.	Yes	Institutions of higher learning	Yes	Flight Services - Utilize state owned airplanes for athletic recruiting by institutions of higher learning, if reimbursement is obtained	Yes	Codify. This methodology works well.
194	S.C. Reg. 3-1	State	Regulation	Landing aircraft on beach.	Yes	Pilots	Yes	Designate beach landing areas	Yes	FAA and Local Jurisdictional control
195	S.C. Reg. 3-3	State	Regulation	Permit required for Air Shows, Aerial Exhibitions, etc.	Yes	Pilots in air shows	Yes	Issue permits for aerial exhibitions	Yes	FAA has jurisdictional control
196	S.C. Reg. 3-4	State	Regulation	Pilot regulations.	Yes	Pilots	Yes	Establish regulations applicable to pilots	Yes	FAA has jurisdictional control
197	S.C. Reg. 3-5	State	Regulation	Registration of Spraying, Dusting and Seeding Aircraft.	Yes	Aerial Applicators	Yes	Issue permits for aerial spraying, dusting, seeding, or similar operation	Yes	FAA has jurisdictional control
198	S.C. Reg. 3-10	State	Regulation	Certificate of public necessity and convenience; allows SCAC to provide certificate of public convenience and necessity to air carriers conducting business in the state.	Yes	Air Carriers	Yes	Certificate of public convenience and necessity - Issue these to allow airline companies to provide service in S.C.	Yes	FAA has jurisdictional control
199	49 USCA 40103	Federal	Statute	Sovereignty and use of airspace.	No		No		No	

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			Options: Constitution; Statute; 2016-17 Proviso; 2017-18 Proviso; 2018-19 Proviso; Regulation; Executive Order				Options: Yes - Providing a report; Yes - Serving on board, commission, or committee; Yes - Other service or product; No		
200	Title 14	Federal	Regulation	Aeronautics and Space: Federal requirements aircraft and airport operations within the US	No		Yes - Other service or product	No	

Flight Service Operations including piloting and maintenance;
Airport Design Engineering services; Unmanned Aircraft Operations

Deliverables

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1	Take Oath of Office (Commissioners)	S. C. Code Ann. §13-1-1060	Require	13-1-1060 - "Notwithstanding any other provision of law, each voting commission member, within thirty days after his election or appointment, and before entering upon the discharge of the duties of his office, shall take, subscribe, and file with the Secretary of State the oath of office prescribed by the Constitution of the State."	Administration	Yes	Yes	Yes	No	No	No	None
2	Adopt Commission rules and procedure	S. C. Code Ann. §13-1-1070	Require	13-1-1070 - "(A) The commission may adopt an official seal for use on official documents of the division. (B) The commission shall adopt its own rules and procedures and may select additional officers to serve terms designated by the commission. (C) Commissioners must be reimbursed for official expenses as provided by law for members of state boards and commissions as established in the annual general appropriations act."	Administration	Yes	No	No	No	No	No	None
3	Adopt official seal of agency	S. C. Code Ann. §13-1-1070	Allow	13-1-1070 - "(A) The commission may adopt an official seal for use on official documents of the division. (B) The commission shall adopt its own rules and procedures and may select additional officers to serve terms designated by the commission. (C) Commissioners must be reimbursed for official expenses as provided by law for members of state boards and commissions as established in the annual general appropriations act."	Administration	Yes	No	No	No	No	No	None
4	Employ an executive director and other employees necessary for the agency's business including allocation of funds, operating expenditures, capital project planning, etc.	S. C. Code Ann. §13-1-1080; 55-5-50	Require	13-1-1080 - "Notwithstanding any other provision of law, the executive director shall be appointed in accordance with the following procedures: (A)(1) The commission shall nominate no more than one qualified candidate for the Governor to consider for appointment as executive director. In order to be nominated, a candidate must meet the minimum requirements as provided in Section 13-1-1090. (2) If the Governor rejects a person nominated by the commission for the position of executive director, the commission must nominate another candidate for the Governor to consider until such time as the Governor makes an appointment. (3) In the case of a vacancy in the position of executive director for any reason, the name of a nominee for the executive director's successor must be submitted by the commission to the Governor. (4) The appointment must comply with the provisions contained in Chapter 13, Title 8. (B) The executive director shall serve at the pleasure of the commission and be appointed as provided in this section." 55-5-50 - "Notwithstanding another provision of law, the division shall employ an executive director of aeronautics in accordance with the provision contained in Section 13-1-1050 and 13-1-1080 and other employees necessary for the proper transaction of the division's business."	Administration	Yes	Yes	Yes	No	No	No	None
5	Protect employees of the agency from being required to testify to any information or facts gained through their employment	S. C. Code Ann. §55-5-160		55-5-160 - "Except as otherwise provided in this chapter, in order to facilitate the making of investigations by the division, in the interest of the public safety and the promotion of aeronautics, the public interest requires and it is therefore provided that the reports of investigations or hearings, or any part thereof or any testimony given thereat, shall not be admitted in evidence or used for any purpose in any suit, action or proceeding growing out of any matter referred to in said investigation, hearing or report thereof, except in case of criminal or other proceedings instituted by or in behalf of the division under the provisions of this chapter; nor shall any employee of the division be required to testify to any facts ascertained in, or information gained by reason of, his official capacity and, further, no employee of the division shall be required to testify as an expert witness in any suit, action or proceeding involving any aircraft."	Administration	Yes	Yes	Yes	No	No	No	None

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6	Protect employees of the agency from being required to testify as an expert witness in any suit, action, or proceeding involving any aircraft	S. C. Code Ann. §55-5-160		55-5-160 - "Except as otherwise provided in this chapter, in order to facilitate the making of investigations by the division, in the interest of the public safety and the promotion of aeronautics, the public interest requires and it is therefore provided that the reports of investigations or hearings, or any part thereof or any testimony given thereat, shall not be admitted in evidence or used for any purpose in any suit, action or proceeding growing out of any matter referred to in said investigation, hearing or report thereof, except in case of criminal or other proceedings instituted by or in behalf of the division under the provisions of this chapter; nor shall any employee of the division be required to testify to any facts ascertained in, or information gained by reason of, his official capacity and, further, no employee of the division shall be required to testify as an expert witness in any suit, action or proceeding involving any aircraft. "	Administration	Yes	Yes	Yes	No	No	No	None
7	Protect individuals and information involved in agency investigations, including agency reports and testimony, from being used for any purpose in any suit, action or proceeding growing out of any matter referred to in said investigation, hearing, or report (with some exceptions)	S. C. Code Ann. §55-5-160		55-5-160 - "Except as otherwise provided in this chapter, in order to facilitate the making of investigations by the division, in the interest of the public safety and the promotion of aeronautics, the public interest requires and it is therefore provided that the reports of investigations or hearings, or any part thereof or any testimony given thereat, shall not be admitted in evidence or used for any purpose in any suit, action or proceeding growing out of any matter referred to in said investigation, hearing or report thereof, except in case of criminal or other proceedings instituted by or in behalf of the division under the provisions of this chapter; nor shall any employee of the division be required to testify to any facts ascertained in, or information gained by reason of, his official capacity and, further, no employee of the division shall be required to testify as an expert witness in any suit, action or proceeding involving any aircraft."	Administration	Yes	Yes	Yes	No	No	No	None
8	Create rules and regulations for administration and operations of the agency	S. C. Code Ann. §55-5-80(a) and (n)	Require	55-5-80(a) - "The division shall have a seal and shall adopt rules and promulgate regulations for its administration, not inconsistent, as it considers necessary. It may amend its rules and regulations and shall adopt reasonable rules and promulgate regulations as it considers necessary and advisable for the public safety and the safety of those engaged in aeronautics." 55-5-80(n) - "The division may promulgate regulations necessary to implement this section."	Administration	Yes	No	No	Yes	No	No	None
9	Keep agency rules and regulations on file at the Secretary of State and agency's office	S. C. Code Ann. §55-5-180	Require	55-5-180 - "The division shall keep on file with the Secretary of State and at the principal office of the division for public inspection a copy of all its rules and regulations . On or before December thirty-first, in each year, the division shall make to the Governor a full report of its proceedings for the year ending December first in each year and may submit with such report such recommendations pertaining to its affairs as seem to it to be desirable."	Administration	Yes	Yes	Yes	No	No	No	None

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10	Enforce provisions of State Aeronautical Regulatory Act (S.C. Code of Laws, Chapter 5, Title 55) by injunction in circuit court	S. C. Code Ann. §55-5-190	Allow	55-5-190 - "The division, its members and employees and every county and municipal officer charged with the enforcement of state and municipal laws shall enforce and assist in the enforcement of this chapter. The division also may in the name of the State enforce the provisions of this chapter by injunction in the circuit courts of this State . Other departments and political subdivisions of the State may also cooperate with the division in the development of aeronautics and aeronautic facilities within the State." Sections of Title 55, Chapter 5, State Aeronautical Regulatory Act: 55-5-10. Short title. 55-5-50. Executive director of aeronautics and other employees. 55-5-70. Promotion and maintenance of air commerce and aeronautical activities; authority to promulgate rules as necessary. 55-5-71. Written approval by division of restricted use airport; considerations. 55-5-72. Written approval by division of plans for construction of or additions to public airport; exceptions. 55-5-73. Approved and filed plan required for obtaining airport construction funding. 55-5-80. Responsibility and authority of the division. 55-5-110. Burden of proof in criminal prosecution of proper license. 55-5-150. Closing an airport or runway for imminent danger to aircrafts; mediation to resolve disputes with airport sponsor regarding closure. 55-5-160. Use of testimony obtained during investigations; employees not required to testify. 55-5-180. Public inspection of rules and regulations; annual reports. 55-5-190. Enforcement of chapter; public departments to cooperate. 55-5-210. Reasons for certain orders to be stated. 55-5-220. Service of orders. 55-5-230. Appeal from orders. 55-5-240. Procedure on appeal. 55-5-260. Penalties. 55-5-270. Application and exceptions. 55-5-280. State Aviation Fund	Administration	Yes	Yes	Yes	No	No	No	None
11	Provide findings of facts, conclusions of law, reasons, and requirements to be met for approval in cases which the Commission issues an order pursuant to applicable law	S. C. Code Ann. §55-5-210	Require	55-5-210 - "In any case in which the division issues an order pursuant to applicable law, including the South Carolina Administrative Procedures Act, Section 1-23-10, et seq., rules and regulations or policy and procedures as documented for public review, the division shall set forth findings of fact and conclusions of law, separately stated and its reasons and shall state the requirements to be met before such approval is given or the order is modified or changed."	Administration	No	No	No	No	No	No	None
12	Serve Commission orders on interested parties by registered mail or in person	S. C. Code Ann. §55-5-220	Require	55-5-220 - "Any order made by the division pursuant to this title shall be served upon the interested person by registered mail or in person before such order shall become effective."	Administration	No	No	No	No	No	No	None
13	Provide the Governor a report of Commission proceedings during the calendar year	S. C. Code Ann. §55-5-180	Require	55-5-180 - "The division shall keep on file with the Secretary of State and at the principal office of the division for public inspection a copy of all its rules and regulations. On or before December thirty-first, in each year, the division shall make to the Governor a full report of its proceedings for the year ending December first in each year and may submit with such report such recommendations pertaining to its affairs as seem to it to be desirable ."	Administration	No	No	No	No	No	No	None

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14	Retain and expend, for operating purposes , amounts charged to other government agencies for service and supplies (and carry forward up to \$300,000 for the replacement of time limit aircraft components)	2018-19 Proviso 87.1	Allow	2018-19 Proviso 87.1 - "The Division of Aeronautics may retain and expend reimbursements derived from charges to other government agencies for service and supplies for operating purposes and that a reserve not to exceed \$300,000 may be carried forward to the current fiscal year for the replacement of time limit aircraft components. The Division of Aeronautics may retain and expend reimbursements derived from charges to other government agencies for service and supplies for operating purposes and that a reserve not to exceed \$300,000 may be carried forward to the current fiscal year for the replacement of time limit aircraft components." These reimbursements are derived from charges related to flight and aircraft maintenance services, and fueling that is offered to other state agencies that operate aircraft.	Administration	No	No	No	No	No	No	None
15	Retain and expend, for building operations , amounts charged for rental of agency office space	2018-19 Proviso 87.2	Allow	2018-19 Proviso 87.2 - "Revenue received from rental of Division of Aeronautics office space may be retained and expended to cover the cost of building operations."	Administration	No	No	No	No	No	No	None
16	Retain and expend, for hangar and parking facility maintenance , amounts charged for hangar/parking of government airplanes	2018-19 Proviso 87.4	Require	2018-19 Proviso 87.4 - "The Division of Aeronautics will provide hangar/parking facilities for government owned and/or operated aircraft on a first come basis. Funds shall be retained by the division for the purpose of hangar and parking facility maintenance. The Hangar Fee Schedule shall be determined by the division and shall not exceed local average market rates. Personnel from the agencies owning and/or operating aircraft will be responsible for ground movement of their aircraft."	Administration	Yes	Yes	Yes	Yes	No	Yes	None

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17.1	Manage and verify that funds attributed to the State Aviation Fund are being properly used toward maintenance and repairs of the division's aircraft or toward maintenance, rehabilitation, and capital improvements to public airports; not toward operating expenses	S. C. Code Ann. §55-5-280(a)(4) and (c); 2018-19 Proviso 87.5	Require	<p>55-5-280 - ""(A) ... (4) The revenue credited to the State Aviation Fund pursuant to this subsection must be used solely as provided in subsection (C). ...</p> <p>(C) The State Aviation Fund must be used solely for: (1) maintenance and repairs of the division's aircraft; or (2) maintenance, rehabilitation, and capital improvements to public use airports, which may include use as matching funds for FAA Airport Improvement Grants, provided that those airports receiving grants meet the requirements set forth by the division. (3) The State Aviation Fund must not be used for operating expenses of the division. ..."</p> <p>2018-19 Proviso 87.5 - "The funds appropriated for Aviation Grants, in this bill or any bill supplemental thereto, shall be credited to the State Aviation Fund within the Division of Aeronautics for the following purposes: (1) to allow the maximization of grant funds available through the Federal Aviation Administration for capital improvement projects; (2) for maintenance projects of general aviation airports; and or (3) for aviation education related programs including, but not limited to, educating young people about careers in the aviation industry and/or the promotion of aviation in general.</p> <p>Sponsors of publicly owned airports for public use are eligible to receive grants pursuant to this provision, but the airport must have a current development plan that meets the planning requirements of the National Plan of Integrated Airports Systems.</p> <p>The Aeronautics Commission shall promulgate regulations establishing the grants program that, at a minimum, address: (1) priorities among improvements qualifying for grants; (2) an airport selection process to ensure an equitable distribution of funds among eligible airports; and (3) the criteria for distribution of funds among eligible airports.</p> <p>Enabling airport sponsors to meet basic Federal Aviation Administration safety guidelines for obstruction clearance must be a major factor in the priority guidelines established by the Aeronautics Commission pursuant to this provision. The Commission also shall have discretion consistent with Section 55-5-170 of the 1976 Code to establish a program to grant Aviation Fund dollars for these purposes at the ratio of eighty percent from the fund to twenty percent from the local airport sponsor, or any ratio with a smaller relative contribution from the fund. ..."</p>	Administration	Yes	Yes	Yes	Yes	Yes	No	None
17.2		S. C. Code Ann. §55-1-7; 55-5-280(a)(1)-(3) and (b)	Require	<p>Deposit certain fees and fines assessed by the agency in the State Aviation Fund</p> <p>55-1-7 - "All fees and fines assessed by the division under this title must be deposited into the State Aviation Fund."</p> <p>55-5-280 - ""(A)(1) All monies received from licensing of airports, landing fields, or funds appropriated for aviation grants, the tax on aviation fuel, and fees for other licenses issued under this chapter must be paid into the State Treasury and credited to the fund known as the "State Aviation Fund".</p> <p>(2) The fund also may receive gifts, grants, and federal funds and shall include earnings from investments of monies from the fund.</p> <p>(3) A fund balance at the close of the fiscal year shall not lapse but must be carried forward to the next fiscal year. ...</p> <p>(B) In any fiscal year in which the tax levied by the State pursuant to Section 12-37-2410, et seq., exceeds two and one-half million dollars, the revenues in excess of two and one-half million dollars must be directed to the State Aviation Fund; however, any revenue in excess of five million dollars must be credited in equal amounts to the general fund and the State Aviation Fund. "</p>	Administration	Yes	Yes	Yes	No	No	No	None

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17.3		S. C. Code Ann. §55-5-280(d)	Allow	Establish regulations governing eligibility and procedures for disbursements from the State Aviation Fund 55-5-280(d) - "The division may promulgate regulations governing the eligibility requirements and procedures for disbursements from the State Aviation Fund."	Airport Development	Yes	Yes	Yes	Yes	No	No	None
17.4		2018-19 Proviso 87.3	Require	Provide funds to general aviation airports before carrier airports 2018-19 Proviso 87.3 - "All General Aviation Airports will receive funding prior to the four air carrier airports (i.e. Columbia, Charleston, Greenville-Spartanburg, Myrtle Beach Jetport) as these qualify for special funding under the DOT/FAA appropriations based on enplanements in South Carolina." See list of airports in next chart	Airport Development	Yes	Yes	Yes	Yes	Yes	No	None
17.5		2018-19 Proviso 87.5	Require	Carry forward unspent monies in the State Aviation Fund 2018-19 Proviso 87.5 (AERO: Aviation Grants) - "... Unspent funds from the prior fiscal year may be carried forward to the current fiscal year and spent for like purposes. ..."	Administration	Yes	Yes	Yes	Yes	Yes	No	None
17.6		2018-19 Proviso 87.5	Require	Send a report on the expenditure of monies from the State Aviation Fund to Senate Finance Committee and House Ways and Means Committee 2018-19 Proviso 87.5 (AERO: Aviation Grants) - "... A report on the expenditure of these funds shall be submitted to the Senate Finance Committee and the House Ways and Means Committee. ..."	Administration	No	Yes	Yes	No	No	No	None
18	Transfer unexpended moneys appropriated to a particular county for airport development to airport repairs for that particular county	S. C. Code Ann. §55-9-220	Allow	This may or may not include moneys from the State Aviation Fund 55-9-220 - "Any unexpended monies appropriated for airport development for a particular county may be transferred to repairs to airports for that particular county upon request of the division."	Airport Development	Yes	Yes	Yes	Yes	No	No	None
19	Administer federal grant programs, maintenance programs, or other programs (i.e., serve as state sponsor for Federal Aviation Administration funded projects)	S. C. Code Ann. §55-5-80(b)	Require	55-5-80(b) - "The division shall enter into contracts or agreements with the Federal Aviation Administration to administer, and shall administer grant programs, maintenance programs, or other programs in the support of the state aeronautical system."	Airport Development	Yes	Yes	Yes	Yes	Yes	No	None

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20	Serve as agent for Clemson University's public airport to accept, receive, receipt for and disburse federal, state, or other funds made available for the airport	S. C. Code Ann. §55-11-10(5)	Allow	55-11-10 - "The board of trustees of Clemson University may: (1) plan, acquire, own, control, develop, maintain and operate a public airport in accordance with the requirements of the Federal Aviation Act and the regulations prescribed thereunder; (2) develop, maintain and operate such public airport out of any appropriations provided by the State or other funds, public or private, made available for such purposes; (3) enter into agreements with the State for the purpose of receiving State funds available for public airport purposes, and accept, receive, receipt for, disburse and expend such State funds for the purposes provided by this section; provided, however, that such funds shall be accepted and expended upon such terms and conditions as may be prescribed by the State; (4) enter into grant agreements with the United States for the purpose of receiving federal grant-in-aid funds for public airport purposes, and accept, receive, receipt for, disburse and expend such funds made available by the grant, to accomplish in whole or in part any of the public airport purposes provided for by the Federal Airport Act and the regulations thereunder; provided, however, that all Federal funds shall be accepted and expended upon such terms and conditions as may be prescribed by the United States or any agency or department thereof; (5) designate the Division of Aeronautics of the State Fiscal Accountability Authority as its agent, to accept, receive, receipt for and disburse federal or state funds or other funds, public or private, made available for the purposes of this section, as may be required or authorized by law ; (6) acquire property, real and personal, or any interest in it, by gift, purchase, condemnation, devise, lease, or otherwise, as may be required in the development and operation of a public airport; (7) adopt regulations, establish charges, fees and tolls for the use of such airport, and exercise such powers as may be necessary to achieve compliance with its regulations and enforce payment of its charges, fees and tolls; and (8) enter into long-term contracts, leases and other agreements relative to the development, operation and management of the airport; provided, however, that such contracts, leases and agreements shall be in compliance with the requirements of the Federal Airport Act and the regulations prescribed thereunder and in accordance with the laws and regulations governing the making of contracts, leases or agreements by or on behalf of the State."	Airport Development	Yes	Yes	Yes	Yes	Yes	No	None
21	Promote and foster air commerce within S.C.	S. C. Code Ann. §55-5-70	Require	55-5-70 - "The division shall promote and foster air commerce within the State and the division shall have an interest in the maintenance and enhancement of the aeronautical activities and facilities within the State. The division shall adopt reasonable rules and promulgate regulations as it may deem necessary and advisable, in conjunction with Federal Aviation Administration regulations, for the public safety and for the promotion of aeronautics governing the designing, laying out, location, building, equipping, operation and use of all airports."	Airport Development	No	No	No	No	Yes	No	None

