

Florida Flyer

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Photograph by Dave Floyd

At Lake Wales Municipal Airport, a P-51 practices touch-and-goes during Sun 'n Fun.

Lake Wales Municipal Airport

Lake Wales Municipal Airport (X07) is situated in the center of Polk County in an area of farms, forests, lakes, and rolling hills. The airport is located on the west side of the city of Lake Wales just two miles southwest of the central business district and approximately 60 miles east of Tampa.

Lake Wales lies near the geographical center of the Florida peninsula within an area having the highest elevation in the state at 125 feet above mean sea level. The city is known for Bok Tower Gardens and the Lake Wales historic district with buildings from the 1920s. Construction, electronics, and light manufacturing companies are located

here. The warm climate and fertile soils are favorable for citrus, a major contributor to the local economy.

General aviation facility

Lake Wales Municipal Airport is a public-use general aviation facility owned and operated by the city of Lake Wales. A seven-member airport authority serves in an advisory capacity to the city commission. Lake Wales Aviation, Inc., the fixed base operator, facilitates day-to-day operations at the airport.

The airport can accommodate almost all general aviation aircraft with

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MANAGER'S CORNER



Aaron N. Smith
State Aviation Manager

“Regardless of who is operating the UAS, it’s a matter of operating it responsibly.”

The 2016 legislative season is nearly upon us with committee meetings already well underway and the official kickoff coming January 12, 2016. On our minds this year, and perhaps yours, is the update to Chapter 333, Florida Statutes. We have high hopes that we will be successful this year, since the language provides a win-win for airports, local communities, developers, and the like.

Unmanned Aerial Systems. Unmanned Aerial Systems (UAS), popularly known as drones, seem to be everywhere. Look at what is available on Amazon: a small UAS, which can fit in the palm of your hand, costs as little as \$20. In fact, during a recent conference there was a panel of experts discussing this very subject, while outside the conference center a construction company was using a small UAS to inspect their project. There are a multitude of practical applications for such a platform. Regardless of who is operating the UAS, it’s a matter of operating it *responsibly*.

The Federal Aviation Administration (FAA) has been working with various UAS manufacturers to include notices of how to operate these aircraft responsibly within the packaging. And yes, UASs are recognized by the FAA as aircraft—and aircraft, as well as pilots, are regulated by the FAA. The intended usage of these aircraft (public operations, civil operations, or model aircraft) will determine the regulatory structure the operator/pilot will need to follow. Commercial or business use requires FAA authorization under Section 333. Folks who are flying for fun (model aircraft) need to follow safety guidelines. Public operations (governments) are required to apply for a Certificate of Authorization (COA). In addition, the FAA has developed guidance for state and local law enforcement agencies (LEAs) which is detailed at www.faa.gov/uas/law_enforcement.

The FAA is currently beta testing an app for iOS called B4UFLY which provides UAS operators useful information as to locations to operate the vehicles, NOTAMS, restrictions, and so on. In addition, the FAA has developed “No Drone Zones” designed to inform UAS operators of areas which are off-limits to UAS operations.

Key features of the B4UFLY app include:

- A clear “status” indicator that immediately informs the operator about their current or planned location. For example, it shows that flying in the Special Flight Rules Area around Washington, D.C., is prohibited.
- Information on the parameters that drive the status indicator.
- A “planner mode” for future flights in different locations.
- Informative, interactive maps with filtering options.
- Links to other FAA UAS resources and regulatory information.

The FDOT Aviation and Spaceports Office is in the process of developing a UAS resource webpage which will be available at www.dot.state.fl.us/aviation. For additional information related to UAS, see www.faa.gov/uas, www.faa.gov/uas/b4ufly, and www.modelaircraft.org.

Florida Aviation and Spaceports Office receives national aviation newsletter award. Congratulations to Fred Karuga, Aviation Communications Manager, and the Florida Flyer newsletter team, which includes each staff member of the Aviation and Spaceports Office, for being recognized by the State Aviation Journal. Special recognition goes to Laura Morse (writer, editor, and graphic designer) who continues to be one of the creative inspirations behind the newsletter. The award was presented during the 2015 National Association of State Aviation Officials Conference held in Boise, Idaho. To learn more about the State Aviation Journal, please visit them at www.stateaviationjournal.com.

Runway Marking Conditions

by Jason Myers

In this edition of the *Florida Flyer*, we will continue our discussion on airport safety and other important aspects of Florida's airport licensing program. Airport safety is one of the primary focuses during our inspection and a key component of our mission of making Florida airports the best they can be. The subject that I would like to discuss, in this issue, is the condition of runway markings.

