

VALKARIA AIRPORT IS GA AIRPORT OF THE YEAR!

by Liesl King, Airport Administration/Aviation Paralegal

Built in 1942, Valkaria Airport (X59) is located in east-central Florida within the community of Grant-Valkaria in Brevard County. Brevard County boasts 71 miles of coastline in one of the most historical places on earth, the Space Coast. The airport sits on 660 acres of land and is flanked by a championship golf course to the south. Taking off to the east, flyers get an immediate breathtaking view of the Indian River and Atlantic Ocean beyond. To the north, Cape Canaveral and Kennedy Space Center are only a short drive, and an even shorter flight! Pilots can request a flyover of the former space shuttle landing area and get a birds-eye view of what shuttle astronauts saw when touching down.

SERVING THE COMMUNITY

Valkaria Airport is owned by Brevard County and is a public-use airport serving the general aviation needs of a large aviation community. The airport has two active 4,000 foot asphalt runways as well as a helicopter operations area. Runway 14/32 was recently repaved and lighted and Runway 10/28 runs parallel to the "Habitat" golf course. This year, Runway 14/32 will be undergoing a GPS approach installation. The airport has a self-serve fuel farm with both 100LL and Jet-A fuel. The airport currently has 67 T-hangars, two 50' x 50' hangars, and two 80' x 80' hangars, with another 22 hangars nearing completion by the end of 2019. In addition, there are 25 tie-down spaces located on the apron area directly adjacent to a stunning, new multi-million-dollar general aviation terminal building.

Travelers can relax in airline seats in the lobby and walk around the lobby museum at X59. There are aircraft hanging upside-down from the ceiling in almost every room and soon, several items of space memorabilia, from a Mercury training capsule to space shuttle items, will be housed in the airport's foyer. The airport has two conference/classrooms, a pilot rest area, and a pilot planning room. In addition, a walk to the second-floor observation deck provides a second-to-none view of all airport activity. X59 provides vending machines, WiFi, and friendly airport staff available to assist visitors. Whether you decide to relax inside the terminal or watch airplanes from the rocking chairs on the airside porch, you will soon realize why Valkaria is an aviation-lovers' dream.

TRAINING BASE IN WWII

During World War II the U.S. Navy constructed the airport, known then as Auxiliary Field Valkaria, and initially used it for aircraft carrier landing training, followed by flag signaling training. Closed in 1945, X59 did not reopen for flight operations until 1959. During the 1950s, 60s and 70s, the airport was used as a Missile Trajectory Measurement (MISTRAM) station by the U.S. Air Force and NASA in support of launch operations at

Cape Canaveral Air Force Station and Kennedy Space Center. In 1959, the United States Department of Defense and the General Services Administration conveyed that part of the Valkaria facility not dedicated to MISTRAM to the county government of Brevard County, Florida for use as a public airport.

RECENT IMPROVEMENTS

Over the past several years, Airport Director Steve Borowski's vision for X59 and the general aviation community has become a reality with grant assistance from the Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT). From new hangars and a new terminal building, to an instrument approach for runway 14/32, the airport has gone from 16,000 annual operations several years ago to 65,000 annual operations. In addition to the typical aeronautical activities found at a GA airport, X59 boasts two aero clubs, a paraglider school, an aircraft maintenance facility, a radio-control aviation club, a quarter-midget racetrack, and a radio-control racetrack. There are several Part 61 flight instructors on the premises and there is potential for a Part 141 flight school to take-up. If you fly-into Valkaria on the third Saturday morning of each month, the local EAA Chapter 1288 will be hard at work serving up a pancake breakfast, open to the public, in the terminal building. The blueberry pancakes are delicious, and the breakfast is a great opportunity for any aviation-lover to sit in the beautiful new terminal, watch airplanes, and talk flying with a community of die-hard aviation enthusiasts.

For more information about Valkaria Airport, visit the airport's website at <https://www.brevardfl.gov/ValkariaAirport/Home>.



Photo courtesy: Valkaria Airport

SPACE COAST DRONE TEST CENTER AT VALKARIA

by Steve Borowski, Airport Manager

Valkaria Airport (X59) is home to a new, very fast growing business called the Space Coast Drone Test Center (SCDTC). The SCDTC is a service provider for multiple domestic and international Unmanned Aircraft System (UAS) operators in both the civilian and military categories. The SCDTC also meets all the criteria for the International Trade and Arms Relations (ITAR). The company started in 2017 and has upwards of five employees, depending on the ongoing testing.

