

Florida Flyer

www.dot.state.fl.us/aviation

Summer 2014

INSIDE

3

Is Your Airport Experiencing a Discoloration of Runway Marking Paint?

3

Architectural Project Award at Kissimmee Gateway Airport

6

Facts (and Myths) about Unmanned Aircraft

8

Transitional Surface



Courtesy of the Civil Air Patrol

Aerial view of Fernandina Beach Municipal Airport, looking southeast toward the Atlantic Ocean.

Fernandina Beach Municipal Airport

Fernandina Beach Municipal Airport (FHB) is located within the city limits of Fernandina Beach on Amelia Island, bordering the intracoastal waterway in northeast Florida. The 850-acre airport is approximately three miles south of the downtown historic district of Fernandina Beach and less than two miles from Amelia Island's gorgeous beaches, hotels, and resort accommodations. Travelers arriving at the airport also have convenient access to the city of Jacksonville, approximately 25 miles to the south.

Owned and operated by the city of Fernandina Beach, this general aviation airport serves Nassau County.

Three active runways

Fernandina Beach Municipal Airport currently has three active runways, each more than 5,000 feet in length, as well as five taxiways.

Runway 04/22 is 5,300 feet long and 100 feet wide; it has an asphalt surface in good condition (resurfaced in 2004),

See Fernandina Beach, page 4

MANAGER'S CORNER



Aaron N. Smith
State Aviation Manager

*“Help us help you.
Maintain your
projects in JACIP,
and maintain an open
and ongoing dialogue
with your Florida
Department of
Transportation district
office throughout the
year.”*

Aviation program legislative update. On May 2, Florida lawmakers concluded the 2014 Legislative Session. Two bills passed which will enhance Florida’s aviation program: HB 7175 Strategic Airport Investment Initiative and HB 7023 Strategic Space Infrastructure Investment. The Strategic Airport Investment Initiative provides for additional funding flexibility for strategic airport projects which better position the state to maximize international trade and aviation industry growth opportunities. The provision authorizes the Department to fund such projects up to 100 percent. This new provision does not include any new funds or revenue sources. Projects funded utilizing the new flexibility will be vetted using criteria similar to the Strategic Port Investment Initiative passed by the 2012 Florida Legislature. Program guidance should be available July 1.

The Strategic Space Investment Initiative allows the Department to fund strategic spaceport projects up to 100 percent. Again, no new funds or revenue sources have been identified. Pursuant to Chapter 331, Florida Statutes, spaceport projects must be associated with Spaceport Territory which currently includes Kennedy Space Center, Cape Canaveral Air Force Base, Cecil Field, Eglin Air Force Base, and Space Coast Regional Airport. Program guidance should be available in September.

Annual appropriations. As mentioned in the *Florida Flyer* Spring 2014 issue, Governor Scott announced record aviation program funding of \$325 million for aviation improvements. The 2014 Florida Legislature passed the annual Appropriations Bill with a historic \$336.8 million identified for aviation development grants (which includes budget for spaceport projects) for fiscal year 2015 (July 1, 2014 – June 30, 2015).

Aviation work program reports. In order to provide additional transparency with Florida’s aviation program budget, beginning July 2014, the Aviation and Spaceports Office will post an aviation work program report on our website. The first report will be the Fiscal Year 2015 Adopted Work Program. A second report will follow and will reflect a snapshot of the tentative aviation work program, as they are made available. The reports will be available at www.dot.state.fl.us/aviation/WorkProgram.shtm. For those readers who are interested in the aviation work program report, I also recommend you review the work program instructions available at www.dot.state.fl.us/programdevelopmentoffice/WorkProgramResources.shtm.

Airport capital improvement projects. As some of you may know, the Department’s work program relies on the input of projects from the Joint Automated Capital Improvement Program, commonly known as JACIP. JACIP is the only web-based data system used by both the Florida Department of Transportation and the Federal Aviation Administration (Orlando Airports District Office) to evaluate airport capital improvement projects. There are no limits to the number of projects which can be loaded into JACIP. In fact, every airport project could very well be loaded into JACIP regardless of whether state and/or federal funding is being requested. From time to time, we are asked to quickly identify projects that are unfunded or underfunded. Without this information being readily available in JACIP (and good coordination with your FDOT district office), we may miss opportunities to advance projects. In addition, if airport projects are not loaded in JACIP, we do not have an accurate picture of all needs, which was the basis for the system.

