

Florida Flyer

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Fall 2005

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Photograph courtesy of New Smyrna Beach Municipal Airport

Aerial view of New Smyrna Beach Municipal Airport.

New Smyrna Beach Municipal Airport

New Smyrna Beach Municipal Airport provides aviation services to the residents of southeast Volusia County on Florida's east coast. The city of New Smyrna Beach, a casual coastal town, is just 15 miles south of Daytona Beach. Residents and visitors enjoy swimming, fishing, golf, stock car racing, shopping, and historic attractions including a Timucuan Indian mound and the Ponce Inlet Lighthouse.

Facilities

New Smyrna Beach Municipal Airport has three runways and associated parallel taxiways: runway 11/29 and taxiway A, the primary runway with lights; runway 6/24 and taxiway B, the secondary runway; and runway 2/20 and taxiway D. Taxiway C is the main taxiway

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2005 Florida Aviation Awards

Bill Ashbaker, State Aviation Manager, announced the following winners of the 2005 Florida Aviation Awards at the Florida Airports Council Conference in July. The text below is a summary of his awards presentation speech.

On behalf of the Florida Department of Transportation and the Secretary of Transportation, this is an opportunity to recognize and thank an outstanding aviation professional, the staffs of outstanding general aviation and commercial service airports, and participants in an outstanding project.

Of course, this is also the most challenging time of each year because we have to choose winners from many outstanding nominations.

Judging from the number of nominations, one of the most popular awards is the Project of the Year. In truth, all of the projects deserve an award; however, we try to select the one project that has a unique challenge or innovative approach. So, here is a hint for successfully winning this award: Explicitly point out a challenge and the innovative approach that was used to overcome the challenge. Merely describing a project that we assume presented many significant challenges will not go as far as being explicit . . . not lengthy, just explicit.

Remember that anyone can nominate people, airports, and projects for awards. Nominations can be made any-time during the year, up to the deadline, which is June 1, but the earlier, the better.

Airport Project Umatilla Municipal Airport Runway 18/36 Rehabilitation Project

Tim Scobie, Airport Manager; the City of Umatilla; Passero Associates, consultant; and Prime Construction Group, Inc., contractor, worked together on this project. They modestly describe their project simply as a runway rehabilitation. In fact, this project rejuvenated a greatly deteriorated airport and kept it as



Bill Ashbaker presents the 2005 Florida Aviation Awards. Accepting the awards (clockwise from top left): Tim Scobie, Airport Project of the Year; Doris Gentry, General Aviation Airport of the Year; Jerry Sealy, Commercial Service Airport of the Year; Fred Piccolo, Aviation Professional of the Year.

a viable and valuable part of Florida's system of airports.

The technical and engineering challenges for this project were difficult, but were overcome successfully. The most formidable challenge was gaining the necessary public support. This city-owned airport had to compete with other local funding priorities, and the public had actually passed a referendum opposing airport expansion. The consultant openly sought public input in a series of meetings over several months. City officials put themselves on the line and supported the airport. The dedication and commitment of the public officials and consultant ultimately won over public support, reversing long-standing public opposition to airport expansion.

The support of the community for this particular project will have long-lasting benefits. The direct and indirect

contributions of the airport to the local economy and well-being of the people in the community will be greatly enhanced. The Umatilla City Administrator, the Umatilla City Council, and members of this community should be proud of their decision and commitment to support this project.

General Aviation Airport Sebring Regional Airport

Mike Willingham, Airport Manager; the Sebring Airport Authority; and the airport staff made the most of business management and economic development opportunities.

This airport and the management style are unique in Florida. Originally located on more than 9,000 acres, Sebring Regional Airport, like many in Florida, began its role as a military training base readying B-17 bomber crews for the

war. With the eventual closure of the base, the airport shrank to more than 1,700 acres and, like many airports, slid into disrepair over the years. In 1991, the airport authority hired the current airport manager, who has a vision, a plan, a strong business sense, and a knack for building strong and mutually beneficial relationships. The result is that more than 1,400 acres of the airport are used for revenue-producing businesses ranging from plastic pipe and food packing products to aircraft manufacturing. The entire airport is registered as a foreign trade zone.

Much of this progress was financed with funds from places that most airports have never looked to for money, such as Rural Development Funds, Rural Revolving Loan Funds, Community Redevelopment Authority Funds, and Intermodal Surface Transportation Efficiency Act (ISTEA) funds for historic preservation. The manager's attitude is that the airport should be run as a business and that it is a platform for economic and real estate development. His philosophy for success is that "the best way to predict the future is to invent it."