X59 and its surrounding airspace, including Class G airspace, is an exceptional and ideal area for unmanned system operations. The SCDTC has a number of first-class options for mobile operational platforms with large awnings, environmentally controlled mobile operation vehicles, generators, chase aircraft, and mobile training centers that can be used locally. Geographic features such as a direct air corridor to open water testing and beyond line of sight ensure that operations are easily conducted. As a convenience to the customer, the SCDTC provides direct correspondence with the Valkaria Airport Director, and the Federal Aviation Administration, including taking care of any NOTAMS that need to be published before the test flights begin. Brevard County and the airport staff are immense supporters of aviation and the new drone technology and truly welcome the drone testing done at X59/SCDTC. The majority of the testing is current payload and sensor testing in a number of Unmanned Aircraft System airframes. Many of SCDTC's customers use the Space Coast Drone Test Center for customer training operations as well.



Photo courtesy: Valkaria Airport

Mr. Chris Larsen, the President and driving force of the SCDTC states their business so far has come from word-of-mouth and they are exceptionally busy, including international business from Canada, United Kingdom, and Germany. Recent customers have stated that SCDTC has thought of everything and the experience was truly exceptional! The SCDTC is an affiliate of Aerospace Technology Group Inc., which is also based at Valkaria Airport. For additional information, please contact Chris Larsen at chris@LMSjets.com

VALKARIA IMPROVEMENTS

by Steve Borowski, Airport Manager

Valkaria Airport (X59) is a non-towered jewel on the Space Coast of Florida between three major airports. X59 is a great place to land day or night, especially after recent improvements. Millions of dollars from the Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT) have been spent over the past several years for the newly paved Runway 14-32 (4,000' x 75') and for installation of runway lighting.

Recent improvements at the airport also include the newly opened \$3 million terminal building. The new terminal building has full pilot facilities, including a weather briefing computer room, a rest area with shower and facilities, a classroom for ground school classes, and a snack and drink machine area. Take a walk around the building and see if you can recognize the planes hanging upside-down from the ceiling! The new terminal building is also the perfect place to watch planes from either the viewing area on the second floor or while relaxing in the rocking chairs on the main floor.

X59 also has several amenities and events to serve a variety of users. Enterprise Car Rental will bring a car to the airport upon request. Everyone is invited to the Experimental Aircraft Association (EAA) pancake breakfast on the third Saturday of every month. X59 is about to display the original, authentic Mercury test-capsule, which will be a permanent exhibit. Also on display will be a signed photograph from the Apollo era, a photograph of the Challenger shuttle astronauts, an actual tile from the first space shuttle, a large model of a Saturn V rocket, and an X-15 supersonic test rocket aircraft.



Photo courtesy: Valkaria Airport

Right next door to the airport is The Habitat, an 18-hole Championship golf course where you are likely to share the greens with gopher tortoises and Sandhill cranes – some golfers insist that the cranes stand and comment on some of their shots! Within one hour of X59 are several major tourist attractions, including the white sand beaches of the Sebastian Inlet, where there is plenty of surfing, camping, and deep-sea fishing, and the Kennedy Space Center. In addition, Orlando and its many attractions are a mere hour's drive away.

Florida is an amazing General Aviation state. There is almost no day that one cannot fly, and even with summer thunderstorms each day, the weather is almost completely predictable. In addition, everything a pilot needs – and more – is available at Valkaria Airport.

The address is: # 1 PILOTS" PLACE, Malabar, FL 32950.



Steve Borowski, Airport Manager

MANAGER'S CORNER

by Aaron Smith, State Aviation Manager

So how does the Florida Department of Transportation (FDOT) develop projects and funding? To understand how this is done, it is important to realize that FDOT's work program is a zero-based budget. A zero-based budget means that a budget is rebuilt from scratch each year. The work program is a database of FDOT projects for all modes of transportation including roads, bridges, airports, rail, and seaports, for the succeeding five years. This article will be focused on work program funding for airports.

WORK PROGRAM DEVELOPMENT

During late summer and early fall, FDOT's District offices, including our District aviation staff, kick-off work program development. During this time, our District offices coordinate the funding of prospective airport projects for the next five years with all eligible public airports.

Generally, work program development reaches a critical stage in early January when the work program development process ends, though it varies depending on the legislative session calendar. Once the District staff and airports have worked out the details regarding priorities, projects, and funding, FDOT develops the tentative work program.

