News from the Florida Department of Transportation Aviation Office

Florida Flyer

www.dot.state.fl.us/aviation Summer 2013

INSIDE

Courtesy of Witham Field

Aerial view of Witham Field looking west toward the St. Lucie River.

Witham Field

Witham Field (SUA), known locally as Martin County Airport, is located in Stuart on Florida's southeast coast.

Martin County is along Florida's Treasure Coast, and Stuart is known as the "Sailfish Capital of the World." Beautiful beaches, a water park, golfing, and cultural and conference centers are a short drive from the airport.

The airport is within two miles of Stuart's renovated downtown area where residents and visitors enjoy shopping, fine restaurants, and entertainment.

Serving the community

Witham Field serves as an executive flight center for the surrounding community, and it offers other general aviation needs such as flight training and recreational flying. Approximately 75 percent of all operations are related to business, and 80 percent of aircraft based at the field are owned by local businesses.

The 726-acre airport has three active runways, Runway 12/30, Runway 07/25, and Runway 16/34. The main runway, Runway 12/30, is 5,826 feet long by 100 feet wide. All runways have full parallel taxiways. The airport has GPS approaches, and Runways 07/25 and 12/30 are equipped with Medium Intensity Runway Lights (MIRL) and a Precision Approach Path Indicator (PAPI) system.

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Freight Mobility and Trade Plan Moves Florida into the Future

by Juan Flores

In 2011, Florida Department of Transportation (FDOT) Secretary Ananth Prasad unveiled the Florida Transportation Vision for the 21st Century, outlining Governor Scott's goals to have the best transportation and infrastructure system in the nation, spur private sector job creation, and create state economic growth.

To achieve these goals, Governor Rick Scott and FDOT Secretary Ananth Prasad developed the Office of Freight, Logistics, and Passenger Operations (FLP). Addressing infrastructure and policy needs, the FLP encompasses a magnitude of modal representation, high-level industry engagement, and buy-in like no other DOT organization in the nation.

Freight Mobility and Trade Plan

A key part of the Florida Transportation 21st Century vision has been the development of the Freight Mobility and Trade Plan Policy Element (FMTP). 2012 Florida House Bill (HB) 599 required the development of the FMTP, and six months later the federal reauthorization bill Moving Ahead for Progress in the 21st Century (MAP-21) recommended the development of state freight plans. The development of the FMTP included all levels of engagement:

- **Grassroots level:** more than 750 stakeholders participated;
- **Public and private sector participation:** 10 statewide meetings;
- **Executive level:** Governor Scott and CEO business executives.

The Policy Element of the FMTP is now complete, and includes an overview of what Florida's current freight system consists of and how it is important to Florida's economy. The Policy Element also summarizes all the key freight issues identified during the stakeholder outreach process, as well as listing the objectives and strategies developed to address those issues.

With development over the next year, the Investment Element of the FMTP will include an overview of statewide freight needs as well as Florida's complete freight improvement strategy. Improvements will be grouped by priority, and will include details on anticipated timeframe and funding sources.

Telling the freight story

To generate understanding and support for a smarter freight infrastructure in Florida, "Pro Motion" will be a news, print, and video communications campaign connecting freight to the daily lives of the general public. The goal is to contextualize what freight is, the importance of freight to Florida's economy, and how the FMTP will lead to strengthened quality of life for all citizens.

Furthering communication through a partnership between the FDOT FLP Office, Enterprise Florida, Workforce Florida, the Florida Chamber Foundation and Space Florida, the Logistics Portal was created. The portal is a major aspect of the Chamber's Trade and Logistics Study goal of sharing information between the state of Florida and logistics providers and users, businesses seeking to relocate to the state, transportation/freight planners, and facility operators. Please visit the new portal and let us know what you think!

Looking ahead, it is evident that Florida's freight future is bright. The Office of Freight, Logistics and Passenger Operations stands by its mission: to collaborate, coordinate and create efficiencies in the way we do business, developing a strategic initiative that encompasses freight planning, data and financing and restructuring its people in a seamless progression. Collectively, the policy and investment elements of the FMTP will form a dynamic document that, with stakeholder communication and collaboration, will demonstrate how maximum effort can be energized to propel Florida forward as the nation's freight leader. ◆

Use the following QR codes to access more information using your smartphone or mobile device.

