

September 2006

CONNECTIONS

Barkley Regional Airport Authority

Checking Out The Changes

Three years ago Barkley Regional Airport's secondary runway was 4,000 feet. The terminal had not been renovated since 1978. Pilots did not have direct access to taxiways to get to the north/south runway. Airport service vehicles had to get permission from the tower to cross active runways.

Because of dollars through FAA, state, and congressional support all of those situations have been improved. Over the last 60 months, \$14,000,000 has been spent in a variety of improvement projects.

Congressman Ed Whitfield came to the airport recently to get an up close look and description of what has taken place.

"We really appreciate the oppor-



Neil Archer, Barkley Regional Airport Authority Chairman, explains the recently completed renovations to airport property to Congressman Ed Whitfield and Paducah Area Chamber of Commerce President, Elaine Spalding.

tunity to thank Congressman Whitfield personally for his interceding with FAA to stress the important nature of these airport improvements," said Airport Manager Richard Roof.

"The Board is also extremely grateful for the support and invaluable assistance on airport projects from Senators Jim Bunning and Mitch McConnell. We look forward to giving the Senators a tour of the facility."

October Is Parking Lot Survey Month

If you use the airport parking lot in October, the attendant will ask you in which state or county you reside. Annual tracking of the residency of airport customers is important

in identifying the marketing basin and confirming other data from a variety of sources.

Surveys in the past have revealed that a majority of passengers who use Barkley are

from McCracken County. The second greatest number live in Graves, followed by Marshall, Ballard, Massac, and Calloway.

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ACE Award

Kentucky Aviation Association recently recognized seven airport board members from across the Commonwealth for their service and volunteer spirit.

Neil Archer, Barkley Regional Airport Authority Chairman, was one of the seven who received a framed ACE certificate at the annual KAA conference in Lexington.

Archer has been a board member since 1995 and became the chairman in 2002. He was a pilot in the U. S. Air Force and has been a member of AOPA for 40 years.

Parking Lot Survey...

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A significant number of passengers come from Jackson and Williamson Counties in Illinois and Weakley County in Tennessee.

The marketing basin extends as far away as 150 miles in all directions.

October is a good month for getting an accurate reporting of residency. There are no major holidays, such as Christmas, when travel numbers typically increase. School is in session so summer vacations are over. The month having thirty-one days creates a broader picture of the passengers who are choosing Barkley Regional.



“21 Years And Loving It”

That’s what Teresa Dunigan has to say about being with Northwest Airlink in Paducah for just over two decades. Teresa spends her day assisting passengers with ticketing and boarding.

“The job has really changed since I started. In 1985, we had to hand write bag tags and tickets. Technology has made a big difference. Of course, security has changed and we have bigger planes now. We also have full flights.”

One constant has been the staff. Four of the local employees have a total of 57 years.



tially pond. The best method for removing water is not increasing the crown but instead cutting grooves.

Each time the grooving machine makes a pass it cuts out grooves that are one inch apart over an area thirty-nine inches wide. It's slow going since the runways are 5,500 and 6,500 feet long and 150 feet wide. Runways are closed from 9:30 P.M. to 6:00 A.M. for the project, which has been going on for two weeks.

Tearing of the pavement can be a potential problem when the machine is cutting the surface. To prevent tearing, a high pressure water feed is part of the process. A suction device is used to remove washed out debris.

What Is It?

Although it looks like something out of another time and place, the grooving machine is currently being used to make the runways safer.

Planes' braking action is dependent on the contact patch, where the tires meet the pavement. The grooving process minimizes the film of water left standing after rain. The grooves are reportedly better for slush and snow, also.

FAA has a limit on how steep the crown of a runway can be so water can poten-



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