Gaming is just around the corner, and I know districts are already meeting with some airports. Help us help you. Maintain your projects in JACIP, and maintain an open and ongoing dialogue with your Florida Department of Transportation district office throughout the year.

Is Your Airport Experiencing a Discoloration of Runway Marking Paint?

Three airports in the state have reported a discoloration (yellowing) of the white runway marking paint as shown in the photographs at right and below.

These two images show some problem areas, but the photographs “really don’t clearly show how discolored the markings have become,” says Jim Wikstrom, Aviation and Ports Program Supervisor for FDOT’s District 5 office in Orlando.

If your airport has had this problem, we are interested in learning how you resolved it. Please contact Jim Wikstrom at (407) 482-7874 or James.Wikstrom@dot.state.fl.us. ♦



Courtesy of Ocala International Airport

Above: Ocala International Airport painted runway markings approximately two years ago, and the discoloration began several months later.



Courtesy of Daytona Beach International Airport

Left: Discolored runway marking paint at Daytona Beach International Airport.

Architectural Project Award at Kissimmee Gateway Airport

An architectural project at Kissimmee Gateway Airport recently received the General Aviation Project of the Year award presented by the Southeast Chapter of the American Association of Airport Executives.

The architectural project, a new state-of-the-art flight training facility for flight school SunState Aviation, was designed to “achieve certain efficiencies in pilot training and aircraft maintenance.” Sunstate previously operated out of one of the oldest buildings on the airport, which was much too small and out of date for its purposes. SunState Aviation

and Kissimmee Gateway Airport worked with their consultant and architect, with assistance from FDOT District 5, to build the new facility.

The attractive facility allows the flight school to efficiently and effectively handle its current volume of flight training. We congratulate SunState Aviation; Kissimmee Gateway Airport; AVCON,



Kissimmee Gateway Airport

SunState Aviation’s new flight training facility.

Inc., consultant; and MLM Martin Architects, Inc., for their achievement. ♦

Fernandina Beach Municipal Airport

From page 1

medium intensity runway lights (MIRL), and a lateral navigation (LNAV) approach on Runway 22. Runway 09/27 is 5,001 feet long and 100 feet wide; it has a concrete surface in good condition (resurfaced in 2003) and medium intensity runway lights. Runway 13/31 is 5,152 feet long and 100 feet wide; it has an asphalt surface in good condition (resurfaced in 2010), medium intensity runway lights, and a localizer performance with vertical guidance (LPV) approach on Runway 13.

Open 24/7 year round, the airport is attended daily (except Christmas Day) from 8:00 a.m. until 8:00 p.m., local time. One fixed base operator serves the airport, and a second FBO has been approved by the city commission. Hertz Rent-a-Car has an office at the airport.

Economic impact

Fernandina Beach Municipal Airport was established in 1943 by the United States Navy and originally served as a training facility. After World War II, the Navy transferred the facilities to the city of Fernandina Beach. Over the years, the airport has updated and improved the facilities, and now provides the community with a total annual economic impact of \$31,246,400.

Together, the airport and the FBO provide nine jobs. Several businesses located on airport property offer a number of services as well as economic benefits for the community. These businesses include McGill Aviation (FBO); Island Aviation, Inc. (maintenance and avionics); Skydive Amelia Island (skydiving); Experience Powered Paragliding (paragliding); Hang Glide USA (trike flights); and Ad Airlines (aerial advertising).

The airport serves the two large resorts, Ritz Carlton and the Omni Amelia Island Plantation Resort, on the south end of the island.

Community events

Fernandina Beach Municipal Airport hosts a variety of events throughout



Passero Associates, LLC



Courtesy of Fernandina Beach Municipal Airport



Photographs, clockwise from top left: Airport entrance sign; Temporary parking on closed Runway 09/27; Corporate hangar complex on east side; U.S. Navy blimp.

the year. For the last two years, the city has hosted the Ben Byrns 5K Runway Rally which offers a 5K run, an open house at the airport, and free airplane rides for children.

