

# Florida Flyer

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Fall 2011

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Courtesy of the City of Naples Airport Authority

*Approaching Runway 5 at Naples Municipal Airport with the Gordon River in the foreground.*

## Naples Municipal Airport

Naples Municipal Airport (APF) is located within minutes of downtown Naples in Collier County on Florida's southwest coast. The airport is bordered by residential neighborhoods, natural areas, and commercial and industrial properties. The east side of the airport fronts a busy multi-lane roadway, where tropical landscaping, three freeform ponds, and attractive signage serve as the airport's front door.

A popular tourist destination, the Naples area offers beautiful beaches,

championship golf courses, upscale shopping centers, and several parks and wildlife refuges. The area also attracts business travelers, making Naples Municipal Airport one of the top business jet destinations in the nation.

### Naples Airdrome

Naples Municipal Airport traces its history to World War II when the Naples Airdrome, built in 1942, served as an

**See Naples, page 4**

# MANAGER'S CORNER



Aaron N. Smith  
State Aviation Manager

*“Florida has one of the most robust aviation systems in the country, and each airport needs your local support to protect it for our future.”*

## 2012 Legislative Session

The 2012 Legislative Session is fast approaching. Due to redistricting, the 2012 Legislative Session begins earlier than usual this year: January 10, 2012 to March 9, 2012. However, legislative staffers are already working the issues and committee meetings are underway. It's going to be another busy year. Unfortunately, at the federal level the Federal Aviation Administration (FAA) continues to operate under a short-term extension and there seems to be no relief in sight. Let us all hope the FAA does not experience a partial shutdown . . . again.

## Air Operations Branch

The Florida Department of Transportation Aviation Office has joined together with the State Emergency Operations Center (SEOC) and the Florida Fish and Wildlife Conservation Commission (FWC) to create an Air Operations Branch. The Air Operations Branch will report directly to the Operations Branch Director of the State Emergency Response Team, thereby bypassing the Department's own emergency operations center, or Emergency Support Function 1 (ESF 1). When activated, the newly created branch will be responsible for coordinating statewide aviation information and assets. The Aviation Office has identified two staff members who will serve in this new capacity: David Roberts, Aviation Operations Administrator, and Sergey Kireyev, Airspace and Land Use Manager. Dave and Sergey have been and will continue to work with Florida's SEOC to further refine and define the future on the Air Operations Branch duties and responsibilities. For more information, please contact Dave Roberts at (850) 414-4500.

## Local Airport Support

I would like to take a moment to recognize and thank those who support your local airport. It's absolutely critical that you continue to support Florida's strategic system of airports. It is also important to remember Florida's aviation heritage. Over the past 100 years, aviation in Florida has been a significant presence. During World War II, thousands of pilots received their primary and advanced flight training in Avon Park, Marianna, Apalachicola, Fort Pierce, Immokalee, Fort Lauderdale, Stuart, Fort Myers, Perry, Titusville, Lake City, and the list goes on.

Even though commercial and residential development over the past couple of years has slowed, it will return. And when it does, the local aviation enthusiast, pilot, mechanic, FBO operator, flight instructor, and local businesses need to stand, let your voice be heard, and support your airport. You've contributed to the airport's improvements. That new taxiway or runway overlay, entrance road, hangars or terminal, runway markings and lights are there in part because of your continued investments into Florida's aviation system. So, bring your neighbor, friend, or business associate out to the airport. Explain the history and importance of your local airport. The Department has economic impact brochures available on our website, <http://www.dot.state.fl.us/aviation/economicimpact.shtm>. Use them as a tool to educate.

Florida has one of the most robust aviation systems in the country, and each airport needs your local support to protect it for our future. And remember, safety belts and shoulder harnesses save lives. So, whether you drive or fly, buckle up!

