

Florida Flyer

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U.S. Air Force photograph by Lisa C. Norman

Southwest Airlines aircraft on Opening Day at Northwest Florida Beaches International Airport.

New International Airport Opens Near Panama City

Northwest Florida Beaches International Airport (ECP) is the first new international commercial service airport built in the U.S. since 1995. The airport's grand opening on May 22 included a ribbon cutting, music by local school bands, jets from Tyndall Air Force Base flying overhead, and speeches by Governor Charlie Crist, Senator Bill Nelson, and Airport Authority Board Chairman Joe Tannehill.

The first plane to land on the new runway was an F-22 from Tyndall Air Force Base.

Located in Bay County, northwest of Panama City, the new Northwest Florida Beaches International Airport has the only 10,000-foot commercial runway in northwest Florida.

With industrial, commercial, and retail space, and plenty of room for expansion, the airport is expected to provide tremendous economic benefits to the region.

The airport "is designed to be the nation's first green airport, including a LEED certified terminal building, state-of-the-art stormwater management system, and a plan for carbon neutral operation," according to airport consultant Jones Lang LaSalle (www.jllnewflairport.com).

"We believe this new airport will become a gateway for the world to come to northwest Florida and see all the

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MANAGER'S CORNER



Aaron N. Smith
State Aviation Manager

Available Online

The Aviation Office has several products which have recently been completed, or are nearing completion, and can be reviewed at www.dot.state.fl.us/aviation.

- **The Statewide Aviation Economic Impact Study** may be viewed at www.dot.state.fl.us/aviation/economicimpact.shtm.
- **The Airport Compatible Land Use Guidance for Florida Communities** may be viewed at www.dot.state.fl.us/aviation/compland.shtm.
- **The 2010 Florida Airport Directory and Aeronautical Chart** are available at www.florida-aviation-database.com/dotsite/publications/2010Airportdirectory-final.pdf and www.florida-aviation-database.com/dotsite/publications/FLachartmapside2010.pdf. To receive complimentary copies, contact Fred Karuga at (850) 414-4500 or Fred.Karuga@dot.state.fl.us.
- The updated **FDOT Guidebook for Airport Master Planning** is available at www.florida-aviation-database.com/dotsite/Publications/FDOT_Airport_Master_Plan_Guidebook_April_2010.pdf.

Well, as time literally flies by, I am reminded by the *Florida Flyer* editor, Fred Karuga, that a summer *Florida Flyer* article is due. But where do I start since so much has occurred? People first. I have the privilege of introducing Mr. Erik Treudt, our new Aviation System Manager. Erik received his bachelor's degree in aviation business administration from Embry-Riddle Aeronautical University and has extensive knowledge of the aviation system in Florida. His prior experience in aviation includes Airport Operations Supervisor at Chicago O'Hare Airport for United Airlines, a general manager with JetStream Ground Services in Jupiter, Florida, and airport manager with the Sebring Airport Authority.



Erik Treudt

In his role as Aviation System Manager, Erik manages the Florida Aviation System Plan, the Continuing Florida Aviation Systems Planning Process (CFASPP), and aviation consultant projects; he maintains the Florida Aviation Database and supports the Strategic Intermodal System (SIS). Please join me in welcoming Erik to the FDOT Aviation Office and his new position.

This is a very busy time of year in the Aviation Office. Not only have we just completed the 2010 Legislative Session, it just so happens to be a time when several statewide projects have been completed. One of these projects, the Florida Statewide Aviation Economic Impact Study, focused on measuring economic impacts associated with 19 commercial and 102 general aviation airports. In addition, the impacts of 11 military airfields were estimated in the study as were the economic impacts of various off-airport, aviation-related activities. The study concluded that for all benefit categories measured, aviation in Florida is responsible for an estimated \$114.7 billion in annual economic activity or output. The full report is available at <http://www.dot.state.fl.us/aviation>.

As I mentioned above, the 2010 Legislative Session has concluded, the college students are returning home, and Tallahassee is settling into the off season. The final budget submitted by the legislature includes an aviation program of \$129.9 million for fiscal year 2010-2011.

Also, the Secure Airports for Florida's Economy (SAFE) Act, which includes the SAFE Council, was repealed. FDOT will retain the United We Stand license plate revenues for airport training purposes relating to security and management, as well as airport security related projects. In addition, the legislature passed a one-year extension that allows airport security related operational expenses to be eligible for 100 percent FDOT funding under the Airport Development Grant Program. This provision now expires June 30, 2011. The 100 percent airport security flexible funding program itself expires June 30, 2012.