The Department strives to ensure all pilots, transient or local, novice or commercial, have the markings necessary to operate in a safe manner. Runway markings in poor condition do not provide for this. No matter the cause of the poor condition, such as rubber buildup or fading, markings should be corrected as soon as possible. Runway markings should be addressed at a minimum of every five to seven years due to runway use and weather. I would recommend to periodically have a request in JACIP (Joint Automated Capital Improvement

Program) for runway markings.

Please remember, the condition of runway markings is inspected and enforced for pilot safety. No matter the time of day or weather present, a pilot must be able to clearly see markings to operate safely.

If you would like to know more concerning the state requirements for airport safety at your facility, please refer to Chapter 14-60, Florida Administrative Code and, as always, if corrective measures are undertaken, please ensure they comply. Chapter 14-60 is available on the Florida Aviation website at www.dot.state.fl.us/aviation/safeinssp.htm.

Please feel free to contact me if you require further assistance with this matter or have questions concerning Florida's airport licensure program. ♦

Jason Myers is the Airport Inspection and Safety Manager for the FDOT Aviation and Spaceports Office. Contact him at (850) 414-4515.

FDOT Aviation and Spaceports Office Receives National Aviation Newsletter Award

The Aviation and Spaceports Office of the Florida Department of Transportation received the 2015 State Aviation Newsletter Award for its publication of . . . the *Florida Flyer!* Aaron Smith, State Aviation Manager, accepted the award in September presented by Kim Stevens, Publisher of the State Aviation Journal, a publication that focuses on contributions of state aviation in the fifty states and territories (see www.stateaviationjournal.com).

This is the fourth annual award presented by the State Aviation Journal in order to recognize excellence in the production and distribution of a state aviation publication. ♦



Derra Kolar, Idaho Aeronautics

Aaron Smith, left, FDOT State Aviation Manager, receives the 2015 State Aviation Newsletter award from Kim Stevens, Publisher of the State Aviation Journal.

Welcome Gerard O'Rourke



*Gerard N. O'Rourke
State Freight, Logistics,
and Passenger Operations
Administrator*

Gerard N. O'Rourke is the new State Freight, Logistics, and Passenger Operations Administrator for the Florida Department of Transportation.

O'Rourke has been with FDOT for more than nine years in legislative and executive capacities. Before joining FDOT, he served as legislative aid to a pro-business member of the Florida House of Representatives, and he served as the southeast field director for an elected Florida gubernatorial candidate. He brings more than a decade of public sector program and policy experience, with a track record of successful stakeholder collaboration.

O'Rourke earned a bachelor's degree in behavioral science and a master's degree in public administration from Barry University.

His office is responsible for coordinating motor carrier, rail, transit, seaport, waterway, aviation, and spaceport programs, and for project development across the state. He supervises and manages an annual budget of \$1 billion and works to build consensus among freight, trade, and logistics partners within the public and private sectors.

We welcome Gerard O'Rourke to his new role with the Florida Department of Transportation. ♦

SEADOG

Airports Helping Airports

The Southeast Airports Disaster Operations Group, or SEADOG, is “an informal collection of airports who have come together to provide operational assistance to airports hit by natural disasters, such as hurricanes or floods,” explains the group’s website. “SEADOG coordinates fast responses to specific operational needs, supplying teams of volunteer airport staff and necessary equipment needed to return an airport to operational status. SEADOG works closely with WESTDOG, its western U.S. counterpart. Participation in SEADOG is voluntary and open to all.”

Airports provide critical infrastructure for communities, and rescue and economic recovery efforts depend on timely airport recovery. SEADOG was established with the acknowledgment that (1) airports have unique facilities and organization and are better qualified to help other airports than anyone else, and (2) airports can deliver specialized personnel and equipment that are specific to the airport environment.

How SEADOG began

The idea for “airports helping airports” began with a commitment from one friend to another. When Hurricane Ivan was approaching the Gulf Coast in 2004, the director of Savannah/Hilton Head International Airport offered his airport’s assistance to the director of Pensacola International Airport (named Pensacola Gulf Coast Regional Airport at that time).

Several airports worked together to assist the Pensacola airport (PNS), including Georgia airports Savannah/Hilton Head International (SAV) and Brunswick Golden Isles (BQK) along with Florida airport Daytona Beach International (DAB). Melbourne International Airport (MLB) provided administrative support.