# FDOT Secretary Prasad Announces Major Transportation Plan

Florida Department of Transportation Secretary Ananth Prasad unveiled the Florida Transportation Vision for the 21st Century in August in Marco Island. Prasad outlined Governor Scott's goals to spur private sector job creation and to get Florida's economy growing by having the best transportation and infrastructure system in the nation.

The Florida Transportation Vision plan uses creative financing alternatives, offers transportation choices, reduces bureaucracy, and emphasizes port development. The plan streamlines decision making, plans and develops future corridors, and provides faster project delivery to keep Florida moving.

## About Secretary Prasad

In April, Ananth Prasad was named Secretary of the Florida Department of Transportation by Governor Rick Scott. Secretary Prasad is responsible for managing the \$7 billion agency which

oversees infrastructure projects that are vital to Governor Scott's 7-7-7 Jobs Plan.

Secretary Prasad addressed the Florida Airports Council (FAC) conference in Broward County in July and stated, "The Department recognizes the significant impact the aviation and aerospace industry has in Florida: \$114.7 billion to the state's economy annually and \$38.8 billion in payroll. Four large-hub commercial airports process 7 percent of the nation's air cargo and 10 percent of the nation's passengers. Over 50 percent of Florida tourists arrive via our airports; the Department continues to support strategic investments in the aviation transportation infrastructure."

The Secretary pledged to the conference participants that our Aviation Office will continue to work in close partnership with Bill Johnson, FAC Executive Director, and the FAC Board of Directors on key aviation issues.



Ananth Prasad  
FDOT Secretary

Secretary Prasad has 20 years of experience in the transportation industry, including 18 years with FDOT where he previously held the positions of Chief Engineer, Director of Construction, and Assistant Secretary for Engineering and Operations. In these positions he was responsible for implementing various innovative contracting techniques, including public-private partnerships. ♦

## Airport Approach Surface

by Jason Myers

In this issue of the *Florida Flyer*, we will continue our discussions on airport safety and other important aspects of Florida's airport licensing program. A key safety requirement for an airport to maintain and improve upon is the approach surface.

The approach surface's purpose is to protect aircraft in flight that are maneuvering to the landing area. It is determined by factors such as type of landing area, visibility, weight of the landing aircraft, and the type of landing approach. It must be clear of objects. If objects are located inside the approach surface, corrective action must be taken to ensure safe flight. If required approach surfaces are not maintained by the airport, action may be taken against the airport's license.

The approach surface is a defined surface area that surrounds and protects the landing approach area. It is longitudinally centered on the extended runway centerline and extends outward and upward from each end of the runway primary surface. The approach surface horizontal component is trapezoidal in shape with the inner width equal to the width of the primary surface. The outer width flares outward to a greater width depending on the type of landing area, weight of the landing aircraft, visibility, and the type of landing approach. Additionally, the outer width of an approach surface to an end of a runway shall be that width required for the most precise landing approach for that runway end. The approach surface also has a vertical component given by a "ratio," such

as 20:1, which means that for every 20 feet measured, horizontally, the vertical component increases one foot upward. A specific approach surface is applied to each end of each runway based upon the type of landing approach existing or planned for that specific runway end, meaning that different approach surface dimensions and ratios can exist at opposite ends of the same runway.

If you would like to know the state requirements for the airport approach surface concerning your facility, please refer to Chapter 14-60, Florida Administrative Code, available on the website of the FDOT Aviation Office at [www.dot.state.fl.us/aviation/flpub.shtm](http://www.dot.state.fl.us/aviation/flpub.shtm).

As always, please feel free to contact me if you have questions or require additional information concerning Florida's airport licensing program. ♦

*Jason Myers is the Airport Inspection and Safety Manager for the FDOT Aviation Office. Contact him at (850) 414-4515 or [Jason.Myers@dot.state.fl.us](mailto:Jason.Myers@dot.state.fl.us).*

# Naples Municipal Airport

Continued from page 1

Air Corps combat training base for gunners, bomber crews, and fighter pilots. After the war ended, local governments took control of the field.

