

Florida Flyer

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Valkaria Airport

Valkaria Airport offers an ideal setting for recreational flying, flight training, and other general aviation activities. Situated in a rural residential area near the towns of Grant-Valkaria, Malabar, and Palm Bay, this 659-acre facility serves Brevard County in east central Florida.

Brevard County has 72 miles of Atlantic Ocean beaches, and it is recognized for having the largest collection of endangered wildlife and plants in the continental United States. The county is also the home of the Kennedy Space Center and Port Canaveral, the second-busiest cruise port in the world.

Just five miles from Valkaria Airport are the offices of Harris Corporation in Melbourne. Harris Corporation is an international communications equipment company that produces wireless equipment and electronic systems, and it is Brevard County's largest private sector employer.

Two runways

Valkaria Airport has one fixed base operator, managed by the county. Both of the airport's V-shaped runways, runway 9/27 and runway 14/32, are 4,000 feet long by 75 feet wide. The airport has 28 T-hangars and more than 25 tie-downs. Brevard County Mosquito Control



Courtesy of EAA 1288

Double ace pilot Maj. Gen. Frederick "Boots" Blesse stands with a WWII P-51 Mustang and airport manager's son Matthew in his "Light Sport Peddler" P-51 Mustang.

Points of Interest

Valkaria Airport has:

- 63 based aircraft,
- 28,470 operations annually, and
- a service area population (Brevard County) of 530,700.

See Valkaria Airport, page 6



MANAGER'S CORNER

by William J. Ashbaker, P.E.

“Those of you who have worked with Debbie appreciate her directness and willingness to listen to all aspects of an issue before making a decision.”

Last year in this newsletter, I boasted that I like change. Change is particularly exciting when it involves new leadership and new directions in the Department. New leadership provides the opportunity to take a fresh look at what we do, how we do it, and why. Of course, last year, I was referring to Governor Charlie Crist's appointment of Stephanie C. Kopelousos as the new Secretary of the Florida Department of Transportation.

This year, I am just as excited about Secretary Kopelousos' appointment of Debbie Hunt as the new Assistant Secretary of Intermodal Systems Development. As part of the Department's executive team, Debbie is responsible for policy leadership of the Public Transportation, Planning, and Environmental Management offices. This is the portion of the Department that includes the Aviation Office.

Debbie began life as a military brat in San Antonio, Texas. From the beginning, she had an appreciation for aviation. Her father was a Colonel in the U.S. Air Force. She graduated from George Mason University with a Bachelor's Degree in Business Administration.

She joined the Florida Department of Transportation in 1991. In 1993, she was promoted to District 7 (Tampa) Public Transportation Manager. She was responsible for transit, aviation, seaports, rail, and bicycle and pedestrian projects. In 1997, Debbie was promoted to District 1 (Bartow) Director of Planning and Public Transportation. Her responsibilities expanded to include public transportation, planning, and project funding (work program). Over the last seven years, she pursued additional responsibilities and gained valuable new experience as the District 1 Director of Transportation Operations, responsible for construction, maintenance, traffic operations, materials, and industrial safety.

Debbie is starting out in her new role with the Department at the beginning of the state legislative session. This is particularly challenging. She is focusing on the big issues such as growth management legislation and working with legislators on many other key transportation issues.

In order to gain a perspective on the “big picture” in the near term, Debbie will balance her time meeting with district office leaders and legislators around the state and working with her staff and other agencies in Tallahassee. Our Department district offices' needs are as varied as the social and economic makeup of the various regions of Florida. Gaining an overall perspective is critical to her role in directing policies, procedures, and funding priorities for Florida transportation.

Debbie has a penchant for good communication. She will work to improve communication within the Department and with our partners around the state. Those of you who have worked with Debbie appreciate her directness and willingness to listen to all aspects of an issue before making a decision.

On a personal note, Debbie spends her free time raising, riding, and showing horses; teaching Sunday school; and enjoying family and friends.

Debbie will accompany Secretary Kopelousos at the Annual Florida Airports Council Conference in July. Please welcome her. She is a friend of aviation.



*Debbie Hunt
FDOT's Assistant Secretary of
Intermodal Systems
Development*

Viewing Florida from Above

FDOT's Surveying and Mapping Office provides aerial photographs

Aerial photography plays an important role in the functions of several Florida Department of Transportation offices as well as other agencies. Map making, road design, and environmental management, for example, are possible because of aerial photographs provided by FDOT's Surveying and Mapping Office.

"Aerial photography at FDOT dates back to the late 1930s," says Teddy Harris, Aerial Surveying Manager for FDOT's Surveying and Mapping Office. "We actually started flying our own missions in our own aircraft in 1961."

