



PALATKA MUNICIPAL AIRPORT
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NEWS LETTER

July 15, 2006

*** Clear your calendars folks...**August 12th, 2006**, your Airport is sponsoring a **FLY-IN** from 10:00 am until sometime pm. We apologize for this last minute notice but it suddenly came together, as of yesterday actually. The details are still coming together but the date is solid. Perhaps Mother Nature will be kind to us.

We invite you and your most comfortable chair to come on in and spend a few hours with us and fellow aviators. And we thank the tenants who have volunteered to help and be King Chef of the BBQ grills. Food and drink will be free but come early. It's first come, first serve. Anyone wanting to join the fun may call Glenn, Airport Manager, at 329-0149.

*** With mixed emotions and deep regrets we say good-bye to Gene Caputo of the Airport Advisory Board. Mr. Caputo is the Intergovernmental Coordinator for the St. Johns River Water Management District. He was an original Airport Board appointee, having served as our original Chairman for two years. Together we achieved great things and he will be missed. Mr. Caputo was an invaluable member of our Board. Due to coming Airport improvements and planned construction, the District felt a perception of conflict of interest might develop in regard to future permitting. The St. Johns River Water Management District withdrew its seat on our Board and Gene officially resigned under revised Agenda Item #2 during the recent June 27th Airport Advisory Board Meeting.

This seat on the Airport Advisory Board is under consideration by the City Commission and not yet declared open or yet defined or redefined for desired contributions to our Board. A future NewsLetter may reveal more.

Gene, together as one, we thank you for your years of dedicated service.

*** **Phase II** of the field rehabilitation Capital Improvement Project (CIP) is...**complete!**

That's right folks, excluding some curbside clean up and a minor punch list that is being punched as we speak, Phase II is done and all airfield pavement has been reopened without restriction, NOTAMS closed. We thank you for your humorous patience and remind you that this Phase II CIP was a \$1.6 million dollar capital improvement, joint participation between the Federal Aviation Administration, The Florida Department of Transportation, and the CITY OF PALATKA.

*** To settle a rumor floating on the wind, yes we have two land sales pending in the Airport's Industrial Park. This is a good thing. One company, an air conditioner conduit manufacturer, is projected to employ 40-60 people and the other, a boat trailer manufacturer, is projected to employ 20. This proposed land sale will not only stimulate the Airport's Industrial Park but will stimulate the local economy.

A point to mention is not only is it the position of the Federal Aviation Administration but it is chiseled in stone policy of the CITY OF PALATKA that all monies received through Airport land sales reverts to Airport land acquisition and matching Airport grant funds. In other words, the monies are Airport exclusive. The City has made this commitment, as affirmed by the City Manager during the recent June 27th Airport Advisory Board Meeting. The Board immediately and unanimously moved to request the City Commission allocate a percentage of the pending land sales monies towards construction of a permanent fuel farm restroom facility.

*** I mentioned in recent NewsLetters, a future land use change in the Airport's present zoning of M-1, light industrial. This was in conjunction with the lease availability of the 6.4 acres fronting State Road 100, the highway running the Airport's main entrance.

To touch on this for just a minute, re-zoning the entire Airport is now under consideration. It has been appropriately entitled "AP-1" and "AP-2". What this proposed designation will do is dictate Airport exclusive activities only. No other zoning in the City will be similar. And any proposed activity on Airport property will have to meet the criteria set forth in one of these two zoning profiles.

We agree with this thinking. It keeps our development aviation friendly and grants a spectrum for meeting future needs. Kudos to Mike Cavallo, preceding Airport Manager, for initiating this improvement and kudos to all hands whom kept it alive.

"AP-1" and "AP-2" is at the moment, proposed only. It will be passing under the eyes of the Building and Zoning Planning Board. Then brought before the City Commission, revision and/or adoption to occur at a later date.

*** Phase II of the www.PalatkaKayLarkin.com reconstruction rolled out as promised, before June end. And we shamefully agree with you. This roll out made quite a splash and we again thank you for noticing. And in showing consistency with our "no grass grow policy"...Phase III rolled out last week.

There will be some continued "tweaking" and adjustments throughout this task and I am striving towards completing the remaining areas. So stay tuned folks...Phase IV and Phase V are coming. I mentioned last month that I have an impact configuration in mind that is anticipated to not only enhance the Airport and stimulate interest but promote the City and County as well. There's always a method to our madness around here.

