Aviation Advisory Committee
June 16, 2010
Milton, Florida

The Aviation Advisory Committee met on the above date with the following members present: Chairman Carlos Diaz and members, Theodore Elbert, Mike Harris, Clay McCutchan, and Wayne Nelms. County staff present: County Administrator (Hunter Walker), County Engineer (Roger Blaylock), and Administrative Services Manager (Tammy Simmons).

Chairman Diaz called the meeting to order at 5:00 p.m.

Old Business

Elbert requested an update on the FBO lease. Walker stated it is still in the Attorney's Office.

Gulf Regional Airspace Strategic Initiative (GRASI) updates

Greg Kesler, the Deputy Project Manager, 46

The first GRASI meeting was held on the 18

Kesler stated the process will be guided by the Executive Steering Committee (ESC) which will utilize the stakeholder technical working groups to inform the development of the airspace modeling and resulting plan receiving both civilian and military perspectives on the issues. The ESC is made up from policy officials from DOD, state aviation officials, and civilian aviation organizations. The ESC roles and responsibilities are to define expectations, review work, determine the final recommendations, provide guidance and direction to the overall effort, resolve policy issues, serve as the approval authority for products developed by the SWG, approve the baseline information and define performance expectations, approve the concepts for study and review the results, and approve proposed alternatives, review modeling and chose a preferred alternative. The ESC meetings are typically held in Atlanta.

The minutes of the May 19, 2010 meeting were approved.

FBO Lease update

th Test Wing (SAIC) Plans Office at Eglin, was the contractor hired support the GRASI Initiative. The 46th Test Wing, Plans and Programs Division (46 TW/XP) on Eglin Air Force Base will serve as the secretariat for this effort and SAIC will be responsible for development of products and deliverables under the direction of the secretariat and in service of the Executive Steering Committee and the Work Groups. SAIC will manage program support from selected universities that will be used to facilitate the overall process, conduct modeling and obtain baseline information upon which a coherent strategy can be developed This plan was developed through discussions with military and civilian stakeholders and initially reviewed and refined at the January 2008 meeting of senior DOD leaders. The Air Force has stepped up to provide leadership in funding this needed effort, serving as the GRASI Secretariat and has developed a work plan involving multiple university centers in Florida, Georgia and Virginia. th of November, 2008 in Atlanta. GRASI is laid out to bring together all the aviation and civil stakeholders. SAIC put out a work plan on how to accomplish this and it is divided into three phases.

The Stakeholder Working Groups (SWG

We have had three executive steering committee meetings, two in Atlanta and one in New Orleans. Our next meeting is the 28

GRASI is divided into three phases:

• Phase 1: Baseline and Stakeholder Education, Agreement

) will assist the ESC in creating expectations of how the airspace ought to be used so that all interests meet their needs – which will then be taken up in an iterative process with the modelers. The SWG is comprised of military and civilian stakeholders with technical backgrounds necessary to conduct the research and analysis and provide input to the deliverables. The roles and responsibilities are to accomplish the required work as directed by the ESC and will keep the ESC knowledgeable of progress and decision points, lead the documentation of the requirements, projected growth, and baseline data. The SWG meetings are held locally with meetings previously held at Pensacola and DeFuniak. th and 29th of this

month at Panama City at the Gulf Coast Junior College and our next executive steering committee meeting is tentatively set for the 30th of July in Atlanta.

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Provided education, established performance expectations to guide the airspace plan development, documented current and future requirements for military and civilian aviation in the region, documented special use airspace and airfield configuration, utilization and management, gathered civilian configuration, utilization, management and planned improvements, and modeled terminal area designs. Phase 1 was completed the beginning of this year through several meetings primarily with the stakeholder working groups. Phase 2: Concept Study

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• Phase 3: Study of alternatives

Defines the concepts for study, modeling the region to define airfield interactions (VA Tech); modeling critical approaches and departures (GA Tech) and a preliminary study of potential economic impacts (UWF). Phase 2 started August 2009, problems were identified using the modeling process and alternatives and problems areas that the model identifies will be presented to the ESC.

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Generating alternatives with all stakeholders, refining models and economic analysis and reaching consensus on a preferred alternative on which to build and implement a strategic airspace plan for the region. Within the next six months after that we hope to complete the study with a comprehensive plan that should hopefully be out the first of the year, we hope to wrap this thing up by December 2010.

SAIC subcontracted with four universities to help with GRASI:

1. Florida State University Conflict Resolution Consortium for f

• Virginia Tech which is focused on r

1. University of West Florida, the HAAS Center, to do e

conomic impact analyses.

