



PALATKA MUNICIPAL AIRPORT
Lt. Jasper Kennedy "Kay" Larkin Field (28J)

4015 Reid Street, Highway 100
Palatka, Florida 32177

386-329-0148 office
386-329-0106 fax

NEWS LETTER

February 15, 2006

*** The sale on our line of *AeroShell* Aviation Lubricants is over. Many took advantage of this never before offered sale. We thank you for the privilege of assisting with your aircraft lubrication needs.

*** On a related matter, last month's mention of our complete line of merchandising triggered a stampede that we'd like to thank you for. It brings us to a new addition to these NewsLetters: the *Cheap Shameless Plug*. Every month, as space allows, I will feature a product we carry. Today's *Cheap Shameless Plug* is a simple announcement to remind you that five of your most important Aeronautical Charts are in their expiration window. The popular *Jacksonville* and *Miami Sectionals* along with the *IFR Enroute Low Altitude*, the *Airport Facility Directory* and *Terminal Procedures* will all become obsolete for use in navigation on February 16, 2006. The next editions, like all of the aeronautical charts we carry, are usually available five to seven business days prior to expiration. You'll find our aeronautical charts priced below their suggested retail price.

This concludes the *Cheap Shameless Plug* and it didn't hurt as much as you thought it would, huh.

*** On January 26th, Glenn and I, the City Fathers, the Airport Advisory Board Chairman, the office of Congressman Mica, the Florida DOT, the FAA, Passero Associates, our Airport Engineers, and all the powers that be gathered around for a formal entitled: *Capital Improvements (CIP) Projects Meeting*. The intent was to facilitate communication on upcoming construction on this Airport and to more finely tune our needs to these various agencies.

At the top of the agenda was our new Terminal Building. As I mentioned in previous newsletters, various funding requirements sent us back to the chalk boards, part of that being hurricane and floor space usage requirements. Since the new Terminal will define who we are for the next forty or more years, it is our desire to keep the two-story showcase appearance that the original design provided. The entire building will be constructed to resist a Cat 3 hurricane. The Cat 5 requirements have been relaxed to include just the administration portion so we can still operate in the event of a disaster. The discussion lent itself towards high-end joint participation funding, although thus far, just the Florida Department of Transportation has announced their formal commitment. After various conversations about various amenities and interior layout specs, our engineers went away with a complete understanding of our needs and wants and the new draft will be presented at the next *Airport Advisory Board Meeting*.

Hangars were another agenda item we kicked around. As I mentioned last month, we are yet again hot on the heels of the Florida Department of Transportation, looking for funding for two rows of new t-hangars and a possible 120'x100' bulk. As many are aware, available hangar space in the state of Florida is a rare

Palatka28J@hotmail.com

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commodity. To satisfy that demand, it has been decided that we will construct not one, but two rows of t-hangars to become neighbors with rows “L” and “M”. You know of these as t-hangars # 31 - # 44, just west of Skydive Palatka. To refresh your memory here, “L” and “M” opened for business in September of 1998.

The exact details of the new rows are still under consideration. The construction of hangars is a state eligible grant funded Capital Improvement. Hangars will eventually provide a revenue turn around so I anticipate the State’s participation to be at least 65% of the total estimated project cost. We will keep you informed as this capital improvement begins to define itself.

*** The removal of trees from the FDOT’s Highway 100 west southern right of way *has* received all required blessings. The permit is “in the mail”. To refresh your memory, this was step number one in recapturing 1000’ of existing pavement surface length on Runway 17/35. This tree removal will also serve in the re-beautification of our highway frontage west.

*** Speaking of the FDOT, I mentioned in a previous newsletter about verbal commitments from both the FDOT and Georgia Pacific to clean and restore their Highway 100 drainage structures. We are pleased to announce that both agencies have begun such actions and we thank them for responding quickly. Restoring these culverts and conveyances is projected to facilitate the Airport’s drainage outfall abilities immensely. Once again, we applaud the relationship we have with our neighbors.

*** Phase II of the field rehabilitation Capital Improvement Project (CIP) remains in progress. Just to remind you of the specs on this CIP: Phase II includes rehabilitation of Taxiway Alpha’s pavement east of the secondary; Taxiways’ Charley & Delta lighting north of the primary; the segmented circle; the compass rose; and the re-beautification and relocation of the State Road 100 fence line east.

This project began with the rehabilitation of pavement on taxiway Alpha east and the Compass Rose. To address the questions we have been fielding about the continued excess pavement closures and what appears to be a stand still in resurfacing, please allow me to educate those who might be unfamiliar.

The key ingredient to any solid surface pavement is a solid subsurface infrastructure. No re-paving will occur until the project engineers are 110% satisfied that the underground drainage configuration will support continued drainage *and* the projected impacts the new pavement is projected to absorb. We must keep in mind that this airfield is a baby boomer from WW II. The underground infrastructures can be carbon dated. It is a reasonable expectation that any given field rehabilitation project out here might produce a “glitch” in the plan as these circa WW II antiquities are closely evaluated. We sincerely thank those of you who have been patient and perhaps those of you not as patient now have a better understanding. We understand your frustrations but urge you keep your eye on the prize: an improved main taxiway artery.

The lighting rehabilitation and fencing re-beautification began January end. As of this writing, only the segmented circle rehabilitation remains to begin. The in progress re-beautification of the State Road 100 fence line east will provide a highway frontage very much more appealing to the eye and it will set us up for a visionary statement that will be punctuated by our new Terminal Building.

As previously mentioned, Dave Harris, Construction Engineer with Passero Associates, our Airport Engineers, is a regular face on site. The continued multi-agency communication and inner cooperation is insuring the smooth execution of this CIP.

Again, I urge you to keep abreast of activities and check for NOTAMs daily. Portions of pavement *will be* in and out of closure as this project phases forward. Be aware of barricades and construction vehicles on or

Palatka28J@hotmail.com

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in the vicinity of active pavement. This CIP has a contract completion date of February 27th, although I still anticipate this may be pushed into March.

Phase II is a \$ 1.4 million dollar capital improvement, joint participation between the Federal Aviation Administration, The Florida Department of Transportation, and the CITY OF PALATKA. That's 95% federal, 2.5% state, and 2.5% local.

*** On behalf of the CITY OF PALATKA and the Airport Staff, we would like to draw your attention to the 2006 February/March Florida edition of the *Auto Pilot* magazine. *Your* Airport, Palatka 28J, is very nicely featured in this national publication. For those of you not on their mailing list, we do carry this magazine in the terminal building and are encouraging our own *Cheap Shameless Plug* as we invite you to share in our pride.

*** The *Airport Advisory Board* will next meet on Thursday, February 16th, at 5:30 pm. These meetings are open to the public. We encourage your participation and invite you to come. To my knowledge, the meeting will occur at the Airport.

This concludes the February NewsLetter. And as always, if you have any questions or if there is anything we can do for you, please feel free to call.

Thank you.

Sincerely,

Donna S. Franklin

Airport Business Operations Supervisor

Palatka28J@hotmail.com

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