Video: FMTP Development Process	"Pro Motion" Campaign	Logistics Portal: www.FreightMovesFlorida.com

Juan Flores is the Administrator over the Office of Freight Logistics and Passenger Operations (FLP) for the Florida Department of Transportation. The FLP includes the Aviation and Spaceports Office, Rail and Motor Carrier Office, Seaports and Waterways Office, and Transit Office.

Juan Flores

FDOT's Aviation Program Takes On Spaceports

by Tom Duncan

With the successful launch in October 2012 of the first NASA cargo resupply mission to the International Space Station, coupled with the retirement of the space shuttle program, Florida has the opportunity to lay the groundwork for a thriving commercial space industry in the state.

Space transportation

Thirty years ago the commercial space transportation industry did not exist. By 2009, the U.S. commercial space transportation industry and the services it enables accounted for more than $208 billion in economic activity. More than one million people were employed as a result of these activities. This level is likely to grow as new applications dependent on commercial space transportation emerge.

Florida's Spaceport System generates economic, social, and environmental benefits that enhance quality of life and safety in every city, county, state, the nation, and the world. According to a recent study conducted by Florida State University, more than 147,000 jobs are generated by Florida's aerospace industry. About 32,000 of those jobs are in one of 456 private aerospace companies within the state, which all provide input into the spaceport system.

FDOT responsibilities

Since 1999 the Florida Department of Transportation (FDOT) has had significant responsibilities related to aerospace and spaceports in Florida. Most importantly, Florida law establishes a process for incorporating spaceport and aerospace industry related needs into the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS). Incorporating space and aerospace related needs into the FTP and the SIS is a significant commitment in support of a major sector of Florida's economy. New responsibilities for the FDOT Aviation Office include:

- Assisting in developing joint-use facilities and technology that support aviation/aerospace operations;
- Addressing intermodal requirements and impacts of launch ranges, spaceports, and other space transportation facilities; and
- Encouraging the cooperation and integration of airports and spaceports in order to meet transportation-related needs.

Space Florida and FDOT

Space Florida was created to foster the growth and development of a sustainable, world-leading aerospace industry in Florida. By law, Space Florida serves as the state's lead agency for state aerospace-related activities with federal agencies, the military, other state agencies, and the private sector.

Space Florida and FDOT work closely together in order to provide space transportation services and infrastructure at two SIS facilities, Cape Canaveral Spaceport and Cecil Spaceport in Jacksonville. Additionally, there are several other facilities within the state with space-related infrastructure already in place or planned in the future.

As partners, Space Florida and FDOT have already completed several projects. FDOT secured federal approval for interchange modifications to I-95 and State Road 407 to address the needs of the Cape Canaveral Spaceport. The FDOT Research Office has evaluated roles and regulatory framework related to spaceports, particularly joint-use

Courtesy of NASA

Falcon 9 rocket lifts off at Cape Canaveral Air Force Station on March 1, 2013.

(airport/spaceport) facilities like Cecil Airport/Spaceport. Also, FDOT helped to resolve permitting problems with oversized loads on the State Highway System.

Spaceport System Plan

The integration of space transportation with other modes of transportation is a keystone of Florida's economic development strategy for the 21st century. Florida currently has statewide highway, aviation, rail, seaport, and transit system plans. All of these are integrated into the state's 2011 Strategic Intermodal System (SIS) Plan and provide an unprecedented multi-modal transportation network for Florida's residents, visitors, and businesses.

The addition of the Florida Spaceport System Plan—the first spaceport system plan to be developed anywhere in the world—to the SIS Plan will strengthen Florida's multi-modal infrastructure even further.

