

# Florida Flyer

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Courtesy of Vero Beach Municipal Airport

*Airport Terminal at Vero Beach Municipal Airport.*

## Vero Beach Municipal Airport

*by J. Todd Scher*

Vero Beach Municipal Airport (VRB) is located a mile from the center of Vero Beach on Florida's Treasure Coast in east central Florida.

The Vero Beach/Indian River County area offers residents and visitors alike a wide variety of attractions, including beautiful beaches, cattle ranches, renowned Indian River citrus, and ocean and riverfront communities. Riverside Theatre, Vero Beach Museum of Art,

and McKee Botanical Garden are just a few noted area features, in addition to a wide selection of restaurants, night spots, and shopping.

### **Airport history**

Dedicated in March of 1930, Vero Beach Municipal Airport, like the community it serves, is rich in aviation

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# MANAGER'S CORNER



Aaron N. Smith  
State Aviation Manager

*“We recently completed the much anticipated update to the Florida Statewide Aviation Economic Impact Study.”*

I am pleased to announce the appointment of three new employees within the Aviation and Spaceports Office (ASO). Jim Halley is now the Aviation System Manager, Todd Cox is the Aviation Program Development Manager, and Greg Jones is the Airspace and Land Use Manager. For more on Jim, Todd, and Greg, see page 6 of this *Florida Flyer* edition.

**Economic Impact.** We recently completed the much anticipated update to the Florida Statewide Aviation Economic Impact Study. Drum roll please . . . **\$144 billion** in annual economic activity! That’s up \$30 billion from the 2010 study. Commercial service airports account for over **\$108 billion**. General aviation accounts for **\$7.7 billion**. Military airfields account for **\$12.8 billion**. See page 3 for full coverage, and please take time to review the study at [www.dot.state.fl.us/aviation/economicimpact.shtm](http://www.dot.state.fl.us/aviation/economicimpact.shtm).

To see how Florida compares to the rest of the country, I recommend reviewing the information available at [www.airportsforthefuture.org](http://www.airportsforthefuture.org).

**Space Traffic Management Conference.** I recently attended the first ever Space Traffic Management Conference hosted by Embry-Riddle Aeronautical University located in Daytona Beach. One may wonder, why would the Florida Department of Transportation attend a Space Traffic Management Conference? Well, Florida continues to invest in our spaceport infrastructure. And, launches not only occur from Cape Canaveral Spaceport, but also there are planned launches from Cecil Spaceport, also known as Cecil Airport (Jacksonville area), as well.

In addition, every launch needs to be coordinated and integrated with domestic and international air traffic. Since the ultimate destination for most every launch payload continues to be low earth orbit or LEO, it’s getting fairly congested up there. Now of course, there is a lot of space in space. But considering the fact that stuff is flying around at 17,000 mph plus, it gets complicated very quickly. There have already been a couple of collisions which have created a lot of debris.

So, by attending these conferences we hope to stay in tune with interests, needs, and challenges of the space launch community—which includes academia, NASA, private sector space launch companies, and Space Florida—who are all working closely to preserve Florida as the premier space launch and recovery location on the globe. How cool is that?!

Happy New Year!!

# Aviation's Economic Impact in Florida



For several months in 2014, the Florida Department of Transportation (FDOT) conducted a study to update Florida's aviation economic impact data.

The FDOT study focused on measuring economic impacts associated with 19 commercial and 103 general aviation airports. The study included estimating the economic impacts of 11 military airfields and the impacts of various off-airport aviation-related activities. The study concluded that aviation in Florida is responsible for an estimated \$144 billion in annual economic activity or output.

## Types of economic impact

The economic benefits measured in this study focused on eight categories: airports, visitors, construction, military aviation, air cargo, aviation education, aviation businesses, and Federal Aviation Administration (FAA).

In most instances, economic impacts measured in this study take place on a commercial or general aviation airport or a military airfield, or in the case of visitor-related impacts, the benefits are directly facilitated by travel supported by an airport. In some instances,

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*“Aviation activities in Florida support more than 1.3 million jobs and . . . these jobs have an annual payroll of \$44.5 billion. The annual economic impact of aviation-related activities in Florida is estimated at \$144 billion.”*

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aviation-related economic benefits take place off-airport.

For the eight categories included in the study, economic impacts are expressed using three measures: jobs, payroll, and output.

