

Florida Flyer

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The facility will be used as a testing ground for new technologies and companies



Courtesy of Space Coast Regional Airport

Aircraft Rescue and Firefighting truck at Space Coast Regional Airport.

Space Coast Regional Airport

by Michael D. Powell, C.M., ACE

Space Coast Regional Airport (TIX) is located five miles south of Titusville on Florida's Space Coast. The airport is a corporate and charter aviation facility offering turbo-engine maintenance and repair, aircraft sales, and two full-service FBOs. Space Coast Regional Airport is the closest airport to Kennedy Space Center, and it has easy access to I-95, the Beachline (528), U.S. 1, and the beaches of Cape Canaveral and Cocoa Beach.

Space Coast Regional Airport is owned and managed by the Titusville-Cocoa Airport Authority, and it serves Titusville, Cocoa, and the Space Coast in Brevard County.

Two runways

Space Coast Regional Airport has two intersecting runways. The primary runway, 18/36, is 7,320 feet long and 150 feet wide, and is presently marked with a displaced threshold of 319 feet. This runway can accommodate small general aviation, business/corporate, and commercial service aircraft. The airport has an instrument landing system (ILS) localizer approach to Runway 36. The secondary runway, 09/27, is 5,000 feet long and 100 feet wide and can accommodate both single-wheel and dual-wheel general aviation aircraft. Currently, six

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Aaron N. Smith
State Aviation Manager

“The appropriations again reflect a significant state investment in Florida’s robust and ever-evolving system of aviation and aerospace transportation infrastructure.”

MANAGER’S CORNER

The 2015/2016 Florida Department of Transportation budget was signed into law by Governor Scott on Tuesday, June 23, 2015. The budget, totaling \$10 billion, includes a \$9.1 billion work program and funds a variety of projects, including spaceport infrastructure and highway beautification. Of the more than \$9 billion in the work program, the aviation program received a budget of \$365 million, including approximately \$30 million for spaceport development. The appropriations again reflect a significant state investment in Florida’s robust and ever-evolving system of aviation and aerospace transportation infrastructure.

There were five special appropriations included in the Aviation Development Appropriation Bill passed by the Senate. Four airport specific appropriations were vetoed. The fifth special appropriation was \$10 million for Space Florida. The net result was, more or less, a break even.

To put the Fiscal Year 2016 aviation budget in perspective, here are the totals for Fiscal Year 2011 to Fiscal Year 2015:

FY2011	FY2012	FY2013	FY2014	FY2015
\$120M	\$184M	\$174M	\$180M	\$320M

The increase in aviation program funding in Fiscal Year 2015 resulted from state investment in both Orlando International Airport and Tampa International Airport capacity improvement projects, which continue with the current budget. Fort Lauderdale–Hollywood International Airport’s new parallel runway was a significant accomplishment and required significant investment, receiving well over \$100 million over multiple fiscal years.

Fact: The Florida Department of Transportation is the only state agency that operates on a “cash flow” basis; that is, for most transportation projects in Florida, the Department begins design and construction before the total amount of cash is available to fund the project. The Department anticipates that future revenues will be available to finance current projects. The Department is not required to have funds “on hand” to cover all existing contractual obligations, and it may let contracts against revenue it expects to receive in the future. In order to manage the Department’s available cash in the future, the Department is required by law to forecast its future expenditures, obligations, and revenue.

Please note that the July 1 aviation adopted work program snapshots are posted at www.dot.state.fl.us/aviation/workProgram.shtm.

Zoning Requirements Revisited

by Greg Jones

As the new Airspace and Land Use Manager for the Florida Department of Transportation (FDOT), I have had the opportunity to participate in the review and drafting of proposed revisions to Florida Statute (F.S.) 333, Airport Zoning. As you may know, this was a collaborative effort with many different stakeholders. Unfortunately, the bill providing for revision of the statute failed to pass prior to final adjournment of the legislature. It is anticipated that a revised bill will be resubmitted to the 2016 Legislature. As a result, we are still working with the existing statute.

Provisions to note

The effort to revise the statute brought to light several provisions of the statute which airport owners and zoning authorities should take note of and ensure compliance with the statute. Although the proposed revised statute provides for clarification and consolidation of certain permitting provisions, the permitting requirements will essentially remain the same but in many instances require more complete compliance. This is of significance to the obligation of political subdivisions to “adopt, administer, and enforce . . . airport zoning regulations for such airport hazard area [any area of land or water upon which an airport hazard might be established].” “Airport hazard” means any structure or tree or use of land which exceeds the federal obstruction standards contained in 14 C.F.R., Part 77, Subpart C, Standards for Determining Obstructions to Air Navigation or Navigational Aids or Facilities, sections 77.21, 77.23, 77.25, 77.28, and 77.29, which creates a hazard to air navigation.

