

FLORIDA FLYER



www.fdot.gov/aviation

SPECIAL EDITION 2019

A PLAN COMES TOGETHER

by Robert Dietrich, Technical Hazards Manager

THE FLORIDA STATE EMERGENCY RESPONSE TEAM (SERT) Air Operations Branch (AOB) was activated in anticipation of a projected aviation need following the landfall of Hurricane Michael. The hurricane's quick development and progress towards the state left little time to conduct pre-landfall operations. Despite the minimal planning time, the partners in AOB quickly came together to form a united plan and solid coordinated response operation. Many of these partners included the Civil Air Patrol, Customs and Border Protection, Federal Aviation Administration (FAA), Florida Fish and Wildlife, Florida National Guard, Florida Department of Transportation, Florida State University, U.S. Coast Guard, and several more.

The airspace plan was a critical document developed and continuously updated throughout the response. This plan contained aeronautical guidance and communications assignments and was combined with additional information such as airport status, fuel availability, logistics staging areas, and other mission critical information.

Post landfall, the U.S. Coast Guard conducted initial search and rescue operations. Their quick response resulted in several life-saving rescues and provided responders with an initial gauge of the devastation left behind in the storm's path.



Customs and Border Protection also began conducting initial food/supply missions in addition to supporting direct search and rescue operations. Rotary wing Search and Rescue recorded 29 lives saved with 267 assisted post-storm. Critical to their operations and the following resupply efforts was the assistance received from local airports, such as Apalachicola Regional (AAF), whose efforts in coordinating on-site operations, fuel, and flight management was outstanding.

As response operations continued, the aviation effort shifted to providing food and water to isolated areas. After landfall the roads to the coast were heavily damaged, delaying the initial delivery of much needed supplies. To expedite the delivery of food, water, and medical supplies, the AOB coordinated several airlift missions. The Army National Guard's coordinated response resulted in the delivery of more than 1,000 cases of water and 7,000 meals being delivered to over five heavily impacted areas. Concurrently, other state and federal partners continued integrated operations with state and federal urban search & rescue teams and provided much needed information to the SERT planners.



THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S ROLE IN AIR OPERATIONS DURING HURRICANE MICHAEL

by Paul Williams, Federal Air Operations Branch Director, FEMA Region IV

FEDERAL AIR OPERATIONS SERVED a critical role in the response to Hurricane Michael with its 155 mph winds and a storm surge over nine feet that devastated a broad swath of Northwest Florida in October 2018. The Category 4 storm devastated major surface transportation routes across several counties in the region.



Safe and efficient air operations was a vital component in bringing immediate aid to the hurricane survivors and first responders and relief supplies to the disaster zone.

The Federal Emergency Management Agency's (FEMA) mission is to help survivors

before, during and after a disaster, and the Air Operations Branch answered the call. During a disaster FEMA's role involves coordinating the federal response so that it presents a comprehensive lifeline of resources working in concert to support the affected state.

The focus of the Federal Air Operations Branch director in the unified State/ Federal Air Operations Branch (AOB) - before and after a disaster - is to ensure appropriate federal resources are available and that federal operations are closely synchronized with the state. For Hurricane Michael our response was a full-court press involving representatives from the Civil Air Patrol, U.S. Customs and Border Protection, the Federal Aviation Administration, the U.S. Department of Defense and the U.S. Coast Guard (USCG) who worked in the branch and coordinated operations with their respective agency's aircrews.

Post-landfall, the air operations response focused on assigning federal agencies to carry out missions that directly supported federal requirements or any missions the state did not have the capability or capacity to conduct. During the response, federal aircrafts flew 150 sorties, totaling 192 flight hours. These sorties supported commodity and passenger movement, remote sensing/ imagery collection, and search and rescue operations. USCG provided critical assistance under its own statutory authorities by responding to 115 rescue cases that led to 29 lives saved and 245 survivors being assisted.

The overall operational integration of local, state, and federal aviation resources during the response to Hurricane Michael was outstanding. Many experienced branch representatives touted the operation as a role model for future unified air operations - a testament to the planning and hard work of the unified state/federal AOB team leading up to and during the hurricane response.

DAMAGED MARIANNA

by Joe Richey, Public Works Director

NO ONE COULD HAVE anticipated the damage inflicted by Hurricane Michael as it passed directly over Jackson County on October 10, 2018. Once the storm passed and darkness fell, people began to exit their homes and businesses on the night of Oct. 10 and early morning hours of Oct. 11, it became apparent Jackson County, the incorporated City of Marianna and the Marianna Municipal Airport (KMAI) had sustained significant damage.

