

Florida Flyer

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Fall 2013

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Courtesy of Herlong Recreational Airport

A view of the Herlong FBO and FBO ramp. This image demonstrates why many people describe our building as a Cracker Barrel!

Herlong Recreational Airport

by Matt Bocchino

Herlong Recreational Airport (HEG) is located approximately eleven miles southwest of downtown Jacksonville, Florida, and within five miles of Interstates 10, 95, and 295. Given this central position, our airfield provides easy access to all of the area's attractions and business centers. Customers have utilized our airport to get to the Jacksonville Equestrian Center, any number of downtown locations, EverBank Field (home of the Jacksonville Jaguars), and Naval Air Station (NAS) Jacksonville.

Built during WWII

Like many Northeast Florida airfields, Herlong was built by the military as a Naval Outlying Field during the height of World War II. Pilots based at nearby NAS Jacksonville would take advantage of Herlong's forgiving runway layout to complete flight training before going overseas.

The airfield was turned over to the city of Jacksonville in November 1946

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Aaron N. Smith
State Aviation Manager

Aaron Smith Receives Leadership Award

Aaron Smith, FDOT’s State Aviation Manager, recently received the Florida Airports Council’s 2013 Aviation Leadership Award.

“Receiving FAC’s 2013 Aviation Leadership Award is a tremendous honor—one that is well deserved,” said Ananth Prasad, P.E., Secretary of the Florida Department of Transportation.

In the past year alone, Aaron has a number of accomplishments. He helped to develop and fund Florida’s first airport leadership development course. He identified and allocated significant funding resources for three strategic aviation maintenance, repair, and overhaul (MRO) facilities. He developed and supported strategic airport and spaceport legislation, allowing up to 100 percent funding of key infrastructure projects which achieve defined statewide goals.

Aaron completed FDOT’s first general aviation airport security assessment, identified key security projects, and allocated SAFE (Secure Airports for Florida’s Economy) funds to the district offices for implementation. He developed and obtained Space Florida board approval of the Florida Spaceport System Plan. This is the first and only spaceport system plan that has ever been prepared.

Aaron led the revision of Chapter 333, Florida Statutes, based on recommendations from the stakeholder working group that was created in 2012. This legislation is expected to go to the Florida Legislature in 2014. He also coordinated FAA Air Traffic Controller

sequestration impacts with the Governor’s Office, Florida Airports Council, and Florida airports.

Aaron has a B.S. degree in Aviation Management from Lewis University in Romeoville, Illinois. He is a licensed commercial pilot, with multi-engine and instrument ratings. He is a graduate of FDOT’s Supervisors, Managers, and Leadership Academies, and he received FDOT’s Leader of the Year award in 2011.

He began his career at Chicago Executive Airport in Wheeling, Illinois. In FDOT’s District 4 he was the Aviation Specialist, and in FDOT’s Aviation Office, he was the Chief Airport Inspector, then Airspace and Land Use Manager, and then Aviation Development Administrator. In 2009, he became the State Aviation Manager.

As State Aviation Manager, Aaron appears before legislative bodies, commissions, federal agencies, members of Congress, and other governmental and industry-related groups to provide information, as needed on aviation development, safety, and zoning matters.

Aaron Smith is a tireless advocate for airports and the Florida Department of Transportation. His leadership, expertise, and innovation are greatly valued. ♦

Debra Lemke, Florida Airports Council President, presented the Aviation Leadership Award to Aaron Smith at the Florida Airports Council Conference in July in Lake Buena Vista.

“Receiving FAC’s 2013 Aviation Leadership Award is a tremendous honor—one that is well deserved.”

—Ananth Prasad, P.E., Secretary of the Florida Department of Transportation

2013 Florida Aviation Awards

Ananth Prasad, P.E., Secretary of the Florida Department of Transportation, announced the winners of the 2013 Florida Aviation Awards at the Florida Airports Council Conference in July in Lake Buena Vista.

Aviation Professional

Gary Quill

Gary Quill, Executive Director of Punta Gorda Airport, has focused on both the aviation and non-aviation side of his airport.

The airport has rebuilt the terminal, built parking areas, and widened and realigned the main access road to open up additional land for development in the commerce park. The airport has been transformed during Gary Quill's tenure, and he has accomplished these tasks while eliminating the airport's debt.

