

Florida Flyer

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Winter 2011

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2011 Airport Directory and Aeronautical Chart Now Available



Photograph by Bob Oehl

Aerial view of Keystone Heights Airport in northeast Florida.

Keystone Heights Airport

Located in an area of northeast Florida that is known for an abundance of lakes, Keystone Heights Airport (42J) serves the aviation needs of Bradford and Clay counties and portions of Alachua County. The airport actually straddles Bradford and Clay counties and is the only general aviation airport in these two counties.

Surrounded by small communities offering plenty of hospitality and small-town appeal, the airport lies 4 miles north of Keystone Heights and approximately 10 miles southeast of Starke on State Road 100.

Outdoor activities such as boating, skiing, canoeing, and camping are popular recreational activities in this rural area.

Two runways

Keystone Heights Airport has two runways, 05/23 and 11/29, and is currently resurfacing runway 05/23 and installing new runway lights and making other improvements. In 2009, the airport completed construction of a 4-unit corporate hangar and a 10-unit T-hangar with Hydroswing doors. The airport

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MANAGER'S CORNER



Aaron N. Smith
State Aviation Manager

“The Department resembles a private-sector company in that it must forecast expected revenues and develop a finance plan.”

With the New Year, excitement and anticipation are in the air. You can actually feel it! We have a new governor and Legislature, and they have already started to tackle the huge challenges facing the state. It's no surprise one of their most significant tasks will be balancing the state's budget for next year. Although not on the same scale, just developing the Aviation Program's budget is a lengthy and complex undertaking where few people know how all the pieces fit together. I've also found those who take the time to learn just the basics are in a better position to take full advantage of what the Aviation Program has to offer. So, in this issue of the *Florida Flyer*, there is an article focused on the financial side of our business. While this may not be the most detailed explanation, it will provide you with the fundamentals, generate some thought, and ultimately improve aviation in Florida.

Key points regarding the Department's funding program:

- The Department resembles a private-sector company in that it must forecast expected revenues and develop a finance plan.
- We are the only state agency operating on a “cash flow” basis. That is, major projects begin before the total amount of funding or cash is available to pay for the project. During October 2010, we had \$6.7 billion worth of outstanding obligations to transportation contractors, while the cash balance to support the commitments outstanding was \$343 million.
- Before the Department undertakes any project, that project must be in the work program, which is updated annually. The FDOT secretary formally “adopts” the new work program each July.

As some of you may know, the Florida Department of Transportation is funded through a trust fund called the State Transportation Trust Fund, or STTF for short. The STTF receives little or no funding from state or federal general revenue funds. The STTF is dependent on revenues from fuel taxes, motor vehicle fees, and a surcharge on short-term car rentals.

One misconception is that fuel tax (auto or aviation) is a percentage of the price of fuel . . . wrong! When the price of fuel fluctuates, whether it is \$3 or \$6 a gallon, the revenue collected by the Department per gallon remains constant. For aviation, that would translate to 6.9 cents per gallon. So when the price of fuel skyrockets, the Department does not collect any additional revenues. In fact, just the opposite occurs. When the price increases, there is typically a decrease in consumption, which translates to a decrease in revenue. As society continues to reduce consumption and/or move away from fossil fuels, revenues will continue to slide until there is a change in the way revenues are collected. Are there other options? Yes. Are government officials (federal/state) looking at options? Yes. When will we see a change? . . . That's a great question. There will most likely need to be a change at the federal level, and we are not sure when that will occur.

If you have not heard, our friends with the Transportation Security Administration (TSA) will soon publish the supplemental notice of proposed rulemaking for general aviation. The TSA has indicated the new rule will not target small airports. The focus will be on aircraft. Hopefully, TSA will have listened to the aviation industry and set forth realistic security measures which do not significantly impact the bottom line. Keep your eyes open for the supplemental notice of proposed rulemaking, and let your voice be heard.

Florida's Aviation Work Program

by Aaron N. Smith and Tom Duncan

So how does the Florida Department of Transportation develop projects and funding? First, the Department's work program is zero based, which means the budget is rebuilt from zero each year. The work program is a database of Department projects for all modes of transportation including roads, bridges, airports, rail, seaports, and so on, for the next five years.

Gaming process

In early fall, the Department's district offices begin what we call "gaming." Many of our airport management readers are probably familiar with this term. Gaming is the time of year when our district offices coordinate the funding of prospective airport projects for the next five years with all eligible public airports.

