

**Meeting Minutes
CFASPP STATEWIDE
STEERING COMMITTEE MEETING
November 16, 2006, 1:00 PM
Tampa International Airport –HCAA Board Room**

1. **Call To Order / Introductions** --Chair Ed Cooley called the meeting to order at 1:05 p.m. and asked all in attendance to introduce themselves.

| Name | Region | Representing |
|-----------------------------------|------------------------|--|
| Ed Cooley, Chair | West Central Chair | Hillsborough County Aviation Authority |
| Diana Lewis | Treasure Coast V-Chair | St. Lucie County International Airport |
| Chris McArthur | Southeast Chair | Miami Dade Aviation Department |
| Bob Mattingly | Southwest Chair | Sarasota-Manatee Airport Authority |
| Chip Seymour | Northeast Chair | Jacksonville Airport Authority |
| Kevin McNamara | East Central Chair | Greater Orlando Aviation Authority |
| <i>Other Airports Represented</i> | | |
| Louis Miller | West Central | Hillsborough County Aviation Authority |
| Paul Phillips | West Central | Hillsborough County Aviation Authority |
| Darci Foster | West Central | Hillsborough County Aviation Authority |
| Jack Thompson | East Central | Flagler County Airport |
| Richard Lesniak | West Central | Albert Whitted Municipal Airport |
| Jim Sheppard | East Central | Greater Orlando Aviation Authority |
| Tom Jewsbury | West Central | St Petersburg-Clearwater Int'l Airport |

In addition, the following people were in attendance:

| Name | Representing |
|------------------|---|
| Bill Ashbaker | Florida Department of Transportation, Aviation Office |
| Ray Clark | Florida Department of Transportation, District Seven |
| Matthew J. Thys | FAA Orlando ADO |
| Vernon Rupinta | FAA Orlando ADO |
| Paula Raeburn | Florida Aviation Trades Association |
| Don Harris | Grip-Flex Surfacing, Inc. |
| Lisa Mastropieri | DMJM Aviation, Inc. |
| Mark Kistler | LPA Group, Inc. |
| Brenda Tillman | R.W. Armstrong, Inc. |
| Pam Keidel-Adams | WSA, Inc. |
| Gloria Loungeway | WSA, Inc. |
| Harry Downing | WSA, Inc. |
| Andy Keith | Florida Department of Transportation, Aviation Office |
| Dan Afghani | CFASPP Administrator |

2. **Approve Last Minutes** – Chair Cooley asked for a motion to approve the last minutes. A motion to approve the minutes was made by Mr. Mattingly, seconded by Mr. Seymour and passed by a 6-0 vote.
3. **Statewide Resolutions**
 - **Next Generation Aircraft (NGA) Project Update** – Chair Cooley asked Mr. Jim Sheppard to review the scope changes that were developed by the subcommittee. Mr. Sheppard advised that the new scope will consider not only the effect of the A380 on aviation in Florida, but also other new large passenger aircraft like the

Boeing 787 and 747-800. He added that the new scope calls for the inclusion of smaller next generation aircraft as well. Mr. Sheppard recommended that the Statewide Committee approve the revised scope of work. Chair Cooley opened the matter up for discussion and Mr. Mattingly asked about the cost of the new scope. Mr. Bill Ashbaker stated that the new scope would need to be priced after approval by the Statewide Committee and that this would most likely occur in the first few months of 2007 subject to funding availability. Chair Cooley asked for a motion to approve the final scope of work for the NGA Study. Mr. Seymour made a motion recommending that the FDOT Aviation Office move forward with the project as soon as funding is available. The motion was seconded by Mr. McArthur and passed by a 6-0 vote.

4. **FASP 2025**

Procedure for the Update of Regional Perspectives – Mr. Keith reviewed the process for updating Airport Profiles and Regional Perspectives from the FASP 2025. He stated that Mr. Lance DeHaven-Smith would be coming back on board to assist with the update of the Perspectives. Chair Cooley asked when the updates would be complete and Mr. Keith stated that he hoped to complete the process prior to the next Statewide meeting in April 2007.