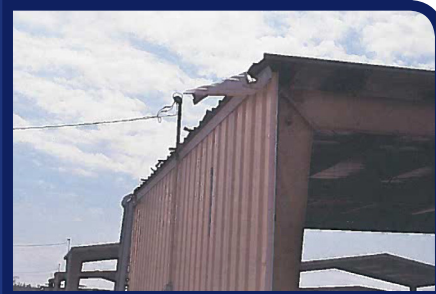
Around the City and surrounding area, trees and power lines were down; roofs on homes and businesses were either completely blown off or suffered major damage; streets and roads were blocked making travel difficult to near impossible for law enforcement and first responders and others. It quickly became apparent the entire area had suffered a major blow.

At the Marianna Municipal Airport, key personnel for the company providing fixed based operator (FBO) services - Skywarrior Flight Support, Inc., - rode out the storm inside the terminal facility. The main terminal never lost electric power thanks to the 60KW back-up generator located at the facility which is fueled by the City's own municipal natural gas system. Airport runway lighting and rotating beacon were always in working order as well thanks to a separate natural gas fueled back-up generator. Both generators ran for approximately 45 days until such time as permanent electrical power could be reestablished.

Although the terminal itself did suffer minor roof and water damage, potable water and sewer inside the terminal was never an issue and always available as the City of Marianna's water and sewer services were never compromised due to the storm and never went down.

Overall damage to the airfield facility, shade hangers and T-hangers was relatively minor: several roll-up hanger doors were damaged or in the case of Corporate Hanger D-1 blown off completely; roofing panels were blown off shade Hanger's E, F, and B, and several taxi-way lights were blown away. The twelve foot tall perimeter security fence surrounding the airport did not fare as well; however, with an estimated more than one mile of fencing damaged due to wind or falling trees.

The airport quickly became a major hub of activity with emergency personnel from the State of Florida; Federal Emergency Management Agency (FEMA); the U.S. Military; elected officials and other relief agencies flying into and out of the airport from within 24 hours after the storm until today in order to provide much needed supplies and emergency support to the citizens of Marianna, Jackson County and the other counties effected by Hurricane Michael in northwest Florida.



WAKULLA AND MOTHER NATURE

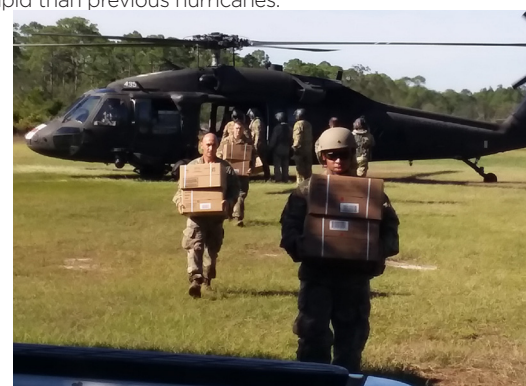
by Steven Fults, Airport Manager

WHEN WE THINK about aviation weather, it's typically related to flight and how best to stay safe when Mother Nature is uncooperative. In flight, an aircraft may change a heading to deviate away from inclement weather. A flight may also decide to not go at all and simply "wait it out". In either case, an aircraft and a competent flight crew can maneuver to remain clear when conditions become dicey.

Obviously, airports themselves have no ability to maneuver. So when severe weather moves in, the only option is to relocate aircraft if time and conditions allow, then batten down the hatches in preparation for the worst.

On October 10, 2018 we here in the Panhandle experienced the worst with hurricane Michael. Hurricanes typically provide a fair bit forewarning, but the spawning of Michael was much shorter and intensification more rapid than previous hurricanes.

Although Wakulla County Airport is largely unimproved, the impact was much more than meets the eye. Runway 18/36 is turf and has a slope. The first 1,000' of runway 18 was completely flooded, turning it into a virtual "mud hole". The balance of the runway remained firm and was used by Army National Guard Blackhawks to offload much needed relief supplies. Unfortunately, a very well meaning National Guard Humvee driver accidentally plowed through our "mud hole" attempting to access the landing zone.



Tremendous amounts of debris pushed by the rushing waters of the Gulf of Mexico have clogged virtually all culverts in the region, which prevents the flow of water back into the Gulf. The result is our "mud hole" is now semi-permanent. It simply won't dry out and firm up enough for a roller to attempt repair of the damage. Saltwater flooding had corroded the runway lights and associated wiring, so all the lights had been removed.

