

# Gulf Coast Reporters' League

Louisiana

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Florida



Vol. VI, Issue IV

A bi-monthly update of aerospace activities in the Gulf Coast I-10 region

February 2019



Support provided by



Steel beams go up in February for support buildings for the A320 and A220 production lines in Mobile, Ala.

Airbus photo

## Economic development

# Quiet jet promises big impact

*Two jetliner assembly lines and a growing MRO footprint likely to make the Mobile-Pensacola area of the I-10 corridor an attention-grabber for the international aerospace industry...*

### Mobile, Ala.

The new passenger jet that took off from New York Feb. 7 for the first revenue flight of an A220 for a U.S. airliner was “startlingly quiet,” according to a [Bloomberg](#) report.

In another, a reporter for [Business Insider](#) took an A220 flight from New York to Boston and back to see if it would live up to all the hype. After detailing the features in the

cabin, the writer came to this conclusion: “If I had the choice, I’d take the A220 all day, every day.”

A pretty nice endorsement.

While the jet may be quiet, it’s likely the last word you would use to describe the fanfare that occurred in Mobile during the Jan. 16 groundbreaking of the A220 final assembly line, the second in North America. The finale included a fireworks display over the acreage where the A220 FAL will be built.

Some 700 invited guests turned out at the Mobile Aeroplex at Brookley for the cere-



GCAC photo

monial groundbreaking for the \$300 million A220 final assembly line. Speakers talked about the significance of the assembly line for Mobile, the region and the company.

What's becoming increasingly clear is that the Mobile-Pensacola portion of the I-10 aerospace corridor is a hotspot for commercial aviation. In addition to the two jetliner assembly lines in Mobile, just 60 miles away in Pensacola there's a growing maintenance, repair and overhaul footprint (*see page 6*), which combined with Mobile's own MRO activities makes the area a magnet for suppliers. In the next few years the two cities will be looking to fill some 2,000 aerospace jobs.

Dignitaries on hand for the event included Alabama Gov. Kay Ivey and Airbus Chief Executive Officer Tom Enders. In addition to politicians, representatives from Delta Air Lines, Jet-Blue Airways and startup airlines Moxy were on hand. All those airlines plan to receive U.S.-made A220s.

The Mobile groundbreaking capped a three-day media tour involving some 30 mostly trade journalists. During the tour, Airbus executives stressed that the company remains on track in efforts to cut A220 production costs, boost production and land new customers, according to [FlightGlobal](#).

At the groundbreaking, Airbus chief executive Tom Enders defended the Mobile plan, saying a U.S. A220 site makes sense in an age of protectionism and nationalism. Besides, the United States is the single largest A220 market.

Enders and other Airbus officials also tied the A220 plant to Airbus' broader goal of expanding its U.S. footprint.

**The Mobile** facility will begin producing planes later this year, and will eventually have the capacity of four A220s a month. By that time, the site in Mirabel, Canada, will be capable of building 10 aircraft per month for a combined annual rate of 168 aircraft, according to [FlightGlobal](#).

When the line is completed, Mobile



Some 700 people showed up for the groundbreaking at the Mobile Aeroplex at Brookley.

GCAC photo

at that point will be the fourth largest jetliner assembly center in the world. The first delivery is expected in 2020.

Preparatory work on the site began prior to the ceremonial groundbreaking. By the first week in February, steel beams were put in place for support buildings for both the A320 and A220 production lines.

Airbus has already begun the hiring process, seeking its first candidates to fill manufacturing positions for the new line. Positions include aircraft structure/installation mechanics, installers for aircraft cabin furnishings and aircraft electricians.

As part of the recruiting effort, Airbus along with hiring partner AIDT, are looking to tap into the region's large veteran population. They scheduled open houses for Feb. 19 at Naval Air Station Pensacola, Fla., and Feb. 28 at Keesler Air Force Base, Miss. Airbus is looking for ex-military, Guard, Reserve and active duty personnel interest in working for the aerospace giant.

Successful candidates for all positions will participate in several weeks of training at AIDT in a combination of classroom and on-the-job training. Some candidates will also have on-the-

job training in Mirabel, where the planes are currently being built.

Production on the first aircraft begins in Q3 2019. In addition to the positions for the new A220 production facility, Airbus is also hiring for similar production positions in its current A320 production facility.

