

Florida Flyer

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Courtesy of Miami-Dade Aviation Department

Opa-locka Executive Airport, looking south.

Opa-locka Executive Airport

Opa-locka Executive Airport (OPF) is centrally located in northern Miami-Dade County, between the cities of Miami Gardens on the north, Opa-locka on the east, Hialeah on the south, and the town of Miami Lakes on the west. The airport is a short drive to popular destinations in northern Miami-Dade County: only 10 minutes from Sun Life Stadium (home of the Miami Dolphins), 35 minutes from downtown Miami, 30 minutes from Miami Beach, and only 20 minutes from Miami International Airport.

Opa-locka Executive Airport is one of four general aviation airports operated by Miami-Dade County. It is designated

a general aviation reliever airport for Miami International Airport with an Airport Reference Code of D-IV.

Three active runways

Encompassing 1,810 acres, Opa-locka Executive's airfield has three active runways: two east-west runways and a southeast-northwest crosswind runway. Runway 9L/27R, at 8,002 feet long and 150 feet wide, is the primary airport runway with high-intensity runway lights, visual approach slope indicator (VASI), an instrument landing system (ILS) Category I, an approach lighting system

See Opa-locka, page 4

MANAGER'S CORNER



Aaron N. Smith
State Aviation Manager

“Governor Scott’s proposed Florida First budget for the next fiscal year invests \$237.6 million for aviation improvements so Florida can continue to welcome record passengers.”

2015 – A record year. Governor Rick Scott announced that Florida reached a record high for commercial airport passengers in 2015. More than 161 million passengers passed through Florida’s 20 commercial service airports over the year, a 17 percent increase in overall domestic and international passenger travel since 2010. Over the year, more than 442,000 passengers traveled in and out of Florida each day using commercial air service.

In comparison to 2014, there was an 8 percent increase in overall passenger traffic, with domestic travel increasing by 7.7 percent and international travel increasing by 9 percent in 2015. According to the Florida Department of Transportation, over half of all visitors who come to Florida arrive through a Florida airport. Governor Scott’s proposed Florida First budget for the next fiscal year invests \$237.6 million for aviation improvements so Florida can continue to welcome record passengers.

Just as impressive, these increases were realized throughout the state with 14 of Florida’s commercial airports experiencing a record number of passengers in 2015. Those airports include Miami International Airport, Orlando International Airport, Fort Lauderdale-Hollywood International Airport, Tampa International Airport, St. Pete-Clearwater International Airport, Palm Beach International Airport, Orlando Sanford International Airport, Northeast Florida Regional Airport, Gainesville Regional Airport, Southwest Florida International Airport, Northwest Florida Beaches International Airport, Pensacola International Airport, Melbourne International Airport, and Punta Gorda Airport.

Airport and spaceport growth (as in occurring . . . now). Passenger enplanements are up—way up. And with such a record number of passengers (and airlines) using our airport system comes the necessary investments in terminal planning, renovations, and expansion. Over the next five years, approximately 65 percent of the Department’s investments will be in our commercial service airports, with 25 percent in general aviation airports. The remaining 10 percent will be dedicated to aviation system planning as well as land acquisition and various planning projects such as airport master plan and layout plan updates.

Spaceport investments will amount to slightly more than \$100 million over the next five years. Such investments facilitate hundreds of millions in private investment and are not only making Florida the place to launch rockets, but will also make it the place where rockets are built, tested, launched, recovered, and relaunched. Rocket reusability is the game-changer the industry needs in order to grow beyond what it has been for decades. The cost savings realized by reusing rockets with the incredible changes in satellite technology are leading the way for transformation in how we use low earth orbit.

Investment in maintenance, repair, and overhaul (MRO) facility development continues at several airports around Florida with several others in the planning stages. Florida is in a strategic geographic location for MRO development. Additional growth in this market will broaden the depth of Florida’s diversified work force and will likely influence the growth of aviation and aerospace academics. The industry needs a steady supply of well-trained aviation technicians, mechanics, engineers, and the like to meet future demand.

Recent hire. I am pleased to announce the appointment of Mike McClure, C.M., to Aviation Environmental and Freight Manager for the Aviation and Spaceports Office. For more information about Mike, see page 7.