The Surveying and Mapping Office employs two pilots and two photographers. On most missions, one pilot and one photographer are on board FDOT's light, twin-engine aircraft, an Aero Commander 500S. The aircraft has a Global Positioning System navigation system and an Intergraph digital mapping camera mounted on board.

"We average 220 hours of flying each year. We fly approximately 45 aerial missions, and we collect approximately 9,000 line miles of digital imagery every year," says Harris.

FDOT pilots and photographers complete approximately 32 mapping jobs each year at altitudes of 1,500 to 2,200 feet. The large-scale photographs resulting from these jobs are accurate for roadway mapping and design work. "When we fly at these low altitudes, we have all kinds of topographical information—roads, buildings, trees, power



FDOT's aircraft, an Aero Commander 500S.

poles," says Harris. "Then we can draw to scale within two-tenths of a foot."

FDOT pilots and photographers also cover approximately 12 counties each year at an altitude of 9,500 feet. The digital photographs produced on these flights have a one-foot pixel resolution

with an accuracy of seven feet or better. "This is better than satellite imagery," says Harris.

FDOT's Surveying and Mapping Office works in partnership with the Florida

Department of Revenue (DOR) and the state's water management districts because all of these agencies use the same digital photography to accomplish their goals. In addition to the 12 or so counties that FDOT photographs every year, DOR contracts with the private sector to photograph 12 to 15 counties, and the water management districts also contract with the private sector. By working together, the agencies can usually cover the entire state every three years, and they save taxpayers hundreds of thousands of dollars each year. ♦

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Aerial Photographs

Several agencies use aerial photographs provided by FDOT and its partners, the Florida DOR, and the water management districts.

- FDOT's Roadway Design, Environmental Management, Aviation, and Planning offices depend on aerial photography. Products produced for FDOT at the Surveying and Mapping Office include **topographic maps, planimetric maps, digital terrain models, contour maps, digital 3D models, and digital orthophoto imagery** (spatially accurate images that are processed to remove distortion).
- The Florida Fish and Wildlife Conservation Commission uses aerial photographs to **analyze and study Florida's extensive seagrass beds**, an important natural resource.
- The Florida Department of Revenue uses aerial photography as **part of its annual review of the property tax rolls** for each of Florida's 67 counties. The property appraisers rely heavily on the use of aerial photography for discovery, location, and identification of property characteristics.
- Florida's water management districts use aerial photography for **flood plain mapping, land use mapping, land acquisition/management, communications (brochures), permitting (well construction, water use, and environmental resource permitting)**, as well as for **preparing base maps for geographic information system (GIS) data**.

NOTAM Changes You'll Want to Note

by Rose Marie Kern

Many of you may have heard that the U.S. NOTAM office mandated changes to the methods by which NOTAMs are formatted. This was implemented on January 28 of this year.

The changes are part of a three-year process which will bring the United States into International Civil Aviation Organization (ICAO) compliance and will offer new avenues for airport managers and others to submit the NOTAMs.

No more local NOTAMs

First of all, there will be no more local NOTAMs. All NOTAMs will now essentially be D, or distant, NOTAMs. Prior to this time the NOTAMs were split up because the computer systems of old were not capable of handling the large volumes that today's computers are capable of—so the old DNOTAMs were ones which could potentially cause you to change your planned route in some way. These NOTAMs were such things as airport closures, runway closures, ILS out of service, or no fuel available.

Local NOTAMs were always supposed to be ones that you should be aware of, but they probably would not cause you to change your destination. Examples of these would be taxiway closures, PAEW (people and equipment working) or PAPI out-of-service NOTAMs.

Several pilots would disagree on some of the national NOTAM office's interpretations of need-to-know. New Mexico's Santa Rosa Municipal Airport is nearly 100 miles away from the next airport, so when they issued a NOTAM saying that Santa Rosa was not accepting credit cards for fuel, several pilots were upset that it was a local NOTAM only and therefore the pilots could not receive information about it if they spoke to any flight service or online service other than Albuquerque AFSS.

With the new system, all NOTAMs will be available to you prior to your flight. The new NOTAM formatting is

designed so that in the future computers can be programmed to pick up on the keywords and separate the types of NOTAMs into categories.

As you know, whenever you or your briefer pulls the NOTAMs off of a computer screen, you are looking at pages and pages of information that are not pertinent to your flight. You have to sift through mountains of radio tower light outages and information on runways or nav aids at airports en route in order to find the information that is truly important to you.