## Measuring economic impact

The approach for measuring aviation-related economic impacts in Florida followed a methodology prescribed by the FAA. 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 (businesses and government agencies), 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.

**See Economic Impact, page 8**

# Vero Beach Municipal Airport

From page 1

heritage. In 1935, Vero Beach was the smallest airport in the country to have scheduled passenger, cargo, and air mail service provided by a major airline. Eastern Air Transport, which later became Eastern Airlines, served the airport from the early 1930s until 1973. From 1942 into 1947, the airport was known as Naval Air Station Vero Beach, a venue for training Navy and Marine pilots and other personnel in dive bombing and night fighting techniques. The Navy expanded and improved the airport significantly before returning it to the ownership of the city in 1947.

Piper Aircraft established their research and development center in Vero Beach in 1956, and brand-new Pipers have been rolling off of the Vero Beach airport assembly line since 1960. Flight-Safety International has operated their FlightSafety Academy flight school here since 1966, and today their fleet numbers over 100 aircraft.

## Airport highlights

With three runways, including two parallel runways, six instrument approaches, and an FAA Air Traffic Control Tower, Vero Beach Municipal Airport easily handles approximately 200,000 flight operations each year, which includes a mix of flight training, corporate and charter jets, law enforcement and medivac flights, and manufacturer test and delivery flights.

Four full-service fixed base operators offer complete ground support to based and visiting pilots alike, and three aircraft charter operators offer on-demand air travel with aircraft ranging from single engines to mid-size jets. Approximately 215 aircraft call the airport home, and the Piper Aircraft factory keeps a continuous stream of new aircraft flowing onto the field.

Over the past few years, two of the airport's runways have been resurfaced and equipped with LED (light-emitting diode) edge lighting, and all taxiway edge lighting has been replaced with LED lighting as well. Runway 4 is



Photographs courtesy of Vero Beach Municipal Airport  
*Air Force Two at Vero Beach Municipal Airport.*



*T-28s in front of the terminal at Vero Beach Municipal Airport.*

equipped with one of the first LED-technology precision approach path indicator (PAPI) systems, which the FAA is evaluating prior to certification.

C.J. Cannon's Restaurant, located within the airport terminal building, is a popular destination for locals who enjoy the aviation atmosphere, as well as visiting pilots from all over Florida searching for the "\$300 hamburger." Cannon's is open for breakfast, lunch, and dinner Monday through Saturday, and breakfast and lunch only on Sundays.

## Economic impact

From a commerce standpoint, there are over 100 businesses located within the airport property—and for good reason. The Vero Beach Municipal Airport property is part of a designated

Florida Enterprise Zone. The Enterprise Zone program is in place to encourage business relocation to our state. Locating your business within the 4.7 designated square miles of the Enterprise Zone offers a wide range of tax benefits and incentives for businesses that opt to take advantage of locating within the zone.

Airport businesses at Vero Beach employ over 3,500 people and help to keep the tax base broad and diverse. On a direct and indirect basis, the airport contributes over \$468 million to keep Indian River County's local economy buzzing.

Airport staff consists of four administrative and four operations personnel that are responsible for the day-to-day safe operation of the airport, as well as leasing and business functions, grant



Blue Angels at the Vero Beach Air Show in May 2014.

Military service members (right) pose in front of a Grumman F7F at Vero Beach Naval Air Station in the 1940s.



administration, public awareness, and a myriad of other responsibilities needed to ensure the airport meets the needs of the flying public.

### Community-minded airport

The mission of the airport is to provide safe and efficient aviation facilities and associated services to both commercial and non-commercial users, while operating in harmony with the community's quality-of-life goals. In keeping with that mission, Vero Beach Municipal Airport has established voluntary noise abatement procedures which can be found on the airport's website, [www.veroairport.org](http://www.veroairport.org).

