

# Florida Flyer

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Spring 2010

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Courtesy of St. Lucie County International Airport

*Aerial view of the entrance to St. Lucie County International Airport.*

## St. Lucie County International Airport

St. Lucie County International Airport is a public-use facility on Florida's southeast coast. Located three miles northwest of the city of Fort Pierce, the airport is within the four-county region known as the Treasure Coast.

Commonly referred to as "The Gateway to the Bahamas," the airport is close to many fine attractions, beaches and waterways, marinas and fishing, golf and tennis, as well as many parks.

The New York Mets Spring Training, PGA Village Golf Club, the National Navy UDT-SEAL Museum, and pristine beaches are among the popular attractions in the area. The Harbor Branch Oceanographic Institute and the Treasure Coast Research, Education and Development Park are located near the airport and provide unique business opportunities.

**See St. Lucie County, page 4**

# MANAGER'S CORNER

I would like to thank all of you who have requested to receive the *Florida Flyer* over the past few years. Its purpose is to provide aviation related safety information as well as share Aviation Office initiatives and provide current airport issues which you the reader may directly benefit from. However, in these financial times it has become even more of a challenge to produce this newsletter. As some of you may have noticed, the Aviation Office did not produce a winter edition of the *Florida Flyer*. This was due to budget considerations and various other factors which we now must consider. For the foreseeable future, the *Florida Flyer's* production will be reduced to three publications per year, and we will be reducing and possibly eliminating printed copies. As the economy recovers, so will the *Florida Flyer*.

## Aviation Office response to the Haitian earthquake

The FDOT Aviation Office provided assistance during the response to repatriation of U.S. citizens and injured foreign nationals from the Haitian earthquake. The Aviation Office staff began 24-hour shifts at the State Emergency Operations Center (SEOC) Sunday, January 17, through Tuesday, January 26, 2010. The SEOC created a Flight Following Cell which continues to be the nerve center for all aircraft flights from Haiti and Guantanamo into Florida.

The Flight Following Cell included representatives of Florida DOT Aviation, Federal Aviation Administration (FAA), Transportation Security Administration (TSA), Custom and Border Patrol (CBP), U.S. military, Federal Emergency Management Agency (FEMA), and Florida DOT's Emergency Management staff.

Homestead Air Force Base, Miami International Airport, and Orlando Sanford International Airport are the three primary airports being used during this operation. State and county emergency

management officials established support services to assist those returning, such as the Red Cross and the Florida Department of Children and Families.

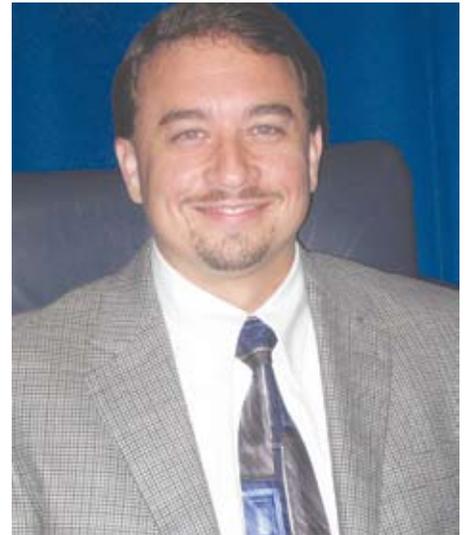
Aircraft have also been arriving at Orlando International Airport, Fort Lauderdale International Airport, Fort Lauderdale Executive Airport, Opa-locka Executive Airport, St. Lucie County International Airport, as well as Sarasota/Bradenton International Airport. These airports did not have established services and were notified through county emergency management.

FAA's Miami Center, Air Traffic Control, is relaying information from the pilots as to the number of passengers, injuries, medical services required, and so on, to the Flight Following Cell which relays this information to SEOC staff. Currently the Flight Following Cell is being staffed only by Emergency Management.

I would like to thank Sergey Kireyev, Airspace and Land Use Manager; Fred Karuga, Communications Manager; Tom Duncan, Aviation Policy and Program Analyst; Abdul Hatim, Aviation Program Development Manager; David Roberts, Airport Inspection and Safety Manager; and Andy Keith, Aviation Development Administrator, as well as Fish and Wildlife Conservation Commission pilots David Calianno, Frank Utermohlen, and Captain Kevin Vislocky for their active participation at the State Emergency Operations Center. Without their commitment, there is no doubt in my mind that state emergency response would not have been as successful as it continues to be.