In 2011, the Federal Aviation Administration (FAA) amended Part 77, Subpart C, renumbering and rewording the paragraphs but essentially retaining the same standards. The existing F.S. 333 references the pre-2011 Part 77, Subpart C numbering and wording. The proposed revision to F.S. 333 is intended to adopt the post-2011 Part 77, Subpart C numbering and wording. Certain words from the existing statute are italicized

for emphasis.

In F.S. 333.02(1), the legislature declares in strongly worded language that “an airport hazard endangers the lives and property of users of the airport and of occupants of land in its vicinity . . . are public nuisances and . . . in the interest of the public health, public safety, and general welfare . . . be prevented . . . to the extent legally possible, by the exercise of the police power, without compensation.”

Important requirements

To accomplish this vital goal, the legislature provides in F.S. 333 the following requirements:

F.S. 333.025(1): To prevent the erection of structures dangerous to air navigation . . . each person shall secure from the Department of Transportation a permit for the erection, alteration, or modification of any structure . . . which would exceed the federal obstruction standards as contained in 14 C.F.R. ss. 77.21, 77.23, 77.25, 77.28, and 77.29.

However, there are exemptions to this requirement:

F.S. 333.025(1): However, permits from the Department of Transportation will be required only within an airport hazard area where federal standards are exceeded and if the proposed construction is within a 10 nautical-mile radius of the geographical center of a publicly owned or operated airport, a military airport, or an airport licensed by the state for public use.

F.S. 333.025(4): When political subdivisions have adopted *adequate* airspace protection in *compliance with F.S. 333.03* and such regulations *are on file* with the Department of Transportation, a permit for such structures shall not be required from the Department of Transportation.

Considering the requirements above, it could be argued by an applicant that if the proposed construction exceeds federal obstruction standards and is within 10 nautical miles of the geographical center of the airport and the political subdivision has not adopted adequate airspace protection

zoning regulations in compliance with F.S. 333.03 and such regulations are not on file with the FDOT, then the FDOT has height zoning authorization for the proposed construction.

Details from F.S. 333.03

F.S. 333.03 addresses the requirement of political subdivisions to adopt, administer, and enforce adequate airport zoning regulations:

F.S. 333.03(1)(a) provides that *every* political subdivision having an airport hazard area within its territorial limits *shall* by 1977, adopt, administer, and enforce, under the police power and in the manner and upon the conditions prescribed in F.S. 333.03 for such airport hazard area.

F.S. 333.03(b) addresses the situation where the airport is owned or controlled by a political subdivision and the airport hazard area is within the territorial limits of a different political subdivision: In such case the two political subdivisions *shall* either:

1. “By interlocal agreement . . . adopt, administer, and enforce airport zoning regulations applicable to the airport hazard area in question; or”

2. “By ordinance or resolution duly adopted, create a joint airport zoning board, which board *shall* have the same power to adopt, administer, and enforce airport zoning regulations applicable to the airport hazard area in question.”

F.S. 333.03(c) then specifies what the airport zoning regulations should require as a minimum.

For those not familiar with F.S. 333, it includes sections regarding the procedure for adoption of zoning regulations, airport zoning requirements, procedures for permits and variances, appeals, administration of airport zoning regulations, boards of adjustment, judicial review, acquisition of air rights, and enforcement and remedies.

It should be noted that F.S. 333.13 provides that every *violation* of this chapter or of any regulations, orders, or rulings promulgated or made pursuant to this chapter shall constitute

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Space Coast Regional Airport

From page 1

taxiways serve these two runways.

An air traffic control tower is located east of the primary runway. Other navigational aids include illuminated windsocks, approach and runway end lighting, a precision approach path indicator (PAPI) system, airfield signage, and a rotating beacon. The airport also provides security fencing and gates, as well as an automated weather observing system (AWOS).

The airport has 95 T-hangar units, two fuel farms, tie-down spaces, automobile parking spaces, and an Aircraft Rescue and Firefighting (ARFF) station. The airport also owns land west of Grissom Parkway that is slated for future aviation as well as non-aviation related development.

Two runways, two FBO facilities, and eight T-hangar buildings are owned and rented by the Titusville-Cocoa Airport Authority. One T-hangar building is owned and rented by Sheltair.

