Florida Flyer

Photograph by Nathan Coleman

Zephyrhills Municipal Airport's mission is "to provide quality services to our tenants and visitors."

Zephyrhills Municipal Airport

Zephyrhills Municipal Airport (ZPH) serves the general aviation needs of the residents of Pasco County as well as Hernando, Hillsborough, and Pinellas counties in central Florida. Located one mile southeast of Zephyrhills, the airport offers convenient access to popular business and tourist destinations in Orlando, 40 miles to the east, and the Tampa Bay area, 20 miles to the south.

Pasco County attractions include a golf tournament, several annual festivals (kumquat in January, seafood in the spring, "barbecue and blues" in the fall), and other family friendly events throughout the year. The World War II Barracks Museum hosts an annual bivouac, a military history event located on the airfield in mid-February.

With an average annual temperature of 72 degrees, 20 miles of shoreline on the Gulf Coast, and more than 100,000 acres of forests, Pasco County provides plenty of opportunities for outdoor activities.

Two asphalt runways

Zephyrhills Municipal Airport's two converging asphalt runways can accommodate mid-sized general aviation business jet aircraft. Runway 04/22 is 5,001 feet long by 100 feet wide, and

2012 Florida Aviation Awards

Richard Biter, FDOT's Assistant Secretary for Intermodal Systems Development, and Aaron Smith, FDOT's State Aviation Manager, announced the winners of the 2012 Florida Aviation Awards at the Florida Airports Council Conference in July in Naples.

Aviation Professional
Chris Rozansky, C.M.

Chris Rozansky, C.M., Airport Administrator, Venice Municipal Airport, began his career in Florida during a very difficult time for the airport and community. His determination and professionalism led to the resolution of many long-standing controversial issues, including the Airport Layout Plan and the airport's capital improvement program.

Chris Rozansky was instrumental in undertaking plans for a complete rehabilitation of the airfield to include many safety and noise mitigation efforts.

He facilitated the approval of an updated fee schedule, establishing rent for new T-hangars, and added two new fees to enhance the airport's ability to be financially self-sufficient.

Through his direction and commitment to the aviation and non-aviation community, Chris Rozansky's many accomplishments have bridged the gap between the airport and residents of the city of Venice. His many accomplishments, commitment to excellence, and relentless contribution of personal time and energy to improving the conditions at Venice Municipal Airport are proof that he is truly an example of an extraordinary aviation professional.

General Aviation Airport
Naples Municipal Airport

Naples Municipal Airport continues to provide the local community and state with an airport that is economically self-sufficient while remaining focused on improving safety and security with an emphasis on maintaining the aesthetics and acoustics that are important to the local residents. The airport manager and staff relentlessly seek opportunities

Above left: General Aviation Airport: Naples Municipal Airport; Richard Biter, FDOT's Assistant Secretary for Intermodal Systems Development; Ted Soliday, Executive Director, City of Naples Airport Authority; Aaron Smith, FDOT's State Aviation Manager. Above right: Commercial Service Airport: Southwest Florida International Airport; Richard Biter; Bob Ball, A.A.E., Executive Director, Southwest Florida International Airport; Aaron Smith.

to bring new businesses to the airport, thereby increasing job opportunities and economic growth.

This airport observes the latest security directives and exceeds all Transportation Security Administration requirements for a general aviation airport. The majority of all taxiways have been rehabilitated during the last four years. Runway 5/23 was completely rehabilitated in 2011 under an FAA grant.

The City of Naples Airport Authority provides the venue for community events, such as Fourth of July celebrations and the annual Run for the Paws to benefit the Humane Society.

On December 30, 2010, U.S. Customs and Border Protection began providing services from a new Customs facility, built and paid for by the airport authority as a service to airport tenants and the public. During its first nine months of operation, 310 aircraft, many of them based at the airport, cleared Customs through the new facility. Traffic during the first seven months of 2012 has already surpassed the prior year.

We congratulate the City of Naples Airport Authority; Ted Soliday, Executive Director, City of Naples Airport Authority; and the staff of Naples Municipal Airport.

Commercial Service Airport
Southwest Florida Int'l Airport

Southwest Florida International Airport was certified for operation in May 1983 and has consistently outpaced all growth projections with a state-of-the-art terminal that was constructed and opened in September 2005. The airport is ranked in the top 50 busiest airports in North America and now serves more than eight million passengers annually. The airport generates more than $2 billion per year and has more than 20 airline partners with nonstop service to 47 destinations including four international destinations. The airport continues to grow in the international market, serving European destinations and extending commercial service throughout South America.