## Update on DRAs

**Background.** Over the last couple of years the Department has experienced unprecedented decreases in anticipated revenues, which ultimately impact the Aviation Program's funding levels. In addition, the Department has had to navigate other financial uncertainties



Aaron N. Smith  
State Aviation Manager

such as the unpredictability of federal funds due to the lack of a long-term federal transportation program, Congress's use of short-term continuing resolutions to fund transportation, and the possibility of another legislative sweep of Department funds. These economic factors place the Department in the position of having to continuously review and evaluate its programs and operations in order to maintain financial stability and ensure project funding commitments are met.

One aspect of our business that recently changed was a project finance tool known as prequalified joint participation agreements (JPAs). Essentially, prequalified JPAs are grant agreements that authorize airports to perform projects today with the understanding they will be reimbursed by the Department at a future date, generally several years after the project is completed. The Department has changed the name of prequalified JPAs to deferred reimbursement agreements (DRAs) in order to be more descriptive.

**Key points regarding DRAs.** The Department now requires all DRAs to include a new exhibit, referred to as Exhibit E. The exhibit establishes a new schedule when reimbursing airports for eligible project costs. Most notably, Exhibit E requires that all projects over \$2 million will be reimbursed by the

Department over ten quarterly payments instead of “lump sum” as before. Airport sponsors will need to submit quarterly invoices to the appropriate district office in order to be reimbursed. Pursuant to Florida law, the Department will not be able to receive a lump sum invoice and pay out quarterly.

In order to use the DRA financing tool on a project, the project must be a high priority for the airport and the FDOT district. According to Department policy, the district secretary must approve the project and then request the approval of the assistant secretary for finance and administration.

**Current DRAs must first be amended before new DRAs are issued.** The Department recognizes the value of these agreements and will continue to issue DRAs on a case-by-case basis after:

1. All existing DRAs over \$2 million have been amended to incorporate the new Exhibit E, and
2. The Department has evaluated the fiscal implications of DRAs on our financial system in this challenging economic environment.

As stated above, each new DRA request will be reviewed on a case-by-case basis, including the cumulative effect of existing DRAs on the Department.

### Aviation work program

The table below delineates the aviation five-year work program as of January 31, 2010.

The Department Work Program is available at: <http://www.dot.state.fl.us/programdevelopmentoffice>.

Additional Department financial information is available at <http://www.dot.state.fl.us/financialplanning>.

### Aviation Office announcements

Richard Null, Aviation Operations Administrator, retired December 1, 2009. Many of you may have worked with Richard over the past nine years on airport security plans, or during hurricane season, or discussing compatible land use and airspace issues. Some of you may not know that Richard was instrumental in bringing air operations to the forefront at the State Emergency Management Center, and he developed the state’s first Air Support Group Emergency Management Plan. He also developed the Aviation Office web site and improved the format in the airport directory to what you see today. We thank him for his years of service to the Department and his contributions to Florida’s aviation system. We wish him well in his well-deserved retirement. Though, I don’t think we have seen the last of “Pappy.”

It is my privilege to announce the promotion of two Aviation Office employees. Andy Keith was appointed November 13, 2009, to the Aviation Development Administrator position. Andy has been with the Department for over nine years as the Aviation System



Andy Keith



David Roberts

Manager. His duties and responsibilities will now include oversight of the airport master plan and ALP review process, the aviation system plan, pavement engineering, and aviation funding program procedures.

David Roberts has recently been appointed as the Aviation Operations Administrator. David has been with the Department of Transportation for over eight years as the Airport Inspection and Safety Manager. His duties and responsibilities will now include oversight of the Aviation Operations Section which manages airport inspection and licensing, private airport registration, tall structures permitting and compatible land use, publications and aviation office web site, as well as the Department’s liaison with the Florida Defense Alliance.

