

Orlando Sanford International: An Airport Travelers Can Trust

by Diane Crews, Airport Director

Orlando Sanford International Airport (SFB) has steadily grown to become one of the fastest growing airports of its size in the country. With more than 3 million passengers a year, SFB is an airport relied upon by visiting tourists from all over the world as well as local travelers headed out from our local community. The Airport's code, SFB, is the inspiration behind its main mission, to give every traveler a Simpler, Faster, Better experience. A simpler ticketing process, faster processing through security and a less crowded, more courteous way to get from home to destination. In fact, SFB has non-stop flights to more than 70 destinations worldwide, which eliminates the hassle of changing flights or lay-overs. People who have never flown before are now flying due to the opportunity created by SFB for a more economic and comfortable trip. Even with the recent disruption in travel because of COVID-19, passengers have continued to travel through SFB knowing that they can trust their hometown airport. At the height of the pandemic, the number of passengers was down 99%. Today more than 140,000 people have returned to SFB relying on the airport to get them safely to their destination.

Tourism opportunities are only part of the story. SFB has been recognized as such a well-run airport that Lockheed Martin has chosen it as the location for their first Space and Air Show. The air show will be

held October 31st thru November 1st featuring the Air Force Thunderbirds and aerospace technology never seen in public before. This is just one example of how businesses trust SFB. With an economic impact of more than \$2.6 billion in the Central Florida community, there is no question that SFB is also Smart For Business. The Airport's excellent location adjacent to SR 46 combined with easy access to major highways, I-4 and SR 417, ensure that the Sanford Airport Commerce Park

rarely has a vacancy. The 185 tenants have helped the airport stay diversified through any downturn in the tourism economy. The Sanford Airport Authority recently hired architectural firm Zyscovich to do a comprehensive plan as a catalyst for development of more than 400 acres of Airport land. These future projects promise to contribute significant non-aviation revenue to the Airport's budget. In the meantime, an aggressive marketing effort is underway to expand travelers' options by adding new destinations and courting new airlines that will serve Central Florida in the future.



Photo Courtesy: Nolette Media

In addition to travel and business, you can add education to SFB's top priorities. Each year, the Airport hosts a dynamic Aerospace and Aviation

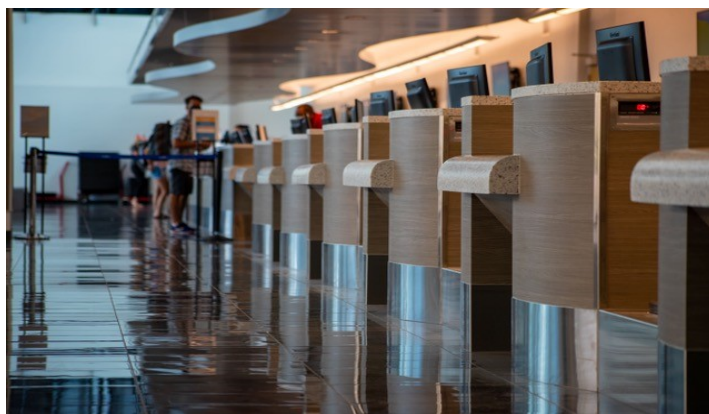


Photo Courtesy: Nolette Media

Day that attracts thousands of local students and their families for an exciting and fun-filled day promoting careers in aviation and the accompanying educational paths. The Airport also awards two annual scholarships to students focused on Science and Technology in the field of aviation. This program represents a true commitment that not only inspires local kids to pursue their dreams but assures there are future employees prepared to enter one of today's most critical and challenging industries.

Innovation and Expansion: An MRO Success Story

by Diane Crews, Airport Director

Constant Aviation, located at the Orlando Sanford International Airport (SFB), is a leading provider of MRO services for the aviation industry, including avionics, interiors, composites, accessories, and NDT services, specializing in airframe and engine maintenance, major repairs, avionics, interiors, and paint. In addition, it offers nationwide AOG service, extensive parts distribution through its CARE division and accessory and composite services through its Nextant Aerospace division. Constant continues to raise the bar in aircraft maintenance expectations and has created a unique one-stop shop experience for customers' business and private jet needs.

