

Florida Flyer

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Spring 2014

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Courtesy of Suwannee County Airport

Suwannee County Airport focuses primarily on serving general aviation aircraft.

Suwannee County Airport

by Dana Brindle

Suwannee County Airport (24J) is located approximately two miles west of Live Oak in north central Florida halfway between Tallahassee and Jacksonville. Interstate 75 provides primary highway access to the airport from the north and south, and Interstate 10 provides access from the east and west.

Suwannee County Airport is the hub for the Florida Wilderness Trail and the historic Suwannee River which surrounds the county on three sides. Known for its multitude of beautiful natural

springs, the area offers plenty of opportunities for outdoor activities including diving, canoeing, and horseback riding.

Unique location

Suwannee County Airport has approximately 220 acres with one runway, 4,037 feet long by 75 feet wide, lighted with pilot-activated lights. The airport is unique for traffic flow because it is

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MANAGER'S CORNER



Aaron N. Smith
State Aviation Manager

“Because of Governor Scott’s investment in aviation, FDOT will be able to help fund many significant aviation projects in Florida.”

Record Aviation Program Funding. During the recent Florida Airports Council’s annual Legislative Summit in Tallahassee, Governor Scott announced record aviation program funding of \$325 million for aviation improvements. Overall, the “It’s Your Money Tax Cut Budget” invests a record \$8.8 billion in the Florida Department of Transportation (FDOT) to make strategic transportation improvements throughout the state. Because of Governor Scott’s investment in aviation, FDOT will be able to help fund many significant aviation projects in Florida.

To put this in perspective, over the past five years the average annual aviation budget has been \$155 million for aviation improvements. Aviation improvement projects include safety, security, preservation, and capacity. For additional information regarding the Aviation Program, please see the Florida Aviation Project Handbook located at www.dot.state.fl.us/aviation/flpub.shtm.

Commercial Space Transportation Conference. As mentioned in the Winter 2014 issue of the *Florida Flyer*, the Aviation Office has transitioned into the Aviation and Spaceports Office. As part of this relatively new area of responsibility, I recently traveled to Washington, D.C., along with representatives from Space Florida, to attend the Federal Aviation Administration’s annual Commercial Space Transportation Conference. Leading international commercial space transportation companies, educators, and spaceports attend this conference which is hosted by FAA’s Office of Commercial Space Transportation. Panels of leading experts discussed regulatory issues, space launch and operations safety, space and air traffic integration (very important to Florida), commercial human spaceflight medical issues, and international spaceport development.

Back in the day, nearly 100 percent of the satellites were launched from the United States. Today, less than 10 percent of the world’s satellites are launched from the U.S. Just about every aspect of our lives is touched by research and technologies orbiting Earth. The aviation industry has become entrenched with space-based systems. This is why it is critical for Florida to remain engaged with the space transportation industry on a national and international basis. Florida is fortunate to have an organization such as Space Florida to help lead the way (see www.spaceflorida.gov).

We also took this opportunity to meet with FAA Office of Commercial Space Transportation staff including Dr. George Nield, FAA Associate Administrator. There we discussed Florida’s space and spaceport related initiatives, projects, and plans.

As many of you may know, the Aviation and Spaceports Office has statutory responsibility to inspect and license Florida’s public airports. Airports such as Cecil Airport, located in Jacksonville, is also licensed by the FAA as a spaceport. One of our challenges is to better understand the FAA’s process for spaceport licensure and determine how their process fits (or not) with FDOT’s statutory responsibilities.

The FAA Office of Commercial Space Transportation mission is to ensure protection of the public, property, and the national security and foreign policy interests of the United States during commercial launch or reentry activities, and to encourage, facilitate, and promote U.S. commercial space transportation (see www.faa.gov/about/office_org/headquarters_offices/ast).

Techniques for Successful Airport Wildlife Management Programs. The Transportation Research Board will conduct a webinar on April 3, 2014, from 2:00 p.m. to 3:30 p.m., eastern standard time, that will present Airport Cooperative Research Program (ACRP) research on identifying and controlling wildlife at general aviation and large airports. Participants must register in advance of the webinar, and there is no fee associated with this webinar. For more information, see www.trb.org/ElectronicSessions/ConferenceRecordings.aspx.