The Wakulla County Board of County Commissioners recently decided that spending tax dollars on our airport isn't warranted. They've voted to seek the establishment of an airport authority. How this little turf runway gem of an aerodrome will support itself is uncertain at this time.

The Wakulla County airport is now in a state of flux as we await the vote of the Florida Legislature as to whether or not an Airport Authority will be established. Meanwhile, we remain thankful for what we do have and encourage strongly the public use of the Wakulla County Airport. Don't forget to review current NOTAM's and the Airport Facility Directory when visiting this most naturally beautiful and bountiful region of Florida.

I would like to express our sincere appreciation to the entire FDOT Aviation team for the tremendous help and support given. Regardless of circumstances and particularly dealing with adversity, they are always there. A most professional and dedicated crew they are!

TALLAHASSEE VS HURRICANE

by David J. Pollard, C.M.

Interim Director of Aviation
Tallahassee International Airport

WHEN HURRICANE MICHAEL made landfall on October 10, 2018 as a strong Category 4 Hurricane, it resulted in catastrophic damage to communities throughout the Florida panhandle. Subsequently, the Tallahassee International Airport (TLH) played a key role in emergency relief & recovery operations within the region.

Preparations for effectively managing such a natural disaster were years in the making at TLH. Lessons learned from previous natural disasters across the country were incorporated into numerous TLH projects and plans. In May 2018, TLH conducted its annual Airport Hurricane Season Preparedness Briefing with airport tenants, stakeholders and key partners. Additionally, as a result of plan reviews and feedback received, airport staff developed an Airport Hurricane Plan which was approved and released on September 15, 2018. This Plan, and the coordination/communication utilized in its development, would prove extremely valuable less than one month later.

As is typically the case during hurricane season, airport staff were actively monitoring tropical activity at the end of the workweek on Friday October 5, 2018. A rapid overnight intensification of tropical activity resulted in TLH activating its Airport Hurricane Plan and FAA-approved Airport Emergency Plan on Saturday October 6, 2018. As preparation activities commenced, the airport began regular communications with airport tenants, stakeholders and key partners. This two-way flow of communication proved invaluable and greatly facilitated TLH's effective response and recovery activities.

As the situation continued to evolve and the likelihood of the storm impacting the Florida panhandle became imminent, airport staff finalized preparations and focused on effective communications with local, state, federal and private industry partners. Working closely with federal and state partners, plans were finalized to receive a large contingent of response and recovery personnel at TLH once the storm passed. The air carriers at TLH cancelled commercial flights after the final arrivals on Tuesday October 9 and all commercial flights at TLH were cancelled on Wednesday October 10. Mission essential airport staff rode out the storm at the Terminal facility and finalized response and recovery plans throughout the day and into the night on Wednesday October 10.



Before sunrise on Thursday October 11, resources began pouring into TLH. A large Logistics Staging Area along with an Emergency Refueling Point were quickly established on airport property. Helicopters from the Florida National Guard along with other government agencies and private organizations began arriving at sunrise to deliver critical search & rescue personnel and supplies to the areas hardest hit by Hurricane Michael which were inaccessible by roadway. Designated military aircraft were utilized by federal and state executives to assess and facilitate disaster response activities. Airfield taxiways were transitioned



into helicopter parking areas and multiple airport facilities and hangars were transformed into command and control centers in order to accommodate the large number of helicopter, personnel and ground vehicle activities at TLH. In addition to coordinating these response and recovery efforts, TLH staff also worked to reopen the airport to commercial flight operations. The air carriers at TLH resumed commercial flights by mid-morning on Thursday October 11, the first commercial flights brought large numbers of emergency response personnel into TLH.



While Tallahassee was impacted by Hurricane Michael, it was very fortunate to be spared from the devastation that happened just a short distance to its west and south. As recovery operations continued to evolve, a need to house the large numbers of military, emergency response, relief and mutual aid personnel became apparent. As such, TLH staff worked with the State of Florida Emergency Operations Center to establish a "Base Camp" for 1,500 personnel on airport property.

As of the time of this writing, recovery operations are still ongoing at TLH. Millions of liters of drinking water along with millions of food rations (military MREs) and tons of equipment have processed through TLH. The effectiveness of the response and recovery efforts at TLH were the direct result of an entire team of people comprised of local, state, federal and private industry partners, working together towards a common goal. It bears noting that all these recovery activities were accomplished while ensuring TLH maintained its high standards for airport safety, security and efficiency. I am extremely proud of the entire TLH Team and the level of support we were able to provide our community and region in the wake of Hurricane Michael.