These are the keywords that the NOTAMs will contain:

AD	Airport (aerodrome)
RWY	Runway
TWY	Taxiway
APRON	Apron
OBST	Obstruction (tower lights, etc.)
NAV	Nav aids
COM	Communications
SVC	Service (tower, FBO, etc.)
AIRSPACE	Airspace blockages such as refueling tracks and restricted areas
U	Unconfirmed
O	Other (anything not meeting the above criteria)

U for Unverified is what you will see whenever the received information is vital for the pilots to know, but it was given by someone who is not really authorized to issue a NOTAM. For instance, a pilot on approach to Double Eagle Airport calls and says the ILS is not working. In this case only airport managers or airway facilities technicians are allowed to issue NOTAMs about the nav aids serving their airports, but the condition is something that really needs to be known so we go ahead and issue the NOTAM as U. Later, when Flight Service has gotten hold of the manager, it is cancelled and reissued as NAV.

AD is the new designator for airport NOTAMs instead of AP because it is the international contraction for aerodrome.

Eventually, if the computer can separate all the NOTAMs into these groups, then when you are being briefed, the briefer will not bother to open up the pages full of unlighted radio towers during the day or whenever you are traveling well above that altitude. No one will need to sift through surface information for the hundred airports en route just to find information that could be pertinent. This should save the briefers and the pilots a good deal of time.

Easier phone access

For those of you who issue NOTAMs regularly, you will be happy to know that Lockheed Martin has implemented a change to its phone tree system that should allow you to more easily access the NOTAM/Flight Data Specialist serving your area.

To issue a NOTAM, call 1-877-4-US-NTMS (1-877-487-6867). The voice system will ask what state you are calling about and send you directly to the person handling that state. You may be on hold if they are taking another call, but this way you will be assured of reaching the person who will be familiar with your area. Do not call a NOTAM into the pilot briefing phone line, as that one could route you anywhere in the country.

Also, an upcoming step in changes to the national NOTAM program will be the development of a computer program which will allow airport managers and others to input their NOTAMs directly into the system rather than having to call Flight Service. This is scheduled to be online in the spring of 2010. ♦

Rose Marie Kern works at Lockheed Martin's ABQAFSS. If you have a question, please send her an e-mail message at solarranch@aceweb.com.

National Business Aviation Association



Courtesy of NBAA



Photographs, above and left, are from the 2006 NBAA Annual Meeting & Convention in Orlando. NBAA's 2008 Annual Meeting & Convention will be held October 6–8 in Orlando at the Orange County Convention Center and Orlando Executive Airport. See www.nbaa.org for more information.

The goal of the National Business Aviation Association (NBAA) is to create an environment that fosters business aviation in the United States and around the world. Founded in 1947, NBAA is based in Washington, D.C., and represents more than 8,000 companies that rely on general aviation aircraft to help make their businesses more efficient, productive, and successful.

NBAA strives to enhance safety, security, and professionalism; provide operational assistance to its members; shape public policy; project a positive image of the industry; and host leading aviation shows and conferences.

Over the years, NBAA has sought a number of improvements including expansion in communications and air navigation facilities, improved aircraft parts distribution, equitable tax ruling for business aircraft operations, better air traffic control procedures, professional status for qualified business pilots, aircraft

designed to meet the special requirements of business flying, and more.

NBAA is also involved in international issues such as an international aviation policy and improvement and standardization of global air traffic systems.◆

Summarized from the web site of the National Business Aviation Association, www.nbaa.org.

Points of Interest

- NBAA represents more than 8,000 member companies.
- NBAA provides more than 100 products and services to the business aviation community.
- NBAA's Annual Meeting & Convention is the world's largest civil aviation trade show.

NBAA Has Served the Business Aviation Community Since 1947

There might well be only a handful of aircraft flown by business today if it were not for the vision and determination of a group of people who met at the Wings Club in the Biltmore Hotel, New York, in the spring of 1946 to look at the air transportation environment from their point of view. What they saw in those post-World War II days was both encouraging and discouraging.

On the bright side was a resurgence of commercial, business, and personal flying. The scheduled airlines were beginning a new period of expansion; independent non-scheduled freight and passenger operators sprang up on all sides; and business firms, remembering the utility of aircraft during the war, were turning to air transportation to meet the accelerating tempo of competition. On the darker side they saw that the regulatory agencies were proposing drastic and even unwise measures to cope with the traffic control problems.

The small group at the Wings Club was keenly aware that the interests of business flying would suffer in any scramble for air space and recognition because it was the only segment of the air operations industry not yet organized. The airlines had the Air Transport Association (ATA); the pilots had the Air Line Pilots Association (ALPA); the independent freight lines formed their own group; and the light plane flyers were well served by the Aircraft Owners and Pilots Association (AOPA).

