

**Oconee County Airport
Director's Report**

November 13

Airfield - All light systems on the airfield are now repaired and operational. The PAPI system repair turned into an insurance claim due to the cause being a lightning strike. Pace Pavement Tech Inc. came back the first week of Nov to apply an asphalt topcoat to the milled pavement areas created by the runway extension threshold displacement. This topcoat should help keep these areas from spalling damage during the winter months. Note: (SCDOA paid 75% of the cost)

Safety /Security Issues – Rwy 7 Approach Safety- Our Engineering consultant firm WK Dickson Inc. is awaiting words from FAA Airspace Planner Jon Walker as to the best (safest) option for ensuring the approach to Runway remains flyable in all weather conditions with respect to obstacles (man-made and vegetation).

FBO Financials

Retail Sales	Oct 2012		Oct 2013	
Avgas Sales (gal) \$\$	4723.5	\$26,523.83	5739.2	\$30,432.28
Jet A Sales (gal) \$\$	13,195	\$68,939.5	14,234	\$76,449.98
Hangar Rentals (All 48 leased)		\$7845		\$7880
Tie downs		\$125		\$225
Misc Sales		\$225		\$187.50
LT Parking		\$ 100		\$0
Call out fees		\$80		\$160
Ramp fees.		\$450		\$550

Airport Legal Issues - None to report.

Capital Projects - The restroom upgrade to Hangar E is moving along. The water line connection is complete. The inside of the Pilot lounge and restroom walls have been installed and the Septic tank and leach field is complete. The contractor is currently working on plastering the walls and then final paint work along with plumbing fixture installation. Hangar rents will be increased to \$250 per month beginning in January 2014. County Administration has decided to reimburse itself of the remaining \$368,000 of the runway cost overages from our AIP annual entitlement dollars. This will be done during the next AIP grant application cycle.

Terminal / Facilities Issues— Airport Operations Supervisor Jules Grosjean is researching options to upgrade and improve the exterior T-hangar lighting. Our fixtures on Hangars A, B and C are very old and newer LED style fixtures may offer a more efficient long term return on investment. Ramp space ----See below.

Ramp Operations - During the Florida State game we had 76 transient aircraft fly into the Airport over the weekend. This is the most aircraft to visit the airport in the past 13 years. The list included a Gulfstream 5, Gulfstream 4, Falcon 50, Citation 750 and a Citation 680. There were so many business jets the staff had to use the Corporate ramp, Sheriff's ramp, Clemson Univ ramp and half of Hangar E ramp for parking. Also, two taxiways were closed and aircraft were parked on them for several hours. Lastly, for a brief period (45 min) the airport could not accept any inbound large aircraft due to all ramp space being taken up with aircraft. The 4 staff members were extremely challenged during the afternoon and evening, parking aircraft, refueling, and accommodating 30+ transient aircrew. **WE EVEN RAN OUT OF PLACES FOR PILOTS TO SIT!** Long term ramp growth plans are in order due to the continued use of the airport by larger corporate jet aircraft.

Personnel Issues – Mr. Steve Robbins was selected as the new Airport Refueling attendant. He started on the job training on Nov 4th. Steve is a retired US Army veteran, so please welcome into the airport family when you meet him.