General Aviation Airport

North Perry Airport

North Perry Airport is home to numerous flight schools, banner towing operators, aircraft sales and repair stations, and non-aviation related facilities.

The runways and taxiways satisfy minimum state standards with recent upgrades ensuring compliance with current FAA design standards. Construction activities in the airfield area are carefully planned around the requirements to preserve the habitat of the burrowing owl, a federally protected species.

We congratulate Nina Demeo, Airport Manager of North Perry Airport.

Commercial Service Airport

Tampa International Airport

Tampa International Airport has been recognized many times for the services it provides.

The airport was selected as one of two airports in the United States for the Transportation Security Administration to use for a pilot screening program. The airport has made improvements to the terminal, completed a master plan update, opened a USO center, and more.

We congratulate Joseph Lopano, Chief Executive Officer, and the staff of Tampa International Airport and Hillsborough County Aviation Authority.

GA Airport Project

Runway 4/22 Rehabilitation, Taxiway E Relocation

Venice Municipal Airport

Venice Municipal Airport used unique elements for this project, saving time, money, and resources, and reducing noise and pollution. The project included relocating a partial parallel taxiway, removing ponds that had become wildlife attractants, and much more.

We congratulate Chris Rozansky, C.M., Airport Administrator, Venice Municipal; American Infrastructure Development, consultant; and Owens-

Ames-Kimball Company, contractor.

Commercial Airport Project

Extension of Runway 9L/27R

Orlando Sanford Int'l Airport

The runway extension project at Orlando Sanford International Airport was completed in two phases: phase 1, for work performed outside the runway safety area to limit interruptions to operations; phase 2, shortening the runway and creating a temporary turn-around to allow for construction.

We congratulate Larry A. Dale, Airport President, and the staff of Orlando Sanford International Airport; CPH Engineers, Inc., consultant; AVCON, Inc., and CDM Smith, Inc., sub-consultants; and Halifax Paving, Inc., contractor. ♦



FDOT Secretary Ananth Prasad presents awards. Clockwise, from top left: Gary Quill, Aviation Professional; Venice Municipal Airport, General Aviation Project; Tampa International Airport, Commercial Service Airport; Orlando Sanford International Airport, Commercial Service Project; and North Perry Airport, General Aviation Airport.



Herlong Recreational Airport

From page 1

under an AP-4 federal land agreement and named in honor of Dr. M. B. Herlong, a Jacksonville City Commission Chairman and state senator who served throughout the 1930s. In 1968, the city turned over ownership of the airport to what was then known as the Jacksonville Port Authority (JAXPORT). In 2001, the Jacksonville Aviation Authority (JAA) was created by the Florida Legislature to own and operate public airports in Duval County, including Herlong Recreational, Cecil, Jacksonville International, and Jacksonville Executive at Craig airports.

Of the JAA's four airports, Herlong has best preserved its heritage and roots. For example, two of the original runways are closed, but the old asphalt is still visible and provides a setting for various functions. It is also the only airport in the JAA system without a control tower and thus attracts a broad range of general aviation activities, from glider and ultralight flights to skydiving and blimp operations. Rocking chairs line the front of the terminal and are regularly occupied; local "old-timers" still frequent the airport and tell apocryphal tales of their flying exploits and stories of the airfield's past.

While Herlong has been regularly upgraded and improved over the years with T-hangar and bulk hangar construction projects, pavement rehabilitation and enhancements, FBO modernization, and so on, it still maintains its historic charm.

Runways

Our primary runway 07/25 is 4,000 feet by 100 feet of asphalt, resurfaced less than five years ago and in excellent condition. The crosswind runway, 11/29, is 3,500 feet long and in good condition. Resurfacing 11/29 is one of our major upcoming projects slated for the next couple of years. When completed, Herlong will possess some of the best general aviation landing surfaces in the region. The airport also possesses a corresponding parallel taxiway for each runway, three run-up pads, and ample

Photographs courtesy of Herlong Recreational Airport



taxilane and ramp space for all types of operations.

As mentioned above, two closed crosswind runways are still visible and offer a unique airport feature. In the past, these surfaces have been used for interesting non-aviation activities such as motorcycle courses and law enforcement driving training. They also provide an idea of what the airport looked like 50 to 60 years ago when the airfield was first constructed.

