

## CARES ACT FUNDING

by Michael McDougall, Aviation Communications Manager

**O**n March 27, 2020, President Trump signed a \$2.2 trillion stimulus bill into law called the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), of which \$10 billion in grants was allocated to provide relief to eligible airports in the U.S. that have been impacted during the COVID-19 pandemic. Previously, the Federal Aviation Administration (FAA) would fund a large percentage of AIP eligible projects and there would be a local match contributed by the Airport's sponsor. As a result of the CARES Act, temporary changes have been made to the Airport Improvement Program (AIP). \$500 million of the \$10 billion is now available to increase the federal share of certain projects up to 100 percent. The other \$9.5 billion will be made available to airports to cover expenses such as operational costs, payroll, debt services, aiding in protection, prevention, and future preparations to combat complications from the pandemic. For projects identified to receive 100 percent federal funding, there will be no local contribution.

All airports that are in the National Plan of Integrated Airport Systems (NPIAS) were eligible for funding, as determined by an airport's classification of either commercial service or general aviation. Commercial Service airports (those with 10,000 or more annual passenger boardings) were eligible to receive up to \$7.4 billion of CARES Act funding, based on their total annual enplanements. This is similar to how Commercial Service airports receive the AIP entitlement funds. Other factors that contribute to how much a Commercial Service airport receives from the stimulus package include: the debt an airport currently has, and how much funds in reserve they have. Additionally, primary airports that are categorized as Large, Medium, Small, and Non-Hub will be provided up to an additional \$2 billion as part of the package. General Aviation airports will have up to \$100 million in CARES Act funding distributed based on their airport classification: National, Regional, Local, Basic, or Unclassified. These funds recently became available in April.

There are 100 airports in Florida that are part of the NPIAS. In total, Florida's NPIAS airports will receive around \$896.2 million of the \$9.5 billion allocated through the CARES Act. Please take note: the FAA has extended the deadline for airports to submit the final grant application to June 15th. The FAA encourages Airport Sponsors to work with the Orlando Airport Districts Offices (ADO) in order to receive the appropriate amount of funds for their airport.

Source: [https://www.faa.gov/airports/cares\\_act/](https://www.faa.gov/airports/cares_act/)



Photo courtesy: Tallahassee International Airport



Michael McDougall is the Aviation Communications Manager at the FDOT Aviation Office. He can be reached at [michael.mcdougall@dot.state.fl.us](mailto:michael.mcdougall@dot.state.fl.us).

# JACKSONVILLE AVIATION AUTHORITY: GENERAL AVIATION HIGHLIGHT

by Rolf Riechmann, General Aviation, Jacksonville Aviation Authority

**J**AXEX at Craig Airport (CRG) is ideally located minutes from the beaches and downtown Jacksonville. Encompassing over 1,400 acres, the airport has two runways: 14/32 is 4,008ft x 100ft and 5/23 is 4,004ft x 100ft. The airport has two FBOs, several flight training schools and a myriad of other based aviation users. The airport includes a FAA contract air traffic control tower as well as a golf course located next to Runway 14/32. JAXEX is the designated reliever airport for the Jacksonville International Airport (JAX) and as such, plays an important role with the Jacksonville Aviation Authority's (JAA) four airport system that includes JAX, Herlong Recreational Airport (HEG) and Cecil Airport (VQQ).

In the mid-1960s, the City turned over ownership of the airport to what was then known as the Jacksonville Port Authority (JAXPORT). In 2001, the Jacksonville Aviation Authority was created by the State Legislature to own and operate public airports in Duval County (JAX, CRG, VQQ and HEG).