Mike McClure

Airport Revenues

Airport revenue defined and its uses explained

by Jim Halley, A.A.E., ACE

Questions often come up regarding the use of airport revenues and what is considered permitted versus prohibited uses of airport revenues. Hopefully, this article will serve as a reminder regarding the permitted and prohibited uses of airport revenues and the applicability to both federally and state obligated airports.

Airport revenue defined

Airport revenue is generally defined as those revenues paid to or due to the airport for the use of airport property by the aeronautical and nonaeronautical users of the airport. It also includes revenues from the sale of airport property and resources and revenues from state and local taxes on aviation fuel. Such examples include:

- Revenues generated from the sale or lease of land or equipment;
- Aviation fuel taxes and flowage fees;
- Access, landing, tie-down, and operating fees; and
- Revenues generated through ground transportation access fees, concessions, airport parking lots.

Unlawful revenue diversion

Unlawful revenue diversion is the use of airport revenues for purposes other than airport capital or operating costs or the costs of other facilities owned or operated by the sponsor and directly and substantially related to air transportation. The following examples are generally considered diversions of airport revenues and are not permitted:

- The use of airport revenues for general (not airport-specific) economic development;
- In-lieu-of taxes or other assessments for services in an amount that exceeds the actual value of those services;
- Direct or indirect payments for services provided to the airport greater than that which is required to be paid;
- Compensatory payments to governmental bodies for lost tax revenues that exceed stated tax rates; and
- Marketing or promotional activities that are not related to the airport or system of airports.

FDOT and FAA assurances

FDOT's Aviation Program Assurance #9 and FAA's Sponsor Grant Assurance #25 specifically address the use of airport revenues—those also tie directly to FDOT Aviation Program Assurance #10 and FAA Sponsor Grant Assurance #24 which discuss the requirement for airports to be as self-sustaining as possible.

FAA's Airport Sponsor Assurances can be found at www.faa.gov/airports/aip/grant_assurances/media/airport-sponsor-assurances-aip.pdf. FDOT's Aviation Program Assurances (also known as "Exhibit C" of the Joint Participation Agreement [JPA]) can be found on our website at www2.dot.state.fl.us/proceduraldocuments/forms/informs/72504015.pdf.

For more information on revenue diversion, please visit the "Aviation Grant Program" section of the "Documents and Publications" page of FDOT's Aviation and Spaceports Office website located at www.dot.state.fl.us/aviation/flpub.shtm. If you have any questions or comments, please contact your FDOT District Aviation Coordinator or your FAA ADO Program Manager. ♦

Jim Halley, A.A.E., ACE, is the Aviation System Manager for the FDOT Aviation and Spaceports Office. Contact him at (850) 414-4505 or Jim.Halley@dot.state.fl.us.

UAS Information on Our Website

The FDOT Aviation and Spaceports Office recently updated our website to include information regarding the operation of Unmanned Aerial Systems (UAS) as well as links to relevant guidance and contact information for related agencies.

Additionally, we have developed a brochure that summarizes current state regulations and federal guidelines pertaining to UAS operations and provides helpful hints for airports, pilots, law enforcement, and the community. Please visit www.dot.state.fl.us/aviation/uas.shtm to download the brochure and to view our UAS informational website. ♦



Opa-locka Executive Airport

From page 1

(ALS); and it has distance measuring equipment (DME), global positioning system (GPS), nondirectional beacon (NDB), and precision approaches. Runway 9R/27L is 4,306 feet long and 100 feet wide. Runway 12/30 is 6,800 feet long and 150 feet wide, and also has ILS Category I capability. All runways have full 75-foot-wide parallel taxiways, which provide advanced airfield circulation and operating efficiency.

Opa-locka Executive Airport features no landing fees and quick and easy access. The airport offers full fixed base operator (FBO) service and a wide range of aircraft repair and maintenance services including airframe, power plant, and avionics repair. The airport's other facilities include three FBO facilities for private jet service, corporate hangars, an FAA contract tower, a midfield aircraft rescue and firefighting (ARFF) facility, and a Customs and Border Protection (CBP) private aircraft clearance facility to serve international traffic. The Miami-Dade County Police Aviation Division and Fire Department Air Rescue North operate out of the airport. Opa-locka Executive accommodates a very diverse set of aviation needs, largely corporate and business-use traffic, but also provides flight training and air taxi/charter uses as well as serving the busiest U.S. Coast Guard Air/Sea Rescue Station.