Airport tenants

Two FBOs, Bristow Air Center and Space Coast Jet Center, currently serve the airport. Bristow Air Center resides on the east side and occupies a wing of the new corporate aviation terminal, whereas Space Coast Jet Center resides on the southwest side. In addition, the airport has combined hangars, terminal, ramp space, and an office building for Bristow Academy, which is the largest civilian helicopter training school in the world. Other facilities include the Valiant Air Command Warbird Museum, Professional Aircraft Accessories (aircraft maintenance), Aero Industries (procurement specialists), Spaceport Aviation (flight school), Airscan Incorporated (business alarm systems), North American Surveillance Systems (airborne systems integration), Comp Air (experimental aircraft manufacturing), the airport's maintenance facility, and the offices of the Titusville-Cocoa Airport Authority.

According to the Florida Statewide Aviation Economic Impact Study, updated in August 2014, Space Coast



Administration building at Space Coast Regional Airport.



Aerial view of T-hangars.

Photographs courtesy of Space Coast Regional Airport

Regional Airport receives \$89,842,000 annually in direct impacts from the tenants and businesses at the airport.

Supplementary airfield

In 1943, the U.S. Government constructed the Titusville-Cocoa Airport on land jointly owned by both cities. The airfield included two 5,000-foot by 150-foot runways and a taxiway system. The government developed the airport and its facilities to serve as a supplementary airfield to the Sanford Naval Air Station during World War II. The airport was built by the Civil Aeronautics Administration under the "Development of Landing Areas for National Defense" Program to help relieve other area military bases of training exercises required as a result of World War II. The government retained control of the airport throughout the duration of the war.

Points of Interest

- Space Coast Regional Airport had 99,372 operations in 2014.
- Currently there are approximately 83 based aircraft (68 single engine, 15 multi-engine) and 50 helicopters.
- The 2014 population estimate for Brevard County was 556,885.

After the war, the U.S. Navy transferred the airport property and associated improvements to the War Assets Administration, which deeded the airport back to the cities of Titusville and Cocoa in April 1947. In the early 1960s, the cities of Titusville and Cocoa established an airport authority to own, operate, improve, and maintain the airport.



Air show on the west apron. The Valiant Air Command Warbird Museum holds an annual air show at the airport.



East apron expansion and rehabilitation project. You can see the new Aircraft Rescue and Firefighting facility in the upper right (red building).

The National Aeronautics and Space Administration (NASA) began developing the Missile Launch Complex on Merritt Island. The advantageous location of the airport allowed it to play an increasingly important role in the transportation of NASA personnel and equipment.

Airline service

In the late 1960s and early 1970s, the airport had scheduled passenger airline service operated by Eastern Air Lines, which used Boeing 727-100 and McDonnell Douglas DC-9-30 jetliners for flights into and out of the airport.

According to the December 1, 1970, edition of the Official Airline Guide (OAG), Eastern was operating four departures a day from Titusville with non-stop flights to Miami as well as nearby Melbourne and Orlando with continuing,

same plane jet service direct to Atlanta, Boston, Huntsville (Alabama), St. Louis, Seattle, and Washington, D.C. These direct flights to Huntsville, St. Louis, and Seattle were part of Eastern's "Space Corridor" service linking centers of aerospace activity in the U.S. during the NASA Apollo program lunar exploration mission launches from the nearby Kennedy Space Center. However, Eastern Air Lines then began to reduce its flight schedule from the airport. The September 6, 1972, Eastern Air Lines system timetable lists only one flight a day departing the airport nonstop to Orlando with continuing, same plane service direct to Atlanta, Philadelphia, and Boston. It appears that minimal customers, the end of the Apollo spaceflight missions, and the effects of airline deregulation in 1978 led to Eastern eventually discontinuing all service.

Economic Impact

The total annual economic impact of Space Coast Regional Airport follows:

- **Total employment: 1,639**
- **Direct impacts: \$89,842,000**
(from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$16,599,000**
(associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$73,491,000**
- **Total output: \$179,932,000**

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

Recent improvements at the airport include west apron rehabilitation, T-hangar taxiway rehabilitation, security enhancements, Taxiway B rehabilitation, and construction of a new administrative building and ARFF Station. Currently the airport is expanding the east apron and constructing an eastside aircraft hangar.

Space Coast Regional Airport, its industrial park, and the county's adjacent industrial park, have the state's Spaceport Territory designation. Official FAA approval of a Spaceport License is anticipated by the end of January 2016.

The airport's mission

The airport's mission is to provide general aviation and commercial and corporate charter air travel, and to advance Brevard County as the premier corporate/general aviation gateway in Central Florida business commerce.