Please join me in welcoming them to their new roles within the Aviation Office. ♦

## Florida Department of Transportation Aviation Office Work Program Report Fiscal Years 2010/2011 through 2014/2015

|                                    | 2010/2011      | 2011/2012      | 2012/2013      | 2013/2014      | 2014/2015      | Total          |
|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| <b>Statewide Projects</b>          | \$ 1,850,000   | \$ 1,150,094   | \$ 2,000,000   | \$ 2,000,000   | \$ 2,500,000   | \$ 9,500,094   |
| <b>Economic Development</b>        | 2,733,440      | 3,842,987      | 1,000,628      | 3,146,390      | \$ 2,889,605   | 13,613,050     |
| <b>Master Plans</b>                | 35,250         | 400,000        | 1,525,621      | 1,680,240      | 1,120,000      | 4,761,111      |
| <b>Discretionary Capacity</b>      | 30,272,475     | 27,871,136     | 31,194,401     | 30,687,813     | 36,087,813     | 156,113,638    |
| <b>Commercial Service</b>          | 57,520,173     | 68,547,060     | 78,760,809     | 56,002,241     | 56,584,338     | 317,414,621    |
| <b>General Aviation</b>            | 38,216,668     | 34,679,312     | 36,882,871     | 31,690,920     | 46,856,895     | 188,326,666    |
| <b>Aviation Land Acquisition</b>   | 2,180,000      | 1,360,000      | 400,000        | 1,500,000      | 1,000,000      | 6,440,000      |
| <b>Strategic Intermodal System</b> | 12,248,000     | 0              | 0              | 0              | 15,831,577     | 28,079,577     |
| <b>Total</b>                       | \$ 145,056,006 | \$ 137,850,589 | \$ 151,764,330 | \$ 126,707,604 | \$ 162,870,228 | \$ 724,248,757 |

# St. Lucie County International Airport

Continued from page 1

## Owned by the county

The airport is owned by the St. Lucie County Board of County Commissioners and managed by the county's airport department with a staff of eight full-time employees and one part-time employee. Because a large portion of airport property is available for development, the airport has a strong potential for both aviation and non-aviation related growth.

With 3,660 acres of property, St. Lucie County International Airport is home to more than 25 businesses, including two full-service fixed base operators, an operating air traffic control tower, and an on-site aircraft rescue and firefighting (ARFF) facility.

The airport offers approximately 85 hangars and more than 200 tie-downs for aircraft. A 3,380 square-foot administration building has 82 paved spaces for auto parking.

## Three runways

Three active runways currently serve the airport. Runway 10R/28L is 6,492 feet long by 150 feet wide and is the primary instrument runway for the airport. Runway 14/32 is 4,756 feet long by 100 feet wide. A recently constructed 4,000-foot parallel runway, primarily used for flight training, separates training activities from the main airfield. This new VFR runway, 10L/28R, is 4,000 feet long by 75 feet wide and will accommodate aircraft weighing up to 15,000 pounds. All runways have full parallel taxiways and are equipped with medium intensity runway lights. The airport has ILS, LPV, GPS, VOR/DME, VOR, and NDB approaches.

In addition to the new runway, airport improvements in recent years include electrical upgrades, security upgrades, runway and taxiway rehabilitations, airfield drainage enhancements, and a new ARFF facility. The airport has also completed the infrastructure



*Above: Airport Day at St. Lucie County International Airport. Right: Aerial view of the new runway, 10L/28R, that opened in September 2009 for training operations.*



Photographs courtesy of St. Lucie County International Airport

for the new Airport West Commerce Park, which consists of 75 acres of property ready for development and provides quick access to Interstate 95 and the Florida Turnpike.

## Economic benefits

St. Lucie County International Airport provides a number of contributions to the community such as access to air transportation, employment, business opportunities, emergency relief, and other factors that benefit St. Lucie County, Fort Pierce, Port St. Lucie, and the surrounding areas.

Flight training encompasses a large portion of the airport's general aviation activity. Three flight schools are located on airport property, and nearly 55 percent of the airport's annual operations are related to flight training. Tradewinds and Aviator College of Aeronautical Science and Technology provide flight training services for the majority of flight students. U.S. Sport Aircraft offers flight training for pilots and non-pilots interested in obtaining Light Sport Aircraft (LSA) licenses. Embry-Riddle Aeronautical University and Florida

## Aviation History Wall

*The following is a portion of a press release about the November 2008 dedication of the History Wall that depicts the 79-year history of aviation in St. Lucie County.*

“In today’s fast-paced information age, we are so busy keeping up with the media that we often fail to reflect on our past,” commented Airport Director Diana Lewis. “That’s why these walls are so important. Not because of some dates on a wall, or pictures that hang, but because of the people and places all these things represent.”