The primary purpose for creating the Florida Spaceport System Plan was to understand Florida's space infrastructure and its interrelationships in order to

See Spaceports, page 8

Aerospace Academy Inspires Students

Central Florida Aerospace Academy (CFAA) in Lakeland, Florida, inspires students "to explore and reach new heights in air and space." Since 2008, this aviation-oriented public high school has challenged students with a rigorous curriculum and hands-on experiences with a special focus on science, technology, engineering, and math.

CFAA provides excellent teachers, hands-on training, and an outstanding learning environment—characteristics that have attracted a growing number of students each year. When CFAA opened five years ago in buildings on SUN 'n FUN's campus at Lakeland Linder Regional Airport, the school's capacity was 175 students. Fewer than 100 students were enrolled the first year.

Larger facility

Early in the school's development, local officials anticipated the need for a larger, state-of-the-art facility. CFAA's partners helped to plan and build the school's current 58,000-square-foot facility at no cost to the Polk County School Board. These partners included James Ray, who donated funding to plan and construct the building, and Rick Garcia, chair of the CFAA board. Other partners, Lakeland Linder Regional Airport and SUN 'n FUN, donated funds, land, and expertise in the planning of the facility, which opened in 2011 at the entrance to the SUN 'N FUN campus.

The new three-story building contains 22 classrooms, including several computer labs for avionics and aerospace instruction, a media center on the second floor, locker rooms, a 4,000-square-foot multi-purpose room/cafeteria with warming kitchen, an outdoor amphitheater-style classroom, an FAA Part 147 airframe and powerplant lab, and complete science, demonstration, and engineering labs.

As expected, enrollment increased to 195 by the fall of 2011, and then to 250 by the fall of 2012. Already, 330 students are registered for the 2013–2014 school year.

See Aerospace, page 8

Courtesy of www.polkacademies.com/cfaa

Central Florida Aerospace Academy's new facility.

Why Students Choose CFAA

CFAA students attend high school every day at Lakeland Linder Regional Airport, but they have access to the benefits of other Polk County public high schools, including sports and clubs. All programs at the academy provide students with a high school diploma, and students have the opportunity to earn college credits toward an associate's degree from Polk State College at no charge.

CFAA students have several special benefits:

- They are taught information needed to pass the FAA Private Pilot written exam, which is one part of earning an FAA Private Pilot license;
- They can earn on-site volunteer hours toward Bright Futures Scholarships during SUN 'N FUN's International Fly-In & Expo;
- They can participate in FIRST Robotics, learning from professional engineers while building and competing with a robot of the student's own design. ("FIRST" is "For Inspiration and Recognition of Science and Technology.")
- They can participate in the Restoration Club, the SUN 'n FUN Future Eagles Aviation Club, and the Lakeland Aero Club.

CFAA students may choose from several career or specialty tracks:

- The **pre-engineering** track provides a foundation in aerospace engineering. Students gain experience with engineering tools, machines, instruments, materials, and processes, and they earn certification in the use of AutoCAD.
- The **avionics** track prepares students for careers as avionics technicians and radio mechanics. Students learn how to troubleshoot, repair, and install airborne radio communications, navigation, and radar equipment systems. They also earn certification in avionics.
- The **aerospace technology** track focuses on flight, navigation, aircraft systems, and design. Students learn aviation history and the role of the Federal Aviation Administration; they complete the FAA Private Pilot written exam.
- The **airframe and powerplant maintenance** track provides hands-on training on how to check, inspect, troubleshoot, and repair aircraft.
- The **Air Force Junior ROTC** track prepares students for careers in aerospace or the armed forces. Students receive credit toward the senior Air Force ROTC program, and they may earn college credits. If enlisting in the armed forces, the student may receive an advanced pay grade.

Temporary Site Approval Permits

by Alice Lammert

When the weather gets warmer and people start heading to the beaches, I can always look forward to receiving quite a few temporary site approval requests. One of the biggest requesters of temporary site approval permits is the film industry. Many people think the footage being shot is filmed primarily in California or some faraway, exotic locale. You may be surprised to learn that many top film companies are gravitating toward Florida, especially Miami. Film and production companies from all over have set up shop in Miami and are utilizing the beautiful scenery for backdrops in car commercials, television series, music videos, and films with "A list" actors.