Work program development reaches a critical stage in early January when the gaming process draws to a close. At this point, districts must have their projects identified, scheduled, and balanced. Once the district staff and airports have worked out the details regarding priorities, projects, and funding, the Department enters the projects into a database known as the "tentative work program."

Work program review

The 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 legislative session begins in

March. The legislative session begins on March 8 this year.

During March and April, Department staff work closely with 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 the Legislature reviews all five years of the tentative work program, only the first year is approved for funding. The appropriations act does, however, represent legislative review and response to the proposed first year of that tentative work program.

Appropriations bill

Once the governor signs the appropriations bill into law, effective July 1 the Department is authorized to enter into contracts pursuant to the projects approved by the Legislature. The Legislature only takes action and appropriates funds for one fiscal year. The Department does not have budget authority for years two through five in the work program.

What is an appropriation? The appropriation is simply budget authority or authority to spend money based on a spending plan (the budget request). When the appropriations bill is signed into law, the Department has the authority to spend money, which should not be confused with money in the bank. For example, the 2010 Legislature appropriated, or provided budget authority to spend, \$129,921,080 in the aviation program. So, the Department now has the authority to spend \$129,921,080 during fiscal year 2010-2011, which we refer to as FY2011. Without the legislative authority to spend money, regardless of the revenues collected, the Department

cannot spend a dime.

Once the new appropriations act is available in June, the tentative work program is adjusted as necessary to reflect the appropriations and to adjust for the actual accomplishments of the Department during the past fiscal year. In early July the tentative work program is adopted by the FDOT secretary and becomes the work program. Budget allocations are issued to the districts, Turnpike Enterprise, and central office divisions. The process moves to a new year.

Executing contracts

On July 1 of each year, the Department begins executing contracts pursuant to the projects which were approved by the Legislature. Though in some cases, projects need to be pushed to an outer year due to local funding or priority change. When this occurs, the Department has some flexibility. However, depending on the circumstances, such as a new project and a significant change in the funding levels, the Department may need to request a work program amendment (for a new project not previously approved by the Legislature) or additional budget authority.

Before the Legislature completes its session, the Department will already be working on the next cycle of this process. ♦

Aaron N. Smith is State Aviation Manager and Tom Duncan is Aviation Policy and Program Development Analyst for the FDOT Aviation Office. They can be reached at (850) 414-4500.

Wings of Dreams Aviation Museum

A wonderful aviation museum, dedicated to preserving the legacy of veterans and pioneer aviators, is in the early stages of development with plans to build a much larger facility. The new facility will provide more room for aviation and space program exhibits, warbird restoration, an outdoor aviation activity park for youth, an aviation resource library, and much more.

Wings of Dreams Aviation Museum, a 501(c)(3) charitable organization, currently resides in a hangar at Keystone Heights Airport in northeast Florida, approximately 50 miles southwest of Jacksonville International Airport, 28 miles southwest of Cecil Field Spaceport, and 16 miles northeast of Gainesville Regional Airport. The museum plans to begin construction on the new facility in 2011 on a six-and-a-half acre site at the end of runway 5.

Founded in 2005

Executive Director Bob Oehl and Managing Director Susan King co-founded Wings of Dreams in 2005 and began operations in 2006 with the museum's first air show. Both Oehl and King have parents who were World War II veterans and relatives who were pioneer aviators. They grew up with an appreciation for the "greatest generation" and the early years of aviation, and they wish to preserve and share this rich history with younger generations.

Keystone Heights Airport is a great sport and recreational airport, says Oehl, and it is an ideal location for the museum because of its roots in aviation history. During World War II, the airport was the site of the U.S. Army Air Corps air base where many of the pilots were trained for the Normandy Invasion. German POWs were also housed at the airport during the war.

Showcasing aviation history

The museum showcases aviation history from World War II up to the space program, as well as the little-known military history of Keystone

Heights Airport. Wings of Dreams pays particular attention to "honoring the patriotic service of our veterans," says Oehl.

The museum has a growing collection of warbirds, vintage aircraft, and military vehicles and equipment. "We have a fully restored 1945 L-4J Grasshopper that was assigned to Patton's Third Army. "We fly it sometimes several times a week, particularly to introduce aviation to people who want to learn to fly," says Oehl, who also owns and runs Express Air Flight School at the airport. Flights are also available on an AT-6D Texan which the museum currently has on loan.