Safety and security are the priority. The airport continues to upgrade equipment with the latest available technology to include thermal imaging cameras to help prevent and detect intruders along the perimeter fence.

The airport also continues to maintain the beautiful surroundings that their customers have come to appreciate.

We congratulate Bob Ball, A.A.E., Executive Director, Lee County Port

The Process of Preparing Airport Master Plans

by Abdul Hatim, Ph.D.

An Airport Master Plan is a projection of an airport's conceptual long-term facility development.

This plan is documented and approved by the local governmental agency or authority, which owns and/or operates the airport. A master plan reports the data and the logic upon which the plan is based in a narrative format, and displays the ultimate development concepts graphically in an Airport Layout Plan (ALP) set of drawings.

Airport Master Plans are regularly updated to support maintenance, development, expansion, and modernization of existing airports, as well as to justify construction of additional airports needed to accommodate growth in demand for aviation services on a local, regional, and national basis.

FDOT Guidebook for Airport Master Planning

The FDOT Guidebook for Airport Master Planning is available in the following website: http://www.florida-aviation-database.com/dotsite/Publications/FDOT_Airport_Master_Plan_Guidebook_April_2010.pdf.

To support the preparation of master plans, the Florida Department of Transportation (FDOT) Aviation Office has developed this guidebook for use by airport owners/sponsors, operators, and consultants on general aviation (GA) and commercial service airports throughout the state in order to assist in developing effective and appropriate Airport Master Plans. It is of the highest importance to FDOT that this guidebook be utilized by airport sponsors and aviation consultants to help the state meet its airport improvement needs in a logical and cohesive manner. This structured and measured approach is critical so that improvement recommendations from a master planning process ultimately become the foundation of the FDOT Joint Automated Capital Improvement Plan (JACIP), which is used to program airport development grants.

Various factors cause an airport to reassess or update their master plan. When this occurs, the owner/sponsor should refer to the guidebook to develop a comprehensive planning program that can best meet the needs of the airport and will result in a useful and cost-effective product. While both planning report elements and drawing requirements are defined in the guidebook, airport facilities serving different roles and accommodating different levels of activity will not necessarily require the same planning products or level of investigation. Therefore, the guidebook has been categorized for various airport facilities based on service characteristics. It also suggests appropriate planning products, although it is understood that each planning effort is a unique endeavor and should reflect each airport's specific goals, objectives, and special issues.

The guidebook should be looked at as a menu of planning tasks and products, which can be individually selected to meet comprehensive airport planning needs and requirements. It has been designed to help the user understand the planning process better, the role of key reviewers, and the components of an approved plan. This last consideration is critical since all completed Airport Master Plans must ultimately be submitted to FDOT and to the Federal Aviation Administration (FAA) for a final review and approval.

Finally, the guidebook provides a listing of references, including advisory circulars and other publications that the user can utilize to research a specific planning-related subject in detail.

Additionally, various checklists have been supplied as a convenient way to help ensure that appropriate steps in the planning process are complete and meet FDOT standards.

FDOT Airport Master Plans Procedure

The FDOT Airport Master Plans Procedure is available in the following website: http://www2.dot.state.fl.us/proceduraldocuments/procedures/bin/725040100.pdf.

The airport master planning process begins when an airport sponsor requests assistance from FDOT to initiate a master planning project. The planning request is subsequently entered into the work program through the JACIP process. In the fiscal year prior to the master plan project commencing, a project justification and scoping meeting with the Orlando Federal Aviation Administration (FAA) Airports District Office (ADO) (if applicable) and the airport sponsor should be held with the FDOT District Aviation Office to establish a preliminary scope of work and to develop a cost estimate for the project. At this meeting, the airport sponsor should also be prepared to provide a well-organized rationale to support the planning effort that includes the goals of the effort and the issues that the study will be designed to resolve.

Upon the issuance of a planning grant and/or a Joint Participation Agreement (JPA) that reflects the costs established in the prior scope meeting, the master planning project would commence at the point when the ADO issues a formal Notice To Proceed (NTP). Following the NTP, the ADO will then participate in the master planning process by monitoring project performance, reviewing product deliverables, and processing invoices. The final step in the process is final project review and approval. It is important to note that the ADO will perform these activities in close coordination with the FDOT Aviation Office through the JPA review and approval process.