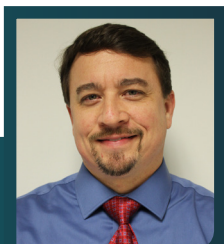
WORK PROGRAM REVIEW

After review by the Transportation Commission and statewide public hearing, the tentative work program is submitted to the Legislature and the Executive Office of the Governor no later than 14 days after the legislative session begins. The next legislative session begins on January 14, 2020. Department staff work closely with the Governor's Office and the two legislative appropriations committees to integrate all this information into an appropriations act. The Legislature appropriates funds for one year only.

APPROPRIATIONS BILL

Once the governor signs the appropriations bill into law, effective July 1, FDOT is authorized to enter into contracts pursuant to the projects approved by the Legislature. The appropriation is simply budget authority or authority to spend money based on a spending plan (the budget request). When the appropriations bill is signed into law, FDOT has the authority to spend money, which should not be confused with money in the bank.

Once the new appropriations act is available in June, the tentative work program is adjusted as necessary to reflect the appropriations and to adjust for the actual accomplishments of FDOT during the past fiscal year. July 1 the tentative work program is adopted by the FDOT Secretary and it becomes the adopted work program. Budget allocations are issued to the districts, Turnpike Enterprise, and central office divisions. Then the process moves to a new year.



Aaron Smith is the State Aviation Manager.

DATES TO REMEMBER

- **Third Annual Aviation Expo**
December 7, 2019
Miramar Regional Amphitheater
- **Pancake Breakfast**
December 7, 2019
Arthur Dunn Airpark
- **Flyin' Friday Hot Dog Special**
December 13, 2019
Page Field
- **Monthly Flyin' Breakfast**
December 13, 2019
Warbird Air Museum
- **Touch N Go Tuesday**
December 17, 2019
Arcadia Airport
- **Post-Holiday Party and Golf Outing**
January 10, 2019
Certified Engines Headquarters at North Perry Airport
- **Florida Aviation Photography Convention**
January 16 - 18, 2020
Miami, FL
- **Aerospace and Aviation Day 2020**
January 25, 2020
Million Air Hangar at Orlando Sanford International Airport
- **31st Annual International Women in Aviation Conference**
March 5 - 7, 2020
Disney's Coronado Springs Resort, Lake Buena Vista, FL

SAFETY AND INSPECTIONS

by David P. Smith, ACE, Airport Inspection and Safety Manager

In this edition of the *Florida Flyer*, I would like to highlight a recent change to how airport sponsors will be making updates to the Federal Aviation Administration (FAA) Form 5010 Airport Master Record, including information sponsors will need from our FDOT inspection reports.

Airport managers are considered a key link in the information chain and flow of information to the FAA. In September 2019, the FAA rolled out a new module inside the Airport Data Information Portal (ADIP) website, called the Airport Master Record (5010) Module ("the 5010 module".) The intent of the 5010 module is to collect airport and aeronautical data. The 5010 module will be the primary means of making changes electronically to an airport's FAA Form 5010, and therefore airports are strongly encouraged to use this portal. The goal is to streamline the data or information that the FAA gathers from airport sponsors and to expedite changes to FAA publications.

FDOT previously submitted some changes, based on inspection reports, directly for the airports. Airport sponsors will now need to submit these changes themselves. Airport managers will need to register a new account for the FAA's ADIP website. Once registered, airports can access the 5010 module in order to make any needed changes. FDOT encourages airports to review and update their 5010 at least annually.

There are several other data fields in the 5010 module with which airport sponsors should be familiar. These other data fields include the based aircraft/operations, remarks, and services/facilities fields. Non-NPIAS airports should use the 5010 module to update their based aircraft and operations numbers. All non-primary NPIAS airports should update their based aircraft numbers via basedaircraft.com. The website will automatically update the ADIP. The services/facilities and remarks section should also be reviewed annually. The remarks section is important because it allows airports to publish operational information such as afterhours phone numbers, noise abatement information, or any other restrictions/advisories that need to be provided to flight crews.

Please do not hesitate to contact me if you have any questions regarding changes to updating an FAA Form 5010 or if you have questions concerning Florida's airport licensure program. If you would like more information 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>.