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22	Issue certificates (certificate of public necessity and convenience) to allow airline companies to provide service in S.C.	S. C. Code Ann. §15-9-410; S. C. Code of Reg. Chapter 3-10	Require	<p>15-9-410 - "The provisions of Sections 15-9-390 and 15-9-400 shall not apply to any incorporated air carrier holding a certificate of public convenience and necessity from the Division of Aeronautics of the Department of Commerce."</p> <p>15-9-390. Service on nonresident operators of aircraft.</p> <p>15-9-400. Procedure when nonresident aircraft operator defendant does not accept and receipt for notice sent by certified mail.</p> <p>Regulation 3-10. Certificate of Public Necessity and Convenience. Includes the following subsections: 1.100. Authority; 1.200. Application for Certificate; 1.300. Public Hearing on Application; 1.400. Appearance at Public Hearing; 1.500. Revocation of Certificate; 1.600. Special Temporary Suspension; 1.700. Certificate Exemption; 1.800. Transfer of Certificate; 1.900. Violations; 2.000. Petitions for Relief; 2.100. On Call Service; 2.200. Consolidation with Another Certificate.; 2.300. Changes in Rates, Fares and Other Charges; 2.400. Violation of Federal Safety Laws; 2.500. Additional Service; 2.600. Discontinuance of Service; 2.700. Investigation of Unlawful Activity; 2.800. Insurance; 2.900. Effective Date.</p> <p>Statutory Authority for Regulation 3-10 was 1976 Code Section 55-1-70. This code section was reserved by 2012 Act No. 270, Section 1, eff June 18, 2012. Former Section 55-1-70 was entitled "Rules and regulations for intrastate scheduled airlines" and was derived from 1962 Code Section 2-82; 1957 (50) 358; 1993 Act No. 181, Section 1288.</p>	Administration	No	No	Yes	No	No	No	Needs to be deleted to conform to federal aviation administration air carrier requirements
23	Issue registration for aerial spraying, dusting, seeding, or similar operation	S. C. Code of Reg. Chapter 3-5	Require	<p>Provision of application to prospects, and registration provided by agency administration</p> <p>Regulations 3-5 - "1. No person piloting an aircraft shall engage in aerial spraying, dusting, seeding, or any similar operation within this state unless the aircraft being used shall have first been properly registered by the South Carolina Aeronautics Commission, which registration shall be issued without charge to applicant on appropriate forms to be furnished by the South Carolina Aeronautics Commission.</p> <p>2. Prior to the issuance of a registration certificate by the South Carolina Aeronautics Commission the applicant must, under oath, certify that the aircraft which will be engaged in the operation of spraying, dusting, seeding, or any other agricultural operation or pest control shall be equipped with approved type safety belt and shoulder harness, provided further that the operator of the aircraft shall, at all times, wear the approved safety belt and shoulder harness while the aircraft is engaged in the operation of aerial dusting, spraying, seeding, or any other type of agricultural operation or pest control. (Filed in the Office of the Secretary of State April 7, 1953.)"</p>	Administration	No	No	Yes	No	No	No	Regulation needs to be deleted to conform to federal aviation administration pilot requirements
24	Issue permits for aerial exhibitions	S. C. Code of Reg. Chapter 3-3	Require	<p>Provision of application to prospects, and approval granted by agency administration</p> <p>Regulations 3-3 - "1. No person, firm, or corporation shall promote, sponsor, conduct, or cause to be displayed any aerial exhibition or air show on any airport within this State without an effective, current permit issued by the South Carolina Aeronautics Commission. Applications for permits must be filed with the South Carolina Aeronautics Commission at least ten (10) days prior to the scheduled date of proposed aerial exhibition or air show.</p> <p>2. The South Carolina Aeronautics Commission shall furnish appropriate forms for application for waiver or permit without charge to the applicant. (Filed in the Office of the Secretary of State April 7, 1953.)"</p>	Administration	No	No	Yes	No	No	No	Regulation needs to be deleted to conform to federal aviation administration pilot requirements

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25	Have an interest in, and consult with others regarding, the maintenance, enhancement, and safety of aeronautical activities and facilities within S.C.	S. C. Code Ann. §55-5-70; 55-5-80(d)	Require	<p>55-5-70 - "The division shall promote and foster air commerce within the State and the division shall have an interest in the maintenance and enhancement of the aeronautical activities and facilities within the State. The division shall adopt reasonable rules and promulgate regulations as it may deem necessary and advisable, in conjunction with Federal Aviation Administration regulations, for the public safety and for the promotion of aeronautics governing the designing, laying out, location, building, equipping, operation and use of all airports."</p> <p>55-5-80(d) - "The division shall consult with the Federal Aviation Administration, persons involved in aeronautics and aeronautical activity, public airports, and airport governing boards as necessary for the purpose of enhancing the public safety and the safety of those engaged in aeronautics. The division may promulgate regulations to carry out this purpose. However, these regulations must not be inconsistent with federal law or regulations governing aeronautics."</p>	Airport Development	Yes	Yes	Yes	Yes	Yes	No	None
26	Establish regulations applicable to pilots	S. C. Code of Reg. Chapter 3-4	Require	<p>Regulation 3-4 - "Pilots, with less than 200 hours certified time, shall not fly an aircraft, other than the model or type used in taking their primary instruction, until after they have taken three hours dual instruction under the supervision of a competent pilot on the model or type they intend to fly. Limited-commercial and private pilots, under this classification, shall, in addition to the dual instruction required above, complete two hours solo flight on the model or type aircraft they intend to fly, before carrying passengers as authorized in their certificate of competency. Both the dual and solo time required under this regulation will be certified to in the pilot's logbook by the supervising pilot. (Filed in the Office of the Secretary of State April 10, 1940.)"</p> <p>55-5-80(d) - "The division shall consult with the Federal Aviation Administration, persons involved in aeronautics and aeronautical activity, public airports, and airport governing boards as necessary for the purpose of enhancing the public safety and the safety of those engaged in aeronautics. The division may promulgate regulations to carry out this purpose. However, these regulations must not be inconsistent with federal law or regulations governing aeronautics."</p>	Administration	No	No	No	No	No	No	Regulation needs to be deleted to conform to federal aviation administration pilot requirements

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27	Establish regulations related to flight crew members consenting to chemical test of his breath for the purpose of determining alcoholic content of his blood, including methods for obtaining the consent and administering the test	S. C. Code Ann. §55-1-100(b)	Require	<p>55-1-100(b) - "A person who operates or acts as a flight crew member of an aircraft in this State may consent to a chemical test of his breath for the purpose of determining the alcoholic content of his blood if arrested for violating the provisions of subsection (A). The test must be administered at the direction of a law enforcement officer who has apprehended a person while or after operating or acting as a flight crew member of any aircraft in this State while under the influence of alcohol. The test must be administered by a person trained and certified by and using methods approved by the South Carolina Law Enforcement Division, using methods approved by the division. The arresting officer may not administer the test, and no test may be administered unless the defendant has been informed that he does not have to take the test. A person who refuses to submit to the test violates the provisions of this subsection and is subject to a civil fine of two thousand dollars. The penalties provided for in this subsection are in addition to those provided for in subsection (E).</p> <p>No person is required to submit to more than one test for any one offense for which he has been charged, and the test must be administered as soon as practicable without undue delay. The person tested may have a physician, qualified technician, chemist, registered nurse, or other qualified person of his own choosing conduct a test or tests in addition to the test administered by the law enforcement officer. The failure or inability of the person tested to obtain an additional test does not preclude the admission of evidence relating to the test taken at the direction of the law enforcement agency or officer.</p> <p>The arresting officer and the person conducting the test shall inform the person tested of his right to obtain an additional test, and the arresting officer or the person conducting the chemical test of the person apprehended promptly shall assist that person to contact a qualified person to conduct additional tests.</p> <p>The division shall administer the provisions of this subsection and may make regulations as may be necessary to carry out its provisions. The Department of Health and Environmental Control and SLED shall cooperate with the division in carrying out its duties."</p> <p>Note: 55-1-5 states "Division" unless otherwise indicated, means the Division of Aeronautics of the South Carolina State Fiscal Accountability Authority.</p>	Administration	No	No	No	No	No	No	Amend to reference law change
28	Issue permit for missile launches (excludes missiles launched by state or federal government, small firearms, and fireworks)	S. C. Code Ann. §23-33-20	Require	<p>23-33-10 - "A "missile," as contemplated by this chapter, shall be defined as any object or substance hurled through the air by the use of gunpowder or any other explosive substance whether purchased by the individual or compounded from chemicals."</p> <p>23-33-20 - "Before any person shall fire or attempt to fire or discharge any missile within the borders of this State, he shall first procure a written permit from the Aeronautics Division of the Department of Commerce on such form as it may prescribe."</p> <p>23-33-30 - "The provisions of this chapter shall not apply to the firing or discharge of missiles by any agency of the Federal or State government, to small firearms or to fireworks now authorized by law."</p>	Administration	No	No	Yes	No	No	No	Regulation needs to be deleted to conform to federal aviation administration pilot requirements

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29	Authorize aircraft landings on public roadways	S. C. Code Ann. §55-1-50	Allow	55-1-50 - "It is unlawful for a person to land or cause to be landed any aircraft on or take off from a public highway in this State except in situations authorized by an authorized employee of the division, by law enforcement, or in an emergency or cautionary situation in which the safety of the aircraft is involved. In a prosecution for violation of this section, the burden of proving that the emergency or cautionary situation existed shall be upon the person landing the aircraft on the highway or causing it to take off from it. A person who violates the provisions of this section is guilty of a misdemeanor and, upon conviction, must be fined not more than two thousand dollars or imprisoned for not more than sixty days."	Administration	Yes	No	Yes	Yes	No	No	None
30	Designate beach landing areas	S. C. Code of Reg. Chapter 3-1	Allow	Approval authority for agency to allow aircraft to land on beaches Regulations 3-1 - "It shall be unlawful for any aircraft to be landed or operated on any beach in South Carolina, except such areas as may be designated by the South Carolina Aeronautics Commission. (Filed in the Office of the Secretary of State August 20, 1945.)"	Administration	Yes	No	Yes	No	No	No	None
31	Evaluate waterways used by seaplanes for risk to public health, safety, and property; when necessary, withdraw approval for use of the waterway, limit use, or make use subject to conditions	S. C. Code Ann. §55-3-90; 55-3-100	Allow	55-3-90 - "... A seaplane shall not land, dock, or take off on a waterway in a manner that would violate applicable laws, ordinances, and rules if done by a motorized watercraft, except that a seaplane is not required to comply with a statewide speed limit for watercraft while landing and taking off, if a higher speed is necessary for safe operation and is not in conflict with any other restrictions applicable to watercraft. In no event shall the landing, docking, or takeoff of seaplanes be approved if the landing, docking, or takeoff would pose unreasonable risks to public health, safety, or property as determined by the division." 55-3-100 - "If the division determines that use of a waterway by a seaplane poses an unreasonable risk to public health, safety, or property, the division or commission may withdraw approval or limit use of the waterway or make the use of the waterway subject to conditions, after following criteria set forth in this section. If considered necessary to protect public health, safety or property, the division may issue an interim order restricting the use of a waterway by a seaplane pending completion of the procedures in this section. In determining if a waterway is suitable for seaplane use, the division shall consider the following criteria: (1) the safety and general suitability of the waterway for seaplane use; (2) the impact of seaplane use on the use and enjoyment of the waterway and adjacent properties by other persons; (3) the availability of suitable alternative waterways for seaplane use; (4) the public interest in fostering aviation and allowing the use of navigable waterways for aviation and other purposes; (5) whether competing interests may be balanced by imposing limitations or conditions on use of the waterway by seaplanes; and (6) any other factor which reasonably would be affected by a decision to allow seaplane use notwithstanding the local ordinance."	Airport Development	Yes	No	Yes	Yes	No	No	None

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32	Inspect runways for safety; close runways which pose imminent and substantial danger to aircraft operations; coordinate with local governments to remedy deficiencies in runways; require airports to develop a proposed closure plan	S. C. Code Ann. §55-5-150	Allow	55-5-150 - "(A) The division may close, order closure, or approve closure of an airport, airport runway, or any portion of one only when a condition exists on the airport property that constitutes an imminent and substantial endangerment to aircraft operations and aviation safety, and the condition remains unabated after notice to the airport owner and operator, and a reasonable opportunity has expired to correct any deficiencies determined by the division. The division may promulgate regulations to administer this section. (B) If the division disagrees with a decision of an airport sponsor or governmental body to close a public use airport or any part of one, both the division and the airport sponsor or governmental body shall engage in mediation or another form of alternative dispute resolution mutually agreed upon in an attempt to resolve their differences. In addition, the division may require that the airport sponsor develop a proposed closure plan that contains: (1) a certification that all grant conditions imposed by federal or state funding have been complied with, and that all grant funds have been repaid to the appropriate agency; (2) a statement for the reason for the closure; (3) an economic analysis of the impact of the closure on the community; (4) a plan and schedule for the use of or development of a replacement facility acceptable to the division; and (5) other information required by the division."	Administration	Yes	Yes	Yes	Yes	No	No	None
33	Inspect aviation facilities	S. C. Code Ann. §55-5-80(h)	Allow	55-5-80(h) - "The division may conduct inspections of aviation facilities for compliance with federal grants, or to assist in obtaining grants from federal agencies, or to ensure compliance with national building or fire codes, including premises and the buildings and other structures at airports, or at prospective airports or other air navigation facilities. In order to effectuate this purpose, the division shall cooperate with the local governing body of an airport and any state or municipal officer or agency that may have jurisdiction over the airport."	Administration	Yes	Yes	Yes	Yes	No	No	None

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34	Maintain action in equity to reduce and eliminate airport hazards which are in violation of zoning regulations that have potential of interfering with aircraft operations	S. C. Code Ann. §55-5-80(k)-(m); 55-9-280; 55-9-290	Allow	<p>Abating the creation or establishment of airport hazards. Legal action may include the issuance of an order directing the abatement or removal of the hazard, an action in circuit court or the Administrative Law Court to enjoin the construction or maintenance of a hazard, or the removal and abatement of a hazard.</p> <p>55-5-80(K)-(M) - "(K)The division shall have the authority to take action to abate any imminent or foreseeable hazard to aviation safety at a public use airport in the State or in the vicinity of a public use airport when it can be shown that: (1) a violation of this title or a violation of a federal, state, or local law, ordinance, regulation, or federally approved airport design criteria that relates to aviation safety has occurred; (2) a condition exists that interferes with, or has a reasonable potential in the judgment of the division to interfere with aircraft operations; (3) a condition poses an increased risk to aviation safety; (4) the persistence of a condition would cause aircraft takeoff, landing, or approach criteria to be adversely impacted; or (5) a condition exists that would constitute a nuisance to aircraft operation. These conditions may include, but are not limited to: (a) obstructions such as towers, trees, or manmade structures; (b) conditions that adversely affect FAA or industry criteria for safe approach, landing, takeoff and departure profiles; (c) landfills or other activities that have the potential to attract a large number of birds; (d) interference with airport markings, including lighting; (e) light pollution, including off-airport lighting; (f) land uses that have a reasonable potential to interfere with aircraft operations, pose an increased risk to aviation safety, adversely affect aircraft takeoff, landing or approach criteria, or constitute a nuisance to aircraft operations; or (g) interference with airport and aviation navigational equipment and facilities.</p> <p>(L) Legal action may include the issuance of an order directing the abatement or removal of the hazard, an action in circuit court or the Administrative Law Court to enjoin the construction or maintenance of a hazard, or the removal and abatement of a hazard.</p> <p>(M) Except in emergency situations, before taking legal action, the division shall cooperate with the airport sponsor and affected local governments with the objective of achieving a mutually agreeable solution. If necessary, the parties shall engage in alternative dispute resolution. The alternative dispute resolution must be between the governmental entity and the division and shall not involve any private parties."</p>	Administration	Yes	No	Yes	Yes	No	No	None

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35	Pursue recovery of costs from persons responsible for creating or maintaining an airport hazard	S. C. Code Ann. §55-5-80(o); 55-9-250(5)		55-5-80(o) - "The division and an affected local government shall have the ability to seek cost recovery for the actual costs in the removal or abatement of the hazard against the persons responsible for creating or maintaining an airport hazard that violates this section, or violates a federal, state, or local law, ordinance, regulation, or federally approved airport design criteria." 55-9-250 - "An airport hazard is a condition, occurrence or activity that endangers the lives and property of users of an airport and of occupants of land and other persons in its vicinity, and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment in it. Therefore: (1) the creation or establishment of an airport hazard is a public nuisance and an injury to the community served by an airport; (2) it is necessary in the interest of the public health, safety, and general welfare that the creation or establishment of airport hazards be prevented; (3) this should be accomplished, to the extent legally possible, by proper exercise of the police power; (4) the prevention of the creation or establishment of airport hazards, and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which county, municipal, or regional authorities may raise and expend public funds, as an incident to the operation of airports, to acquire land or property interests in them; and (5) in the event of an abatement of an airport hazard on private property by the division under Section 55-5-80 or Section 55-9-280, the division and a local government shall have the ability to seek cost recovery against the person responsible for creating or maintaining the hazard for the actual costs in the removal or abatement of the hazard . "	Administration	Yes	No	Yes	Yes	No	No	None
36.1	Acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports	S. C. Code Ann. §55-5-80(e)-(g); 55-9-30; 55-9-40	Allow	55-5-80(e) - (g) - "(e) The division shall assist in the development of aviation and aviation facilities within the State for the purpose of safeguarding the interest of those engaged in all phases of the aviation industry and of the general public and of promoting aeronautics. (f) The division may cooperate with any authority, county, or municipality in the establishment, maintenance and operation of airports, landing fields or emergency landing strips and may do so in cooperation with other states or with any federal agency. (g) The division shall have the authority to partner with local governments, private entities, special purpose districts, or others to establish, own, operate, and maintain existing or future airports." 55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county." 55-9-40 - "Any lands acquired, owned, leased, controlled or occupied by the division or such counties, municipalities or other political subdivisions for the purpose or purposes enumerated in Section 55-9-30 shall and are hereby declared to be acquired, owned, leased, controlled or occupied for public governmental and municipal purposes."	Airport Development	Yes	Yes	Yes	Yes	No	No	None

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36.2		S. C. Code Ann. §55-5-80(e)-(g); 55-9-30; 55-9-40	Allow	The Division may acquire an existing public use or private airport 55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."	Airport Development	Yes	Yes	Yes	Yes	No	No	None
36.3		S. C. Code Ann. §55-5-80(e)-(g); 55-9-30; 55-9-40	Allow	The Division may construct a new public use airport, or may expand an existing airport. 55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."	Airport Development	Yes	Yes	Yes	Yes	No	No	None
36.4		S. C. Code Ann. §55-5-80(e)-(g); 55-9-30; 55-9-40	Allow	The Division may separately or jointly own a public use airport. 55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."	Airport Development	Yes	Yes	Yes	Yes	No	No	None
36.5		S. C. Code Ann. §55-5-80(e)-(g); 55-9-30; 55-9-40	Allow	The Division may operate an airport owned by the division or an airport owned by a municipality, county, airport commission, special purpose district, or other political subdivision. 55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."	Airport Development	Yes	Yes	Yes	Yes	No	No	None

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37	Establish rules and regulations governing the design, layout, location, building, equipping, operation and use of all airports	S. C. Code Ann. §55-5-70	Require	55-5-70 - "The division shall promote and foster air commerce within the State and the division shall have an interest in the maintenance and enhancement of the aeronautical activities and facilities within the State. The division shall adopt reasonable rules and promulgate regulations as it may deem necessary and advisable, in conjunction with Federal Aviation Administration regulations, for the public safety and for the promotion of aeronautics governing the designing, laying out, location, building, equipping, operation and use of all airports."	Airport Development	Yes	Yes	Yes	Yes	No	No	None
38	Review and approve plans for construction or additions to public airports (not airports owned by private entities or airports that do not receive state funds)	S. C. Code Ann. §55-5-72; and 55-5-73; 55-5-80(j)	Require	To perform, or request funding to perform, the initial construction of a public airport/landing strip OR additions to an existing airports/land strips, the airport must have the following approved in writing by the agency: (a) master plan study; (b) airport layout plan; or (c) construction plans and specs. 55-5-72 - "Except as provided in this section, no airport open for public use shall be constructed in this State unless the master plan study, or airport layout plan, or the construction plans and specifications for such airport or landing strip have been approved in writing by the division. No additions shall be made to any existing airport or landing strip open for public use unless the master plan study or the construction plans and specifications for an airport or landing strip have been approved in writing by the division. This provision shall not apply to airports owned by private entities, or an airport which does not receive State funds." 55-5-73 - "No state airport construction funding or funding from the State Aviation Fund shall be provided to an airport unless it has an airport layout plan and construction plan approved by, and on file with the division at the time the request for funding is made." 55-5-80(j) - "The division shall have the authority to review and approve airport master plans pursuant to Section 55-5-72."	Airport Development	Yes	Yes	Yes	Yes	No	No	None

