

Florida Flyer

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Summer 2017

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Zoning Update: July 1
Deadline



Jami Boothby, Perry-Foley Airport

The Perry-Foley Airport terminal offers travelers a relaxing environment.

Perry-Foley Airport

by Melody Cox

Perry-Foley Airport (40J) is located in northwest Florida, just outside the city limits of Perry in Taylor County. The county has nearly 60 miles of coastline on the Gulf of Mexico, and the airport is just 15 miles from the Gulf.

Long known as the “Tree Capital of the South,” Taylor County hosts the annual Florida Forest Festival in October. At 1,043 square miles, Taylor County is one of the largest counties in the state in land mass, but has a small population of approximately 21,000. Perry is the county seat and is the only incorporated city or town in the county. The area is renowned for recreational fishing, scalloping, and boating. Frequently, pilots and

their passengers fly in to visit the coastal communities and access the Gulf.

Serving the community

Perry-Foley Airport serves the general aviation needs of the community with two active asphalt runways. Runway 18/36, the primary runway, is 5,010 feet long, and Runway 12/30 is 4,754 feet long. The airport has one eight-bay T-hangar unit and will soon begin constructing three new T-hangar units. One county-owned and leased corporate hangar is located here as well as three privately owned shade hangars available for lease by the owners. Approximately

See Perry-Foley, page 6



Aaron N. Smith
State Aviation Manager

***“Statewide
coordination
continues to be
a cornerstone of
FDOT’s Aviation and
Spaceports Program.”***

MANAGER’S CORNER

It’s hard to believe that it is May already. Perhaps that’s a sign that we’ve been diligently working to complete a comprehensive update to the Florida Aviation System Plan and the Sustainability Guidebook, development of the Florida Aviation Professionals Academy, as well as updates to the Florida Aviation Projects Handbook, Air Service Study, the ever-so-popular Florida Statewide Aviation Economic Impact Study, Master Plan Guidebook, and Air Cargo Study. In addition to continued development and improvement to system planning and program documents, airport inspections, private airport registrations, Chapter 333 coordination and local ordinance development assistance, pavement inspections for pavement condition index (PCI) and pavement classification number (PCN) continue as well as numerous other projects and initiatives that are in development for next year.

None of these projects would be possible without the hard work and dedication of department staff, both central office and district, who meet monthly via teleconference to discuss statewide issues, projects, and programs. Statewide coordination continues to be a cornerstone of FDOT’s Aviation and Spaceports Program.

That being said, proper communication and coordination with FDOT district offices as well as the FAA Airports District Office is essential for our continued success in achieving our vision of serving the people of Florida by facilitating the development of the nation’s most efficient air transportation system.

Planned program funding remains strong, with a tentative budget of more than \$1 billion over the next five years. This is also supported by the Florida Office of Economic and Demographic Research which determined the return on investment for the Aviation Program is forecasted to be 1.72 (fiscal year 2017–2021). “For every dollar spent on the program, the state of Florida received 1 dollar and 72 cents back in tax revenue. The aviation program area contributes \$10.4 billion to real Disposable Personal Income and \$9.6 billion to Florida’s real GDP in an average year.” (Source: Return on Investment for the Department of Transportation’s Work Program, Office of Economic and Demographic Research, December 2016.)

Airport Lighting

by David P. Smith, ACE

In this edition of the *Florida Flyer*, I would like to discuss airport lighting, an airfield standard that is an important aspect of Florida's airport licensing program.

Airport lighting could arguably be one of the most important visual aids to flight crews on an airport. It helps pilots operate safely in the airport environment during times of low visibility and/or at night. Lights can help pilots both on the ground and in the air ensure a safe flight. The Florida Department of Transportation does not require that an airport be lighted. If the airport is lighted, there are minimum standards to comply with.

For lighted airports

For lighted airports, the minimum lights that shall be provided are threshold and runway end lights, displaced threshold lights, segmented circle lights, and windsock lights. The minimum lights required for heliports is either final approach and takeoff (FATO) lights or touchdown and liftoff (TLOF) lights. All of these lights are to be flush or on frangible mounts not more than 14 inches tall. It may be beneficial to have the lights in-pavement or flush to prevent damage by landing helicopters.