However, many people aren't aware that they need a temporary site approval permit just to land their aircraft, and it is my job to educate the public. According to statute, anyone wanting to land or take off from a site is required to, at a minimum, request a temporary site approval from the Florida Department of Transportation. The helicopter that is taking people for helicopter rides at your local fairgrounds during a festival may or may not have properly requested and received a temporary site approval from the department.

Conditions to meet

It is the role of the department to ensure that certain conditions have been met before a temporary site approval permit is approved. The person requesting the site approval must certify that:

- Permission has been granted from the landowner to use the property as a temporary landing facility,
- Adequate area has been allocated for the facility as proposed to take in account consideration of the manufacturer's performance characteristics for the type of aircraft planned to be operated,
- Safe air traffic patterns can be established for the proposed facility,
- Appropriate steps will be taken to protect the public's health, safety, and welfare through secure facility operations, and so on.

Something else that the public does not always realize is that a temporary site approval permit is non-renewable. According to Chapter 330, Florida Statutes (F.S.), a temporary site approval can only be used for a period of less than 30 days with no more than 10 operations per day.

For example, if a film company requested and received a temporary site approval to land and take off in their parking lot, and two months later the same film company wanted to land again in the same parking lot, the department could not grant the issuance of another temporary site approval permit. As you can imagine, the aforementioned law that limits companies and individuals from requesting a recurring temporary site approval permit for the same location has caused a great deal of consternation for the film industry and others.

Private site approval

However, there is a way around this issue. Currently, I have several site owners in Miami that I have encouraged to pursue applying for a private site approval to become a private airport. A "private airport" means an airport/heliport, 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, according to Chapter 330.27, F.S. Becoming a private airport would allow the owner of the facility and invited guests (that is, the film companies) to land and take off on the property as many times as they would like without having to request temporary site approval.

I am confident that when these sites become private airports/heliports it will make the process easier for everyone involved! If you have any questions or comments regarding temporary site approval permits or private airports, please feel free to contact me. ◆

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

Approach Surface

by Jason Myers

As I travel throughout the state and talk with airport managers, it is clear that everyone wants their facility to expand and generate more air traffic. One method to increase aircraft activity at a facility is to establish or maintain approved approaches to a runway(s). In concept, this method is very beneficial to the facility; however, with this comes greater responsibility.

The type of approach and the approach minimums that are approved for an approach to a runway directly impact the state standards that are applied to that runway during a facility inspection. The more precise of an approach that is established, the more difficult it is to meet the state's minimum standards. If approach surface dimensions increase due to an approach being established or improved upon, such as visual to non-precision, an airport manager may face obstructions that he or she has not had to deal with before such as trees, towers, or even buildings.

If obstructions are determined during an inspection, action must be taken to correct the issue. The airport manager is responsible to ensure the facility meets state standards. FDOT Aviation staff would like you to be aware of this circumstance, and provide all the necessary assistance to address or mitigate its impacts.

If corrective measures are undertaken, please ensure they comply with Chapter 14-60.007, Florida Administrative Code. This document is 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.

Witham Field

From page 1

Courtesy of Galaxy Aviation

Witham Field's two FBOs, Galaxy Aviation (left) and Stuart Jet Center (below).

Below left: A MiG flies past the tower during the 2011 Stuart Air Show.

Courtesy of Bill Crow Photography

Courtesy of Stuart Jet Center

Two fixed base operators, Galaxy Aviation and Stuart Jet Center, offer T-hangars, shade hangars, and community and box hangars. Other major tenants include Vought Aircraft Industries, Inc., an aircraft parts manufacturing company, and Fair Wind Air Charter, one of Florida's largest charter airlines. Aircraft maintenance for jets and reciprocating engines is available at the airport.

First landing strip

Witham Field was founded in 1917 using Krueger Creek and the St. Lucie River as its landing strip. At first, the airport supported only amphibious aircraft. The actual land airport was built in 1928 with a 2,500-foot runway running north and south. Within a few years, Martin County purchased the land where the airport is located from private landowners. At the time of this purchase, the property was 900 acres with accessibility to the river for seaplanes (see "The Early Years," p. 7).