The U.S. Navy blimp is tethered at the airport twice a year, and in April, the city allows the Georgia Air National Guard to use the airport for training exercises.

Every March, the Amelia Island

Points of Interest

- Fernandina Beach Municipal Airport has 74 based aircraft.
- Nassau County's population is 73,000, and the city of Fernandina Beach has 11,547 full-time residents.
- The airport has two bulk hangars and 52 T-hangars.

Concours d'Elegance uses the airport for parking 2,000 vehicles per day for the weekend of the event. The Amelia Island Concours d'Elegance is an annual "celebration of the automobile" featuring more than 250 rare vehicles from around the world (see www.ameliaconcours.org).

Airport commitment

Airport manager Joe Gerrity, airport staff, and the city leaders, are committed to operating, maintaining, and preserving the airport for the benefit of the community and airport users. The airport's goals and objectives emphasize accountability, providing appropriate airport facilities, and supporting compatible business uses and development.

For more information about Fernandina Beach Municipal Airport, see the airport's website at www.fbfl.us (see Your Government – Departments – Airport). ♦



Passero Associates, LLC



Passero Associates, LLC

Economic Impact

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

- **Direct impacts: \$6,669,100**
(from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$10,656,000**
(associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$13,921,300**
- **Total economic activity: \$31,246,400**

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

Many Airport Projects

Fernandina Beach Municipal Airport has completed a number of projects with funds provided by the Florida Department of Transportation (FDOT), the Federal Aviation Administration (FAA), and the city of Fernandina Beach.

Tree mitigation

Over the last few months “we have completed major tree mitigation, removing over 270 trees to improve the approaches for all three runways and side slopes,” says Gene Lampp, District Aviation Specialist for FDOT’s District 2 office in Jacksonville. “The tree mitigation project was completed in 2013, and several pilots have made many favorable comments.”

The airport completed two projects to rehabilitate Runway 04/22; one was completed in 2013, and the other was completed in early 2014. The airport “used to be an old military base,” says Gene, and the runway was too wide for the airport’s current needs. The first project for Runway 04/22 was to rehabilitate the runway’s asphalt, drainage, lighting, and safety areas. The second project involved removing all of the excess asphalt and concrete from both shoulders of the runway that was deteriorating and causing foreign object damage on the airfield.

Currently the airport is rehabilitating the south side aircraft parking apron and drainage as well as upgrading the airfield electrical vault and lighting for Taxiway B. Both projects will be completed by December 2014.

“Also,” adds Gene Lampp, “the airport has a master plan review coming up in several months.”

Past projects

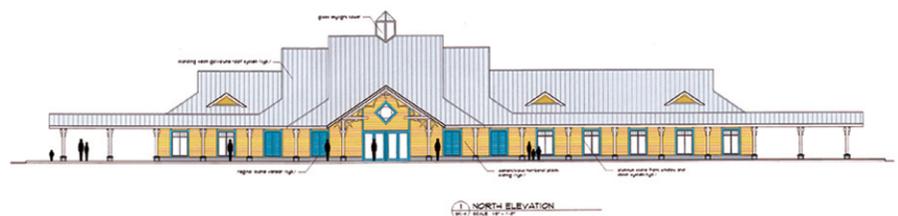
Approximately five years ago, the airport built four box hangars (each 60 feet by 60 feet) and a six-unit nested T-hangar on the south side of the airport. All of the box hangars have maintained 100 percent occupancy.

In 2003, the airport completed a whitetopping project on Runway 09/27. Instead of milling the asphalt, the airport chose to rehabilitate it by putting a layer of concrete over the old asphalt. Gene reports that the project has held up very well; at the 10-year inspection of the whitetopping project, there were no problems, no cracking, and no deterioration.

Preparing for expansion

In recent years, a large drainage project included many small drainage improvements that were completed in increments over time throughout the airport. A number of drainage improvements were completed on the north side of the airport to get ready for expansion.

The airport built Taxiway E in 2012 to allow for development of approximately 60 acres on the east side. Key projects scheduled to be built on the east side of the airport include a larger corporate hangar and a new airport terminal which will be named the Airport Welcome Center.



