



# Collier County Airports: A Gateway to Florida's Paradise Coast

by **Justin Lobb**, *Airport Director*

Collier County has a rich history of aviation since the earliest part of the 20<sup>th</sup> century when its airports were used for military training missions or to fly those looking to invest in the community from Miami and other parts of Florida. Since its inception in 1993, the Collier County Airport Authority has maintained three county airports: Marco Island Executive Airport, Immokalee Regional Airport and the Everglades Airpark.

## Marco Island Executive Airport

The Marco Island Executive Airport (MKY) was initially designed to complement plans of creating the resort area south of Naples known today as Marco Island. Following its construction in 1976, the airport was primarily used as a marketing tool to help sell Marco Island lots. Developers would fly prospective homeowners and investors over from Miami. Eventually, developers turned the airport over to the state and in the 1980s, the state turned it over to the county.

The airport's 5,000 foot runway is situated near Naples, Marco Island, Goodland and the Isles of Capri and is minutes away from those areas and attractions while situated in a natural environment near the Rookery Bay National Estuarine Research Reserve. Today, the airport caters to a diverse mix of GA traffic, and provides red carpet service for tourists, clients, and residents flying privately into and out of Southwest Florida's Paradise Coast. The airport is home to an Authority-operated FBO, several flight schools, air charter operators, and the Marco Island

Squadron of the Civil Air Patrol. In the last few years, the MKY has undergone several expansion projects. In 2014, the Airport completed a \$6.2 million overhaul of the runway. Currently, MKY is in the midst of a \$17M terminal redevelopment project, which includes a new and relocated terminal/FBO, as the existing building is a stone's-throw from the runway.

The project also includes landside parking, drainage features, apron expansion, and ultimate demolition of the existing terminal. Additionally, a private developer is set to commence construction of condominium-style hangar units early next year.



Photo Courtesy: Collier County

## Immokalee Regional Airport

The Immokalee Regional Airport (IMM) is situated on 1,333 acres of land about 35 miles northeast of Naples and 110 miles northwest of the Port of Miami. The airport boasts two runways that can accommodate a variety of aircraft including small single-engine Cessna's and corporate business jets.

Originally built as a World War II bomber training base, the Federal Surplus Act eventually turned the airport over to the county in the 1960s. Today, the Airport serves the rural Immokalee area and its bustling Seminole Casino. It also serves the growing town of Ave Maria, an unincorporated community founded in 2005 by Tom Monaghan, the founder of Domino's Pizza, who later also established



Photo Courtesy: Collier County

the Ave Maria University. Some of the airport businesses include Salazar Machine and Steel which manufactures agricultural equipment; a jet turbine testing facility; a plantation window shutters manufacturer, and Collier County's Culinary Accelerator,

focusing on the area's agribusiness and the culinary industry. The airport is also used for aerial firefighting and crop-dusting operations, which help the local citrus industry, and is home to IH-RA sanctioned weekend drag racing.

A combined \$11 million of improvements are set to commence at IMM which includes rehabilitation of Runway 18-36, one of the last few original WWII era runway pavement surfaces in Florida, along with an extension of its parallel Taxiway C.

### Everglades Airpark

The smallest of Collier County's airfields, Everglades Airpark (X01) is situated on 29 acres surrounded by environmentally sensitive protected lands. The airpark is located southwest of the Big Cypress National Preserve and is surrounded on three sides by the waters of Everglades National Park. The Airpark was built by the Collier brothers in the 1940s when Everglades

City was home to the county seat and a host of businesses. Initially, the runway was a 1,000 foot paved strip with 500 feet of grass of either end. The airport was used by the Civil Air Patrol and frequented by the Air Force in addition to private pilots. President Harry Truman was on hand to dedicate the National Park at the airport in December 1947.

Today, the airpark is now known as the county's Eco-Tourism Airport and is a destination for vacationers and outdoor enthusiasts who come to fish, boat, camp, and explore the beauty of the Everglades. The Gulf Visitor Center and National park Ranger station, located within walking distance of the airpark, provide canoe rentals, tour boats, and docks for itinerant boats. The airport is also home to WINGS Aero Tours which provides seasonal air charter and aerial tours through the Ten Thousand Islands, Everglades National Park, and the Florida Keys.