The airport was originally known as Krueger Field, then MacArthur Field, and was later named Witham Field in honor of Stuart's first World War II aviation casualty, Homer Witham.

In October 1942, Martin County leased the airport to the federal government for use as a military training field. For years, Navy fighters and light bombers practiced flying into and out of the airport.

The property was returned to the county in 1947. In the 1950s and 1960s, Northrop Grumman leased the property, conducted flight testing, and manufactured various aircraft for the U.S. Navy.

In 1994, Martin County took over operations of the general aviation airport and hired an airport director. Although there is no commercial service at the airport, it is home to almost 200 private and business aircraft.

Economic impact

Witham Field supports 1,240 jobs, with a total annual payroll of $35,775,300. The total economic activity to the county is $295,482,600.

Between 12 and 15 aviation related businesses and 15 non-aviation related businesses are located on airport property, including two of the area's top 10 employers, Triumph Vought and Liberator Medical Supply, Inc. An on-airport industrial park consists of 66 acres with 30 acres remaining to be developed.

Recent improvements to the field include installing an Engineered Material Arresting System (EMAS) bed for the main runway, completed in 2011. The county recently paved and landscaped Airport Road and updated utilities. Projects that are close to completion include refurbishing the compass rose and updating field signs and the electric room. The local chapter of the Experimental Aircraft Association (EAA) is assisting with the compass rose project.

Witham Field supports an annual air show that attracts more than 50,000

Points of Interest

- Witham Field reported more than 57,198 operations in 2012.
- The airport supports a fuel flowage of 2,615,707 gallons annually.
- The airport has 195 based aircraft.

Economic Impact

The total annual economic impact of Witham Field follows:

- **Direct impacts: $163,268,700** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: $8,053,800** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: $124,160,100**
- **Total economic activity: $295,482,600**

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

The Early Years

Krueger Creek, located near Witham Field, was named for Albert Rudolph Krueger, a German immigrant who lived and worked on property he purchased in the late 1800s in the Stuart area. Albert Krueger and his wife Annie Donaldson Speirs Krueger, an immigrant from Scotland, had four children and lived in a house on the creek.

Their son Bert Krueger served in World War I and was the area's first native-born licensed pilot. "Two HS-Curtiss Flying Boats (seaplanes) . . . were converted for passenger service and based at a hangar built where Krueger Creek flowed into the St. Lucie River. The unusual planes were quite an attraction for the small community," according to historians Alice L. and Greg E. Luckhardt.

Bert Krueger created Stuart's first airport in 1926, and began airmail service in the late 1920s. According to the Luckhardts, a special opening of Krueger Municipal Airport was held on March 1, 1928 with more than 5,000 people attending; "local schools and businesses were even closed for the event. At that time, it was the only airport between Jacksonville and West Palm Beach!"

Bert established Krueger Airline in 1928, and a flying school was also established at the airport. Bert Krueger "flew passengers from South American countries to locations in the U.S.," and he served as a pilot for Pan-American Airways from 1930-1931.

—from "Historical Vignettes: Stuart's spirited pioneer Krueger family" by Alice L. and Greg E. Luckhardt at www.tcpalm.com/news/2013/feb/28/historical-vignettes-stuarts-spirited-pioneer-krue

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Zack Mosley, creator of the comic strip "Smilin' Jack" was based out of Witham Field. Mosley was a very active pilot throughout the 1930s and 1940s, and he was a founder of the Civil Air Patrol in 1941. He and his friends flew their own private aircraft on 8-hour missions searching for enemy submarines off the beach along the Treasure Coast during World War II. The "Smilin' Jack" comic strip ran from 1933 to 1973; many of the characters in the comic strip were actual pilots and mechanics at Witham Field, known as MacArthur Field in the 1940s.