Many thanks to the *Controller* and Sandshills Publishing Company for providing our web site. Their geniuses designed an *awesome* site and when www.PalatkaKayLarkin.com first rolled out in 2004, it was and still is one of a kind. I personally thank Tim Washburn of the *Controller* for his assistance during the original construction and this on-going reconstruction.

*** Well, wouldn't you know it ...the cosmetic exterior hangar re-imaging in and around the northwest hangar development area has developed a "glitch". Actually, in our strive to be perfectly consistent around here, we planned it that way. And that's our story. So we laugh with you as it was brought to our attention.

Last month I mentioned how select support structures and select trim of Commercial Hangars A-C, T-hangars 1-30, and Executive Hangars G & H are receiving a face-lift. In spite of what the "experts" say, rust is *not* our friend and an important step in this project will be interjected when a product known as "rust inhibitor" arrives. In the mean time, you may continue to offer theories of identifying formations in the rust bleeding through, similar, as one would do with cloud formations on a warm summer's day.

Cosmetic exterior hangar re-imaging is temporarily suspended but will be back in action shortly.

*** Circulation of the new t-hangar security locks is painlessly moving right along and the additional keys requested of us will be ordered this week. We thank the bulk of you who observed the voluntary lock exchange and remind those of you who didn't...we will exchange your lock for you...tomorrow.

I mentioned last month that July 15th, 2006 would be the absolute last drop dead day to voluntary exchange your

t-hangar security lock. You will now have to come to us to receive your new key and unfortunately, this means, should you arrive after the business hours of 5:00 pm, you will be locked out of your hangar. We apologize for this inconvenience but everybody had over three months to make arrangements with us. You have had ample notice, continual notice, and as previously stated: we will not negotiate our security standards.

*** The *Cheap Shameless Plug* is being pre-empted this month to bring you a **Public Service Announcement:** The Black Widow Spider and the Brown Recluse. Ugh, gives me shivers. In partnership with the *National Geographic Channel*, we could have made our fortunes filming these creepy crawlers around here lately but the humorous approach aside, you need be made aware that these previously existing co-tenants of your t-hangars have grown in number, largely due to recent weather and climate conditions.

We have been executing our proven proactive measures to control the population explosion over the years but do recognize that present numbers are now bigger than us and I have called in the real executioners: your friendly pest control man...and/or gal. I have opened this up for competitive bid and am presently entertaining several proposals.

In the mean time our message is this: the bites of these two spiders are venomous and can be toxic and can be lethal. We don't want to scare you out of your t-hangars but we strongly urge you be aware of this presence and strongly urge you not stick your hands in some dark hole or enclosed area. We caution you to look up and take our advisement here with due diligence. Should you suffer a spider bite...seek medical treatment immediately. If possible, take note of the spider. Proper identification is vital to receive the proper anti-venom. The Black Widow is easily recognizable by its hour glass figure. And the Brown Recluse is just that, completely brown in color and averages the size of a small house.

I am not talking about a single one-time chemical blast extermination here. My bid specs are for facility wide spider control, including every single on field building and hangar...all of them...at one time. Just like ants, if you don't treat the entire area, ants simply pack their bags and move next door. Spiders will do the same. We can not treat your neighbor and not treat you. Your neighbor's spiders will simply move in with you.

So...you know what this means people. This is your notice that we will be entering every t-hangar and bulk hangar for the sole purpose of professional pest extermination. The proposed method of attack will be an initial one-time Airport wide spider removal and contact chemical application. Follow up will occur quarterly or as needed. I was very specific with questioning these pest control companies in regard to over spray and human exposure. The answers were unanimous. There will be very little, if any, over spray and the chemical is virtually odorless and poses little threat to humans unless, of course, you decide to ingest it, which we don't recommend. We will have on hand the Material Safety Data Sheets, available for your review upon request, any time during our business hours.

The contents of your hangar should pose no problems. However, if you have something you consider "sensitive", we direct you to move it or remove it now. And since some hangars may not be quite as "organized" as others, do not be surprised if you notice an item or two having been moved for you. To be effective, these professionals must have access to all of the infected areas such as all baseboards and overhangs. Airport staff *will* be present during pest eradication.

*** The **Airport Advisory Board** will next meet on Tuesday, September 12th, 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 July 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