Aircraft and operations

As of 2015, Opa-locka Executive had 413 based aircraft on the airfield, 45 percent of which were jet aircraft. For 2015, the airport had 147,638 aircraft operations compared to 145,389 operations in 2014, including 1,300 private jets that flew into the airport during Art Basel week (a week of art fairs and events). The uptick in traffic is part of a larger growth trend at the airport, where the number of private jets based at the airport has nearly doubled since 2004.



Photographs courtesy of Miami-Dade Aviation Department

AVE business park at Opa-locka Executive Airport.

Economic impact

Opa-locka Executive Airport supports more than 5,700 jobs and generates more than \$570 million in business revenue to Miami-Dade County.

The airport's growth closely parallels the influx of tens of millions of private investment dollars at the airport. Since being awarded lease agreements between 1998 and 2007, five developers (AVE LLC, Turnberry Airport Holdings LLC, Landmark Aviation, The Carrie Meek Foundation, and AA Acquisitions) have invested more than \$168 million to develop new facilities at the airport, including high-end private jet terminals, aircraft hangars, upgraded ramp areas, a United States Postal Service (USPS) distribution center, and commercial (non-aeronautical) development such as offices, retail/industrial, and a gasoline station. In March 2015, a \$30 million FBO terminal facility and aircraft hangar were completed by AA Acquisitions. There are currently more than 500 acres leased for development.

These investments are part of a long-term development program that calls for more than \$475 million in private investments at the airport. At the same time, the Miami-Dade Aviation Department recently completed a new FAA contract air traffic control tower and is investing \$4 million in runway and taxiway improvements to meet the

increasing demand. Construction is also underway on a \$17 million FBO facility by Turnberry Airport Holdings, as well as aircraft storage and service hangars, and associated ramp areas.

Lively history

Opa-locka Executive Airport was founded by Glenn Curtiss in 1927 on the grounds of what used to be his Florida Aviation Camp. Mr. Curtiss gave his Florida Aviation Camp to the U.S. Navy shortly before his early death in 1930. Opa-locka Executive was part of the U.S. Navy Training Command during World War II and the hub of six naval training bases.

Amelia Earhart took off on her ill-fated around-the-world flight attempt in 1937 from the former "Miami Municipal Airport" located near the airport's main entrance. Numerous historic aircraft and buildings still remain on site. The U.S. Navy dirigible "Akron" crashed in a thunderstorm on its 1933 return flight north after leaving Opa-locka Executive Airport. In the Cold War era, the airport played a part in both military and civilian efforts, including the infamous black flights to Guatemala in the 1950s, the Bay of Pigs invasion, and the Cuban Missile Crisis. The airport served as the Miami Naval Air Station and Miami Marine Corps Air Station during the Korean War.



Clockwise from top left: Orion Jet Center, one of three FBOs; the airport's control tower; and the new Landmark Aviation hangar.

In early 1962, the deed for the airport was signed and the transfer to the county and the Miami-Dade Aviation Department was completed. In 1967, Opa-locka Executive was the world's busiest airport with more than 650,000 flight operations. To date, it still has a military presence with the U.S. Coast Guard Air Station, which houses the world's busiest air/sea rescue station.

Events at the airport

Each year, the airport hosts the U.S. Coast Guard 5K Run, an event developed by the U.S. Coast Guard Air Station Miami to support their military personnel and families. The event takes place on three of the airport's taxiways.

Opa-locka Executive Airport also hosts the South Florida Aviation Fly-In and Educational Expo (SAFEE) event every year. In coordination with the U.S. Coast Guard Air Station Miami's open house, more than 4,000 South Florida students participate in a two-day event featuring interactive aviation-related demonstrations, exhibits, and learning activities. Military and historical private aircraft are on static display. The second day is extended to the general public

and pilots to increase their knowledge and skills via the FAA Wings Safety and Proficiency Program. For the second year in a row, the event has hosted the TAG (touch and go) Competition, an event in which teams of pilots test their skills in a landing competition.