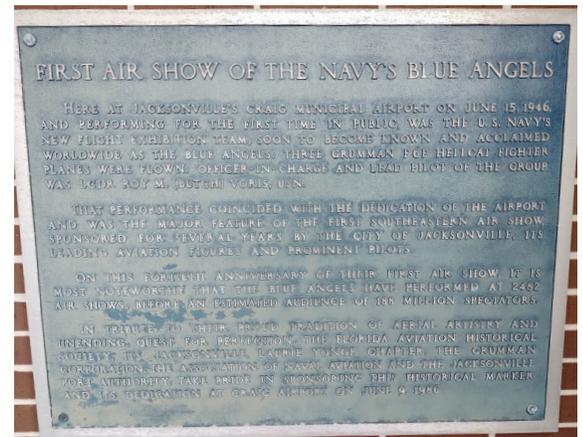


Photo courtesy: Brad Martin



Photo courtesy: Brad Martin

CRG was originally built in the 1940s, one of six airports in the area developed for military training. In 1946, under the Federal Surplus Properties Act, the U.S. Military gave the airport to the City of Jacksonville, which named the airport after fallen Navy Lt. Commander James Edwin Craig (1901-1941) who was killed in action during the Japanese attack on Pearl Harbor. To preserve the airport's original namesake, a memorial pavilion was dedicated to Lt. Commander Craig on Friday, July 19, 2013. The United States Navy's Blue Angels performed their first air show at the airport on June 15, 1946. The exhibition team flew three Grumman F6F Hellcat Fighter planes.

In 2011, the JAA rebranded the four airports to align their purpose within the four-airport system. JAXEX, originally named "Craig Airport" was changed to JAXEX at Craig Airport to reflect the nature of the airport as a reliever and as a "business" airport, which was the preferred airport for business travelers into Jacksonville due to its geographical location. Today, the airport continues to grow with respect to development and flight operations.

**H**erlong Recreational Airport (HEG) is located on the westside of Jacksonville near Cecil Airport (VQQ) and a short drive from downtown Jacksonville. Encompassing over 1,400 acres, the airport has two runways: 7/25 is 3,999ft x 100ft and 11/29 is 3,500ft x 100ft. The airport has one FBO, several flight training schools and a myriad of other aviation users. HEG does not have an air traffic control tower and the airspace is designated "E" which is uncontrolled. HEG is a designated "recreational" airport for the Jacksonville International Airport (JAX).

HEG was initially opened as a training field for naval student pilots preparing for military operations in WWII. The field was used for touch-and-go operations by Naval Air Station Jacksonville (NAS JAX) pilots. At the end of WWII, HEG became home to recreational flyers and was even envisioned as a potential passenger airport serving the city of Jacksonville's western frontier.



Photo courtesy: Chris Guest



Photo courtesy: Chris Guest

On November 19, 1946, the United States Navy turned the Herlong Field property over to the City of Jacksonville. HEG was named in honor of Dr. M. B. Herlong, a Jacksonville City Commission Chairman and State Senator who served through the 1930s.

In the mid-1960s, the City turned over ownership of the Airport to what was then known as the Jacksonville Port Authority (JAXPORT). In 2001, the Jacksonville Aviation Authority was created by the State Legislature to own and operate public airports in Duval County (JAX, CRG, VQQ and HEG).

In 2011, the JAA rebranded the four airports to align their purpose within the four- airport system. Herlong Recreational Airport, originally named “Herlong Airport” was changed to Herlong Recreational Airport to reflect the nature of the airport as a “recreational” airport and includes skydiving operations (FAA approved “drop zone”), a soaring society (gliders) and ultralight aircraft along with the usual listing of general aviation aircraft.

In 2015, the JAA, which owns the sole FBO at HEG renamed the FBO to closer align with the geographical location of the region. The name that was selected was “First Coast Flight Center.”

Today, throughout the week and particularly on the weekends, you can take a seat in one of the rocking chairs on the front porch of the FBO and watch gliders, watch and listen to skydivers – yes, you really can hear them scream as they exit the aircraft at approx. 10,000 ft!! – as they glide slowly back to earth and other GA aircraft flying for fun, business or learning how to fly.



Rolf Riechmann is the Director, General Aviation, at Jacksonville Aviation Authority.

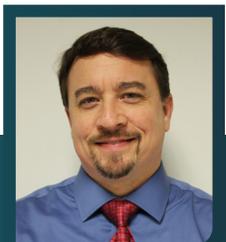
## MANAGER'S CORNER

by Aaron Smith, State Aviation Manager

It's been a surreal past several months, to say the least. We questioned if publishing this edition of the Florida Flyer was appropriate given the ever-changing demands. But we must all press on. First, I want to thank our airports for their support, understanding and unrelenting determination during this long duration event. In addition to operating an airport during a pandemic, airports have responded to a litany of requests from FDOT, many with some rather demanding deadlines. Tempers flared, patience was tested, yet we worked it all out and succeeded together, as we have done before. In addition, I appreciate the hard work and countless hours that many of our airports have invested working with various federal, state and local agencies in response to the implementation of executive orders. A new approach to operating a commercial service airport (from airside to landside) had to be invented overnight, and the work is not complete, as the situation continues to evolve at an unpredictable rate. And through it all, Florida airports remained open and operating. Job well done!

