News from the Florida Department of Transportation Aviation Office

Florida Flyer

INSIDE

Marion County Airport

Marion County Airport is a general aviation airport located in north central Florida between the cities of Dunnellon and Ocala on the west side of Marion County. The 792-acre airport sits just north of Southwest Highway 484.

Centered between the Gulf of Mexico and the Atlantic Ocean, Marion County is an inland county with a mixture of urban and rural areas. Travelers from Marion County can reach several of Florida's major cities in approximately two hours or less.

One of the world's largest artesian springs, Silver Springs, is located here along with dozens of other springs. The county is also home to Ocala National Forest, Florida's second largest national forest.

Courtesy of Marion County Airport

Aerial view of Marion County Airport.

Two active runways

Marion County Airport features two active runways, 05/23 and 09/27, and pilot-controlled lighting on an uncontrolled airfield. The airport offers free Wi-Fi inside the FBO and competitively-priced aviation fuel available 24 hours. Minor airframe and powerplant services are available.

T-hangars and airplane tie-downs are available for rent. The airport has a total of 60 nested T-hangars, eight corporate hangars, and one asphalt parking ramp that is approximately 12,000 square yards.

The airport is owned and operated by the Dunnellon Airport Authority under the Marion County Board of County Commissioners. The airport authority serves as the fixed base operator.

MANAGER'S CORNER

Aaron N. Smith
State Aviation Manager

There is no doubt in anyone's mind: sequestration will impact aviation in Florida and throughout the country. As many of you know all too well, the FAA is in the process of closing at least 14 contract air traffic control towers around Florida. The graphic image below represents the contract towers that are closing and the timeline.

The impacted facilities include Naples, Boca, New Smyrna, Page, North Perry, Lakeland, Leesburg, Ocala, Ormond Beach, Punta Gorda, St. Augustine, Albert Whitted, Witham Field, and Space Coast. And the FAA might not stop there; additional towers may still close at the beginning of the federal fiscal year, October 1. While several of these airports scramble to keep these towers operational, the state continues to review the facts and other potential options.
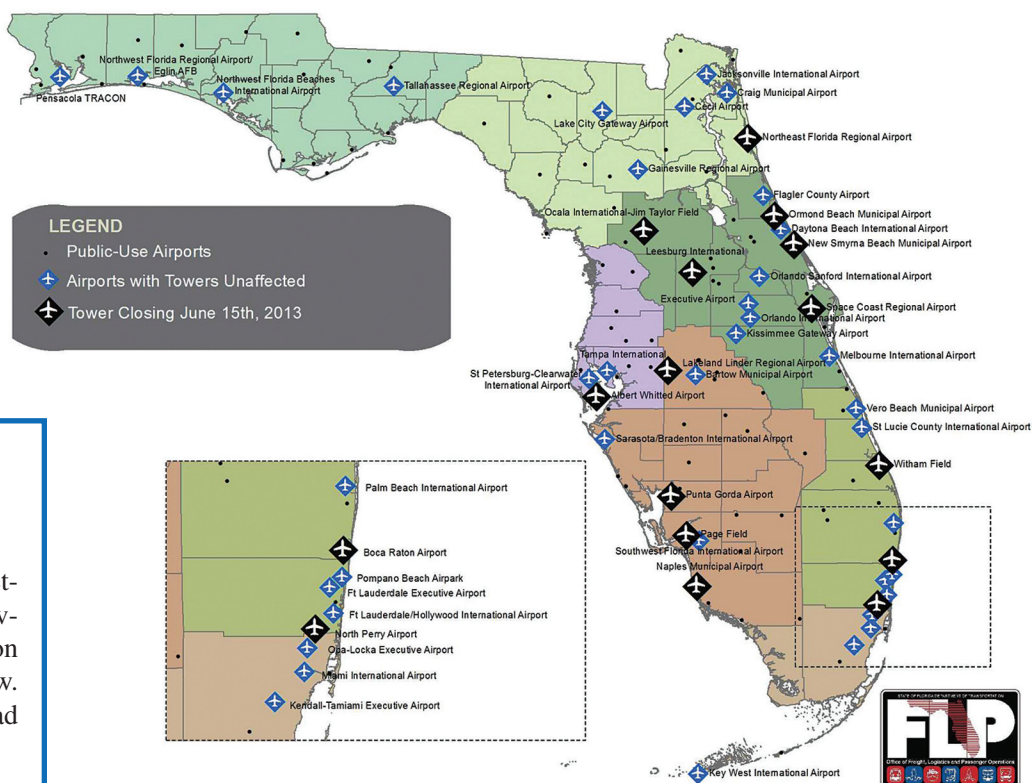
There is also no question that pilots who require air traffic control tower services will continue to seek the nearest towered facility, including Florida's already busy commercial service airports. So, yes there will be an economic impact as aircraft operators adjust to the new environment. What about the impact to safety? Well, we have been told the FAA has considered safety and all is well in that department.

