



TOUCH & GO NEWSLETTER

Mission Statement

Providing safe and efficient airport facilities for the economic benefit of our community.

Hello Everyone,

Just a few items for this second edition of our newsletter. First of all, you can sign up for the newsletter at groig@kissimmee.org.

By the time you read this, we may have received FAA grant funding for the construction of the Taxiway Bravo/Runway 24 Holding Apron Project. This project will provide a much needed run-up and holding area at the Runway 24 approach end. As most users know, when Runway 24 is in use, we often end up with a congested “conga line” of piston, turbo prop and jet aircraft all waiting to take off. The piston aircraft cause delays while they perform their run-up, which in turn causes problems for our tower and Orlando TRACON in trying to get aircraft with IFR releases airborne as soon as possible. It can be a real challenge for the tower to keep the end of runway safe with the mix of aircraft in-line, not to mention the impact on the nearby Signature FBO’s aircraft parking ramp. The project will require periodic closure of Runway 06/24. Once we



Terry Lloyd, A.A.E.
Director of Aviation

Once we

Advisory Board:

- Candy Bennage
- John Bykowski
- Cliff Clover
- Johnny Pineyro
- Pat DeVillers

Kissimmee Gateway Staff:

- Terry Lloyd
- George Stokus
- Azhar Hussain
- Anita Smith
- Glenda Roig
- Mike Nichols
- Jimmy Linares

Did you know?

Prior to World War Two, the current site of the Kissimmee Airport was a cow pasture that was used for regular flying demonstrations. After the attack on Pearl Harbor in late 1941, the site became an Army Air Forces training airfield until 1945. In 1947 the base was returned to the City to be used as an airport. Air Force- the one above the rest !



Kissimmee Gateway Airport is an Enterprise Fund of the City of Kissimmee

receive the grant, Airfield Manager, George Stokus, will work up an ops plan to try and make the project as painless as possible to airfield users, but there will be, no doubt, some inconvenience to some users during the project. The Toho Water Authority will also be installing some water lines in the same vicinity, and hopefully we can perform that work at the same time. No guarantees from the management on that one.

Also by the time you are reading this, the Sunstate Hangar project will be out for construction bids. The building will be approximately 10,000 square feet and of hangar up to 7,000 square feet of classroom, office and perhaps a snack bar. According to the current schedule, the hangar should be completed by September of this year. Congratulations to Steve Graham and the crew at Sunstate for pulling off this project in the worst economic times in at least a generation.

We are also heading into the final stages of our FAA Part 150 Noise Study. Our level of noise complaints is the lowest of any airport I know, and I appreciate everyone who flies friendly out of ISM. This final phase will make noise mitigation and land use recommendations that we hope will be adopted by the City of Kissimmee and Osceola County. For the first time, our noise study is being coordinated with MCO, which is especially important given that our traffic patterns are dictated by air traffic operations managers at the Orlando TRACON.

Finally, we received funding from the Florida Department of Transportation to conduct a study to site a new air traffic control tower. ISM was one of the first GA airports in Central Florida to get a tower funded. Since that time our fine air traffic staff has grown, new security requirements came into existence and we now have the proverbial ten pounds of ATC ops and equipment in a five pound tower. This study is the first big hoop we need to jump through for eventual FAA funding for the design and construction of a new tower. At this time we are looking at the area at the end of Patrick Street as the site to be evaluated.

Please submit items for publication to Glenda Roig, airport administration intern, at groig@kissimmee.org Please take the time to review the information we have posted about your business at our Web site at www.kissimmeeairport.com Please pass any changes to Glenda at the e-mail address above or 407-518-2505.

Pleasant reading !

Airport Wildlife Hazard Management - Operations



George Stokus, A.A.E.
Airfield Manager

As the days get longer and the temperature outside gets warmer, it starts to feel more like spring, even though as I write this article it is a cool morning after the Super-Bowl and there is frost on my roof! As spring arrives wildlife activities increase around the airport; this is usually characterized by loud bangs and screams of our wildlife deterrent equipment, aka Bird Bangers. The longer I work at the Kissimmee Airport the more I get acquainted with the variety of wildlife that Central Florida has to offer.

The Airport Operations department is responsible for preventing and deterring situations in which wildlife activities become hazardous to flight activities on airport property. The most commonly recognized deterrent is the pyrotechnics - Bird Bangers. These non-lethal instruments scare birds in the area and create an unfavorable environment for birds. Another method of bird control is maintaining grass height, by keeping our grass near six inches in height we are able to reduce a food source as well as deter field mice from living in the safety areas. Kissimmee Airport is one of the few airports I know of where we consistently mow all the grass in the safety areas. Mowing the entire airport property takes approximately three weeks.

Besides grass height and pyrotechnics we also enforce certain building landscape codes in order to prevent future wildlife attractants. A few years ago, Airport Administration created a landscape code specific to airport buildings; a part of this code was limiting plants to native species that are not food producing. By enforcing the landscape code the airport has decreased wildlife attractants, but still allowed an ample variety of plants available for construction. Another benefit of this code is the reduction of water dependency of airport right of way plants, which has helped ease the cost of water used to irrigate plants.

So the next time you are out on the airfield and you see a maintenance worker mowing the field or hear a loud bang nearby, you will know we are not just doing this to keep the airfield looking pretty or disturbing the peace. I have to admit, however, that sometimes there is nothing better than smelling freshly cut grass in the afternoon right before a thunderstorm. I always felt that would be a great candle scent, but I doubt we will see that in stores anytime soon.