In total, Airbus expects to hire some 600 to 700 new employees over the next couple of years. Airbus Americas Chief Executive Jeff Knittel said he believes Airbus will be able to fill the need for workers.

Details have begun to emerge on the incentives that will be offered to Airbus as it builds a new jet assembly line in Mobile, including \$4 million in cash from the city of Mobile and an equal amount from Mobile County, according to [al.com](#).

### Customers

In April 2016, the A220 scored a huge win by nabbing Delta as a customer. The U.S. airline giant ordered 75 109-seat CS100 jets for delivery between 2018 and 2021, according to [Motley Fool](#).

Delta has ordered two versions of the jet, with the current, smaller ver-

sion seating 109 passengers and the larger 130. Delta expects all 90 of the A220s it has ordered to be delivered by the end of 2023.

Delta likes the aircraft's potential to reduce its unit costs. It touts it as the most efficient small jet in history. It has also noted that the A220, which gained its current name after Bombardier transferred a majority stake in the program to Airbus in the face of severe business headwinds, has wider seats than competing jets, and that provides a more comfortable ride for Delta's customers.

Delta received its first four A220s in late 2018, and launched its first revenue flights from Boston, Dallas and New York, in highly contested business routes at large hubs. In July more cities will be added to the list. *Bloomberg* reported that the new jet is startlingly quiet on takeoff.

The presence of the new jets in large markets may force other carriers to consider A220 orders of their own, especially if they are using cramped 50-seat regional jets. Airbus has a good chance at landing a deal to sell A220s to Spirit Airlines, already a large Airbus customer.

### The plane

The A220 is the smallest member of the Airbus line of passenger jets and is the former Bombardier CSeries. Airbus took over majority interest in the program under an Airbus/Bombardier partnership.

Airbus estimates that in the next two decades airlines worldwide will need 7,000 aircraft with 100 to 150 seats. The A220, which the company says burns 20 percent less fuel per seat than other comparably sized aircraft, would be a formidable competitor.

The A220 began life as Bombardier's CSeries. While its larger rivals focused on making improvements to their existing models, the Canadian jet maker took a big risk by developing a clean-sheet design that could offer unmatched performance.



Airbus briefs journalists during a visit to the company's U.S. Manufacturing Center in Mobile, Ala.

GCAC photo

Bombardier launched the CSeries on 31 July 2008, but has struggled to get customers. Airbus has owned the A220 for a little over seven months, having acquired it for nothing from a desperate Bombardier in July 2018. The A220s two primary customers are Delta and JetBlue.

Delta purchased A220s from Bombardier, prior to the partnership with



People signing beam at groundbreaking. GCAC photo

Airbus. In trying to win the JetBlue deal, it was competing with the Embraer E195-E2. In the end, it was with Airbus in control that JetBlue went with the A220. JetBlue's deliveries are due to begin in 2020.

The cabin offers LED lighting, generous legroom, headroom, oversize windows and bins, as well as broadband internet and seatback screens. It has two-by-three seating in economy, meaning fewer middle seats. All of the plane's seats will be wider than the industry average. It also has two rear lavatories, one with a window.

Two Pratt & Whitney's geared turbofan engines power the A220. The East Hartford, Conn., company has been involved in the project since 2007, when Bombardier Aerospace selected the PW1000G to power the plane.

Pratt & Whitney's estimates it burns 20 percent less fuel, reduces noise by 75 percent, and cuts nitrogen emissions by 50 percent, while also providing a significant improvement in operating costs compared to current-generation planes.

- David Tortorano

## Military

# Navy formally opens more capable OLF

*The Navy has a new outlying field after an unique deal that gave the base a capable training site and Escambia County land it hopes to develop...*

## Jay, Fla.

The orange-and-white TH-57 helicopter circled the field several times as it eased in for a landing at Site X in rural Santa Rosa County. It was the first of what will be countless landings over the coming decades as new pilots earn their wings.

The Navy's newest outlying landing field (OLF), more capable than the one it replaces, is now open for helicopter training following a Jan. 30 ribbon-cutting. That and the ceremonial hand-over of the key to the site was attended by representatives from the Navy, Escambia and Santa Rosa counties.

"We're getting a newer and more capable field than we had before," said Naval Air Station Commanding Officer Capt. Paul Bowdich, shortly after landing the TH-57 at Site X. Notably, there are no encroachment issues at the new site.

