



Airport Advisory Board Annual Report

January 2016

The Airport Advisory Board Committee voted to halt NDB decommission at the Airport.

February 2016

New FBO Hemming Hemmingsen began work February 10, 2016. Committee voted to pursue re-prioritizing of CIP with intent of FPO building. A private airport hangar sustained damage from a large storm on February 24, 2016.

March 2016

A subcommittee has been formed to solicit donations from businesses to raise funds for an updated Airport hangar. A trainer has begun flight lessons. Committee requested a HVS VOR Alpha approach from the FAA and voted to move monthly meeting from 6p.m. to 5:30 p.m.

April 2016

FBO office is now accepting fuel with credit card payments. The unsightly T-pole hangar was removed from the Hartsville Regional Airport. Hartsville City Council approved using South Carolina Aeronautics Association (SCAC) for airport advice.

May 2016

The SCAC will provide assistance with the CIP, coordinate with FAA, and grant pre-application. Fees for SCAC services will not have a mark-up or additional fees. City will pay the SCAC staffs' hourly rate which will be more cost-effective than previous consultants. SCAC representative will attend meetings when requested. Hemming has had an architect prepare a proposed FBO hangar.

August 2016

FBO is monitoring how many hotel stays are a result of the Hartsville Regional Airport. Committee member, Ritchie Bond, is moving out of state so resigned from the committee. He suggested former member, James Harrell, as his replacement. Dr. Gardner explained he needs to complete an application and submit for City Council approval.

October 2016

Credit card machine is operational but not yet on jet fuel. Airport sustained minor damage from Hurricane Matthew. SCAC advised the terminal building requires a 90 degree turn before reaching runway.

November 2016

SCAC explained obtaining the WASS approach will be more difficult because they're operating on 2011 photos and the Airport completed tree removal obstructions over the last 2 years. FBO has decided not to invest in cargo freight business at this time. The tanker fuel truck is on site and will be recertify fuel and flush tank to be operational.

December 2016

Pavement rejuvenation for runway will be completed this month. The cold tar sealer will rejuvenate pavement by 3/8" and will extend its' life by approximately 6 years. The sealer will be a much dark color that will slow the UV rays from oxidizing the pavement.