A BIG THANK YOU also goes out to our FDOT Central and District staff who have worked all hours of the day, and night, to meet the needs of the airports, FDOT leadership, and others. With your hard work and dedication, we've plowed new territory in record time, and you all have done a spectacular job in the process. In addition to your day-to-day responsibilities, you've had to juggle personal and professional responsibilities at the same time. Again, job well done!

There is no question state transportation revenues have been and will continue to be negatively impacted. The question remains, to what level and when? A great question that will only be answered over time. As we all move forward together, we will need to adjust our plans. We'll all need to take a good hard look at priorities and adjust accordingly. Implementation of new processes, whether they be temporary or permanent, will need to be thoughtfully considered. Please, keep your FDOT district representative apprised of your situation. The earlier you're able to coordinate with your district, the better they will be able to assist you.



Aaron Smith is the State Aviation Manager.

Lastly, with the 2020 Hurricane Season upon us (and the first named system already past) please take time to update your airport contacts in the Florida Aviation Database (FAD). These will be the contacts we use 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 Development Administrator, at David.Roberts@dot.state.fl.us, or David Smith, Airport Inspection and Safety Manager, at DavidP.Smith@dot.state.fl.us.

# 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 wind direction indicator requirements set forth in Florida Administrative Code 14-60.007. This article will emphasize how vital of a visual aid this is for the safety of flight.

Florida Administrative Code 14-60.007(7)(a) requires that "At least one 15-knot, 8-foot long windsock shall be installed at the airport. The windsock shall be lighted if the landing area is lighted." This is considered a "Size 1" windsock and typically will have an 18-inch throat diameter. It is highly encouraged that the windsock be properly mounted onto a rigid framework to hold the throat of the fabric fully open under no wind conditions. This framework should also hold the windsock in a rigid position for three-eighths of its length, as this helps the windsock to act as a wind vane and swing when low wind velocities are present.

Why is all of this so important? If wind direction indicators are not accurately depicting the wind conditions, this could lead to an undetected tailwind condition for pilots. Most aircraft operating handbooks advise to add 10 percent to your landing distance "for each 2 knots" of a tailwind up to 10 knots<sup>1</sup>. So, landing with a 10-knot tailwind increases your landing distance by 50%. That's a huge impact to the aircraft's performance! That can lead to an overrun situation or other controllability issues where the flight crew observes the high ground speed and applies heavy braking (think hydroplaning on contaminated runways). The NTSB shows that most general aviation accidents and accidents for fixed wing Part 135 operations occur during the final approach/landing phase<sup>2</sup>. And runway excursions are a very common occurrence for runway incidents. The airports can do their part to take the guess work out of what the wind is doing by ensuring their wind direction indicators are highly visible and reliable.



Photo courtesy: David Smith, ACE, CPM, Airport Inspection and Safety

The FAA has published **Advisory Circular 150/5345-27E, FAA Specifications on Wind Cone Assemblies**, and can be consulted for additional guidance or recommendations.

Having a highly visible and reliable wind indicator can help ensure safe flight operations. The windsocks are typically located in segmented circles and this helps to quickly locate the windsock from the air. Consider having supplemental windsocks at runway ends that are not located near the segmented circle. Also, the windsock should swing freely and be in good condition as this helps to provide accurate information to flight crews. Ensure your windsocks are not retaining water inside, effectively weighing it down, and preventing it from swinging freely. The amount the windsock is extended indicates the velocity of the wind. Ripped or tattered windsocks will not accurately indicate the wind velocity or direction. All of this is important to promote safe flight operations at your airport, especially when there is no electronic weather observation equipment on the field or when said equipment is famously inaccurate or out of service.

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.

<sup>1</sup> AOPA Article - Training Tip: Tailwind Trouble <https://www.aopa.org/news-and-media/all-news/2016/june/27/training-tip>

<sup>2</sup> NTSB Website: 2017 NTSB US Civil Aviation Accident Statistics <https://www.nts.gov/investigations/data/Pages/AviationDataStats2017.aspx>

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 program.

# AIRGLADES AIRPORT BREAKS GROUND ON NEW U.S. CUSTOMS AND BORDER PROTECTION USER FEE FACILITY

by **Lillie Rodriguez**, Assistant Airport Manager, Airglades Airport



In March 2, 2020, Airglades International Airport, LLC broke ground on a new \$2.1 million, 4,000-square-foot U.S. Customs and Border Protection User Fee Facility that will replace the airport's current general aviation terminal.