The History Wall shows that airports in St. Lucie County had no control towers. Some used tomato baskets, bales of hay, or lime rock to mark runways. These early airfields were used mainly for crop dusting. One was a combination airfield, dairy farm, and junk yard.

And their names were also noteworthy . . . like Angle Road Airfield, Hogwild International, Hickman Airfield, Sunrise Airport, and White Sands Prairie Airfield. During the early years of the present airport, fuel-fed lanterns were used for night practice until their storage shed burned down.

The land that is now called the St. Lucie County International Airport was purchased in 1930. It remained a quiet airport even though economic

indicators showed that there was a need for an airport, and that it could become a major industrial attraction. History Wall documents show that during World War II, the U.S. Navy leased the airport from the county and used it to train aircraft for carrier landings. Documentation shows that after the war, the land was transferred back to the county.

Again there was little activity for the next 10 years. During this dormant period the airport was overgrown by all types of unwanted vegetation. Cows had the run of the place.

During the 60s and 70s improvements took off with the construction of a terminal, hangars, airfield lighting, navigational aids, and fuel facilities. Curtis King, who became the first full-time director in 1967, played an instrumental role in the development of the county’s airport for 31 years.

The History Wall is sponsored by the St. Lucie County International Airport, the St. Lucie County Historical Museum, and the St. Lucie County Cultural Affairs Council. It can be viewed daily in the Airport Administration Building at 3000 Curtis King Boulevard in Fort Pierce.

– from press release “Aviation History Comes Alive At SLC International Airport,” dated November 26, 2008; see [www.stlucieco.gov/media/5301.htm](http://www.stlucieco.gov/media/5301.htm)

Institute of Technology also use the airport for flight training.

General aviation operations by corporate, business, and recreational users account for the remaining 45 percent of local and itinerant operations at the airport. Visiting businesses that fly into the airport include NetJets, Flexjet, and Executive Jet Aviation. Pilots using the airport spend money for services at the airport and within the local area, including fuel, restaurants, and lodging.

### Airport tenants

Airport tenants provide a range of

services, thus providing steady demand for skilled labor. Businesses on airport property offer aircraft maintenance/storage, flight training, medical transport, missionary flights, fueling, emergency/rescue, and other services. These businesses employ more than 400 employees.

The main airfield area is located within a Foreign Trade Zone, which increases the opportunities for investment, construction, employment, and population growth within St. Lucie County.

St. Lucie County International Airport is the only airport on the Treasure

## Points of Interest

- 211 aircraft are based at the airport
- In 2008, the airport had approximately 160,277 aircraft operations
- St. Lucie County’s population is approximately 268,691

Coast with a Customs and Border Protection facility. This on-site facility processes approximately 19,000 passengers a year on more than 5,700 arriving aircraft. Current trends include developing partnerships with the Bahamas for the future through expanding tourism and commerce.

### Serving the community

The airport’s mission is to operate in a safe, secure, and efficient manner; to serve the general aviation and air transportation needs of the community by promoting a positive relationship with airport neighbors and users, being environmentally sensitive while being financially self-sustaining; and to achieve full use of airport-owned properties for aviation, commercial, and industrial uses to maximize the economic benefits to the county.

Each year staff and tenants host Airport Day to showcase aviation businesses and careers to the community. The airport has an Aviation History Wall (see “Aviation History Wall” above) which displays the history of aviation in the county and is open to the public during the week. Tenants also host activities throughout the year. Missionary Flights International, for example, has an annual open house and offers flights on their DC3. The local Experimental Aircraft Association chapter periodically offers Young Eagle programs where free flights are offered to children between ages 7 and 17.

