



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

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## **NEWS LETTER**

March 15, 2006

\*\*\* **Saturday, April 22, 2006**...that's next month folks...clear your calendars for this special event.

In co-sponsorship with Palatka Downtown Main Street Inc., Palatka Municipal Airport is announcing the first *FLY-IN* of hopefully a string of many to come. You now know the date, April 22<sup>nd</sup>. The time is 9:00 until around 2:00. But as with any event, the activity often dictates the end time. The details are still in the "come together" stage. But you can expect the availability of food and drink.

Come one...Come all...Fly in or Drive in. We welcome your participation and invite you to lounge around and swap tall tales and hanger stories. Greet old friends... meet new friends. For more information contact Glenn at 386-329-0149.

\*\*\* Not wanting to "jinx" the possibility, I wasn't going to say anything about my next here until the happenings of this became more clearly defined. But since it "slipped" out from other sources, I may as well toss it out there because we are very excited at what may be coming.

To lead you into this...From the Corsairs of WW II to the Gulf Streams of today, this aviation port in Palatka is the leader of a local transportation system that once included river boats of old for maritime traffic, maritime that's still supported by the Fort Gates Ferry of today and the familiar sight of barges servicing a river peppered with local industry. This aviation port in Palatka is the leader of a local transportation system that offers buses and historical trolleys over the road. We are the leader of a local transportation system where Amtrak rides the rails and major highways are only the next red light away; *and*...we are the leader of a local transportation system that has SpacePort...looking in our direction.

The visionary wisdom of Palatka's founding fathers put 28J on a path to meet or exceed the needs of the future. Palatka's leaders of today recently entertained the aerospace industry of the Florida SpacePort Authority about Palatka being a possible location for an aerospace horizontal launch site. Palatka, already exceeding the criteria, laid out a powerful impression that launched Palatka Municipal Airport to the top of the short list.

Besides our location and potential, one of our attributes that impressed the chairman of the Space Port Board of Authority, NASA astronaut Winston Scott, the most was our Airport Master Plan and our Airport Layout Plan for the next five (5) years. The planned construction and capital improvements are impressive in themselves. We will build upon and improve this Airport regardless of tenancy. It is that commitment, our commitment to growth that is laying each stone in our yellow brick road.

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To quote the man directly, Winston Scott said, "So you are going to do all of this anyway, whether we come here or not?" Our answer was, of course, "Well, yes." The look in his eyes said more than any words put together ever could. His later comments confirmed that.

As of this writing, the "short list" includes Cecil Field and Daytona. For Palatka to even be on such a list with larger Airports speaks volumes of how we are being looked upon. The anticipated economical impacts from a favorable consideration here will set a bar that the City and County will realize for years to come.

As I mentioned in my opening remarks on this, the visionary wisdom of our founding fathers put us on this path. Oh, if they only knew.

\*\*\* The *Cheap Shameless Plug*: Today's *Cheap Shameless Plug* will showcase a fuel analysis tester that exploded into the Aviation industry about a year and a half ago. Due to popular demand and underproduction, I was unable to obtain this modern wonder until late last calendar year. Introducing... **"The GATS Jar"**.

**The GATS Jar** is the only fuel analysis tester capable of separating non-petroleum contaminants and thereby purifying water and debris from contaminated AvGas and Jet fuel. This allows extracted fuel to be put back into the aircraft fuel tank and not onto the ground, without fear of reintroducing contaminants back into the fuel system. It also gives a visual display of AvGas contaminated by Jet fuel, and can be used with any petroleum fuel grade and octane, including Jet A fuel, automotive gasoline, and diesel fuel.

**The GATS Jar** fuel tester is here, presently residing in our merchandising case, right next to the popular *ASA AFT-1 Aircraft Fuel Tester and Screwdriver*. Both fuel testers are priced below their suggested market retail. **The GATS Jar**...now available.

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

\*\*\* New Terminal Building update: I mentioned in previous newsletters that 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 was our desire to keep the two-story showcase appearance that the original design provided. Well, we're keeping it and as promised, Passero Associates, our Airport Engineers, did unveil the new design draft at the last Airport Advisory Board meeting.

