



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

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NEWS LETTER

November 15, 2006

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*** **Phase III Airfield Capital Improvement Project** will be underway shortly people. Dave Harris, Construction Engineer with Passero Associates, Airport Engineers, was on site here just the other day to zero in some of the final details that will get this show on the road.

To refresh everyone's memory, Phase III is projected to include 100% Runway 35/17 lighting rehabilitation, some 7,000 linear feet; the remaining Taxiway Charley lighting rehabilitation, some 2,700 linear feet; their associated airfield directional signage; associated grading/grassing and drainage improvements to their respective safety areas; some 800 linear feet of drainage pipe replacement; and some ditch clearing and grading. Additional *Project Description and Justification* also includes the Design Phase for pavement considerations for the new Terminal Building.

To my knowledge, all of this is the complete project description. But don't hold me to it folks. As I've said before, even when something is chiseled in stone around here, it may still not be chiseled in stone.

I urge you to keep abreast of coming activities and check for NOTAMs daily. Be aware of barricades and construction vehicles on or in the vicinity of active pavement. This CIP has a start date of any day now and a contract completion date somewhere in the February/March 2007 window.

On the subject of NOTAMs, we take a liberty to extend a higher education to those who may be unaware as follows: I urge you when flight planning to ask your briefer to provide you with a *complete* briefing on 28J, including both "Class D" and "Local" NOTAMs. As with previous improvement projects, portions of airfield pavement *will be* in and out of closure as this project phases forward. And a standard flight briefing *may not* provide you with "Local" NOTAMs unless you specifically request them. For those who are unaware, not all pavement closures fall under the eligibility of a "Class D" NOTAM. Taxiway closures, for example, are what's called a "Local" NOTAM. You may not receive these "Locals" if you don't specifically ask for them. Going into an Airport that is under construction and not having knowledge of all pavement closure NOTAMs will more than likely cause you ground confusion during taxiing. We share this tip on "Local" NOTAMs to assist with the efficiency of your landings and departures.

Phase III is an estimated \$1,439,085.00 grant funded Capital Improvement Project, joint participation between the Federal Aviation Administration, The Florida Department of Transportation, and the CITY OF PALATKA. That's a 95-2.5-2.5 grant allocation: 95% federal, 2.5% state, and 2.5% local.

*** And speaking of that February/March 2007 window, it appears that we are still on track to throw the new Terminal Building on the streets for bid in the December/January window with construction still loosely projected for the Spring of the coming 2007 calendar year.

With the Phase III Airfield Capital Improvement, the new Terminal Building, and the previously mentioned coming new hangars, the New Year of 2007 will very busy for 28J Palatka. In A CAPITAL IMPROVEMENTS HISTORY STATEMENT that opened the *September NewsLetter*, I invited you to keep an eye on us. We have expended more than \$ 9 million capital improvement dollars over the past three years alone on infrastructure and not so noticeable improvements. Now...here comes the visible improvements and we aim to make a splash. So stay tuned...!

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*** You know all of those little warning labels and signage that appear on products and merchandise? Some are required by law, sure, but others came about by someone actually executing actions outside of predictability, some action one wouldn't think to occur. Otherwise, the need to provide such a warning, be it common sense or not, would not even be present. This brings us to an issue we must aggressively address:

Hangar Safety... must be observed consistently and continuously. The starting of an aircraft's engine inside of any hangar is an action we will not tolerate. And this is non-negotiable. Consider the following:

1. The well being of persons in and around your hangar: Prop wash in such an enclosed area is not conducive to the safety of others who may be struck or endangered by any debris, including sand and erosion prevention rocks, that *will* be blown and blown with violent force.
2. Fire hazard: A single spark is enough to ignite any combustible material or fumes. Not only might *you* be endangered, but also any individual in and around your hangar, including connecting hangars, as the fire ignites, then explodes, and then spreads. The City prides itself in our fire departments and this Airport has an excellent relationship with the *Kay Larkin FireHouse*. HOWEVER, first responders might not engage swiftly enough to save the hangars and every aircraft being stored within. All could go up in a blaze.
3. The structural integrity of the hangars: Prop wash from any given aircraft *will* cause a violent windage vortex that may compromise the integrity of the hangar structure. Such damage will be irreversible and could quite possibly endanger existing tenants or future tenants should the structure fail, in part or in whole.