Exchange of the signed deeds, which is the act that finalized change of ownership for both properties of some 600 acres each, was a day before the ribbon-cutting. At the same time the Navy ceased operations at OLF Site 8 in neighboring Escambia County after nearly eight decades of training aviators at the site.

### Historic agreement

While the new landing field is important in itself because of improved capabilities, the entire process behind the exchange might very well serve as a model for other exchanges of land between the Navy and local governments. The deal has grabbed the attention of other areas that believe they can



Landing by Capt. Paul Bowdich marks the formal opening of Site X for training.

*NAS Whiting Field photo*

find better uses for Navy property, but need to find alternate spots for the Navy to conduct its mission.

There was no template for how to accomplish the land transfer, pretty much writing the rules along the way.

Escambia County had its eyes set on acquiring Site 8 because it's close to the growing Naval Federal Credit Union campus in Beulah. Because it is close to Interstate 10, Site 8 was seen by economic development officials as a great location to develop, perhaps a commerce park. Initial discussions began years ago.

An important step was to get special legislation authorizing the exchange in the National Defense Authorization Act (NDAA). Signed by President Obama on Nov. 25, 2015, it authorized but did not require, the Secretary of the Navy to convey NAS Whiting Field's Site 8 to Escambia County, in exchange for land and improvements from the county that were acceptable to the Navy as a replacement.

A land exchange agreement signed June 2016 between the Navy and Es-

cambia County, was amended September 2017 to reduce certain construction requirements that Escambia County was responsible to build. Site X construction was completed December 2018, and was deemed acceptable by the Navy for use as an OLF.

The project cost the Navy nothing.

A land exchange project of this nature is without recent precedent in the Navy. Many of the real estate procedures and processes required to execute this type of transaction are not formalized in Navy real estate directives and have not been successfully accomplished on this scale.

"This transaction is of keen interest to the highest levels of the Navy, and will serve as the model for leveraging our underutilized facilities and real property assets to obtain new facilities, optimize our resources and more effectively support the warfighter," said Naval Facilities Engineering Command Southeast Project Manager Ferdinand Salomon.

Representing the Office of the Assistant Secretary of the Navy, Energy,

Installations, and Environment, Jim Omans said that the “exchange of NOLF Site 8 is the best example to date of unlocking real estate value,” he said. “We receive modern, state of the art facilities that support naval aviation readiness today, tomorrow, the foreseeable future. The community can create new jobs, increase its tax base, and improve the quality of life for its residents by redeveloping Site 8.”

Rear Adm. Bette Bolivar, Commander, Navy Region Southeast, called the land exchange a “landmark event” that showcases the achievements possible when military installations and communities work together.

“Never before has a fully functional and vital military airfield been exchanged for a newly constructed airfield that meets the same capabilities and training requirements. This is a monumental achievement to have brought this ambitious plan to fruition,” she said. “It’s something that’s never been done before.”

Santa Rosa County commissioner Don Salter participated in the event recognizing the beginning of operations at NOLF Site X. He unveiled the new name Santa Rosa County has bestowed on the road adjacent to the field as Major Stephen W. Pless Medal of Honor Way.

Pless was a U.S. Marine Corps major who received the Medal of Honor for extraordinary heroism and outstanding flying skills during the Vietnam War. Salter said it’s an honor to recognize a great American hero by naming this new field’s road after Pless.

**Site X, in Jay**, is about 600 acres that affords helicopter students with land features so they can learn skills to advance as pilots in future helicopter platforms.

Construction began in 2016, with Naval Facilities Southeast Region in Jacksonville, Navy Installations Command and Whiting Field coordinating with Escambia County project managers to ensure requirements for the



Capt. Paul Bowdich and Col. Dave Morris cut the ribbon to Site X in Santa Rosa County.

*NAS Whiting Field photo*

training mission at NAS Whiting Field were met.

It has two pinnacles, earth platforms that provide students with tactical practice landing on a small raised surface. It also boasts a confined area landing feature that provides aviators practice in landing in tight areas surrounded by a wall of trees.

In addition, the runways and grass features give students and instructors the ability to fly a number of landing and flight techniques as they advance in their instruction.

Training Air Wing Five Commodore, Col. Dave Morris, U.S. Marine Corps, leads the aviation training at NAS Whiting Field and said, “one hundred percent of all Navy, Coast Guard and Marine Corps helicopter pilots train right here at NAS Whiting Field. This new outlying field provides our students aviators an outstanding platform to practice more options for tactical training and to hone their flying skills. Additionally, the location of the new field is about half the distance as compared to Site 8, so it automatically makes us more efficient and effective. This field is an example of the commu-

nity's tremendous involvement in supporting the training of our future aviators. We couldn't ask for better partners than we have in Escambia and Santa Rosa County.”