Though one could say the FAA's process of identifying which towers to close was certainly questionable, the fact is these towers opened based on a number of criteria and methodologies of which only one was used to close them. Sure, several airports came off the first list on the basis of national significance, which is good. And, perhaps after a thorough analysis there are towers which are no longer really needed in the system. However, the fact remains that according to the FAA, the remaining 14 airports on the list have no national significance. Really? Or did we just trim that square peg to make it fit. I'm just saying.

Meanwhile, amidst all the drama, the good folks at Lakeland Linder Regional Airport and EAA worked feverishly to keep Sun 'n Fun on course. And I am pleased to see Sun 'n Fun proceeded indeed, though not without the extraordinary efforts (and some $) of Gene Conrad at Lakeland Linder Regional Airport, his staff, and Doug Murphy, FAA Southern Region Administrator, and his staff at the FAA, as well as countless others who worked under the radar to do the right thing in a time when some folks just don't get it. By the way, this one aviation event has an economic impact of $67 million to Florida, certainly a cause worth fighting. Hat's off to Gene and Doug!

Who knows, by the time you read this article the FAA may have changed its mind once again. I guess we should expect that . . . right! Remember—one peek is worth a thousand scans. Let's all be safe out there!! ◆

General Aviation Appreciation Month

Governor Rick Scott extends greetings and best wishes to all observing April 2013 as General Aviation Appreciation Month. See www.twitter.com/myFDOT_cfl to read Governor Scott's comments.

NextGen

Next Generation Air Transportation System

The Next Generation Air Transportation System, or NextGen, is the transformation of today's analog, ground-based air traffic control system to a more flexible and environmentally friendly system capitalizing on new satellite-based and digital technologies. This transformation is essential in order to increase efficiency in the National Airspace System, enabling continued growth and the introduction of new types of aircraft, such as commercial space vehicles.

NextGen improvements at every phase of flight are reducing delays on the ground and in the nation's skies while enhancing safety, reducing fuel burn, and lowering aircraft exhaust emissions. For people who live near airports, NextGen may also mean less noise.

The Federal Aviation Administration (FAA) is leveraging existing technologies and expanding their capabilities to bring the benefits of NextGen to the flying public today. Many aviation community partners are joining forces with the FAA to help transform the airspace system. These partners include airlines, manufacturers, universities, associations, and state, local, and foreign governments.

The FAA's safety management system approach, which is more proactive and data-driven than after-the-fact analyses, is helping the agency achieve the next level of safety for the flying public. Ongoing investments in airport infrastructure—runways, terminals, and technology—will ensure that maximum benefits are gained from transforming the air traffic system and renovating aircraft fleets. The investment in advanced engines, airframes, and sustainable fuels, along with new procedures, is helping to reduce aviation's environmental footprint. ◆

The above summary is from the FAA Fact Sheet "Next Generation Air Transportation System," May 27, 2010, available at www.faa.gov/nextgen/library.
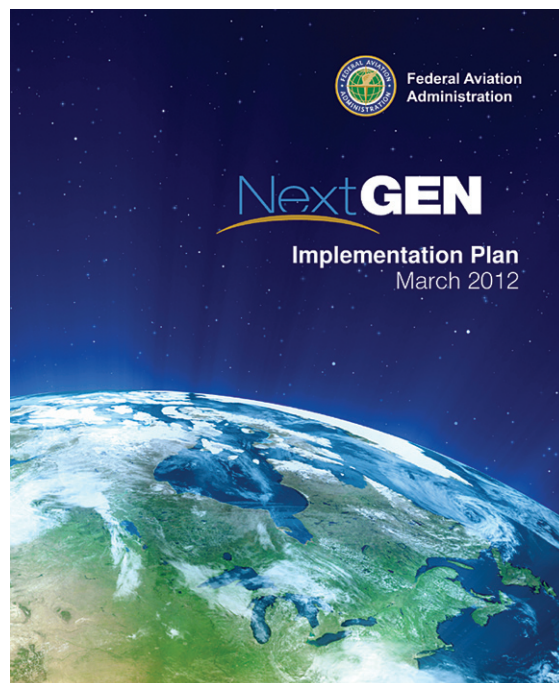
More about NextGen

"The NextGen transformation encompasses technology, procedures, and policy," says Bill Gordon, Acting Manager of the NextGen Outreach and Reporting division at FAA headquarters in Washington, D.C. "It is not a single program or system, but rather a comprehensive change in the way we do things at every phase of flight, from flight planning and departure clearances to the way aircraft approach the airport for landing. NextGen improvements are changing the way we track aircraft on the ground and in the air; they're changing the way we navigate, and the way we communicate.