Secretary Prasad Named a “Top Newsmaker”

Ananth Prasad, P.E., Secretary of the Florida Department of Transportation (FDOT), has been named one of the 25 “Top Newsmakers” by the trade publication *Engineering News-Record*.

Prasad is known for pushing through transportation projects that had been delayed or hampered by legal, regulatory, or organizational obstacles.

He has overseen a series of projects representing high profile public-private partnerships such as Florida’s upcoming \$2.1 billion highway project known as the “I-4 Ultimate” in Orlando, and the east-west Interstate 595 Express, a \$1.8 billion project that is expected to improve mobility around crowded Broward County.

Prasad has served as Secretary of FDOT since April 2011. He manages the \$7 billion agency which oversees infrastructure projects that are vital to Governor Rick Scott’s 7-7-7 Jobs Plan, including port dredging, highway expansion, and maintenance projects.

He is most notable in his efforts to restart long-delayed projects that are vital to the region’s success and can’t be put off any longer. For example, he has



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

crafted a funding arrangement for the long-stalled \$1.7 billion Wekiva Parkway tollway project, and oversaw its groundbreaking last summer. Construction is

now underway.

Prior to his appointment as Secretary of FDOT, Prasad served as the Assistant Secretary for Engineering and Operations for the agency. Prasad rejoined FDOT in July 2010 after a brief two-year stint as a vice president of a construction services firm.

Prasad has a total of 22 years of experience in the transportation industry, including 20 years with FDOT where he previously held the positions of the Chief Engineer and Director of Construction. He was responsible for implementing various innovative contracting techniques, including public-private partnerships.

Prasad earned a master’s degree in civil engineering from the University of Florida. ♦

Portions of this article have been reprinted, with permission, from “Florida’s Transportation Secretary Prasad Among 25 ‘Top Newsmakers,’” by Lisa Tserling; the article is available on the website of India West, www.indiawest.com.

We Remember Henry Ogrodzinski

On January 23, 2014, the National Association of State Aviation Officials (NASAO) announced that Henry M. Ogrodzinski, better known as Henry O, President and CEO for the last 18 years, died Wednesday, January 22. Henry’s two-year battle with cancer came to an end at his home on Capitol Hill at the age of 65.

NASAO’s Chairman Christopher Willenborg (Massachusetts) told his membership, “It is with deep sadness to inform you that our dear friend Henry passed away last night. Over the past 18 years, Henry led our organization with tremendous passion towards aviation and sincere concern for all NASAO Members, Friends, and aviation industry stakeholders. His strong leadership

qualities, extensive experience in the aviation industry, and ability to effectively communicate on Capitol Hill made him one of the most recognized and respected spokespersons regarding aviation related matters nationally.”

Henry is survived by his wife of 21 years Ellen Barrett of Washington, D.C., his brother Zenith of Apollo Beach, Florida, and his sister Gloria Jenders of Oak Creek, Wisconsin. He has six nieces and three nephews.

Since its founding in 1931, NASAO has represented the men and women in state government aviation agencies who serve the public interest in the states, Guam, and Puerto Rico. These highly skilled professionals are full partners with the federal government in the



Henry M. Ogrodzinski
NASAO President and CEO
1948–2014

development and maintenance of the safest and most efficient aviation system in the world (see www.nasao.org). ♦

Suwannee County Airport

From page 1



Aerial view of Suwannee County Airport.

almost centered in a diamond of Valdosta, Georgia to the north, Tallahassee to the west, Gainesville to the south, and Jacksonville to the east. We currently have 32 T-hangars and one corporate hangar, with more hangars planned for the future.

Suwannee County owns and operates the FBO at the airport, which employs two people and provides services such as aviation fuel (100LL at present), T-hangars, and tie-downs. An independent business, AeroQuest, operates a shop providing major and minor airframe and powerplant repairs. The owner employs two, and sometimes three, part-time employees. For those who need to conduct business, the airport services the cities of Live Oak, Jasper, Madison, Lee, and Branford.

The largest planes that use the airport are King Air and Gulfstream jets.

The airport primarily serves flight training, recreational/sport, and business related activities.