**NAS Whiting Field** trains all of the Navy, Coast Guard and Marine Corps helicopter pilots, as well as a number of international students each year.

Naval Air Station Whiting Field, home of Training Air Wing FIVE, is the backbone of Naval Aviation Training, supporting approximately 60 percent of all primary fixed-wing flight training and 100 percent of all initial helicopter training for the Navy, Coast Guard and Marine Corps.

NAS Whiting Field is the busiest aviation complex in the world with more than 1.2 million flight operations flown at the installation annually. It is comprised of two main airfields and 12 Navy Outlying Landing Fields across five counties in Southeast Alabama and Northwest Florida.

*- David Tortorano*

## Analysis

# MRO funds landed; airports add service



It was a number of years ago that a friend in Mobile expressed his displeasure with officials from Pensacola for meeting with what was then called VT MAE to discuss an MRO facility in Pensacola.

He looked at it as raiding a long-time Mobile company. But in the end it was clear that if a company is looking for an additional location, it's better they stay in this region.

We've come a long way since then. Those talks led to VT MAE (now ST Engineering) establishing a \$46 million maintenance, repair and overhaul (MRO) hangar at Pensacola International Airport. Now it's on track to get three new hangars, office space, warehouse and shop buildings in a \$210 million project, making Pensacola and Mobile two key MRO centers.

And considering Mobile is on track to become the fourth-largest aircraft manufacturing center in the world on the wings of Airbus, the MRO facilities are a big deal.

The MRO expansion project, which had already been promised \$25 million by the Florida Department of Transportation, got another \$20 million commitment from FDOT Feb. 13.

FDOT is amending its work program to removing funding from several other projects to fund the airport project, a process it said takes about eight weeks, according to its letter to the mayor. FDOT's work program and budget will still need to be reviewed by the Florida Legislature, but if ap-

proved, Pensacola will receive the funding in 2021 for the project.

Several other organizations also increased their commitment before FDOT. In early February the Pensacola City Council and Escambia County Commission each approved committing an additional \$5 million a piece to the project, bringing the local governments' contribution to \$15 million each.

Then on Feb. 8, Triumph Gulf Coast - the group that oversees the distribution of BP oil spill recovery funds - agreed to provide another \$10 million for the project, upping the previous award. The funding was \$2.5 million less than what the city wanted.

The initial grant of \$56 million called for a commitment to Pensacola that would create 1,325 jobs and keep them in the community for at least three years. Triumph upped that to seven years as a condition for the extra funds.

ST Engineering has said its first hangar, which opened in June 2018, would generate 400 jobs. The city, after all the additional contributions that came this month, is still on the hook for about \$4.8 million. But Mayor Grover Robinson is optimistic that can be raise.

Triumph's vote removed the March 31 deadline the city was facing to find all of the other sources of funding, but the city, ST Engineering and Triumph will have to negotiate and sign a contract before the grant is awarded.

## Airports

Airports in the region have announced new service, but the most striking may be the announcement that Denver-based Frontier Airlines will offer service to and from the Downtown Airport at Brookley Field beginning May 1 from a new passenger terminal.

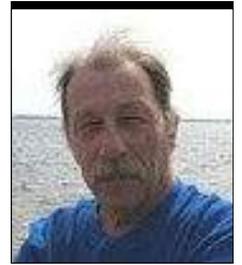
It's significant because it's all part of the city's move to move passenger service from Mobile Regional Airport in west Mobile to the downtown location where Air-

bus is building passenger jets. Frontier will provide nonstop service to Chicago's O'Hare Airport and Denver. Frontier will be the first airline to offer service from Brookley. Via Airlines has talked about providing service at Brookley but currently operates out of the regional airport, where United, Delta, and American Airlines also operate.

A feasibility study commissioned by the Mobile Airport Authority found that the benefits of moving passenger service from west Mobile to downtown outweighed the drawbacks. The pluses include its location downtown and easy interstate access. It's also closer to potential patrons in Baldwin County, making it more competitive with airports in Pensacola and Biloxi.