Commercial Service Airport Okaloosa Regional Airport

Jerry Sealy, Airport Manager, and the Okaloosa Board of County Commissioners have developed a virtually new facility with an expanded parking apron, a second parallel taxiway, expanded public parking, impressive landscaping, and a new state-of-the-art passenger terminal. The new passenger terminal opened in November. It has gleaming white wall panels and an emerald green steel roof. The roofline is punctuated by cupolas which provide interior light shafts. Passengers arriving at the landside are greeted by a fully landscaped park in front of the terminal. This park not only provides calm to the senses, but it serves as the 300-foot security buffer between parking and the terminal. The interior boasts high vaulted ceilings which create a spacious atmosphere reminiscent of much larger airports.

This renovation was successful largely due to an airport management team attitude enhanced by creative quality

leadership. Two significant funding innovations by airport management are designation into the Military Airport Program and receipt of an Innovative Financing Demonstration Program grant from the FAA. The other members of the team are the engineers and architects, PBS&J/GS&P, and construction management, Centex-Rooney. The project was completed ahead of schedule and within budget.

Aviation Professional Fred Piccolo

Fred Piccolo is President and Chief Executive Officer of the Sarasota Bradenton International Airport. He started his career as an airport janitor, and over a period of 33 years, he worked his way up through ever increasing levels of responsibility in several airports to president and CEO of a Florida commercial service airport. He is a past president of the Florida Airports Council and played critical roles in developing FAC's Facilities Committee and annual specialty conference, and chaired FAC's Strategic Planning Committee.

Fred Piccolo has long served on the board of directors of the Airports Council International – North America (ACI-NA) and currently serves as second vice-chair. ACI-NA represents local, regional, state, and national governing bodies that own and operate commercial airports in the United States, Canada, and the Virgin Islands. Soon he will be president of ACI-NA, which is among the most prestigious positions an airport director can achieve. In addition, he serves on the board of ACI-World, which represents airports on a worldwide basis.

He was elected by his peers as the first chairman of the Secure Airports for Florida's Economy (SAFE) Council. Under his leadership, the council developed the first SAFE Master Plan that details security needs for all of Florida's airports.

Fred Piccolo was instrumental in securing federal and state support to conduct a Central Florida Air Service Study, and he served on the study advisory committee that guided the study to a very successful conclusion. ♦

Denver Stutler, New FDOT Secretary



Denver J. Stutler, Jr.

Governor Jeb Bush recently named Denver Stutler as Secretary of the Florida Department of Transportation. Stutler has served as Chief of Staff for the Executive Office of the Governor and as Chief of Staff for the Florida Department of Environmental Protection. Prior to his work in public service, Stutler worked for 10 years at private engineering firms.

FDOT is one of the largest state agencies with a \$6 billion budget and more than 7,400 employees. The department oversees more than 12,000 miles of state highway system, 750 aviation facilities, 14 seaports, and more than 2,800 miles of railway miles.

Stutler was born in Germany, raised in Florida, and received his undergraduate and graduate degrees in civil engineering from the University of Central Florida. For six months in 1994, Stutler served as a volunteer with Engineering Ministries International in Republic of Congo, Africa, where he engineered water supply, wastewater, and erosion control improvements. ♦

Angel Flight Southeast

Angel Flight Southeast, Inc., a non-profit volunteer pilot organization, strives to remove the cost of air transportation as an obstacle to medical and humanitarian care. Angel Flight Southeast (AFSE) offers many humanitarian services including free air transportation by private aircraft to medical facilities when commercial service transportation is not practical, not available, or not affordable.

AFSE was founded more than 20 years ago by Mary Webb, a retired, widowed pilot. From her kitchen table, Mary Webb organized free flights for people with medical and humanitarian needs throughout the southeast. She flew many of the missions herself. Unfortunately, Mary died in 1994, but her legacy of good works lives on and continues to grow. Approximately 950 volunteer pilots now generously donate their time.

Serving five states

Angel Flight Southeast is a division of Angel Flight America and coordinates all missions for the national volunteer network that originate in Alabama, Florida, Georgia, Mississippi, and South Carolina. These missions include transportation for organ recipients, medical studies, anti-venom services, disaster relief, and more.

Transplants. AFSE provides emergency transportation to those awaiting organ transplants. Most of these flights occur in the early morning hours and are thus called "Red Eye." A request and paperwork for Red Eye transportation must be submitted in advance. Before accepting a Red Eye request, AFSE considers distance, time frame, and the number of pilots available in the area of the organ recipient. Three to five volunteer pilots are assigned to each organ recipient.