MANAGER'S CORNER

by Aaron Smith, State Aviation Manager



FLORIDA'S AIRPORT AND SPACEPORT investments continue this fiscal year (2018-2019) with more than \$380 million. Over the next 5-years, Florida has tentatively budgeted for more than \$1 billion in airport and spaceport infrastructure improvements. And, here's why:

Florida is welcoming more visitors than ever before – over 126 million tourists visited the Sunshine State during 2018. Nearly 50-percent of all visitors come through our airports. In 2017, Florida airports welcomed nearly 176 million passengers and Florida is second in total passengers with 10% of the nation's air passengers. Our aviation network plays a critical part, not only in our transportation system and tourism industry, but it is also a significant economic driver for our state.

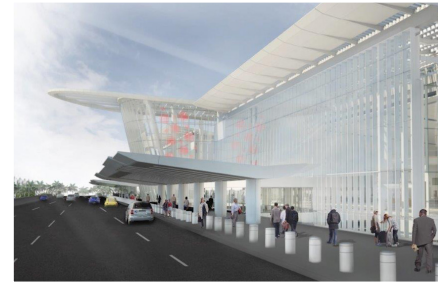
The current Statewide Aviation Economic Impact Study shows Florida airports contribute \$144 billion in annual economic activity and provide 1.3 million jobs to our residents. Florida airports help people work, play and live in our great state – and they will continue to be critical to our state's future. Please note, an update to the Statewide Aviation Economic Impact Study is nearing completion and the analysis is very encouraging. More to come...

As many of you know, Florida is currently home to more than 20 million residents and our population continues to grow at a rate of 1,000 people each day. As Florida continues its projected growth of an additional 5.4 million residents over the next 12 years, strategic investments in our transportation system will allow our economy to remain strong. Our number one goal as we move into the future will be preparing for this growth through planning, collaboration and investment.

During Senator Rick Scott's term as Florida's Governor, we have seen a tremendous effort to strengthen aviation in our state. Since 2011, more than \$1.7 billion has been spent to enhance Florida airports. Here are some of the results of those investments:

- New airport terminals and terminal expansion projects;
- New airport intermodal centers;
- New and newly renovated U.S. Customs facilities; and
- Numerous runway and taxiway improvements.

Looking ahead as we welcome Florida's new Governor, Ron DeSantis, the department is committed to ensuring that we have the facilities and infrastructure needed to meet future demand. Over the next five years, we have over \$1 billion in investments planned for Florida's airports. These initiatives include safety and security improvements; preserving strategic airport infrastructure; and continued investments to enhance airport capacity.



◀ Orlando International Airport (MCO) South Terminal Complex



▶ Cecil Spaceport Rendering

2019 EVENTS TO REMEMBER:

- **Space Coast Warbird Airshow**
March 15-17, 2019
Space Coast Regional Airport
- **Marvel of Flight Fly-In & Expo**
March 29-30, 2019
Defuniak Springs Airport
- **Key West Southernmost Air Spectacular**
March 30-31, 2019
NAS Key West, Boca Chica Field
- **Melbourne Air & Space Show**
March 30-31, 2019
Melbourne International Airport
- **Sun N' Fun International Fly-In & Expo**
April 2-7, 2019
Lakeland Florida
- **CFASPP Statewide Steering Committee**
April 3, 2019
Lakeland Linder Airport, Hilton Garden Inn
- **Southern Regional Airports Conference**
April 22-25, 2019
Marriott Buckhead Hotel, Atlanta, Georgia
- **Cross City Fly-In & Business Expo**
April 27, 2019
Cross City Airport
- **CFASPP 2nd Round of Regional Meetings**
June 4-20
- **CFASPP 2nd Statewide Meeting**
August 3, 2019
Ft. Lauderdale Marriott Harbor Beach Resort & Spa
- **2019 FAC 50th Anniversary Conference & Exposition**
August 4-7, 2019
Ft Lauderdale Marriott Harbor Beach Resort & Spa
- **CFASPP 3rd Round of Regional Meetings**
September 24 - October 10, 2019
- **CFASPP 3rd Statewide Meeting**
Tentative October/November 2019

RUNWAY SAFETY

by David P. Smith, ACE
Airport Inspection and Safety Manager, Aviation Operations

IN THIS EDITION of the Florida Flyer, I would like to discuss a topic on an airfield standard that is an important aspect of Florida's airport licensing program. Let's talk about Airport Runway Safety Areas.