Photo Courtesy: Collier County

# Flying High Again: Marco's Civil Air Patrol Returns to the Skies

by Justin Lobb, Airport Director

It has been nearly 3 years since Hurricane Irma made landfall on Marco Island, a storm that left its mark on most of Florida, but particularly so at Marco Island Executive Airport (MKY). While many of the airport's facilities emerged from the storm with relatively minor damage, the same could not be said of Civil Air Patrol's (CAP) Hangar. "At the time of the hangar's construction in 2003, the gold star standard was to build for a Category 2 storm" according to Squadron Commander Bob Corriveau. This standard was clearly no match for a direct hit from a major Category 3 hurricane. Fortunately, CAP's aircraft were relocated out of harm's way prior to the storm's arrival, though the same could not be said for several vehicles stored inside that sustained complete destruction. Interestingly enough, and while the hangar was completely destroyed, the attached squadron office remained virtually untouched. Immediately after Irma, CAP aircraft were brought back into Florida and stationed at the Punta Gorda Airport, performing aerial reconnaissance missions for FEMA in response to the Irma disaster. Within a month's time, the squadron had secured temporary facilities and resumed missions from MKY, but the real work was just beginning as the squadron navigated insurance and FEMA protocols in their new mission to rebuild. After nearly two years of planning, design, and securing the necessary funding, groundbreaking of the new hangar commenced on November 20, 2019. The new facility is being built to modern-day building codes and will withstand up to 170 mph winds. Now, with construction nearing completion, the Marco Island Squadron of the Civil Air Patrol will be flying high once again, and this time, the squadron will be ready for the next big storm as they continue their critical missions of servitude in the skies above Southwest Florida.



Photo Courtesy: Civil Air Patrol



Photo Courtesy: Civil Air Patrol

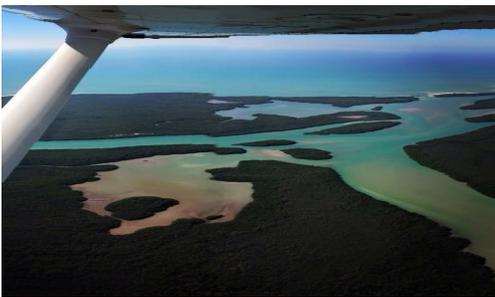
# Exploring Marco Island

by **Kate Whitson**, *Collier County Airport Authority*

**T**ucked away along the southwest tip of Florida, the Paradise Coast of Marco Island and the adjacent 10,000 Islands, offers a diverse range of luxury resorts, beautiful beaches, renowned golf courses, and unspoiled parks—all just within minutes from Marco Island Executive Airport. The natural environment in and around Marco Island provides the perfect backdrop for both relaxing and adventurous activities. Marco Island Executive Airport brings visitors within minutes of the best that the Ten Thousand Islands have to offer. Scavenge for seashells or hit the links for a challenging round of golf. Explore the Everglades in a swamp buggy or enjoy an invigorating nature hike at the Rookery Bay Reserve. World-class fishing is a popular activity as well as the diverse range of dining options this area has to offer. Pristine white sand beaches, breathtaking views, unbeatable sunsets, and friendly locals. What-



*Photo Courtesy: Collier County*



*Photo Courtesy: Collier County*

ever it is you might be looking for whether it be relaxation, adventure, or fine dining, Marco Island and the Paradise Coast has something for everyone. Our subtropical climate makes the Paradise Coast the perfectly accessible place to get away from it all year-round! The Paradise Coast offers its visitors and locals over 300 days a year of sunshine with the Gulf waters average temperature of 76 degrees Fahrenheit. We see a drier winter and a rainier summer but the beach, and all it has to offer, is beautiful all year long. Wildlife is abundant and one of the many family-favorite attractions in this area. There are plenty of nature preserves and wildlife sanctuaries to explore for both adults and kids. You can easily spot American Osprey, manatees, dolphins, sea turtles, bobcats, panthers, plenty of birds, and more!

Marco Island Executive Airport is your gateway to the adventures that await for the mind, body, and soul on Marco Island and the Paradise Coast.