Understand that this close relationship between FAA and FDOT is critical for ensuring a successful and appropriate master planning project process. As defined within FAA Advisory Circular (AC) 150/5070-6, Airport Master Plans, the FAA's role is to review master planning elements and approve only two specific elements of the master plan itself—the forecasts of aviation activity and the

2012 Florida Aviation Awards

Authority; and the staff of Southwest Florida International Airport and the Lee County Port Authority.

General Aviation Airport Project

Taxiway Alpha Construction, Marco Island Airport

Marco Island Airport's construction of Taxiway Alpha is the culmination of more than 15 years of planning, environmental permitting and mitigation, and design and construction, resulting in a safer and more efficient airport.

Prior to the construction of Taxiway Alpha, this airport was the only single runway, public-use, publicly owned airport in the state serving jet aircraft without a full length parallel taxiway. With aircraft taxiing on the sole active runway, no operating air traffic control tower, and a fleet mix of aircraft ranging from small single-engine trainers to the largest business jets, a serious safety situation existed.

The airport had to overcome significant land use and environmental issues including restrictions associated with the Deltona Settlement Agreement of 1982, protected mangrove wetlands, and endangered North American crocodiles.

The construction of Taxiway Alpha, along with an expanded apron, has greatly enhanced safety, capacity, and efficiency at Marco Island Airport.

We congratulate Marco Island Airport's executive director Chris Curry and airport manager Bob Tweedie; URS Corporation Southern, consultant; and DeAngelis Diamond Construction, Inc., contractor.

Commercial Service Airport Project

Runway Safety Area Project, Key West International Airport

For many years, the Runway Safety Area at Key West International Airport did not meet FAA design standards. Several studies had concluded that construction of a standard RSA was not possible

Top: General Aviation Airport Project Award; Aaron Smith, FDOT's State Aviation Manager; Lloyd Byerhoff, Chairman of Collier County Airport Authority Advisory Board; Bob Tweedie, Airport Manager, Marco Island Airport; Richard Biter, FDOT's Assistant Secretary for Intermodal Systems Development; Chris Curry, Executive Director, Marco Island Airport. Above: Commercial Service Airport Project Award; Richard Biter; Peter Horton, Monroe County Director of Airports; Aaron Smith.

due to the potential environmental impacts, strong opposition by environmental groups, reluctance of permitting agencies, and mitigation costs.

Through close coordination with the FAA, FDOT, other agencies, and local environmental groups, the county was able to identify a modified RSA that would greatly improve safety while also satisfying environmental requirements. The Runway Safety Area Project incorporated the use of an approved non-standard RSA configuration and an Engineered Material Arresting System to reduce the footprint of the RSA which minimized environmental impacts.

The completion of the RSA project proved itself twice this year. One event was captured on video by a ramp security

Preparing Airport Master Plans

ALP set. As such, the ADO also relies heavily on the FDOT Aviation Office to review the draft deliverables to ensure that they comply with FAA and state standards and guidelines. The master plan must also be compatible with the Florida Aviation System Plan (FASP). While the ADO can only approve the forecasts and the ALP, the FDOT Aviation Office is in a position to provide comment and approve all elements of the Airport Master Plan. This affords greater control of the process, ensuring a higher quality work product.

Finally, according to the procedure for Aviation Program Management No. 725-040-040, capital projects must be identified in the FDOT approved Airport Master Plan to be eligible for FDOT funding. However, FDOT grants for security, studies, equipment, and emergency preservation projects are not required to be itemized in an Airport Master Plan to be eligible for funding. ◆

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camera. All passengers and flight crew safely exited the aircraft. The safety area paid for itself that day, by saving lives, minimizing damage, and averting environmental impacts.

Key West International Airport successfully resolved all impediments that occurred during the 10 years of planning, permitting, and construction of the Runway Safety Area.

We congratulate Peter Horton, Director of Airports, and the staff of Key West International Airport; URS, consultant; and Quality Enterprises, Inc., contractor. ◆

Distinguished Aviation Service

Wayne Catlett

Ed Cooley

Brian Cooper

Distinguished Aviation Service Award winners are flanked by Richard Biter on the left and Aaron Smith on the right.

Dean Stringer

Four outstanding individuals received 2012 Florida Distinguished Aviation Service Awards: Wayne Catlett, Ed Cooley, Brian Cooper, and Dean Stringer.

Wayne Catlett

Wayne Catlett's involvement with aviation is rich with experience and diversity. His career has included 30 years as an operations agent with Page Field Airport.

Wayne was involved in the Civil Air Patrol looking for boaters in distress. He joined the Air Force in 1964 and was a military policeman at several Strategic Air Command bases. After the Air Force, Wayne worked for National Airlines and the Air Kaman fixed base operator at the new Jacksonville airport while he attended college.