5. **FDOT Aviation Office**

- **Pavement Management Program** – Mr. Keith stated that inspections handled entirely by FDOT began back in September. The remaining categories, “FDOT Assist” and “Self-Inspect” will commence in January after the completion of the next training course that is currently scheduled for December in Orlando.
- **Airport Master Planning Guidelines/ Intelligent ALPs** – Mr. Keith reviewed a brief slide presentation highlighting the current status of Phase 1 of the project. He added that deliverables will be posted on the CFASPP website as they become available. Mr. Harry Downing stated that his firm is in the process of scheduling the next meeting of the Technical User Group (TUG) to continue work on Phase 1.
- **UNICOM Frequency Expansion Project** – Mr. Keith stated that he is currently working on this project with Aaron Smith of the Aviation Office and that they will be assigning staff to contact airports about their willingness to switch frequencies where necessary. The FDOT will then put together a recommended plan and then leave it to individual airports to institute any changes.

6. **Regional Chairpersons Roundtable**

- **East Central** – Mr. McNamara stated that many GA Airports in the region are interested in getting U.S. Customs facilities at their airports. He added that there was significant discussion about the need to have an Airport Master Plan adopted into the local Comprehensive Plan to meet statutory requirements and to maximize funding opportunities.
- **Southwest** – Mr. Mattingly reported that the Lee County Port Authority is struggling with County interpretation of the local Comprehensive Plan as it relates to airport development. Mr. Seymour stated that they have run into a similar problem in Jacksonville. Chair Mattingly stated that the Venice Master Plan is almost complete and that Sarasota/Bradenton International Airport is in the beginning stages of a Master Plan Update.

- **Northeast** – Mr. Seymour reported that a major issue of concern in his region was the proper removal and replacement of fuel systems. He noted that the Northeast meeting was highlighted by a discussion of this issue and the development of feasible solutions for airports facing this problem.
 - **Treasure Coast** – Ms. Lewis stated that the GA Security Project would be more helpful if information derived from the tests was readily available to airports that have decisions to make about purchasing different types of technology that have been under evaluation at the Test Center.
 - **West Central** – Chair Cooley reported that the West Central committee discussed the Joint Land Use Compatibility Plan that is being developed with MacDill AFB to address development near downtown Tampa.
 - **Southeast** – Mr. McArthur reported that the FAA Safety Team visited the regional meeting and plans to focus their efforts on reducing incursions at airports in the area. He noted that the Superbowl will be coming to Miami in February resulting in a very strict TFR around the local airspace and the need for a lot of logistical planning.
 - **Development of Effective Land Use Compatibility Regulations for Airports.**
 - Mr. Ashbaker began the discussion by advising of a project being developed by the FDOT Aviation Office to look into the current Land Use Regulations with the intent of identifying areas that may require legislative change. Mr. Seymour commented on the difficult time airports have in dealing with Land Use Issues that are for the most part controlled at a local level where sympathy lies mainly with private property owners and other local interests and not with airports when it comes to development. While it may not be possible to reduce the power of local government, it is possible to educate local zoning officials and planners about the perils of approving certain types of development adjacent to airports. The group discussed the issue and several types of non-compatible uses that have affected airports as well as ways to reach a solution. The group determined that education of appropriate officials is the best vehicle to address the situation.
7. **FDOT District Announcements** – None.
8. **FAA ADO Comments/Presentations** – Mr. Matthew Thys stated that airports may receive requests for operational data from a company called GCR. He stated that this firm is an FAA Contractor assisting with collection of data and that the requests are legitimate.
9. **Old Business/New Business**
- **Action Items** – None
 - **Air Traffic Issues** – Mr. Mattingly asked if this group would like to have input to the ATC System and related equipment and procedure upgrades that are currently being developed by the FAA.
 - **VLJ Updates** – Piper and Honda are both developing jets as part of the VLJ movement. Chair Cooley asked about the operational status of SATSAir. Ms. Raeburn stated that they currently operate an on-demand taxi service with Cirrus SR22 or SR20 aircraft and information is available at www.satsair.com