The development of this new facility will designate Airglades Airport as an official port of entry to the United States and give business aircraft operators an efficient option for clearing customs when flying into the region.

As the private developer managing the current Airglades Airport, Airglades International Airport, LLC supported Hendry County, the airport sponsor, in completing the Federal Aviation Administration's Airport Investment Partnership Program application for a proposed cargo commercial airport. The application was approved on September 30, 2019. Under the FAA's Airport Privatization Program, Airglades Airport will be the first airport in the U.S. to be converted from public to private ownership.

With the airport cargo expansion project underway, Airglades Airport is preparing to accept international cargo planes importing perishable goods in the not too distant future. Strategically located on U.S. Highway 27, less than 90 miles west of Miami, the project will offer shorter flight times and reduced travel distances and road congestion throughout

the transportation logistics chain. The improved streamlined chain will also consolidate customs locations for timely import inspection and reduce delays of domestic shipments of temperature and time-sensitive commodities. The result--less spoilage and increased shelf life for perishables such as seafood, produce and flowers to be sold throughout the U.S.

In 2020, Airglades International Airport, LLC intends on finalizing agreements with all initial participants, arrange financing for construction and secure all remaining FAA approvals to meet the project's anticipated completion date in late 2022.

For more information, please visit [www.airglades.com](http://www.airglades.com).



Photo courtesy: Hendry County

Lillie Rodriguez is the Assistant Airport Manager at Airglades Airport.

## DATES TO REMEMBER

- **Florida Aviation Network Monthly Telecom Meeting**, Executive Airport  
June 20th, 8:30 AM
- **CFASPP Meeting**, Southwest Region  
July 14<sup>th</sup>, 12 PM
- **CFASPP Meeting**, Central Region  
July 15<sup>th</sup>, 10:30 AM
- **CFASPP Meeting**, West Central Region  
July 16<sup>th</sup>, 11 AM
- **CFASPP Meeting**, Southeast Region  
July 21<sup>st</sup>, 10:30 AM
- **CFASPP Meeting**, Treasure Coast Region  
July 22<sup>nd</sup>, 11 AM
- **CFASPP Meeting**, East Central Region  
July 23<sup>rd</sup>, 11 AM
- **CFASPP Meeting**, Northeast Region  
July 28<sup>th</sup>, 10:30 AM
- **CFASPP Meeting**, North Central Region  
July 29<sup>th</sup>, 10 AM
- **CFASPP Meeting**, Northwest Region  
July 30<sup>th</sup>, 11 AM

# DISTRICT HIGHLIGHTS

## DISTRICT 1

- The Lakeland Linder International Airport (LAL) Intermodal Center was scheduled to be substantially complete on May 27, 2020. LAL has also completed the rehabilitation and strengthening of RWY 9/27 and the installation of their Special Authorization CAT II ILS upgrade. Amazon is scheduled to begin cargo operations in July 2020.
- The new Air Traffic Control Tower and TRACON facility is currently under construction at Southwest Florida International Airport (RSW). The TRACON underground utilities and floor slab have been completed as well as the structural steel. The project is 40% complete. Construction of Passenger Ticket Counter and Gate Podium Upgrades is also underway at RSW. The project is set to be complete in August 2020.

## DISTRICT 2

- Cecil Airport's (VQQ) Air Traffic Control Tower project is out of the ground. Construction on the project began in 2019 and is approximately 25% complete, with completion expected in the Summer of 2021. The project was jointly financed by FDOT and Jacksonville Aviation Authority to replace the existing tower which was constructed in the 1950s and has reached the end of its lifecycle. The new tower will be located near the center of the airfield, allowing for better visibility.



Cecil Airport, Photo courtesy: Laurie Luhrs, Project Administrator - HDR for FDOT



Lake City Municipal Airport, Photo courtesy: Aero Photo, Aerophoto.com

- Lake City Municipal Airport (LCQ) recently completed the rehabilitation of their Primary Runway 10-28 which included new lighting and signage.

## DISTRICT 3

- Design just began for Phase II of Project TITAN (New MRO facility and aviation campus) at Pensacola International (PNS). Build out will create 1,300 new jobs.
- Northwest Florida Beaches International Airport (ECP) terminal expansion project is currently underway.