## Statewide Airfield Pavement Management Program Introduces Interactive Web Application Using Geographic Information System

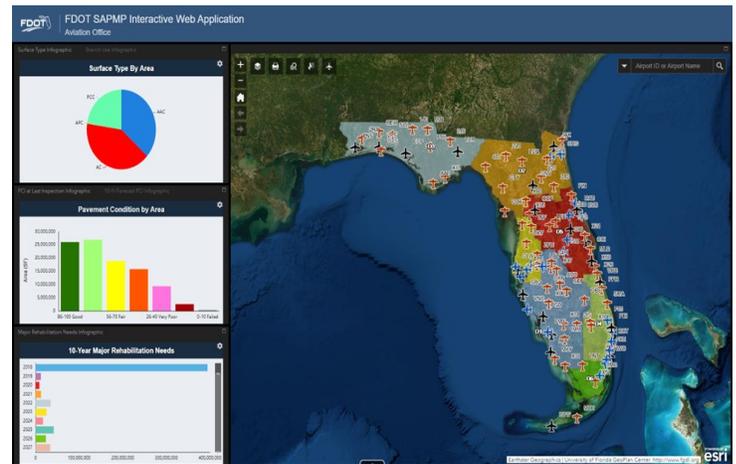
by **Abdul Hatim**, *Airport Engineering Manager*

**T**here are millions of square feet of pavement for runways, taxiways, aprons, and other areas that support aircraft operations. The timely and proper maintenance and rehabilitation (M&R) of these pavements allows airports to operate efficiently, economically, and without excessive down time. To support the planning, scheduling, and design of M&R activities, the Florida Department of Transportation (FDOT) has implemented a Pavement Management System (PMS) program – the FDOT Statewide Airfield Pavement Management Program (SAPMP). The SAPMP provides objective condition assessment information needed to make informed decisions regarding the significant capital investment that public-use airport pavement infrastructure represents. The SAPMP goals consist of the following:

- 1.) Assist airports in meeting the requirements of Public Law 103-305;
- 2.) Provide airports with functional pavement condition in accordance with ASTM D5340-12 (current) and with the FAA AC 150/5380-7B (current) based on visual inspection efforts;

- 3.) Provide airports with planning-level guidance on maintenance, repair, and rehabilitation in accordance with FAA AC 150/5380-6C (current) based on pavement conditions and distress data in terms of type, severity, and extent; and
- 4.) Provide airports, FDOT Districts, FDOT Aviation Office, and the FAA Airports District Office with long-term, planning-level forecasts of pavement performance and rehabilitation budgetary needs (e.g., maintenance, repair, and major reconstruction) through reports.

Currently, the FDOT SAPMP has ninety-five (95) participating public-use airports. Historically, all participating airports have received individually prepared Airport Pavement Evaluation Reports, the seven (7) FDOT Districts receive a District Airfield Pavement Management Program Summary Report, and the FDOT Aviation Office receives a Statewide Airfield Pavement Management Program Summary Report. In the Aviation Office's commitment to Continuous Quality Improvement and Innovation, the SAPMP will now include an **Interactive Web Application using Geographic Information Systems (GIS)** to support airport sponsors by providing an accessible platform to review SAPMP data using desktops, tablets, and smart phones.



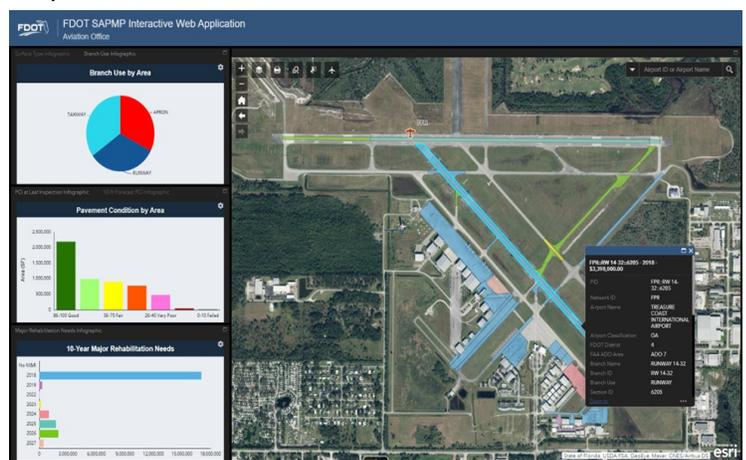
**Photo Courtesy: Abdul Hatim**

Since 2010, the SAPMP has progressively incorporated GIS to aid in the performance of pavement condition index (PCI) surveys in accordance with the ASTM D5340, the development of a robust SAPMP database using PAVER, and technical exhibits for individual Airport Pavement Evaluation Reports. For the 2020-2023 SAPMP Update, the Aviation Office, in collaboration with the FDOT Office of Information Technology and GIS Office, will be developing an Interactive Web Application to support the objectives of the SAPMP. Currently, the FDOT GIS Office utilizes Esri ArcGIS Online as the platform to organize data, maps, and applications. Esri ArcGIS Online is a collaborative, cloud-based platform that will be utilized for the SAPMP to increase the accessibility to pavement condition and rehabilitation data to the participating airport sponsors.