For more information about Space Coast Regional Airport, see the airport authority's website at www.flairport.com. ♦

Michael D. Powell, C.M., ACE, is Chief Executive Officer of the Titusville-Cocoa Airport Authority. He can be reached at mpowell@flairport.com or (321) 267-8780.

2015 Florida Aviation Awards

Brian Blanchard, FDOT's Assistant Secretary for Engineering and Operations, and Andy Keith, FDOT's Aviation Development Administrator, announced the winners of the 2015 Florida Aviation Awards at the Florida Airports Council Conference in July in Boca Raton.

Aviation Professional

Joe Lopano

Joe Lopano, CEO, Hillsborough County Aviation Authority, came to Florida in 2011 to assume the role of CEO at Tampa International Airport. His leadership has contributed greatly to the growth and improvement of the aviation industry in the state. Growing passenger numbers, new international flights, reduced debt, and the launch of a major airport expansion are just some of his achievements. He has also played a national leadership role through his involvement with several organizations.

He constantly challenges his team to think of new ways to enhance the customer experience, whether it be through technology or something as simple as broadcasting the World Cup in the main terminal. He is always looking for ways to bring additional services to guests.

Distinguished Service

Marvin M. Buford

Marvin M. Buford is the Director of Airport Maintenance for the Lee County Port Authority, which operates both Southwest Florida International Airport and Page Field. He directs the largest department with 97 hard-working staff members. These employees are responsible for maintaining the airfield, terminal building, rental car facility, chiller plant, and associated outlying buildings. Also under his oversight are the grounds, parking lots, roads, and fleet of vehicles, and equipment needed to maintain more than 14,500 acres of land.

Marvin's honesty, integrity, strong work ethic, and non-judgmental methods have helped keep his department running smoothly all these years. He always finds time to listen to his employees, and he is dedicated and loyal to the organization and to the people he leads.



Aviation Professional: Joe Lopano (left), CEO, Hillsborough County Aviation Authority.



General Aviation Airport: Witham Field; George Stokus, A.A.E. (right), Airport Manager, Martin County Board of County Commissioners.



General Aviation Airport Project: Flagler County Airport; Roy Sieger (center), Airport Director; Doug Norman (right), Hoyle, Tanner & Associates, Inc.

Photographs, above: 2015 Florida Aviation Awards presentation. In the top left photo, FDOT's Andy Keith is on the right; in all other photos, FDOT's Brian Blanchard is on the left. Not pictured: **Distinguished Service Award recipients Marvin M. Buford and Thomas J. Nichols.**

Distinguished Service

Peter B. Modys, A.A.E.

Peter B. Modys, A.A.E., is Deputy Executive Director of Aviation for the



Distinguished Service: Peter B. Modys, A.A.E. (right), Deputy Executive Director of Aviation, Lee County Port Authority.



Commercial Service Airport: Southwest Florida International Airport; Peter B. Modys, A.A.E. (right), Deputy Executive Director of Aviation.



Commercial Service Airport Project: Southwest Florida International Airport; Mark Fisher, A.A.E. (right), Deputy Executive Director – Development.

Lee County Port Authority. He oversees aircraft and terminal operations, airport maintenance, police, contracts, security, and aircraft rescue and firefighting departments. He is also responsible for the

authority's general aviation airport.

Peter has served on the board of directors of the Florida Airports Council since 1999, and has served as past president of the organization. He holds a bachelor's degree in aeronautical science from Embry-Riddle Aeronautical University. He shares his experience and advice with faculty and students as a member of the university's College of Business Industry Advisory Board.

Distinguished Service

Thomas J. Nichols

Thomas J. Nichols is Director of Airport Operations for the Lee County Port Authority. He ensures travelers have a safe, smooth transition between air and ground transportation. Under his direction, the operations department inspects the terminal and runways each day to ensure the airport meets all certification standards.

Tom began his career in aviation during the Vietnam War while serving as a U.S. Army Air Traffic Control Specialist. He pursued a degree in architecture at the University of Wisconsin and joined the airport authority in 1986.

Tom has implemented and overseen many successful programs, including an airport noise education program, a gate management plan, a hurricane preparedness program, and a wildlife management program.

General Aviation Airport

Witham Field

Founded in 1917 using Krueger Creek and the St. Lucie River as its landing strip, Witham Field in Martin County supported only amphibious aircraft. The actual land airport was built in 1928 with a 2,500-foot runway running north and south. In 1994, the county took over operations and hired an airport director. There is no commercial service at the airport, but it is home to almost 200 private and business aircraft.