## DISTRICT 4



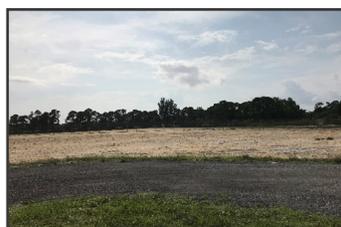
Photos courtesy: Palm Beach Department of Airports

- Palm Beach County has initiated a multi-phased project to enhance the airside and landside facilities at Palm Beach County Park (LNA), in an effort to increase the safety and security of the facility and provide updated amenities on the airport. The first phase of the project, completed in December 2019, included construction of a new 9,600 square foot aircraft storage hangar, apron and taxiway asphalt reconstruction, vehicle access roads, lighting, drainage improvements, security fencing and gates, access controls/CCTV security improvements, landscaping and irrigation, and other improvements, totaling \$7.1 million.



Photos courtesy: Palm Beach Department of Airports

- Witham Field (SUA) has completed several capital improvement projects recently. These include: the rehabilitation of Taxiway "C," which involved replacing old pavement on a major taxiway that serves several of the airport's major clients and the clearing of the Runway 07 Runway Protection Zone (RPZ). The airport is currently working on replacing the Airport Security Fence to provide improved public protection at the airfield.



Witham Field, Photos courtesy: Andrew McBean, SUA Airport Operations Coordinator

## DISTRICT 5

- Ocala International Airport (OCF) opened a new 17,500-square-foot terminal that fuels the local economy. The new terminal, which opened in late February, includes administrative offices, rental car vendors, facilities for Sheltair Aviation, two conference rooms, space for future tenants and a restaurant that is slated to open in late 2020.
- Shaun Germolus was selected as the next Aviation Director for the City of Kissimmee. Shaun has been the Executive Director of the Chisholm-Hibbing Airport Authority, managing its two airports, for the past 13 years and has more than 26 years in airport management. He has a strong combination of economic development, land and capital project development, industry/community outreach, and airport operations experience. Shaun holds the AAAE accreditation and has a degree in Airport Administration and Management from the University of North Dakota.

## DISTRICT 6

- Miami International Airport (MIA) received \$207 million CARES Act grant for COVID-19 relief.
- MIA was among approved airports for flights from Europe, and financial relief plan for MIA business partners was approved by Board of County Commissioners.

## DISTRICT 7

- Tampa International Airport (TPA) won the 2019 Airport Service Quality Award for best airport in its size category, along with Dallas Love Field. The award is given by the Airports Council International, an industry organization, and is based on thousands of passenger surveys, with nearly 499 airports participating across 95 different countries.
- Water bottle filling stations are scheduled to be installed at each Airside at TPA, which will reduce plastic waste and encourage passengers to bring refillable bottles. These stations will dispense streamlined, filtered water into any vessel, saving the planet – one less plastic bottle at a time.
- St. Pete-Clearwater International Airport (PIE) primary runway, 18/36 Rehabilitation Project is underway. PIE was awarded a \$19.75 million Federal Aviation Administration (FAA) grant, including \$11.58 million in Discretionary Funds and \$8.16 million in Entitlement Funds; additionally, \$900,000 from the Florida Department of Transportation was received for the project design and construction, and the airport committed \$3.43 million to the project's \$24.1 million total cost.

# PRIVATE-USE FACILITIES TAKE NOTE:

by Andrew Goldsmith, FAA, Office of Airport Safety and Standards

**T**he FAA's Office of Airports (ARP) has surveyed private-use facilities every year to assist in the collection, verification and validation of a site's published Airport Master Record (5010) data and Operational Status. Stemming from an FAA internal audit and policy published within the FAA's Air Traffic Organization (ATO) for handling Operational Status reviews, an initiative to remove non-responsive facilities based solely on the survey mentioned has been stood up for implementation. What that means to you as the owner of a private-use facility, is your site may be deemed "CLOSED INDEFINITELY" by the FAA due to lack of response and removed from the FAA's publications, to include Sectional VFR Charts. In the hopes your facility is protected from this effort, our recommendation is to verify and update your information with the FAA through their new Airport Data and Information Portal (ADIP) Airport Master Record (AMR) module. If your site requires no update, we ask that at a minimum you register, login and add an email address or facility web address to your site. This will alert the FAA your site is Operational. The program is staffed with a helpdesk prepared to assist you in any way. We hope your quick action and attention to this outreach lessens any unforeseen burden or impact to your site in the future. Thank you.