Passero Associates, LLC

Artist’s rendering of the new Airport Welcome Center at Fernandina Beach Municipal Airport. Construction is scheduled to begin in 2016.

Facts (and Myths) about Unmanned Aircraft

From the website of the Federal Aviation Administration

There are many misconceptions and a great deal of misinformation about unmanned aircraft system(s) (UAS) regulations. Here are some common myths and the corresponding facts.

Myth #1: The FAA doesn't control airspace below 400 feet.

FACT: The FAA is responsible for the safety of U.S. airspace from the ground up. This misperception may originate with the idea that manned aircraft generally must stay at least 500 feet above the ground.



Myth #2: Commercial UAS flights are okay if I'm over private property and stay below 400 feet.

FACT: The FAA published a Federal Register notice in 2007 that clarified the agency's policy: You may not fly a UAS for commercial purposes by claiming that you're operating according to the model aircraft guidelines (below 400 feet, three miles from an airport, away from populated areas). Commercial operations are only authorized on a case-by-case basis. A commercial flight requires a certified aircraft, a licensed pilot, and operating approval. To date, only one operation has met these criteria, using Insitu's ScanEagle, and authorization was limited to the Arctic (to learn more, see www.faa.gov/news/updates/?newsId=73981).



Myth #3: Commercial UAS operations are a "gray area" in FAA regulations.

FACT: There are no shades of gray in FAA regulations. Anyone who wants to fly an aircraft—manned or unmanned—in U.S. airspace needs some level of FAA approval. Private sector (civil) users can obtain an experimental airworthiness certificate to conduct research and development, training, and



www.nasa.gov

flight demonstrations. Commercial UAS operations are limited and require the operator to have certified aircraft and pilots, as well as operating approval. To date, only two UAS models (the Scan Eagle and Aerovironment's Puma) have been certified, and they can only fly in the Arctic. Public entities (federal, state, and local governments, and public universities) may apply for a Certificate of Waiver or Authorization (COA).

The FAA reviews and approves UAS operations over densely populated areas on a case-by-case basis.

Flying model aircraft solely for hobby or recreational reasons does not require FAA approval. However, hobbyists are advised to operate their aircraft in accordance with the agency's model aircraft guidelines (see Advisory Circular 91-57). In the FAA Modernization and Reform Act of 2012 (Public Law 112-95, Sec 336), Congress exempted model aircraft from new rules or regulations provided the aircraft are operated "in accordance with a community-based set of safety guidelines and within the programming of a nationwide community-based organization."

The FAA and the Academy of Model Aeronautics recently signed a first-ever

agreement that formalizes a working relationship and establishes a partnership for advancing safe model UAS operations. This agreement also lays the groundwork for enacting the model aircraft provisions of Public Law 112-95, Sec. 336. Modelers operating under the provisions of Public Law 112-95, Sec. 336 must comply with the safety guidelines of a nationwide community-based organization.



Myth #4: There are too many commercial UAS operations for the FAA to stop.

FACT: The FAA has to prioritize its safety responsibilities, but the agency is monitoring UAS operations closely. Many times, the FAA learns about suspected commercial UAS operations via a complaint from the public or other businesses. The agency occasionally discovers such operations through the news media or postings on internet sites. When the FAA discovers apparent unauthorized UAS operations, the agency has a number of enforcement tools available to address these operations, including a verbal warning, a warning letter, and an order to stop the operation.



Photographs of unmanned aircraft, this page and facing page, are from www.nasa.org.



www.nasa.gov

Myth #5: Commercial UAS operations will be okay after September 30, 2015.

FACT: In the 2012 FAA reauthorization legislation, Congress told the FAA to come up with a plan for “safe integration” of UAS by September 30, 2015. Safe integration will be incremental. The agency is still developing regulations, policies, and standards that will cover a wide variety of UAS users, and expects to publish a proposed rule for small unmanned aircraft systems—under approximately 55 pounds—later this year. That proposed rule will likely include provisions for commercial operations.

Myth #6: The FAA is lagging behind other countries in approving commercial drones.

FACT: This comparison is flawed. The United States has the busiest, most complex airspace in the world, including many general aviation aircraft that we must consider when planning UAS integration, because those same airplanes and small UAS may occupy the same airspace.