Special lift. AFSE provides transportation for patients involved in clinical trials and medical studies. AFSE's involvement not only enables more

participation in studies but it also allows more money to go into research if the medical facility is covering transportation costs.

Anti-venom services. AFSE has joined forces with the Miami-Dade Fire and Rescue Department and The Florida Anti-Venom Bank to fly antidote

serum to rural areas in emergencies. Before AFSE became involved, the venom bank had to rely on local and state police to transport the serum when it was needed in areas not served by commercial airports.

Disaster relief. Following hurricanes, floods, or other natural disasters, AFSE provides air transportation for medical personnel, blood, medicine, supplies, and specialized equipment necessary for rebuilding ravaged communities. AFSE's general aviation aircraft have the ability to land on highways and grass strips to provide quick relief to rural areas.

Since Hurricane Katrina, AFSE has had a tremendous increase in medical and humanitarian requests in the five-state region. AFSE is transporting passengers as well as providing personal and emergency medical supplies. "More than ever, we need donations," says Jim Brown, AFSE's Director of Public Affairs. "Each Angel Flight Southeast humanitarian air mission costs an average of \$400 to coordinate and prepare. Donations can



Photographs courtesy of Angel Flight Southeast

Pilot Tom Evernham transports a mother and baby.

be made through our web site, www.angelflightse.org."

Other services. AFSE has cooperative arrangements with the Ronald McDonald Houses and the Shriner's Hospitals. AFSE pilots can transport patients with severe burns and injury to a Shriners' burn facility. AFSE also works with spouse abuse shelters to help relocate battered spouses and their children. Requests for this type of transportation are made by a domestic violence shelter, and if children are involved, custody is verified.

Because AFSE's pilots donate their time, plane, and fuel, the only funding needed is for coordinating missions and for informing the public and health agencies that AFSE's free services are available. Thus, AFSE reports that for every dollar donated, the organization is able to return approximately \$5.00 worth of free transportation services to the people of the southeastern United States.

Angel Flight America

Angel Flight America is the compilation of seven volunteer pilot



Pilot Dennis Boyer (top) and pilot Steve High (above) volunteer their services to help those in need.

To learn how to become a volunteer pilot for AFSE, see www.angelflightse.org.

organizations (including Angel Flight Southeast) across the U.S. that met stringent criteria when the group was organized in the late 1990s. The group owns the federally registered trademark to the words "Angel Flight." Today more than 17,000 Angel Flight missions are flown across the U.S. every year.

After the events of September 11, 2001, Angel Flight America, through the work of its member Mercy Medical Airlift, received a federal grant from the Corporation for National and Community Service to start the Angel Flight Homeland Security Air Transportation

System (AF HSEATS). As a member of Angel Flight America, Angel Flight Southeast is also involved in the HSEATS program and stands ready to fly missions in cooperation with other relief agencies to deliver personnel, medical supplies, and other cargo to areas stricken by natural disaster or terrorist incidents. Angel Flight Southeast flew 28 such missions in 2004—the first Angel Flight organization to be activated for this purpose.

For more information about Angel Flight Southeast, including information about becoming a volunteer pilot, see www.angelflightse.org. ♦

We thank Jim Brown, Director of Public Affairs for Angel Flight Southeast, for his assistance in preparing this article.

Enter the 2006 International Aviation Art Contest

This fall young artists between the ages of 6 and 17 have the opportunity to participate in the 2006 International Aviation Art Contest by creating artwork following the theme of "Air Sports and Nature in Harmony."



Within a few weeks a brochure about the contest will be available explaining the contest rules and instructions for submitting children's artwork for consideration. Entries will be judged in three classes: ages 6 to 9, ages 10 to 13, and ages 14 to 17.

All Florida award winners will compete at the national level, and national winners will then compete at the international level.

The 2006 International Aviation Art Contest is sponsored by the National Aeronautic Association, National Association of State Aviation Officials, National Aeronautics and Space Administration, and the Federal Aviation Administration, in cooperation with the Fédération Aéronautique Internationale. The contest is designed to motivate and encourage young people to become more familiar with and to participate in aeronautics, engineering, and science.