The first large-scale operations occurred the following year, in August 2005, when Hurricane Katrina struck



Photographs courtesy of Savannah/Hilton Head International Airport
Hurricane damage at Gulfport-Biloxi International Airport.

the Gulf Coast, including New Orleans. Savannah/Hilton Head International Airport took the lead in airport recovery and “put out the message to other airports. We knew only airports could respond, and airport operations staff were a necessary component in terms of the recovery of an affected airport,” says Fred McCosby, A.A.E., MBAA, Senior Programs Manager for the Savannah Airport Commission.

Numerous airports responded to the call for help, including airports as far away as Phoenix and Portland, Oregon. Then, a month after Katrina arrived, Hurricane Rita made landfall in Louisiana and Texas, affecting some of the same Gulf Coast areas that Katrina had

ravaged. The result of airports responding after these hurricanes was the formation of SEADOG, in the southeast, and WESTDOG, a similar disaster operations group for airports in the western states.

SEADOG’s structure

When a disaster strikes and an airport needs help, SEADOG responds with four coordination teams, each with its own specialty: a coordinating airport, an assessment team, a rescue and firefighting team, and a law enforcement/security team. The goal and the focus of these teams is to get the airport operational—not full recovery, which can take much longer.



SEADOG responders at Louis Armstrong New Orleans International Airport.

Answers to Important Questions

How can my airport join SEADOG?

Provide SEADOG with your email address by sending it to Fred McCosby at fmccosby@savannahairport.com. McCosby is Senior Programs Manager for the Savannah Airport Commission. When a disaster happens, SEADOG will contact you through the Everbridge notification system.

If my airport needs assistance after a natural disaster, whom should I contact?

Your airport won't have to contact anyone. If you are in the path of a hurricane, SEADOG will contact your airport 48 to 72 hours prior to landfall. Be prepared to provide information about airport systems, anticipated needs, available personnel who rode out the storm, airfield conditions, and anomalies specific to the airport.

What should my airport include in its emergency plans in case of a natural disaster?

See "Response Info" and "Resources, Tools & Links" at www.seadogops.com for information to consider for your airport's emergency plans. Also, become familiar with the Emergency Management Assistance Compact (EMAC), a "state-to-state mutual aid agreement whereby states can share resources with states during times of emergency or disaster" (see www.emacweb.org).

The coordinating airport ensures that there is a "unified support structure" to assist the airport in need. This airport acts as facilitator, contacting airports that might need assistance when a storm is on the way as well as airports that might be providing assistance. The coordinating airport also contacts various agencies to set the stage for the other teams to move quickly and operate smoothly.

The Assessment Coordination Team is the first to arrive at the affected airport; this team evaluates conditions for restoring air service and business operations at the airport. The ARFF Coordination Team provides aircraft rescue and firefighting coverage, including equipment and personnel. The Security/Law Enforcement Operations Coordination Team coordinates law enforcement resources for the airport and ensures that the airport is compliant with Transportation Security Administration (TSA) regulations.

Handling team functions

Currently, several airports have been identified as having the ability to handle various team functions. Coordinating functions can be handled by Savan-

nah/Hilton Head International Airport (SAV), Orlando International Airport (MCO), Fort Lauderdale-Hollywood International Airport (FLL), the Houston Airport System, and the Metropolitan Washington Airports Authority.

The choice of the coordinating airport is flexible. In the case of a hurricane, for example, we might not know where it will hit until just hours before it arrives, and the coordinating airport must be far enough away from danger to be able to handle coordination.

Dallas/Fort Worth International Airport (DFW) takes the lead for assessment teams and the ARFF team. The assessment team from Dallas/Fort Worth arrives at the affected airport shortly after the storm and conducts assessments. Once the assessment is completed, the assessment team identifies needs and resources necessary for recovery of the airport.

San Antonio International Airport (SAT) handles the security/law enforcement team.

SEADOG airports communicate through email, conference calls, website updates, twitter updates, and the Everbridge notification system (a system for quick communication before, during,

Research Supports SEADOG

Research strongly supports the effectiveness of SEADOG and WESTDOG. Dr. Jim Smith, an expert in airport disaster preparedness and resiliency, has conducted extensive airport-related research for 11 years. "He has validated and made it very clear that airport people understand other airports better than anyone else," says Fred McCosby of the Savannah Airport Commission.

Dr. Smith, who is President of Smith-Woolwine Associates Inc., has published a number of Airport Cooperative Research Program (ACRP) and other studies that are available online at www.trb.org/acrp/acrp.aspx and www.smith-woolwine.com.

and after disasters and other events). Regional bridgeline calls, offered through the FAA Southwest Regional Office, are also an important mode of communication for SEADOG airports, particularly when a storm is approaching and resources are about to be deployed to an affected airport.