The Interactive Web Application currently in development will provide airport sponsors access to the following:

- 1.) Airport Network Definition and System Inventory Data
- 2.) Current Pavement Condition Index (PCI) as of last FDOT PCI Survey
- 3.) Forecasted PCI at the Section-Level
- 4.) Major Rehabilitation and/or Reconstruction Planning-Level Needs based on PCI
- 5.) Access to Individual Airport Pavement Evaluation Report

The initial development objective set is to provide users with the broad level data made available to participating airport sponsors in the current electronic PDF reports while balancing a user-friendly environment. In future updates, the Interactive Web Application can be scaled with advanced functionality and features to further assist airport sponsors in decision-making as it relates to their airfield pavement facilities.



**Photo Courtesy: Abdul Hatim**

The Interactive Web Application graphical user interface (GUI) will be developed with a wide range of functionality for its target audience. FDOT certainly recognizes that, although GIS is new to Florida Airports, the Interactive Web Application will be tailored for simplicity and user-friendly functionality. The SAPMP Interactive Web Application will utilize a visual dashboard to provide information to users while also allowing for Section-Level data review.

The FDOT Aviation Office is excited to introduce the first incarnation of the Interactive Web Application at the end of Phase 2. The development of the Interactive Web Application is a collaboration between the Aviation Office, Office of Information Technology, and the GIS Office.

# Manager's Corner

by Aaron Smith, State Aviation Manager



First and foremost I would like to begin with a Thank You to all our hard working and dedicated FDOT aviation staff, central and district office, who have worked diligently throughout the year to implement FDOT's Aviation Program. FDOT has twenty-four hard working individuals who focus on aviation (and in some cases other modal programs such as Spaceports and Seaports). Some of these responsibilities include but are certainly not limited to: grant agreement processing, review, support and coordination; airport master plan and airport layout plan coordination, reviews and comments; invoice processing; airport inspections; airspace and land use issues such as tall structure permits; airport project coordination, reviews and approvals; local government coordination and technical support; airfield pavement management; aviation system planning and coordination; environmental issues; private airport registration; coordination of publications such as the Florida Flyer; legislative reviews; airport project financial coordination, justification and support; coordination of various research projects, statewide studies and related public inquiries, and all those tasks that fall under the 'other duties as assigned' category. I'm unable to list the exhaustive contributions made every day, but I am thankful for their determination and leadership throughout the year.

I would be remiss if I did not mention FDOT's new Strategic Development Assistant Secretary, Brad Thoburn. Mr. Thoburn, formerly the Vice President of the Regional Transit and Surface Transportation Planning Practice Lead for Michael Baker International, has more than 25 years of experience specializing in surface transportation, transit, planning and public policy. Prior to joining Michael Baker, Brad served in several key leadership positions in the public sector. He was most recently the Vice President of Long-Range Planning at the Jacksonville Transportation Authority where he led the planning and development of some of the Authority's highest profile initiatives for over eight years. These include the Route Optimization Initiative, First Coast Flyer Bus Rapid Transit, JTA Mobility Works Complete Streets, Jacksonville Regional Transportation Center, and the Ultimate Urban Circulator (U2C) program. Mr. Thoburn also served as the State Transportation Development Administrator (today called the Chief Planner) for the Florida Department of Transportation as well as the Director of Planning and Development for the City of Jacksonville. Please join me in welcoming Assistant Secretary Thoburn back to FDOT.

Let's talk budget. We now have an idea of the COVID-19 fiscal impacts. Total estimates from the August Revenue Estimating Conference projected a loss of \$1.359 billion of revenue thru FY 25/26. The largest loss is in the current fiscal year (FY 20/21): \$430.61 million. In order to balance the work program, the Governor signed Executive Order 20-275 on Friday, October 23, thereby exempting FDOT from required statutory allocations, such as the 15% dedicated to the modal programs. FDOT's goal is to protect funding for our outstanding obligations (executed contracts and debt service) and focus on safety and preservation projects this year. We won't know the full impact of project deferrals for several weeks. However we are expecting to receive updated revenue projections in December. Let's think positively for a speedy recovery!