The two lighted areas for lighted heliports are not to be lighted at the same time. So, if either the final approach and takeoff area or the touchdown and liftoff area is lighted, the other should not be lighted. Also, the FATO should only be lighted if it is load bearing; do not light the FATO if any portion of it is not load bearing. These lights should be green in color according to Federal Aviation Administration (FAA) Advisory Circular 150/5390-2C. Chapter 14-60.007 of the Florida Administrative Code states the heliport lights should be yellow in color, which is incorrect. We are currently working to update Chapter 14-60 to reflect the standards in the FAA advisory circulars. If your heliport lights are green in color, please know it will get a pass on the inspections.

Placement of lights

The placement of the runway end and displaced threshold lights is a common issue found during inspections. The runway end lights and/or the displaced threshold lights should be located no closer than two feet before and no farther than 10 feet before the runway end or designated displaced threshold. These lights should not be located in line with the runway end or threshold. Also, these lights are to be spaced 10 feet apart from each other. On the runway end lights, the outermost light from the runway centerline should be in line with the runway edge lights, with the remaining lights extending inward toward the runway centerline. For the displaced threshold lights, the innermost light to the runway centerline should be in line with the runway edge lights, with the remaining lights extending outward away from the runway centerline.

For runways with marked displaced thresholds, the color of the lights is a little more complicated than runways without a marked displaced threshold. On the displaced threshold lights, the lights that are facing toward the aircraft landing should be all green in color. On the opposite side (the side facing aircraft departing from the other direction) the light in line with the edge lights should be the only one visible; the other lights should be blacked out. The runway end lights on a runway end with a displaced threshold will be completely red in color.

For runways with no marked displaced threshold, the runway end or threshold lights should be green on the side facing the approaching aircraft and red on the side facing departing aircraft. The end lights and displaced threshold lights should be in groups of three



Taxiway edge lights, above, must meet the standards indicated in Chapter 14-60 of the Florida Administrative Code.

for visual runways and groups of four for instrument runways. Runways with circling-only approaches are considered visual runways, so only three lights per side are required.

Edge lights

Runway edge lights and taxiway edge lights are not required to meet the minimum standards for lighted airfields. If there are edge lights present, the following standards shall apply. For runway edge lights, they shall emit white light on visual runways. On runways with instrument approaches, the edge lights shall emit yellow light for the last 2,000 feet or half of the runway, whichever is less, to alert flight crews to the runway remaining. And the taxiway edge lights are to be blue in color. Once again, these lights are to be flush or on frangible mounts not more than 14 inches tall.

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.fdot.gov/aviation/safeinsp.shtm.

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

David P. Smith, ACE, is the Airport Inspection and Safety Manager for the FDOT Aviation and Spaceports Office. Contact him at (850) 414-4515 or DavidP.Smith@dot.state.fl.us.

Florida Aircraft Landing Rights

by Alice Lammert

I am often asked the question, “Do I need a permit or approval from the Florida Department of Transportation (FDOT) to operate an aircraft from my private property?” In Florida, the answer is yes! If you are planning on landing or taking off from your property or someone else’s, you will need to obtain an Airport Site Approval Order and Registration or Airport License issued by FDOT. In fact, the requirement applies even if you only intend to operate once from the site. **According to Chapter 330.27, Florida Statutes (F.S.), an “airport” means an area of land or water used for, or intended to be used for, landing and takeoff of aircraft, including appurtenant areas, buildings, facilities, or rights-of-way necessary to facilitate such use or intended use.** This includes but is not limited to airports, heliports, helistops, ultralight flight parks, and seaplane bases.