The airport's mission is to provide general aviation users a modern, safe, and efficiently operated airport from which all services associated with general aviation can be acquired. For more information about Opa-locka Executive Airport, see www.miami-airport.com/opalocka.asp. ♦

We thank José A. Ramos, Norman A. Hegedus, and Nelson Mejías for their assistance with this article. José A. Ramos, R.A., LEED AP, is Division Director, Aviation Planning, Land-Use and Grants for the Miami-Dade Aviation Department. Norman A. Hegedus is the Section Chief – Airside Operations for General Aviation Airports (GAA), Aircraft Noise and Environmental Planning/Wildlife Control for the Miami-Dade Aviation Department. Nelson Mejías is Airport Manager of Opa-locka Executive Airport.

Economic Impact

The total annual economic impact of Opa-locka Executive Airport follows:

- **Total employment: 5,732**
- **Direct impacts: \$573,300,000** (from the tenants/businesses at the airport and construction projects undertaken by the airport or by on-site businesses)
- **Indirect impacts: \$21,300,000** (associated with spending from visitors who arrive in the area by way of general aviation aircraft)
- **Multiplier (additional) impacts: \$2,796,000**
- **Total payroll: \$313,594,000**
- **Total output: \$597,396,000**

—from the Florida Statewide Aviation Economic Impact Study Update, August 2014

Permitting's Forgotten Requirement under F.S. 333

by Greg Jones

In the course of administering the existing Chapter 333, Florida Statutes (F.S.), and considering the proposed revisions to the statute, it is noted that zoning authorities and applicants are failing to comply with the statutory requirement that **the Florida Department of Transportation (department) shall be provided with a copy of an application for a variance when the department is not the permitting authority.**

As a result, prior, pending, and future permit/variance applications may experience adverse impacts to processing caused by objections/appeals raised by “persons aggrieved, taxpayers affected, the department, political subdivisions and joint airport zoning boards.”

Provide FDOT with a copy of the application

In the spirit of transparency, this requirement is moderated in the proposed revisions to F.S. 333, but still remains a current requirement with possible adverse consequences. However, the proposed revisions, if passed, will not likely go into effect until July 1, 2016, and therefore applicants must comply with the existing requirement to provide the department with a copy of the application for a variance when the department is not the permitting authority.

The following is not intended to constitute a comprehensive or legal analysis of the requirements and impacts of this portion of the statute but will point out relevant sections of the statute which should be considered. Zoning authorities are encouraged to consult with their attorneys and officials. Certain terms and phrases are italicized for emphasis.

Permits and variances

F.S. 333.07 provides for a procedure for permit and variance applications. A permit may be required before any new structure or use may be constructed, established, changed, altered, or repaired. A variance is required when a person proposes to erect or increase the height of a structure, permit the growth of any tree, or use his or her property in violation of the airport zoning regulations. As a result, most zoning authorities have

established requirements for both a permit and a variance.

F.S. 333.07(2)(a) provides, “At the time of filing the application [variance], the applicant shall forward to the department by certified mail, return receipt requested, a copy of the application. The board of adjustment may proceed with its consideration of the application only upon receipt of the department’s comments or waiver of that right. Non-compliance with this section shall be grounds to appeal pursuant to s. 333.08 and to apply for judicial relief pursuant to s. 333.11.”

Appeals explained

F.S. 333.07(2)(b) further provides, “The Department of Transportation shall have the authority to appeal any variance granted under this chapter pursuant to s. 333.08, and to apply for judicial relief pursuant to s. 333.11.” F.S. 333.08(1) provides a broad right to appeal to any person aggrieved, any taxpayer affected, any governing body of a political subdivision, or the Department of Transportation.

Significantly, F.S. 333.07(3) provides that, “an appeal may stay all proceedings in certain circumstances.

The board has broad powers to “reverse or affirm wholly or partly, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination as ought to be made” [F.S. 333.07(5)].

All airport zoning regulations adopted under this chapter shall provide for a board of adjustment to have and exercise certain powers including the following [s. 333.10(1)(a-c)]: to hear and decide appeals; to hear and decide any special exceptions to airport zoning regulations; and to hear and decide specific variances under s. 333.07(2).

F.S. 333.11 provides for appeal to the circuit court which can issue a restraining order to stay the proceedings.