The Wings of Dreams collection includes a Korean War-era T-33 Shooting Start jet trainer, a 1943 bomb truck, an Allison J-33 turbo jet engine, and a unique assortment of original artifacts and memorabilia from World War II, other military conflicts, and the NASA space program. The museum has an MiG-17, a Hiller helicopter, a couple

of motorcycles from the 1940s, and a number of other items on loan from other collections.

In the past year Wings of Dreams opened its doors for a League of Cities meeting and may soon host its first "World War II style" wedding. The museum is also developing one-day summer camp programs for children.

Plans for the new facility

The new facility will be developed in phases, beginning with a warbird restoration facility and a section for interpretative exhibits, space program exhibits, gift shop, and aviation resource library. Later phases will include an airport restaurant and general-purpose area for classrooms, workshops, training, meeting space, community events, and additional displays.

Space artifacts from the Skylab, Space Shuttle, and Apollo programs are already arriving from NASA for

See Wings of Dreams, page 7



Above: Steve Lawrence, Tuskegee Airmen crew chief and member of the Decrepit Birdmen, helps keep WWII history alive by sharing his wartime experiences. Right: Wings of Dreams Air Show volunteers conduct tours of the WWII-era warbirds and vintage aircraft for more than 600 local schoolchildren.



Photographs by Debbie Clark

Runway Safety Area

by Jason Myers

As I travel throughout the state conducting airport inspections, safety is always a topic that is discussed. It is the main purpose for our inspection and a key component of our mission of making Florida airports the best they can be.

One subject that seems to be misinterpreted is the runway safety area. The runway safety area's purpose is to protect aircraft on the ground. It is a specially prepared surface that surrounds the landing area and reduces the risk of damage to aircraft in the event of an overshoot, undershoot, or excursion from the runway with the capability of supporting an aircraft during dry conditions.

The runway safety area is determined by factors such as the type of landing area involved and if a runway

is paved or unpaved. It must be clear of objects not fixed by function. If objects are required by function to be located inside the runway safety area, such as navigational aids, they must be mounted on frangible structures.

If you would like to know the state requirements for the runway safety area dimensions concerning your facility, please refer to Chapter 14-60, Florida Administrative Code (see www.flrules.org/gateway/ChapterHome.asp?Chapter=14-60).

As always, please contact me anytime if you have questions or need additional information. ♦

Jason Myers is the Airport Inspection and Safety Manager for the FDOT Aviation Office. He can be reached at (850) 414-4515 or jason.myers@dot.state.fl.us.

Register for Pavement Inspection Training Courses

During the coming months, the FDOT Aviation Office is offering two courses: airport pavement inspection training (two sessions) and airfield distress repair (one session).

The first session of the airport pavement inspection course will be held March 21–22 and the second session will be held June 13–14. The airfield distress repair course will be held June 15, immediately following the second pavement inspection course.

All of these training courses will be conducted in Orlando, and the courses and materials are free to participants.

The airport pavement inspection course covers the pavement inspection process (network definition, condition maps, sample units, GIS coordinates, and more) and helps participants to efficiently and effectively conduct regular airport pavement inspections. Participants will receive classroom training as well as field training.

The distress repair course covers distress repair in temporary, permanent, and emergency situations.

The FDOT Aviation Office will soon send out an e-mail about the training, including a syllabus, detailed descriptions of the courses and dates, registration information, and a registration form to be completed and returned to Vu Trinh by fax, U.S. Mail, or e-mail.

If you have questions about the training, contact Vu Trinh, Airport Engineering Manager for the FDOT Aviation Office, at (850) 414-4510 or vu.trinh@dot.state.fl.us. ♦

Calhoun County Airport

Excerpts from an article in the Panama City News Herald:

Recent renovations at the Calhoun County Airport and the closure of the old Panama City airport have led to a boom in business at the rural airstrip.

“Business has picked up considerably; gas sales have increased,” said airport manager Maxie Waldorf. “We have leases on all 36 hangars and dozens of names, so we have started a new waiting list. People are starting to come up (from Bay County) and look at the site.”

The 2,800-foot grass runway at Calhoun County Airport, which has been in operation since 2004, was paved and extended 500 feet, and an additional 24 hangars were added to the property.

“Even though there are six empty hangars, they have already been leased out and there’s a waiting list of about 12 planes,” Waldorf said.