Developing all the rules and standards we need is a very complex task, and we want to make sure we get it right the first time. We want to strike the right balance of requirements for UAS to help foster growth in an emerging industry with a wide range of potential uses, but also keep all airspace users and people on the ground safe.

Myth #7: The FAA predicts as many as 30,000 drones by 2030.

FACT: That figure is outdated. It was an estimate in the FAA’s 2011 Aerospace Forecast. Since then, the agency has refined its prediction to focus on the area of greatest expected growth. The FAA currently estimates as many as 7,500 small commercial UAS may be in use by 2018, assuming the necessary regulations are in place. The number may be updated when the agency publishes the proposed rule on small UAS later this year. ♦

Source: “Busting Myths about the FAA and Unmanned Aircraft” at www.faa.gov/news/updates/?newsId=76240.

Calendar

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

July 11–12, 2014

Pensacola Beach Air Show featuring the Blue Angels, Fat Albert, Team Aerodynamix, and more. For more information, see www.visit-pensacolabeach.com.

August 2, 2014

CFASPP Statewide Steering Committee Meeting, Hyatt Regency Jacksonville Riverfront. For more information, see www.cfaspp.com.

August 3–6, 2014

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.

October 4–5, 2014

Florida’s Space Coast Air and Space Show, Melbourne International Airport, featuring the U.S. Air Force Thunderbirds. For more information, see www.airandspaceshow.com.

October 11–12, 2014

Wings and Waves Air Show, near the Hilton Daytona Beach Oceanfront Resort. For more information, see www.wingsandwaves.com.

October 25–26, 2014

2014 NAS Jacksonville Air Show. For more information, see www.nasjaxairshow.com or e-mail nasjaxairshow@navy.mil.

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

Transitional Surface

by Jason Myers

In this edition of the *Florida Flyer*, we will continue our discussions on airport safety and other important aspects of Florida's airport licensing program. An airfield standard that I would like to discuss, in this issue, is the transitional surface.

Transitional surface defined

The transitional surface is a defined surface area that surrounds and protects the lateral boundaries of the primary and approach surfaces. The transitional surface extends outward and upward at right angles to the runway centerline and the extended runway centerline at a specified ratio from the sides of the primary surface and from the sides of the approach surface. The transitional surface has a vertical component given by a ratio, such as 7:1, which means that for every seven feet measured horizontally, the vertical component increases one foot upward. The horizontal component

extends laterally a specified horizontal distance or to an unspecified horizontal distance at which a specified height of the vertical component is attained.

The dimensions of the transitional surface are dependent on landing area surface type, weight of the landing aircraft, visibility, and type of published approach for a runway. The more precise of an approach a runway has, the greater the likelihood that the transitional surface requirement will be applicable and applied to that runway during a facility inspection. When transitional surfaces become applicable, an airport manager may face obstructions that he or she has not had to deal with before such as trees, towers, or even buildings.

If obstructions are determined during an inspection, action must be taken to correct the issue. The airport manager is responsible to ensure the facility meets state standards. FDOT Aviation staff would like you to be aware of this

circumstance, and provide all the necessary assistance to address or mitigate its impacts.

Ensure compliance

If corrective measures are undertaken, please ensure they comply with Chapter 14-60.007, Florida Administrative Code. This documentation is available on the Florida Aviation website (www.dot.state.fl.us/aviation/safeinsp.shtm).

As always, please feel free to contact me if you require further assistance with this matter or have questions concerning Florida's airport licensure program. ♦

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.

Florida Flyer
Florida Department of Transportation
605 Suwannee Street, MS-46
Tallahassee, FL 32399-0450

Recycled paper



Printed on



The *Florida Flyer* is a non-profit newsletter published quarterly by the Aviation and Spaceports Office of the Florida Department of Transportation. To subscribe to the *Florida Flyer*, contact Fred Karuga, Editor, FDOT Aviation and Spaceports Office, 605 Suwannee Street, MS-46, Tallahassee, Florida 32399-0450, phone (850) 414-4512, fax (850) 414-4508, email Fred.Karuga@dot.state.fl.us. Visit our website at www.dot.state.fl.us/aviation.