There are some exceptions, such as a helistop used by mosquito control or emergency services, not to include areas where permanent facilities are installed, such as hospital landing sites, and so on. Please refer to Chapter 330.30 (3) (a-e), F.S., for a complete list of exemptions. However, if you want to land your helicopter or airplane in an open field or in a friend’s backyard, you will still need to obtain an Airport Site Approval Order and Registration or Airport License. The Airport Site Approval Order Process for a private airport is listed below:

Step 1. Obtain local zoning approval for each municipality having jurisdiction, for the municipality and county in which the site is located or which is located within five nautical miles of the proposed airport. The zoning approval must include a statement that the proposed airport is a compatible land use for the location or that such requirements are not applicable. Also, include a statement that the airport that you plan to build complies with local building regulations. As part of this process, you will need to provide a public notice by requesting publication of notification of the proposed airport site in a newspaper

of general circulation in the county in which the proposed site is located and counties within five nautical miles of the proposed site. Keep a copy of the notice and of the letter, showing the recipient’s name and mailing address for the newspaper. You will also need to send a letter of notification to all real property owners within 1,000 feet of the airport site perimeter, or within 300 feet of the heliport or helistop site perimeter. Keep a copy of the list of their names and mailing addresses as well as a copy of the letter of notification. Also, keep a copy of all real property owner correspondence in reply. This process may take several months to complete.

Step 2. After you have received local zoning approval, you will need to submit Federal Aviation Administration (FAA) Form 7480-1, Notice for Construction, Alteration and Deactivation of Airports, to the FAA Southern Region Airports Division 90 days prior to the day work is to begin or the planned implementation date pursuant to 14 CFR Part 157. You will need to attach a scale drawing showing the size and dimensions of the proposed facility; property rights of way and easements; lighting, power, and telephone poles; location of building(s) on the property and surrounding areas; and direction, distance, and height of all structures over 25 feet within 1,000 feet of the site perimeter. The FAA will conduct an airspace analysis and a site visit prior to issuing an FAA Airspace Determination. The airspace determination is good for 18 months unless it is extended.

Step 3. While you are waiting for your FAA Airspace Determination letter to come back, you should gather the following remaining documents:

- Written legal confirmation of ownership, option to buy, or lease agreement for the real property that is the site on which the proposed airport would be located.
- A copy of a U.S. Geological Survey quadrangle map or equivalent with the proposed site plotted to the nearest second of latitude and longitude.

- A copy of a map or sketch, at least 8.5 x 11 inches in size, showing the location of the proposed site, with respect to recognizable landmarks and access roads to the site clearly marked.

- A list of names and mailing addresses for adjacent airports, including a sample copy of the letter submitted as proposal notification to these airports, and attach a copy of all airport reply correspondence. (*For a proposed airport or seaplane landing facility*, list all VFR airports and heliports within five nautical miles and all IFR airports within 20 nautical miles. *For a proposed heliport*, list all VFR airports and heliports within three nautical miles and all IFR airports within 10 nautical miles.)

- Written confirmation that the runway(s) on the proposed airport would not be located within 5,000 feet of any solid waste management facility for a proposed airport serving only non-turbine aircraft, or within 10,000 feet of any solid waste management facility for a proposed airport serving turbine-driven aircraft.

- Written confirmation, including a graphical depiction, demonstrating that safe air traffic patterns can be established for the proposed airport with all existing and approved airport sites within three miles of the proposed airport site. Provide a copy of written memorandum(s) of understanding or letter(s) of agreement, signed by each respective party, regarding air traffic pattern separation procedures between the parties representing the proposed airport and any existing airport(s) or approved airport site(s) located within three miles of the proposed site.

- Written confirmation that the runway and taxiway design criteria and airport design layout of the proposed airport have appropriately taken into account consideration of the manufacturer’s performance characteristics for the type(s) of aircraft planned to be operated; the frequency and type(s) of flight operations to be anticipated; planned aviation-related or non-aviation activities on the airport; and any other safety

considerations, as necessary, to help ensure the general public health, safety, and welfare of persons located on or near the airport.

- Written confirmation that the proposed airport site owner or lessee will take appropriate steps to help protect the health, safety, and welfare of the general public through secure airport operations and that they will develop and implement adequate airport security measures to safeguard airport and aviation-related assets from misappropriation or misuse in order to prevent potential loss or public endangerment.

Step 4. Access our webpage at www.floridaprivateairport.com, go into the “Private Airport Registration and Site Approval” module, and select “Create an Account for a New Site Approval.” You will need to apply for a “Login Name and Password” which will be linked to your facility throughout this process. An Airport Site Approval Order is granted only after it has been determined that all requirements set forth in Chapter 330.31(1), F.S., and Chapter 14-60.005, F.A.C., have been met. All required supporting documentation detailed in Chapter 14-60.005(5)(a-m), F.A.C., must be maintained by the applicant and made available to the FDOT for review upon request. Note: The Aviation and Spaceports Office will request, at a minimum, the FAA Airspace Determination and local zoning approval.