See Calhoun County, page 8

Economic Impact

The total annual economic impact of Calhoun County Airport follows:

- **Total employment: 4 jobs**
- **Direct impacts: \$237,000** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$7,900** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$215,900**
- **Total economic activity: \$460,800**

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

Keystone Heights Airport

from page 1

also has 30 T-hangars with conventional sliding doors.

The FBO terminal building has a pilot lounge, flight planning area, restroom with showers, and a conference room. Self-service 100 LL fuel is available 24 hours a day, seven days a week; full service for Jet A fuel is available by appointment. FAA-certified airframe and power plant mechanics are available on the field.

Businesses located on airport property include Express Air Flight School, Johnny Arpen Aircraft Maintenance, Keystone Air, and European Rally and Performance.

The airport has approximately 57 based aircraft and 32,485 annual general aviation operations. Flight training accounts for 50 percent of the annual operations, and the airport estimates that 20 percent of its annual general aviation operations are business related.

The annual direct economic impact of Keystone Heights Airport is \$2,441,400, and total economic activity generated annually by the airport is \$4,848,100.

Interesting attractions

The airport offers some very interesting attractions, including two that are on airport property.

Wings of Dreams Aviation Museum showcases aviation history from World War II, the space program, and the military history of the airport. The museum organizes an annual air show which attracts more than 10,000 visitors. The air show features the Collings Foundation “Wings of Freedom Tour” and includes tours and rides in World War II bomber and fighter aircraft; symposiums featuring fighter aces, combat airmen, and Women Airforce Service Pilots (WASPs); aircraft flyovers and demonstration flights; vintage aircraft, cars, motorcycles, and military equipment displays; and aviation and history activities for youth.

The European Rally and Performance Driving School offers courses



Photograph by Trace Choulart

The Wings of Dreams Big Band Hangar Dance at Keystone Heights Airport.

in rally driving, security driving, all-terrain vehicle riding, and more.

Another attraction, Camp Blanding Museum and Memorial Park, lies 14 miles north of the airport at Camp Blanding’s Joint Training Center, the primary military reservation and training base for the Florida National Guard. The museum is dedicated to “maintaining the nationally significant history of Camp Blanding.”

Other activities

Wings of Dreams Aviation Museum hosts a monthly fly-in breakfast on the first Saturday of every month which includes the “Fly Into History” program featuring a speaker or exhibit.

World aerobatic champions, including two resident competitors, regularly train and instruct in Keystone Heights Airport’s aerobatic box. The airport hosts three aerobatic competitions per year.

Keystone Cloudbusters, a club sanctioned by the Academy of Model Aeronautics, has a remote-control airport on the field. The Florida National Guard conducts training exercises at the airport, including parachute and equipment drops. Several warbirds are based here with rides and instruction available in a World War II-era T-6 Texan and L-4J Grasshopper. The Civil Air Patrol uses the airport for encampments and training.

Economic Impact

Total annual economic impact of Keystone Heights Airport follows:

- **Total employment: 45 jobs**
- **Direct impacts: \$2,441,400** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$271,800** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$2,134,900**
- **Total economic activity: \$4,848,100**

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

Commercial opportunities

With several hundred acres of property zoned industrial or A2, the airport offers an ideal location for start-up businesses. Companies appreciate the airport’s access to nearby U.S. Highway 301, State Roads 21 and 100, and interstate highways that facilitate transportation of goods and services. Also, the airport is just 43 nautical miles southwest of Jacksonville International Airport, 24

Wings of Dreams

from page 4

The 2010 air show sponsored by Wings of Dreams Aviation Museum.



Photograph by Debbie Clark

the museum's future space museum annex. "Next year we will receive the Space Shuttle program guidance and navigation simulator that is currently at the Johnson Space Center in Houston," says Oehl. An observatory will also be incorporated.

Annual air shows

"Our big event is our annual air show—it is more than an air show," says Oehl. "We have re-enactors from World War II; also tanks, troops, trucks, and World War II bombers and fighter aircraft." With an average of 10,000 or more visitors, the air show has a large financial impact on the community.

"We were the first to host a symposium of the Florida chapter of the America's Fighter Aces Association," Oehl continues. "In February 2010 we had five World War II fighter aces in attendance and it is unusual to have five in one place." Oehl adds that the museum is a major supporter of the Women Airforce Service Pilots (WASPs), who were recently awarded the Congressional

Gold Medal for their service in World War II. "A majority of the World War II military aircraft were flown by women, who served as ferry and test pilots, before being flown by a man." Eight WASPs attended the 2010 Wings of Dreams Air Show.