Northwest Florida Beaches International Airport opened its doors to air service May 23, 2010. The nation's newest commercial service airport will have a primary runway that is 10,000 feet long. In addition, Southwest Airlines, the nation's leading low-cost carrier, will provide flights from the new airport to Nashville, Baltimore, Houston, and Orlando. Congratulations to Randy Curtis, his staff, and the Panama City-Bay County International Airport and Industrial District, as well as the FDOT District 3 aviation staff, on this truly monumental project.

Finally, due to present budget constraints, the Department of Transportation is considering no longer publishing the Florida Airport Directory. As a result, the Department is conducting a survey in order to decide whether to continue or discontinue printing this publication. We encourage you to complete the survey available at <http://www.dot.state.fl.us/aviation>.

Florida Statewide Aviation Economic Impact Study

A report on the significant economic benefit Florida receives each year from aviation

Hearing a plane overhead is an everyday occurrence. But how many people stop to think that what they are really hearing is the sound of Florida's economy in motion?

A recent economic impact study by the Florida Department of Transportation (FDOT) Aviation Office measured the economic benefit that Florida receives each year from aviation. This article is a brief summary of the findings from the economic impact study that was conducted for FDOT by Wilbur Smith Associates from December 2008 to March 2010.

Overview

The study measured economic impacts associated with 19 commercial airports and 102 general aviation airports. FDOT also estimated the impact of 11 military airfields as well as the economic impacts of various off-airport aviation-related activities.

The study concluded that for the categories measured, aviation in Florida

is responsible for an estimated \$114.7 billion in annual economic activity or output (see table below). In addition to this \$114.7 billion in annual economic impact, businesses throughout Florida that rely on the commercial airlines, air cargo, and general aviation are able to increase their annual productivity by an estimated \$94.5 billion. This increased productivity is a result of the added efficiency businesses realize when they use various types of air transportation.

Methodology

The approach for measuring

aviation-related economic impacts in Florida followed a methodology prescribed by the Federal Aviation Administration (FAA). Economic impacts in this study reflect total impacts which include direct and indirect impacts along with induced or multiplier impacts.

All aviation-related economic impacts that take place on an airport were classified as direct impacts. Within the direct impact category are activities associated with on-airport tenants and businesses, airport construction, and airport management. Off-airport impacts, such as those that are associated with visitor spending, were classified as indirect impacts.

Once all direct and indirect aviation-related economic impacts were calculated, an input-output model was used to show how initial direct and indirect economic impacts continue to re-circulate through Florida's economy. The Impact Analysis for Planning (IMPLAN) model was used to measure additional impacts, referred to as multiplier or induced impacts.

The study focused on several categories: airports, visitors, construction, military aviation, air cargo, aviation education, aviation businesses, and FAA. Economic impacts in each of these



Courtesy of Fort Lauderdale-Hollywood International Airport



Courtesy of Pensacola Regional Airport

Florida Aviation Economic Impact			
	Jobs	Annual Payroll	Annual Economic Activity (Output)
Airports	158,861	\$7.8 billion	\$28.8 billion
Visitors	753,353	\$19.3 billion	\$59.2 billion
Construction	25,321	\$1.0 billion	\$2.9 billion
Military Aviation	116,860	\$5.9 billion	\$10.8 billion
Air Cargo	69,256	\$3.1 billion	\$6.6 billion
Aviation Education	6,977	\$201 million	\$573 million
Aviation Businesses	35,986	\$1.3 billion	\$5.3 billion
FAA	4,545	\$318 million	\$618 million
Totals	1,171,159	\$38.8 billion	\$114.7 billion

The FDOT study measured economic impacts (jobs, annual payroll, annual economic output) in several categories: airports, visitors, construction, military aviation, air cargo, aviation education, aviation businesses, and FAA.

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Tavares Seaplane Base

The city of Tavares in central Florida has a new seaplane base with a virtual east-west runway on Lake Dora. The seaplane base/marina opened in April and includes seaplane docks, a fueling station, paved parking, and an access ramp.

The seaplane base and marina operate from 8:00 a.m. to 7:00 p.m. on Saturday and from 9:00 a.m. to 6:00 p.m. Sunday through Friday, except for Christmas Day and New Year's Day. The city is considering several possibilities for the seaplane base such as providing seaplane rides, offering seaplane pilot training and certification classes, and offering boat rentals and scenic boat tours.

Seaplane city

Seaplanes are an important part of Tavares' history. The city is known for an early seaplane flight on Lake Eustis on a Thomas Flying Boat carrying aviation pioneer Clara Adams as a passenger. Ever since that first flight in March 1914, seaplanes have been flying in and out of the Tavares area.

City leaders recognize this unique characteristic of the city and are now linking Tavares' identity with seaplanes, calling it "America's Seaplane City."

Downtown revitalization

The seaplane base is part of the revitalization of the city's downtown waterfront park. After a long process of planning, designing, permitting, and constructing, the six-acre Wooton Park now has a seaplane base, marina, ship's store, children's splash park, train depot, and more.