Fifty years of service

Suwannee County Airport was originally established in 1964 as an agricultural operation airport with a turf runway less than 3,000 feet long. Over the years, we have steadily progressed from turf to pavement, built a new terminal building in 1991, and extended the runway to 4,037 feet. We upgraded lighting with Precision Approach Path Indicator (PAPI) lights and new runway lighting and signage. Runway rehabilitation was completed in 2007 with fresh markings of centerlines and aim points and hold short markings. In 2013, we installed a state-of-the-art surveillance camera system. In January, we completed apron rehabilitation and installation

Economic Impact

The total annual economic impact of Suwannee County Airport follows:

- **Direct impacts: \$1,999,000** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$103,200** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$1,635,100**
- **Total economic activity: \$3,737,300**

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

of high mast apron lighting.

Local events

Although the airport does not currently have any events scheduled, a fly-in and possibly an air show are in the planning stages. The Spirit of the Suwannee Music Park, approximately 10 miles north of the airport, hosts concerts and other activities and offers year-round camping. The Live Oak Artists Guild Gallery and Cultural Arts Center hosts events in the area, and the Bulldog Shrimp Festival is held every October in Live Oak, the county seat.

The airport's goal is to serve the public and general aviation, and the airport's vision for the future is to provide a first-class airport for based flight schools and recreational flying.

For more information about Suwannee County Airport, see the airport's website at www.suwcounty.org. ♦

Dana Brindle is Airport Facility Manager of Suwannee County Airport. He can be reached at (396) 362-4200.

Points of Interest

- In 2013, Suwannee County Airport had approximately 5,000 takeoffs and landings from light sport aircraft to Citation jets.
- Approximately 30 percent of the airport's annual operations are related to flight training, and corporate and business users account for about 25 percent of the annual operations.
- Suwannee County's population is nearly 44,000, according to a 2012 estimate.



*Above right: Suwannee County Airport entrance.
Right: Airport terminal building.*

Photographs courtesy of Suwannee County Airport

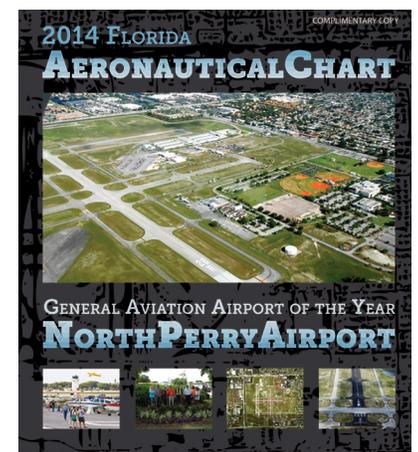
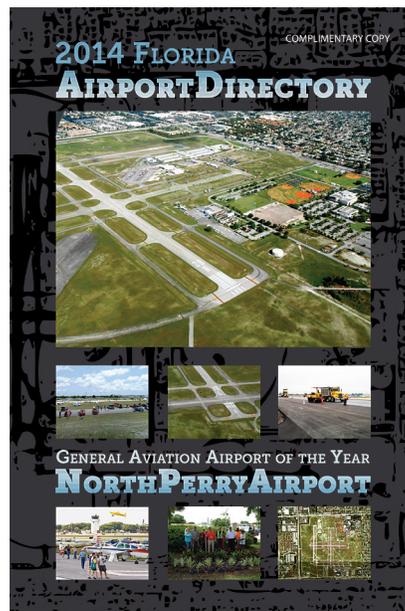
Now Available! 2014 Florida Airport Directory and Aeronautical Chart

The 2014 Florida Airport Directory and Aeronautical Chart are now available.

If you would like to receive a copy of the directory and chart, please contact Fred Karuga by email at Fred.Karuga@dot.state.fl.us. Remember to include your complete mailing address and quantity desired. If you require more than one copy, be sure to include your phone number along with your mailing information.

In most cases, we can process orders within two weeks of receiving your request. If you have any questions, please call the FDOT Aviation and Spaceports Office at (850) 414-4500.

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



We congratulate North Perry Airport, the 2013 General Aviation Airport of the Year. North Perry Airport is featured on the covers of the Florida Airport Directory and Aeronautical Chart.

License Plate Revenue Funds GA Security Projects

If you work in the aviation industry, enjoy recreational flying, or are concerned about our national security, you may want to consider purchasing the United We Stand license plate.

The United We Stand specialty license plate was created by an act of the Florida Legislature in 2002 to support Secure Airports for Florida's Economy (SAFE). Revenue from the license plate goes to the Florida Department of Transportation (FDOT) to fund security-related aviation projects and to provide training related to airport security and management, in agreement with Chapter 332 of the Florida Statutes.