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(Study Step 1: Agency Legal Directives, Plan and Resources)

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39	Acquire property for a new airport or expansion of an existing airport by condemnation or otherwise	S. C. Code Ann. §55-9-70	(A) Specifically REQUIRED by law (must or shall); (B) Specifically ALLOWED by law (may); or (C) Not specifically mentioned in law, but PROVIDED TO ACHIEVE the requirements of the applicable law	55-9-70 - "Private property needed by the division or a county, municipality or other political subdivision for an airport, or for the expansion of an airport may be acquired by grant, purchase, lease or other means, if such political subdivision or the division , as the case may be, is able to agree with the owner of the property on the terms of the acquisition and otherwise by condemnation in the manner provided by the law under which such political subdivision or the division is authorized to acquire real property for public purposes. The provisions of this section shall apply to property needed by the Adjutant General of South Carolina." 55-5-80(e) - (g) - "(e) The division shall assist in the development of aviation and aviation facilities within the State for the purpose of safeguarding the interest of those engaged in all phases of the aviation industry and of the general public and of promoting aeronautics. (f) The division may cooperate with any authority, county, or municipality in the establishment, maintenance and operation of airports, landing fields or emergency landing strips and may do so in cooperation with other states or with any federal agency. (g) The division shall have the authority to partner with local governments, private entities, special purpose districts, or others to establish, own, operate, and maintain existing or future airports." 55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county." 55-9-40 - "Any lands acquired, owned, leased, controlled or occupied by the division or such counties, municipalities or other political subdivisions for the purpose or purposes enumerated in Section 55-9-30 shall and are hereby declared to be acquired, owned, leased, controlled or occupied for public, governmental and municipal purposes."	Airport Development	Yes	Yes	Yes	No	Yes	No	None
40	Transfer authority for the construction, equipment, improvement, maintenance and operation of an airport to a political subdivision	S. C. Code Ann. §55-9-190(1)	Allow	55-9-190(1) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: (1) construct, equip, improve, maintain and operate airports or vest authority for the construction, equipment, improvement, maintenance and operation of it in an officer, board or body of the political subdivision, the expense of the construction, equipment, improvement, maintenance and operation to be a responsibility of such political subdivision; ..." Political subdivisions could include counties, municipalities, airport authorities, airport commissions, and special purpose districts as empowered in Title 55, Chapters 11, 17, and other historical legislative acts and resolutions.	Airport Development	Yes	Yes	Yes	No	No	No	None
41	When a private airport is in close proximity to a public airport, determine whether to authorize the private airport to operate based upon aviation safety and conflict	S. C. Code Ann. §55-5-71	Require	55-5-71 - "It is unlawful for a restricted use airport, or other air navigation facility within three nautical miles of a public use facility to be used or operated without the written approval of the division. This approval must be based upon consideration of aviation safety, including a location that would constitute a collision or air traffic hazard or conflict with flight operations in the vicinity of a public use airport."	Airport Development	Yes	No	Yes	Yes	No	No	None

Deliverables

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42	Acquire air rights, including aviation easements, over private property necessary to ensure safe approaches to the landing areas of airports, and for the purpose of establishing and protecting airports and runways	S. C. Code Ann. §55-9-80	Allow	55-9-80 - "When necessary in order to provide unobstructed airspace for the landing and taking off of aircraft utilizing airports acquired or maintained under the provisions of this chapter, the division and the counties, municipalities, and other subdivisions, including duly constituted airport commissions and special purpose districts of this State may acquire air rights, including aviation easements, over private property necessary to ensure safe approaches to the landing areas of the airports, and for the purpose of establishing and protecting airports and runways. These air rights may be acquired by grant, purchase, lease, or condemnation pursuant to the provisions of the Eminent Domain Procedure Act (Chapter 2, Title 28)."	Airport Development	Yes	No	No	Yes	No	No	None
43	Acquire right to operate and maintain markers and lighting of buildings or other obstructions for the safe operation of aircrafts at public airports	S. C. Code Ann. §55-9-90	Allow	55-9-90 - "The division and such counties, municipalities and other political subdivisions of this State may acquire the right or easement for a term of years, or perpetually, to place and maintain suitable markers for the daytime and to place, operate and maintain suitable lights for the nighttime marking of buildings or other structures or obstructions, for the safe operation of aircraft utilizing airports acquired or maintained under the provisions of this chapter. Such rights or easements may be acquired by grant, purchase, lease, or condemnation in the same manner as is provided in this chapter for the acquisition of the airport itself or the expansion of it."	Airport Development	Yes	No	Yes	Yes	No	No	None
44.1	Provide payment and/or services to individuals displaced due to acquisition of property for an airport, markers, lighting, or other agency programs	S. C. Code Ann. §55-15-20 through 55-15-60; 55-15-110	Require	55-15-20. Payment to displaced persons 55-15-30. Additional payments for owners who occupy property 55-15-40. Additional payments for certain other persons 55-15-50. Relocation advisory assistance programs 55-15-60. Available dwellings shall be assured for displaced persons 55-15-110. Condemnation procedure and requirements.	Airport Development	Yes	No	Yes	Yes	Yes	No	None
44.2		S. C. Code Ann. §55-15-70	Require	Adopt rules and regulations to assure payment and/or services provided to displaced individuals is conducted in a fair, reasonable, and timely manner 55-15-70 - "(a) The public authority shall adopt such rules and regulations as may be necessary to assure: (1) that the payments and assistance authorized by this chapter shall be administered in a manner which is fair and reasonable, and as uniform as practicable; (2) that a displaced person who makes proper application for a payment authorized for such person by this chapter shall be paid promptly after a move or, in hardship cases, be paid in advance; and (3) that any person aggrieved by a determination as to eligibility for a payment authorized by this chapter, or the amount of a payment may have his application reviewed by the public authority. (b) the public authority may prescribe such other regulations and procedures, consistent with the provisions of this chapter, as it deems necessary or appropriate to carry out this chapter."	Airport Development	Yes	No	Yes	Yes	Yes	No	None
44.3		S. C. Code Ann. §55-15-80	Allow	Enter contracts with other entities to provide services related to relocation assistance programs 55-15-80 - "In order to prevent unnecessary expense and duplication of functions, and to promote uniform and effective administration of relocation assistance programs for displaced persons, the public authority may authorize any state agency to enter into contracts with any individual, firm, association, or corporation for services in connection with such programs, or may carry out its functions under this chapter through any federal or state agency or instrumentality having an established organization for conducting relocation assistance programs."	Airport Development	Yes	No	Yes	Yes	Yes	No	None

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45.1	Adopt regulations for use of an airport	S. C. Code Ann. §55-9-190(2)	Allow	55-9-190(2) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (2) adopt regulations and establish charges, fees and tolls for the use of such airports fix penalties for the violation of such regulations and establish liens to enforce payment of such charges, fees and tolls; ..." Airports may adopt regulations that differ from agency regulations when related to the operations of the airport, and by way of the establishment of minimum standards, rates and charges, and other items that may be necessary to the safe, efficient operations of the airport.	Airport Development	Yes	No	Yes	No	No	Yes	None
45.2		S. C. Code Ann. §55-9-190(2)	Allow	Set penalties for violation of regulations established for the airport 55-9-190(2) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (2) adopt regulations and establish charges, fees and tolls for the use of such airports fix penalties for the violation of such regulations and establish liens to enforce payment of such charges, fees and tolls; ..."	Airport Development	Yes	No	Yes	No	No	Yes	None
46	Establishment of charges, fees, and tolls for use of an airport that is owned and managed by the division	S. C. Code Ann. §55-9-190(2)	Allow	55-9-190(2) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (2) adopt regulations and establish charges, fees and tolls for the use of such airports fix penalties for the violation of such regulations and establish liens to enforce payment of such charges, fees and tolls; ..."	Airport Development	No	No	No	No	No	No	None
47	Establish liens to enforce payment of charges, fees, and tolls at airports	S. C. Code Ann. §55-9-190(2)	Allow	55-9-190(2) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (2) adopt regulations and establish charges, fees and tolls for the use of such airports fix penalties for the violation of such regulations and establish liens to enforce payment of such charges, fees and tolls ; ..."	Airport Development	No	No	No	No	No	No	None
48	Lease the airports to private parties for operation, as long as it does not deprive the public of its rightful, equal, and uniform use of the airport	S. C. Code Ann. §55-9-190(3)	Allow	55-9-190(3) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (3) lease these airports to private parties for operation or lease to private parties for operation space, area, improvements and equipment on such airports provided in each case that in so doing the public is not deprived of its rightful, equal, and uniform use of it."	Airport Development	No	No	No	No	No	No	None
49	Lease space in the airports to private parties for operation space, area, improvements, and equipment on such airports, as long as it does not deprive the public of its rightful, equal, and uniform use of the airport	S. C. Code Ann. §55-9-190(3)	Allow	55-9-190(3) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (3) lease these airports to private parties for operation or lease to private parties for operation space, area, improvements and equipment on such airport s provided in each case that in so doing the public is not deprived of its rightful, equal, and uniform use of it."	Airport Development	No	No	No	No	No	No	None

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50.1	Create a map of each S.C. public airport which shows use of all land and features impacting operation of the airport and update at least every five years	S. C. Code Ann. §55-13-5	Require	Create 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. These maps should be updated as needed, but at least every five years. 55-13-5 - "The division shall create 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. These maps should be updated as needed, but at least every five years. ... "	Airport Development	Yes	Yes	Yes	Yes	No	No	None
50.2		S. C. Code Ann. §55-13-5	Require	Provide a copy of these maps (i.e., map of each S.C. public airport which shows use of all land and features impacting operation of the airport) 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. (See 55-13-5) NOTE: 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. In the event that an activity is enjoined or a condition is abated by the division contrary to a local governmental body's decision, the governmental body proposing the land use decision shall have the right to seek cost recovery from the party responsible for creating the condition or the enjoinder or abatement of the activity. (See 55-13-5)	Airport Development	Yes	Yes	Yes	Yes	No	No	None
51	Create and maintain a flight department within the agency to purchase, operate, and perform maintenance on state aircrafts	S. C. Code Ann. §55-5-80(c)	Require	55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements." The agency currently utilizes a Hawker Beechcraft King Air 350 and a Hawker Beechcraft King Air C90. The King Air 350 and C90 are known for their comfort, speed, reliability, and safety. They are equipped with the latest avionics, including GPS navigation, weather radar, pressurized cabin, and air conditioning. Aeronautics can provide air transportation to most locations in the Palmetto State or across the nation. One or two DAYS travel can be accomplished in one or two HOURS of flight. Today's executives agree that time is their most valuable resource and air transportation saves time and maximizes productivity.	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None
52	Purchase aircrafts for use by the state	S. C. Code Ann. §55-5-80(c)	Require	55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements."	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None
53.1	Operate aircrafts owned by the state	S. C. Code Ann. §55-5-80(c)	Require	55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements."	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None

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53.2		S. C. Code Ann. §55-1-90	Allow	Adopt rules and create regulations governing use of state-owned aircrafts 55-1-90 - "... The division may adopt rules and promulgate regulations governing this section."	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None
53.3		S. C. Code Ann. §55-1-90; 2018-19 Proviso 117.22	Allow	Utilize state owned airplanes for normal course of business by state agencies and other governmental bodies or political subdivisions within the state 55-1-90 - "State-owned aircraft may be used by state agencies, and other governmental bodies or political subdivisions within the state for matters pertinent to, and in the normal course of business for the governmental entities. Use of state aircraft by other governmental bodies or political subdivisions that are not a part of South Carolina State government must be accompanied by a written statement by a legislative sponsor or a sponsor from an agency of the State attesting to the need for one or more flight operations. The written statement must be in a manner acceptable to the division. ..." See also, 2018-19 Proviso 117.22	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None
53.4		2018-19 Proviso 117.101	Require	Utilize state owned airplanes for athletic recruiting by institutions of higher learning, if reimbursement is obtained 2018-19 Proviso 117.101 - "Institutions of higher learning may use the state aircraft operated by the Division of Aeronautics for the purpose of athletic recruiting, provided that they reimburse the Division of Aeronautics for all flight hours on an at cost basis, using non-general funds."	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None
53.5		S. C. Code Ann. §55-1-90	Allow	Utilize state owned airplanes to transport medical personnel or patients, in emergency and non-emergency situations, if agreements are entered and payment is made to the state. 55-1-90 - "... Nothing in this section shall prohibit the division from entering into agreements with a public hospital or medical center owned, operated, or supported in whole or in part by state funds for the purpose of transporting personnel or patients, whether on an emergency basis or otherwise, as long as payment is made, including any insurance proceeds, to the State Treasurer. All funds paid for use of state aircraft under this section must be deposited into the general fund and credited to the division. The division may adopt rules and promulgate regulations governing this section."	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None
54	Maintain electronic log of all flights of airplanes owned by the agency and publish the logs on the agency website within one day of completion of trips	2018-19 Proviso 117.22	Require	Maintaining of electronic flight logs for aircraft operated by the division, and display of those on the agency website (See 2018-19 Proviso 117.22)	Flight Department	Yes	No	No	No	No	No	None
55	Maintain aircrafts owned by the state	S. C. Code Ann. §55-5-80(c)	Require	55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements."	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None

Deliverables

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56	Support other state agencies who own aircrafts through maintenance and operations agreements	S. C. Code Ann. §55-5-80(c)	Allow	55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements. " Other state agencies who currently own and operate aircraft include DNR, SLED, USC, Clemson.	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None
57.1	Provide hanger/parking for government owned and/or operated aircrafts on first come basis	2018-19 Proviso 87.4	Require	2018-19 Proviso 87.4 - "The Division of Aeronautics will provide hangar/parking facilities for government owned and/or operated aircraft on a first come basis . Funds shall be retained by the division for the purpose of hangar and parking facility maintenance. The Hangar Fee Schedule shall be determined by the division and shall not exceed local average market rates."	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None
57.2		2018-19 Proviso 87.4	Require	Set rates for hangar/parking of government airplanes that do not exceed local average market rates 2018-19 Proviso 87.4 - "The Division of Aeronautics will provide hangar/parking facilities for government owned and/or operated aircraft on a first come basis. Funds shall be retained by the division for the purpose of hangar and parking facility maintenance. The Hangar Fee Schedule shall be determined by the division and shall not exceed local average market rates . Personnel from the agencies owning and/or operating aircraft will be responsible for ground movement of their aircraft."	Flight Department	Yes	Yes	Yes	Yes	Yes	Yes	None
58	Participate in and support the state's emergency management division air branch emergency support function	S. C. Code Ann. §55-5-80(i)	Allow	55-5-80(i) - "The division may participate in and support the emergency management division air branch emergency support function."	Flight Department	Yes	Yes	Yes	Yes	No	No	None

NOTE: All actions by the agency must comply with Federal Aviation Administration (FAA) Regulations (Title 14 Code of Federal Regulations) to the extent applicable. FAA regulations cover topics, including, but not limited to, operating aircraft requirements and airport design standards. A complete list of the different parts of the regulations are included in the "FAA Regulations" tab of this Excel document.

Air Carrier / Commercial Service Airport : Airports that have FAA certificated airlines that operate aircraft that carry passengers

Charleston AFB/International
Columbia Metropolitan
Florence Regional
Greenville Spartanburg International
Hilton Head
Myrtle Beach International

General Aviation Airports : Airports that do not have FAA certificated airlines that operate aircraft that carry passengers or cargo

Aiken Municipal
Allendale County
Anderson Regional
Robert F Swinnie
Bamberg County
Barnwell Regional
Beaufort County
Marlboro County Jetport - H E Avent Field
Lee County - Butters Field
Woodward Field
Charleston Executive
Cheraw Municipal - Lynch Bellinger Field
Chester Catawba Regional
Oconee County Regional
Jim Hamilton L B Owens
Conway-Horry County
Darlington County Jetport
Dillon County
Georgetown County
Donaldson Field
Greenville Downtown
Greenwood County
Hampton-Varnville
Hartsville Regional
Holly Hill
Williamsburg Regional
Lake City Municipal - CJ Evans Field
Lancaster County - MC Whirter Field
Laurens County
Twin City
Santee Cooper Regional
Marion County
Mc Cormick County
Berkeley County
Mount Pleasant Regional-Faison Field
Newberry County
Grand Strand
Orangeburg Municipal
Pageland
Lexington County At Pelion
Pickens County
Ridgeland-Claude Dean Airport
Rock Hill-York County - Bryant Field
Saluda County
Spartanburg Downtown Memorial

St George
Summerville
Sumter
Edgefield County
Union County - Troy Shelton Field
Lowcountry Regional
Fairfield County

Deliverables - Potential Harms
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding		Aeronautics Commission			
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Item #	Deliverable	Optional - Service or Product component(s)	Greatest potential harm to the public if deliverable is not provided (See Guidelines)	1-3 recommendations to the General Assembly, other than \$ and providing the deliverable, for how the General Assembly can help avoid the greatest potential harm (See Guidelines)	Other state agencies whose mission the deliverable may fit within
1	Take Oath of Office (Commissioners)	13-1-1060 - "Notwithstanding any other provision of law, each voting commission member, within thirty days after his election or appointment, and before entering upon the discharge of the duties of his office, shall take, subscribe, and file with the Secretary of State the oath of office prescribed by the Constitution of the State."	This requirement maintains the statewide advisory structure of the Aeronautics Commission, and provides for the representation of airports within SC Congressional Districts. If left vacant, representation could be missing.	1. Continue to work with current Commissioners to establish replacements so that vacancies are limited and filled in a timely manner.	None
2	Adopt Commission rules and procedure	13-1-1070 - "(A) The commission may adopt an official seal for use on official documents of the division. (B) The commission shall adopt its own rules and procedures and may select additional officers to serve terms designated by the commission. (C) Commissioners must be reimbursed for official expenses as provided by law for members of state boards and commissions as established in the annual general appropriations act."	As the regulatory agency for aviation in SC, the removal of this deliverable could impact aviation safety, economic developments opportunities, and the general oversight of all aviation programs in SC.	1. Support legislative and policy changes to continue support of the aviation regulatory environment in the state.	None
3	Adopt official seal of agency	13-1-1070 - "(A) The commission may adopt an official seal for use on official documents of the division. (B) The commission shall adopt its own rules and procedures and may select additional officers to serve terms designated by the commission. (C) Commissioners must be reimbursed for official expenses as provided by law for members of state boards and commissions as established in the annual general appropriations act."	As the regulatory agency for aviation in SC, the removal of this deliverable could cause confusion related to the understand of the general public related to the multiple aviation entities that operate and regulate here in SC.	1. Support legislative and policy changes to allow support of all airports including future regulatory changes.	None
4	Employ an executive director and other employees necessary for the agency's business including allocation of funds, operating expenditures, capital project planning, etc.	13-1-1080 - "Notwithstanding any other provision of law, the executive director shall be appointed in accordance with the following procedures: (A)(1) The commission shall nominate no more than one qualified candidate for the Governor to consider for appointment as executive director. In order to be nominated, a candidate must meet the minimum requirements as provided in Section 13-1-1090. (2) If the Governor rejects a person nominated by the commission for the position of executive director, the commission must nominate another candidate for the Governor to consider until such time as the Governor makes an appointment. (3) In the case of a vacancy in the position of executive director for any reason, the name of a nominee for the executive director's successor must be submitted by the commission to the Governor. (4) The appointment must comply with the provisions contained in Chapter 13, Title 8. (B) The executive director shall serve at the pleasure of the commission and be appointed as provided in this section." 55-5-50 - "Notwithstanding another provision of law, the division shall employ an executive director of aeronautics in accordance with the provision contained in Section 13-1-1050 and 13-1-1080 and other employees necessary for the proper transaction of the division's business."	This allows the Commission to identify and select an Executive Director that assists the Commission with operations and goals of the Commission related to the services offered to customers, and related to the communications requirements with the State Legislature and other State Agencies.	None	None
5	Protect employees of the agency from being required to testify to any information or facts gained through their employment	55-5-160 - "Except as otherwise provided in this chapter, in order to facilitate the making of investigations by the division, in the interest of the public safety and the promotion of aeronautics, the public interest requires and it is therefore provided that the reports of investigations or hearings, or any part thereof or any testimony given thereat, shall not be admitted in evidence or used for any purpose in any suit, action or proceeding growing out of any matter referred to in said investigation, hearing or report thereof, except in case of criminal or other proceedings instituted by or in behalf of the division under the provisions of this chapter; nor shall any employee of the division be required to testify to any facts ascertained in, or information gained by reason of, his official capacity and, further, no employee of the division shall be required to testify as an expert witness in any suit, action or proceeding involving any aircraft."	This protects the agency employees from being required to testify regarding the fulfillment of job duties related to the requirements of agency programs. If employees are not protected, then work quality could deteriorate, and future employee recruitment and retention could be impacted.	1. Continue to support state employees by maintaining support of them in their identified roles related to the programs that have been established by the State of South Carolina.	None
6	Protect employees of the agency from being required to testify as an expert witness in any suit, action, or proceeding involving any aircraft	55-5-160 - "Except as otherwise provided in this chapter, in order to facilitate the making of investigations by the division, in the interest of the public safety and the promotion of aeronautics, the public interest requires and it is therefore provided that the reports of investigations or hearings, or any part thereof or any testimony given thereat, shall not be admitted in evidence or used for any purpose in any suit, action or proceeding growing out of any matter referred to in said investigation, hearing or report thereof, except in case of criminal or other proceedings instituted by or in behalf of the division under the provisions of this chapter; nor shall any employee of the division be required to testify to any facts ascertained in, or information gained by reason of, his official capacity and, further, no employee of the division shall be required to testify as an expert witness in any suit, action or proceeding involving any aircraft. "	This protects the agency employees from being required to testify regarding the fulfillment of job duties related to the requirements of agency programs. If employees are not protected, then work quality could deteriorate, and future employee recruitment and retention could be impacted.	1. Continue to support state employees by maintaining support of them in their identified roles related to the programs that have been established by the State of South Carolina.	None