Herlong Aviation is the sole FBO on the field, and is owned and operated by the JAA. We provide self-service 100LL fuel as well as full-service 100LL and Jet A. The JAA is also responsible for management and rental of our 102 T-hangars, 67 tie-down spots, and space in our two large bulk hangars. Many pilots find locating at Herlong a convenient option due to our excellent facilities including T-hangar buildings no older than 20 years, on-site wash rack and maintenance facility, and friendly, courteous staff.

Herlong has about 150 based aircraft. The aircraft mix is fairly diverse and typical of many general aviation airports with everything from ubiquitous Cessnas to ultralights, a turboprop, and even a Robinson helicopter. While lack of a control tower prevents a truly accurate count of aircraft operations, our latest 5010 inspection places the total annual amount at approximately 80,000.



Above: Skydiver landing at Herlong's drop zone. Top: Cessna Citation 525 in front of Herlong's newest bulk hangar.

Airport improvements

Herlong has recently undertaken several capital projects aimed at enhancing safety, security, and aesthetics. Within the past year, both our east tie-down ramp and main parallel taxiway were resurfaced and painted, our Precision Approach Path Indicator (PAPI) systems for all four runways were upgraded and rehabilitated, and FBO renovations were just recently undertaken to improve customer experience. Our primary runway was repaved in 2009, and the crosswind



Left: Piper L-4 Grasshopper ready to depart on Runway 7. The Grasshopper is the military version of the J-3 Cub. Herlong's L-4 is painted exactly like the aircraft that the owner's father flew as an artillery spotter for Patton's Third Army in World War II.

Economic Impact

The total annual economic impact of Herlong Recreational Airport follows:

- **Direct impacts: \$6,683,400** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$5,451,100** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$9,462,100**
- **Total economic activity: \$21,596,600**

—from the Florida Statewide Aviation Economic Impact Study, March 2010 (economic impact information will be updated in 2013)

runway is slated for the same within the next two years.

Each JAA project is planned and undertaken with environmental sustainability at its forefront, and those at Herlong are no exception. In fact, we're currently in the process of upgrading the lighting in several of our older T-hangar buildings. The new fixtures and bulbs will be more cost-effective for the JAA, energy-efficient and environmentally responsible.

Based on a 2010 FDOT study of



Photographs courtesy of Herlong Recreational Airport

Above: The pilot/wingwalker team of Mel Robinson and Shirley Howard cut a ribbon at a Herlong airshow on April 16, 1961.

aviation's benefits to the state of Florida (<http://bit.ly/19pcrKs>), Herlong Recreational Airport is directly responsible for more than 200 jobs and a total economic impact of \$21,596,600. The JAA as a whole is an enormous driver of the region's economy, responsible for approximately 30,000 direct and indirect jobs and an annual economic impact of roughly \$2.9 billion.

Like all of the JAA's airports, Herlong serves the Jacksonville metropolitan area. Its population of roughly 1,346,000 includes Duval, Clay, Nassau, St. Johns, and Baker counties. A sizeable percentage of the area's residents are former military, thus providing a large pool of pilots and skilled aircraft mechanics to augment the region's aviation economy.

Several goals

Herlong Recreational has several airport-specific goals that fit within the

JAA's larger mission and vision, which is to meet and exceed the region's aviation needs and the customers' expectations, enact financially self-sustaining practices, and play a critical role in the area's economic development. Within this framework, our specific goals include:

- Positioning Herlong as the area's model general aviation airport through development of sustainable and eco-friendly initiatives,
- Continuing outreach and education programs to emphasize Herlong's commitment to community involvement, and
- Attracting unique and innovative corporate and non-aviation tenants to establish dependable, diverse revenue streams.

In summary, we strive to be the premier recreational airport in Northeast Florida through commitment to exemplary customer service, environmental accountability, and fiscal responsibility.

One of Herlong's main goals is to give back to the community and foster a love of aviation among the area's youth. One way we've accomplished this is by hosting various fly-in and open house

events, many times in conjunction with the Experimental Aircraft Association (EAA) or other organizations that share our objectives.