The airport hosts public events annually, ranging from Aviation Day open house type events, to the recent Vero Beach Air Show which featured the U.S. Navy Blue Angels and drew over 55,000 people to the airport. ♦

*Todd Scher is assistant director at Vero Beach Municipal Airport. Eric Menger is airport director. To learn more about the airport, see [www.veroairport.org](http://www.veroairport.org) or call (772) 978-4930.*

### Economic Impact

The total annual economic impact of Vero Beach Municipal Airport follows:

- **Total employment: 3,515**
- **Direct impacts: \$258,090,000** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$22,435,000** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$188,016,000**
- **Total economic activity: \$468,541,000**

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

# Secretary Prasad Leaves FDOT



Ananth Prasad, P.E.  
Secretary, Florida  
Department of Transportation

**F**DOT Secretary Ananth Prasad, P.E., announced recently that he is leaving the Florida Department of Transportation to pursue opportunities in the private sector. His last day with the department is January 2, 2015.

“The last four years have been the most rewarding for me, both personally and professionally,” said Secretary Prasad, “and for that I thank Governor Scott for his confidence in me and articulating a clear vision for Florida and how the right investments in the Transportation Infrastructure can yield a significant return for the state.”

Accomplishments during Secretary Prasad's tenure include the Port of Miami Deep Dredge, investments at Orlando International Airport and Tampa International Airport, and the I-4 Express Lanes project. He is especially proud of the fact that the department is delivering the largest program ever in the history of the state with the lowest number of state employees ever.

Secretary Prasad thanked FDOT employees, current and past, who helped him along the way. “I am really excited for what is in store for the state and the department the next four years under the continued leadership of Governor Scott,” he said.

We thank Secretary Ananth Prasad for his leadership, and we wish him well as he pursues new opportunities. ♦

# New Employees in the Aviation and Spaceports Office

Three new employees recently joined FDOT's Aviation and Spaceports Office, bringing their extensive aviation knowledge and experience to the department. We welcome Jim Halley, Todd Cox, and Greg Jones.

## Jim Halley

We are pleased to announce the appointment of Jim Halley to the Aviation System Manager position within the Aviation and Spaceports Office. In his new role, Jim will manage the Florida Aviation System Plan, the Continuing Florida Aviation System Planning Process (CFASPP), and aviation consultant projects, and he will support the Strategic Intermodal System (SIS).

Jim received his bachelor's degree in aviation management from Florida Institute of Technology and his master's in aviation from Embry-Riddle Aeronautical University.

Jim served eight years in the U.S. Marine Corps, and he has extensive knowledge of the aviation system in Florida. His prior experience in aviation includes being a project coordinator with Lee County Port Authority, an airport planner with Talbert and Bright, Inc., in Wilmington, North Carolina, an airport operations aide with Fort Lauderdale Executive Airport, and an airport operations officer with the Palm Beach County Department of Airports. Jim's first day with the office was September 11, 2014.

## Todd Cox

We are pleased to announce the appointment of Todd Cox to the Aviation Program Development Manager position within the Aviation and Spaceports Office. In his new role, Todd will serve as the department's principle technical advisor for airport master planning, environmental studies, and feasibility analysis. He will assist district office personnel with airport planning issues, manage statewide planning projects, manage air cargo/freight projects, and research technical issues.



*Jim Halley, Todd Cox, and Greg Jones recently joined the Aviation and Spaceports Office of the Florida Department of Transportation.*

Todd served 26 years in the U.S. Navy as an air traffic controller. He received his bachelor's degree in professional aeronautics (cum laude) from Embry-Riddle Aeronautical University and his master's in commercial aviation from Delta State University.

Todd has extensive knowledge of the aviation system in Florida. His prior experience in aviation includes being an airport operations duty officer, an airport manager and an airport operations control center manager with the Jacksonville Aviation Authority, an assistant airport manager and airport manager at St. Lucie County International Airport, and the Tampa International Airport director of operations with the Hillsborough County Aviation Authority. Todd's first day with the office was September 19, 2014.

## Greg Jones

We are pleased to announce the appointment of Greg Jones to the Airspace

and Land Use Manager position within the Aviation and Spaceports Office. In this new role, Greg will be managing the statewide Airspace Protection and Airport Compatible Land Use Programs, providing technical assistance to airports, local, and county governments. He will be conducting airport inspections, while also serving as a technical advisor for disaster response and recovery operations.