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7	Protect individuals and information involved in agency investigations, including agency reports and testimony, from being used for any purpose in any suit, action or proceeding growing out of any matter referred to in said investigation, hearing, or report (with some exceptions)	55-5-160 - "Except as otherwise provided in this chapter, in order to facilitate the making of investigations by the division, in the interest of the public safety and the promotion of aeronautics, the public interest requires and it is therefore provided that the reports of investigations or hearings, or any part thereof or any testimony given thereat, shall not be admitted in evidence or used for any purpose in any suit, action or proceeding growing out of any matter referred to in said investigation, hearing or report thereof, except in case of criminal or other proceedings instituted by or in behalf of the division under the provisions of this chapter ; nor shall any employee of the division be required to testify to any facts ascertained in, or information gained by reason of, his official capacity and, further, no employee of the division shall be required to testify as an expert witness in any suit, action or proceeding involving any aircraft."	This protects the agency employees from being required to testify regarding the fulfillment of job duties related to the requirements of agency programs. If employees are not protected, then work quality could deteriorate, and future employee recruitment and retention could be impacted.	1. Continue to support state employees by maintaining support of them in their identified roles related to the programs that have been established by the State of South Carolina.	None
8	Create rules and regulations for administration and operations of the agency	55-5-80(a) - "The division shall have a seal and shall adopt rules and promulgate regulations for its administration, not inconsistent, as it considers necessary. It may amend its rules and regulations and shall adopt reasonable rules and promulgate regulations as it considers necessary and advisable for the public safety and the safety of those engaged in aeronautics." 55-5-80(n) - "The division may promulgate regulations necessary to implement this section."	This is imperative to aviation/airport safety within SC, and provide for a method to allow the State to provide additional oversight of aviation/airports within SC. These regulations are the primary structure of agency operations related to Airport Development programs.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the agency.	None
9	Keep agency rules and regulations on file at the Secretary of State and agency's office	55-5-180 - "The division shall keep on file with the Secretary of State and at the principal office of the division for public inspection a copy of all its rules and regulations . On or before December thirty-first, in each year, the division shall make to the Governor a full report of its proceedings for the year ending December first in each year and may submit with such report such recommendations pertaining to its affairs as seem to it to be desirable."	Not completing the publication of rules and regulations would limit transparency and could cause misunderstandings related to the requirements of particular aviation programming that is offered by the division.	None	None
10	Enforce provisions of State Aeronautical Regulatory Act (S.C. Code of Laws, Chapter 5, Title 55) by injunction in circuit court	55-5-190 - "The division, its members and employees and every county and municipal officer charged with the enforcement of state and municipal laws shall enforce and assist in the enforcement of this chapter. The division also may in the name of the State enforce the provisions of this chapter by injunction in the circuit courts of this State . Other departments and political subdivisions of the State may also cooperate with the division in the development of aeronautics and aeronautic facilities within the State." Sections of Title 55, Chapter 5, State Aeronautical Regulatory Act: 55-5-10. Short title. 55-5-50. Executive director of aeronautics and other employees. 55-5-70. Promotion and maintenance of air commerce and aeronautical activities; authority to promulgate rules as necessary. 55-5-71. Written approval by division of restricted use airport; considerations. 55-5-72. Written approval by division of plans for construction of or additions to public airport; exceptions. 55-5-73. Approved and filed plan required for obtaining airport construction funding. 55-5-80. Responsibility and authority of the division. 55-5-110. Burden of proof in criminal prosecution of proper license. 55-5-150. Closing an airport or runway for imminent danger to aircrafts; mediation to resolve disputes with airport sponsor regarding closure. 55-5-160. Use of testimony obtained during investigations; employees not required to testify. 55-5-180. Public inspection of rules and regulations; annual reports. 55-5-190. Enforcement of chapter; public departments to cooperate. 55-5-210. Reasons for certain orders to be stated. 55-5-220. Service of orders. 55-5-230. Appeal from orders. 55-5-240. Procedure on appeal. 55-5-260. Penalties. 55-5-270. Application and exceptions. 55-5-280. State Aviation Fund	This allows for the enforcement of regulations that are created by the Commission, and provides for the basis to defending the protection of the state's publicly owned, public use airports.	None	None

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11	Provide findings of facts, conclusions of law, reasons, and requirements to be met for approval in cases which the Commission issues an order pursuant to applicable law	55-5-210 - "In any case in which the division issues an order pursuant to applicable law, including the South Carolina Administrative Procedures Act, Section 1-23-10, et seq., rules and regulations or policy and procedures as documented for public review, the division shall set forth findings of fact and conclusions of law, separately stated and its reasons and shall state the requirements to be met before such approval is given or the order is modified or changed."	This enables the agency to respond to legal matters by providing a legal review of aviation issues related to State law.	1. Due to the complexity of the applicability of aviation law, this should remain with the agency, but could be supported externally with other state functions.	State Attorney General
12	Serve Commission orders on interested parties by registered mail or in person	55-5-220 - "Any order made by the division pursuant to this title shall be served upon the interested person by registered mail or in person before such order shall become effective."	This goes to support the regulatory and legal framework that has been provided for by the State Legislature, and is part of the legal process.	1. Due to the complexity of the applicability of aviation law, this should remain with the agency, but could be supported externally with other state functions.	State Attorney General
13	Provide the Governor a report of Commission proceedings during the calendar year	55-5-180 - "The division shall keep on file with the Secretary of State and at the principal office of the division for public inspection a copy of all its rules and regulations. On or before December thirty-first, in each year, the division shall make to the Governor a full report of its proceedings for the year ending December first in each year and may submit with such report such recommendations pertaining to its affairs as seem to it to be desirable ."	Not completing annual reporting would limit transparency, but better coordination between legislative bodies would be helpful to smaller agencies.	None	None
14	Retain and expend, for operating purposes , amounts charged to other government agencies for service and supplies (and carry forward up to \$300,000 for the replacement of time limit aircraft components)	2018-19 Proviso 87.1 - "The Division of Aeronautics may retain and expend reimbursements derived from charges to other government agencies for service and supplies for operating purposes and that a reserve not to exceed \$300,000 may be carried forward to the current fiscal year for the replacement of time limit aircraft components. The Division of Aeronautics may retain and expend reimbursements derived from charges to other government agencies for service and supplies for operating purposes and that a reserve not to exceed \$300,000 may be carried forward to the current fiscal year for the replacement of time limit aircraft components." These reimbursements are derived from charges related to flight and aircraft maintenance services, and fueling that is offered to other state agencies that operate aircraft.	This allowance enables the division to create and maintain a reimbursement process for services that are offered to other governmental entities, and includes flight and aircraft maintenance services, aircraft fueling, and airport inspections.	None	None
15	Retain and expend, for building operations , amounts charged for rental of agency office space	2018-19 Proviso 87.2 - "Revenue received from rental of Division of Aeronautics office space may be retained and expended to cover the cost of building operations."	This allowance enables the division to maintain division facilities through cash flow that is received through rental monies received.	None	None
16	Retain and expend, for hangar and parking facility maintenance , amounts charged for hangar/parking of government airplanes	2018-19 Proviso 87.4 - "The Division of Aeronautics will provide hangar/parking facilities for government owned and/or operated aircraft on a first come basis. Funds shall be retained by the division for the purpose of hangar and parking facility maintenance. The Hangar Fee Schedule shall be determined by the division and shall not exceed local average market rates. Personnel from the agencies owning and/or operating aircraft will be responsible for ground movement of their aircraft."	This allowance enables the division to maintain division facilities through cash flow that is received through rental monies received.	None	None

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17.1	Manage and verify that funds attributed to the State Aviation Fund are being properly used toward maintenance and repairs of the division's aircraft or toward maintenance, rehabilitation, and capital improvements to public airports; not toward operating expenses	<p>55-5-280 - ""(A) ... (4) The revenue credited to the State Aviation Fund pursuant to this subsection must be used solely as provided in subsection (C). ... (C) The State Aviation Fund must be used solely for: (1) maintenance and repairs of the division's aircraft; or (2) maintenance, rehabilitation, and capital improvements to public use airports, which may include use as matching funds for FAA Airport Improvement Grants, provided that those airports receiving grants meet the requirements set forth by the division. (3) The State Aviation Fund must not be used for operating expenses of the division. ..."</p> <p>2018-19 Proviso 87.5 - "The funds appropriated for Aviation Grants, in this bill or any bill supplemental thereto, shall be credited to the State Aviation Fund within the Division of Aeronautics for the following purposes: (1) to allow the maximization of grant funds available through the Federal Aviation Administration for capital improvement projects; (2) for maintenance projects of general aviation airports; and or (3) for aviation education related programs including, but not limited to, educating young people about careers in the aviation industry and/or the promotion of aviation in general. Sponsors of publicly owned airports for public use are eligible to receive grants pursuant to this provision, but the airport must have a current development plan that meets the planning requirements of the National Plan of Integrated Airports Systems. The Aeronautics Commission shall promulgate regulations establishing the grants program that, at a minimum, address: (1) priorities among improvements qualifying for grants; (2) an airport selection process to ensure an equitable distribution of funds among eligible airports; and (3) the criteria for distribution of funds among eligible airports. Enabling airport sponsors to meet basic Federal Aviation Administration safety guidelines for obstruction clearance must be a major factor in the priority guidelines established by the Aeronautics Commission pursuant to this provision. The Commission also shall have discretion consistent with Section 55-5-170 of the 1976 Code to establish a program to grant Aviation Fund dollars for these purposes at the ratio of eighty percent from the fund to twenty percent from the local airport sponsor, or any ratio with a smaller relative contribution from the fund. ..."</p>	<p>The removal of this would limit the ability of the agency to make financial aid decisions related to the aviation infrastructure in the State, and could greatly impede the maintenance and capital investments needed to support this critical part of the state's transportation infrastructure.</p> <p>The removal of this would also limit the leverage that the state receives through the Federal grant and aid program administered by the Federal Aviation Administration. These Federal dollars (if received for a project) account for 90% of a project cost, and are matched by 5% from the State and 5% from the local community that owns the airport.</p>	1. Continued legislative support of this is necessary to maintain oversight of the entire state airport system.	None
17.2		<p>Deposit certain fees and fines assessed by the agency in the State Aviation Fund</p> <p>55-1-7 - "All fees and fines assessed by the division under this title must be deposited into the State Aviation Fund."</p> <p>55-5-280 - ""(A)(1) All monies received from licensing of airports, landing fields, or funds appropriated for aviation grants, the tax on aviation fuel, and fees for other licenses issued under this chapter must be paid into the State Treasury and credited to the fund known as the "State Aviation Fund". (2) The fund also may receive gifts, grants, and federal funds and shall include earnings from investments of monies from the fund. (3) A fund balance at the close of the fiscal year shall not lapse but must be carried forward to the next fiscal year. ... (B) In any fiscal year in which the tax levied by the State pursuant to Section 12-37-2410, et seq., exceeds two and one-half million dollars, the revenues in excess of two and one-half million dollars must be directed to the State Aviation Fund; however, any revenue in excess of five million dollars must be credited in equal amounts to the general fund and the State Aviation Fund. ..."</p>	<p>The removal of this would limit the ability of the agency to make financial aid decisions related to the aviation infrastructure in the State, and could greatly impede the maintenance and capital investments needed to support this critical part of the state's transportation infrastructure.</p> <p>The removal of this would also limit the leverage that the state receives through the Federal grant and aid program administered by the Federal Aviation Administration. These Federal dollars (if received for a project) account for 90% of a project cost, and are matched by 5% from the State and 5% from the local community that owns the airport.</p>	1. Section 55-5-280 (B) should be amended to place all taxes levied pursuant to Section 12-37-2410 into the State Aviation Fund. This would allow for greater support at airports that are in dire need of funds to support capital and maintenance needs on their airfields.	Department of Revenue
17.3		<p>Establish regulations governing eligibility and procedures for disbursements from the State Aviation Fund</p> <p>55-5-280(d) - "The division may promulgate regulations governing the eligibility requirements and procedures for disbursements from the State Aviation Fund."</p>	The removal of this would limit the ability of the agency to make financial aid decisions related to the aviation infrastructure in the State.	1. Continued legislative support of this is necessary to maintain oversight of the entire state airport system.	None

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17.4		<p>Provide funds to general aviation airports before carrier airports</p> <p>2018-19 Proviso 87.3 - "All General Aviation Airports will receive funding prior to the four air carrier airports (i.e. Columbia, Charleston, Greenville-Spartanburg, Myrtle Beach Jetport) as these qualify for special funding under the DOT/FAA appropriations based on enplanements in South Carolina."</p> <p>See list of airports at bottom of chart</p>	<p>This prioritization enables the State Aviation Fund revenues to be utilized to assist general aviation airports prior to the four large commercial service airports. These airports have less revenue sources, and are often faced with difficulty in maintaining this critical part of their infrastructure. A change in this prioritization would cause impacts on local communities that own airports, and would ultimately lead to the degradation of our airport facilities around the state.</p>	<p>1. Follow the guidance of the State Aviation System Plan. 2. Support legislative and policy changes to allow support of all airports.</p>	None
17.5		<p>Carry forward unspent monies in the State Aviation Fund</p> <p>2018-19 Proviso 87.5 (AERO: Aviation Grants) - "... Unspent funds from the prior fiscal year may be carried forward to the current fiscal year and spent for like purposes. ..."</p>	<p>Changes to the current management structure could cause an imbalanced approach to airport funding, and could potentially lead to earmarked projects that are not evaluated against law and policy.</p>	<p>1. Due to the nature of State Aviation Fund requirements, this function should be maintained under the direction of the Aeronautics Commission, and funded at a level that allows participation at all publicly owned, public use airports. 2. Provide legislative change to allow financial participation at a level greater than 80%. Agency suggestion would be an allowance up to 100% for qualifying projects.</p>	None
17.6		<p>Send a report on the expenditure of monies from the State Aviation Fund to Senate Finance Committee and House Ways and Means Committee</p> <p>2018-19 Proviso 87.5 (AERO: Aviation Grants) - "... A report on the expenditure of these funds shall be submitted to the Senate Finance Committee and the House Ways and Means Committee. ..."</p>	<p>Not completing annual reporting would limit transparency, and could cause misunderstanding related to the objectives of the State Aviation Fund and the associated rules and regulations that were created by the Aeronautics Commission.</p>	None	None
18	Transfer unexpended moneys appropriated to a particular county for airport development to airport repairs for that particular county	<p>This may or may not include moneys from the State Aviation Fund</p> <p>55-9-220 - "Any unexpended monies appropriated for airport development for a particular county may be transferred to repairs to airports for that particular county upon request of the division."</p>	<p>This enables the agency to make sure that monies appropriated or granted for airport development purposes are utilized at the airport and not elsewhere in a community. The removal of this deliverable could potentially cause diversion of funds indented to be used at public airports.</p>	<p>1. Support legislative and policy changes to allow continued best use of state funds.</p>	None
19	Administer federal grant programs, maintenance programs, or other programs (i.e., serve as state sponsor for Federal Aviation Administration funded projects)	<p>55-5-80(b) - "The division shall enter into contracts or agreements with the Federal Aviation Administration to administer, and shall administer grant programs, maintenance programs, or other programs in the support of the state aeronautical system."</p>	<p>This is imperative to aviation/airport safety within SC, and provides for a method to allow the State to provide additional oversight and administration of aviation/airports within SC. These programs are designed to assist airport owns with the continued maintenance and capital investment planning necessary to maintain this critical part of the State's transportation infrastructure.</p>	<p>1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the agency.</p>	None

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20	Serve as agent for Clemson University's public airport to accept, receive, receipt for and disburse federal, state, or other funds made available for the airport	55-11-10 - "The board of trustees of Clemson University may: (1) plan, acquire, own, control, develop, maintain and operate a public airport in accordance with the requirements of the Federal Aviation Act and the regulations prescribed thereunder; (2) develop, maintain and operate such public airport out of any appropriations provided by the State or other funds, public or private, made available for such purposes; (3) enter into agreements with the State for the purpose of receiving State funds available for public airport purposes, and accept, receive, receipt for, disburse and expend such State funds for the purposes provided by this section; provided, however, that such funds shall be accepted and expended upon such terms and conditions as may be prescribed by the State; (4) enter into grant agreements with the United States for the purpose of receiving federal grant-in-aid funds for public airport purposes, and accept, receive, receipt for, disburse and expend such funds made available by the grant, to accomplish in whole or in part any of the public airport purposes provided for by the Federal Airport Act and the regulations thereunder; provided, however, that all Federal funds shall be accepted and expended upon such terms and conditions as may be prescribed by the United States or any agency or department thereof; (5) designate the Division of Aeronautics of the State Fiscal Accountability Authority as its agent, to accept, receive, receipt for and disburse federal or state funds or other funds, public or private, made available for the purposes of this section, as may be required or authorized by law ; (6) acquire property, real and personal, or any interest in it, by gift, purchase, condemnation, devise, lease, or otherwise, as may be required in the development and operation of a public airport; (7) adopt regulations, establish charges, fees and tolls for the use of such airport, and exercise such powers as may be necessary to achieve compliance with its regulations and enforce payment of its charges, fees and tolls; and (8) enter into long-term contracts, leases and other agreements relative to the development, operation and management of the airport; provided, however, that such contracts, leases and agreements shall be in compliance with the requirements of the Federal Airport Act and the regulations prescribed thereunder and in accordance with the laws and regulations governing the making of contracts, leases or agreements by or on behalf of the State."	This allows the division to act of behalf of the Clemson University board of trustees related to the creation of a new airport.	None	None
21	Promote and foster air commerce within S.C.	55-5-70 - "The division shall promote and foster air commerce within the State and the division shall have an interest in the maintenance and enhancement of the aeronautical activities and facilities within the State. The division shall adopt reasonable rules and promulgate regulations as it may deem necessary and advisable, in conjunction with Federal Aviation Administration regulations, for the public safety and for the promotion of aeronautics governing the designing, laying out, location, building, equipping, operation and use of all airports."	As the regulatory agency for aviation in SC, the allowance for the creation of regulations enables the legislatively appointed Commission to act in a manner that is beneficial to the promotion of aviation/aerospace in SC.	1. Support legislative and policy changes to allow support of the entire aviation and aerospace industry including future regulatory changes.	None
22	Issue certificates (certificate of public necessity and convenience) to allow airline companies to provide service in S.C.	15-9-410 - "The provisions of Sections 15-9-390 and 15-9-400 shall not apply to any incorporated air carrier holding a certificate of public convenience and necessity from the Division of Aeronautics of the Department of Commerce." 15-9-390. Service on nonresident operators of aircraft. 15-9-400. Procedure when nonresident aircraft operator defendant does not accept and receipt for notice sent by certified mail. Regulation 3-10. Certificate of Public Necessity and Convenience. Includes the following subsections: 1.100. Authority; 1.200. Application for Certificate; 1.300. Public Hearing on Application; 1.400. Appearance at Public Hearing; 1.500. Revocation of Certificate; 1.600. Special Temporary Suspension; 1.700. Certificate Exemption; 1.800. Transfer of Certificate; 1.900. Violations; 2.000. Petitions for Relief; 2.100. On Call Service; 2.200. Consolidation with Another Certificate.; 2.300. Changes in Rates, Fares and Other Charges; 2.400. Violation of Federal Safety Laws; 2.500. Additional Service; 2.600. Discontinuance of Service; 2.700. Investigation of Unlawful Activity; 2.800. Insurance; 2.900. Effective Date. Statutory Authority for Regulation 3-10 was 1976 Code Section 55-1-70. This code section was reserved by 2012 Act No. 270, Section 1, eff June 18, 2012. Former Section 55-1-70 was entitled "Rules and regulations for intrastate scheduled airlines" and was derived from 1962 Code Section 2-82; 1957 (50) 358; 1993 Act No. 181, Section 1288.	This could be eliminated with no impact to the State. Air Carriers operate under Federal Aviation Regulations.	None	None