Another goal is to frequently host airport tours for local schools and youth groups. Herlong provides the children with a chance to get up close and personal with airplanes, pilots, and airport operations, more so than at many other airports due to our close-knit community and friendly atmosphere. In either case, the public can enjoy the thrill of aviation while experiencing what our airport has to offer. ♦

Matt Bocchino is a General Aviation Specialist at Herlong Recreational Airport; he can be reached at (904) 741-5078 or Matt.Bocchino@flyherlong.com. Herlong's Airport Manager, Rolf Riechmann, can be reached at (904) 783-2805 or Rolf.Riechmann@flyherlong.com.

Florida's Air Cargo System

Florida's air cargo system spans a wide variety of airports in the state, ranging from major international gateways such as Miami International Airport to remote airports such as Key West International where air cargo is a critical component to the business community. Even a number of Florida's general aviation airports are used for the transport of air cargo where small aircraft carry medical supplies, bank materials, and critical manufacturing components.

Annually, more than 2.5 million tons of air cargo are accommodated at Florida's airports. This cargo is transported in and out of the state to other airports in the U.S., as well as internationally. Through a combination of integrated express carriers such as FedEx, UPS, and DHL, all-cargo carriers such as China Airlines and AmeriJet, and commercial passenger carriers such as Delta, American, and Lufthansa, Florida's airports directly serve 41 domestic and 94 international destinations with either dedicated all-cargo or wide-body passenger aircraft.

In addition to the air cargo industry's reliance on numerous supporting airports, the industry also relies on a vast roadway and highway network to transport cargo to customers and consumers in-state, as well as beyond its borders. Every day integrated express companies, such as FedEx, DHL, and UPS, transport packages, parcels, and pallets bound for awaiting cargo aircraft at Florida's airports. Additionally, air cargo for export arrives at Miami International Airport on trucks that originate as far away as New York, Chicago, and Los Angeles. Every morning, flowers imported from Columbia arrive at Miami International and are trucked to nearby processing warehouses before being loaded onto specially equipped trucks bound for grocer and floral distribution centers throughout North America.

Scheduled service

While many airports in Florida can accommodate air cargo activity to a certain degree, there are 15 airports in Florida that have scheduled air cargo

service supporting business and industry throughout the state. It is important to note that since the 2008 economic downturn, the global air cargo industry has been negatively impacted both domestically and internationally.

Overall, air cargo tonnage at Florida's seven Strategic Intermodal System (SIS) airports decreased at an average annual growth rate of -1.4 percent from 2006 to 2011. With the exception of Miami International Airport, all of these airports experienced a decline in tonnage from 2008 to 2012.

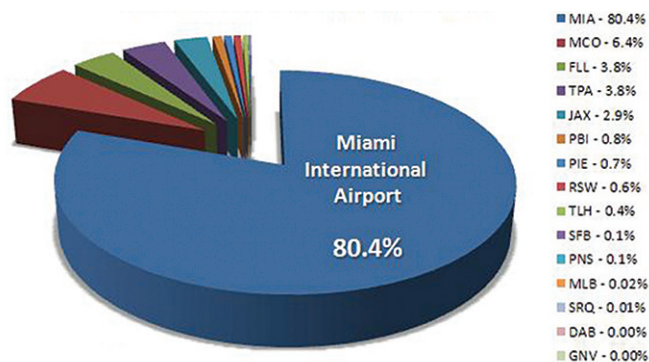
Cargo lift capacity

Florida's air cargo activity is heavily concentrated at Miami International Airport, which accounts for approximately 70 percent of the state's total daily cargo lift capacity. In 2012,

Florida's SIS airports averaged more than 6,600 daily tons of capacity, or 97.6 percent of the state's total air cargo lift capacity.