When Constant Aviation made the decision to initiate an operation at SFB, according to Kevin Dillon, Chief Operating Officer, "We had no idea how much of a positive and immediate impact this site would be on our business. The new site at SFB not only gave our existing customers a little flexibility but it also opened us to a whole new group of customers in the Southeast region. We also began to learn the benefits of being in Central Florida as it is a heavily traveled location for not only business but also leisure aviation. Another added benefit to being in Sanford has been the relationships built with the airport as well as with other local business Leaders. The business community here looks out for each other which has been a comfort as we've continued to route ourselves in this region. Our ability to hire the technical talent our business requires has been much easier than we anticipated as well, and we have been able to build a phenomenal team of people here much quicker than imagined. The overall strategy of our business now relies heavily on success of our Sanford location."



Photo Courtesy: Constant Aviation

Celebrating the Future While Honoring the Past

by Lauren Rowe, Airport Communications Director

The Orlando Sanford International Airport is entering a new era with the unveiling of a \$65 million terminal expansion that celebrates the future while honoring the past. Passengers will be stepping into an entirely different environment. Modern and airy with more conveniences and comfort from the moment they enter the parking lot or pull up to the curb. A new ticketless parking system utilizing license plate recognition allows for a safer, contactless parking experience. Extended canopies in the drop-off area means passengers will not be subject to rainy weather. More ticket counters mean shorter lines and more space for social distancing. SFB has also added 4 new gates and 3 new baggage claim areas. Before the expansion, the terminals were separated and designated by domestic and international passengers. The new layout is much more user-friendly and easier to navigate with all traffic separated between arrivals and departures. Security has been consolidated and expanded making TSA wait times shorter. However,

one of the most exciting features of the expansion is a record-breaking display that will definitely capture passengers' attention as they enter the airport. Positioned on a shelf, as if flying in midair, the largest aircraft to be exhibited in any airport terminal, is a WWII bomber that pays homage to the Airport's long and proud history. Long before SFB was a bustling commercial airport, it began as a Naval Air Station, commissioned November 3, 1942. The PV-1 Ventura was the first airplane to fly out of NAS Sanford. Not as widely known as the B-52, this bomber was an unsung hero, crucial in the Pacific Theater of WWII. Most of its pilots and crew were trained in Sanford. The aircraft on display was rescued from an airfield in California, and for 17 years, a dedicated group of volunteers worked to painstakingly restore the relic piece by piece. The display presents a striking comparison between the world class innovation of air travel today right outside the terminal and the modern marvels of the 1940's that flew over the same ground so long ago. Below the PV-1, installation display cases will introduce passengers old and young to the history of the Airport and its historic place in American history.



Photo Courtesy: Nolette Media

Manager's Corner

by **Aaron Smith**, *State Aviation Manager*

First and foremost, I hope this edition of the Florida Flyer finds you, your family and your team well. I want to thank the Aviation Office staff, our district office staff and our airport partners for a remarkable job well done, given the circumstances we have all shared. I realize for some, it's been more of a challenge than others. Regardless we persevere.

On Friday August 28, 2020, Governor DeSantis held an aviation round table at Fort Lauderdale/Hollywood International Airport. Participants included airports, airlines, public health officials, and FDOT. During the meeting the Governor encouraged citizens to return to our airports and airlines. He also reported 8.8 million people traveled from March to June in Florida, down from 24 million during the same period last year, and emphasized the extensive cleaning processes implemented by the airlines and Florida airports. "You have just not seen airlines lead to outbreaks," Governor DeSantis said. "As we've seen outbreaks in a whole variety of areas of American life, air flights just have not been one. So folks should understand that and they should feel comfortable being able to fly."