Kesler stated they have a website that gives minutes, documents, meeting dates, etc. and anyone is welcome to review. The following information was provided by Kesler on June 22 via email: For those without Community of Practice access, we have developed an entirely new website that can be accessed by nongovernmental personnel. The read ahead material can be found at this link:

McCutchan suggested the committee members rotate to attend the GRASI meetings, all committee members present agreed.

TSA Security Survey

Blaylock stated the county submitted our survey and we have not received anything back yet; however, when we do, it will be provided to this committee.

Security Gate

Harris questioned the problem with the gate continuing to be nonfunctional. The gate is currently inoperative because the motor has been sent to be overhauled, what is happening is when a person opens the gate and drives through it, as the gate begins to close, somebody drives through behind or from the other side and causes the gate to reverse immediately and puts a strain on the motor and gear system.

Blaylock stated anybody that enters the airport by law must block future traffic from coming through until the gate completely closes. We are going to post rules that state the proper procedure for entering and exiting the security gate. We then will be configuring the gate to be a one way gate, with concrete islands on each side. Blaylock stated the sign is being prepared and will go up very shortly.

http://grasi.saiceemg.com. As it is a new site, users will first have to request access. After access has been granted the files are under "Documentation" then "Read Ahead Material". The new site is not fully populated yet with other GRASI documents but I am working to add additional content.

Documents must go through a review process before they can be posted to the new site. Check back often for new uploads. Please check out the features of the new site where you can view upcoming events and even register for them. I also solicit your comments on the new site for improvements. I am anticipating one or two more read ahead briefs to be added to both sites in the next day or two. Regards, Greg L. Kesler, 46 TW/XP – SAIC, 850-882-9332, DSN 872-9332

New Business

Hangar waiting list policy

Simmons provided a copy of a draft policy to the committee and requested the committee members review the draft and be prepared to discuss at the next meeting.

FBO Issues

Diaz stated the Runway End Identifier Lights (REIL) and Precision Approach Path Indicator (PAPI) lights are extremely bright. Blaylock stated he would check with our consultant and electricians to see if these can be adjusted.

Glass stated the runway and taxiway striping has been completed. Glass stated he was disappointed that there was not a runway center line and that the taxiway striping and parking ramp was not repainted. Glass stated they are in the process of getting a Paradise aircraft and they hope to be able to train pilots to fly this plane.

Elbert questioned when the grass will be cut. Glass responded they have started cutting the grass, they are half way through. Elbert further questioned if someone could clean the Class C warning sign on the south end of the runway. Glass responded they would take care of cleaning the sign.

Chairman Issues

No items

Pensacola Flight Watch, Inc., Issues

Holbert reported this month is the 75th anniversary of the Pensacola Regional Airport. Holbert further stated the grass on the east side is obstructing the taxiway lights.

Administrative/Engineer

Tenant Survey Summary

Blaylock stated we awarded the contract for three additional "A" size hangars and the construction should start as soon as the contract is executed. There is a 120 day completion on the contract.

Other Business

Next Meeting/Adjournment

The next meeting will be at 5:00 p.m. on July 21, 2010. Meeting adjourned at 6:15 p.m.

Airport striping

Blaylock stated the county spent $31,000 for striping. On July 13, 2010, we will open bids for construction of hold bay run-up aprons on each of the four quadrants of the taxiways, then we will ship those off to FAA for pre-application for an award, once we receive a grant from FAA we will award the contract to the low bidder meeting specifications. During this contract we hope to piggy back on the painting contract to do the center line striping.

Diaz stated the survey was done to see if any additional services were needed at Peter Prince Field.

Walker stated the survey is for informational purposes only. We were hoping to get responses on what services do you currently use and what additional services would you like to patronize.

Walker stated if someone approached the county to start a business at the airport it would come before the County Board and then they would route it through the Aviation Advisory Committee for comment.

Simmons stated one of the things she obtained from the survey was that possibly the users of the airport are not aware of all of the services that are being provided by AMS.

Elbert recommend a flyer be produced to identify the services that are available to educate the users of the airport.

Vacant Hangar Update

Simmons stated all hangars are currently leased except two commercial hangars; we have 10 people on the hangar waiting list that we believe will take a hangar when it comes available, and we anticipate 3 hangars will come vacant at the end of this month.

acilitation and strategic planning.

- Georgia Tech for

Airfield Approach and Departure Modeling**.** Georgia Tech has already produced a report that shows how the regions interact and they identified that there were three distinct regions: the Pensacola, the Eglin, and the Panama City/Tyndall regions. Georgia Tech has completed an airfield interaction report and they are now working on developing standard instrument departures and standard terminal arrival routes for the various airports in each of the regions. They hope to present their initial procedures at the next meeting. gional airspace modeling, taking all the aviation assets and putting them into a model and seeing how they interact. Virginia Tech has been working very hard on their regional model, they are ready to present to the working group some of the results of the modeling and where some of the problems areas are.