## Joe Jerkins Joins The FDOT Team in District 5

by Allison McCuddy, Freight and Logistics Manager (District 5)

The District 5 Modal Development Office is proud to announce our newest team member, Joe Jerkins, to the position of Freight and Logistics Specialist IV. Joe will be coordinating activities for Aviation Planning, Capital Improvement Projects, and development programs with local governments, facility directors, and managers with the Airports in District 5. Joe has been with the Department just shy of 9 years starting out with Daytona Construction in 2011. Joe was with Materials and Research Director for 6 years working pre-stress/precast concrete and pavement assessment before moving to Traffic Operations (Access Management). In his spare time, Joe, his wife Kim, and their 10 year old son Nathan enjoy camping with friends and family. Joe and Nathan also both train in a mixed martial arts (MMA) self-defense program along with Brazilian Jiu Jitsu. He is a big fan of the Florida Gators. We are so excited to have Joe join our team!



# SAFETY AND INSPECTIONS

by David Smith, ACE, CPM, Airport Inspection and Safety Manager

In this edition of the *Florida Flyer*, I would like to highlight a standard that is a part of Florida's airport licensing program that is often overlooked. That standard is the fire extinguisher requirements set forth in Florida Administrative Code 14-60.007 and how this may differ from NFPA 407 or other local fire protection requirements.

Chapter 14-60.007 (7)(e) FAC, requires that "At least two category 80-B:C, or higher, type fire extinguishers shall be available at the airport, readily accessible, operationally functional, bear an unbroken seal, and be located in an area clearly identified to the public." This 80-B:C rating refers to the unit's relative fire extinguishing potential and can be found on the Underwriters Laboratories (UL) label on the side of the extinguisher.



Example of a UL label with a B-C rating

Photo Courtesy: David Smith

Measures should be taken to protect the UL label from damage so that this rating can be verified.

The most common issue we identify on inspections regarding these extinguishers is a broken seal on the pull pin. This is typically a plastic band that keeps the pull pin in place, but it can be easily broken if the extinguishers are used or is exposed to the elements. It is recommended to store them in a box or with a cover installed to prevent the plastic from weathering and becoming brittle.

Another requirement is, they must have been inspected and re-certified within the last 12 months. This is verified on a placard from a certified fire protection equipment company that indi-

cates the month and year they were re-certified. It is highly recommended that this placard be an adhesive sticker on the side of the extinguisher. Paper hang tags are notorious for weathering and falling off, especially when on mobile refueling vehicles. Additionally, we check to see if the pressure gauge is in the 'green' to satisfy the operationally functional requirement.

As highlighted above, these two extinguishers can be located anywhere on the airport, as long as they are available to the public. Often, these extinguishers are located at self-serve fueling stations, mobile refueling vehicles, the FBO, or hangars. If the airport has a fire station located on the airport, fire extinguishers are not required to be presented or checked during the inspection.

Please be aware, this licensing requirement may differ from NFPA 407: Standard for Aircraft Fuel Servicing or other local fire code requirements. If any other governing fire protection requirement calls for a smaller B:C rated extinguisher at your facilities (i.e. fuel trucks, self-serve fuel stations, etc.), please ensure that you maintain at least two 80-B:C rated extinguishers to meet our license requirements.

If you would like to know more concerning the state requirements for airport safety at your facility, please refer to Chapter 14-60, Florida Administrative Code and, as always, if corrective measures are undertaken, please ensure they comply. Chapter 14-60 is available on the Florida Aviation website at <https://www.fdot.gov/aviation/flpub.shtm>.

Please do not hesitate to contact me if you have any questions regarding changes at your facility or if you have questions concerning Florida's airport licensure program.



Example of a paper tag inspection label that fell off. It is highly recommended these labels be adhesive stickers.