To learn more about the contest, see www.nasao.org on the Internet or call Fred Karuga of the FDOT Aviation Office at (850) 414-4512. ♦

CAP's Satellite Digital Imagery System Assists Hurricane Recovery Efforts

The Civil Air Patrol sends photographs of damaged areas from aircraft to emergency centers—almost in real-time

by Mike Cavallo

The U.S. Civil Air Patrol (CAP), an auxiliary of the U.S. Air Force, is breaking new ground by providing state emergency planners with some very timely and much needed information in the wake of each of Florida's hurricanes. Through a combination of new technology and old-fashioned volunteerism, and with six hurricanes already to their credit including most recently Dennis and Katrina, specially equipped CAP aircraft are utilizing a high-resolution aerial imagery system to provide emergency planners an almost real-time picture during the aftermath of a hurricane.

Satellite digital images

Satellite Digital Imagery System, or SDIS, is new technology for the CAP that reinvigorates and brings full circle a traditional CAP mission—the eye in the sky. The CAP utilizes newly developed off-the-shelf imagery technology available to private as well as government agencies. SDIS is capable of transmitting high quality photographic images by way of standard e-mail. End users or customers are able to view impact areas and other targets of interest on their desktop computers.

Further uses of this capability are currently being assessed for homeland security and other missions. However, it is in hurricane recovery that this new capability becomes very apparent. Once a target area or mission has been approved, SDIS-equipped CAP aircraft fly over the impact area and transmit photos using a satellite uplink in the aircraft to any standard e-mail address, thus providing emergency managers an almost real-time aerial view of problem areas.

Emergency operations centers at the state and local level can request and receive aerial images of damaged areas. Typical requests range from coastal impact surveys, road and bridge damage, identifying flood zones, identifying stranded communities, cell phone and antenna tower damage, and many others.

Cost effective

The CAP operates light Cessna-type aircraft with volunteer crews of local pilots, making this type of aerial surveying very cost effective for taxpayers when compared to standard Department of Defense turbine aircraft and crews.

Practically every Florida airport has a CAP unit on or near their field. During officially declared emergencies, the U.S. Air Force (USAF) assumes operational control of CAP missions and provides additional technical and funding assistance.

Imagery requests are made to the local city or county emergency operations center and then forwarded to the state Emergency Operations Center (EOC) transportation section. There, the CAP-USAF team retrieves and validates the mission request from the EOC tracker

system; coordinates with the Federal Emergency Management Agency, 1st Air Force,* and other relevant agencies; then dispatches the flight crews standing by at several pre-selected airports in the state. Photographic images can be e-mailed directly from the aircraft.

This capability becomes extremely beneficial to rural communities in the outlying areas of the state that do not possess the aircraft to conduct local aerial reconnaissance to help themselves recover more effectively from a disaster.◆

Mike Cavallo is a Southeast Region Liaison Officer for the CAP-USAF, and he is a Major in the U.S. Air Force Reserves.

**1st Air Force becomes involved as a supporting agency to the CAP when an official emergency is declared and CAP flights are requested. With headquarters at Tyndall Air Force Base, 1st Air Force provides funding and a degree of mission oversight.*



Photograph courtesy of Emergency Operations Center

Damage caused by Hurricane Dennis on Florida's gulf coast.

In the aftermath of Hurricane Katrina, many volunteer organizations, such as Angel Flight Southeast and Civil Air Patrol, as described in this issue of the *Florida Flyer*, and others need our help.

FDOT urges giving generously to:

- Angel Flight Southeast
www.angelflightse.org
- CAP Hurricane Katrina Relief Fund
www.cap.gov
- American Red Cross
www.redcross.org
1-800-HELP-NOW
- Salvation Army
www.salvationarmyusa.org
1-800-SAL-ARMY
- Or the worthy charity of your choice

Conference Highlights

July 2005 Florida Airports Council Conference Tampa, Florida

Florida airports did it again! With a lot of hard work by Tampa International and St. Petersburg-Clearwater International airports, the 2005 Florida Airports Council Annual Conference was a tremendous success. Eight hundred aviation professionals and a record-setting 77 exhibitors participated in the conference. Nationally and internationally recognized experts from Florida provided up-to-date information on key airport issues such as hurricane lessons, airport security, project funding, and new technology. All participants enjoyed it very much. ♦

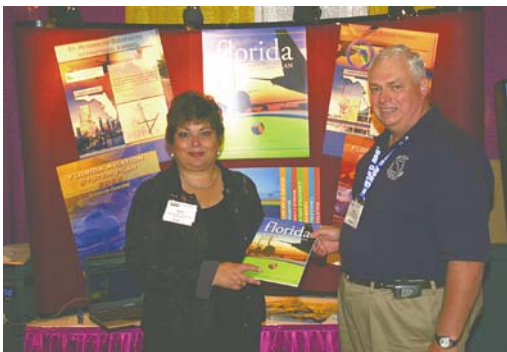


Carolyn Blum, Administrator of the FAA Southern Region; Woodie Woodward, FAA Associate Administrator for Airports; and Bill Ashbaker, State Aviation Manager, greet each other before their conference presentations.