Security projects

United We Stand license plate revenue has supported several projects in recent years. "We conducted online airport security training available to all public-use airports in Florida, and we conducted security assessments at all the public-use general aviation airports in Florida," says David Roberts, Aviation Operations Administrator for FDOT's Aviation and Spaceports Office.

Last year FDOT's Aviation and



United We Stand License Plate		
Year	Revenue	Number of Plates Sold
2013	\$260,275	10,411
2012	\$288,475	11,539
2011	\$310,650	12,426

Top: United We Stand license plate. Above: License plate revenue and number of plates sold, 2011–2013; revenue figures provided by the Florida Department of Highway Safety.

Spaceports Office conducted security assessments at 86 airports and funded specific projects at 10 airports as a result of revenue from the sale of the United

We Stand license plate.

FDOT chose the security projects based on each airport's needs as identified in the security assessments. The security projects included improvements to lighting, installing key access gates, installing surveillance cameras, and clearing around fences. "We plan to fund additional priority security projects this year," says Roberts.

License plate revenue also funded the Airport Leadership Development course offered in 2013.

Revenue benefits airports

"Revenue from the United We Stand license plate has been a tremendous benefit to the airports in Florida, not only helping to fund security projects, but also providing educational and training programs for Florida's airport industry. The airport community in Florida is greatly appreciative of the leadership of Florida's Legislature and Department of Transportation to create a funding program that helps maintain a safe and secure airport system for the 100+ million visitors to our state," says Bill Johnson, Executive Director of the Florida Airports Council.

For information about the United We Stand license plate, see the website of the Florida Department of Highway Safety and Motor Vehicles, www.flhsmv.gov/dmv/specialtytags/miscellaneous/united_we_stand.html. ♦

Florida Airport and Aerospace Facts

Here are some important facts about Florida's aviation and aerospace industries and how these industries affect the state's economy:

- More than 8.5 percent of Florida's Gross State Product results from businesses dependent on aviation.
- General aviation and community airports accommodate more than nine million visitors and business travelers annually.
- Air cargo operations account for more than \$6.6 billion in annual economic activity to Florida.
- Florida is the only state in the U.S. with four large-hub airports: Orlando International, Tampa International, Fort Lauderdale-Hollywood International, and Miami International.
- In 2012, the state's aerospace-related businesses employed 132,140 individuals.
- Commercial airports accommodate more than 143.5 million passengers annually, ranking Florida second in the nation for 2012.
- In 2012, approximately \$17 billion in revenues were related to the state's aerospace industry.
- In 2012, nearly 11,638 aerospace-related companies were located in Florida. ♦

T-Hangar Guidelines Now Available

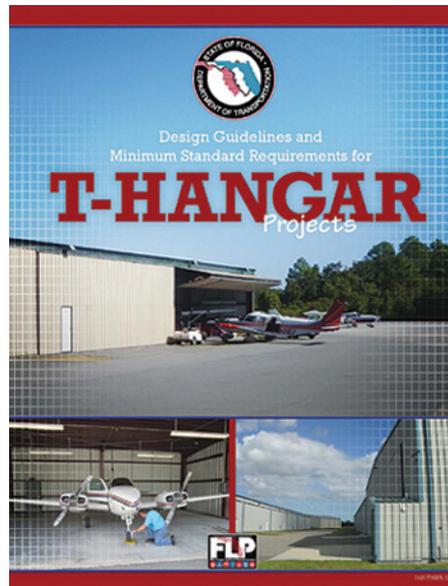
by Vu Trinh

The Florida Department of Transportation Aviation and Spaceports Office has completed its “Design Guidelines and Minimum Standards Requirements for T-Hangar Projects” booklet. The main objective of this publication is to provide public and private airports in the state of Florida with state-wide standardized design guidelines and minimum requirements for airport T-hangar projects. This publication provides airport owners and operators with additional information and guidelines for a standardized T-hangar bid package and commercial package, which includes financial and economic development reference policies, to facilitate airports’ initiatives in the various stages of a T-hangar development project.