Photo Courtesy: David Smith

Please feel free to contact me at: [DavidP.Smith@dot.state.fl.us](mailto:DavidP.Smith@dot.state.fl.us) if you require further assistance with this matter or have questions concerning Florida's airport licensure

# The Western Gate to the Sunshine State: Ferguson Airport

by Kellyn Peach, Assistant Airport Manager

Located in Northwest Florida about 5 miles from the Florida-Alabama border, Ferguson Airport has been serving the area for more than 60 years. It was founded by LCDR BC Ferguson following World War II. An oil mogul from Texas purchased roughly 100 surplus T-6 Texans. They were flown from Bronson Field to Ferguson's airport, which at the time was no more than sandy scrub land and a grass strip runway. Mr. Ferguson stored and repaired the aircraft before flying them to Texas, giving the airport its grass roots start.

It is still a privately owned community airport that boasts a proud history and a bright future. Whether you are just passing through or plan to stay around for a while, you are sure to enjoy all that our community has to offer. Landing at 82J puts you 7 miles SW of Pensacola, but an easy 20 minute drive to one of the areas beautiful, Gulf Islands National Seashores or to Historic Downtown Pensacola, where there is no shortage of shopping, restaurants, and museums to visit. A short 10-minute drive takes you to NAS Pensacola, home of the famed Naval Aviation Museum, Pensacola Light House, and of course the Blue Angels. There are plenty of golf courses to choose from and the local weather allows for play nearly all year long. The

central location of the airport to all these great attractions makes it unquestionably the best place to land when visiting Pensacola and the surrounding areas. Today, there are various



Photo Courtesy: Ross Ansell

companies housed at the airport offering services ranging from aircraft maintenance and flight instruction to helicopter tours and flight physicals. 2020 has been a year of continued growth at Ferguson. A paved taxiway has been added to connect the runway to the fueling pad, tie downs, and maintenance hangar. Plans are being finalized to expand the runway from its current 3,225 ft. to 4,000 ft., to allow larger aircraft and jets to also utilize the field, which is situ-

ated on 157 acres. In June, Dr. Thomas Nguyen, Senior AME was welcomed to the airport. His office is conveniently located inside the FBO. General aviation, commercial, and military pilots can get and maintain their medical certifications.



Photo Courtesy: Ferguson Airport

The airport is open 7 days a week with 24/7 self-service fuel, asphalt and turf tie-downs, and T-Hangars available for rent throughout the year. Visit [Fly82J.com](http://Fly82J.com) for a complete list of services and amenities offered. While there, also check out the dates for Ferguson's Monthly Fly-In Breakfasts. Scheduled for the 3<sup>rd</sup> Saturday each month, all are invited to enjoy complimentary breakfast, lawn games, and networking with fellow aviators. When

you fly into Ferguson you are welcomed as family!

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# Winter Haven Regional Airport's Fascinating History

by Alex Vacha, Airport Manager

**W**inter Haven Regional Airport (GIF) is located within the City limits of Winter Haven, Florida nestled at the mid-point between Tampa (51 miles) and Orlando (46 miles) just south of the Interstate 4 corridor. The 520 acre airport is owned and operated by the City of Winter Haven and contains two runways: 05/23 is 5,006ft x 100ft and 11/29 is 4,001ft x 60ft. The City of Winter Haven is known as the Chain of Lakes City containing fifty (50) lakes within or bordering City limits including five (5) that surround the airport. The airport boasts a City managed FBO, several flight training schools, and a myriad of other based aviation users. Since the early 1920s, the Winter Haven community has been a strong proponent for aviation. In 1925, several local property owners donated land to the City for the purpose of building an airport, and then again in 1941, donated additional acreage which increased the Airport's land holdings to its existing size. One of the contributors, Dr. Robert E. Gilbert, served as a pilot and flight surgeon during World War I and became one of Winter Haven's first doctors. In 1942, the City honored the late Gilbert, naming the airport Gilbert Field.