Wings of Dreams plans to have the fighter aces, WASPs, and other combat airmen back for the next air show in November 2011, as well as aerobatic and military demonstration teams.

Monthly programs

A new addition to Wings of Dreams activities is a monthly fly-in breakfast, held the first Saturday of each month. Also included is the "Fly Into History Program" that features an interesting aspect of aviation, historical aviation, World War II, or the space program.

For detailed information about the Wings of Dreams Aviation Museum and the upcoming 2011 air show and events, visit the Wings of Dreams web site at www.wingsofdreams.org or call (352) 256-8037. ♦

nautical miles southwest of Cecil Field Spaceport, and 15 nautical miles northeast of Gainesville Regional Airport.

Parcels of land located in both Bradford and Clay counties are available for 15 to 25-year leases. The Bradford County portions are suitable for light manufacturing, and these portions may qualify as part of the Rural Economic Development Initiative program.

In addition to land, two existing buildings are available for lease:

a 17,500-square-foot building for aeronautical use and an 11,000-square-foot building for industrial use.

To learn more

The airport's web site has plenty of information and photographs, including details about the airport and facilities, commercial opportunities, and economic development. For more information about Keystone Heights Airport, see www.keystoneairport.com. ♦

Calendar

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

February 19

Valkaria Air Fest 2011, an all-day air show at Valkaria Airport (X59); for more information, see www.valkariaairfest.org or call Ed Dingley at (321) 952-4590

March 29 – April 3

SUN 'n FUN International Fly-In & Expo, Lakeland Linder Regional Airport; for more information, call SUN 'n FUN at (863) 644-2431 or see www.sun-n-fun.org

March 30 – April 1

2011 FAC Facilities and Information Technology Conference at Lake Buena Vista; for more information, see www.floridaairports.org or call the Florida Airports Council at (850) 224-2964

June 13–15

FATA Annual Conference, Ritz-Carlton, Sarasota; for more information, see www.fata.aero or contact the Florida Aviation Trades Association at (321) 383-9662 or paula@fata.aero

July 17–20

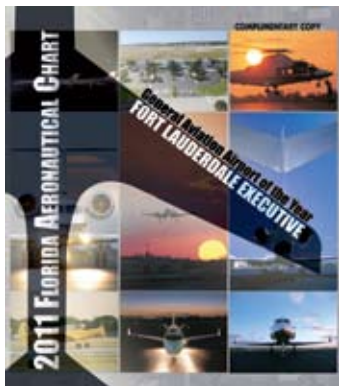
42nd Annual FAC Conference and Exposition, Hollywood, Florida; for more information, see the web site of the Florida Airports Council at www.floridaairports.org

For information about CFASPP, see www.cfaspp.com.

2011 Airport Directory and Aeronautical Chart Now Available

The 2011 Florida Airport Directory and Aeronautical Chart are now available. If you would like to receive a copy of the directory and chart, please send an e-mail message to Fred Karuga at fred.karuga@dot.state.fl.us. Remember to include your complete mailing address and quantity desired. In most cases, we can mail orders within two weeks of receiving your request. If you have any questions, please call the Aviation Office at (850) 414-4500.

The Florida Airport Directory and



Aeronautical Chart are complimentary publications published by the FDOT Aviation Office, and are not to be sold by any individual or business. ♦

Calhoun County Airport, from page 5

There are 36 planes that will be based at the airport, and 18 of those recently relocated or are in the process of relocating from the old Panama City airport. Owners hail from places such as Dothan, Alabama, as well as Calhoun, Liberty, and Bay counties.

Two new T-shaped hangars were added by building two large hangar facilities that have individual stalls renting for about \$145 a month plus taxes. Each hangar has 12 T-shaped hangars with 42-foot hangar doors. The hangars mainly hold single-engine planes, but the stalls are big enough to hold some twin-engine planes, Waldorf said.

The largest hangar on the property, a 10,000-square-foot, 100-by-100-foot hangar, was being used for storage but recently was rented out to Horizon Aviation, a Panama City business. ♦

—Read the entire article, “Calhoun airport looks to draw in new traffic,” at the web site of the Panama City News Herald, www.newsherald.com.

Florida Flyer

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