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23	Issue registration for aerial spraying, dusting, seeding, or similar operation	<p>Provision of application to prospects, and registration provided by agency administration</p> <p>Regulations 3-5 - "1. No person piloting an aircraft shall engage in aerial spraying, dusting, seeding, or any similar operation within this state unless the aircraft being used shall have first been properly registered by the South Carolina Aeronautics Commission, which registration shall be issued without charge to applicant on appropriate forms to be furnished by the South Carolina Aeronautics Commission.</p> <p>2. Prior to the issuance of a registration certificate by the South Carolina Aeronautics Commission the applicant must, under oath, certify that the aircraft which will be engaged in the operation of spraying, dusting, seeding, or any other agricultural operation or pest control shall be equipped with approved type safety belt and shoulder harness, provided further that the operator of the aircraft shall, at all times, wear the approved safety belt and shoulder harness while the aircraft is engaged in the operation of aerial dusting, spraying, seeding, or any other type of agricultural operation or pest control. (Filed in the Office of the Secretary of State April 7, 1953.)"</p>	This could be eliminated with no impact to the State. Aerial Applicators are certificated by the FAA and must follow their regulations.	None	None
24	Issue permits for aerial exhibitions	<p>Provision of application to prospects, and approval granted by agency administration</p> <p>Regulations 3-3 - "1. No person, firm, or corporation shall promote, sponsor, conduct, or cause to be displayed any aerial exhibition or air show on any airport within this State without an effective, current permit issued by the South Carolina Aeronautics Commission. Applications for permits must be filed with the South Carolina Aeronautics Commission at least ten (10) days prior to the scheduled date of proposed aerial exhibition or air show.</p> <p>2. The South Carolina Aeronautics Commission shall furnish appropriate forms for application for waiver or permit without charge to the applicant. (Filed in the Office of the Secretary of State April 7, 1953.)"</p>	This could be eliminated with no impact to the State. Aerial Exhibitions are permitted by the FAA and must follow their operational regulations.	None	None
25	Have an interest in, and consult with others regarding, the maintenance, enhancement, and safety of aeronautical activities and facilities within S.C.	<p>55-5-70 - "The division shall promote and foster air commerce within the State and the division shall have an interest in the maintenance and enhancement of the aeronautical activities and facilities within the State . The division shall adopt reasonable rules and promulgate regulations as it may deem necessary and advisable, in conjunction with Federal Aviation Administration regulations, for the public safety and for the promotion of aeronautics governing the designing, laying out, location, building, equipping, operation and use of all airports."</p> <p>55-5-80(d) - "The division shall consult with the Federal Aviation Administration, persons involved in aeronautics and aeronautical activity, public airports, and airport governing boards as necessary for the purpose of enhancing the public safety and the safety of those engaged in aeronautics. The division may promulgate regulations to carry out this purpose. However, these regulations must not be inconsistent with federal law or regulations governing aeronautics."</p>	As the regulatory agency for aviation in SC, the allowance for the creation of regulations enables the legislatively appointed commission to act in a manner that is beneficial to the enhancement of aviation facilities in SC.	1. Support legislative and policy changes to allow support of the entire aviation and aerospace industry including future regulatory changes.	None
26	Establish regulations applicable to pilots	<p>Regulation 3-4 - "Pilots, with less than 200 hours certified time, shall not fly an aircraft, other than the model or type used in taking their primary instruction, until after they have taken three hours dual instruction under the supervision of a competent pilot on the model or type they intend to fly. Limited-commercial and private pilots, under this classification, shall, in addition to the dual instruction required above, complete two hours solo flight on the model or type aircraft they intend to fly, before carrying passengers as authorized in their certificate of competency. Both the dual and solo time required under this regulation will be certified to in the pilot's logbook by the supervising pilot. (Filed in the Office of the Secretary of State April 10, 1940.)"</p> <p>55-5-80(d) - "The division shall consult with the Federal Aviation Administration, persons involved in aeronautics and aeronautical activity, public airports, and airport governing boards as necessary for the purpose of enhancing the public safety and the safety of those engaged in aeronautics. The division may promulgate regulations to carry out this purpose. However, these regulations must not be inconsistent with federal law or regulations governing aeronautics."</p>	This could be eliminated with no impact to the State. Pilots are certified by the FAA and must follow their regulations.	None	None

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27	Establish regulations related to flight crew members consenting to chemical test of his breath for the purpose of determining alcoholic content of his blood, including methods for obtaining the consent and administering the test	<p>55-1-100(b) - "A person who operates or acts as a flight crew member of an aircraft in this State may consent to a chemical test of his breath for the purpose of determining the alcoholic content of his blood if arrested for violating the provisions of subsection (A). The test must be administered at the direction of a law enforcement officer who has apprehended a person while or after operating or acting as a flight crew member of any aircraft in this State while under the influence of alcohol. The test must be administered by a person trained and certified by and using methods approved by the South Carolina Law Enforcement Division, using methods approved by the division. The arresting officer may not administer the test, and no test may be administered unless the defendant has been informed that he does not have to take the test. A person who refuses to submit to the test violates the provisions of this subsection and is subject to a civil fine of two thousand dollars. The penalties provided for in this subsection are in addition to those provided for in subsection (E). No person is required to submit to more than one test for any one offense for which he has been charged, and the test must be administered as soon as practicable without undue delay.</p> <p>The person tested may have a physician, qualified technician, chemist, registered nurse, or other qualified person of his own choosing conduct a test or tests in addition to the test administered by the law enforcement officer. The failure or inability of the person tested to obtain an additional test does not preclude the admission of evidence relating to the test taken at the direction of the law enforcement agency or officer.</p> <p>The arresting officer and the person conducting the test shall inform the person tested of his right to obtain an additional test, and the arresting officer or the person conducting the chemical test of the person apprehended promptly shall assist that person to contact a qualified person to conduct additional tests.</p> <p>The division shall administer the provisions of this subsection and may make regulations as may be necessary to carry out its provisions. The Department of Health and Environmental Control and SLED shall cooperate with the division in carrying out its duties."</p> <p>Note: 55-1-5 states "Division" unless otherwise indicated, means the Division of Aeronautics of the South Carolina State Fiscal Accountability Authority.</p>	<p>This "must" should reference local law enforcement officers or the South Carolina Law Enforcement Division who are properly trained in this type of chemical testing. The division does not have staff who are qualified or trained to administer this testing.</p> <p>Removal of this testing could cause an increase in unsafe aircraft operating practices.</p>	None	South Carolina Law Enforcement Division
28	Issue permit for missile launches (excludes missiles launched by state or federal government, small firearms, and fireworks)	<p>23-33-10 - "A "missile," as contemplated by this chapter, shall be defined as any object or substance hurled through the air by the use of gunpowder or any other explosive substance whether purchased by the individual or compounded from chemicals."</p> <p>23-33-20 - "Before any person shall fire or attempt to fire or discharge any missile within the borders of this State, he shall first procure a written permit from the Aeronautics Division of the Department of Commerce on such form as it may prescribe."</p> <p>23-33-30 - "The provisions of this chapter shall not apply to the firing or discharge of missiles by any agency of the Federal or State government, to small firearms or to fireworks now authorized by law."</p>	<p>This could be eliminated with no impact to the State. These approvals should be administered by a Federal entity in coordination with military related entities in the State.</p>	None	Adjutant General
29	Authorize aircraft landings on public roadways	<p>55-1-50 - "It is unlawful for a person to land or cause to be landed any aircraft on or take off from a public highway in this State except in situations authorized by an authorized employee of the division, by law enforcement, or in an emergency or cautionary situation in which the safety of the aircraft is involved. In a prosecution for violation of this section, the burden of proving that the emergency or cautionary situation existed shall be upon the person landing the aircraft on the highway or causing it to take off from it.</p> <p>A person who violates the provisions of this section is guilty of a misdemeanor and, upon conviction, must be fined not more than two thousand dollars or imprisoned for not more than sixty days."</p>	<p>This enables the agency to work with local law enforcement to safely engage aircraft operations on public roadways, and removal of this could cause a lack of proper coordination during times of emergency and other necessary uses for these types of aircraft landings.</p>	<p>1. Due to the nature of the authority, this should be maintained under the direction of the Aeronautics Commission, and should require coordination with local jurisdictions.</p>	None
30	Designate beach landing areas	<p>Approval authority for agency to allow aircraft to land on beaches</p> <p>Regulations 3-1 - "It shall be unlawful for any aircraft to be landed or operated on any beach in South Carolina, except such areas as may be designated by the South Carolina Aeronautics Commission. (Filed in the Office of the Secretary of State August 20, 1945.)"</p>	<p>This enables the agency to work with local law enforcement to safely engage aircraft operations on public beaches and removal of this could cause a lack of proper coordination during times of emergency and other necessary uses for these types of aircraft landings.</p>	<p>1. Due to the nature of the authority, this should be maintained under the direction of the Aeronautics Commission, and should require coordination with local jurisdictions.</p>	None

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31	Evaluate waterways used by seaplanes for risk to public health, safety, and property; when necessary, withdraw approval for use of the waterway, limit use, or make use subject to conditions	<p>55-3-90 - "... A seaplane shall not land, dock, or take off on a waterway in a manner that would violate applicable laws, ordinances, and rules if done by a motorized watercraft, except that a seaplane is not required to comply with a statewide speed limit for watercraft while landing and taking off, if a higher speed is necessary for safe operation and is not in conflict with any other restrictions applicable to watercraft.</p> <p>In no event shall the landing, docking, or takeoff of seaplanes be approved if the landing, docking, or takeoff would pose unreasonable risks to public health, safety, or property as determined by the division."</p> <p>55-3-100 - "If the division determines that use of a waterway by a seaplane poses an unreasonable risk to public health, safety, or property, the division or commission may withdraw approval or limit use of the waterway or make the use of the waterway subject to conditions, after following criteria set forth in this section. If considered necessary to protect public health, safety or property, the division may issue an interim order restricting the use of a waterway by a seaplane pending completion of the procedures in this section. In determining if a waterway is suitable for seaplane use, the division shall consider the following criteria: (1) the safety and general suitability of the waterway for seaplane use; (2) the impact of seaplane use on the use and enjoyment of the waterway and adjacent properties by other persons; (3) the availability of suitable alternative waterways for seaplane use; (4) the public interest in fostering aviation and allowing the use of navigable waterways for aviation and other purposes; (5) whether competing interests may be balanced by imposing limitations or conditions on use of the waterway by seaplanes; and (6) any other factor which reasonably would be affected by a decision to allow seaplane use notwithstanding the local ordinance."</p>	Removal of this requirement could cause the development of unsafe aircraft practices on public waterways, and the oversight given to the division assists with the maintaining of safe aircraft operations related to the use of public waterways.	None	None
32	Inspect runways for safety; close runways which pose imminent and substantial danger to aircraft operations; coordinate with local governments to remedy deficiencies in runways; require airports to develop a proposed closure plan	<p>55-5-150 - "(A) The division may close, order closure, or approve closure of an airport, airport runway, or any portion of one only when a condition exists on the airport property that constitutes an imminent and substantial endangerment to aircraft operations and aviation safety, and the condition remains unabated after notice to the airport owner and operator, and a reasonable opportunity has expired to correct any deficiencies determined by the division. The division may promulgate regulations to administer this section.</p> <p>(B) If the division disagrees with a decision of an airport sponsor or governmental body to close a public use airport or any part of one, both the division and the airport sponsor or governmental body shall engage in mediation or another form of alternative dispute resolution mutually agreed upon in an attempt to resolve their differences. In addition, the division may require that the airport sponsor develop a proposed closure plan that contains: (1) a certification that all grant conditions imposed by federal or state funding have been complied with, and that all grant funds have been repaid to the appropriate agency; (2) a statement for the reason for the closure; (3) an economic analysis of the impact of the closure on the community; (4) a plan and schedule for the use of or development of a replacement facility acceptable to the division; and (5) other information required by the division."</p>	This is imperative to aviation/airport safety within SC, and provides for a method to allow the State to close unsafe runways.	1. Due to the nature of the authority, and the critical nature of the program, this should be maintained under the direction of the Aeronautics Commission.	None
33	Inspect aviation facilities	55-5-80(h) - "The division may conduct inspections of aviation facilities for compliance with federal grants, or to assist in obtaining grants from federal agencies, or to ensure compliance with national building or fire codes, including premises and the buildings and other structures at airports, or at prospective airports or other air navigation facilities. In order to effectuate this purpose, the division shall cooperate with the local governing body of an airport and any state or municipal officer or agency that may have jurisdiction over the airport."	This is imperative to aviation/airport safety within SC, and provide for a method to allow the State to provide additional safety related oversight of aviation/airports within SC. This program is the primary method of reporting safety related issues to the individual airport owner and the Federal Aviation Administration.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the agency.	None

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34	Maintain action in equity to reduce and eliminate airport hazards which are in violation of zoning regulations that have potential of interfering with aircraft operations	<p>Abating the creation or establishment of airport hazards. Legal action may include the issuance of an order directing the abatement or removal of the hazard, an action in circuit court or the Administrative Law Court to enjoin the construction or maintenance of a hazard, or the removal and abatement of a hazard.</p> <p>55-5-80(K)-(M) - "(K)The division shall have the authority to take action to abate any imminent or foreseeable hazard to aviation safety at a public use airport in the State or in the vicinity of a public use airport when it can be shown that: (1) a violation of this title or a violation of a federal, state, or local law, ordinance, regulation, or federally approved airport design criteria that relates to aviation safety has occurred; (2) a condition exists that interferes with, or has a reasonable potential in the judgment of the division to interfere with aircraft operations; (3) a condition poses an increased risk to aviation safety; (4) the persistence of a condition would cause aircraft takeoff, landing, or approach criteria to be adversely impacted; or (5) a condition exists that would constitute a nuisance to aircraft operation. These conditions may include, but are not limited to: (a) obstructions such as towers, trees, or manmade structures; (b) conditions that adversely affect FAA or industry criteria for safe approach, landing, takeoff and departure profiles; (c) landfills or other activities that have the potential to attract a large number of birds; (d) interference with airport markings, including lighting; (e) light pollution, including off-airport lighting; (f) land uses that have a reasonable potential to interfere with aircraft operations, pose an increased risk to aviation safety, adversely affect aircraft takeoff, landing or approach criteria, or constitute a nuisance to aircraft operations; or (g) interference with airport and aviation navigational equipment and facilities.</p> <p>(L) Legal action may include the issuance of an order directing the abatement or removal of the hazard, an action in circuit court or the Administrative Law Court to enjoin the construction or maintenance of a hazard, or the removal and abatement of a hazard.</p> <p>(M) Except in emergency situations, before taking legal action, the division shall cooperate with the airport sponsor and affected local governments with the objective of achieving a mutually agreeable solution. If necessary, the parties shall engage in alternative dispute resolution. The alternative dispute resolution must be between the governmental entity and the division and shall not involve any private parties."</p> <p>55-9-280 - "A governmental entity that owns or controls an airport and the Division of Aeronautics may maintain actions in equity to restrain and abate as nuisances the creation or establishment of airport hazards appertaining to an airport in violation of any zoning regulations adopted or established pursuant to the provisions of this chapter for any area whether within or without the territorial limits of the municipality."</p> <p>55-9-290 - "The division may maintain actions in equity to restrain and abate as nuisances the creation or establishment of airport hazards appertaining to any airport within the State, in violation of any zoning regulations adopted or established pursuant to the provisions of this chapter."</p>	This is imperative to aviation/airport safety within SC, and provide for a method to allow the State to provide additional oversight of aviation/airports within SC. These regulations are the primary structure of agency operations related to Airport Development programs and the protection of airport usability.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the agency.	None
35	Pursue recovery of costs from persons responsible for creating or maintaining an airport hazard	<p>55-5-80(o) - "The division and an affected local government shall have the ability to seek cost recovery for the actual costs in the removal or abatement of the hazard against the persons responsible for creating or maintaining an airport hazard that violates this section, or violates a federal, state, or local law, ordinance, regulation, or federally approved airport design criteria."</p> <p>55-9-250 - "An airport hazard is a condition, occurrence or activity that endangers the lives and property of users of an airport and of occupants of land and other persons in its vicinity, and also, if of the obstruction type, in effect reduces the size of the area available for the landing, taking off and maneuvering of aircraft, thus tending to destroy or impair the utility of the airport and the public investment in it. Therefore: (1) the creation or establishment of an airport hazard is a public nuisance and an injury to the community served by an airport; (2) it is necessary in the interest of the public health, safety, and general welfare that the creation or establishment of airport hazards be prevented; (3) this should be accomplished, to the extent legally possible, by proper exercise of the police power; (4) the prevention of the creation or establishment of airport hazards, and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which county, municipal, or regional authorities may raise and expend public funds, as an incident to the operation of airports, to acquire land or property interests in them; and (5) in the event of an abatement of an airport hazard on private property by the division under Section 55-5-80 or Section 55-9-280, the division and a local government shall have the ability to seek cost recovery against the person responsible for creating or maintaining the hazard for the actual costs in the removal or abatement of the hazard ."</p>	The removal of this deliverable would cause additional costs to be absorbed by local governments who already struggle with the investments needed to maintain and improve their local airport. The removal of this deliverable could also cause airports to not protect their airport usability in a manner that ensures the long-term usability of the airport facility.	1. Continued legislative support of this is necessary to maintain safety and financial responsibility for the state airport system.	None

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36.1	Acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports	<p>55-5-80(e) - (g) - "(e) The division shall assist in the development of aviation and aviation facilities within the State for the purpose of safeguarding the interest of those engaged in all phases of the aviation industry and of the general public and of promoting aeronautics.</p> <p>(f) The division may cooperate with any authority, county, or municipality in the establishment, maintenance and operation of airports, landing fields or emergency landing strips and may do so in cooperation with other states or with any federal agency.</p> <p>(g) The division shall have the authority to partner with local governments, private entities, special purpose districts, or others to establish, own, operate, and maintain existing or future airports."</p> <p>55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."</p> <p>55-9-40 - "Any lands acquired, owned, leased, controlled or occupied by the division or such counties, municipalities or other political subdivisions for the purpose or purposes enumerated in Section 55-9-30 shall and are hereby declared to be acquired, owned, leased, controlled or occupied for public, governmental and municipal purposes."</p>	This is imperative to the aviation/airport capital and maintenance programs that are offered by the division to publicly owned, public use airports. The removal of this would cause a steady decline in the condition of these critical pieces of the state's transportation infrastructure.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the agency.	None
36.2		<p>The Division may acquire an existing public use or private airport</p> <p>55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."</p>	This enables the division to acquire property separately or jointly with the intent of establishing an airport. The removal of this could jeopardize future needs related to the state's system of airports.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system.	None
36.3		<p>The Division may construct a new public use airport, or may expand an existing airport.</p> <p>55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."</p>	This enables the division to construct or expand an airport, separately or jointly, and the removal of this could jeopardize future needs related to the state's system of airports.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system.	None
36.4		<p>The Division may separately or jointly own a public use airport.</p> <p>55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."</p>	This enables the division to own an airport separately or jointly, and the removal of this could jeopardize future needs related to the state's system of airports.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system.	None

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36.5		The Division may operate an airport owned by the division or an airport owned by a municipality, county, airport commission, special purpose district, or other political subdivision. 55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."	This enables the division to operate an airport separately or jointly, and the removal of this could jeopardize future needs related to the state's system of airports.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system.	None
37	Establish rules and regulations governing the design, layout, location, building, equipping, operation and use of all airports	55-5-70 - "The division shall promote and foster air commerce within the State and the division shall have an interest in the maintenance and enhancement of the aeronautical activities and facilities within the State. The division shall adopt reasonable rules and promulgate regulations as it may deem necessary and advisable, in conjunction with Federal Aviation Administration regulations, for the public safety and for the promotion of aeronautics governing the designing, laying out, location, building, equipping, operation and use of all airports."	As the regulatory agency for aviation in SC, the allowance for the creation of regulations enables the legislatively appointed Commission to act in a manner that is beneficial to the promotion of aviation/aerospace in SC.	1. Support legislative and policy changes to allow support of the entire aviation and aerospace industry including future regulatory changes.	None
38	Review and approve plans for construction or additions to public airports (not airports owned by private entities or airports that do not receive state funds)	To perform, or request funding to perform, the initial construction of a public airport/landing strip OR additions to an existing airports/land strips, the airport must have the following approved in writing by the agency: (a) master plan study; (b) airport layout plan; or (c) construction plans and specs. 55-5-72 - "Except as provided in this section, no airport open for public use shall be constructed in this State unless the master plan study, or airport layout plan, or the construction plans and specifications for such airport or landing strip have been approved in writing by the division. No additions shall be made to any existing airport or landing strip open for public use unless the master plan study or the construction plans and specifications for an airport or landing strip have been approved in writing by the division. This provision shall not apply to airports owned by private entities, or an airport which does not receive State funds." 55-5-73 - "No state airport construction funding or funding from the State Aviation Fund shall be provided to an airport unless it has an airport layout plan and construction plan approved by, and on file with the division at the time the request for funding is made." 55-5-80(j) - "The division shall have the authority to review and approve airport master plans pursuant to Section 55-5-72."	This allows the division's airport development staff to review construction plans and specifications prior to the commencement of a project, and allows the division to have input based upon the entire state airport system.	1. Continued legislative support of this is necessary to maintain oversight of airport capital improvements.	None