Photo Courtesy: Alex Vacha



Photo Courtesy: Alex Vacha

The original single turf runway was expanded to include two asphalt runways in a crossing configuration in 1943 when the airport became an air base for the Army Corps of Engineers during World War II. The two new runways were constructed along with a terminal building, a T-hangar building, and a corporate hangar. Following the war, the Army decommissioned the base and returned the airfield to the City of Winter Haven. In 1950, the U.S. Air Force reactivated the airport and used it as an auxiliary field for Bartow Air Force Base for approximately ten (10) years until its final decommission in December of 1960. Today, the airport is home to more than 210 based aircraft and encompasses several aviation related businesses including: flight training (land, sea, & tail-wheel), aircraft maintenance, designated mechanic and pilot examiners, aircraft upholstery, paint, avionics, and rides. If you are looking for a great place to fly-in for breakfast or lunch, Winter Haven Regional Airport is home to the Flightline Café restaurant. Conveniently located in the main terminal building, Flightline Café offers indoor and outdoor seating for breakfast and lunch service. A full menu of delicious breakfast and lunch items including: omelets, burgers, sandwiches, salads, and much more can be enjoyed while viewing aircraft arrive and depart. The restaurant is currently open from 9:00 am – 2:00 pm Tuesday-Saturday.

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## FDOT Announces 2020 Aviation Award Winners

by Michael McDougall, Aviation Communications Manager

Every year, the FDOT Aviation Office presents six different awards to include: Commercial Service Airport of the Year; Commercial Service Airport Project of the Year; General Aviation Airport of the Year; General Aviation Airport Project of the Year; Distinguished Aviation Service Award; and Aviation Professional of the Year. The awards are usually announced at the statewide CFASPP meeting held right before the Florida Airport’s Council (FAC) Conference. Due to the unusual circumstances we have faced this year the awards presentation was held virtually and has been published on the news section of our website at <https://www.fdot.gov/aviation>. We hope next year we can resume this prestigious awards ceremony in person. On behalf of FDOT we offer our congratulations to all our award recipients:

<b>General Aviation Airport of the Year</b>	<i>Arcadia Municipal Airport</i>
<b>General Aviation Airport Project of the Year</b>	<i>Lakeland Linder International Airport (Intermodal Project)</i>
<b>Commercial Service Airport of the Year</b>	<i>Southwest Florida International Airport</i>
<b>Commercial Service Airport Project of the Year</b>	<i>Fort Lauderdale—Hollywood International Airport (Rehabilitation of the north airfield pavements and EMAS Beds)</i>
<b>Distinguished Aviation Service Award</b>	<i>Dan Flynn (Airport Director—Pensacola International Airport)</i> <i>Diane Crews (Airport Director—Orlando Sanford International Airport)</i> <i>Eric Menger (Airport Director—Vero Beach Regional Airport)</i>
<b>Aviation Professional of the Year</b>	<i>Dan Agostino (Miami-Dade Aviation Department—Assistant Director of Airport Operations)</i>

## Dates to Remember...

EVENT	LOCATION	DATE	TIME
Caribbean Air Rally	Fort Lauderdale	December 2-10	All Day
SUN ‘n FUN Holiday Flyer Festival and Car Show	Lakeland Linder International Airport	December 4-5	All Day
DeLand Sport Aviation Showcase	Deland Municipal Airport	January 29-30	All Day
CFASPP Meeting: Southwest Region	TBD	February 16th	12:00pm (EST)
CFASPP Meeting: Central Region	Bartow Executive Airport	February 17th	10:30am (EST)
CFASPP Meeting: West Central Region	TBD	February 18th	11:00am (EST)
CFASPP Meeting: Southeast Region	TBD	February 23rd	10:30am (EST)
CFASPP Meeting: Treasure Coast Region	Treasure Coast International Airport	February 24th	11:00am (EST)
CFASPP Meeting: East Central Region	Valkaria Airport	February 25th	11:00am (EST)
CFASPP Meeting: Northeast Region	Jacksonville International Airport	March 2nd	10:30am (EST)
CFASPP Meeting: North Central Region	Suwannee County Airport	March 3rd	10:00am (EST)
CFASPP Meeting: Northwest Region	TBD	March 4th	10:00am (EST)