The idea for the downtown project began in 2006 when community leaders decided that improving the area might promote tourism and encourage economic development. During a series of town hall meetings, residents, business leaders, and local government leaders discussed their thoughts about the city and created a vision for Tavares' future.



Above: Seaplanes on Lake Dora at Tavares' annual Planes, Trains and Barbecue festival. Right: Children's splash park in the revitalized downtown area.



Photographs courtesy of the city of Tavares

The plans for the downtown waterfront area included some of the history of the city. A re-created historical home, the 1871 Woodlea House, is a ship's store where visitors can buy snacks, souvenirs, seaplane memorabilia, and fishing and boating supplies. A new Events Pavilion, now under design, is a replica of Tavares' first community center.

Multi-modal

Downtown Tavares now offers several modes of transportation for residents and visitors, including seaplanes, rail, water taxi service, bus service, biking

and walking trails, and electric golf carts on the city streets. And plans are under way for implementing commuter rail from Tavares to Orlando.

Tavares' new vision is already providing economic benefits for the community. Approximately 20 businesses have returned to Main Street, including the SeaRey seaplane manufacturing facility and several restaurants and other businesses.

To learn more about Tavares Seaplane Base and the city's revitalization project, see www.tavares.org. ♦



Photographs courtesy of the city of Tavares

Above: Aerial view of the seaplane base and marina.

Right: A re-creation of the historic Woodlea House is an attractive store.



Seaplane City

“While experiencing America’s exciting new Seaplane City, residents and guests can board the train for a relaxing excursion around Lake County, jog the scenic trails, paddle kayaks on Lake Dora, play a vigorous game of volleyball on a sandy beach, [or] browse through the cracker-style Woodlea House . . . Children can frolic in the seaplane-inspired Splash Park and climb and swing in the newly refurbished and updated ‘Wooton Wonderland’ playground. Guests can dine in themed restaurants, tour Main Street in an electric cart, shop in a variety of specialty stores, or just rest on Tavares’ brand benches, watching soaring seaplanes and whistling trains as they come and go.”

—from “The Tavares Story” published in the Spring 2010 issue of Pulse the Magazine, www.pulsethemagazine.com

Florida Statewide Aviation Economic Impact Study, from page 3

categories were expressed using three measures: jobs, annual payroll, and annual economic output.

Summary

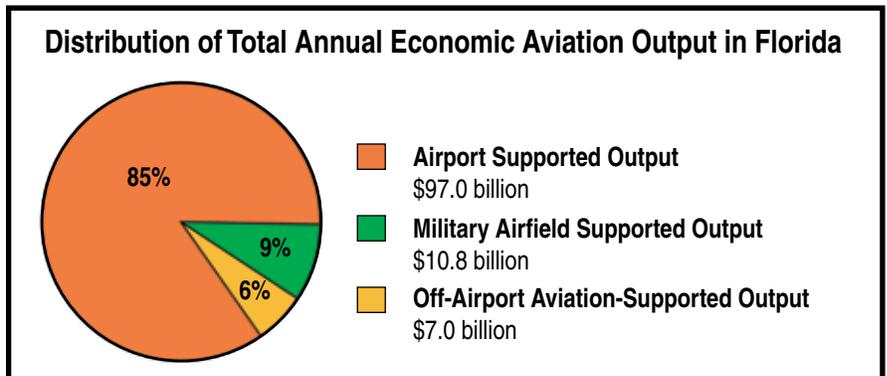
The study concluded that aviation activities in Florida support almost 1.2 million jobs and that these jobs have an annual payroll of \$38.8 billion. Of the \$114.7 billion that aviation contributes to Florida’s economy annually, \$97 billion (85 percent) is associated with commercial and general aviation airports (see chart, right). Military airfields support nine percent of the total impact, while off-airport activities associated with the United States Postal Service, the FAA, aviation schools, and aviation-related businesses account for the remaining six percent of the total impact.

When this economic impact is considered along with the \$94.5 billion in increased productivity that non-aviation

businesses realize from their use of aviation, it is clear that aviation and the airports and military airfields in Florida that support aviation-related activities have a significant positive impact on Florida’s economy.

Now when you hear that same plane overhead, what you may also hear is the sound of billions of dollars that aviation is contributing to Florida’s economy each year. ♦

This article is based on the “Florida Statewide Aviation Economic Impact Study: Executive Summary” dated March 2010. The executive summary and the full technical report are available at www.dot.state.fl.us/aviation/economicimpact.shtm. This study also includes brochures for the economic impact of individual airports. For more information about the study, contact the Aviation Office at (850) 414-4500.