FDOT is currently studying the ongoing economic impacts of COVID-19, and we appreciate all those who are assisting us in this effort. An initial estimate, based on data collected to date, noted at least a 50% reduction in passengers and therefore a 50% decrease in visitor spending. The [2019 Statewide Aviation Economic Impact Study](#) reported visitor spending to be \$90 billion. Therefore, we anticipate a reduction of at least \$45 billion in visitor spending. Please note, this exercise was completed at a statewide level and does not account for individual variations in airport enplanements – which will be included in the full report. This estimate is based on reductions in visitor spending only and does not account for a reduction in on-airport impacts. So, more to come...

Lastly, with the 2020 Hurricane Season well underway please make sure your airport contacts in the Florida Aviation Database (FAD) are current. These will be the contacts used by FDOT to communicate with each airport prior to, during and after storm passage. Last year we managed over one-hundred (100) contact changes during the first storm alone. Don't assume and don't wait. Log-in today and get it done! Should you have questions, please contact [David Roberts](#), Aviation Operations Administrator, or [David Smith](#), Airport Inspection and Safety Manager.



Aaron Smith is the State Aviation Manager.

Ethan Tharpe Joins FDOT Aviation Office

by **Andy Keith**, *Aviation Development Administrator*

We are pleased to announce the assignment of Ethan Tharpe of Kimley-Horn and Associates to the Aviation Development section within the Aviation Office. Ethan's first day on the job with the office was April 7, 2020. In his new role, he is working with the other members of the Aviation Development section to assist with aviation system planning projects, obtaining and uploading airport master plans and airport layout plans into the Florida Aviation Database, tracking older Joint Participation Agreements, and compiling data on Florida airports. Ethan grew up in Ozark, Alabama. His childhood farm was right next to the U.S. Army's Fort Rucker, home of Army Aviation. Growing up next to Fort Rucker instilled a passion for aviation in him from a very young age. In high school, he started working on obtaining his pilot license and continued that as he attended college where he obtained additional pilot ratings. Ethan graduated from Auburn University with a degree in Aviation Management and a minor in Business. He went to work with the Alabama Department of Transportation's Aeronautics Bureau as a program manager for the airports in the southern half of the state. There he performed airport inspections, managed airport grants, and performed construction project management. After working for the Alabama Department of Transportation's Aeronautics Bureau for a year, he accepted a job with Kimley-Horn's Aviation Division in Tallahassee, Florida. In his off time, he enjoys flying, hunting, fishing, mission trips, and Auburn Football.



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 an airfield standard that is an important aspect of Florida's airport licensing program. That standard is the Transition Surface requirements set forth in Florida Administrative Code 14-60.007 and how changes in your airport's flight procedures can alter the licensing requirements.

The Part 77 Transition Surface is an imaginary surface that borders the Primary and Approach Surfaces. The Transition Surface is designed to protect the lateral boundaries of these other two imaginary surfaces. This imaginary surface extends outward and upward at right angles to the runway centerline and extended centerline. This surface has a slope ratio of 7:1, so for every 7 feet measured outward there is a 1-foot vertical component.

Pursuant to 14-60.007, FAC the Transition Surface is not applicable to runways without an instrument approach or visual runways. The Department considers runways with circling only approaches to be visual in nature, so this imaginary surface is not required for licensing these runways either. This allows for airports that cannot maintain a clear Transition Surface to have some sort of instrument approach for use. But, keep in mind, the FAA still considers these runways to be instrument runways and may still require notification for proposed alternations inside this imaginary surface for aeronautical studies.