"NextGen increases efficiency, enhances safety, reduces delays, saves fuel, and reduces aviation adverse environmental impact. This shift to smarter, satellite-based and digital technologies is already providing benefits for the aviation community and the flying public," says Bill Gordon.

Two of the best sources of NextGen information for airports are available on the FAA's website: the *NextGen for Airports* brochure and the 2012 update to the *NextGen Implementation Plan* (the 2013 plan update will be available within the next few weeks).

To read the *NextGen for Airports* brochure, go to www.faa.gov/nextgen and click on "NextGen for Airports" in the left column; here, you can read questions and answers relating to airports and view a copy of the brochure in portable document format (PDF). The *NextGen Implementation Plan* for 2012 is also available at www.faa.gov/nextgen; click on "Library" in the left column and then choose one of the options under "NextGen Implementation Plan 2012." Appendix A of the *NextGen Implementation Plan* covers details that are particularly helpful for airports and aircraft operators.

If you have questions about NextGen, contact the FAA by email at NextGen@faa.gov. An FAA representative will answer your questions or direct your inquiry to the appropriate FAA office for assistance.

Courtesy of www.faa.gov/nextgen/library

Marion County Airport

Initial development

The initial development of the airfield began in 1941 with an agreement between Marion County and the federal government to construct a training base for the Army Air Corps on county property. In 1942 it was named the Dunnellon Army Airfield and consisted of three runways with facilities to support the Army Air Force School of Applied Tactics. Pilots and crewmen were trained on the Waco CG-4A glider or to become C-47 Skytrain pilots. The airfield became a civilian airport after the federal government returned the property back to the county in 1945.

Today, the airport and airport businesses provide more than 60 jobs for the community. Airport businesses include the National Parachute Testing Center and Highwing Images (aerial photography). Fowler Aviation and Pratt Aviation offer aircraft maintenance; Sport Pilot Services and Whiskey Bravo Aviation provide flight instruction. Manufacturing companies include ASA Manufacturing, Inc., Flowmatic Systems, Inc., and Triad EDM, Inc. I-Tech Aviation manufactures the Maverick flying car, and specializes in aircraft manufacturing and technology development .

In recent years, Marion County Airport has added new security fencing, closed circuit cameras, and electronic gates. The airport added 20 nested T-hangars in 2010. In 2011, the airport sealed and restriped Runway 09/27, and repaved Runway 05/23, extending the runway from 4,941 feet to 5,000 feet.

Airport goals

"It is the goal of the Marion County Airport to provide quality services, facilities, and support to the general aviation community in order to promote the growth of the general aviation community by providing convenient service at a reasonable price," says airport manager John Helms. "Furthermore it is the goal

Top: L39s fueling. Right: Aircraft at Marion County Airport.

Photographs courtesy of Marion County Airport

of the Marion County Airport to welcome business development in Marion County and provide jobs for citizens."

For more information about Marion County Airport, see the airport's website at www.marioncountyfl.org/Airport/airport.aspx, or call the airport at (352) 465-8545. ◆

Points of Interest

- Marion County Airport has approximately 37,000 annual operations

- The airport has 117 based aircraft

- Airport employment includes 62 year-round jobs with approximately 80 additional event staff annually

- Marion County's population is approximately 330,000

Economic Impact

The total annual economic impact of Marion County Airport follows:

- **Direct impacts: $2,137,100** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)

- **Indirect impacts: $153,500** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)

- **Multiplier (additional) impacts: $1,762,900**

- **Total economic activity: $4,053,500**

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

FAA Policy Change

by Jason Myers

In this edition of the *Florida Flyer,* the FDOT Aviation Office would like to inform you of a Federal Aviation Administration (FAA) policy change which occurred in October 2012 that could potentially affect your facility. FDOT Aviation Office staff would like you to be aware of this circumstance, and provide all the necessary assistance to address or mitigate its impacts.

The change is related to how the Flight Procedures Team (FPT) addresses penetrations of the 20:1 approach surface. Managers of airports with identified unlit 20:1 approach surface penetrations are now required to immediately file a Notice to Airmen (NOTAM) that "Not Authorizes (NA)" night minimums.