**Other new** air service routes have also been recently announced. Over in Florida at the Destin-Fort Walton Beach Airport (VPS), Allegiant Airlines announced the debut of nonstop service to seven cities: Des Moines, Iowa; Huntington (Tri-State), W. Va.; Little Rock, Ark.; Rockford/Chicago, Ill.; Shreveport, La.; Toledo, Ohio/Detroit, Mich.; and Wichita, Kan.

"We couldn't be more proud of our partnership with Allegiant Air and the seven new nonstop flights from the Destin-Fort Walton Beach Airport, bringing our total to 37 nonstop destinations," said Tracy Stage, Okaloosa County Airports Director. All seven routes will operate twice weekly.



David Tortorano

Earlier, Allegiant Air also announced the debut of nonstop service from VPS to Omaha's Eppley Airfield (OMA) and Tulsa International Airport (TUL) beginning June 6, 2019. Tickets are on sale now.

Also at VPS, Silver Airways announced the debut of daily nonstop service from VPS to Orlando International Airport (MCO) beginning on May 17, 2019. Silver will announce its flight schedule and propose fares Feb. 19, when tickets will go on sale.

Silver Airways on Feb. 13 started daily nonstop service between Fort Lauderdale-Hollywood International Airport (FLL) and Pensacola International Airport (PNS).

To celebrate the new service, Silver is offering fares from \$89 available at SilverAirways.com for a limited time for travel between Feb. 13 and May 22 for ticketing before Nov. 19.

"The commencement of direct service to Ft. Lauderdale and the South Florida area provides another link to one of the Pensacola Gulf Coast Region's top ten market areas," said Pensacola Airport Director Dan Flynn.

Years ago there was talk about some of the airports in the region joining together for a larger airport to serve the entire region. But it's been clear for a long time now that the wide ranges of choices for travelers is one of the highlights of this region.

## Space

In its first test of an RS-25 rocket engine since an aborted test in mid-December, NASA's Stennis Space Center (SSC), Miss., had a successful hot-fire Feb. 13 on the A-1 Test Stand.



The engines, repurposed engines from the Space Shuttle program, are crucial to NASA's ambitious Space Launch System (SLS) program, a massive space vehicle that will boost astronauts deeper into space than ever before.

The hot fire marked the first RS-25 test of the year at SSC, continuing a series with developmental engine No. 0525 that began last August.

The test once more featured a flight controller to be used on an SLS mission and marked the third time since last February that NASA has powered its RS-25 engine up to 113 percent of original thrust. NASA is testing RS-25 engines to help power the SLS rocket, being built to send humans deeper into space than ever before.

Four RS-25 engines, firing simultaneously, will produce 2 million pounds of combined thrust during SLS launch and ascent. RS-25 engines for initial missions are former space shuttle engines, designed to provide a power level categorized as 100 percent thrust.

For SLS, engineers are modifying RS-25 engines to provide up to 111 percent of original thrust. Testing at 113 percent at SSC demonstrates a margin of safety for operating the engine at the higher thrust.

A key component of the modifications is the new flight controller, which acts as the "brain" to help control engine operation and facilitate communication between the engine and SLS rocket.

Aerojet Rocketdyne has received delivery of 18 new controllers from subcontractor Honeywell International Inc., 16 to be used on the first four SLS missions, one qualification unit and one engine spare. NASA has been testing the new controllers at Stennis since March 2017.

The RS-25 hot fire also continued testing of two engine components – a 3D-printed pogo accumulator to dampen pressure oscillations that can cause flight instability and a main combustion chamber fabricated using a hot

isostatic pressure (HIP) bonding technique. The latest test at the A-1 stand was the first since mid-December, when a test was terminated early due to an observed anomaly.

**On the commercial space front,** a company using Stennis Space Center now has use an historic launch complex in Florida.

Relativity Space, a three-year-old start-up that aims to build rockets using 3D printers, announced a contract in January with the Air Force to build and operate a launch facility at Cape Canaveral Air Force Station, Fla.

The five-year "multi-user" agreement means Relativity can begin operating out of Launch Complex 16 (LC-16), the historic location built in the 1950s and site of hundreds of American space launches. There is no monetary exchange or lease payment to the Air Force.

The agreement includes an option to extend for an exclusive 20-year term. It's the fourth private company to have an orbital launch site at Cape Canaveral. The others are SpaceX, United Launch Alliance and Blue Origin.