As mentioned above, when the Transition Surface is applicable, this imaginary surface starts at the Primary and Approach Surfaces and extends upward and outward. The dimensions of these other two imaginary surfaces vary depending on the type of instrument approach available for that runway. Runways that have a non-precision instrument approach with visibility minimums greater than $\frac{3}{4}$ of a mile have a primary surface width of 500 feet. So, the Transition Surface starts 250 feet off each side of centerline and extends outward perpendicular to the centerline and upward at that 7:1 slope. For runways with a non-precision instrument approach of $\frac{3}{4}$ of a mile or less or has a precision instrument approach, this imaginary surface starts 500 feet off the runway's centerline.

Same methodology applies to the Transition Surface as it extends off the sides of the Approach Surface. This surface is trapezoidal in shape and the dimensions of that trapezoid are influenced by the type of instrument approach and the visibility minimums for that approach for each runway end. It is important to note that this Transition surface goes upward until it reaches a height of 150 feet above the runway elevation and where it meets up with the airport's Part 77 Horizontal Surface.

The Transition Surface is also applicable at licensed helipads and extends off the Approach Surface and Final Approach and Takeoff Area (FATO). For visual helipads, the required slope is 2:1 up to 250 feet vertically, pads with a non-precision instrument approach is a 4:1 slope requirement up to 350 feet vertically, and pads with a precision instrument approach have a 7:1 slope requirement up to 350 feet vertically.

As mentioned in previous articles, changes to the airport's flight procedures may affect what licensing standards are applied to the airport. I strongly encourage airport sponsors to sign up for notification alerts for changes to your flight procedures. And when notified of a change to a flight procedure, please consider how it may impact State licensing for that landing area. Sign-up for alerts through the FAA's Instrument Flight Procedures Gateway at https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/. A log in is required for the IFP gateway. Once the desired airport ID is entered, you should see a link to "Notify me of changes to ..." under the name of the facility.



Photo Courtesy: David Smith

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 Aviation Office website at <https://www.fdot.gov/aviation/flpub.shtm>.

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

Tampa International Airport: Mitigating the Effects of COVID-19 In Terminal Facilities

by Aimee Pidgeon, Airport Operations Program Manager

The world of airport emergency management operations just got a little more interesting. With challenges brought on by COVID-19, our daily objectives experienced some changes. Emergency management professionals were forced to embrace the unknown while adapting to new guidelines and restrictions. A typical day at the Tampa International Airport had always meant experiencing the buzz of passengers, friends, and family around our Terminal and Airsides, but since March, this hadn't been the case. Our Terminals were a bit quieter, but certainly not any less busy. We devised plans for

partnerships support us in developing our plans to make them as inclusive as possible. Every three years, we host a full-scale mass casualty emergency exercise that includes all of these community partners. This provides us with an opportunity to test our response efforts as a whole, and bring back improvements to all of our plans. Going forward we intend to hold such exercises even more frequently.

During the past year, we have identified other areas where the focus on building our emergency operations is important. A more robust Emergency Operations Center (EOC) has emerged, with better-defined roles and responsibilities for each key function during an incident. Having a heightened focus on ensuring all the right positions are filled with knowledgeable, trained personnel who can quickly react and support the area hospitals, law enforcement, and military partners, ensures these operation of the EOC during an incident is one of our most important missions. To help identify key functions and assets, our departments have been engaged in creating a more refined Continuity of Operations Plan. Beyond continuity plans, our Safety Management System (SMS) Program will be rolled out broadly this year as we work alongside our ITS Department utilizing GIS technologies to track and explore safety incidents around the airport.

Annually, beginning in March and continuing through the end of May, preparation efforts take place for hurricane season. Briefings are provided to all of our stakeholders and yearly revisions are completed to



Photo Courtesy: Tampa International Airport

reduced on-site workforce operations, essential operations, and reconstitution of operations. While we never closed our doors, our mission shifted to helping ensure passengers feel safe upon their return to travel.