Step 5. Once a complete application has been submitted and all documentation requested has been received, FDOT’s review will begin. Please keep in mind that this review may take several weeks, as we conduct our own airspace analysis; determine if adequate area exists for the type of aircraft that will be operated from the site; and conduct an examination of obstacles, approach/departure paths, ownership rights, and so on.

Step 6. Once FDOT is satisfied that all of the conditions of Chapter 14-60.005(5)(a-m), F.A.C., have been met, an Airport Site Approval Order will be issued and an announcement will be placed in the Florida Administrative Register (FAR). From the date of the announcement publication in the FAR, 21 days shall be allowed for the ad to run, plus an additional 21 days for the public to petition FDOT for an administrative

hearing pursuant to Chapter 120.57(1), F.S. In order to allow for required administrative processing and publishing lead times, 45 days shall be allowed from the date of issuance until the effective date of the Airport Site Approval Order. However, if a petition for administrative hearing is filed, the Airport Site Approval Order shall not take effect 45 days after the date of its issuance, but shall be held in abeyance pending the outcome of the administrative hearing. The FDOT will provide notification to the applicant stating that a petition has been filed and that the Airport Site Approval Order date is pending the outcome of the administrative hearing.

Step 7. The applicant/owner has two years from the effective date of the Airport Site Approval Order to either construct the airport or extend for subsequent periods of two years, provided conditions that led to the original site approval have not changed to a degree that would cause FDOT to now deny the site approval. Following construction, a final inspection of the airport by the FAA Flight Standards Division is required.

Step 8. Prior to operation of aircraft from the airport, private airports shall be registered at www.floridaprivateairport.com using their “Login Name and Password” after the Airport Site Approval Order has been granted by the FDOT, including completion of the announcement process.

Step 9. Within 15 days of registering your new airport with FDOT, you must submit FAA Form 5010-5, Airport Master Record, to the FAA Orlando Airports District Office pursuant to 14 CFR Part 157. This step will complete activation of your airspace with the FAA. ♦

Resources:

Chapter 330.30, F.S., Regulation of Aircraft, Pilots, and Airports

Chapter 14-60, F.A.C., Airport Licensing, Registration, & Airspace Protection

14 CFR Part 157, Notice of Construction, Alteration, Activation and Deactivation

Alice Lammert is the Private Airport and Finance Manager for the FDOT Aviation and Spaceports Office. Contact her at (850) 414-4503 or Alice.Lammert@dot.state.fl.us.

Going Electronic!

The Florida Airport Directory and Florida Aeronautical Chart are now available only in electronic format. We provide both of these popular publications in portable document format (PDF). A word of caution: These documents are rather large and therefore take some time to load. Please select the hyperlinks provided here or download each from our website at www.fdot.gov/aviation/flpub.shtm. Should you require assistance or have any questions, please contact us at aviation.fdot@dot.state.fl.us or (850) 414-4500.

While we have historically provided hard copies of the Florida Airport Directory and Florida Aeronautical Chart, they were printed once a year and the information quickly became dated. Moving toward electronic documents allows us to provide you the most current Florida airport information available.

An additional resource is the Public-Use Airport Map, available at www.fdot.gov/aviation (see the list on the left side of the website). This online map allows a basic search capability and, by clicking on an airport’s location on the map, users can view the airport’s directory page and photograph.

We thank you for your continued support of Florida’s aviation program while we make adjustments to the presentation of our publications.

The airport directory and aeronautical chart can also be found on the Florida aviation database at the following locations:

2017 Florida Airport Directory:

www.florida-aviation-database.com/library/filedownload.aspx?guid=d890bea4-a24c-453a-a0ae-4fd84c56b1f0

2017 Florida Aeronautical Chart:

www.florida-aviation-database.com/library/filedownload.aspx?guid=d5c379fe-44cd-49c2-bbdb-6b5a32ea5f6d ♦

Perry-Foley Airport

From page 1

30 tie-down areas for transient aircraft are located on the apron and ramp area adjacent to the terminal.