Wayne relocated to Page Field in 1979. In 1987, after his transfer from Page Field to Southwest Florida International Airport, he was promoted to Operations Agent II and two years later to Airside Manager. Wayne currently serves as the Operations Terminal Manager.

His abundant aviation experience has helped develop Page Field and Southwest Florida International into the airports that we enjoy today.

Ed Cooley

Ed Cooley's professionalism, expertise, and leadership are deeply appreciated by his peers, government agencies, and civic and trade organizations.

After graduation from college in the early 1970s, Ed started his aviation career as an operations and maintenance manager at Savannah Municipal Airport and was soon promoted to assistant airport manager. He was hired in 1974 by the Hillsborough County Aviation Authority as an assistant director of operations. Ed has held the titles of manager of special projects, director of general aviation, senior director of operations, and vice president of operations.

Ed Cooley has influenced and provided insight for many improvements at the aviation authority's airports. After 36 years of providing leadership, Ed Cooley retired from the Hillsborough County Aviation Authority in March of 2012. His contribution has created many airport policies and practices that will carry his signature of professional excellence for years to come.

Bryan Cooper

Bryan Cooper has been involved with aviation for more than 34 years in one capacity or another. He became a pilot in 1978 and flew for 15 years as a corporate pilot while managing the Flagler County Airport. While at Flagler, he opened an additional runway, created a seaplane base, started a flying club, and developed and expanded the airport from six hangars and one business to more than 50 hangars and 10 businesses. Bryan spearheaded an agreement in the development of GPS approaches.

In 1996, Bryan came to Northeast Florida Regional Airport as the Assistant Airport Manager. Bryan championed many aviation and aviation environmental related projects.

Bryan has been a mentor to many professionals, students, and others who had the pleasure of working and meeting with him. He is a teacher by nature who imparts wisdom with his experiences and leadership.

Dean Stringer

Dean Stringer has served as manager of the Orlando Airports District Office since 1998. He began his career with the FAA in June 1982 working for the Air Traffic Division as an Air Traffic Control Specialist. In May 1983 he was assigned to the position of Civil Engineer with the FAA Airway Facilities Division. Dean Stringer was promoted to the Assistant Manager position in 1989. He was promoted again to the Orlando ADO Manager position in October 1998. He remained the Manager of the FAA Orlando ADO until his retirement in June 2012.

Under Dean Stringer's tenure and leadership, the ADO was able to construct new airports in Palm Beach County and Bay County, and new runways at several international airports.

Dean Stringer successfully led the Orlando ADO to issue grants for projects on time even during the last four years with no AIP reauthorization and 23 continuing resolutions. ◆

Zephyrhills Municipal Airport

Continued from page 1

is served by a parallel taxiway. Runway 18/36 is 5,067 feet long by 100 feet wide with connecting taxiways to each end.

Airport facilities include a 400-square foot administration building, a 2,600-square foot general aviation terminal building, and 35 on-airport auto parking spaces serving the terminal building. The airport has 41 tie-downs for general aviation aircraft and 178 covered parking spaces for aircraft, including T-hangars, half hangars, and shade hangars.

The airport recently installed security fencing and security gates, resurfaced the parking lot, replaced wind cones, re-striped Runway 04/22, and installed new signs.

Army air field

During World War II, the U.S. Army Air Corps established Zephyrhills Army Air Field as a satellite of the Orlando Army Air Field. Built in 1942, the airport was a training base for pilots from the 10th Fighter Squadron as well as other military units from the Orlando and Mac-Dill Army air fields.

The Army deactivated the field in 1945; then the city of Zephyrhills acquired the airfield in 1947 and converted it to a general aviation airport. Over the years the airport has grown into a thriving facility with five full-time and two part-time employees, and a total economic impact of $25,775,800 annually.

Airport activities

While the airport attracts a number of transient visitors, local business operations and flight training are two major components of the airport's activities. Local businesses own approximately 10 percent of the airport's based aircraft.

The city of Zephyrhills manages the airport's fixed base operator. A Civil Air Patrol unit is located here, and the airport supports an 86-acre industrial park

Clockwise from top right: Aerial view of Zephyrhills Municipal Airport; Restoration of the C-53D is in progress; Local aviation history is on display in the original World War II Barracks Museum which doubles as a pilot lounge for transient pilots.