To learn more about Witham Field's history, see two videos on YouTube, "KSUA – The History of Witham Field – Stuart FL – Part One" and "KSUA – History of Witham Field – Stuart FL – Part Two."

people. The Civil Air Patrol Squadron based at the airport assists with the air show and various other events.

Mission and goals

Witham Field's mission and goals include maintaining a safe and secure operation environment for airport tenants and the public, operating in an environmentally responsible and neighborhood friendly manner, and providing opportunities for job creation through focused strategic development of the airport. The airport plans to provide maximum benefits for the community and the local economy.

The airport strives to operate as a financially viable, efficient, and self-supporting aviation facility with the objective of eliminating the need for subsidizing the airport from the county general fund revenues. To reach this goal, the airport is increasing and diversifying revenue sources, utilizing both aeronautical and non-aeronautical sources as appropriate. ◆

To learn more about Witham Field, see the airport's website at www.martin.fl.us (choose "Departments – Airport") or contact airport manager George M. Stokus, A.A.E., at (772) 221-2374.

Calendar

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

July 27

CFASPP Statewide Steering Committee Meeting, Walt Disney World Contemporary Resort. For more information, see www.cfaspp.com.

July 28–31

44th Annual FAC Conference and Exposition, Lake Buena Vista. For more information, see www.floridaairports.org, or call the Florida Airports Council at (850) 224-2964.

October 5–6

Vero Beach Air Show 2013, Vero Beach Municipal Airport (VRB), featuring the U.S. Navy's F/A-18 Tactical Demonstration Team, the Army's Golden Knights Parachute Demonstration Team, and a full weekend of military and civilian air demonstrations, as well as ground static aircraft. For more information, see www.veroairshow.com.

November 1–3

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

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

Spaceports, From page 3

guide public investment for an emerging and growing enterprise. This plan examines the interactions between spaceports and user needs, the economy, the population, and the surface infrastructure needed to support a statewide system.

The plan was also created to develop system-wide goals and determine how to maximize the use of scarce resources. It is intended to offer information and guidance regarding the infrastructure development needed to position Florida nationally and globally for growth and to provide the state with a competitive edge for capturing new aerospace business.

With an exceedingly dynamic strategic environment, Florida plays a unique role in partnering with federal, international, and commercial partners in shaping a new global enterprise. ◆

For more information about the Florida Spaceport System Plan, contact Tom Duncan, Spaceport Development Manager, FDOT Aviation Office, at (850) 414-4513 or Thomas.Duncan@dot.state.fl.us.

Aerospace Academy, From page 4

"The school will hold approximately 500 students," says Keith Smith, CFAA's assistant principal. "We expect the school to be full in two years."

Several programs

CFAA offers several programs including engineering technology, avionics, aerospace technology, airframe and powerplant maintenance, and Air Force Junior ROTC. "Three years ago we added the pre-engineering program," says Keith Smith. "We added A&P last year, we received FAA approval, and we just started A&P classes in January."

CFAA maintains partnerships with businesses, colleges, nonprofit organizations, and government agencies. These partners provide funding, employment opportunities for students, and/or items the students use in the classroom.

During the past school year, CFAA gained a new partner, FedEx. FedEx donated a Boeing 727 to SUN 'n FUN to be used for education. The 727's interior will be professionally rebuilt into a working classroom for students. The engines of the 727 will be fully operational, and the A&P class will be able to use the 727 for hands-on experience.

Another new partner, JetBlue airline, has recently come on board and is exploring how they can enhance opportunities for the students.

CFAA's impact

CFAA has had a significant impact on Lakeland Linder Regional Airport, attracting new aviation business to the airport. The students, the airport, and local businesses benefit from the school's presence on the airfield.

Some of the businesses on airport property employ CFAA students. The students receive hands-on experience, and the businesses have the benefit of motivated, interested student-employees focused on a lifetime career in aviation and aerospace. Gulf Coast Avionics, Breezer Aircraft USA, Tailwheels Etc., and others employ students after-hours in their businesses.

For more information about the Central Florida Aerospace Academy, see the school's website at www.polkacademies.com/CFAA. ◆

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