

Mayor and Council Members:

I am attaching some documents of your review. I ask that you bring it to the meeting as I will be referring to it during my time. Please review the documents and call me at 980-722-4571 should you have any questions.

Maps:

Old map: (page 4)

This map was given to us and told it was developed and implemented because of noise. The zones were labeled noise zones and it was determined that all areas would be exposed to significant noise and that we would have to sign waivers to that fact. The first maps did not show the expansion. We were also told that this was for our safety and that it would protect us and the airport.

We complained, spoke with staff and talked about this. We held meetings and did research only to show staff the errors with this project and ask for it to be stopped. Staff asked for our input on paper and made the changes they felt necessary to the AOD.

New map: (page 5)

This map is now given to us after a 90 day waiting period. During this period, a group of residents from various neighborhoods was to form an advisory board and this was to be done through the City and County. This group was to work with City and County officials to give input and provide better communications – this did not take place. Why?

Now we are handed new maps and told that because disclosure is no longer required that this is reason zone three was reduced. However; this is not the case. Everyone living in the zones will still have to disclose the AOD; they are not required to use the City form. They have to use the state form. So when staff use terms like; exempt – this is not correct. Exemption would mean that we are no longer required and that is not the case, we are required to disclose, just use a different form. So this begs the question, why was zone 3 reduced then? And how is it that zone 3 in the first map was based on noise and disclosure, but somehow noise was dropped as an issue because we removed the word “noise” from the documents? Noise does not stop because the word was removed, we still will have noise to contend with. So what really changed zone 3?

When using words like exempt you lure people into believing that there will be no affect on them and this is not the case. First, why is it that a home built 19 years, 5 years or 1 year before the AOD is in place does not need to have sound proofing of the same quality as a person that builds a home after the AOD is passed? If two identical homes in the same neighborhood built by the same builder went on sale at the same time, one built prior to the AOD and one after, the one built after the AOD went into place will be worth more because of the better noise insulation. So in affect by passing this you will be reducing the value of every home built prior to the AOD being passed. Second, by passing this it will also lower values of homes just by the disclosure factor. Remember we still will have to disclose this, just not with the same form. And in speaking with

realtors, I have had all of them tell me that they would feel obligated to tell their client of the AOD!

What about protections?

We have been told in the past that this is for our protection – where are those protections? What about a part 150 study to actually put protections in place for the citizens and apply grant dollars for noise improvements to homes? We have been told by staff it is too expensive. The FAA offers a grant for the 150 study as well. This is a 90% funded grant with 10% coming for State or Local dollars, how is protection of the people you allowed to build in the zone too costly? Why is it that staff is not looking into our protections, because it is clear that staff is stating this is for the protection of the airport and grant dollars past and future!

So in trying to protect the grant dollars past and future, let us discuss expansion:

Expansion:

Please refer to the number on **page 6** of the packet.

These numbers are from the FAA, SCDOA; City, County and Airport web sites that are listed. Anyone can locate these figures.

Please note that almost every runway is the same as or smaller than our runway. What is the major difference – air taxi and transient aircraft, this is where the money and economic impact will come from. Not expansion. Expansion is not a tool in order to grow this airport. Look at the runway lengths, they are the same. Case in point – Greenville Downtown is a General Aviation Airport with no commercial traffic. The length of runway is shorter than ours but the business is much greater. Longer does not mean more business. Rather it is an excuse to waist millions. The Airport has had an “if you build it, they will come” mentality for too long. Look at the following items: 500 ft expansion, car wash for planes, instrument landing system, weather station, parallel runway, new FBO, new terminal, new taxiways and countless hangers. It is proven that this mentality has not and will not work. It is an unnecessary expenditure of Federal, State and Local tax dollars. Building in hopes of more airplanes using this airport is not an effective strategy. Marketing is! It is clearly the leadership of the airport that is holding back this facility.

Furthermore, the City in March of 2007 asked the FAA to review for status the runway expansion survey submitted. The FAA responded to the City with the following statement: “We have determined that Rock Hill’s existing runway length of 5,500 feet is adequate for the current operations.” They continued to state that Rock Hill currently has 54 flight operations that would qualify for the runway extension. To qualify for the grant the Airport would need a minimum of 500 of those same events with justification before meeting the qualification standards. (page7)

I want to bring up one more issue. Please review **page 8** of the packet to see the comparison of flight operations since 9/11. We have been told by many that this is the reason why we don't have the operations at this airport. This document further proves that the," if you build it they will come", mentality does not work and will not work with our airport! This compares the Greenville Downtown Airport with Rock Hill again. As you can see we have over a 40% reduction in operations where Greenville has had about a 15% reduction for the same time period. Why on earth speak of expanding an airport that is losing operations? To complicate this issue more we have an issue with airspace that has not yet been decided by the FAA. The FAA could lower the operational height for aircraft in and around Rock Hill, thus making it very hard for aircraft, jet aircraft, to get in and out of our airport safely. This airspace issue is being petitioned by the local airports to be changed, but the FAA is specific in regards to safety procedures when determining airspace requirements for commercial operations. This could drastically change the picture of how, who, when and where aircraft can operate out of Rock Hill.

After reviewing all of the above on expansion it is plain to see that expansion is not justified, required or necessary.