Chapter 333, Florida Statutes, provides a detailed procedure for obtaining and challenging permits/variances including an application process and an appeals process involving a board

of adjustment and the circuit court. F.S. 333.07(2)(a) provides that “The board of adjustment may proceed with its consideration of the application only upon the receipt of the department’s comments or waiver of that right.” The Department of Transportation, the governing body of a political subdivision, any joint airport zoning board but also “any person aggrieved, or taxpayer affected” may utilize the appeals process. This provides a broad venue of persons and entities that could potentially derail and/or delay an application for a zoning permit/variance on various grounds including the failure to provide to the Florida Department of Transportation and document receipt of a copy of the application.

F.S. 333.07(2)(a) provides that, “At the time of filing the application, the applicant shall forward to the department by certified mail,” mandating the responsibility for the submission of the copy on the applicant, who may not be familiar with F.S. 333, overlooking this obligation, causing delay in the process. Some airport zoning regulations have addressed this deficiency by adding provisions directing the applicant to submit a copy to the department and provide a return receipt to the zoning authority.

Proposed revisions

As mentioned above, the proposed revisions to F.S. 333 have moderated this requirement by requiring the “local government” (zoning authority) upon receipt of a complete permit application consistent with s. 333.025(4) to provide a copy to the department, and the department is provided 15 days instead of 30 days to review and comment on the application.

Several proposed revised versions are before the legislature for consideration. Upon passage of a revised F.S. 333, the department will be in a position to provide technical assistance to zoning authorities regarding any revised airport zoning regulations requirements. ♦

Greg Jones is Airspace and Land Use Manager for the FDOT Aviation and Spaceports Office. He can be reached at (850) 414-4502 or Greg.Jones@dot.state.fl.us.

Stains on White Airfield Pavement Markings

by Abdul Hatim, Ph.D.

In recent years, several airports in Florida have noticed rust or yellow stains on the white airfield pavement markings. The State Materials Office (SMO) conducted an investigation in May 2014 to determine the cause of the stains on the white markings at Daytona Beach International Airport.

While on site, the top layer of a portion of the stained pavement marking was removed with a methyl ethyl ketone-soaked cloth. The investigators uncovered a white, non-colored layer suggesting that the stain is a surface phenomenon. Rust-colored stains were observed on the asphalt runway. A sample of asphalt from a rust-colored section of the pavement was collected and tested in the laboratory. The result of the SMO evaluation suggested that the source of the rust-colored stain on the surface of the white paint originated from the iron content of the aggregate in the asphalt.

On July 21, 2014, the FAA updated AC 150/5370-10G, Standards for Specifying Construction of Airports, addressing the prevention of rust/yellowing of white pavement markings in the following items:

Item P-401 Hot Mix Asphalt (HMA) Pavements

401-2.1 Aggregates

Aggregates shall consist of crushed stone, crushed gravel, crushed slag, screenings, natural sand, and mineral filler, as required. The aggregates should be free of ferrous sulfides, such as pyrite, that would cause “rust” staining that can bleed through pavement markings.

Some aggregates may contain ferrous sulfides and iron oxides which can cause stains on exposed concrete surfaces. In areas where staining has been a problem or is suspected, the engineer should verify that producers and aggregate suppliers have taken steps to prevent the inclusion of any ferrous sulfides

or iron oxides in aggregate to be used in the project.

Item P-501 Portland Cement Concrete (PCC) Pavement

501-2.1 Aggregates

Aggregates delivered to the mixer shall consist of crushed stone, crushed or uncrushed gravel, air-cooled iron blast furnace slag, crushed recycled concrete pavement, or a combination. The aggregates should be free of ferrous sulfides, such as pyrite, that would cause “rust” staining that can bleed through pavement markings. Steel blast furnace slag shall not be permitted. The aggregate shall be composed of clean, hard, uncoated particles. Dust and other coating shall be removed from the aggregates by washing.

Some aggregates may contain ferrous sulfides and iron oxides which can cause stains on exposed concrete surfaces. In areas where staining has been a problem or is suspected, the engineer should verify that producers and aggregate suppliers have taken steps to prevent the inclusion of any ferrous sulfides or iron oxides in aggregate to be used in the project.

The FAA directs the engineers to ensure the aggregates are non-ferrous. Therefore, the contractor must test the aggregate prior to bidding a project. The cost of the airfield pavement project may vary depending on the source of the non-ferrous aggregate.

Some airports are mitigating existing rust stain problems on pavements by cleaning up or repainting with rust inhibitor paint. ♦

For more information, contact Abdul Hatim, Ph.D., Aviation Engineering Manager for the FDOT Aviation and Spaceports Office, at (850) 414-4504 or Abdul.Hatim@dot.state.fl.us.