Relativity CEO Tim Ellis estimates the launch facilities represent more than \$10 million worth of existing infrastructure. Relativity has built one of the world's largest 3-D printers, called Stargate, and has developed its own rocket engine, Aeon 1.

Relativity has a 20-year leasing agreement with SSC in Mississippi to test fire its rocket engines at the E-4 complex. The contract gives Relativity access to four robust testing chambers at SSC. Relativity, headquartered in Los Angeles, Calif., is looking for more space in L.A. It has grown from 14 employees a year ago to 60.

**Private companies** like Relativity are showing the value of utilizing unused or under-used NASA facilities. Rather than lying dormant, the expensive NASA assets are helping to fuel



**Additional support  
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**Trent Lott International  
Airport, Moss Point, Miss.**

## Upcoming

Last October we brought you a special edition of this newsletter, focusing on education and training for the aerospace and aviation fields.

Now we have decided to strive to put at least one education/training story in each issue during 2019.

As we mentioned in October, the workers shortage in the field is across the board and growing. The Mobile-Pensacola area will in the next few years have to find trained workers to fill some 2,000 positions, no small task.

Beginning in the April issue, we'll begin highlighting some of the efforts to address the shortage. If this region is successful, it will shine a bright light on the Gulf Coast, and perhaps serve as a model for others.

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this nation's robust commercial space industry - and to renew interest in space.

It could be argued that the money saved by Relativity by using NASA facilities is helping it develop new technologies.

The company, which is building its space vehicle using 3D printing technology, recently won a new patent grant for its autonomous technology. Disrupting 50 years of aerospace technology, Relativity is the only aerospace factory to use a proprietary and patented autonomous 3D printing technology, machine learning, and software to optimize every aspect of the rocket manufacturing process.

Relativity can print its next-generation Ter-ran 1 rocket in less than 60 days, while traditional rockets take 18 months or more. Ter-ran 1 is the world's first completely 3D printed rocket, with 100 times fewer parts than traditional rockets.

Relativity says it's on track to conduct its first full orbital launch by the end of 2020.

**On another** space front, the government shutdown did impacting NASA's SLS program for a time. Qualification testing on the SLS's intertank and hydrogen tank was delayed at NASA's Marshall Space Flight Center in Huntsville, Ala.

"The intertank was undergoing testing when the government shut down," according to John Shannon, the SLS program manager at Boeing. It also meant testing could not begin on the hydrogen tank that arrived at Marshall around the time of the shutdown.

The testing to ensure rocket components can withstand harsh launch conditions had already been completed for the engine. The shutdown also impacted for a time modifications to the stand at SSC that will hold the rocket during a test-fire of all four engines.

Despite the shutdown, Boeing thinks it will be able to deliver the first completed rocket to NASA as planned in the late fall.

### DoD contracts

Since the last newsletter in mid-December, nearly 30 aerospace-related Department of Defense contracts have been awarded that

have some connection to the Gulf Coast Aerospace Corridor region.

The contracts during that time had a combined value of nearly \$3 billion.

DoD contracts are included in our daily aerospace news feed if a company from this region is awarded a contract, either all or in part, or if a site in this region will do some of the work.

Contracts are also include in our feed if the contracting activity is based in the region, or if a funded DoD program has a significant presence in the region, such as the F-35 program.

The list we provide only includes contracts above \$7 million in value, and does not include non-aviation-related contracts.

Far and away, most of the contracts with a connection to this region involve the F-35. We list it because Eglin Air Force Base, Fla., is home of the F-35 integrated training center, and Tyndall Air Force Base, Fla., is being considered to base F-35s. So that program is important to the region.

*(Compiled from Gulf Coast Aerospace Corridor daily news feed from mid-December to mid-February.)*

#### Recent MRO news posts:

- MRO project lands \$20M more [2/13/19](#)
- MRO project gets more money [2/8/19](#)
- Pensacola moves ahead on hangar [12/28/18](#)

#### Recent airport news posts:

- VPS gets new Allegiant routes [2/12/19](#)
- PNS begins new service [2/12/19](#)
- Silver announces non-stop flights [2/11/19](#)
- Frontier to use downtown airport [1/22/19](#)
- VPS getting new air service [1/15/19](#)

#### Recent space news posts:

- NASA resumes RS-25 testing [2/13/19](#)
- Relativity gets launchpad [1/17/19](#)
- Shutdown impacting SLS [1/14/19](#)