Greg has been with FDOT since 1998 in the Office of the General Counsel serving as special counsel for construction, chief of litigation, and assistant general counsel. Prior to joining FDOT, Greg served as a private attorney and an aviation officer in the U.S. Army. Greg received his juris doctor from the McGeorge School of Law in Sacramento, California, and is a graduate of the United States Military Academy. Greg is also a highly decorated combat veteran. Greg's first day with the office was August 1, 2014. ♦

# Freight Mobility and Trade Plan Now Complete

The Freight Mobility and Trade Plan (FMTP) Investment Element was approved in September of 2014. With the approval of the Investment Element, the Freight Mobility and Trade Plan is now complete. Visit [www.tinyurl.com/FMTPtimeline](http://www.tinyurl.com/FMTPtimeline) to watch a video highlighting the progression and building of the FMTP over the past two years.

## Background

The Freight Mobility and Trade Plan seeks to define policies and investments that will enhance Florida's economic development efforts into the future. The FMTP was developed and completed in two phases: Policy Element and Investment Element, each with their own purposes and addressing specific items. For more background on the Freight Mobility and Trade Plan and to download completed documents, please visit [www.FreightMovesFlorida.com](http://www.FreightMovesFlorida.com).

As part of the development of the plan, FDOT relied on significant interaction with you, the stakeholder, and other participants across Florida. The development of the Policy and Investment Elements included 14 total outreach events over two years, such as regional listening sessions, business forums, as well as the Annual Freight Leadership Forum, and webinars as needed to provide updates. All event materials and outcomes are available on the website.

## Next steps

Now that the FMTP is complete, FDOT is continuing to institutionalize freight planning within the department. Selected implementation actions FDOT has taken and will take to ensure the plan is implemented include the following:

- Develop Investment Element Implementation Guide.
- Continue the annual Freight Leadership Forum and other stakeholder dialogues,
- New district freight coordinator positions,
- Expanded freight data efforts,
- Dynamic project needs database,
- Review of design standards for accommodating freight, and
- Partner effort on [www.FreightMovesFlorida.com](http://www.FreightMovesFlorida.com).

The Investment Element Implementation Guide will address how freight projects of all modes prioritized as "very high" will be moved forward toward funding. The dynamic project needs database means this is not the end of the process—the list will be updated annually to make sure FDOT always has the latest freight project priorities. We thank you for your input, participation, and collaboration throughout the process! ♦



Rich Biter, FDOT's Assistant Secretary for Intermodal Systems Development, and Juan Flores, Administrator of FDOT's Office of Freight Logistics and Passenger Operations, participate in the business forum in Orlando in April 2014.

## Calendar

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

### February 2–4, 2015

FAC's 2015 State Summit in Tallahassee. For more information, see [www.floridaairports.org](http://www.floridaairports.org) or call the Florida Airports Council at (850) 224-2964.

### February 21, 2015

Planes, Trains, and Automobiles; a family friendly, free aviation event at Plant City Airport (PCM). For more information, see [www.plantcity.org](http://www.plantcity.org) or contact the Plant City Chamber of Commerce at (813) 754-3707.

### April 8, 2015

CFASPP Statewide Steering Committee Meeting, Orlando International Airport (MCO), Carl T. Langford Board Room. For more information, see [www.cfaspp.com](http://www.cfaspp.com).

### April 10–11, 2015

Fifth Annual Marvel of Flight at DeFuniak Springs Airport (54J); an air show, fly-in, and expo honoring the Tuskegee Airmen. For more information, see [www.marvelofflight.com](http://www.marvelofflight.com) or call (850) 892-2000.

### April 21–26, 2015

SUN 'n FUN International Fly-In & Expo, Lakeland Linder Regional Airport (LAL). For more information, see [www.sun-n-fun.org](http://www.sun-n-fun.org) or call SUN 'n FUN at (863) 644-2431.

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

# Economic Impact

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These additional impacts are referred to as multiplier or induced impacts.

## Summary

The FDOT economic impact study concluded that aviation activities in Florida support more than 1.3 million jobs and that these jobs have an annual payroll of \$44.5 billion. The annual economic impact of aviation-related

activities in Florida is estimated at \$144 billion.

Of the \$144 billion that aviation contributes to Florida's economy annually, 81 percent of this impact is associated with the commercial and general aviation airports. The 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 10 percent of the total impact.

Based on these findings, 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.

For a copy of the August 2014 Executive Summary and Technical Report of this economic impact study as well as information about the economic impact of individual airports, see [www.dot.state.fl.us/aviation/economicimpact.shtm](http://www.dot.state.fl.us/aviation/economicimpact.shtm). ♦



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