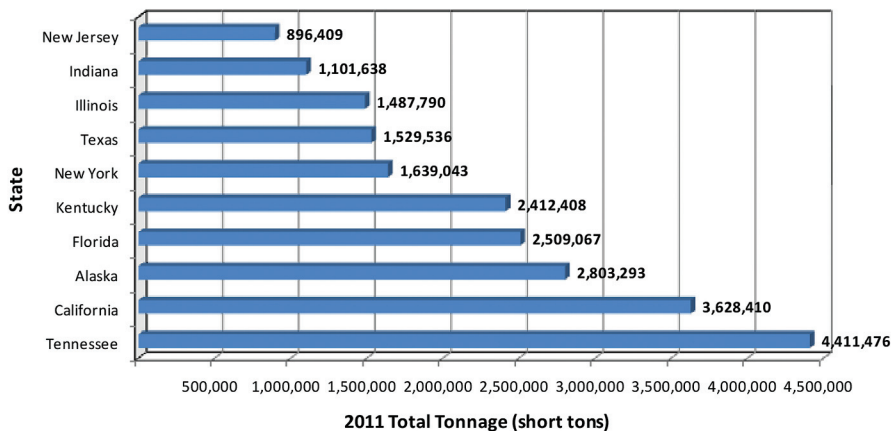
Florida ranked fourth in the U.S. in 2011 in total annual air cargo tonnage loaded and unloaded on aircraft at airports. Of the top ten states supporting air cargo volume, Florida has an 11.2 percent market share, representing

2011 Actual Tonnage by Airport



Within Florida, the air cargo landscape is driven by Miami International Airport (MIA), which represents an 80 percent air cargo tonnage market share of all Florida airports with scheduled air cargo service. Orlando International Airport (MCO) comes in at a distant second with 6.4 percent of the statewide market share. MCO is then closely followed by Fort Lauderdale-Hollywood International (FLL), Tampa International (TPA), and Jacksonville International (JAX) with 3.8, 3.8, and 2.9 percent market shares, respectively.

Top 10 Air Cargo States by Total Annual Tonnage



Of the top ten states supporting air cargo volume, Florida has an 11.2 percent market share, representing 2.5 million tons of annual air cargo.

more than 2.5 million tons of annual air cargo.

Florida's global reach is extensive, with passenger airlines and all cargo companies providing significant cargo lift to four regions: Latin America/Caribbean, South America, Europe, Asia.

Miami International Airport is the world's largest gateway to Latin America and the Caribbean, handling 83 percent of all air imports and 81 percent of all exports from the Latin American/Caribbean region. Miami International serves as the hub for distribution of perishable products, hi-tech commodities, telecommunications equipment, textiles, pharmaceuticals, and industrial machinery. Miami International, Fort Lauderdale-Hollywood International, Palm Beach International, and Jacksonville International airports have air cargo flights to the Caribbean.

Air cargo at GA airports

Federal Aviation Administration data indicates that 36 airports in Florida regularly accommodate air cargo by specialized cargo carriers.

The types of carriers operating at general aviation airports in Florida include those that carry medical supplies, bank materials, and specialty cargo. Also, some carriers are contracted feeder aircraft for larger integrated express carriers such as FedEx and UPS. The aircraft that operate cargo routes to general aviation airports are typically single or twin engine piston, turboprop, or jet aircraft that are capable of operating on shorter runways and are more economical when operating on shorter routes. While large cargo aircraft payloads can range from 18,000 to 95,000 pounds for narrow-body jets and 80,000 to 240,000 pounds for wide-body jets, the capacities of cargo aircraft operating at general aviation airports have payloads ranging from 800 to 7,000 pounds. ♦

For more information about Florida's air cargo system, contact Abdul Hatim, Ph.D., Aviation Program Development Manager for the FDOT Aviation and Spaceports Office, at (850) 414-4504 or Abdul.Hatim@dot.state.fl.us. For a copy of the Executive Summary of the Florida Air Cargo System Plan update, see <http://www.dot.state.fl.us/aviation/cargo.shtm>.

Flower Industry's Reliance on Air Cargo

Fresh-cut flowers are the number one perishable import through Miami International Airport. Each day approximately 32,000 boxes of flowers arrive at Miami International Airport. Most flower imports at Miami International are from Columbia and Ecuador.

Cargo planes carrying flowers are typically loaded in the cool hours of the evening. At a high altitude airport like Bogota, cargo carriers tend to operate at night so that their loaded aircraft can achieve better aircraft performance at takeoff.

The flowers arrive in Miami usually in the early morning where they are off-loaded by air cargo carrier staff. They are then taken into pre-cooler warehouses where U.S. Customs and Border Protection agency staff inspect the arriving imports. Airline staff break down flower boxes that arrive palletized on air cargo aircraft. The boxes of flowers are then sorted, stacked, and shrink wrapped onto wood pallets, which are easily handled by forklifts.