The Flight Procedures Team has identified the following measures that may be utilized to address this issue:

- Clear the 20:1 penetrations, if possible.
- Light the 20:1 penetrations, if possible.
- If obstacle clearing has occurred, provide updated data to your FPT representative.
- Is there a plan to remove/reduce in height/light the unlit penetration(s) and, if so, what is the plan?

In the event that none of these measures have been or can be undertaken, visual approach aids (for example, VGSI) could be used to mitigate the effects of the unlit obstacles, if approved by FAA Flight Standards Division, AFS-400.

If corrective measures or mitigations are undertaken, please ensure they comply with Chapter 14-60.007, Florida Administrative Code, available on the Florida Aviation website (http://www.dot.state.fl.us/aviation/safeinsp.shtm).

As always, 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 Office. Contact him at (850) 414-4515 or Jason.Myers@dot.state.fl.us.

Photographs courtesy of Marion County Airport

Top: Goodyear blimp approaching Marion County Airport; middle and above: Young Eagles flying event at the airport.

Preparing the Next Generation of Airport Leaders

by Michael Audino and Erik Treudt

On February 24, 2013, an exciting new education initiative was launched in Florida.

On that Sunday evening in February, 20 airport professionals from Florida gathered in Tampa for the inaugural session of Florida's Airport Leadership Development Program—a collaborative effort between the Florida Department of Transportation Aviation Office (FDOT), the Florida Airports Council (FAC), and the Center for Urban Transportation Research (CUTR) at the University of South Florida (USF).

This three-and-a-half day training and education program provided participants greater knowledge and skills they can apply immediately to circumstances at their airport and helped participants acquire tools and techniques to focus energy on leadership appropriate to the immediate needs in their current airport environment. The program also helped participants expand their self-awareness and design a developmental roadmap to guide their leadership journey.

The program is financially supported by FDOT; FAC is responsible for class promotion, and CUTR, with subcontractor Mindy Price, facilitates the course.

The program utilizes curricula developed under the auspices of the Airport Cooperative Research Program (ACRP). Program facilitator Michael Audino from CUTR chaired the ACRP panel that oversaw the research, and Mindy Price, who co-facilitates the program, wrote the curriculum for ACRP.

According to Aaron Smith, FDOT's State Aviation Manager, many airport leaders would benefit from this training. "We reviewed the Airport Cooperative Research Program (ACRP) research and agreed with their conclusion—today's airport leaders would benefit from the opportunity this training provides, especially given the dynamically changing airport environments of today."

The course content and delivery techniques utilized by the CUTR facilitators reflect Aaron's observations.

Course participants begin their leadership training journey several weeks prior to the first day of class. Each participant must complete a 360-degree assessment instrument before they arrive on the USF campus. Course facilitator Mindy Price calls this the "ticket for admission." The 360 assessment requires participants to capture input from a small (three to five) group of their organizational peers, a small group of their organizational subordinates, and a small group of individuals who hold higher positions within the participant's organizational structure. The leadership

> *"On behalf of the airport professionals in Florida, we would like to thank the Florida Department of Transportation for its financial assistance in bringing this program to fruition."*
>
> —Bill Johnson, Florida Airports Council

insights afforded by the 360 self-assessment helps participants focus on specific leadership topics during the subsequent three days of training.

The first full day of the training focuses on Self Management. Participants learn about and begin to formulate their Personal Leadership Brand. Participants discuss various Leadership Styles, their personal Leadership Journey, Leadership Passages, and Followership, a concept foreign to many.

During the second day of training, participants focus on Leadership Fundamentals and address Communication Styles, Conflict Resolution, Critical Thinking, Decision Making, Building a Business Case, and Negotiation topics.

On the final day, participants concentrate on Executing Leadership and focus on Strategic Planning, Developing Culture, Relationship Building, Strategy Execution, and Change Management.

Throughout the three days, participants have an opportunity to apply what they have learned through "assessment centers." Each of the four assessment centers creates an opportunity for class facilitators to observe whether key learning objectives need to be reinforced or reviewed based on the participant's ability to deliver. The four assessment centers are:

The February class of the Airport Leadership Development Program. Front row, from left to right: Erik Treudt, Cyrus Callum, Cynthia Barrow, Bill Johnson, Debra Lemke, Clara Bennett, Nina Demeo, Terry Lloyd, Tom Jewsbury, Michael Stewart, Mindy Price. Back row, from left to right: Allan Penksa, Brian Hunter, Andy Wilson, James Parrish, Jeff Bunting, Ted Soliday, George Stokus, Rick Cloutier, Michael Audino.