Airport Data and Information Program: <https://adip.faa.gov>

**Instructions to access ADIP:** For new users, please navigate to <https://adip.faa.gov> and click on the 'Register' icon to apply for access to the system. Registration instructions are available at the top of the page for download if a user requires assistance through the process. Once approved, the user will be notified via the email provided during registration that the account is active and available for use. Users can then login via the 'Public Login' icon and enter the ADIP system. Users will see a module titled Airport Master Record (AMR) on the main page view of the ADIP system. Within that module is a link to 'Update Facility Data.' This link will allow users to update information about their facilities. If a user needs assistance working through the module, the AMR help documents are located by navigating the 'Help' menu provide at the top of each page in the system.

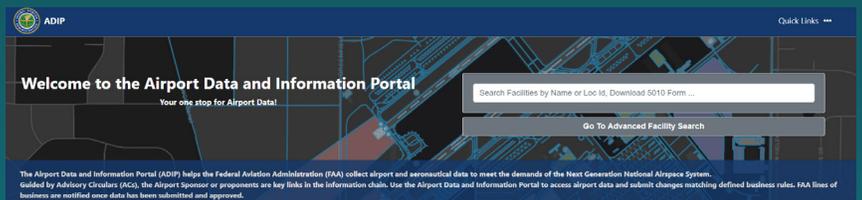


Photo courtesy: Andrew Goldsmith, FAA, Office of Airport Safety and Standards

# FLORIDA'S CFASPP

by Dan Afghani, CFASPP Administrator

**T**he Continuing Florida Aviation System Planning Process (CFASPP) was established more than 30 years ago as a component of the FAA's Airport Systems Planning Process (AC 150/5070-7). CFASPP assists the FDOT Aviation Office in maintaining an effective aviation system through direct and continuous stakeholder input to the Florida Aviation System Plan (FASP). CFASPP is made up of nine regional committees and one statewide committee. Each committee meets three times per year for a total of 30 annual meetings. The committee members are the airport managers or representatives from each region. CFASPP committees are ad hoc, each having their own by-laws, and committee members elect their own chairpersons and vice-chairpersons. The statewide committee members are the nine chairpersons from each of the regional committees. Regional meeting locations are typically rotated among the airports in each region. An email list of committee members and other attendees is maintained by the CFASPP Administrator to facilitate delivery of meeting notices and agendas. The primary role of the FDOT Aviation Office related to CFASPP is to provide administrative support (through the CFASPP Administrator), assist with meeting planning and logistics, and to provide FDOT updates at each of the meetings.

Meetings are open to all aviation stakeholders and attendees typically include airport managers, FDOT Aviation Office personnel, FDOT district aviation coordinators, FAA ADO representatives, military personnel, planning organization

representatives and aviation consultants. The meetings are essentially an exchange of information between committee members, FDOT, and the aviation community. To facilitate system plan input and tracking, each airport provides a brief update on projects and activities at their respective facilities. FDOT updates each committee on statewide projects, funding opportunities, policy changes and other information related to the aviation grant program. Other agency representatives are also afforded an opportunity to provide input to the committees. A typical regional meeting lasts no more than 90 minutes and provides a unique opportunity to meet with other aviation professionals, the FDOT and FAA in a single location, while remaining up to date on the latest issues impacting aviation in Florida. In-person attendance is preferred for participant interaction and networking; however, a web meeting option is also available for most meetings.

Meeting dates, times and other program information can be found on the CFASPP website at [www.CFASPP.com](http://www.CFASPP.com).



Dan Afghani is the Administrator of CFASPP.



Photo courtesy: Kaila Jones

**A**fter serving as the Director of The Vero Beach Regional Airport since 1996, Ericson W. Menger (Eric) will be retiring effective June 26, 2020. He has served the airport in the community that he has called home for most of his life--29 years, 24 years as the Airport Director.

After graduating from Vero Beach High school, Eric obtained his bachelor's degree from the U.S. Naval Academy and master's from Troy State University, served as a naval officer for over 26 years on active and reserve duty, and retired from the Navy with the rank of Captain (O-6).