Although pandemic planning has been a new venture, the activity of planning has long been a routine function. So what does the Emergency Management and Planning team at TPA do? Our role and function are making sure we have all the procedures and plans in place to manage any incident that threatens the operation of the Airport. Perhaps most importantly, we aim to ensure team members who may action these plans are equipped and prepared to do so. The consistent process of looking at procedures, comparing them to laws and regulations, training, and revising those plans based on lessons learned is all built within our DNA. Organizing and leading training scenarios to determine who is best suited to fill certain roles, and how the operation will be carried out when and if it occurs, are just some of our most important responsibilities. Of course, to the traveling public, all of this is done behind the scenes so they can enjoy the experience of being at America's Favorite Airport!

Throughout the year, we work on ways to improve all of our operations and emergency plans. Collaborating with community partners, such as the County and City Emergency Operations Centers, American Red Cross,



Photo Courtesy: Tampa International Airport

our Hurricane Response Plan. In 2019, a partnership was established with the National Weather Service, which allows us to communicate the most accurate and up to date information to our internal and external stakeholders throughout the season. In the event our EOC is activated, extensive briefings and activity reports are conducted until the storm passes, leveraging pre-built templates to make the process of compiling and disseminating such reports more efficient.

At TPA, we are always looking towards and preparing for the next big event. None is perhaps bigger than when Tampa Bay hosts Super Bowl LV in February 2021. Our efforts towards planning this event began more than a year ahead of the Big Game. Working with representatives from the Host Committee and the NFL, there is no shortage of activities occurring at the Airport.

Working with our law enforcement partners, the development of an Active Threat Plan is underway. This robust protocol includes training exercises and actions to manage through such an event. We have made extensive improvements to our Family Assistance Plan, which is coordinated regionally with our city and county emergency management partners, outlines operations to assist family and friends of victims who have been involved or injured during an aviation or non-aviation related incident. The Plan includes activation of a Family Assistance Support Team (FAST), who would be responsible for setting up a reception center (in coordination with the affected airline) to provide a secure space for family and friends. Supplementing our airline partners, the FAST contains nearly 100 members. Although this may seem like a high number, the reality is that for every victim passenger, we can expect to receive 4 family members. All FAST members are required to go through an initial humanitarian response training course, which is then followed up by an annual refresher training course.



Photo Courtesy: Tampa International Airport

Carrabelle — Thompson Airport: A Firsthand Look

by Courtney Demsey, City Administrator for the City of Carrabelle

The City of Carrabelle Florida is located in the middle of Florida's Forgotten Coast on the shores of Apalachicola Bay. The Carrabelle Airport is located two miles north of Carrabelle Beach, three miles west of downtown Carrabelle. It covers 202 acres. The Carrabelle Airport was built in 1943 by the United States Army Air Corp as an auxiliary field. During World War II a detachment of L-5 Stinson Sentinels from Statesboro, Georgia were stationed at the airport to provide observation flights of over the Gulf of Mexico. The Carrabelle Airport runway 05/23 is 4,000 Ft paved asphalt. Taxiway A leads to the ramp and the fueling area. A new Fuel Master System has been installed and 100LL Avgas is available 24/7.

The Carrabelle Airport supports the community in several ways. The Carrabelle Airport is the home of the Carrabelle Flying Club. Privately owned aircraft visit for boating, beach, fishing, seafood, and family. Many second home owners fly-in for stays. Public use includes law enforcement, fire control, military training flights, medical evacuations, and search and rescue. The airport has a generator to power the lights and fuel system. With only two roads leading to Carrabelle the airport can be used for disaster relief in times of storm damage. The airport acts as a reliever air-