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39	Acquire property for a new airport or expansion of an existing airport by condemnation or otherwise	<p>55-9-70 - "Private property needed by the division or a county, municipality or other political subdivision for an airport, or for the expansion of an airport may be acquired by grant, purchase, lease or other means, if such political subdivision or the division, as the case may be, is able to agree with the owner of the property on the terms of the acquisition and otherwise by condemnation in the manner provided by the law under which such political subdivision or the division is authorized to acquire real property for public purposes. The provisions of this section shall apply to property needed by the Adjutant General of South Carolina."</p> <p>55-5-80(e) - (g) - "(e) The division shall assist in the development of aviation and aviation facilities within the State for the purpose of safeguarding the interest of those engaged in all phases of the aviation industry and of the general public and of promoting aeronautics. (f) The division may cooperate with any authority, county, or municipality in the establishment, maintenance and operation of airports, landing fields or emergency landing strips and may do so in cooperation with other states or with any federal agency. (g) The division shall have the authority to partner with local governments, private entities, special purpose districts, or others to establish, own, operate, and maintain existing or future airports."</p> <p>55-9-30 - "The division and the municipalities, counties, airport commissions, special purpose districts, and other political subdivisions of this State may, separately or jointly, acquire, establish, construct, expand, own, lease, control, equip, improve, maintain, operate, regulate and police airports for the use of aircraft, either within or without the geographical limits of such municipalities, counties and other political subdivisions and may use for such purpose or purposes any available property owned or controlled by the division or such municipalities, counties or other political subdivisions; but no county shall exercise the authority hereby conferred outside of its geographical limits except in an adjoining county and this only jointly with such adjoining county."</p> <p>55-9-40 - "Any lands acquired, owned, leased, controlled or occupied by the division or such counties, municipalities or other political subdivisions for the purpose or purposes enumerated in Section 55-9-30 shall and are hereby declared to be acquired, owned, leased, controlled or occupied for public, governmental and municipal purposes."</p>	This enables the division to acquire property for airport development purposes, and allows for the assistance in the development of aviation and aviation facilities in the state. The removal of this could jeopardize future needs related to the state's system of airports.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system.	None
40	Transfer authority for the construction, equipment, improvement, maintenance and operation of an airport to a political subdivision	<p>55-9-190(1) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: (1) construct, equip, improve, maintain and operate airports or vest authority for the construction, equipment, improvement, maintenance and operation of it in an officer, board or body of the political subdivision, the expense of the construction, equipment, improvement, maintenance and operation to be a responsibility of such political subdivision; ..."</p> <p>Political subdivisions could include counties, municipalities, airport authorities, airport commissions, and special purpose districts as empowered in Title 55, Chapters 11, 17, and other historical legislative acts and resolutions.</p>	The removal of this deliverable would increase difficulty related to the operational control and organization of airport facilities.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system, and to assist with the establishment of the regulatory environment necessary for the creation of airports.	None
41	When a private airport is in close proximity to a public airport, determine whether to authorize the private airport to operate based upon aviation safety and conflict	55-5-71 - "It is unlawful for a restricted use airport, or other air navigation facility within three nautical miles of a public use facility to be used or operated without the written approval of the division. This approval must be based upon consideration of aviation safety, including a location that would constitute a collision or air traffic hazard or conflict with flight operations in the vicinity of a public use airport."	If not provided, this function would be completed solely by the Federal Aviation Administration, but the State would be delayed in its knowledge of the proposed airport. Further, the state would not be able to comment on safety concerns prior to the creation of the private airport.	<p>1. Due to the nature of the authority, this should be maintained under the direction of the Aeronautics Commission, but should require coordination with the airport sponsor of the local, publicly owned, public use airport.</p> <p>2. Legislative support of agency land-use policies would also assist with the protections of our publicly owned, public use airport investment in and usability of infrastructure.</p>	None

Deliverables - Potential Harms
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding		Aeronautics Commission			
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42	Acquire air rights, including aviation easements, over private property necessary to ensure safe approaches to the landing areas of airports, and for the purpose of establishing and protecting airports and runways	55-9-80 - "When necessary in order to provide unobstructed airspace for the landing and taking off of aircraft utilizing airports acquired or maintained under the provisions of this chapter, the division and the counties, municipalities, and other subdivisions, including duly constituted airport commissions and special purpose districts of this State may acquire air rights, including aviation easements, over private property necessary to ensure safe approaches to the landing areas of the airports, and for the purpose of establishing and protecting airports and runways. These air rights may be acquired by grant, purchase, lease, or condemnation pursuant to the provisions of the Eminent Domain Procedure Act (Chapter 2, Title 28)."	This enables local governments to pursue land use protections around airports, and enables better management of airspace obstructions. Removal would cause safety issues in airport approaches.	1. Continued legislative support of this is necessary to provide direction to meet the needs of individual needs of airports in the state airport system, and is critical to protect the investments that have been made by the federal government, the state, and the local community.	None
43	Acquire right to operate and maintain markers and lighting of buildings or other obstructions for the safe operation of aircrafts at public airports	55-9-90 - "The division and such counties, municipalities and other political subdivisions of this State may acquire the right or easement for a term of years, or perpetually, to place and maintain suitable markers for the daytime and to place, operate and maintain suitable lights for the nighttime marking of buildings or other structures or obstructions, for the safe operation of aircraft utilizing airports acquired or maintained under the provisions of this chapter. Such rights or easements may be acquired by grant, purchase, lease, or condemnation in the same manner as is provided in this chapter for the acquisition of the airport itself or the expansion of it."	This enables local governments to purchase and install visual protections in airport approaches, and enables better visibility of permanent obstructions. Removal would cause safety issues in airport approaches.	1. Continued legislative support of this is necessary to provide direction to meet the needs of individual needs of airports in the state airport system, and is critical to protect the investments that have been made by the federal government, the state, and the local community.	None
44.1	Provide payment and/or services to individuals displaced due to acquisition of property for an airport, markers, lighting, or other agency programs	55-15-20. Payment to displaced persons 55-15-30. Additional payments for owners who occupy property 55-15-40. Additional payments for certain other persons 55-15-50. Relocation advisory assistance programs 55-15-60. Available dwellings shall be assured for displaced persons 55-15-110. Condemnation procedure and requirements.	Removal of this allowance could impede airport development programs related to the property purchasing authority granted in other parts of the state code.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system.	None
44.2		Adopt rules and regulations to assure payment and/or services provided to displaced individuals is conducted in a fair, reasonable, and timely manner 55-15-70 - "(a) The public authority shall adopt such rules and regulations as may be necessary to assure: (1) that the payments and assistance authorized by this chapter shall be administered in a manner which is fair and reasonable, and as uniform as practicable; (2) that a displaced person who makes proper application for a payment authorized for such person by this chapter shall be paid promptly after a move or, in hardship cases, be paid in advance; and (3) that any person aggrieved by a determination as to eligibility for a payment authorized by this chapter, or the amount of a payment may have his application reviewed by the public authority. (b) the public authority may prescribe such other regulations and procedures, consistent with the provisions of this chapter, as it deems necessary or appropriate to carry out this chapter."	Removal of this allowance could impede airport development programs related to the property purchasing authority granted in other parts of the state code.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system.	None
44.3		Enter contracts with other entities to provide services related to relocation assistance programs 55-15-80 - "In order to prevent unnecessary expense and duplication of functions, and to promote uniform and effective administration of relocation assistance programs for displaced persons, the public authority may authorize any state agency to enter into contracts with any individual, firm, association, or corporation for services in connection with such programs, or may carry out its functions under this chapter through any federal or state agency or instrumentality having an established organization for conducting relocation assistance programs."	Removal of this allowance could impede airport development programs related to the property purchasing authority granted in other parts of the state code.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system.	None
45.1	Adopt regulations for use of an airport	55-9-190(2) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (2) adopt regulations and establish charges, fees and tolls for the use of such airports fix penalties for the violation of such regulations and establish liens to enforce payment of such charges, fees and tolls; ..." Airports may adopt regulations that differ from agency regulations when related to the operations of the airport, and by way of the establishment of minimum standards, rates and charges, and other items that may be necessary to the safe, efficient operations of the airport.	The removal of this deliverable would increase difficulty related to the operational control and organization of airport facilities.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system, and to assist with the establishment of the regulatory environment necessary for the creation of airports.	None

Deliverables - Potential Harms
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding		Aeronautics Commission			
Date of Submission		10/19/2018			
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45.2		Set penalties for violation of regulations established for the airport 55-9-190(2) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (2) adopt regulations and establish charges, fees and tolls for the use of such airports fix penalties for the violation of such regulations and establish liens to enforce payment of such charges, fees and tolls; ..."	The removal of this deliverable would increase difficulty related to the operational control and organization of airport facilities.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system, and to assist with the establishment of the regulatory environment necessary for the creation of airports.	None
46	Establishment of charges, fees, and tolls for use of an airport that is owned and managed by the division	55-9-190(2) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (2) adopt regulations and establish charges, fees and tolls for the use of such airports fix penalties for the violation of such regulations and establish liens to enforce payment of such charges, fees and tolls; ..."	The removal of this deliverable would increase difficulty related to the operational control and organization of airport facilities.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system, and to assist with the establishment of the regulatory environment necessary for the creation of airports.	None
47	Establish liens to enforce payment of charges, fees, and tolls at airports	55-9-190(2) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (2) adopt regulations and establish charges, fees and tolls for the use of such airports fix penalties for the violation of such regulations and establish liens to enforce payment of such charges, fees and tolls ; ..."	The removal of this deliverable would increase difficulty related to the operational control and organization of airport facilities.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system, and to assist with the establishment of the regulatory environment necessary for the creation of airports.	None
48	Lease the airports to private parties for operation, as long as it does not deprive the public of its rightful, equal, and uniform use of the airport	55-9-190(3) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (3) lease these airports to private parties for operation or lease to private parties for operation space, area, improvements and equipment on such airports provided in each case that in so doing the public is not deprived of its rightful, equal, and uniform use of it."	The removal of this deliverable would increase difficulty related to the operational control and organization of airport facilities.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system, and to assist with the establishment of the regulatory environment necessary for the creation of airports.	None
49	Lease space in the airports to private parties for operation space, area, improvements, and equipment on such airports, as long as it does not deprive the public of its rightful, equal, and uniform use of the airport	55-9-190(3) - "The division, counties, municipalities, and other political subdivisions of this State which have established airports which acquire, lease or set apart real property for these purposes may: ... (3) lease these airports to private parties for operation or lease to private parties for operation space, area, improvements and equipment on such airport s provided in each case that in so doing the public is not deprived of its rightful, equal, and uniform use of it."	The removal of this deliverable would increase difficulty related to the operational control and organization of airport facilities.	1. Continued legislative support of this is necessary to provide direction to meet the needs of the entire state airport system, and to assist with the establishment of the regulatory environment necessary for the creation of airports.	None
50.1	Create a map of each S.C. public airport which shows use of all land and features impacting operation of the airport and update at least every five years	Create 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. These maps should be updated as needed, but at least every five years. 55-13-5 - "The division shall create 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. These maps should be updated as needed, but at least every five years. ... "	This enables the agency to assist local governments with land use protections around airports, and enables better management of encroachments around airports. Removal would allow unrestrained growth around airports, and could eventually cause diminished airport usability. Unrestrained growth could also lead to airport closures and wasted federal, state and local funds.	1. Continued legislative support of this is necessary to maintain safety for airport users, and for the protection of funds that have been spent to develop and support the state airport system.	None

Deliverables - Potential Harms
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding		Aeronautics Commission			
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50.2		<p>Provide a copy of these maps (i.e., map of each S.C. public airport which shows use of all land and features impacting operation of the airport) 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. (See 55-13-5)</p> <p>NOTE: 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. In the event that an activity is enjoined or a condition is abated by the division contrary to a local governmental body's decision, the governmental body proposing the land use decision shall have the right to seek cost recovery from the party responsible for creating the condition or the enjoinder or abatement of the activity. (See 55-13-5)</p>	<p>This enables the agency to assist local governments with land use protections around airports, and enables better management of encroachments around airports. Removal would allow unrestrained growth around airports, and could eventually cause diminished airport usability. Unrestrained growth could also lead to airport closures and wasted federal, state and local funds.</p>	<p>1. Continued legislative support of this is necessary to maintain safety for airport users, and for the protection of funds that have been spent to develop and support the state airport system.</p>	None
51	Create and maintain a flight department within the agency to purchase, operate, and perform maintenance on state aircrafts	<p>55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements."</p> <p>The agency currently utilizes a Beechcraft King Air 350 and a Beechcraft King Air C90. The King Air 350 and C90 are known for their comfort, speed, reliability, and safety. They are equipped with the latest avionics, including GPS navigation, weather radar, pressurized cabin, and air conditioning. Aeronautics can provide air transportation to most locations in the Palmetto State or across the nation. One or two DAYS travel can be accomplished in one or two HOURS of flight.</p>	<p>This requirement to operate a flight department enables the state to be responsive to business needs, to perform economic development initiatives, and to respond timely during state or national emergencies. The removal of this deliverable would cost the state in employee time, and responsiveness.</p> <p>Aviation means business, and as a business tool, aircraft enable the state to be responsive to business recruitment, emergency response, and host of other benefits that enable aviation users to outperform competition. A loss of aircraft usage would stifle the "aviation" state that South Carolina has become.</p>	<p>1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division. 2. South Carolina has become an aviation state, and as such, should continue to provide these services. However, the state should consider a replacement plan for aging aircraft. 3. In consideration of aircraft replacement, the state should also assess aircraft fleet mix based upon normal usage.</p>	None
52	Purchase aircrafts for use by the state	<p>55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements."</p>	<p>Removal of this requirement would lead to decision making by entities that are not fully equipped with an understanding of the aviation industry, and would lead to higher aircraft acquisition costs.</p>	<p>1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.</p>	None
53.1	Operate aircrafts owned by the state	<p>55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements."</p>	<p>Removal of this requirement would lead to decision making by entities that are not fully equipped with an understanding of the aviation industry, and would lead to a less effective method of managing flight operations.</p>	<p>1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.</p>	None
53.2		<p>Adopt rules and create regulations governing use of state-owned aircrafts</p> <p>55-1-90 - "... The division may adopt rules and promulgate regulations governing this section."</p>	<p>Aviation means business, and as a business tool, aircraft enable the state to be responsive to business recruitment, emergency response, and host of other benefits that enable aviation users to outperform competition. Removal of the requirement to create rules and regulations governing the use of state-owned aircraft could lead to misuse of this great transportation asset.</p>	<p>1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.</p>	None

Deliverables - Potential Harms
(Study Step 1: Agency Legal Directives, Plan and Resources)

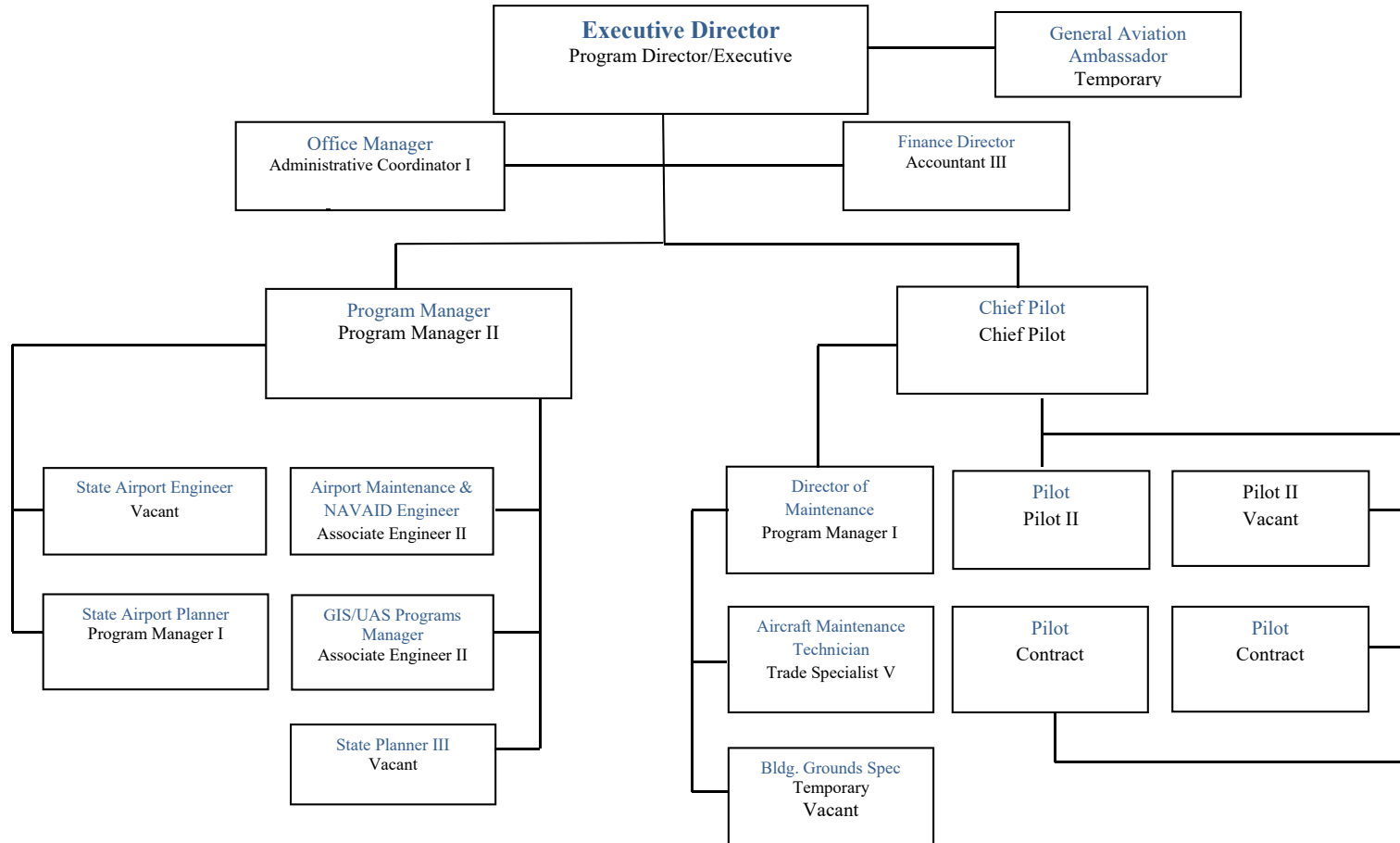
		Agency Responding	Aeronautics Commission			
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Item #	Deliverable	Optional - Service or Product component(s)	Greatest potential harm to the public if deliverable is not provided (See Guidelines)	1-3 recommendations to the General Assembly, other than \$ and providing the deliverable, for how the General Assembly can help avoid the greatest potential harm (See Guidelines)	Other state agencies whose mission the deliverable may fit within	
53.3		<p>Utilize state owned airplanes for normal course of business by state agencies and other governmental bodies or political subdivisions within the state</p> <p>55-1-90 - "State-owned aircraft may be used by state agencies, and other governmental bodies or political subdivisions within the state for matters pertinent to, and in the normal course of business for the governmental entities. Use of state aircraft by other governmental bodies or political subdivisions that are not a part of South Carolina State government must be accompanied by a written statement by a legislative sponsor or a sponsor from an agency of the State attesting to the need for one or more flight operations. The written statement must be in a manner acceptable to the division. ..."</p> <p>2018-19 Proviso 117.22 - "... Any and all aircraft owned or operated by agencies of the State Government shall be used only for official business. The Division of Aeronautics and other agencies owning and operating aircraft may furnish transportation to the Governor, Constitutional Officers, members of the General Assembly, members of state boards, commissions, and 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 state-owned or operated aircraft unless the member or official files within twenty-four hours after the completion of the flight with the agency that provided 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 a state agency unless such agency prepares and maintains in its files a sworn statement from the highest ranking official of the agency or its designee certifying that the member's or state official's trip was in conjunction with the official business of the agency. Official business shall not include routine transportation to and from meetings of the General Assembly or committee meetings for which mileage is authorized. Official business also does not include attending a press conference, bill signing, or political function. ..."</p>	Aviation means business, and as a business tool, aircraft enable the state to be responsive to business recruitment, emergency response, and host of other benefits that enable aviation users to outperform competition. A loss of aircraft usage would stifle the "aviation" state that South Carolina has become.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.	None	
53.4		<p>Utilize state owned airplanes for athletic recruiting by institutions of higher learning, if reimbursement is obtained</p> <p>2018-19 Proviso 117.101 - "Institutions of higher learning may use the state aircraft operated by the Division of Aeronautics for the purpose of athletic recruiting, provided that they reimburse the Division of Aeronautics for all flight hours on an at cost basis, using non-general funds."</p>	Removal of this allowance would lead to a reduction in operational revenue, and would cause the division to utilize more general fund dollars for the maintenance of the fleet aircraft.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.	None	
53.5		<p>Utilize state owned airplanes to transport medical personnel or patients, in emergency and non-emergency situations, if agreements are entered and payment is made to the state.</p> <p>55-1-90 - "... Nothing in this section shall prohibit the division from entering into agreements with a public hospital or medical center owned, operated, or supported in whole or in part by state funds for the purpose of transporting personnel or patients, whether on an emergency basis or otherwise, as long as payment is made, including any insurance proceeds, to the State Treasurer. All funds paid for use of state aircraft under this section must be deposited into the general fund and credited to the division. The division may adopt rules and promulgate regulations governing this section."</p>	Aviation means business, and as a business tool, aircraft enable the state to be responsive to business recruitment, emergency response, and host of other benefits that enable aviation users to outperform competition. A loss of aircraft usage would stifle the "aviation" state that South Carolina has become, and could lead to higher costs related to transportation costs of medical personnel and patients.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.	None	
54	Maintain electronic log of all flights of airplanes owned by the agency and publish the logs on the agency website within one day of completion of trips	Maintaining of electronic flight logs for aircraft operated by the division, and display of those on the agency website (See 2018-19 Proviso 117.22)	This is part of the transparency of flight operations, and if eliminated could cause a lack of transparency and potential misuse of the aircraft.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.	None	

