

Good morning,

Welcome to the Savannah Area Aviation Association (SAAA) February update. We have more to share this month. Our Member Survey Results Report from 2022 is now available. Thanks to all who responded for your help and inputs, SAAA will use this information to continue to facilitate discussions with the Savannah Airport Commission on ways to improve KSAV's value to local general aviation and rebound from some of the recent challenges.

SE Quadrant update

Demolition work on the old Signature Flight Support FBO building is nearly complete. No major updates or changes were presented by SAC on the scope or timing of the project, so the information provided in SAAA's [January update](#) is still valid as of this writing.



Figure 1: Demolition work is almost complete at the site of the old Signature FBO Building

February SAAA/SAC Meeting Minutes

The SAAA Interim Council met with the Savannah Airport Commission on Feb 1 to continue discussing strategies for GA growth in years ahead. SAAA Interim Council Members Tom Huff, David Scroggs and Ted Meyer met with Shawn Schroeder, SAC Director of Planning and Facilities, and Timothy Roberts, SAC Contract & Leasing Administrator.



SAC staff mentioned that they were interested in seeing the full results of the SAAA survey, and SAAA agreed that we were looking forward to sharing the results as soon as able. Those survey results have been attached in this report (Published as separate article) as part of our February update.

SAAA inquired about the airport demand study that SAC had commissioned in 2022. While the study focused heavily on airline demand, there were elements which discussed General Aviation demand. At the SAC meeting where those results were presented in fall 2022, most of the focus was on the Airline data. SAAA asked whether SAC could provide that study so that SAAA can help characterize or contextualize some of the GA data contained therein to help the commission understand some of the community's challenges, and SAC agreed to provide the study results.

SAAA identified a key challenge being experienced by prospective aircraft owners is the visibility of available airport hangar space, and visibility into any waiting list, which can be a factor in purchasing decisions. SAC was curious about the waiting lists at each of the various hangar facilities on field as well. As there is evidently no top-down source for this information at KSAV, SAAA will continue to examine its potential role in helping to broker/maintain such a list between prospective tenants and aircraft storage providers. The general feeling at the meeting was that such a list would be of use to all interested parties to help increase occupancy rates, understand availability, and understand the demand signal to forecast need for further aircraft storage development.

SAAA inquired about the availability of funding opportunities for hangar development. As airport hangars are built on leased land and may not be revenue generating in the traditional sense, bank's view of such projects can differ from typical commercial or residential construction projects. SAAA asked if SAC would consider lending directly to prospective local base-tenant hangar builders to help simplify this process. SAC did not object in theory, but would need to discuss any definitive opportunities in that area with leadership and legal counsel prior to making any determination into whether that would be possible under their operational rules. SAAA will report back if there are any updates on this inquiry.

SAAA and SAC then discussed areas of the Airport Layout Plan (ALP) for prospective development. In general, many areas of the airport and immediate vicinity that would appear to be clear for development are in fact not usable due to various approach/departure clearway constraints, ATC tower sight-lines, and other limiting factors. SAAA intends to continue to work with SAC so that the lateral and vertical boundaries of any remaining smaller parcel areas can be defined and made known for best utilization of the remaining developable space at KSAV.

SAC Jan 5 2023 meeting minutes digest

SAAA IC members Huff, Scroggs and Meyer attended the Jan 5 2023 SAC meeting, where the Jan 5 Meeting minutes were approved.

SAAA was provided a copy of the Jan 5 meeting minutes. Of note was the issuance of an Amended and Restated Master Lease for Signature Flight Support's facilities. In summary, this approval combined all of Signature's leases and amendments into a single lease with the same scope and contents as their previous group of agreements for administrative simplicity. As of this writing, the information provided on the physical scope and locations of the Signature redevelopments from our [October 2022 letter](#) is still valid.



No additional items that directly affected general aviation concerns were recorded.

SAAA will continue to provide minutes updates pertinent to general aviation as they are approved by the commission each month.

Upcoming events

Tuesday, March 7, 5:00PM: Combined VMC/IMC & EAA 1514 meeting, Frog and Peach Restaurant
5:00 VMC/IMC, the topic is "Care and Feeding of your powerplant – keeping the fire burning for a stress-free flight."
6:00 Dinner Break
6:30 EAA, the topic is "[Angel Flights](#): harnessing your skills to help medical patients in need"

Closing

Thanks for continuing to follow these updates as we explore pathways to grow general aviation locally through collaboration with SAC. We look forward to your continued participation well as welcoming you to our new website, which will go live in the next quarter.

To a better Savannah Area Aviation experience,

SAAA Interim Council
Tom Huff
Ted Meyer
David Scroggs