Runway Safety Areas are extremely important to maintain in a manner that will not cause excessive damage to an aircraft in the event of an overshoot, undershoot, or excursion from the runway surface. This defined area that surrounds the runway should be graded to prevent standing water inside the safety area and be clear of obstructions. The safety areas should not contain any hazardous ruts, depressions, humps, or other surface variations. It should also be maintained in a manner that the safety area can support the weight of an aircraft and emergency response equipment.

There should not be any obstructions inside the Runway Safety Area. Objects that are located inside the safety area must be fixed by function, have a frangible base, and be marked or lighted. Items that may be required in the safety areas are distance remaining signage, edge lighting, taxiway turn-off signs, NAVAIDS, etc. These items are fixed by function because they are required to be adjacent to the runway to serve their purpose. All these items should have frangible mounts that will break away easily if struck by a vehicle or aircraft and be marked or lighted. Marking may consist of painting the object with the standard aviation orange paint for smaller objects, to an alternating aviation orange and white rectangles for NAVAID structures and buildings. Power supply boxes for Runway End Identifier Lights and Vertical Glide Slope Indicators are typically not considered fixed by function as those electrical boxes can usually be relocated or buried to perform their job.

The dimensions of the Runway Safety Areas differ from turf runways, paved runways, and heliports. Both turf and paved runways are required to maintain a 120-foot-wide safety area centered on the runway centerline. The safety areas for turf runways terminate at the end of the runways. For paved runways, the safety area extends 240 feet beyond each end of the runway. Heliports are required to maintain a safety area of 20 feet beyond the FATO on all sides. These safety area dimensions differ from the Federal Aviation Authority's (FAA) safety area requirements. Airports that are Federally obligated may be required to maintain a larger safety area to comply with any FAA requirements. The FAA's safety area dimensions are based on what the critical design aircraft is for each landing area.

Maintaining the Runway Safety Areas requires constant monitoring and effort to keep them in good shape. Be mindful that heavy equipment mowing within the safety areas when the ground is saturated from rain may create ruts and a hazard. Also, if fire and rescue equipment respond to an event, inspect the area afterwards to identify any ruts or depressions that should be corrected. When the ground is saturated during the rainy season, it may not take much for a vehicle or piece of equipment to damage the safety area. Another item to look for are unsecured lighting cans or exposed

Maintaining the Runway Safety Areas requires constant monitoring and effort to keep them in good shape. Be mindful that heavy equipment mowing within the safety areas when the ground is saturated from rain may create ruts and a hazard.



electrical junction boxes. It is not uncommon for mowing equipment to shear off the heads of bolts securing a lighting can cover and knock the cover loose. This exposed hole could cause excessive damage to an aircraft if it were to exit the runway and strike it.

Some sources and studies indicate that runway excursions account for a quarter of all aircraft incidents. Environmental, mechanical, and human factors are all contributing factors to runway excursions. Properly maintaining these Runway Safety Areas may go a long way to preventing unnecessary property damage or loss of life.

If you would like to know more concerning the state requirements for airport safety at your facility, please refer to Chapter 14-60, Florida Administrative Code and, as always, if corrective measures are undertaken, please ensure they comply. Chapter 14-60 is available on the FDOT Aviation website at www.dot.state.fl.us/aviation/safeinsp.shtm.

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

RECORD ATTENDANCE

THE 49TH ANNUAL FAC CONFERENCE WAS A SUCCESS

by Michael McDougall, C.M., ACE, Communications Manager

2 018 WAS A HUGE SUCCESS for the Florida Airports Council (FAC) 49th annual conference with a record attendance. This year FAC held its annual conference in Tampa at the Marriott Waterside hotel July 15 through July 18, and was hosted by Tampa



the largest and most successful statewide airport event in the country with 700+ industry professionals attending and very knowledgeable guest speakers. FAC is an association of publicly-owned and operated airports, airport professionals, and experts in the fields of airport design, development, and improvement, as well as aviation trades that support the airport industry in Florida. The conference provided a great opportunity for like-minded professionals in the aviation industry to network, learn, showcase their services, presentations, and family events. The annual conference is home to the largest airport-specific organization in Florida and is considered by industry leaders to be the premier airport organization in the nation.

The 2019 annual conference has been announced for the dates of Sunday, August 4th through Wednesday, August 7th to commemorate the big 50th anniversary of the conference and exposition at the Ft. Lauderdale Marriott Harbor Beach Resort & Spa.