Deliverables - Potential Harms
(Study Step 1: Agency Legal Directives, Plan and Resources)

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55	Maintain aircrafts owned by the state	55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements."	Removal of this requirement would lead to decision making by entities that are not fully equipped with an understanding of the aircraft operations, and would lead to a less effective method of managing flight operations and higher costs of maintaining flight equipment.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.	None
56	Support other state agencies who own aircrafts through maintenance and operations agreements	55-5-80(c) - "The division shall operate a flight department including the purchase, operation, and maintenance of aircraft to support the transportation needs of the State, and may support and cooperate with other state agencies who own aircraft through maintenance and operations agreements ." Other state agencies who currently own and operate aircraft include DNR, SLED, USC, Clemson.	A loss of aircraft transportation support would stifle the "aviation" state that South Carolina has become, and could lead to higher costs related to the transportation costs of other state agencies who own and operate aircraft.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.	None
57.1	Provide hanger/parking for government owned and/or operated aircrafts on first come basis	2018-19 Proviso 87.4 - "The Division of Aeronautics will provide hangar/parking facilities for government owned and/or operated aircraft on a first come basis . Funds shall be retained by the division for the purpose of hangar and parking facility maintenance. The Hangar Fee Schedule shall be determined by the division and shall not exceed local average market rates."	A loss of this requirement would lead to higher costs related to the storage of other state agencies who own and operate aircraft.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.	None
57.2		Set rates for hangar/parking of government airplanes that do not exceed local average market rates 2018-19 Proviso 87.4 - "The Division of Aeronautics will provide hangar/parking facilities for government owned and/or operated aircraft on a first come basis. Funds shall be retained by the division for the purpose of hangar and parking facility maintenance. The Hangar Fee Schedule shall be determined by the division and shall not exceed local average market rates . Personnel from the agencies owning and/or operating aircraft will be responsible for ground movement of their aircraft."	A loss of this requirement would lead to higher costs related to the storage of other state agencies who own and operate aircraft.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the division.	None
58	Participate in and support the state's emergency management division air branch emergency support function	55-5-80(i) - "The division may participate in and support the emergency management division air branch emergency support function."	The removal of this allowance would cause increased workload for the National Guard during times of emergency. This division is the best state entity equipped to communicate with airport owners during these times, and allows for the inclusion of Airport Development staff with airport operations decision making.	1. Support legislative and policy changes to allow continued support of programs administered and operated under direction of the agency.	None

SOUTH CAROLINA AERONAUTICS COMMISSION ORGANIZATIONAL CHART

Current as of Fiscal Year 2018-19



Organizational Units

(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding	Aeronautics Commission
Date of Submission	10/19/2018

Did the agency make efforts to obtain information from employees leaving the agency (e.g., exit interview, survey, evaluation, etc.)? (Y/N)	2015-16: No 2016-17: No 2017-18: No
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Organizational Unit	Purpose of Organizational Unit	Year	Average Number of Employees in the organizational unit (see Guidelines for how to calculate)	Turnover Rate in the organizational unit	Did the agency evaluate and track employee satisfaction in the organizational unit?	Did the agency allow for anonymous feedback from employees in the organizational unit?	Did any of the jobs in the organizational unit require a certification (e.g., teaching, medical, accounting, etc.)?	If yes, in the previous column, did the agency pay for, or provide in-house, classes/instruction/etc. needed to maintain all, some, or none of the required certifications?
Administration	To provide management of budgets, human resources, legislative efforts, and the maintenance of state and federal grants.	2015-16	3	0.00%	No	No	Yes	All
		2016-17	3	0.00%	No	No	Yes	All
		2017-18	3	0.00%	No	No	Yes	All
Airport Development	To provide the states airports with safety inspections, engineering design and construction services, maintenance projects, and aerial photography and GIA mapping.	2015-16	5.5	54.50%	No	No	Yes	All
		2016-17	5	0.00%	No	No	Yes	All
		2017-18	4.5	22.22%	No	No	Yes	All
Flight Department	To provide air transportation to the Governor, state legislators, and other governmental bodies for official state business.	2015-16	3.5	85.71%	No	No	Yes	All
		2016-17	4	0.00%	No	No	Yes	All
		2017-18	4	0.00%	No	No	Yes	All

Comprehensive Strategic Finances
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding	Aeronautics Commission
Date of Submission	October 19, 2018

Fiscal Year 2017-18

Line #	START OF YEAR FINANCIAL RESOURCES AVAILABLE (2017-18)	Total	Source #1	Source #2	Source #3	Source #4	Source #5	Source #6	Source #7	Source #8	Source #9	Source #10	Source #11	Source #12	Source #13
1A	Revenue (generated or received) sources Revenue (generated or received) Source (do not combine recurring with one-time and please list the sources deposited in the same SCEIS Fund in consecutive columns)	N/A	Aviation Fuel Tax	Aviation Property Tax	Refund of Prior Year Expense	Insurance Claims	Misc. Revenue - Fine Collection	Rent State Owned Property	Rent State Aircraft	Sale of Goods & Services	Sale of Engineering Services - Safety Inspections	General Fund Appropriations	General Fund Appropriations - Special- Security System	FAA Grant Funds	Capital Project - Apron Taxiway Rehab
2A	Recurring or one-time?	N/A	Recurring	Recurring	One-Time	One-Time	One-Time	Recurring	Recurring	Recurring	Recurring	Recurring	Recurring	One-Time	One-Time
3A	State, Federal, or Other?	N/A	Other	Other	Other	Other	Other	Other	Other	Other	Other	State	State	Federal	Other
3A-2	Organizational Unit (or all agency) that generated or received the money	N/A	Airport Dev.	Airport Dev.	Airport Dev.	Airport Dev.	Agency Wide	Agency Wide	Flight Dept.	Flight Dept.	Airport Dev.	Agency Wide	Agency Wide	Airport Dev.	Agency Wide
3A-3	Indicate whether revenue is generated (by agency through sale of deliverables or application for grants) or received (from state or set federal matching formula)?	N/A	Received from state or set federal match	Received from state or set federal match	Generated by agency	Generated by agency	Received from state or set federal match	Generated by agency	Generated by agency	Generated by agency	Generated by agency	Received from state or set federal match	Received from state or set federal match	Received from state or set federal match	Received from state or set federal match
4A	Does this money remain with the agency or go to the General Fund?	N/A	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency
5A	Revenue (generated or received) last year Total generated or received by June 30, 2017 (end of 2016-17)	\$ 8,318,404	\$ 1,847,621	\$ 1,935,405	\$ 20,083	\$ 32,068	\$ -	\$ 77,412	\$ 233,503	\$ 91,838	\$ 15,600	\$ 2,079,160	\$ 100,000	\$ 1,158,108	\$ 727,605
6A	Where revenue (generated or received) appears in SCEIS SCEIS Fund # (Expendable Level - 8 digit) (full set of financials available for each through SCEIS); same Fund may be in multiple columns if multiple funding sources are deposited into it	N/A	31660000	31660000	31660000	31660000	31660000	30350000	30350000	30350000	30350000	10010000	10010000	50550000	36038000
7A	SCEIS Fund Description	N/A	State Aviation Fund	State Aviation Fund	State Aviation Fund	State Aviation Fund	State Aviation Fund	Operating Revenue	Operating Revenue	Operating Revenue	Operating Revenue	General Fund	General Fund	Federal Fund	State Apron
8A-2	Cash balances at start of the year - (Cash balance for each Source of Fund should be entered only once and appear in the column where the Source of Fund is first listed)	\$ 4,734,132	\$ 3,788,624	\$ -	\$ -	\$ -	\$ -	\$ 199,468	\$ -	\$ -	\$ -	\$ 18,435	\$ -	\$ -	\$ 727,605
8A-3	Change in cash balance during 2016-17	\$ 1,335,931	\$ 1,285,611	\$ -	\$ -	\$ -	\$ -	\$ (27,719)	\$ -	\$ -	\$ -	\$ 78,040	\$ -	\$ -	\$ -
8A	Total cash balance as of July 1, 2017 (start of 2017-18)	\$ 6,070,063	\$ 5,074,235	\$ -	\$ -	\$ -	\$ -	\$ 171,748	\$ -	\$ -	\$ -	\$ 96,475	\$ -	\$ -	\$ 727,605
9A	RESOURCES AGENCY IS ALLOWED TO USE (2017-18) General Appropriations Act Programs State Funded Program #	N/A	0100.010000.000 9500.050000.000									0100.010000.000 9500.050000.000	9825.020000X000	0100.010000.000 9500.050000.000	9900.950000.000
10A	State Funded Program Description in the General Appropriations Act	N/A	I. Administration II. Employee Benefits									I. Administration II. Employee Benefits	Security System	I. Administration II. Employee Benefits	U30 Apron Taxiway Rehab
11A	Amounts Appropriated and Authorized (i.e. allowed to spend) <i>Note: Appropriations and authorizations are based on cash available and amounts estimated to receive during the year</i> Amounts appropriated, and amounts authorized, to the agency for 2016-17 that were not spent AND the agency can spend in 2017-18	\$ 824,080	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96,475	\$ -	\$ -	\$ 727,605
12A	2017-18 Appropriations & Authorizations to agency (start of year)	\$ 10,547,465	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,068,598	\$ -	\$ 3,478,867	\$ -
13A	Total allowed to spend at START of 2017-18	\$ 11,371,545	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,165,073	\$ -	\$ 3,478,867	\$ 727,605
14A	2017-18 Appropriations & Authorizations to agency (during the year)	\$ 110,562	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,562	\$ 100,000	\$ -	\$ -
15A	Total allowed to spend by END of 2017-18 Percentage of total funds allowed to spend (will auto-calculate)	\$ 11,482,107	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,175,635	\$ 100,000	\$ 3,478,867	\$ 727,605
		100.00%	43.55%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	18.95%	0.87%	30.30%	6.34%

Comprehensive Strategic Finances
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding	Aeronautics Commission
Date of Submission	October 19, 2018

HOW RESOURCES ARE UTILIZED (2017-18)

16A	How Spending is Tracked	Total	SCEIS	SCEIS	SCEIS	SCEIS	SCEIS	SCEIS	SCEIS	SCEIS	SCEIS	SCEIS	SCEIS	SCEIS	SCEIS
17A	Database(s) through which expenditures are tracked	N/A													
17A	Summary of Resources Available	Total													
17A	Source of Funds	N/A	Aviation Fuel Tax	Aviation Property Tax	Refund of Prior Year Expense	Insurance Claims	Misc. Revenue - Fine Collection	Rent State Owned Property	Rent State Aircraft	Sale of Goods & Services	Sale of Engineering Services - Safety Inspections	General Fund Appropriations	General Fund Appropriations - Special- Security System	FAA Grant Funds	Capital Project - Apron Taxiway Rehab
18A	If source of funds is multi-year grant, # of years, including this year, remaining	N/A													
19A	External restrictions (from state/federal government, grant issuer, etc.), if any, on use of funds	N/A	Must follow restrictions on how funds can be used in Title 55												
20A	State Funded Program Description in the General Appropriations Act	N/A	I. Administration	0	0	0	0	0	0	0	0	I. Administration	Security System	I. Administration	U30 Apron Taxiway Rehab
20A			II. Employee Benefits									II. Employee Benefits		II. Employee Benefits	
21A	Total Appropriated and Authorized (i.e. allowed to spend) by the end of 2017-18	\$ 11,482,107	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,175,635	\$ 100,000	\$ 3,478,867	\$ 727,605
	Toward Agency's 2017-18 Comprehensive Strategic Plan (By Strategy)														
	Goal 1 - Continuously evaluate and improve agency administrative and business processes, efficiency, and effectiveness with a focus on following state requirements while meeting the needs of our customers							\$ 10,567				\$ 483,131			
	Strategy 1.1 - Review the development, utilization and deployment agency internal resources to deliver the best service possible to customers, airport users, and the citizens of the state.														
	Strategy 1.2 - Ensure employee human resource needs are met while complying with applicable state and federal law.														
	Strategy 1.3 - Ensure financial processes and reporting are sound, efficient, and in compliance with state and federal law, and that annual reporting provides transparency and accountability.														
	Goal 2 - Assist publicly owned public use airports with capital improvements and maintenance to support the infrastructure needs of aviation today and tomorrow.														
	Strategy 2.1 - Provide maintenance projects including pavement, vegetation, and electrical to assist airport owners with keeping runways open and fully functional.	\$ 935,886										\$ 81,205			
	Strategy 2.2 - Provide AWOS maintenance and support to continue to provide weather information for pilots as they come and go throughout the state.	\$ 426,197										\$ 43,063			
	Strategy 2.3 - Support local airport communities by providing matching funds which enable capital improvements at our publicly owned, public use airports.	\$ 2,045,797										\$ 605,943			
	Strategy 2.4 - Obtain state sponsored FAA grants to improve the state's system of airports, and to assist the agency with system wide planning.	\$ 281,884										\$ 105,943		\$ 1,625,875	
	Strategy 2.5 - Provide safety inspection services for all publicly owned, public use airports that are not inspected by the FAA, and report all findings publicly to encourage airport owners to correct any deficiencies.											\$ 72,760			
	Strategy 2.6 - Support and promote aviation and aerospace in the state by supporting educational initiatives, economic development, annual printing of aeronautical charts and directories, and by supporting aviation and aerospace associations as they promote the state.	\$ 156,342										\$ 61,255			
	Strategy 2.7 - Support and promote aviation and aerospace in the state by supporting airport and industry decision making processes through technology including GIS, web based database sets and tools, and the agency UAS.	\$ 65,011										\$ 157,486			
	Goal 3 - Provide aviation transportation in a safe, transparent, and cost effective manner.														
	Strategy 3.1 - Provide air transportation for state officials and agencies while on official state business							\$ 197,754				\$ 233,248			
	Strategy 3.2 - Maintain state owned aircraft managed by the agency and for external agencies							\$ 306,039				\$ 181,760			
	Strategy 3.3 - Assist with state and national emergencies through flight and ground support													\$ 25,348	
22A	Total spent toward Strategic Plan	\$ 8,102,496	\$ 3,911,117	\$ -	\$ -	\$ -	\$ -	\$ 514,360	\$ -	\$ -	\$ -	\$ 2,025,796	\$ -	\$ 1,651,223	\$ -
22A-2	Prior to receiving these report guidelines, did the agency have a comprehensive strategic plan? Yes														
23A	Spent/Transferred not toward Agency's Comprehensive Strategic Plan	Total													
24A	Capital Project - Apron Taxiway Rehab	\$ 553,811	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 553,811
24A	Total not toward Strategic Plan in 2017-18	\$ 553,811	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 553,811

Additional Notes

18A - Multi-year Grants - Source #12 FAA Grant Funds	Years Remaining
FAA grant 3-45-4500-022-2016 (includes SCEIS grant U3001A003717, others closed)	2
FAA grant 3-45-4500-023-2017 (includes SCEIS grant U3001A004518, U3001A4618, and U3001A004818, others closed)	3
FAA grant 3-45-4500-024-2018 (includes SCEIS grant U3001A004919, U3001A005019, U3001A005119, U3001A005119, U3001A005219, and U3001A005319)	4
FAA grant 3-45-4500-025-2018 (includes SCEIS grant U3001A00FA19)	4

Comprehensive Strategic Finances
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding	Aeronautics Commission
Date of Submission	October 19, 2018

END OF YEAR AMOUNT REMAINING (2017-18)

Appropriations and Authorizations remaining at end of year		Total													
25A	Source of Funds	N/A	Aviation Fuel Tax	Aviation Property Tax	Refund of Prior Year Expense	Insurance Claims	Misc. Revenue - Fine Collection	Rent State Owned Property	Rent State Aircraft	Sale of Goods & Services	Sale of Engineering Services - Safety Inspections	General Fund Appropriations	General Fund Appropriations - Special- Security System	FAA Grant Funds	Capital Project - Apron Taxiway Rehab
26A	Recurring or one-time?	N/A	Recurring	Recurring	One-Time	One-Time	One-Time	Recurring	Recurring	Recurring	Recurring	Recurring	One-Time	One-Time	One-Time
27A	State, Federal, or Other?	N/A	Other	Other	Other	Other	Other	Other	Other	Other	Other	State	State	Federal	Other
28A	State Funded Program Description in the General Appropriations Act	N/A	I. Administration II. Employee Benefits	0	0	0	0	0	0	0	0	I. Administration II. Employee Benefits	Security System	I. Administration II. Employee Benefits	U30 Apron Taxiway Rehab
29A	Total allowed to spend by END of 2017-18	\$ 11,482,107	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,175,635	\$ 100,000	\$ 3,478,867	\$ 727,605
30A	(minus) Spent to Achieve Agency's Comprehensive Strategic Plan	\$ 8,102,496	\$ 3,911,117	\$ -	\$ -	\$ -	\$ -	\$ 514,360	\$ -	\$ -	\$ -	\$ 2,025,796	\$ -	\$ 1,651,223	\$ -
31A	(minus) Spending/Transferring agency does not control	\$ 553,811	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 553,811
32A	Appropriations and authorizations remaining from 2017-18	\$ 2,825,801	\$ 1,088,883	\$ -	\$ -	\$ -	\$ -	\$ (514,360)	\$ -	\$ -	\$ -	\$ 149,839	\$ 100,000	\$ 1,827,644	\$ 173,794

Comprehensive Strategic Finances
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding	Aeronautics Commission
Date of Submission	October 19, 2018

Fiscal Year 2018-19

START OF YEAR FINANCIAL RESOURCES AVAILABLE (2018-19)															
Line #	Revenue (generated or received) sources	Total	Source #1	Source #2	Source #3	Source #4	Source #3	Source #4	Source #3	Source #4	Source #3	Source #4	Source #3	Source #4	Source #3
1B	Revenue (generated or received) Source (do not combine recurring with one-time and please list the sources deposited in the same SCEIS Fund in consecutive columns)	N/A	Aviation Fuel Tax	Aviation Property Tax	Refund of Prior Year Expense	Insurance Claims	Misc. Revenue - Fine Collection	Rent State Owned Property	Rent State Aircraft	Sale of Goods & Services	Sale of Engineering Services - Safety Inspections	General Fund Appropriations	General Fund Appropriations - Special- Security System	FAA Grant Funds	Capital Project - Apron Taxiway Rehab
2B	Recurring or one-time?	N/A	Recurring	Recurring	One-Time	One-Time	One-Time	Recurring	Recurring	Recurring	Recurring	Recurring	Recurring	One-Time	One-Time
3B	State, Federal, or Other?	N/A	Other	Other	Other	Other	Other	Other	Other	Other	Other	State	State	Federal	Other
3B-2	Organizational Unit (or all agency) that generated or received the money	N/A	Airport Dev.	Airport Dev.	Airport Dev.	Airport Dev.	Agency Wide	Agency Wide	Flight Dept.	Flight Dept.	Airport Dev.	Agency Wide	Agency Wide	Airport Dev.	Agency Wide
3B-3	Indicate whether revenue is generated (by agency through sale of deliverables or application for grants) or received (from state or set federal matching formula)?	N/A	Received from state or set federal match	Received from state or set federal match	Generated by agency	Generated by agency	Received from state or set federal match	Generated by agency	Generated by agency	Generated by agency	Generated by agency	Received from state or set federal match	Received from state or set federal match	Received from state or set federal match	Received from state or set federal match
4B	Does this money remain with the agency or go to the General Fund?	N/A	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency	Remain with agency
Revenue (generated or received) last year		Total													
5B	Total generated or received by June 30, 2018 (end of 2017-18)	\$ 6,881,858	\$ 2,335,684	\$ 2,317,213	\$ 260,230	\$ 13,039	\$ 17	\$ 77,412	\$ 297,524	\$ 92,548	\$ 17,550	\$ -	\$ -	\$ 1,470,642	\$ -
Where revenue (generated or received) appears in SCEIS		Total													
6B	SCEIS Fund # (Expendable Level - 8 digit) (full set of financials available for each through SCEIS); same Fund may be in multiple columns if multiple funding sources are deposited into it	N/A	31660000	31660000	31660000	31660000	31660000	30350000	30350000	30350000	30350000	10010000	10010000	50550000	36038000
7B	SCEIS Fund Description	N/A	State Aviation Fund	State Aviation Fund	State Aviation Fund	State Aviation Fund	State Aviation Fund	Operating Revenue	Operating Revenue	Operating Revenue	Operating Revenue	General Fund	General Fund	Federal Fund	State Apron
Cash balances at start of the year - (Cash balance for each Source of Fund should be entered only once and appear in the column where the Source of Fund is first listed)		Total													
8B-2	Cash balance at the end of 2016-17	\$ 5,442,458	\$ 5,074,235	\$ -	\$ -	\$ -	\$ -	\$ 171,748	\$ -	\$ -	\$ -	\$ 96,475	\$ 100,000	\$ -	\$ -
8B-3	Change in cash balance during 2017-18	\$ 1,093,335	\$ 1,042,821	\$ -	\$ -	\$ -	\$ (2,850)	\$ -	\$ -	\$ -	\$ -	\$ 53,364	\$ -	\$ -	\$ -
8B	Total cash balance as of July 1, 2018 (start of 2018-19)	\$ 6,535,793	\$ 6,117,056	\$ -	\$ -	\$ -	\$ -	\$ 168,898	\$ -	\$ -	\$ -	\$ 149,839	\$ 100,000	\$ -	\$ -
RESOURCES AGENCY IS ALLOWED TO USE (2018-19)															
General Appropriations Act Programs		Total													
9B	State Funded Program #	N/A	0100.010000.000 9500.050000.000	0	0	0	0	0	0	0	0	0100.010000.000 9500.050000.000	9825.020000X000	0100.010000.000 9500.050000.000	9900.950000.000
10B	State Funded Program Description in the General Appropriations Act	N/A	I. Administration II. Employee Benefits	0	0	0	0	0	0	0	0	I. Administration II. Employee Benefits	Security System	I. Administration II. Employee Benefits	U30 Apron Taxiway Rehab
Amounts Appropriated and Authorized (i.e. allowed to spend)		Total													
11B	Amounts appropriated, and amounts authorized, to the agency for 2017-18 that were not spent AND the agency can spend in 2018-19	\$ 423,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 149,839	\$ 100,000	\$ -	\$ 173,794
12B	2018-19 Appropriations & Authorizations to agency (start of year)	\$ 10,558,027	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,079,160	\$ -	\$ 3,478,867	\$ -
13B	Total allowed to spend at START of 2018-19	\$ 10,981,660	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,228,999	\$ 100,000	\$ 3,478,867	\$ 173,794
14B	2018-19 Appropriations & Authorizations to agency (during the year) (BUDGETED)	\$ 13,274	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,274	\$ -	\$ -	\$ -
15B	Total allowed to spend by END of 2018-19	\$ 10,994,934	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,242,273	\$ 100,000	\$ 3,478,867	\$ 173,794
	Percentage of total funds allowed to spend	100.00%	45.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.39%	0.91%	31.64%	1.58%