During the years after World War II, the city of Naples owned and managed the airport until 1969 when ownership of the airport was transferred to the City of Naples Airport Authority under a 99-year lease.

From the mid-1990s through the mid-2000s, as many as seven commercial carriers served the airport at one time, transporting up to 174,000 passengers annually. When the economy shifted, the airlines left. Although Naples Municipal Airport now operates as a general aviation airport, it maintains its FAA Part 139 Airport Certification as a Class I air carrier airport.

## Intersecting runways

Naples Municipal Airport has two intersecting runways. Runway 5/23 is the primary non-precision runway with a 34:1 approach on each end; the crosswind runway, 14/32, is a VFR runway with a 20:1 approach on each end. Runways 5, 14, and 32 have displaced thresholds for maintaining a minimum 1,000-foot safety area off each runway end. A turf runway runs parallel to Runway 5/23; Runway NE/SW is 1,850 feet long and is temporarily closed.

The FAA gave environmental approval to pave the safety areas at both ends of the main runway. Runway 5/23 was closed July 25 for the duration of construction, which is scheduled to be completed before Thanksgiving. Aircraft continue to use the airport's second runway. Additional pavement will extend the runway's declared takeoff distance from 5,000 to 5,800 feet. The landing distance will remain the same. The extra length will help mitigate noise by allowing aircraft to achieve higher altitudes before leaving the airport, reducing sound under the flight path.

Extra runway length improves safety by providing more room for



## Points of Interest

- Naples Municipal Airport accommodated more than 86,000 operations in 2010.
- 396 aircraft are based at the airport.
- More than 75 percent of the airport's annual general aviation operations are business related.

aborted takeoffs and other emergencies. In addition, it improves the airport's chances of resuming commercial air service with regional jets, which can require more runway length to take off when fully loaded with passengers.

Runway 14/32 is scheduled for a complete rehabilitation in the next two years. All supporting taxiways have been milled and overlaid during the last three years.

## General aviation terminal

The airport recently renovated and expanded the general aviation terminal to offer an improved facility for



Courtesy of the City of Naples Airport Authority

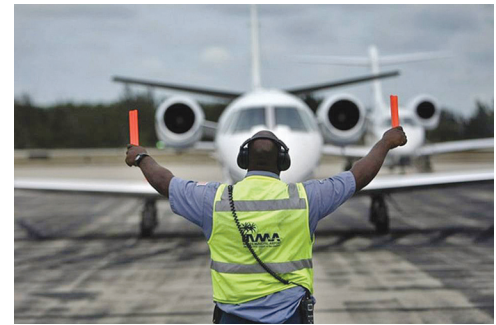
*Airside view of the general aviation terminal at Naples Municipal Airport (above) and the lobby (left).*

visitors and to position the airport to compete with public and private FBOs. Complimentary coffee, ice, and newspapers are provided in the general aviation terminal, which includes a spacious and comfortable passenger lounge, business center and conference rooms, fitness facility, pilots' lounge, weather-data station, and flight-planning center. Complimentary Wi-Fi is available throughout the airport.

The airport authority recently constructed an observation deck, with parking areas, picnic tables, and a fenced playground, overlooking the southeast end of Runway 5. The observation deck is located along the Gordon River Greenway, a scenic, paved nature trail adjacent to the airport. The airport authority recently extended the sidewalk along the north side of the airport and added landscaping. The walkway eventually will circle the airport property.

## Airport tenants

The Collier County Sheriff's Aviation Unit, Emergency Medical Services, Civil Air Patrol, Collier County Mosquito Control, and Humane Society of Collier County are based at the airport and benefit from its central location. Other tenants include car rental agencies, flight schools, and other aviation



Courtesy of the City of Naples Airport Authority

*Clockwise, from above: Ramp fueling at the general aviation terminal; aircraft marshaling; Airport-Pulling Road stormwater-management pond on the east side of Naples Municipal Airport.*

and non-aviation businesses.