SEADOG and WESTDOG

The goals of SEADOG and WESTDOG are the same, but there are some differences in structure.

SEADOG is informally organized with coordinating teams maintaining leadership roles. It has a large group of general members who contribute resources and skills necessary to help an airport recover, but there are no written agreements.

WESTDOG has a formalized agreement among a small group of airport members. WESTDOG has a lead airport and a secondary lead airport with leadership roles changing annually. A written agreement is required for membership in WESTDOG.

In the early years, SEADOG attempted to formalize. "We sent out a

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Lake Wales Municipal Airport

From page 1

maximum gross takeoff weights of 12,500 pounds or less with wingspans up to 79 feet.

Recreational flying, sport aviation, and skydiving are a large part of the airport's total activity. The airport also supports some flight training activity as well as some business and military traffic.

Two runways

The airport has two paved runways, Runway 6/24 (4,000 feet by 100 feet) and Runway 17/35 (3,860 feet by 75 feet). A full-length parallel taxiway for Runway 6/24, labeled A and D, and a short access system for Runway 17/35, labeled C and B, are located midfield for access to the FBO/general aviation area.

Most of the facilities at the airport are located on the northeast side of the airport property. A 16,500-square-foot metal building houses the FBO and several aviation-related businesses. Other facilities include paved and unpaved auto parking, a paved area for tie-down storage on the south side of the FBO building, and a large paved area for tie-downs on the east side of the airport.

A 24-inch rotating beacon provides airport identification from the air up to distances no greater than four nautical miles from the airport. Two above-ground fuel storage tanks hold 10,000 gallons each; one tank holds 100LL Avgas and the other holds Jet A fuel.

Several improvements

The airport has completed several improvements including adding wind cones and airfield signage, installing approach path indicators, installing an all-weather observation system, constructing additional T-hangars, installing runway lighting for Runway 6/24, and adding more auto parking. The Runway 6 safety area and the taxiway to the southwest were realigned in 2014.

Since 2004, the Florida Department of Transportation and the Federal Aviation Administration have provided more than \$4 million in grant funding for capital improvement projects, including the following (Hoyle, Tanner & Associates were the city's airport consultants on these projects):

- Rehabilitating medium intensity runway lights on Runway 6/24 (2007),
- Airport boundary survey (2008),
- Rehabilitating medium intensity taxiway lighting system (2009),
- Installing perimeter fencing and apron flood lighting (2010),
- Runway 17/35 safety area improvements (2011),
- Airport Master Plan Update (2012),
- Taxiway Alpha West realignment, Runway 24 safety area improvements, and Airport Road rehabilitation (2014).

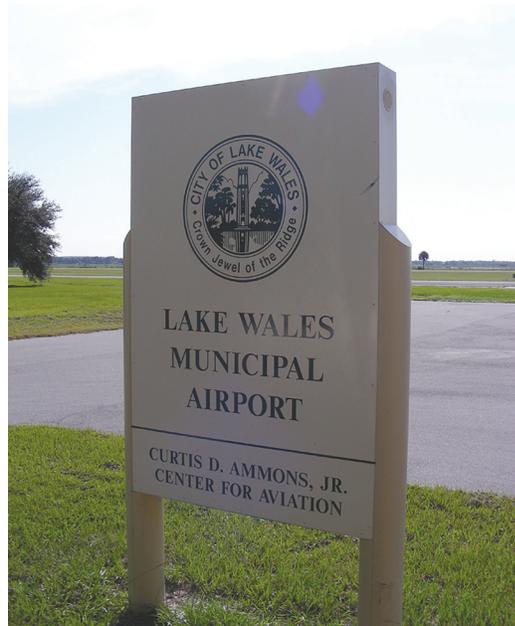
In 2008, the airport received grants from the Florida Office of Tourism, Trade, and Economic Development (OTTED), now called the Florida Division of Strategic Business Development. Of these OTTED grants, \$3 million funded a new FBO building, new T-hangars, tree clearing, and acquisition of 60 acres of property to extend the runway. Another \$1.5 million in OTTED funding paid for a fire suppression tank.

Economic impact

The total economic impact of the airport is \$1,058,000 annually according to the Florida Statewide Aviation Economic Impact Study.