An organization to promote and protect the interests of business aircraft operators was urgently needed and the first steps in that direction were taken by the group of 13 persons who met informally at the Wings Club on May 17, 1946.

In February 1947, the organization's 19 charter member companies met in New York and established the permanent organization as a not-for-profit corporation.◆

—from www.nbaa.org

Valkaria Airport

from page 1

and the Habitat Golf Course are located on the field.

Flight training is one of the popular activities at Valkaria Airport. Pilots conducting proficiency training as well as students from three nearby pilot training schools practice takeoffs and landings at the airport.

Built in 1942

The U.S. Navy built Valkaria Airport, originally designated Valkaria Auxiliary Field, in 1942 as a pilot training facility. Since 1958, Brevard County has owned and managed Valkaria Airport, making several improvements over the years. The county constructed two T-hangar units in the 1990s, as well as completing a full-length asphalt overlay of the center 75 feet of runway 9/27. The airport acquired a new mobile administration building in 2004.

The airport is in the process of constructing 20 new T-hangars. Other projects that are part of the updated master plan include constructing a parallel taxiway, rehabilitating the apron and taxiways, installing precision approach path indicator (PAPI) units and runway end identification lights (REIL), designating a helicopter servicing area, installing an airport beacon, and replacing a segmented circle and lighted windsock.

The airport's goal

Valkaria Airport's goal is to be a general aviation recreational airport that



Air Fest photographs courtesy of EAA 1288

Photographs above, left and right: Aircraft at Valkaria Airport's Air Fest 2008; photograph, below right: aerial view of Valkaria Airport in Brevard County. Valkaria Airport's official logo, above, features the airport's friendly mascot "Valkaria Bob."



provides safe flying for everyone. With that goal in mind, the airport hosts several community activities. The local chapter of the Experimental Aircraft Association, EAA 1288, serves a pancake breakfast on the third Saturday of every month. The airport also hosts an annual air festival in February with an aerobatic show, aviation technology displays, and popular lectures from prominent aviators in the "History Hangars."

To learn more about Valkaria Airport, see the airport's web site at www.brevardcounty.us/valkaria_airport. The local EAA chapter also has airport information and a large selection of air festival photos at www.eaa1288.org. ♦

Airport Master Plan

Valkaria Airport's master plan update approval in May 2007 marked a huge step forward for the airport, says Airport Manager Steve Borowski. "Over the past few years we've had a struggle with our master plan," adds Borowski. "We've had no master plan update since 1992." At a well-attended Brevard County Commission meeting in May, more than 100 people spoke for five minutes each before commissioners voted unanimously at 1:30 a.m. to approve the master plan (which brings more than \$10 million investment of FAA, FDOT, and airport funds over the next 15 years). Many of the speakers made positive comments to the commission about the airport.

With an updated master plan in place and the blessing of the county commissioners (airport sponsors), Steve Borowski is enthusiastic about Valkaria Airport's future. "We have already started on a new consolidated fuel farm, 20 new T-hangars with an airport/pilots briefing room, and many long-awaited safety-related upgrades."

Valkaria Airport's Annual Air Festival

In February, Valkaria Airport hosted its second annual air festival, attracting thousands of visitors. This year's event was also a celebration of the 50th anniversary of the airport being owned and operated by Brevard County. Festival highlights included aerial performances, aircraft rides, radio controlled airplanes, and old photographs and movies of the airport when it was a training base during World War II.

One of the main attractions was the opportunity to meet several famous pilots and learn some aviation history. Retired Air Force Maj. Gen. Frederick "Boots" Blesse, a double ace fighter pilot, spoke about his experiences and signed copies of his book, "No Guts, No Glory." Other featured pilots included several members of the original Tuskegee Airmen, the first black combat pilots in the U.S. military.

Automated Weather Systems

The Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), and Automated Weather Sensor System (AWSS) are sensor packages used to measure and record hourly and significant weather conditions at airports across the United States.

ASOS units are implemented cooperatively, with the National Weather Service operating them and the Federal Aviation Administration (FAA) distributing information to pilots. AWOS and AWSS units are operated and controlled by the FAA, as well as by state and local governments and private agencies; the National Weather Service plays no role in their operation or deployment. Data is usually disseminated by way of an automated VHF airband radio frequency (118~136MHz) at each airport, broadcasting ASOS, AWOS, or AWSS weather information, often through the Automatic Terminal Information Service (ATIS).