## ERIC MENGER RETIRES

by Laurie McDermott, FDOT District Four

As Airport Director, Eric has been responsible for the safe and efficient operation and management of the public airport. Under Eric's direction, The Vero Beach Airport is an award-winning Part 139 (Class I), TSA federalized, FAA tower-controlled, commercial/general aviation airport on 1700 acres of land that handles about 200,000 operations (take-offs and landings) every year on three runways. The airport provides over \$1.3B (2019) in economic impact to the community annually, with businesses located there such as Piper Aircraft, FlightSafety Academy, C.J. Cannon's Restaurant, and full-service Fixed Base Operators.

Eric served as Chairman of the Board of Directors of the Florida Airports Council from October 2006 to September 2007 and has remained active in many of the FAC committees. He also played an integral role in the success of the Vero Beach Airshow since its inception in 2013.

Eric will be greatly missed by the Vero Beach and the aviation communities he has served, as well as the 12-person team he leads at the airport. Our loss is his family's gain as he plans to spend more time with his six grandchildren.

Congratulations and thanks to Eric for his distinguished career!

# FLORIDA AVIATION PROFESSIONALS ACADEMY (FAPA) TAKES FLIGHT

by Nick Harwell, Airport Planning Manager

In recent years, members of the FDOT Aviation Office started realizing how beneficial it would be to have a course designed to inform and educate newly hired FDOT district employees, airport management, operational, and engineering personnel, consultants, as well as other aviation professionals who work with airports in Florida regarding FDOT Aviation processes, policies, and operations. This information would provide a foundation for new personnel in understanding aviation processes, policies, and requirements within Florida, assist in helping personnel transition into new roles related to working with FDOT, and enhance skills relevant to particular duties and responsibilities. After many meetings and discussions within the Aviation Office on how this vision might be implemented, a breakthrough came in 2014 when a funding source became available and Todd Cox joined FDOT at Central Office as the Airport Planning Manager. Todd had an educational development background which was vital for this course to take off. With all resources in place, “FAPA” was selected as the name. When the curriculum implementation process neared completion, meetings were held regularly with the Florida Airports Council (FAC) Board to brief members of the upcoming project funded through FDOT.



Photo courtesy: FDOT Aviation Office

By partaking in FAPA, each individual will learn academic and technical knowledge of airports, FDOT staff, our business processes, statutory requirements, and policies and procedures of FDOT Aviation. Furthermore, attendees come out of the program with a better understanding of our grants process, project management, statutes, FDOT Work Program, airport licensing inspections, planning, coordination, the Florida Aviation Database (FAD), the Joint Automated Capital Improvement Program (JACIP), and a general overview of Central Office, and district aviation staff, their functions, roles, and responsibilities. For individuals already experienced in aviation or working at FDOT, FAPA is a great refresher course of how the FDOT Aviation Office conducts business and those working in Florida’s aviation landscape. Prior to enrolling in FAPA, the FDOT Aviation Office recommends taking prerequisite FAPA-specific Computer-Based Training (CBT) videos that provide registrants with crucial information prior to attending the course. The FAPA modules include “Introduction to FDOT Aviation and the Regulatory Environment;” “Florida Airports & Their Role;” “FDOT Program Management and the Florida Aviation Database;” “Florida Airport Licensing, Regulation, Airspace, and Inspections;” “Florida Aviation Planning;” and “JACIP Overview.” The course is typically completed within two days and taught by our experienced and knowledgeable FDOT Staff. After completing the course, it is the department’s goal for the attendees to be more proficient, knowledgeable, and then be able to go back to their jobs applying the information they learned from the course.

The Aviation Office continues to take pride and innovate FAPA. This course would not be possible without the continued support of Aaron Smith (State Aviation Manager) and the tireless work of Central Office staff members Andy Keith, Nick Harwell, David Smith, Greg Jones, and Mike McClure who work year round to ensure that this course is most beneficial to those who attend. Beginning in March 2018, a pilot or test course was conducted with experienced airport and FDOT District Aviation staff attending to critique the course and provide feedback on improvements that could be made to the course. Two courses are now held annually; course locations may change every year to maximize convenience and minimize travel requirements for attendees. To date FAPA has graduated 110 people and interest for the program remains high. FDOT will continue to enhance the quality of the course in the future with plans to still have training this Fall. Please consider registering for our next FAPA course once registration opens. Class sizes are limited to 50 people, so we encourage you to register early. For more information regarding FAPA participation, please contact Nick Harwell, Airport Planning Manager, at 850-414-4510.



Photo courtesy: FDOT Aviation Office

# 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. Last year, security assessments were conducted at 85 airports and specific projects were funded at 10 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 Special 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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