Photo Courtesy: City of Carrabelle

port when the Dog Island grass runway is wet, and for high winds at the St George Island Airport. On February 7, 2016 the City Commission appointed a five member Carrabelle Aviation Advisory Board (CAAB). The purpose of the Carrabelle Airport Advisory Board is to advise the Carrabelle City Commission regarding the construction, improvement, maintenance and operation of the city airport, general aviation activities affecting the community, and to promote the prosperity and progress of the airport. One of the first items the CAAB addressed was the ownership of the airport. A Carrabelle Port and Airport Authority was established in the 1980's. The Authority was never funded however the Carrabelle Airport ownership was listed as the Carrabelle Port and Airport Authority. The Carrabelle City Mayor drafted a bill and presented it to Senator Montford and Congressman Beshears. With their help the bill was enacted on June 5, 2017 changing the ownership of the airport back to the City of Carrabelle. To promote and reintroduce the airport to the community a successful Fly-in was staged in 2017 at the airport. The next year a Public Safety Day was held that was well attended by the public service community with equipment and personnel.

Since inception, the CAAB has accomplished over \$1.68 million infrastructure improvements funded by FDOT (Florida Department of Transportation) District 3. Trees in the obstruction clearance zone were removed and sold. The proceeds were used to buy a tractor grapple and box blade for airport maintenance. A new two stall hangar was built adding income to the airport. A new keypad and high definition camera system was installed for added security. A picture is taken of every vehicle entering or exiting the airport. New pavement for the ramp and taxiway was completed early this year and a new Master Plan was recently approved by FDOT. Two projects, a new perimeter fence and a fuel system upgrade, are in progress. Carrabelle Airport expects to grow at a faster pace than forecasted. Based aircraft are at the 2024 forecasted level. There is a waiting list for hangars. The airport is currently unattended. The goal of the airport is to build enough hangars for the demand and generate enough income to be self-sustaining with a full-time staff. The Carrabelle community has a strong sense of character, shaped by its old fishing town heritage, locally owned businesses, beautiful views of the Carrabelle River and Apalachicola Bay, and historical landmarks such as the World's Smallest Police Station. Make plans to visit the Carrabelle Airport and the City of Carrabelle soon and discover Florida's Forgotten Coast.



Photo Courtesy: City of Carrabelle



Photo Courtesy: City of Carrabelle

Dates to Remember...

EVENT	LOCATION	DATE	TIME
FAC 2020 Education & Training Summit	Virtual	10/7—10/9/2020	
CFASPP Meeting: Southwest Region	TBD / Virtual	10/13/2020	12:00 PM (EST)
CFASPP Meeting: Central Region	Winter Haven / Virtual	10/14/2020	10:30 AM (EST)
CFASPP Meeting: West Central Region	Brooksville—Tampa Bay / Virtual	10/15/2020	11:00 AM (EST)
CFASPP Meeting: Southeast Region	Boca Raton / Virtual	10/20/2020	10:30 AM (EST)
CFASPP Meeting: Treasure Coast Region	Stuart / Virtual	10/21/2020	11:00 AM (EST)
CFASPP Meeting: East Central Region	Kissimmee / Virtual	10/22/2020	11:00 AM (EST)
CFASPP Meeting: Northeast Region	Jacksonville / Virtual	10/27/2020	10:30 AM (EST)
CFASPP Meeting: North Central Region	Lake City / Virtual	10/28/2020	10:00 AM (EST)
CFASPP Meeting: Northwest Region	Destin-Fort Walton Beach / Virtual	10/29/2020	10:00 AM (CST)
Florida Aviation Professionals Academy	Tallahassee International Airport	11/17—11/18/2020	
Statewide Regional CFASPP Meeting	Orlando / Virtual	11/19/2020	1:00 pm (EST)

DISTRICT HIGHLIGHTS

DISTRICT 1

- Winter Haven Regional Airport - Road Relocation - RPZ Runway 11 Clearance - \$627,713.29. Design, Bidding, & Construction Administration: AVCON, Inc. - \$93,400. Construction: DB Civil Construction, LLC - \$534,313.29. Construction completed: 6/24/2020

DISTRICT 2

- Keystone Heights Airport has been busy with new project construction this past year. They have completed the following projects recently at their airport: Taxiway A & B Connector Rehabilitation project, New Bulk Storage Hangar, Security Gate Upgrade Project, and New FBO building.
- Cross City Airport has recently completed their GA apron rehabilitation project.