One Doctor, One Friend, and a Plane

Providing relief in Haiti



Photographs courtesy of Dr. Kevin Ware

Above: Dr. Ware used this 2,900-foot dirt airstrip near the orphanage in Jeremie, Haiti. *Left:* This group of young men welcomed Dr. Kevin Ware (back row, second from right) and Tim White (back row, far right) at the airport in Jeremie.

A few weeks after the January 12 earthquake in Haiti, Flying Physicians Association (FPA) member Dr. Kevin Ware and FPA guest Tim White volunteered to help the people of Haiti.

For more than a week, Dr. Ware and his friend Tim White, both of Mount Vernon, Washington, flew their plane back and forth between the Dominican Republic and Haiti. They transported supplies and relief workers and provided medical assistance.

The two men flew into airports surrounding Port-au-Prince because of heavy air traffic (military, government, and United Nations) in the city. Aid workers greatly appreciated having air transportation because roads in the Port-au-Prince area were not passable. “Because the roads were damaged, there was no way to get anything to the outlying countryside except by flying. We flew to where only a few other airplanes were going,” says Ware.

Most of the time, Ware and White transported supplies into Haiti and aid workers out of Haiti. The supplies

included macaroni, beans, and rice—items that wouldn’t otherwise reach the people living in the countryside because of the transportation problems around Port-au-Prince.

“Over the several-day period we were there, Tim White and myself hauled about 2,500 pounds of food and medical supplies from the G.O. Ministries site in Santiago, Dominican Republic, into Haiti for various non-governmental organizations,” says Ware.

Ware and White provided air transportation to some 30 health care workers from various countries. “We carried several groups of European doctors and nurses back from the Haitian country airstrips to the main airport in the Dominican Republic. Some of them had been in Haiti two or three weeks or even a month, but there was no way for them to get from the outlying areas to the Dominican Republic to go home,” says Ware.

“Amazingly, these were all done ‘on the fly’ as it were,” continues Ware, “with the passengers not having any

other arrangements and just begging for a ride out of there when we flew in on food delivery trips. At one point, we had more passengers than seat belts, with the passengers saying ‘we will sit on the floor, just let us go.’”

Because of the dire situation in Haiti, the Dominican Republic relaxed the border crossing requirements for aircraft. Ware and White were not required to go through customs or immigration while flying back and forth between the two countries. “The Dominican air traffic controllers could not have been more helpful once we re-entered their airspace,” says Ware, “and there were no air border crossing problems at all, in spite of many flights.”

“We also took a group of building inspectors who were from the southeast U.S. to the orphanage near the dirt strip in Jeremie which is on the far west side of the island,” says Ware. “The kids were sleeping outside because the building foundations were cracked and the building inspectors were needed to determine if it was safe to sleep indoors.”



Photographs courtesy of Dr. Kevin Ware



Above: Dr. Ware with children from the orphanage in Jeremie. Top left: Dr. Ware and Tim White with a group of relief workers in Jacmel, Haiti; there were more passengers than seatbelts on this trip. Two photographs, left: The friendly Haitian children were very interested in the two men and their airplane.

About the Pilots

Dr. Kevin Ware lived in the Florida Keys in his teens and attended Coral Shores High School in Key Largo. He earned a commercial pilot's license and flight instructor certificate at the old Tamiami Airport, and then instructed there while attending college. He now lives in Mount Vernon, Washington. Dr. Ware is a longstanding member of the Flying Physicians Association and a 9,000-hour airline transport pilot, rated in jets and helicopters. He flies professionally when not practicing medicine.

His friend **Tim White** is a property developer, also from Mount Vernon, whose wife is a professor of nursing at the local college. He has a commercial pilot's license for both airplanes and helicopters and currently flies a Cessna Conquest and a Bell 206.

Calendar

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

August 8–11

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

November 3–5

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

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

New International Airport, from page 1



Photograph courtesy of Joe Bay Aerials

Above: Aerial view of Northwest Florida Beaches International Airport.

Top right: The new 105,000-square-foot terminal has seven gates.

region has to offer,” says Airport Executive Director Randy Curtis.

Regular air service began May 23. Southwest and Delta Air Lines are offering direct daily service to Baltimore, Houston, Nashville, Orlando, Atlanta,

and Memphis. The airport has U.S. Customs facilities and will eventually add international flights.

Read more about Northwest Florida Beaches International Airport online at www.iflybeaches.com. ♦



U.S. Air Force photo by Lisa C. Norman

Ideal Location

Northwest Florida Beaches International Airport offers several advantages, such as:

- A central hub for freight shipping because the airport is close to rail lines and the Port of Panama City;
- Plenty of land for development around the airport for years to come, including aviation-related businesses, residential areas, office buildings, and retail centers;
- An increase in international service which is expected to attract tourists who want to explore the beauty of this coastal area.

Florida Flyer

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