Comprehensive Strategic Finances
(Study Step 1: Agency Legal Directives, Plan and Resources)

Agency Responding	Aeronautics Commission
Date of Submission	October 19, 2018

END OF YEAR AMOUNT REMAINING (2018-19)

Appropriations and Authorizations remaining at end of year		Total													
25B	Source of Funds	N/A	Aviation Fuel Tax	Aviation Property Tax	Refund of Prior Year Expense	Insurance Claims	Misc. Revenue - Fine Collection	Rent State Owned Property	Rent State Aircraft	Sale of Goods & Services	Sale of Engineering Services - Safety Inspections	General Fund Appropriations	General Fund Appropriations - Special- Security System	FAA Grant Funds	Capital Project - Apron Taxiway Rehab
26B	Recurring or one-time?	N/A	Recurring	Recurring	One-Time	One-Time	One-Time	Recurring	Recurring	Recurring	Recurring	Recurring	One-Time	One-Time	One-Time
27B	State, Federal, or Other?	N/A	Other	Other	Other	Other	Other	Other	Other	Other	Other	State	State	Federal	Other
28B	State Funded Program Description in the General Appropriations Act	N/A	I. Administration	0	0	0	0	0	0	0	0	I. Administration	Security System	I. Administration	U30 Apron Taxiway Rehab
			II. Employee Benefits									II. Employee Benefits		II. Employee Benefits	
29B	Total allowed to spend by END of 2018-19	\$ 10,994,934	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,242,273	\$ 100,000	\$ 3,478,867	\$ 173,794
30B	(minus) Spent to Achieve Agency's Comprehensive Strategic Plan (BUDGETED)	\$ 9,901,291	\$ 4,492,210	\$ -	\$ -	\$ -	\$ -	\$ 507,790	\$ -	\$ -	\$ -	\$ 2,286,991	\$ 100,000	\$ 2,514,300	\$ -
31B	(minus) Spent/Transferred not toward Agency's Comprehensive Strategic Plan (BUDGETED)	\$ 133,992	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 133,992
32B	Amount of appropriations and authorizations remaining (BUDGETED)	\$ 959,650	\$ 507,790	\$ -	\$ -	\$ -	\$ -	\$ (507,790)	\$ -	\$ -	\$ -	\$ (44,718)	\$ -	\$ 964,567	\$ 39,802

Performance Measures
(Study Step 2: Performance)

Agency Responding	Aeronautics Commission
Date of Submission	10/19/2018

Types of Performance Measures:

Outcome Measure - A quantifiable indicator of the public and customer benefits from an agency's actions. Outcome measures are used to assess an agency's effectiveness in serving its key customers and in achieving its mission, goals and objectives. They are also used to direct resources to strategies with the greatest effect on the most valued outcomes. Outcome measures should be the first priority. Example - % of licensees with no violations.

Efficiency Measure - A quantifiable indicator of productivity expressed in unit costs, units of time, or other ratio-based units. Efficiency measures are used to assess the cost-efficiency, productivity, and timeliness of agency operations. Efficiency measures measure the efficient use of available resources and should be the second priority. Example - cost per inspection

Output Measure - A quantifiable indicator of the number of goods or services an agency produces. Output measures are used to assess workload and the agency's efforts to address demands. Output measures measure workload and efforts and should be the third priority. Example - # of business license applications processed.

Input/Activity Measure - Resources that contribute to the production and delivery of a service. Inputs are "what we use to do the work." They measure the factors or requests received that explain performance (i.e. explanatory). These measures should be the last priority. Example - # of license applications received

*DNE = Did not exist

Item #	Performance Measure	Type of Measure	Agency selected; Required by State; or Required by Federal	Time Applicable	Target and Actual row labels	What is agency seeking in relation to Target?	Target and Actual Results (Time Period #1)	Target and Actual Results (Time Period #2)	Target and Actual Results (Time Period #3)	Target and Actual Results (Time Period #4)	Target and Actual Results (Time Period #5 - most recent completed time period)	Target Results Time Period #6 (current time period)	Currently using, considering using in future, no longer using	Additional comments from agency (optional)
1	Employee Performance	Outcome Measure	State government	July-June	Target:	Meet exactly	All	All	All	All	All	All	Currently using	None
					Actual:		All	All	All	All	All	All		
2	Total Flight Hours	Output Measure	Agency Selected	July-June	Target:	Meet or obtain higher value	*DNE	*DNE	*DNE	*DNE	340	340	Currently using	None
					Actual:		233.6	339.2	232.8	251.3	332.4			
3	Safe Flight Hours	Efficiency Measure	Agency Selected	July-June	Target:	Meet exactly	Total Flight Hours	Total Flight Hours	Total Flight Hours	Total Flight Hours	Total Flight Hours	Total Flight Hours	Currently using	None
					Actual:		233.6	339.2	232.8	251.3	332.4			
4	State Grants for Airports	Outcome Measure	State government + Agency Selected	July-June	Target:	Meet exactly	Total Eligible & Requested	Total Eligible & Requested	Total Eligible & Requested	Total Eligible & Requested	Total Eligible & Requested	Total Eligible & Requested	Currently using	None
					Actual:		25	27	24	23	27			
5	Airport Maintenance	Outcome Measure	State government + Agency Selected	July-June	Target:	Meet exactly	Total Eligible & Requested	Total Eligible & Requested	Total Eligible & Requested	Total Eligible & Requested	Total Eligible & Requested	Total Eligible & Requested	Currently using	None
					Actual:		32	41	38	35	37			
6	Airport Safety Inspections	Efficiency Measure	State government + Agency Selected	October-September	Target:	Meet exactly	58	58	58	58	58	58	Currently using	None
					Actual:		50	48	48	47	39			
7	AWOS Maintenance	Outcome Measure	Agency Selected	July-June	Target:	Meet exactly	28	28	28	28	28	29	Currently using	None
					Actual:		28	28	28	28	28			
8	Review of Airport Capital Improvement Plans	Efficiency Measure	State government + Agency Selected	July-June	Target:	Meet exactly	All submitted	All submitted	All submitted	All submitted	All submitted	All submitted	Currently using	None
					Actual:		25	27	24	23	27			
9	Land-use Reviews	Efficiency Measure	State government + Agency Selected	July-June	Target:	Meet exactly	All submitted	All submitted	All submitted	All submitted	All submitted	All submitted	Currently using	None
					Actual:		*DNE	*DNE	7	12	12	17		
10	Airport Support Programs	Outcome Measure	Agency Selected	July-June	Target:	Meet exactly	All programmed	All programmed	All programmed	All programmed	All programmed	All programmed	Currently using	None
					Actual:		All programmed	All programmed	All programmed	All programmed	All programmed	All programmed		

Comprehensive Strategic Plan Summary
(Study Step 1: Agency Legal Directives, Plan and Resources; and Study Step 2: Performance)

Agency Responding	Aeronautics Commission
Date of Submission	10/19/2018

Mission: Fostering air and economic development by overseeing the safety and development of the state's public use airports, by providing safe and reliable air transportation for state government and business prospects; and by providing aviation education opportunities.

Legal Basis: S. C. Code Ann. §55

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Total # of FTEs available / Total # filled at start of year	Total amount Appropriated and Authorized to Spend
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Amount of remaining	% of Total Available
\$ 2,825,801	24.61%

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2017-18 Comprehensive Strategic Plan Part and Description	Associated Deliverable(s)	2017-18				2018-19				Associated Performance Measures	Associated Organizational Unit(s)	Responsible Employee Name & Time staff member has been responsible for the strategy	Does this person have input into the budget for the strategy?	Partner(s), by segment, the agency works with to achieve the strategy (Federal Government; State Government; Local Government; Higher Education Institution; K-12 Education Institution; Private Business; Non-Profit Entity; Individual; or Other)
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Goal 1 - Continuously evaluate and improve agency administrative and business processes, efficiency, and effectiveness with a focus on following state requirements while meeting the needs of our customers		3	\$ 493,698	4.30%	I. Administration II. Employee Benefits	3	\$ 795,225	7.23%	I. Administration II. Employee Benefits	1. Employee Performance 2. Total Flight Hours 3. Safe Flight Hours 4. State Grants for Airports 5. Airport Maintenance 6. Airport Safety Inspections 7. AWOS Maintenance 8. Review of Airport Capital Improvement Plans 9. Land-use Reviews 10. Airport Support Programs	Administration	James Stephens (responsible since July 2014)	Yes	Federal, State, and Local Government
Strategy 1.1 - Review the development, utilization and deployment agency internal resources to deliver the best service possible to customers, airport users, and the citizens of the state.	Continual responsiveness to changing demands from customers, partners, and the legislative environment.									See above	Administration	James Stephens (responsible since July 2014)	Yes	Federal, State, and Local Government
Strategy 1.2 - Ensure employee human resource needs are met while complying with applicable state and federal law.	Continual responsiveness of agency HR staff by ensuring that employee needs are met by complying with state and federal regulations, and by providing guidance in HR decision making processes.									See above	Administration	Erica Thomas (responsible since July 2016)	Yes	State Government
Strategy 1.3 - Ensure financial processes and reporting are sound, efficient, and in compliance with state and federal law, and that annual reporting provides transparency and accountability.	Continual responsiveness by agency finance staff to report as required, provide guidance to administration as needed, and to coordinate with financial partners as requested and in a timely manner.									See above	Administration	Melody Mikell (responsible since February 2013)	Yes	State Government

Comprehensive Strategic Plan Summary
(Study Step 1: Agency Legal Directives, Plan and Resources; and Study Step 2: Performance)

Agency Responding	Aeronautics Commission
Date of Submission	10/19/2018

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Goal 2 - Assist publicly owned public use airports with capital improvements and maintenance to support the infrastructure needs of aviation today and tomorrow.												Airport Development	Gary Siegfried (responsible since March 2018)		
Strategy 2.1 - Provide maintenance projects including pavement, vegetation, and electrical to assist airport owners with keeping runways open and fully functional.	Agency staff coordinates work within statewide contracts, and works with program and administrative staff to ensure financial accountability.	0.85	\$ 1,017,091	8.86%	I. Administration II. Employee Benefits	1.15	\$ 1,112,238	10.12%	I. Administration II. Employee Benefits	4. State Grants for Airports 5. Airport Maintenance 6. Airport Safety Inspections 7. AWOS Maintenance 8. Review of Airport Capital Improvement Plans 9. Land-use Reviews 10. Airport Support Programs	Airport Development	Jamey Kempson (responsible since April 1999)	Yes	Federal, State, and Local Government	
Strategy 2.2 - Provide AWOS maintenance and support to continue to provide weather information for pilots as they come and go throughout the state.	Agency staff coordinates work within statewide contracts, and works with program and administrative staff to ensure financial accountability.	0.25	\$ 469,260	4.09%	I. Administration II. Employee Benefits	0.25	\$ 496,741	4.52%	I. Administration II. Employee Benefits	9. Land-use Reviews	Airport Development	Jamey Kempson (responsible since July 2007)	Yes	Federal, State, and Local Government	
Strategy 2.3 - Support local airport communities by providing matching funds which enable capital improvements at our publicly owned, public use airports.	Agency staff coordinates with administrative staff to plan and provide financial assistance as able based upon priority and cash flow.	0.8	\$ 2,651,740	23.09%	I. Administration II. Employee Benefits	0.7	\$ 3,002,857	27.31%	I. Administration II. Employee Benefits	4. State Grants for Airports 7. AWOS Maintenance	Airport Development	Gary Siegfried (responsible since March 2018)	Yes	Federal, State, and Local Government	
Strategy 2.4 - Obtain state sponsored FAA grants to improve the state's system of airports, and to assist the agency with system wide planning.	Agency staff coordinates with administrative staff to plan and apply for FAA grants that support the statewide airport system.	0.8	\$ 2,013,702	17.54%	I. Administration II. Employee Benefits	0.6	\$ 2,800,307	25.47%	I. Administration II. Employee Benefits	4. State Grants for Airports 5. Airport Maintenance 9. Land-use Reviews	Airport Development	Gary Siegfried (responsible since March 2018)	Yes	Federal, State, and Local Government	
Strategy 2.5 - Provide safety inspection services for all publicly owned, public use airports that are not inspected by the FAA, and report all findings publicly to encourage airport owners to correct any deficiencies.	Agency staff is utilized to perform safety inspections for the good of aircraft that come and go from the state's airports.	0.5	\$ 72,760	0.63%	I. Administration II. Employee Benefits	0.5	\$ 71,057	0.65%	I. Administration II. Employee Benefits	6. Airport Safety Inspections	Airport Development	Matt Baker (responsible since October 2011), David Smith (responsible since October 2013)	Yes	Federal, State, and Local Government	
Strategy 2.6 - Support and promote aviation and aerospace in the state by supporting educational initiatives, economic development, annual printing of aeronautical charts and directories, and by supporting aviation and aerospace associations as they promote the state.	Agency staff is utilized from all departments to assist with the promotion of aviation careers, and educational grants are provided based upon cash flow and projected impacts.	0.35	\$ 217,597	1.90%	I. Administration II. Employee Benefits	0.25	\$ 349,542	3.18%	I. Administration II. Employee Benefits	10. Airport Support Programs	Airport Development	James Stephens (responsible since January 2012)	Yes	State and Local Government, Higher Education Institution, K-12 Education Institution, Non-Profit Entity	
Strategy 2.7 - Support and promote aviation and aerospace in the state by supporting airport and industry decision making processes through technology including GIS, web based database sets and tools, and the agency UAS.	Technology is utilized in house to support staff and airport decision making, and data base sets are managed to assist staff with the planning and prioritization of airport development grants and projects.	1.45	\$ 222,497	1.94%	I. Administration II. Employee Benefits	1.55	\$ 288,154	2.62%	I. Administration II. Employee Benefits	10. Airport Support Programs	Airport Development	Matt Baker (responsible since January 2010)	Yes	Federal, State, and Local Government	

Comprehensive Strategic Plan Summary
(Study Step 1: Agency Legal Directives, Plan and Resources; and Study Step 2: Performance)

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Goal 3 - Provide aviation transportation in a safe, transparent, and cost effective manner.										Flight Department	Eric Denham (responsible since February 2016)			
Strategy 3.1 - Provide air transportation for state officials and agencies while on official state business	Flight staff meets standards for aircraft operations, participate in continuing education, and provide flight services based on a first come, first served basis.	2	\$ 431,003.00	3.75%	I. Administration II. Employee Benefits	2	\$ 455,657	4.14%	I. Administration II. Employee Benefits	2. Total Flight Hours	Flight Department	Eric Denham (responsible since February 2016)	Yes	Federal and State Government
Strategy 3.2 - Maintain state owned aircraft managed by the agency and for external agencies	Aircraft maintenance staff meet standards required to maintain the aircraft fleet that is operated, participate in continuing education, and maintain aircraft for the agency and DNR.	1.751	\$ 487,799.00	4.25%	I. Administration II. Employee Benefits	2	\$ 529,513	4.82%	I. Administration II. Employee Benefits	3. Safe Flight Hours	Flight Department	Chuck Hyer (responsible since July 2014)	Yes	Federal and State Government
Strategy 3.3 - Assist with state and national emergencies through flight and ground support	Agency staff is utilized from all departments to assist with emergency response, and are on call for state or national emergencies.	0.249	\$ 25,348.00	0.22%	I. Administration II. Employee Benefits		-	0.00%		1. Employee Performance	Administration, Airport Development, and Flight Department	James Stephens (responsible since January 2012)	Yes	Federal, State, and Local Government

Spent/Transferred NOT toward Agency's

Comprehensive Strategic Plan

Capital Project - Apron Taxiway Rehab	\$ 553,811	4.82%	\$ 133,992	1.22%
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Agency Name: **Aeronautics Commission**

Fiscal Year 2017-2018
House Legislative Oversight

Agency Code: **U300** Section: **087**

Report and External Review Template

Item	Is this a Report, Review, or both?	Report or Review Name	Name of Entity Requesting the Report or Conducting Review	Type of Entity	Reporting Frequency	Current Fiscal Year: Submission Date or Review Timeline (MM/DD/YYYY)	Summary of Information Requested in the Report or Reviewed	Method to Access the Report or Information from the Review
1	External Review and Report	Accountability Report	Executive Budget Office	State	Annually	September 17, 2017	Prior year expenditures and associated expenditures with prospective goals, strategies, and objectives	https://www.admin.sc.gov/budget/agency-accountability-reports
2	External Review and Report	Federal Project Review	Executive Budget Office	State	Annually	December 18, 2017	Existing federal grants that identify the projected expenditures for the fiscal year	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
3	Internal Review and Report	Minority Business Enterprise Utilization Report	Office of Small and Minority Business Assistance	Federal	Annually	August 9, 2018	Develop a MBE utilization plan for the procurement of materials, supplies, and services from small and minority businesses.	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
4	Internal Review and Report	Comprehensive Permanent Improvement Plan	Joint Bond Review Committee & State Fiscal Accountability Authority	State	Annually	June 29, 2018	Agency's permanent improvement projects anticipated and proposed over the next five years.	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
5	Internal Review and Report	Minority Business Progress Report	Office of Small and Minority Business Assistance	Federal	Quarterly	July 30, 2018	Minority business activity for the quarter.	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
6	External Review and Report	State Procedures Audit	SC Office of State Auditors	State	Other	February 12, 2018	Procedures audit for the systems, processes and behaviors related to financial activity.	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
7	External Review and Report	Senate Oversight Report	SC Senate	State	Other	April, 2018	Legislative oversight as decided upon by Senate Legislative Oversight committee	https://www.scstatehouse.gov/CommitteeInfo/SenateTransportationCommittee/SCAC%20Final%20Report%20and%20Summary%205818.pdf
8	External Review and Report	IT Data Collection	SC Dept. of Administration	State	Annually	August 3, 2018	All agency IT related activity and expenditures.	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
9	Internal Review and Report	Debt Collection Report	Executive Budget Office	State	Annually	February 27, 2018	Detailing any outstanding debt and methods used to collect the debt	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
10	Internal Review and Report	Fees and Fines Report	Senate Finance Committee and House Ways and Means Committee	State	Annually	September 1, 2018	Report showing all fees and fines charged and collected by the agency.	http://www.scaeronautics.com/download.asp
11	External Review and Report	Energy Utilization	SC Energy Office	State	Annually	September 14, 2018	Total facility energy consumption for agency	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
12	External Review and Report	Payroll	SC Accident Fund	State	Annually	August 17, 2018	Total payroll summary for agency	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
13	Internal Review and Report	Federal Financial Report (SF425)	FAA	Federal	Annually	December 18, 2017	Shows status of all federal grants including the cash receipts, funds authorized, matching funds required, and outstanding balances.	paper copy - Send request to Ericka Thomas at erthomas@aero.sc.gov
14	External Review and Report	Aircraft Charting Services Analysis	SC Budget and Control Board	State	Other	January 13, 2014	An analysis to determine the costs and benefits of Aeronautics having state-owned aircraft.	https://www.scstatehouse.gov/reports/B&CB/AircraftCharteringServicesAnalysisReportToGeneralAssembly.pdf
15	Internal Review and Report	Flight Logs and Manifests		State	Other	as flights occur	Details of flights including who flew and signatures of passengers	http://www.scaeronautics.com/flightLogs.asp