If the flowers are deemed by U.S. Customs to be infested with insects, the U.S. Department of Agriculture is called in to determine whether the flowers need fumigation. If flowers require fumigation, they are taken to one of two fumigation companies on the airport grounds.

Once the flowers have arrived at the nearby importers' warehouses, they are packed into boxes or developed into bouquets. These flowers are then sold to mass marketers and retail chains. Approximately 35 trucking lines in Miami specialize in flower transport throughout North America. Their 52-foot-long trailers are refrigerated and equipped with air-ride suspension, ethylene gas, and temperature sensors to ensure flower preservation.

Calendar

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

November 1–3, 2013

Stuart Air Show, Witham Field/Martin County Airport (SUA); aircraft and military equipment displays, children's rides and activities, vendor/community booths. For more information, see www.stuartairshow.com or call the Stuart Air Show office at (772) 781-4882.

November 5–8, 2013

2013 FAC Specialty Conference, Orlando. For more information, see www.floridairports.org, or call the Florida Airports Council at (850) 224-2964.

November 13, 2013

CFASPP Statewide Steering Committee meeting, Tampa International Airport, HCAA Board Room. For more information, see www.cfaspp.com, or call Erik Treudt at (850) 414-4505.

February 4, 2014

FAC State Summit in Tallahassee. Florida Airports Council members meet to review FAC's legislative agenda for 2014. For more information, see www.floridairports.org, or call the FAC at (850) 224-2964.

April 1–6, 2014

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

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

Jack Brown's Seaplane Base Celebrates 50th Anniversary

This year Jack Brown's Seaplane Base in Winter Haven is celebrating its 50th anniversary. Jack Brown opened the seaplane base in 1963, and began training seaplane pilots on central Florida's abundant lakes.

"In 1963 he took a seaplane in on trade—I remember helping him—and that's basically how this got started," says Jon Brown, son of Jack Brown.

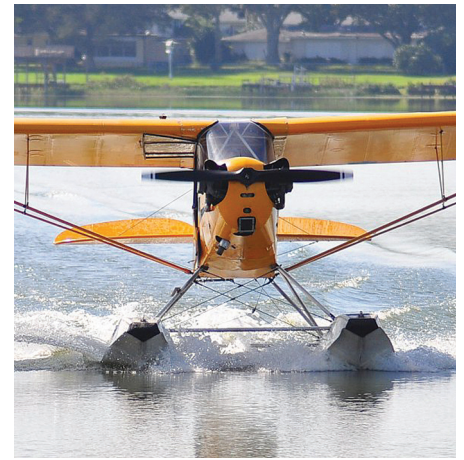
Jack Brown developed an early interest in seaplanes, flying an Aeronca C-3 Floatplane on the Kanawha River in West Virginia where he grew up. "My dad was the first FBO at the Winter Haven Airport in 1960," says Jon. "Prior to that, he was a World War II aviator in the Pacific and then a civilian flight instructor" for the U.S. Air Force in central Florida.

Over the years, Jack Brown's Seaplane Base has trained more than 17,000



Photographs courtesy of Jack Brown's Seaplane Base

Above and right: Jack Brown's Seaplane Base in Winter Haven.



pilots from all over the world. "Central Florida, with its freshwater lakes, is spectacular for seaplanes," says Jon.

Jack Brown passed away in 1975. "His oldest son, Jon, became the FBO Director and along with his brother Chuck, they are the FAA Designated Pilot Examiners for the single engine sea course," according to the website of the seaplane base. "Along with Jon and Chuck, you will find family working in the office, with old friends, and past students always dropping in to just say 'Hello!'"

Jack Brown's Seaplane Base has a 3,600-foot runway on Lake Jessie, approximately 50 miles east of Tampa. The seaplane base provides 10 jobs for the community and a total economic impact of \$2,085,900.

Currently, there are no firm plans for a 50th anniversary event at the seaplane base, but Jon indicates that a celebration might be scheduled in December. For information about events or to learn more about Jack Brown's Seaplane Base, see www.jackbrownsseaplane-base.com or call (863) 956-2243. ♦

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