The Taylor County Board of Commissioners owns and operates the airport, and there are no FBOs. The airport offers self-service 100LL and Jet A fuel, and the fuel systems are also owned by the county.

Travelers can relax in the comfortable lobby area of the terminal or enjoy leisure time in the rocking chairs on the airport's large airside porch.

A conference room, restrooms, vending machines, a computer for pilot use, and WiFi are provided in the terminal, and an airport courtesy car is available for pilot use. Being located in a rural area, the airport offers easy access to pilots in a stress-free, relaxing environment.

Training base in WWII

During World War II, Perry-Foley Airport, known then as Perry Army Airfield, was used for training by the U.S. Army Air Force's (USAAF) Third Air Force. The airfield became operational in June 1943 as a sub-base to Dale Mabry Field in Tallahassee under the authority of the 338th Fighter Group of the Third Air Force. USAAF pilots received their training in P-40 Warhawks, P-47 Thunderbolts, and P-51 Mustangs before joining units in the European or Pacific theaters.

After the war ended, the last pilots left Perry Army Airfield in September 1945. The airport was deeded to the county by the War Assets Administration in April 1947. At that time, it reverted back to civilian aviation purposes and has operated as such since then.

Economic impact

Perry-Foley Airport serves the Big Bend and Nature Coast regions of Florida, and has a total economic impact of \$2,250,000 annually according to the Florida Statewide Aviation Economic Impact Study Update completed in August 2014. The airport offers easy



Jami Boothby, Perry-Foley Airport

The airport completed construction of a new corporate hangar in August 2016.

access, low fuel prices, and an ideal location close to the Gulf of Mexico, one hour from the state capital of Tallahassee, less than two hours from Gainesville, and two-and-a-half hours from Jacksonville.

A large portion of airport use is business related. The airport serves several businesses in the area, including Georgia Pacific (a pulp and paper company), Chemring Ordnance (an ammunition manufacturer), Four Rivers Timber Company (the largest landowner in the county), and Big Top Manufacturing (a portable building manufacturer). The Florida Forest Service leases a larger, older hangar facility and a T-hangar for aircraft that operate out of the airport. Med-Trans, a medical emergency transport company, leases space at the airport for helicopter pilots to stay when off-duty. Crop dusters who aerially fertilize for local timber companies operate out of the airport approximately eight weeks each year.

A new business which provides aviation search-and-rescue and disaster recovery services recently leased the new corporate hangar and is expected to create several new employment opportunities within the next year. One locally leased pilot operates out of the airport and provides pilot training and certification as well as local flight service for tourists or special events.

As a Category 3 hurricane-ready facility, the airport terminal serves as

Economic Impact

The total annual economic impact of Perry-Foley Airport follows:

- **Total employment: 21**
- **Direct impacts: \$785,000**
(from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$413,000**
(associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$1,052,000**
- **Total payroll: \$566,000**
- **Total output: \$2,250,000**

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

the county's alternate emergency operations center and a staging area for power companies and disaster recovery entities. The airport also has substantial use from pilots en route to mainly tourism-related destinations in south Florida.



Jami Boothby, Perry-Foley Airport

An eight-bay T-hangar unit at Perry-Foley Airport. The airport plans to build three more T-hangar units.

Points of Interest

- Fourteen aircraft are based at Perry-Foley Airport.
- An estimated 18,770 landings and take-offs occurred in 2015.
- The airport terminal is a Category 3 hurricane-ready facility.

Recent improvements

Over the past several years, Perry-Foley Airport has accomplished a great deal with assistance from the Federal Aviation Administration and the Florida Department of Transportation (FDOT). In 2006, the airport constructed a new terminal building with funding assistance provided by FDOT. The airport built an eight-bay T-hangar facility in 2011 and completed construction of a new corporate hangar in August 2016. Runway 18/36 was lengthened to 5,010 feet and resurfaced in 2014, and Phase I of the rehabilitation of the apron area was completed in August 2016. The airport anticipates Runway 12/30 will be resurfaced within the next few years.

A new security gate system was installed in 2013, and with funding assistance provided by FDOT in 2014, the county purchased a Jet A fuel system. The design and the engineering for lighting upgrades and improvements are currently underway, and the airport

anticipates the actual improvements will be made in late 2017.