Regardless of conditions that prompts one to consider the execution of such a careless action and blatant disregard for safety, we inform everyone that the starting of *any* aircraft in *any* hangar will result in the immediate termination of your lease agreement. The "It wasn't me" or the "I didn't do it" excuse won't be accepted. We remind you that you are responsible for the actions of any individual visiting your hangar. Refer to your *Lease Agreement*.

You may consider this your only warning. We do apologize for having to state this in such a stern manner. And yes, we agree that the starting of aircraft inside of a hangar may be viewed as a common sense thing. But this warning comes about because someone actually did it. And they have been dealt with, by both myself...*and* the Airport Manager. Please govern yourselves accordingly by first positioning your aircraft outside on the provided taxi lane.

*** We thank *Florida Pest Control* for their due diligence in removing our spider population. Their recent round two application just may have put an end to the National Geographic Channel's intended documentary. Once again we ask that anyone experiencing continuing creepy encounters, please advise.

*** New T-Hangars: We are considering the possibility of offering existing tenants with aircraft meeting the criteria the right of first refusal of the coming new t-hangars. Since actual square footage and general dimensions are still being defined, the scope of this criteria is also still being defined. So I can not yet answer any questions. I simply mention the possibility so you might begin to consider the possibility if interested. As the criteria becomes more clear, I will be making contact with those tenants who qualify.

*** The March NewsLetter lent indication of Georgia Pacific's commitment to clear trees in the approach path to our Runway 17, said trees being on their property just north of Highway 100 west. To refresh your memory, this tree removal will serve in preparation of a coming project anticipated to recapture existing pavement runway length.

In recent conference with Georgia Pacific we received communication that this activity will commence shortly. We appreciate their commitment to continued Airport development and applaud the relationship we have with our neighbors. I will keep you informed as this project phases forward.

*** **November 11th, 2006** marked the date of our most recent **FLY IN**. We did not open this one to the public. On this day we simply wanted to provide *FIRST FLIGHT* aircraft rides to the more than fifty kids that were turned away the last time because the volunteer pilots were just slap worn out. We sincerely thank the pilots who once again donated their time and energy to give these kids a memorable exposure to aviation. And we would be remiss if we did not extend the warmest of thank you to all of the local business and industry that donated monetary contributions to the Airport's *Special Event Fuel Fund*. Thank you to all and *Blue Skies...*!

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*** The *Cheap Shameless Plug*: I bow to give credit where credit is due. I waive our own humble plugs this month to tip our hats to Mother Nature herself. November 30th will bring to a close the 2006 Hurricane Season. Talk about waiting for the preverbal shoe to fall...! Man oh man. Us folks in hurricane alley bow down to her in all unworthiness for having shown us such mercy this year. We do not question her actions or motives. But we most certainly appreciate her throwing all those weather fronts and funnel boundaries so far south of the Florida Straights and way out into the Mighty Atlantic. The storms still formed, mind you. But these fronts kept them off of us.

We urge you to not become complacent with our good fortune this year. Although we have experienced some of her worst we must remain ever mindful of what could be in our future.

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

*** Reminder...**Available...6.4 acres of prime Airport real estate for lease.** The relocation of our main entrance Highway 100 fence line east allowed us to clean up the State Road 100 highway frontage and realize its potential for commercial development. Present zoning is M-1, light industrial, with a future land use change under consideration. We will recognize this land as a single opportunity or divided for shared enjoyment.

This 6.4 acres of *prime* Highway 100 frontage might not remain available for long. With an estimated 1200 employees immediately north of us at Georgia Pacific, 500 employees next door at St. Johns River Water Management District and the medical community and college just over the tree line to our south, it is in an ideal location, bursting with possibilities.

*** **Thanksgiving Holiday Hours:** In observance of the coming Thanksgiving Holiday, we will be adjusting our business hours as follows:

The terminal building and business offices of *PALATKA MUNICIPAL AIRPORT, Kay Larkin Field* will be closing at 1700 hours local on Wednesday, November 22nd, **CLOSED** on Thanksgiving Day, Thursday, November 23rd, and closing at 1700 hours the day after Thanksgiving, Friday, November 24th. Should any services be required during these closures, such requests should be made in advance. And of course, the airfield will remain open and the availability of self-serve fuel by airfield entrance will not be affected.

From our families to yours...We wish you a very safe and joyous Thanksgiving this Holiday Season.

*** The *Airport Advisory Board* will next meet on Tuesday, December 5th, 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 *November 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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