If you have any suggestions or comments regarding this article or anything else airport related please feel free to contact me at (407) 847-4600 or gstokus@kissimmee.org. Until next article please remember to check your NOTAMS and fly safely.

Kissimmee Gateway Tower

Kissimmee Gateway Tower Input for 1st Quarter 2010 dated 01/28/10 WGH

Spring is almost here and the weather for flying in Florida is at its best. The tower traffic count is on the rise after a rather slow 2009. For the year 2008 from January to December Kissimmee Tower compiled a total of 159,664 operations that placed us as the 10th busiest contract airport tower in the United States out of a total of 246 contract towers nation wide. With a downturn in the economy for 2009 we ran only 127,371 putting us as the 13th busiest contract facility in the United States and the 5th in Florida.

But as I said, the numbers are on the increase. With that comes the challenge of mixing our flying public all together. This includes jets and props as well as war birds and blimps. This diverse traffic keeps the controllers on their toes at all times. To help in doing this the Kissimmee Tower no longer runs a single person operation. The facility is manned with at least two controllers from 0700 until 2200. This should help to abate any delays you might have experienced in the past.

As many have noticed the NDB has been decommissioned at the Kissimmee Airport. This old piece of equipment was a must for early aviation. But with the advent of the Global Positioning Satellites (GPS) the NDB has become obsolete. Additionally the Instrument Landing System (ILS) has been installed at Kissimmee Gateway Airport. The GPS and ILS have much lower weather minimums for arriving traffic.

Quarterly Training Tip: Exiting the Runway after Landing, Aeronautical Information Manual Chapter 4 Section 3 Para. 20 a. b. and c.

The following procedures must be followed after landing and reaching taxi speed:

Exit the runway without delay at the first available taxiway or on the taxiway as instructed by ATC. Pilots shall not exit the landing runway onto another runway unless authorized by ATC. At airports with an operating control tower, pilots should not stop or reverse course on the runway without first obtaining ATC approval.

Taxi clear of the runway unless otherwise directed by ATC. An aircraft is considered clear of the runway when all parts of the aircraft are past the runway edge and there are no restrictions to its continued movement beyond the runway holding position markings. In the absence of ATC instructions, the pilot is expected to taxi clear of the landing runway by taxiing beyond the runway holding position markings associated with the landing runway, even if that requires the aircraft to protrude into or cross another taxiway or ramp area. Once all parts of the aircraft have crossed the runway holding position markings, the pilot must hold unless further instructions have been issued by ATC.

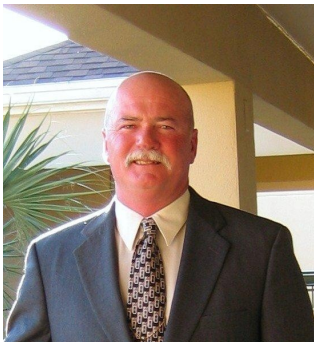
Immediately change to ground control frequency when advised by the tower and obtain a taxi clearance.

NOTE-

1. *The tower will issue the pilot instructions which will permit the aircraft to enter another taxiway, runway, or ramp area when required.*
2. *Guidance contained above is considered an integral part of the landing clearance and satisfies the requirement of 14 CFR Section 91.129*

NOTE-

The tower will issue instructions required to resolve any potential conflicts with other ground traffic prior to advising the pilot to contact ground control. A clearance from ATC to taxi to the ramp authorizes the aircraft to cross all runways and taxiway intersections. Pilots not familiar with the taxi route should request specific taxi instructions from ATC.



Glenn Huckeba
Control Tower Manager



General Aviation Airports & The Challenge of Managing Wildlife Hazards

by: Azhar Hussain

What could a bird do to a plane? While on its initial climb out, USA Airways Flt# 1549 Airbus A320 struck a flock of Canada Geese which resulted in an immediate and nearly complete loss of thrust from both engines. When the aircrew determined that the aircraft would be unable to safely reach any airfield from its location just northeast of the George Washington Bridge, they turned it southbound and glided over the river into which they ditched the airliner near the USS *Intrepid* Museum in midtown Manhattan about three minutes later. All 155 occupants safely evacuated the airliner, which was still virtually intact though partially submerged and slowly sinking. The occupants were quickly rescued by nearby watercraft.

Keeping this type of scenario in mind, we at Kissimmee Gateway Airport initiated a Wildlife Hazard Assessment amid national concerns over the potential for a devastating collision between birds and airplanes.



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Glenda Roig,
Airport Administrative Coordinator

We are on the Web!!!

www.kissimmeeairport.com



The study started on January 2009 and it was completed in December. The study looked at deer, Sand Hill Cranes and other wildlife that could cause problems at the airport. Suggestions could include changing flight patterns, and an analysis of surrounding habitat to see if it attracts birds.

The best way to discourage wildlife on the airfield is for everyone on the airfield i.e. airport operations and all the tenants be proactive. And what do I mean by proactive? As far as airport operations is concerned, we aggressively disperse wildlife by different means.



Most common one is using the pyrotechnics i.e. bird bangers and screamers to scare the birds off the airfield. Tenants can help us by reporting bird activities close to the runways and refraining from feeding the birds at their respective lease hold areas.