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# DISTRICT HIGHLIGHTS

## DISTRICT 1

- At the Southwest Florida International Airport, the Air Traffic Control Tower precast concrete erection is complete. Placing of the steel cab structure has begun. The air handlers have been set on the junction level and the curtain wall at the elevator shaft is 80% installed.
- At the Lakeland Linder International Airport, the airport completed a 47 acre intermodal cargo facility with project elements that included the construction of an aircraft apron to accommodate six 767-300 cargo aircraft for Amazon Air. Amazon began air cargo operations on July 23, 2020 and they are currently operating six flights per day and will go to eight flights per day in November 2020.
- The Construction on RWY 9/27 Rehabilitation and Strengthening at Lakeland Linder International Airport started on December 2, 2019 and was completed in June 2020. Total project cost was \$25 million. The project brought the primary runway up to current FAA design criteria taking the average asphalt thickness from 3 inches to 9 inches for the entire 8,500-foot runway. The project also included the installation of all the light-cans and conduit for the future TDZ and Centerline Lights for the future CAT III ILS.
- With Amazon Air commencing operations at Lakeland Linder International Airport and to meet their fuel demand they had to double their Jet-A fuel capacity on the airport. The airport added three 15,000 gallon Jet-A tanks to their south side fuel farm (our FBO added two 20,000 Jet-A tanks themselves in order to meet the demand).

## DISTRICT 2

- Palatka Municipal-Kay Larkin Field has just completed a new electrical vault upgrade and installed a new rotating light beacon at their airport.
- George T Lewis Airport at Cedar Key has recently completed a pavement rehabilitation project on runway 5-23 with final striping anticipated to be completed in the next the next 2-3 weeks.

## DISTRICT 3

- The virgin road project to connect the rapidly growing airport to US Hwy 90 is 70% complete. At Bob Sikes Airport. Next phases of work will include subbase and base course placement, grading and compaction prior to final paving, fencing, markings and signage to complete the project which is projected for March of 2021.

## DISTRICT 4

- Palm Beach International Airport is kicking off a 30M project that will provide for the construction/expansion of Concourse B.
- Fort Lauderdale/Hollywood International Airport has an extensive Gate Expansion project underway.
- Fort Lauderdale Executive Airport is moving along with Construction of the Relocation of Taxiway Foxtrot.
- Boca Raton Airport is about to begin construction of a Land-side Access Pavement Rehabilitation project.

## DISTRICT 5

- Orlando Sanford International Airport welcomes Tom Nolan as the President and CEO.
- Aerion Supersonic selected Melbourne International Airport for their worldwide headquarters.

## DISTRICT 6

- Miami International Airport (MIA) becomes 2<sup>nd</sup> US Airport (1<sup>st</sup> in Florida) to receive ACI Health Accreditation
- Southwest Airlines expands service to Miami and Palm Springs, CA
- Southwest Airlines to begin 12 daily flights in November to Baltimore, Chicago, Houston and Tampa from MIA
- United Airlines announces daily nonstop flights between Houston and Key West
- Key West International Airport moves forward on airport concourse expansion
- United Airlines will resume daily service from Chicago and Newark on 70-sear Embraer E-170 regional jets from Key West International Airport

## DISTRICT 7

- Tampa International Airport and BayCare Health System today announced the expansion of the airport's COVID-19 passenger testing program through the end of the year after a successful October pilot.
- On Oct. 1, TPA became the first airport in the country to offer two types of FDA-approved COVID-19 tests (Polymerase Chain Reaction and rapid antigen) for all departing and arriving passengers.
- St Pete-Clearwater International Airport recently announced their new "Bark Parks". These fenced in pet relief areas are for guests with dogs to enjoy the outdoors in a secure anti-microbial turf park with irrigation and draining features.

# UNITED WE STAND SPECIALTY LICENSE PLATE

by Aviation Office

**A**s you drive around Florida you will notice a variety of Florida license plate designs. In addition to the most common standard state license plate, Florida allows drivers to select from more than 120 unique license plates. Florida has license plates for a variety of family, environmental, charitable, and other causes. If you work in the aviation industry, enjoy recreational flying, or are concerned about our national security, you may want to consider purchasing the United We Stand specialty plate. (Created by an Act of the Florida Legislature in 2002 to support Secure Airports for Florida's Economy.) Revenue goes to the Department of Transportation to fund security-related aviation projects pursuant to Chapter 332, Florida Statutes and to provide training related to airport security and management. In 2018, security assessments were conducted at 84 airports and specific projects were funded at 25 airports as a result.



<b>License Plate</b>	United We Stand
<b>Statutory Authority</b>	320.08058
<b>Date Enacted</b>	July 1, 2002
<b>Special Fee</b>	\$25.00 annual fee (plus registration fees)
<b>Distribution of Specialty Fee</b>	Secure Airports for Florida's Economy

For more information about how you can purchase this specialty license plate, please visit [www.flhsmv.gov/specialtytags/SLP.html](http://www.flhsmv.gov/specialtytags/SLP.html)



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