The airport serves as an executive flight center for the surrounding community, and it offers other general aviation needs. 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 total economic impact to the local area is \$616,397,000, and 2,310 jobs with a payroll of \$66,044,000.

We congratulate George M. Stokus and the staff of Witham Field.

Commercial Service Airport

Southwest Florida Int'l Airport

When Southwest Florida International Airport opened a new terminal, they included and installed the sixth automated in-line screening baggage handling system in the country.

This airport uses many measures to ensure the security of the perimeter and terminal building. All of the measures in the airport security program are considered security sensitive information. The airport deploys several physical barriers that are supported by electronic and physical surveillance techniques.

Staff members are dedicated to achieving a culture of comfort, convenience, and commitment to ensure their customers are treated to the best travel experience possible. They strive to be the best in the business.

We congratulate Robert Ball and the staff of Southwest Florida International Airport and Lee County Port Authority.

General Aviation Airport

Project

Runway Safety Area Project

Flagler County Airport

In recent years, Flagler County Airport has experienced a significant increase in the number, size, and type of aircraft operations. Daily activity on the airport's two paved runways ranges from small single-engine training aircraft to the largest business jet aircraft flying today. However, the primary and crosswind runways do not meet the standards required for the larger and faster aircraft using the airfield.

The result was the Runway 06/24 Safety Area Project, which started in 2011 with the preparation of the required environmental assessment.

Construction of the improvements began with a phasing plan that minimized impacts to the airport operations. Runway 06/24 is now a fully compliant runway, and the combined project elements have improved the overall airfield system and surrounding environment.

We congratulate Roy Sieger of Flagler County Airport; Hoyle, Tanner & Associates, Inc.; and S.E. Cline Construction, Inc.

Commercial Service Airport Project

Closed Circuit Television System Southwest Florida Int'l Airport

Due to improved technology, passenger growth, and the physical layout of Southwest Florida International Airport, it was determined that upgrading the closed circuit television system was vitally important. The project provides camera surveillance to areas not currently covered by monitoring systems with the addition of cameras to high security areas, upgrades to the current security cameras, and additional cameras to the air carrier ramp and remote areas surrounding the active runway.

Upgrading the closed circuit TV system enhanced safety and security and increased forensic capability by providing visual evidence used for any criminal behavior.

We congratulate Robert Ball and the staff of Southwest Florida International Airport and Lee County Port Authority; Kimley-Horn and Associates, Inc.; and Owen-Ames-Kimball Company. ♦

Calendar

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

October 28–30, 2015

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

November 7, 2015

Seaplane Festival and Parade, Winter Haven Municipal Airport (GIF). For more information, see www.airport.mywinterhaven.com, or contact airport administration at ltreggi@mywinterhaven.com or (863) 298-4551.

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

Shuttle Landing Facility Turned Over to Space Florida



Photograph of Shuttle Landing Facility courtesy of NASA

On June 22, 2015, the historic Shuttle Landing Facility at Kennedy Space Center was transferred from NASA to Space Florida, the state's aerospace and spaceport development authority. Space Florida will have the right to run the facility as a commercial launchway under a 30-year management agreement.

The Shuttle Landing Facility was built in 1974 for space shuttles returning to Kennedy Space Center.

The facility will be used by Space Florida as a testing ground for new technologies and companies. At 15,000 feet long and 300 feet wide, the Shuttle

Landing Facility's runway is one of the longest and most capable runways in the world. Its surface consists of an extremely high-friction concrete strip designed to maximize the braking ability of heavy, fast-landing spacecraft. It was last used by space shuttle Atlantis on July 21, 2011, for a landing that closed out NASA's space shuttle program.

The operation of the Shuttle Landing Facility is expected to help Florida remain in the forefront of the rapidly growing commercial space market as well as create new jobs in Brevard County. ♦

Zoning, from page 3

a misdemeanor of the second degree, punishable as provided in F.S. 775.082 or F.S. 775.083, and each day a violation continues to exist shall constitute a separate offense. F.S. 775.083(1)(e) provides for a fine not to exceed \$500 (each day is a separate violation). In addition, F.S. 333.13(3) provides that the FDOT may institute a civil action for injunctive relief to prevent violation of any provision of this chapter.

Based upon my conversations with various airports and zoning authorities, it would benefit zoning authorities to review their airport zoning regulations for compliance with the foregoing provisions of F.S. 333 and especially those situations covered by F.S. 333.03(b) (interlocal agreement/joint airport zoning board). Since the economy has improved, I have seen more requests for construction of structures in airport hazard areas which will trigger permitting issues raised in this article. ♦

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