To learn more about St. Lucie County International Airport, see the airport’s web site at [www.stlucieco.org/airport](http://www.stlucieco.org/airport). ♦

# Cecil Field Spaceport

Florida's first commercial, horizontal launch spaceport

In January the Federal Aviation Administration's Office of Commercial Space Transportation granted the Jacksonville Aviation Authority (JAA) a launch site operator license. This license provides JAA the necessary credentials to operate a commercial spaceport at Cecil Field Airport. Cecil Field is the eighth licensed commercial spaceport in the U.S., and the first spaceport in Florida licensed to accommodate operations by spacecraft that take off and land horizontally, like airplanes.

Over the last several years, JAA and the Jacksonville Economic Development Commission have transformed Cecil Field from its former use as a U.S. Navy air base into a center of commerce. Establishing a spaceport is another step in attracting new business. Cecil Field offers the advantages of having one of the largest operational runways in the southeast United States (12,500 feet long by 200 feet wide) as well as a location close to the Atlantic Ocean and a metropolitan area that provides many amenities.

The process to obtain a spaceport license for Cecil Field began in the fall of 2005. At that time, Space Florida recommended Cecil Field as a spaceport candidate because of the existing infrastructure originally constructed by the U.S. Navy. Although significant tracts of acreage are available for the development of additional facilities to support the spaceport industry at Cecil Field, no additional infrastructure is necessary to accommodate operations performed by horizontal launch vehicles. Launches could begin as early as the end of 2011. Commercial opportunities are expected to include travel, tourism, research, cargo operations, and launch of orbital payloads (such as satellites) from suborbital altitudes.

A spacecraft launch at Cecil Field might be no more noticeable than an airplane taking off, and no louder than a military jet. The spacecraft departs



*The infrastructure for horizontal launches is already in place at Cecil Field. Above: Aerial view of Cecil Field.*

**Right:** Control tower at Cecil Field Airport.



Photographs courtesy of Jacksonville Aviation Authority

Cecil Field in a manner similar to an airplane and travels horizontally, maintaining a gradual ascent until reaching an altitude of approximately 50,000 feet in the airspace over the ocean. Rocket ignition occurs here, and the spacecraft begins climbing at an angle of approximately 70 degrees. Once the rocket propellant is expended, the vehicle descends to an altitude of approximately 25,000 feet where the crew reignites the spacecraft's jet engines before returning to Cecil Field.

To learn more about Cecil Field Spaceport, see the press releases at the web site of the Jacksonville Aviation Authority, [www.jaa.aero/AboutUs/pressreleaseview.aspx?id=333](http://www.jaa.aero/AboutUs/pressreleaseview.aspx?id=333). ♦

*We thank Todd Lindner, C.M., for his assistance in preparing this article. Todd Lindner is Administrator of Planning, Grants and Environmental Programs for the Jacksonville Aviation Authority.*

## Cecil Field Serves the Community

Until the 1990s, the Cecil Field Airport property served as Naval Air Station (NAS) Cecil Field, a major flight training base for the U.S. Navy. The 17,500-acre military base had 17 squadrons of fixed-wing carrier aircraft, as well as approximately 7,000 military and 1,300 civilian employees. In 1993, however, NAS Cecil Field was recommended for closure by the President's Commission on Base Re-alignment and Closure.

When the base closed, the city of Jacksonville received the property and began its transformation. The city divided the property into three parts. The Jacksonville Aviation Authority (JAA) received approximately 6,000 acres to use as a general aviation airport, making Cecil Field Airport the fourth airport in JAA's system. Due to the size of NAS Cecil Field, the city dedicated approximately 650 acres of the property to neighboring Clay County. The Jacksonville Economic Development Commission (JEDC) received the remaining 11,000-plus acres to develop into a commercial center.

Over the last several years, JAA has completed a number of projects to improve the aesthetics and functionality of Cecil Field Airport. The airport developed a security program that includes an airport watch program, access control, and coordination with local law enforcement. There have been numerous infrastructure and facility improvements, such as airport lighting systems, signage, drainage, and roadways. The airport's management team also reached out to their tenants and the local community by creating an Airport Advisory Committee and participating in Citizens Planning Advisory Committee meetings, the young aviators program, tenant



Courtesy of Jacksonville Aviation Authority

meetings, and the local businessmen's association. In 2006, the airport received FDOT's General Aviation Airport of the Year Award.