10. Open Forum

- **FATA** – Ms. Paula Raeburn stated that FATA is remaining busy monitoring issues of concern to the Florida Aviation community.
- **CASA** – Ms. Paula Raeburn read the following statement into the record from Mr. Ray Wabler on NGATS:

CASA continues to work with airports and air service operators to facilitate the development of the Next Generation Air Transportation System (NGATS). You have seen announcements by DayJet and SATSAir that air taxi operation in Florida is here! A critical component of this is the Community Airport! At the same time the FAA, DOT, DOD TSA and NASA have formed the Joint Planning and Development Office (JPDO) to define and develop NGATS. Their goal is to define what air transportation should look like in 2025. Unfortunately it is being driven by the larger airports and commercial airlines, but will be affecting community airports.

A new organization was formed specifically to address the air taxi issues. The Personal Air Transportation Alliance, or PATA, is composed of air taxi companies and organizations interested in supporting the air taxi industry. CASA is a charter member of PATA and I serve on the Board of Directors. We are trying to lead the JPDO down a path that will provide safe, secure, no-hassle, but affordable air taxi services through the smaller airports. But not everyone "gets it".

The JPDO developed Integrated Product Teams (IPTs) to look at the different components of NGATS. I and other members of PATA have positions on the IPTs. The following is an excerpt from one of the Airport IPT reports I received:

"Unlike the ATC infrastructure, which is national in scope and mostly under the purview of the federal government, airports involve many jurisdictions (federal, state and local) and are subject to the cultural attitudes of local communities. Thus, integrating the technical aspects of the Con Ops into practical implementation at the local level will be a challenge. We are discussing the unique aspects of second and third market airports, but so far the **focus continues to be on hubs**.

When I mentioned the secondary and tertiary airports that hold the most interest to PATA Members, a representative from the TSA chimed in to say that his agency was very interested in this situation, because **TSA must address how they can take their rather elaborate and "heavy" screening equipment to such locations**. I suspect that TSA has a "one-size-fits-all" approach to its role in protecting our nation (or their jobs)." As you can see, we have to make sure we have our voice heard before we are overrun by the bureaucracy. PATA has provided the JPDO a white paper describing what PATA wants the community airports to look like. This paper was based on the report CASA prepared for FDOT last summer on Florida's NGATS Airports.

One other item, Bill Ashbaker has advised me that CASA was being awarded the R&D Task for the "Analysis and Implementation of the Florida Airborne Internet Data Link Network and Prototype Air Taxi Portal". The purpose of this project is to re-establish the functionality of the Florida Airborne Internet Datalink Network and Associated Research tools created for FDOT under the SATS Project. The Network enables and improves remote monitoring capability to evaluate air taxi and charter operations and operational efficiencies throughout the network of Florida's community airports. The research will verify that operations at different locations around Florida can be monitored from a central operations center and verify that an air taxi operator can monitor and control its operations within the network. This test would use a smart airport configuration with an automated Air Taxi Portal. A prototype Air Taxi Portal system will be interfaced to a simulated air taxi operations center located at the FDOT Aviation Test Center. The air taxi portal includes passenger support, passenger positive identification and small package shipments via air taxi. We plan on being able to demonstrate air taxi operations to other air service providers out of the Aviation Test Center.

If anyone has any questions, please feel free to contact me at your convenience. - Ray Wabler

- 11. Time & Place Next Meeting** – Mr. Keith stated that the next scheduled meeting of the Statewide Committee is April 19, 2006 at Orlando International Airport. The meeting will begin at 1:00 p.m. in the GOAA Board Room.
- 12. Adjournment** – Hearing no further business for the committee to consider, Chair Cooley adjourned the meeting at approximately 2:30 p.m.