Public-Use Versus Private-Use

by Alice Lammert

During the last two years I have had the pleasure of speaking with a wide variety of individuals, from private airport owners and managers and government officials, to concerned citizens or people who just want to know what happened to their luggage! As you can imagine, I get asked a myriad of different and interesting questions. However, a question that comes up frequently is, "How does the Department distinguish between a public-use versus a private-use airport?"

A "public airport" means an airport, publicly or privately owned, which is open for use by the public. A "private airport" means an airport, publicly or privately owned, which is not open or available for use by the public, but may be made available to others by invitation of the owner or manager, Chapter 330.27, F.S. (Florida Statutes).

FAA's definition

The FAA's definition of public-use and private-use airports closely mirrors the Florida Statutes and is as follows: If the airport is to be used by the owner only, or by the owner and persons authorized by the owner, it should be identified as "private." If the landing and takeoff area of the airport is publicly owned and the operator is a non-government entity, then identify the airport as "private use of public lands." If the airport is to be available for use by the general public without a requirement for prior approval of the owner or operator, then it should be identified as "public."

For example, recently two communities struggled with the difference between public-use and private-use airports. The slippery slope came into play when these two communities were trying to decide if the owner of the airport could operate a business and still classify the airport as a private-use airport. One misconception is that an airport operating a business that is open to the public will automatically be identified as a public-use airport . . . incorrect! Recently, the owner of just such a facility was operating a skydiving business from his/her private airport. However,

according to the aforementioned statute, the facility would still be considered a private-use airport by default because the business was operated by the owner of the facility.

The other community had a seaplane base that was operating a sightseeing business from a local hotel that was located on the water. The community believed that because this sightseeing business was taking paying customers out on the water that those customers would be considered the "public" and therefore the seaplane base should be identified as a public-use seaplane base. However, keep in mind that the sightseeing business was allowed to operate based on the invitation of the hotel owner and that the paying customers were also "invited guests," thus allowing the seaplane base to be identified as private-use and exempt from registering with the Department.

Commercial service airport

There is also the argument that if the facility is taking passengers then it would become a commercial service airport. However, the FAA defines a commercial service airport as a publicly owned airport that has at least 2,500 passenger boardings each calendar year and receives scheduled passenger service. "Scheduled operation" means any common carriage passenger-carrying operation for compensation or hire conducted by an air carrier for which the air carrier or its representatives offers in advance the departure location, departure time, and arrival location, 14 CFR Part 139. Note that EMS helicopters carry patients "for hire," but hospital helipads are private-use facilities.

Hopefully, this will shed some light on the difference between public-use and private-use airports. However, if you have any questions or need additional clarification, please contact me. ◆

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

Preparing the Next Generation of Airport Leaders

Continued from page 6

- Business Case Assessment Center,
- Communication and Conflict Resolution Assessment Center,
- Negotiation Assessment Center,
- Culminating Assessment Center.

Participants who complete the training receive a Completion Certificate from the USF University College and receive 2.5 continuing education units.

Tom Jewsbury, previous chair of FDOT's CFASPP Statewide Steering Committee and current FAC Board member, participated in the February class. "The Airport Leadership Development class offered by CUTR was by far one of the best leadership training classes that I've had the privilege to attend. Highly qualified facilitators with professional aviation experience provided real-life applications that pertain to day-to-day leadership practices and principles within the airport industry. I highly recommend this Airport

"This is one of the best classes I have been to. I have paid much more for much less."

—Terry Lloyd, Kissimmee

Leadership Development class to my fellow airport colleagues and peers."

You can learn more about the Airport Leadership Development course by contacting Erik Treudt at Erik.Treudt@dot.state.fl.us, Bill Johnson at bill@floridaairports.org, or Michael Audino at audino@cutr.usf.edu. ◆

Michael Audino is Senior Researcher for the Center for Urban Transportation Research (CUTR); contact him at (727) 415-9668 (mobile) or audino@cutr.usf.edu. Erik Treudt is Aviation System Manager for the FDOT Aviation Office; contact him at (850) 414-4505 or Erik.Treudt@dot.state.fl.us.

Send Us Your Aviation Award Nominations

Email nominations by May 31

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

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 Aaron Smith, Aviation Office Manager, at Aaron.Smith@dot.state.fl.us. Nomination requirements may be found on the Aviation Office website at www.dot.state.fl.us/aviation under "General Info – Florida Aviation Awards." **Nominations must be received by May 31.** ◆

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