In December 2010, U.S. Customs and Border Protection began providing services from a new customs facility located east of the air traffic control tower. During the first six months of operation, more than 250 aircraft, many of them based at the airport, cleared customs through the new facility.

## The community

Naples Municipal Airport regularly participates and supports community events, such as half-marathons, Fourth of July celebrations, and the annual Run for the Paws to benefit the humane society. Two dozen school classes and other groups enjoy escorted tours of the airport each year.

The airport actively supports the Naples Pilots Association, the Experimental Aircraft Association, and the Young Eagles program, which develops the next generation of aviators.

The airport is providing space in the commercial terminal, located in the southern quadrant, to the new Museum of Military Memorabilia. The museum recently opened with displays of more than 500 artifacts, including aircraft models, flight jackets, uniforms, medals, newspaper clippings, and books. Convenient parking and easy access

encourages the public and school groups to enjoy this historic collection.

## Executive Director

Ted Soliday, Executive Director of the City of Naples Airport Authority, has more than 40 years of experience in many aspects of aviation, including pilot, air traffic controller, educator, planner, and manager. He recently completed a term as president of the Florida Airports Council (FAC). The airport authority will host the FAC annual conference in Naples in July 2012.

Naples Municipal Airport is financially self-sufficient and receives no funding or tax dollars from the city of Naples or Collier County. The success of its safety program controls insurance costs, and a formal succession plan for management provides continuity and long-term stability.

To learn more about Naples Municipal Airport, see [www.flynaples.com](http://www.flynaples.com). ♦

## Economic Impact

Total annual economic impact of Naples Municipal Airport follows:

- **Total employment: 2,372 jobs**
- **Direct impacts: \$89,781,400** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$62,622,000** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$120,735,500**
- **Total economic activity: \$273,138,900**

—from the *Florida Statewide Aviation Economic Impact Study*, completed in March 2010

# 2011 Florida Aviation Awards



Ananth Prasad, FDOT Secretary, and Andy Keith, FDOT Aviation Development Administrator, announced the winners of the 2011 Florida Aviation Awards at the Florida Airports Council Conference in July.

## Aviation Professional

### Greg Donovan

Greg Donovan, A.A.E., is Airports Director for Okaloosa County Airports, a multiple airport system that includes commercial and general aviation airports. He has led these airports to monumental success since his appointment.

Soon after Donovan decided to construct a concourse expansion, a high-quality carrier announced it would fly out of the commercial airport. The airport netted an additional 128 jobs and an annual impact of more than \$370 million.

Donovan has served as Chair of the Regional CFASPP Steering Committee, and he currently serves as President of the Florida Airports Council.

## General Aviation Airport

### Hernando County Airport

Airport Manager Don Silvernell and the staff of Hernando County Airport are committed to promoting aviation safety, and they relentlessly seek opportunities to bring new businesses to the airport, thereby increasing job opportunities and economic growth.

The airport recently completed a number of airfield safety enhancements. These enhancements, along with clear approaches and the onsite fire station, increase safety for the flying public.

We congratulate Airport Manager Don Silvernell, the staff of Hernando County Airport, and Hernando County Board of County Commissioners.

## Commercial Service Airport

### Pensacola Gulf Coast Regional Airport

Pensacola Gulf Coast Regional



FDOT Secretary Prasad (center, in most of the photos) and Andy Keith, FDOT's Aviation Development Administrator (far right in all photos), present the 2011 Florida Aviation Awards. Clockwise from above left: **Aviation Professional**, Greg Donovan (left), Okaloosa County Airports Director; **General Aviation Airport Project**, Vero Beach Municipal Airport; **Commercial Service Airport Project**, Northwest Florida Beaches International Airport; **Commercial Service Airport**, Belinda Zephir (left), Marketing Manager, Pensacola Gulf Coast Regional Airport; **General Aviation Airport**, Don Silvernell (left), Hernando County Airport Manager.