Lake Wales Municipal Airport is the closest airport to the new CSX Intermodal Logistics Center which will generate significant economic activity and development as the primary interchange point for CSX container activity from train to truck and vice versa in Florida (up to 500 trucks per day, in and out). Plans to extend the main runway to 5,000 feet-plus are already approved and awaiting funding from the FAA and FDOT, and will allow business jet traffic to use the airport in support of the CSX facility. The city also plans to provide full water and wastewater service to encourage on-airport development of aviation and non-aviation businesses.

A 162-acre industrial park accommodating six sites is located two miles south of the airport. The industrial park



Photographs courtesy of Hoyle, Tanner & Associates

Points of Interest

- Lake Wales Municipal Airport has 23 based aircraft.
- The population of Lake Wales, Florida is approximately 13,076.
- The airport's service area includes the cities of Dundee, Eagle Lake, Fort Meade, Frostproof, Highland Park, Hillcrest Heights, Lake Hamilton, and Lake Wales.

offers opportunity for economic growth as it is currently 10 percent occupied.

Airport's mission

The airport's mission is "to upgrade the airport to support the city's economic development efforts by providing the facilities and services necessary to support business and commercial users as well as recreational and general aviation flyers," says Lake Wales City Manager Kenneth Fields.

Airport management would like to extend Runway 6/24 to the west, build additional general aviation facilities, and increase its aviation services.

To learn more about Lake Wales Municipal Airport, see the airport's website at www.cityoflakewales.com. ♦

We thank Teresa Allen, Assistant Public/Support Services Director for Lake Wales, and Betty Hill of the FBO for their assistance with this article.



FBO building at Lake Wales Municipal Airport.



Taxiway Alpha West after realignment in 2014.

Economic Impact

The total annual economic impact of Lake Wales Municipal Airport follows:

- **Total employment: 9**
- **Direct impacts: \$250,000**
(from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$336,000**
(associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$472,000**
- **Total output: \$1,058,000**

—from the Florida Statewide Aviation Economic Impact Study Update, August 2014

Calendar

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

January 20–23, 2016

U.S. Sport Aviation Expo, Sebring Regional Airport (SEF); exhibits and aircraft on display. For more information, call (863) 655-6444 x117 or see www.sportaviationexpo.com.

April 5–10, 2016

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

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

Recovering from Hurricanes

In August and September of 2004, three hurricanes struck central Florida: Hurricane Charley, Hurricane Frances, and Hurricane Jeanne. Within 44 days all three hurricanes battered Lake Wales, destroying all major building facilities at Lake Wales Municipal Airport. The airport had limited service for a period of time after the 2004 hurricane season in order to rebuild.

The hurricane damage was unbelievable, says Teresa Allen, Assistant Public/Support Services Director for the city of Lake Wales. “The first hurricane was a shock; we weren’t supposed to be in its path. Then the other ones came through.”

Recovery at the airport took a long time, says Allen. The FBO acquired a temporary trailer, and the local power company staged operations on the runway.

Throughout the city, the hurricanes had damaged power lines, knocked down trees, and tore up sidewalks. For many residents, there was no electricity. “It came back in stages,” says Allen.

“We learned from this experience. We have taken a hard look at infrastructure,” says Allen, “and we are now very particular.” Support from several agencies has helped the airport rebuild. “It has been great to have these projects these last few years,” she adds.

SEADOG, From page 5

very simple agreement, but out of 100 airports only two responded,” says Fred McCosby. Airports may have hesitated to sign a formal agreement because of concerns about legal issues and liability. As a result, SEADOG has maintained the informal organization that has proven itself for airports in the southeast.

Training at conferences

Every year SEADOG and WESTDOG hold a joint conference where airport employees receive training to help them learn more about disaster response. Airports participate in hurricane exercises and see firsthand how the coordinating teams work together. More than 100 airport employees attended the last conference in Savannah, Georgia in August 2015. Featured speakers from the FAA and health agencies addressed infectious substances and the Emergency Management Assistance Compact (EMAC). Military units involved in disaster operations provided sessions for airport disaster operations groups. A simulation for a Category 2 hurricane



Courtesy of Savannah/Hilton Head International Airport

SEADOG responders at Louis Armstrong New Orleans International Airport.

provided participants with the opportunity to participate in a tabletop drill.

For more information about SEADOG, see www.seadogops.com or email Amanda Welch Parker at awelch@savannahairport.com. The website offers

many details about SEADOG’s mission and how it operates. ♦

We thank Fred McCosby, A.A.E., MBAA, Senior Programs Manager for the Savannah Airport Commission, for his assistance with this article.

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