

From: Wikstrom, James [mailto:James.Wikstrom@dot.myflorida.com]
Sent: Friday, May 18, 2012 4:22 PM
To: Schneider, Fred
Cc: Roberts, David; Bart Vernace; Smith, Aaron; Keith, Andy; Olson, Steve
Subject: RE: Lake County Airport issue

Fred,

I have provided responses to the questions below in red. I have also attached a link to the Florida Administrative Code (FAC) 14-60 for reference. Please call if you need clarification or have any questions.

<https://www.flrules.org/gateway/ChapterHome.asp?Chapter=14-60>

Thanks!

Jim Wikstrom

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From: Schneider, Fred [FSchneider@lakecountyfl.gov]
Sent: Thursday, May 17, 2012 4:56 PM
To: Wikstrom, James
Cc: Roberts, David
Subject: RE: Lake County Airport issue

Thanks Jim for responding. RS&H will not be coming. From the email I sent today, could you provide a response to these questions. If we could get these to the County Commission ahead of time it may reduce or eliminate questions which you may have to respond to at the meeting. We do expect that someone from FAA will be present to answer FAA questions.

1. What is FDOT's jurisdiction and role in the process of approving new public airports? Including Federal or State Funding requirements.

A) The FDOT's jurisdiction and role in regards to approving new public airports is outlined in Florida Administrative Code (FAC), Chapter 14-60. For a public airport site approval, applicants shall submit a Public Airport Site Approval Application, DOT Form 725-040-12, current revision,

along with any and all supporting documentation. The Department shall grant site approval for a proposed airport that complies with all the requirements of Section 330.30, Florida Statutes.

In order for a new airport to become eligible for state funding assistance, a feasibility study will need to be conducted to justify the facility into the State Aviation System Plan. Only when the facility is accepted into the system plan will it become eligible for state funding assistance.

2. When does the FDOT obtain jurisdiction over an airport?

A) The FDOT does not obtain jurisdiction per se over any airport. The airport is owned and operated by an Airport Authority, City or County Municipality. The FDOT inspects the facility once the Site Approval is approved, and issues a license to operate. This license is based on the facility meeting all minimum airfield standards as outlined in FAC 14-60.

3. How does FDOT coordinate with local agencies counties and cities?

A) All public-use airports are inspected annually. Any deficiencies to the minimum standards will be discussed at the time of the inspection. The FDOT District Office will maintain coordination with the local agencies on all other matters, especially those regarding funding.

4. How does FDOT coordinate with FAA on approvals for new or expanded airports?

A) As part of the site approval application process, the FAA will conduct an airspace analysis to determine if there are any conflicts with other public-use airports or for any other airspace issues. The FDOT requires the FAA's airspace approvals before the site approval is issued. Any airport expansion must be documented and justified in an airport master plan or an airport layout plan (graphical depiction of any and all improvements) before any state or federal funding assistance is provided. However, an airport can expand and develop without the help or assistance from the FDOT, but must meet the minimum FDOT standards in order to maintain the license.

5. Does the FDOT have jurisdiction over property not on the airport? Specifically, does the FDOT have jurisdiction over property adjacent to the airport?

A) The FDOT does not have jurisdiction over property not on the airport.

6. Please provide examples of mitigation of impacts (such as noise or wildlife impacts) that have been approved by the FDOT as part of an airport mitigation plan.

A) Some mitigation efforts have included the purchase of additional land or purchase and/or sound reduction of affected residential property, the reduction of retention ponds in favor of detention ponds on airports to reduce wildlife habitat, fencing to reduce wildlife from accessing the airport (deer, pigs, coyotes, etc.), and the relocation of bird habitat on airport property.

7. Please provide a chronology of the applications pending or approved for the North Orlando Airpark and discussions with the West Orange Airport Authority regarding the future expansion of the airpark including the proposed types of aircraft.

A) It is my understanding that the site approval application to convert this facility from a private-use facility to a public-use facility has been submitted to the FDOT for processing. The FDOT has determined that the application is incomplete and additional information is required. At this time, the West Orange Airport Authority is working on getting the needed information to the FDOT. There has been very little formal discussions regarding the types of aircraft or operational activity being proposed. However, it has been suggested that small single and multi-engine aircraft, as well as small jet aircraft, will be the dominate activity at this facility.

Can you answer the questions above that I could forward to the County Managers office?

Thanks,

Fred