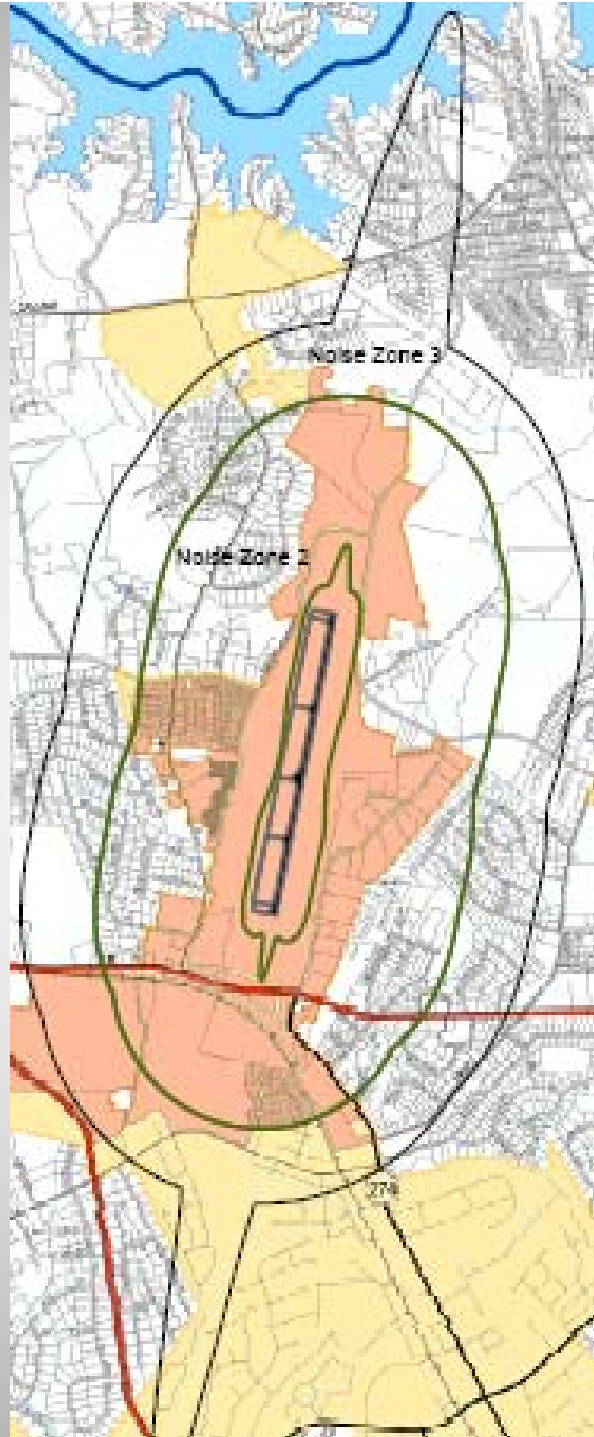
So why are we doing this, why now? I have looked at noise, disclosure, expansion what is left, why is this required now? What is the reason?

I have more that we will discuss at the meeting and I will reference this packet. Please consider all involved with this issue and not just what is best for this airport. Look and listen to the people before you at the meeting and understand we are not a bunch of Crazy people like Mr. Jim Baker would have you believe. We have done our homework and understand the issue at hand. Please look at the facts and ask questions now before it is too late. Once you pass this it will not be reversed and the people you represent will be greatly affected.

Sincerely,

Scott Ball

Past Map



Based on Noise

Required Notification

Safety

Protection

Did not have extension

Complaints

Current Map

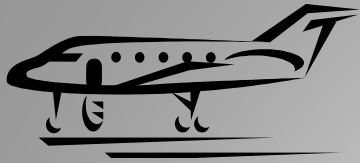


Reduced

Noise is no longer a
factor

Disclosure

Reasons?



NUMBERS

Facility	Type	Runway	YTD Ops	Local	Transient	Air Taxi	Military	Lbs.	Economic Impact
Aiken	SC II	5,500	43,900	69%	25%	5%	1%	22/65	4.925 mil
Grand Strand	SC II	5,997	41,347	68%	28%	2%	1%	30/60	10.118 mil
Greenville Downtown	SC II	5,393	77,431	25%	38%	33%	4%	44/60/90	35.198 mil
Rock Hill	SC II	5,500	42,000	69%	29%	1%	<1%	30/60	6.934 mil
Spartanburg Downtown	SC II	5,202	53,000	35%	44%	21%	<1%	30/45	15.410 mil

FAA

FAA told Rock Hill in March that the Airport did not qualify for funding after review of the runway justification study submitted.

FAA sites the only 54 operations per year are currently restricted. Rock Hill needs at least 700 AIO events per year with at least 500 of those must be aircraft requiring the additional length (more than 5,500 feet).

FAA also told Rock Hill that even if it becomes justified the project may not be approved for funding until the project is determined to be cost effective.



Comparison

- From 1999 to present day – Rock Hill has lost over 40% of its operations. In the late 90's the airport stated they had 77,000 events per year. Currently we have 42,000.
- Same time frame for Greenville Downtown – Late 90's – 90,000 Currently – 77,000 That is a 15% reduction