Photographs by Nathan Coleman

Points of Interest

- Zephyrhills Municipal Airport has 198 based aircraft

- The airport is situated on approximately 850 acres

- The population of Zephyrhills is 22,000

on the southeast corner of the property.

Businesses on airport property include Zephyr Aircraft Engines (engine overhaul), JJ Aeronautics (aircraft service and storage), Skydive City (for skydivers and students), Jensen Aviation (flight training and rentals), Flight Crafters (a light sport builder assistance center), and the Tampa Bay Soaring Society (a private soaring club).

Although Zephyrhills Municipal

Airport does not have any based military aircraft, it does accommodate transient military operations. These military operations are performed primarily by visiting C-130 aircraft from various units of the armed forces.

World War II Barracks Museum

A 1940s-era barracks on airport property is the home of the World War II Barracks Museum where visitors can learn about the airport's history and local aviators. In recent months, museum volunteers have been restoring a C-47 aircraft to eventually put on display with information about its use during World War II. Volunteers are painting and replacing missing parts on the C-47, which the World War II Barracks Museum purchased from a museum in Mississippi. The World War II Barracks Museum is

*Above: The airport offers low-priced 24-hour self-serve 100LL and Jet A as well as truck fueling and a courtesy car. **Right:** The airport has 170 based aircraft in the T-hangars or open hangars plus room for a few more aircraft in the Aero Center hangar.*

Photographs by Nathan Coleman

open on Saturdays from 10:00 a.m. to 4:00 p.m.

Growth and service

New Airport Manager Michael Handrahan, C.M., is committed to the airport's goals of growth and service to the community.

"The current airport staff and city have worked diligently during the past year to enhance airfield safety and provide a solid foundation for future development of the airport," says Handrahan. "AVCON is designing FDOT-funded projects, to be completed in 2013, which will provide additional airfield security fencing and Taxiway A lighting rehabilitation. A Runway 04/22 rehabilitation project is in early design through a near-term FAA/FDOT and city project."

To learn more about Zephyrhills Municipal Airport, see the airport's website at www.ci.zephyrhills.fl.us or call the airport at (813) 780-0030. ◆

We thank Airport Manager Michael Handrahan, C.M., and Deputy Airport Manager Nathan Coleman for their assistance in preparing this article.

Economic Impact

The total annual economic impact of Zephyrhills Municipal Airport follows:

- **Total employment: 224 jobs**
- **Direct impacts: $12,599,200** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: $2,071,300** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: $11,105,300**
- **Total economic activity: $25,775,800**

—from the Florida Statewide Aviation Economic Impact Study, completed in March 2010

Florida Aviation Database: 2012 Update

by Erik R. Treudt

The Florida Aviation Database (FAD) is a large, single database and collection of associated applications designed to facilitate and enhance the capabilities of the Florida Aviation System. Through updates and enhancements, the Florida Aviation Database has evolved into a much more powerful tool that airport sponsors and agencies use to maximize both data analysis as well as project management.

In this recent FAD update, we are focusing our efforts to improve four areas:

(1) The Integrated Facility Module. The Integrated Facility Module (IFM) allows users to search for information about Florida airports, including statistics, facility details, and contact information. This module currently has a very basic drop-down menu functionality. With this 2012 update, we will add back the graphical advanced search which will allow users to identify airports within a user-defined distance given specific coordinates.

(2) The Pavement Management Module. The Pavement Management Module (PMM) has served users by providing pavement reports for each airport and district. In the update of the Florida Aviation Database, we are revising the module to allow for easier interface and to provide areas for access to historic reports as well as a separate area that will contain training modules.

(3) The Forecast Module. The Forecast Module currently allows the department to review historic information regarding airport operations, based aircraft, and enplanements. The update will provide the FDOT program manager the ability to reformat and generate reports in PDF and Excel formats, thereby streamlining functionality and providing greater productivity.

(4) FAA Modifications to the Joint Automated Capital Improvement Plan (JACIP) through the Systems Operational and Analysis Report (SOAR) program. Enhancements to the main JACIP page will allow a more complete project snapshot from the FAA perspective. These changes will make the FAA's review process more efficient and will significantly reduce the coordination needed with the airports after project submittals.

As we continue to improve the functionality and productivity of the Florida Aviation Database, we encourage feedback from our sponsors and agencies so we can continually improve and provide you with the best aviation system in the nation.

For further information on this study and other FDOT projects, please visit our website at www.cfaspp.com, and then click on the Projects link at the top of the page that will guide you to this and other projects. If you have any further questions, please do not hesitate to contact me. ◆

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