Airport excels in the areas of safety, aesthetics, and airport management. The airport completely rehabilitated all of its runways and taxiways to ensure operational safety, and also made a number of changes to the terminal area.

After experiencing a 57 percent growth in passenger traffic and suffering from capacity constraints, the airport began a terminal expansion project, including a new fully automated baggage screening system.

We congratulate Airport Director Melinda Crawford, A.A.E., the staff of Pensacola Gulf Coast Regional Airport, and the city of Pensacola.

## General Aviation Airport Project

### Vero Beach Municipal Airport Runway Rehabilitation

The rehabilitation of Runway 11L-29R, including taxiway F and connectors, at Vero Beach Municipal Airport demonstrated numerous contributions toward several safety elements, airport development, and enhanced capacity.

With the rehabilitated runway in place, Vero Beach Municipal Airport has improved several safety issues and

has positioned itself to accommodate the high volume of flight training.

We congratulate Airport Manager Eric Menger; the staff of Vero Beach Municipal Airport; Wilbur Smith Associates, consultant; and Ranger Construction Industries, contractor.

## Commercial Service Airport Project

### Northwest Florida Beaches International Airport Relocation / Construction

More than 20 years ago, the Panama City airport began discussing the need to expand. Because the airport's two runways lacked sufficient runway safety areas, relocation was the best option.

In 2010 the airport, now named Northwest Florida Beaches International Airport, completed its relocation to a new site 20 miles away. The airport is the first greenfield commercial airport to open in the U.S. in more than 10 years.

We congratulate former Executive Director Randall Curtis, A.A.E.; the staff of Northwest Florida Beaches Int'l; Kellogg Brown & Root Services, Inc., consultant; Walbridge, contractor; and Phoenix Construction, contractor. ♦

# Overview of FDOT's Finance and Budget Process

## Part 2 of an article about the Florida Aviation Work Program

We continue our discussion of the Florida Aviation Work Program with this article covering the "winter" and "spring" portions and the conclusion of "Work Program, Finance, and Budget Process Overview," a user-friendly report from the FDOT Aviation Office.

### Winter

Work Program development reaches a critical stage in early January when the computer "gaming" process draws to a close. At this point, Florida Department of Transportation districts must have their projects identified, scheduled, and balanced to fund allocations. They will have completed much of their local coordination. Immediately after gaming ends, Department staff members prepare the new proposed Tentative Work Program for presentation to, and review by, the Department's Secretary and Executive Committee. This review is important and must be completed before the new Tentative Work Program is submitted to the Executive Office of the Governor, the legislative appropriations committees, the Transportation Commission, and the Department of Community Affairs in February.

After review by the Transportation Commission and statewide public hearing, the Tentative Work Program is submitted to the Legislature and the Executive Office of the Governor no later than 14 days after the regular legislative session begins in March.

The Tentative Work Program must include a 36-month forecast of cash and expenditures, a five-year finance plan, and a program and resource plan supporting the Tentative Work Program.

During December and January, the Governor's staff prepare the Governor's budget recommendations for all agencies, including the Department of Transportation. Department staff members assist in this analysis.

### Spring

Shortly after the regular legislative

session begins in March, the Governor's budget recommendations and the Tentative Work Program become available. During March and April, Department staff members work closely with staff of the Governor's Office and the two legislative appropriations committees to integrate all of this information into an appropriations act.

The Legislature appropriates funds for one year only. While legislators and their staff review the five-year Tentative Work Program, they do not formally approve it. The appropriations act does, however, represent legislative review and response to the proposed first year of that Tentative Work Program. Generally, the Legislature will accept the Work Program and the associated appropriation request as recommended by the Department and the Governor for product categories (highway and bridge construction, right of way acquisition, public transportation, product support consultants, and operations and maintenance contracts). The Legislature frequently adjusts non-product categories such as administration or other in-house categories in accordance with the advice of appropriations committee staff.