These guidelines will help airports develop a generic set of aircraft T-hangar covenants that have enforceable power to preclude activities considered to be potentially hazardous given the construction and fire codes applied. Also, airports can tailor the standard performance specifications and minimum requirements to recognize the differences in local conditions, laws or regulations, and unique requirements of the airport as it relates to its operations.

The Aviation and Spaceports Office will keep these guidelines up to date, and we will improve future editions based on comments and suggestions we receive from the users of this publication.

To ensure compliance and quality, all of the information from the publication is directly derived from four related important sources: the National Fire Prevention Association NFPA 409 (2011 edition), the Florida Fire Protection Codes, the Florida Building Codes, and the Federal Aviation Administration Advisory Circular AC 150/5300-13B. The Aviation and Spaceports Office adopts the latest edition of the Florida Building Code as part of its minimum design standards for T-hangar projects since this guide outlines requirements that are



specific to aircraft related occupancies.

This publication has been reviewed by a committee of ten airport staff, two District Aviation Offices personnel, and several engineers who have a vast amount of knowledge and experience related to T-hangar bidding, design, and construction processes.

Note that in chapter 4 of the guidelines, the shop drawing presents a series of T-hangar models ranging from single to multiple T-hangar units. The requirement from the Florida Building Code regarding two-hour fire walls in accordance with section 706, or the automatic sprinkler system in accordance with section 903.3.1.1, have been carefully detailed.

The “Design Guidelines and Minimum Standards Requirements for T-Hangar Projects” booklet has been posted on the FDOT Aviation and Spaceports Office website at www.dot.state.fl.us/aviation.

If you have any questions or issues that are related to T-hangars, please contact FDOT’s Aviation and Spaceports Office at (850) 414-4500. ♦

Vu Trinh retired from FDOT recently after serving as Statewide Airport Engineering Manager for several years.

Calendar

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

April 1–6

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

April 9

CFASPP Statewide Steering Committee Meeting, Orlando International Airport, Carl T. Langford Board Room. For more information, see www.cfaspp.com.

May 10–11

Vero Beach Air Show 2014, Vero Beach Municipal Airport (VRB). Enjoy the Blue Angels and other outstanding air show acts. For more information, see www.veroairshow.com or contact Todd Howder at (772) 569-0035.

June 9–10

FABA’s 68th Annual Conference and Trade Show, Orlando. For more information, see the website of the Florida Aviation Business Association (formerly FATA) at www.faba.aero, or email info@faba.aero.

August 3–6

45th Annual FAC Conference and Exposition in Jacksonville. 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.

Common Marking Requirements

by Jason Myers

As I travel throughout the state conducting airport inspections, pilot safety is a topic that I enjoy discussing and addressing. It is one of the primary focuses during our inspection and a key component of our mission of making Florida airports the best they can be.

One subject that always seems to be a topic of discussion is the state standards for airport markings at public-use facilities. The Department strives to ensure all pilots, transient or local, novice or commercial, have the necessary markings to operate in a safe manner. In this article, I am only going to discuss the common marking requirements. These requirements pertain to all markings whether they are runway designation markings, runway hold position markings, or markings for a helistop. All markings should have glass beads and be outlined with a black border six inches or greater

in width on light-colored pavement.

These requirements are enforced for pilot safety. No matter the time of day or weather present, a pilot must be able to clearly see markings to operate safely. These common marking requirements assist in delineating the markings from the pavement.

If you would like to know more concerning the state requirements for airport markings at your facility, please refer to Chapter 14-60, Florida Administrative Code (www.flrules.org).

As always, please contact me anytime if you have questions or need additional information. ♦

Jason Myers is the Airport Inspection and Safety Manager for the FDOT Aviation and Spaceports Office. Contact him at (850) 414-4515 or Jason.Myers@dot.state.fl.us.

Send Us Your Aviation Award Nominations

Email nominations by May 31

The FDOT Aviation and Spaceports Office will present the Florida Aviation Awards at the Florida Airports Council's annual conference in August. The awards include outstanding aviation professional, distinguished aviation service, general aviation airport, commercial service airport, general aviation airport project, and commercial service airport project.

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 Aaron Smith, State Aviation Manager, at Aaron.Smith@dot.state.fl.us. Nomination requirements may be found on our website at www.dot.state.fl.us/aviation under "Office Resources – Programs and Services – Awards Program." **Nominations must be received by May 31.** ♦

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