International Airport and St. Pete-Clearwater International Airport. The conference kicked off on Saturday July 14 with the CFASPP (Continuing Florida Aviation System Planning Process) committee meeting and an awards ceremony to recognize the General Aviation Airport of the Year, General Aviation Project of the Year, Commercial Service Airport of the year, Commercial Service Project of the Year, and Distinguished Aviation Service award. FAC's annual conference is



Commercial Airport Service Project of the Year - Orlando International Airport. Pictured L-R, Aaron Smith and Luis Olivero.



Commercial Service Airport of the Year - Tallahassee International Airport. Pictured L-R, Aaron Smith and David Pollard.



GA Project of the Year - Destin Executive Airport. Pictured L-R, Tracy Stage, Aaron Smith, and Chad Rogers.

GENERAL AVIATION AIRPORT OF THE YEAR, MIAMI-OPA LOCKA EXECUTIVE AIRPORT

CONGRATULATIONS to Miami-Opa Locka Executive Airport who was awarded General Aviation Airport of the Year! This award was presented during the CFASPP (Continuing Florida Aviation System Planning Process) committee meeting and is given in recognition of the airport's outstanding achievements in airport safety, aesthetics and overall management. They will be featured in the upcoming 2019 Florida Airports Directory.



State Aviation Manager, Aaron Smith presents the GA Airport of the Year award to Nelson Mejias



TOP 40 UNDER 40*

3

OF FLORIDA'S AVIATION professionals were recently recognized in Airport Business Magazine's annual "Top 40 under 40" Aviation Professionals. From Airport Business:

"THE AIRPORT BUSINESS TOP 40 UNDER 40 SHOWCASES TOP TALENT AND LEADING THINKERS IN THE AVIATION INDUSTRY WHO ARE BUILDING SUCCESS TODAY AND INNOVATIONS FOR THE FUTURE. CANDIDATES FOR 2018 WERE VETTED ON INNOVATION, OUTSTANDING ATTRIBUTES AND COMMITMENT AND INVOLVEMENT IN THE INDUSTRY."

FLORIDA'S WINNERS INCLUDE:



Brett W. Fay, C.M.
C.M, Director of General Aviation
Tampa International Airport

Brett Fay's leadership and experience managing large events were on full display when he and his team worked to bring in an AOPA Regional Fly-In to the Peter O. Knight Airport in 2017. The event brought in more than 5,500 aviation enthusiasts, 1,000 operations; 420 aircraft; and 57 exhibitors to the Tampa Bay area and generated more than \$700,000 in economic impact to the local economy. To find out more about Brett, click the link below

www.aviationpros.com/article/12424361/2018-airport-business-top-40-under-40-brett-w-fay-cm



Zach E. Nelson, MPA
Senior Planner, Aviation,
McFarland Johnson

Zach thrives in his role at McFarland Johnson, where he consults with airports on their long-ranging visioning and development projects. Additionally, he has been an adjunct professor at Florida Tech since 2012, where he teaches courses including airport planning, airport design and AutoCAD for airport development. Find out more about Zach by clicking the link below.

www.aviationpros.com/article/12422784/2018-airport-business-top-40-under-40-zach-e-nelson-mpa



Cody Parham
Project Manager
HDR

To better guide clients in the planning phases of aviation projects, Cody undertook teaching himself the complex system of taxes, user fees, debt and private sources that comprise funding for airport capital programs. What he learned led him to develop the Airport Finance 101 webinar for the Airport Consultants Council's (ACC) Young Professional Forum, helping distribute knowledge to an up-and-coming class of aviation influencers and project planners. Click below to read more about Cody.

www.aviationpros.com/article/12422801/2018-airport-business-top-40-under-40-cody-parham

*Permission has been given by Wright's Media to feature this article which appears in the October 2018 issue of the Airport Business Magazine.

EXPANSION ON THE HORIZON FOR THE “PLACE FOR SPACE”

FY19 IS THE YEAR OF EXPANSION AT CAPE CANAVERAL AND CECIL SPACEPORT

by Wayne Lambert, Spaceport Development Manager

FLORIDA DEPARTMENT OF TRANSPORTATION has funded over \$100 Million for space related projects in Fiscal Year 2019 (July 1, 2018 to June 30, 2019). This funding is spread over several categories of development, generally described as buildings, horizontal launch facilities, vertical launch facilities and infrastructure. In addition to several projects intended to expand commercial operations and continue to create jobs, both at Cecil Spaceport and at Cape Canaveral, a major emphasis will be on developing common-use infrastructure. Existing infrastructure was initially designed and installed to supply specific government sites. This year will see progress by connecting infrastructure to enable future development by commercial and government entities focused on enabling America’s access to Space. In addition, extending commodities throughout the Cape will further accelerate the growth of the Space transportation industry. This investment will continue to attract aerospace business and create jobs throughout the state.