ASOS, AWOS, and AWSS units record temperature, visibility (haze or fog), precipitation types and amounts, wind direction and speed, humidity and dew point, barometric pressure and altimeter, sky cover and ceiling, and thunder. Freezing rain is recorded with a vibrating wire which stops vibrating as ice accumulates. Regular reports are made at different intervals depending on the unit type. ASOS and AWSS units report hourly, usually a few minutes before the hour, with additional special (SPECI) reports when significant changes in weather occur during the hour, such as rain changing to snow, approaching thunder, or heavy rain. AWOS units report every 20 minutes, though this occasionally varies by a few minutes; they do not issue special reports.

The data helps meteorologists, pilots, and flight dispatchers prepare and monitor weather forecasts and flight routes, and it provides necessary information for safe takeoffs and landings. AWOSs are categorized as "federal" or "non-federal." Federal AWOSs were purchased and are maintained by the

FAA. Non-federal AWOSs are purchased and maintained by state governments, local governments, and private organizations. The current information reported by ASOS, AWOS, and AWSS units is used at weather offices where forecasts are produced, along with computer model outputs, weather satellite photos, and weather radar images, to name a few.

Not all U.S. government weather stations are run by the National Weather Service or the Federal Aviation Administration. The Remote Automated Weather Station (RAWS) system is run by the U.S. Forest Service and Bureau of Land Management and is monitored by the National Interagency Fire Center, mainly to observe potential wildfire conditions. ♦

Reprinted from "Automated Surface Observing System," Wikipedia, 2007, at <http://www.answers.com/topic/automated-surface-observing-system>. For a map of the locations of Florida's surface weather observation stations, see www.faa.gov/airports_airtraffic/weather/asos/?state=FL.

Call for Award Nominations

The Florida Department of Transportation will present award certificates to an outstanding aviation professional, commercial service airport, general aviation airport, and airport project at the Florida Airports Council's annual conference in July.

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 bj.ashbaker@dot.state.fl.us. Nomination requirements may be found on the Internet by clicking on "hot link" on the Aviation Office home page at www.dot.state.fl.us/aviation. Nominations must be received by May 15. ♦

Calendar

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

April 8-13

Sun 'n Fun Fly-In, Lakeland Linder Regional Airport; for information, call Sun 'n Fun at (863) 644-2431 or see www.sun-n-fun.org

May 3

Cecil Field Airfest 2008, Jacksonville; fly-in, static displays, airplane rides, classic cars, kid zone, and more; for information, contact David Dollarhide at (904) 573-1606

May 3-4

2008 MacDill AirFest Open House, MacDill Air Force Base, Tampa; contact Randall Jackson at randall.jackson@macdill.af.mil or call (813) 828-2215

July 20-23

Florida Airports Council's 39th Annual Conference and Exposition, Breakers Hotel, Palm Beach; for more information, see www.floridaairports.org or call FAC at (850) 224-2964

October 6-8

NBAA's 61st Annual Meeting & Convention in Orlando at the Orange County Convention Center and Orlando Executive Airport; 120 aircraft on static display and more than 100 information sessions and maintenance and operations sessions; for information, see www.nbaa.org

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

First Jet Flight Powered Entirely on Biodiesel Fuel

In October 2007, Carol Sugars and Douglas Rodante completed the world's first jet flight powered solely by 100 percent biodiesel fuel. They flew an L-29 Czechoslovakian-made military aircraft at Reno-Stead Airport in Nevada.

In the months prior to this historic flight, chief pilot Carol Sugars wrote and conducted a test program. In experimental test flights, conducted up to an altitude of 17,000 feet, researchers used a blend of jet fuel and biodiesel fuel, gradually increasing the amount of biodiesel. The test flights showed no significant difference in performance compared to conventional jet fuel.

Green Flight International and Biodiesel Solutions worked together on this project to test biodiesel fuel. Green Flight International, founded in 2006 by Douglas Rodante, encourages adoption of environmentally friendly fuels in

commercial aviation. Biodiesel Solutions is the leading manufacturer of biodiesel production equipment for communities to produce their own biodiesel fuel from locally grown materials.

"We are currently completing final fuel tests and will make the first trans-continental jet flight from California to Florida on biofuel in May," says Rodante.

To learn more, visit the following web sites:

- Green Flight International (www.greenflightinternational.com),
- Biodiesel Solutions (www.biodieselsolutions.com), and
- Renewal Fuels, Inc. (www.renewalfuels.com).◆



Courtesy of Green Flight International

Carol Sugars and Douglas Rodante completed the world's first jet flight powered by 100 percent biodiesel fuel.

Florida Flyer

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