DISTRICT 3

- New Fuel Master System installed at Carrabelle Airport
- New 4 unit Hangar constructed at Tri-County Airport

DISTRICT 4

- District 4 has been making a concerted effort to close out all Joint Participation Agreements (JPA's.) The agreement was replaced by the Public Transportation Grant Agreement (PTGA) in July of 2018. Any time extension request for JPA's should include a definitive plan for project completion. These extensions are being reviewed by Central Office as well as district staff and should include sufficient justification to warrant the extension request. The goal is to close out as many of our open JPA's as possible by the end of FY 2021 (June 30th, 2021.)

Fiscal Year 2021 began July 1st with 42 new grant agreements programmed in District 4. New projects include:

- A master plan update + Airfield lighting project at Boca Raton Airport
- Runway 31 By-pass taxiway project at Fort Lauderdale Executive
- Access roadway improvements and gate expansion at Fort Lauderdale/Hollywood International Airport
- Airport Lighting Improvement design at North Perry Airport
- Concourse B expansion at Palm Beach International Airport
- Fuel farm and wash rack at Palm Beach County Park Airport
- Security gate enhancements at Pompano Beach Airpark
- An infrastructure project/utility service at Sebastian Airport
- Operations Center and Electrical Vault Construction at Witham Field
- Rehabilitation of runway 12R/30L at Vero Beach Regional Airport
- Airfield Signage + Lighting at Treasure Coast International Airport
- Construction of Taxiway C at Belle Glade Municipal Airport

DISTRICT 5

- Diane Crews, President and CEO of Orlando Sanford International Airport, is retiring in September 2020.
- TUI (also known as TUI Group) will begin operations at Melbourne International Airport in 2022.
- Deland Municipal Airport will be constructing Hangars in the previously prepared area located on the east side of the Airport.
- Ormond Beach Municipal Airport will be extending Runway 09/27 by 1,000 feet.
- Valkaria Airport has finished construction of their Airport Administration Building.

DISTRICT 6

Miami-Dade Aviation Department:

- Seven international airlines have resumed passenger flights at Miami International Airport (MIA)
- Southwest Airlines plan to bring year round service to MIA later 2020
- Seven new CT scanners installed post-COVID that allows passengers to leave electronics in carry-on bags at MIA

Monroe County Airports:

- Silver Airways to resume non-stop service from Fort Lauderdale-Hollywood, Orlando and Tampa to Key West International Airport.
- New social distancing configurations and seating arrangements have been implemented for passengers post COVID at Key West International Airport.
- A new two-story Marathon Jet Center located on the west side of Florida Keys Marathon International Airport opened in July as a full-service fixed-base operator.

DISTRICT 7

- United Airlines announced today it will add four new routes between Tampa and key markets in the Midwest and Northeast, providing additional options for travelers in and out of the Sunshine State. United is scheduled to launch new service to Boston, Cleveland, and New York – LaGuardia on Nov. 6. Milwaukee is slotted to begin on Dec. 17.
- Tampa Bay local favorite Mazzaro's Italian Market has opened at St. Pete-Clearwater International Airport for departing travelers in Gates 7-11 post-security passenger area. The market features a selection of Mazzaro's favorite hot and cold sandwiches, flat breads, locally roasted coffees, and a signature wine, beer and cocktail list.

UNITED WE STAND SPECIALTY LICENSE PLATE

by, Aviation Office

As 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. Last year, security assessments were conducted at 85 airports and specific projects were funded at 10 airports as a result.



License Plate	United We Stand
Statutory Authority	320.08058
Date Enacted	July 1, 2002
Special Fee	\$25.00 annual fee (plus registration fees)
Distribution of Specialty Fee	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



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