Mission and goals

The airport's mission is to continue to grow and make improvements for the many pilots who visit Perry-Foley Airport. One of the primary goals is the addition of a pilot rest area which will provide sleeping quarters and additional restrooms with showers. Developing a marketing plan is a goal for 2017 as well as seeking ways to create more community interest in the airport.

More community involvement is a key goal of airport staff during the upcoming year. Over the past few years the demographics of the airport users have changed considerably. Airport staff members have been working with the Taylor County/Perry Chamber of Commerce to host events such as air shows and events to promote aviation interest in the local children and youth. The local media is very good about promoting airport events such as World War II aircraft traveling through and spending a day or two at the airport and the Met Life air bus spending several days on site.

For more information about Perry-Foley Airport, see the airport's website at www.taylorcountygov.com/airport. ♦

Melody Cox is Director of Perry-Foley Airport. Contact her at (850) 838-3519 or melody.cox@taylorcountygov.com.

Send Us Your Aviation Award Nominations

The FDOT Aviation and Spaceports Office will present the Florida Aviation Awards at the CFASPP statewide meeting prior to the Florida Airports Council's conference in July. The awards include outstanding aviation professional, general aviation airport, commercial service airport, airport project, and distinguished aviation service.

Airports, local government officials, federal officials, consultants, contractors, industry partners, and department staff who wish to nominate professionals, airports, or projects for these awards may send nominations to Fred Karuga, Communications Manager, at Fred.Karuga@dot.state.fl.us. Nomination requirements may be found on the website of the Aviation and Spaceports Office at www.fdot.gov/aviation under "Office Resources – Programs and Services – Awards Program." **Nominations must be received by May 31.** ♦

Calendar

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

July 22

CFASPP Statewide Steering Committee meeting at Lowe's Miami Beach Hotel. For information, see www.cfaspp.com.

July 23–26

48th Annual FAC Conference and Exposition at Lowe's Miami Beach Hotel. For more information, see the Florida Airports Council's website at www.floridaairports.org.

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

Chapter 333 Airport Zoning Update

by Greg Jones

Chapter 333 of the Florida Statutes, “Airport Zoning,” was amended effective July 1, 2016, requiring provisions of existing airport zoning regulations in conflict with this chapter to be amended to conform to the requirements of Chapter 333 by July 1, 2017. **In order to comply with the amended Chapter 333, political subdivisions must:**

(1) Adopt adequate airport protection zoning regulations and airport land use compatibility zoning regulations,

(2) Place such regulations on file with the Department’s Aviation and Spaceports Office, and

(3) Establish a permitting process.

From our vantage point it appears the most difficult aspect of complying with Chapter 333 is developing and administering the permitting process. To assist, we direct your attention to the following provisions of Chapter 333:

333.09 Administration of airport protection zoning regulations

(1) **ADMINISTRATION.**—All airport protection zoning regulations adopted under this chapter shall provide for the administration and enforcement of such regulations by the political subdivision or its administrative agency. The duties of any administrative agency designated pursuant to this chapter must include that of hearing and deciding all permits under s. 333.07, as they pertain to such agency, and all other matters under this chapter applying to said agency.

(2) **LOCAL GOVERNMENT PROCESS.**—

(a) A political subdivision required to adopt airport zoning regulations under this chapter shall provide a process to:

1. Issue or deny permits consistent with s. 333.07.

2. Provide the department with a copy of a complete application consistent with s. 333.025(4).

3. Enforce the issuance or denial of a permit or other determination made by the administrative agency with respect to airport zoning regulations.

(b) If a zoning board or permitting body already exists within a political subdivision, the zoning board or permitting body may implement the airport zoning regulation permitting and appeals processes.

The deadline for complying with Chapter 333 is July 1, 2017, and the Department does not have authority to extend that deadline. For resource documents to assist with the development of airport zoning regulations, see the aviation website at www.FDOT.gov/aviation. ♦

Greg Jones is Airspace and Land Use Manager for the FDOT Aviation and Spaceports Office. Contact him at (850) 414-4502 or DOTRegulationReview@dot.state.fl.us.



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