José Abreu, Executive Director of Miami International Airport, was honored by the Florida Airports Council with an award expressing the airports' appreciation for support in the wake of last year's hurricanes when José was Secretary of Transportation. The award was presented by Jerry Allen, incoming FAC President. José was accompanied by Denver Stutler, our new Secretary of Transportation.



Ysela Llort, FDOT's Assistant Secretary for Intermodal Systems Development, and Andy Keith, FDOT's Aviation Planning Manager, discuss the new Florida Aviation System Plan at the Aviation Office's booth.



Calendar

October 5–7, 2005

Florida Airports Council's Legislative Issues Conference, Marriott Suites Clearwater Beach on Sand Key; call FAC at (850) 224-2964 or see www.floridaairports.org

October 26–28, 2005

Florida Airports Council's Environmental and Noise Conference, Delray Beach Marriott Resort; call FAC at (850) 224-2964 or see www.floridaairports.org

October 27–30, 2005

U.S. Sport Aviation Expo, Sebring Regional Airport; see www.sport-aviation-expo.com

November 3–5, 2005

Aircraft Owners and Pilots Association Expo 2005, Tampa Convention Center; call 1-888-462-3976 or see www.aopa.org/expo/2005

November 9–11, 2005

National Business Aviation Association's 58th Annual Meeting and Convention, Orlando; contact Dan Hubbard at (202) 783-9360 or dhubbard@nbaa.org

November 17, 2005

CFASPP Statewide Meeting, Tampa International Airport, HCAA Board Room; call Andy Keith at (850) 414-4516 or see www.cfaspp.com

April 4–10, 2006

2006 Sun 'n Fun EAA Fly-In, Lakeland Linder Regional Airport; call Sun 'n Fun at (863) 644-2431 or see www.sun-n-fun.org

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

New Smyrna Beach Municipal Airport

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leading to and from the airport's main apron area. A non-directional beacon (NDB) is located on the field with a non-precision instrument approach to runway 29. The new air traffic control tower has a rotating beacon and is located in the northeast quadrant of the airport. T-hangars are located along the east side of the airfield and on the southern boundary. Three fixed-base operators serve the airport.

The airport recently reconstructed taxiways B and C, installed a precision approach path indicator (PAPI) system on runway 29, constructed a 10,000 square-foot commercial hangar, built a new air traffic control tower, and completed an in-house airfield signage project. The airport also reconstructed the lights on runway 11/29 and taxiway A.

Projects now in progress include lighting runway 6/24 and installing an automated weather observing system (AWOS).

History

Prior to World War II the airport was a grass strip in the middle of an orange grove. In 1942 the U.S. Navy acquired the airstrip and the surrounding land and developed it into a military airfield. After World War II, the airport was deeded to New Smyrna Beach through the War Assets Administration.

Employees

Approximately 50 to 75 employees are at work on airport property throughout the year. These jobs are fairly well paying and include skilled aviation technicians, commercial pilots, and instructor-rated pilots.

Points of Interest

- 175 based aircraft
- 142,000 operations annually
- Facilities are located on approximately 620 acres of land

Businesses based at the airport include Vintage Props and Jets (a Part 135 air taxi service), Epic Aviation (offering flight instruction), GN Aero (a War Bird rebuilder), Four Winds Aviation (an aircraft manufacturer), and the Volusia County Mosquito Control Flight Department.

The goal of the airport is to provide safe, efficient aircraft operations for the flying public and, at the same time, enable the airport to be financially self-sustaining.

To learn more about New Smyrna Beach Municipal Airport, see www.cityofnsb.com (Departments – Airport) on the Internet. ♦

We thank Rhonda Walker and Ron Wilsbach for their assistance in preparing this article. Rhonda Walker is Interim Airport Manager of New Smyrna Beach Municipal Airport, and Ron Wilsbach retired in January as Public Works Director for the city of New Smyrna Beach.

Florida Flyer

The *Florida Flyer* is a non-profit newsletter published quarterly by the Florida Department of Transportation Aviation Office.

To subscribe to the *Florida Flyer*, please contact Fred Karuga, Editor, FDOT Aviation Office, 605 Suwannee Street, MS-46, Tallahassee, FL 32399-0450, phone (850) 414-4512, fax (850) 414-4508, e-mail fred.karuga@dot.state.fl.us.

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