Florida: The Place for Space.



SPACEPORT SPOTLIGHT

CONGRATULATIONS AND BEST WISHES TO **TOM DUNCAN**, FDOT SPACEPORT DEVELOPMENT MANAGER

by Wayne Lambert, Spaceport Development Manager



“I AM FORTUNATE TO BE FOLLOWING HIM; HE MADE THE TRANSITION EASY FOR ME,” said Wayne Lambert.

the NASA shuttle program came to an end in 2011 and commercial space programs expanded and private investment became substantial, Tom was instrumental in helping to formulate State policy and to keep Florida in the forefront of aerospace research, development and commercialization. He was the first FDOT employee to be the Spaceport Development Manager, a position he held for over seven years. During his tenure, Tom was responsible for managing the FDOT’s first spaceport program funding of \$300,000 in Fiscal Year 2012 through his retirement at the end of FY2018 when the annual

spaceport program funding had increased to over \$100 Million. Diligently working with Space Florida, Jacksonville Aviation Authority, NASA, US Air Force 45th Space Wing and commercial space interests, Tom helped develop, from the ground up, Florida’s existing spaceport program. “The program as it exists today, is a result of Tom Duncan’s vision and extraordinary efforts,” said Wayne Lambert, current Spaceport Development Manager. One legacy that Tom left with us is the [Florida Spaceport Improvement Program 2018 Project Handbook](#). I invite you to visit the FDOT website and review this Handbook.

IN THIS ISSUE of the Florida Flyer, the Spaceport Spotlight is shining brightly on Tom Duncan. After exactly 35 years of faithful and dedicated service to the State of Florida, Tom retired from active public service on June 30, 2018. Tom first launched with the State on July 1, 1983, but it wasn’t until September of 1999 that he landed in the Aviation Office at FDOT. As



DOES YOUR AIRPORT'S CTAF "FREQ" YOU OUT?

by Mike McClure, Aviation Environmental & Freight Manager

AIRCRAFT OPERATING AT airports with operating control towers do so under the direction of the local air traffic controllers. The pilots and controllers communicate via two-way radio on a discrete VHF "Tower" frequency assigned to the airport. Of the 129 public-use airports in Florida, 47 have control towers, nine of which are operated full-time and 38 operate part-time. So how do pilots communicate and coordinate their flight operations at the remaining 82 non-towered public-use airports, and at the 38 part-time towered airports when the control tower is not operating? The answer: CTAF - Common Traffic Advisory Frequency.



The CTAF is a frequency designed for carrying out advisory practices while operating to or from an airport without an operating control tower. CTAF is a designated VHF radio frequency that pilots use to communicate their location and intentions to other aircraft in order to ensure safe and coordinated flight and ground operations. For the 38 airports with part-time control towers, the designated CTAF (used when the tower is not operating) is the same frequency as their assigned Tower frequency. The majority of the towered airports are assigned a unique VHF frequency to ensure that the Tower frequency is free from interference and crosstalk from nearby airports.

While radio interference and crosstalk is a rare occurrence on CTAF frequencies assigned to airports with a control tower, quite the opposite is often the case at non-towered airports. This issue is the result of a relatively small number of CTAF frequencies (9) designated by the Federal Communications Commission (FCC) that are assigned to Florida's 118 public- and private-use airports with no control tower. These nine CTAF frequencies are categorized as either UNICOM (universal communications), or MULTICOM. There are seven UNICOM CTAF frequencies and two MULTICOM CTAF frequencies. UNICOM CTAF frequencies are typically assigned to non-towered airports with a

relatively large amount of average daily flight operations, and those having an FCC-licensed ground radio transmitter. These seven UNICOM CTAF frequencies are assigned to 95 total non-towered airports, 61 public-use and 34 private-use. MULTICOM CTAF frequencies are assigned to non-towered airports with relatively low flight activity levels and limited attendance. The two MULTICOM CTAF frequencies are assigned to 22 total non-towered airports, 20 public-use and two private-use.