Mike McClure Joins ASO

Mike McClure, C.M., recently joined the FDOT Aviation and Spaceports Office (ASO) as the Aviation Environmental and Freight Manager.

Mike received his bachelor's degree in business administration from Florida State University and spent 22 years in the U.S. Navy as a helicopter pilot. His military experience includes serving as Chief of Staff of the Navy's largest helicopter organization. Prior to his arrival at the department, Mike was with the Florida Department of Management Services for seven years as the Executive Aircraft Operations Manager and as the Bureau Chief of State Fleet Management and Federal Property Programs.

As Aviation Environmental and Freight Manager, Mike will serve as the department's principal technical advisor for aviation environmental and air cargo/freight matters. He will assist district aviation personnel with airport issues, manage statewide consultant projects, research technical issues, and support the Strategic Intermodal System. ♦

Calendar

Please contact event organizers before attending in case of cancellation due to weather or other factors.

April 5–10, 2016

SUN 'n FUN International Fly-In & Expo, Lakeland Linder Regional Airport (LAL). For more information, see www.sun-n-fun.org or call SUN 'n FUN at (863) 644-2431.

July 17–20, 2016

47th FAC Annual Conference and Exposition in Bonita Springs. For more information, call the Florida Airports Council at (850) 224-2964 or see www.floridaairports.org.

For information about CFASPP, see www.cfaspp.com.

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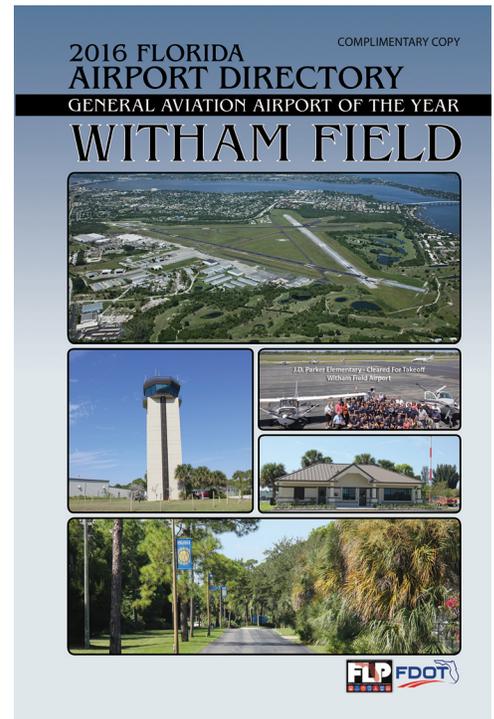
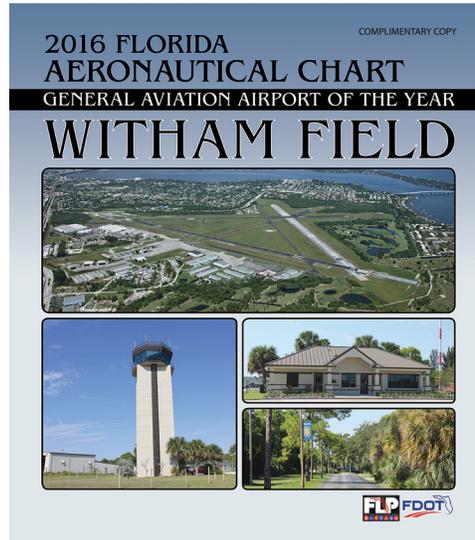
The 2016 Florida Airport Directory and Aeronautical Chart are now available.

If you would like to receive a copy of the directory and chart, please contact Fred Karuga by email at Fred.Karuga@dot.state.fl.us. Remember to include your complete mailing address and quantity desired. If you require more than one copy, be sure to include your phone number along with your mailing information.

In most cases, we can process orders within two weeks of receiving your request. If you have any questions, please call the FDOT Aviation and Spaceports Office at (850) 414-4500.

The Florida Airport Directory and Aeronautical Chart are complimentary publications published by the FDOT Aviation and Spaceports Office, and are not to be sold by any individual or business. ♦

We congratulate Witham Field, the 2015 General Aviation Airport of the Year. Witham Field is featured on the covers of the Florida Airport Directory and Florida Aeronautical Chart.



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