Cecil Field Airport is a component of the Cecil Commerce Center. Both the JAA and the JEDC have created comprehensive development plans, in a coordinated effort, to address existing and future infrastructure needs to support aviation and non-aviation development. This development includes industrial, manufacturing, distribution, warehousing, office, and mixed retail industries. In addition to the airport, Cecil Commerce Center has an 18-hole city golf course, a community college campus, and a gated retirement community. Playing fields and sports complexes are also located here along with a wildlife management area for hiking, fishing, horseback riding, and other outdoor activities.

For more information about Cecil Field Airport and the Cecil Commerce Center, see [www.jaa.aero](http://www.jaa.aero), [www.cecilcommerce.com](http://www.cecilcommerce.com), or [www.jaxdevelopment.org](http://www.jaxdevelopment.org). ♦

*We thank Debbie Jones and Rusty Chandler for their assistance with this article. Debbie Jones is Community Relations Administrator for the Jacksonville Aviation Authority, and Rusty Chandler is Cecil Field Airport Manager.*

## Calendar

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

### April 13–18

Sun 'n Fun Fly-In, Lakeland Linder Regional Airport; for more information call Sun 'n Fun at (863) 644-2431 or see [www.sun-n-fun.org](http://www.sun-n-fun.org).

### April 21–23

2010 FAC Facilities and Information Technology Conference, Disney's Yacht and Beach Club Resort, Lake Buena Vista; for more information, see [www.floridaairports.org](http://www.floridaairports.org) or call the Florida Airports Council at (850) 224-2964

### April 24–25

2010 Air Lauderdale Beach Fest; military and civilian performances along Fort Lauderdale beach; for more information, call (954) 762-7000 or see [www.airlauderdale.com](http://www.airlauderdale.com)

### May 14–15

Quincy Fly-In at Quincy Municipal Airport; overnight camping, food, warbird and helicopter rides, and more; for more information, see <http://eaa445.org/flyin> or call (877) 652-0221

### August 8–11

41st Annual FAC Conference and Exposition, Tampa; for more information, see [www.floridaairports.org](http://www.floridaairports.org) or call the Florida Airports Council at (850) 224-2964

### November 4–5

2010 FAC Environmental and Noise Conference, Orlando; for more information, see [www.floridaairports.org](http://www.floridaairports.org) or call the Florida Airports Council at (850) 224-2964

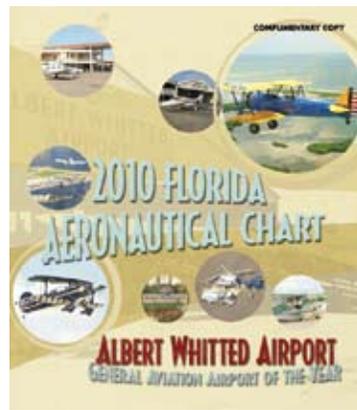
*For information about CFASPP, see [www.cfaspp.com](http://www.cfaspp.com).*

# 2010 Airport Directory and Aeronautical Chart Available Soon



The 2010 Florida Airport Directory and Aeronautical Chart will be available in mid-April. If you would like to receive a copy of the directory and chart, send an e-mail message to Fred.Karuga@dot.state.fl.us. Remember to include your complete mailing address and quantity desired. In most cases, we can mail orders within two weeks of receiving your request. If you have any questions, please call the Aviation Office at (850) 414-4500.

The Florida Airport Directory and Aeronautical Chart are complimentary publications published by the FDOT Aviation Office, and are not to be sold by any individual or business. ♦



# Send Award Nominations by June 30

The Florida Department of Transportation will present award certificates to an outstanding aviation professional, commercial service airport, general aviation airport, general aviation airport project, and commercial service airport project at the Florida Airports Council's annual conference in August.

Airports, local government officials, federal officials, consultants, contractors, industry partners, and department staff who wish to nominate professionals, airports, or projects for these awards may send nominations to Fred Karuga, Communications Manager, at Fred.Karuga@dot.state.fl.us. Nomination requirements may be found online under "General Info – Florida Aviation Awards" on the Aviation Office home page at [www.dot.state.fl.us/aviation](http://www.dot.state.fl.us/aviation). Nominations must be received by June 30. ♦

## Florida Flyer

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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](mailto:fred.karuga@dot.state.fl.us).

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