All traffic within a 10-mile radius of a non-towered airport (or a part-time-towered airport when the control tower is not operating) should continuously monitor and communicate, as appropriate, on the designated CTAF until leaving the area or until clear of the movement area. To ensure safe and coordinated inflight and ground operations when operating at non-towered airports, pilots are expected to use standardized CTAF advisory communications procedures, along with standardized arrival/landing and takeoff/departure procedures. These

standardized CTAF communications and operations procedures are described in the following FAA publications:

- Advisory Circular No: 90-66B (Non-Towered Airport Flight Operations)
- Aeronautical Information Manual, Section 4-1-9 (Traffic Advisory Practices at Airports Without Operating Control Towers)

With just seven UNICOM frequencies being shared by 95 airports, a common problem that pilots experience is crosstalk, hearing radio calls for an airport located

CTAF IS A DESIGNATED VHF RADIO FREQUENCY THAT PILOTS USE TO COMMUNICATE THEIR LOCATION AND INTENTIONS TO OTHER AIRCRAFT TO ENSURE SAFE AND COORDINATED FLIGHT AND GROUND OPERATIONS.

some distance away that is assigned the same CTAF frequency as the airport they are operating at. While there are many contributing factors for this problem, the main issues are:

- 1) the limited number of available UNICOM frequencies,
- 2) uneven distribution of the frequencies, and,
- 3) inadequate distance separating airports that share the same frequency.

Additional contributing factors that can lead to or exacerbate CTAF crosstalk include:

- Poor communications discipline and/or using non-standard communication procedures.
- Increased operations, and therefore more radio calls, at airports within relative close proximity that share the same CTAF.
- Overly powerful radio transmitter, either aircraft based or ground based.
- Sensitivity of radio receiving equipment.
- Aircraft transmitting from altitudes above the standard pattern altitude of 1,000 feet above ground level (e.g., aircraft arriving or departing an airport, aircraft conducting skydiving operations, etc.).
- Unauthorized use of the CTAF frequency, using a CTAF frequency for purposes other than radio communications associated operations to or from an airport with an assigned and published CTAF.
- Not maintaining a current ("Active") FCC license for the UNICOM CTAF.

One possible long-term solution to reduce excessive crosstalk is for the airport to change its current UNICOM CTAF to one of the other seven frequencies. In 2017 the following airports changed their UNICOM CTAF and are now experiencing significantly less congestion and crosstalk on their new CTAF:

- Williston Municipal Airport (X60), reduced the number of airports on their CTAF from nine to three.
- Marco Island Airport (MKY), reduced the number of airports on their CTAF from five to two.
- DeFuniak Springs Airport (54J), reduced the number of airports on their CTAF from 12 to one.

If your airport's CTAF is experiencing excessive interference or crosstalk, contact Mike McClure at the Aviation and Spaceports Office to discuss possible strategies to alleviate the problem.

The chart below depicts how the UNICOM and MULTICOM CTAF frequencies are distributed amongst Florida's public- and private-use airports.

UNICOM Frequency	Public-Use Airports	Private-Use Airports	Total Airports
122.700 MHz	9	6	15
122.725 MHz	5	2	7
122.800 MHz	22	12	34
122.975 MHz	4	2	6
123.000 MHz	8	3	11
123.050 MHz	9	7	16
123.075 MHz	4	2	6
UNICOM Totals	61	34	95

MULTICOM Frequency	Public-Use Airports	Private-Use Airports	Total Airports
122.850 MHz	0	1	1
122.900 MHz	20	1	21
MULTICOM Totals	20	20	22

NOTE: Bob Sikes Airport (CEW) is the only non-towered airport that is assigned a UNICOM frequency that is designated by the FCC for airports with a control tower (122.950 MHz).

UNITED WE STAND SPECIALTY LICENSE PLATE

by Aviation and Spaceports Office

AS YOU DRIVE around Florida you will notice a variety of Florida license plate designs. In addition



to the standard state license plate that is most common, Florida allows drivers to select from more than 120 unique license plates. Florida has license plates for a variety of family, environmental,

charitable, and other causes. 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 specialty plate. (Created by an Act of the Florida Legislature in 2002 to support Secure Airports for Florida's Economy.) Revenue goes to the Department of Transportation to fund security-related aviation projects pursuant to Chapter 332, Florida Statutes and to provide training related to airport security and management. Last year, security assessments were conducted at 86

License Plate	United We Stand
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Date Enacted	July 1, 2002
Special Fee	\$25.00 annual fee (plus registration fees)
Distribution of Special Fee	Secure Airports for Florida's Economy

airports and specific projects were funded at 10 airports as a result.

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