Before the Legislature completes its session, the Department will already be working on the next cycle of this process. The Program and Resource Plan will be updated to reflect the Tentative Work Program, and staff will begin financial and program analysis in preparation for program balancing.

### Summer

Once the new appropriations act is available in June, the Work Program is adjusted as necessary to reflect the appropriations and is adjusted for actual accomplishments of the Department during the past fiscal year.

In early July, the new Work Program is adopted by the Secretary; budget allocations are issued to the districts, Turnpike Enterprise, and central office divisions; and the process moves

into the new year.

This has been a lengthy discussion of a complex process. However, this overview should provide perspective to the reader on the overall scheme of things and how the various activities and documents fit together.

### For this fiscal year only

During the current fiscal year, 2011/2012, the Aviation Work Program process will follow the steps outlined in this article. The timing of some steps, however, will be slightly different because of legislative redistricting during the upcoming legislative session beginning in January 2012. ♦

For more information about the Florida Aviation Work Program, see Part 1 of this article, "Overview of FDOT's Finance and Budget Process" in our Spring 2011 issue, and "Florida's Aviation Work Program" in our Winter 2011 issue. Back issues of the Florida Flyer are available on our website, [www.dot.state.fl.us/aviation](http://www.dot.state.fl.us/aviation) (select "General Info – Florida Flyer Newsletters").

## Calendar

Please contact event organizers before attending in case of cancellation due to weather or other factors.

### November 12–13, 2011

2011 Stuart Air Show, Witham Field; for more information, see [www.stuartairstow.com](http://www.stuartairstow.com) or contact Desiree Bonnie at (772) 781-4882

### January 19–22, 2012

US Sport Aviation Expo, Sebring Regional Airport; for more information, see [www.sport-aviation-expo.com](http://www.sport-aviation-expo.com) or contact Jana Filip (863) 655-6444 ext. 117

For information about CFASPP, see [www.cfaspp.com](http://www.cfaspp.com).

# Florida Aviation System Plan (FASP 2025) Revisited

by Erik R. Treudt

In June 1971, the Florida Department of Transportation (FDOT) in conjunction with the Federal Aviation Administration (FAA) undertook the formulation of a Statewide Aviation System Plan. Phase I of the Florida Aviation System Plan (FASP) was published on August 31, 1973, and was one of the first state aviation system plans in the nation. Since that time, the FDOT Aviation Office has completed updates to the FASP in 1988, 1992, and most recently in 2005 with the FASP 2025. By definition, the FASP is a high-level policy plan that guides the state government's and federal government's investments in Florida's system of airports. The FASP also provides input into the Florida Transportation Plan (FTP) which drives the goals for transportation decisions in the state.

The FASP was developed to provide

decision makers with the most timely and accurate information so that limited funding resources can be leveraged appropriately. Critical to developing this plan was the creation of the Continuing Florida Aviation System Planning Process (CFASPP). By allowing the nine regional CFASPP steering committees to meet throughout the year, the system plan receives the necessary and timely input that is critical for its success. Since the first meeting of CFASPP on November 8, 1984, in the East Central Metropolitan Area, the CFASPP steering committee members have provided invaluable input into the system plan. This input has produced the high quality aviation system we have today. It is extremely important that as the FDOT continues the process of updating the goals and objectives, we retain the critical input from Florida's airport

stakeholders. Remember, stakeholder direct input into the FASP will have a direct impact on the investment decisions that will be made both now and in the future.

The next update to the FASP Strategic Plan is in progress and should be completed by the end of November 2011. The goals and objectives will be updated and aligned with the goals of the recently completed 2060 Florida Transportation Plan. We will then be focusing on the next update to the regional and statewide overviews.

In order to provide opportunity for input, everyone is invited to attend the CFASPP steering committee meetings that are held three times per year by visiting the website for the latest schedule at [www.cfaspp.com](http://www.cfaspp.com). Click on the Committees link at the top of the page for a map that will guide you to your local committee. If you have any further questions, please do not hesitate to contact me. ♦

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