Although the State funding requirements originally required a building wide Cat 3 hurricane construction with the admin portion at Cat 5, the Board advised the City to construct a building wide Cat 5 with all the bells and whistles. We agree with this thinking. Glenn and I very much support their advisement. We realize how this will affect cost efficiency. But we must consider the then as well as the now. Can we really put a price on a self-supported functional and operational EOC and mass relief and recovery in the event of a disaster?

With various changes to the floor space configuration, interior layout, and second level concepts, in addition to the hurricane requirements, we have a draft that will invite funding participation from all sources. Previous communications with our legislative and congressional friends lent indication. We must commend Glenn for his chosen path of kicking down doors and renewing our presence. Our relationships are strong and we have little doubt that multi funding participation will define itself shortly.

The City is looking forward to this new terminal building, a facility that will greatly enhance the Airport's business presence while providing multiple services to the community. The "new look" of *your* Airport is coming. Join us in the excitement of every planning detail because you won't have this opportunity for another forty years.

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\*\*\* The permit for the removal of trees from the FDOT's Highway 100 west southern right of way is in hand. We were awaiting scheduling with the contracted Timber Company but this project is now underway. It has begun. To refresh your memory, this was step number one in recapturing 1000' of existing pavement surface length on Runway 17/35. Not only are we removing the trees from our Highway 100 west frontage but also select timber from our southern property line area and various timber from scattered spot locations. This additional tree removal will serve in preparation for recapturing the southern existing pavement surface length and also enhance our re-beautification efforts in whole. To assist in the potential new approach slope to Runway 17, Georgia Pacific offered and has agreed to remove the trees on their Highway 100 west northern property. We applaud the relationship we have with our neighbors.

\*\*\* The previously mentioned FDOT and Georgia Pacific drainage restoration and clean up is complete. I mentioned in last month's newsletter about commitments from both the FDOT and Georgia Pacific to clean and restore their Highway 100 drainage structures. We are pleased with their 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.

\*\*\* To touch on a popular issue, I would like to revisit the possibility of a fuel farm restroom. In previous NewsLetters, I went into great detail about our efforts and the plans we have for a single, unisex ADA restroom facility to be located at the fuel farm. We realize this is a very much wanted improvement and rest assured this improvement is very much still on our "To Do" list. The project was stalled due to funding and we are exploring alternate possibilities that recently presented themselves. We will make every effort to achieve this for you. The wheels are turning on a restroom at the fuel farm. They're just turning a little more slowly than we would prefer.

\*\*\* Phase II of the field rehabilitation Capital Improvement Project (CIP) is still 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.

To refresh everyone's memory, this project began with the rehabilitation of pavement on taxiway Alpha east and the Compass Rose. Last month I addressed the questions we have been fielding about the continued excess pavement closures and what appears to be a stand still in resurfacing. To touch on that again, remember that 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. Again, 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.

As it turns out, recent close evaluation uncovered a most unfavorable situation concerning the deterioration of various subsurface drainage structures and conveyances. In short...it's out with the old and in with the new. It's not even open for discussion. It's been decided and we are presently seeking change orders to various grants that will provide the additional \$ 200,000.00, the estimated project cost for this subsurface drainage upgrade.

We understand how the prolonged pavement closures are wearing patience thin. We understand your frustrations and ask for your continued patience. And we want to take a minute to recognize those of you

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bringing colorful humor to the table about how to correct the deficiencies. Your suggestions of plywood and natural off road sandpits have been forwarded to our engineers.

Just remember folks, we are not going to pave over a potential drainage failure that may cause possible pavement collapse in the near future. Surely you don't want to be the one trucking down that taxiway when that happens.

As previously mentioned, Dave Harris, Construction Engineer with Passero Associates, our Airport Engineers, is a regular face on site. Not only does Dave have a handle on this Phase II but he has also been slaving away designing the Phase III. Phase III is projected to commence before the end of this calendar year.

Again, I urge you to keep abreast of activities and check for NOTAMs daily. Portions of pavement *will be* in and out of closure. Be aware of barricades and construction vehicles on or in the vicinity of active pavement. This CIP had a contract completion date of February 27<sup>th</sup>. Due to the newly discovered drainage structure issues, a new completion date is being projected and should be available shortly. Drainage replacement has been approved and is being coordinated with B.G.C.O. Inc., project contractors.

Phase II is presently 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.

\*\*\* The ***Airport Advisory Board*** will next meet on Tuesday, April 25<sup>th</sup>, 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 March 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

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