Access the FAA ADIP website at: <https://airports-gis.faa.gov/agis/public/#/public>



In the past, FDOT inspection reports were sent to the FAA to make changes to the 5010 for the obstruction information gathered for each runway end. However, because of this updated process, FDOT will no longer have the ability to submit our inspection reports to make these updates. The airport sponsor should use information from the inspection reports to make updates to the obstruction data for each runway end. The runway obstruction section of the inspection report is formatted in a way very similar to an FAA Form 5010, which should make it relatively easy for airport sponsors to make these 5010 changes. In other words, how the information appears on the inspection report should be how this same information is entered into the 5010 module.

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 program

THE BASIS OF “BASED AIRCRAFT!”

by Nick Harwell, ICMA, FCCM, Airport Planning Manager

Based aircraft across our great State of Florida continues to be a topic of discussion. So much so, that through the most recent Florida Aviation Professionals Academy (FAPA) and traveling the state for the CFASPP rounds, I have been tagged the “Based Aircraft Guy” due to my passion associated with the topic. So why is this subject one of great importance and why are based aircraft data being collected?

If you’re not already aware, in the past airport sponsors would update their based aircraft numbers by uploading the information via www.5010web.com. However, this website has since been discontinued. In an effort to capture these data, as well as streamline the process of how the Federal Aviation Administration (FAA) receives information to update Airport 5010s, the FAA developed an in-house application within the Airport Data Information Portal, which can be found at <https://airports-gis.faa.gov/agis/public/#/public>. Airport sponsors are strongly encouraged to visit this website to create and register an account for submitting all 5010 changes to the FAA.

The National Plan of Integrated Airport System (NPIAS) is the source for accurately reporting based aircraft counts for all non-primary airports, which includes commercial service, general aviation, and

Based Aircraft: *An aircraft that is operational and airworthy, which is typically based at your facility for a majority of the year.*

The following four criteria are used to determine whether an aircraft is based at a given facility:

- ➔ An aircraft based at your facility (has an agreement with the airport for storage)
- ➔ An aircraft that spends a majority of the year at your facility (greater than 6 months)
- ➔ An aircraft that is operational (capable of performing takeoff and landings)
- ➔ An aircraft that is airworthy (has a valid/current FAA airworthiness certificate)

As a point of interest, based aircraft are considered to be those aircraft retaining a Certificate of Airworthiness (CofA) (i.e. airworthiness certificate), issued by the criteria outlined by the FAA under the Airworthiness Certification Process. These criteria include having an airport presence for more than ½ of the calendar year. Aircraft that do not appear to meet this criterion should be excluded from the based aircraft totals specific to the respective airport.



Federal Aviation Administration

National Based Aircraft Inventory Program

The Federal Aviation Administration (FAA)'s National Based Aircraft Inventory Program requires the non-Primary NPIAS airports to enter the aircraft that are based at their facilities into this website so the counts of based aircraft can be validated and submitted to the 5010 Inspection data.

- Only NPIAS airports with service levels of Commercial Service, Reliever, or General Aviation are required to participate. (Non-NPIAS and the Primary airports should report their based aircraft counts directly to their inspectors.)
- For these non-Primary NPIAS airports, based aircraft counts for single-engine, multi-engine, jets, and helicopters for the FAA's Form 5010-1 (Items 90-93) must come from the data on this site and this site is now a component of their annual inspections.

The site is to be used by airport managers, sponsors, and their authorized personnel to review and maintain their lists of based aircraft. State aviation offices and specific FAA personnel are also authorized to use the site for the support of the airports in this purpose.

For general questions, please send them to basedaircraftsupport@basedaircraft.com. See FAQ's for additional contact information and a definition of based aircraft.

For a new user account or help with an existing one, please contact [Login Support](#).

User Name:

Password:

[Forgot Password?](#)

Feb 2016: Changes to security now require more complex passwords. Lock the account if 4 failed attempts are made within 24 hours and require users to change their password every 6 months. Additionally, users will need to agree annually to the "Information System Security Rules of Behavior". Login Support will continue to be here to provide any assistance needed.

Frequently Asked Questions about the Program

[Click here to learn more.](#)

[Summary Reports by State, Region or National Levels](#)

Based Aircraft Inventory for NPIAS airports.

The following screenshot & link will serve as a guide to establish user access.

<https://www.basedaircraft.com/Default.aspx?ReturnUrl=%2f>

Per the FAA, “On December 13, 2019 at close of business, the aircraft inventory counts will be saved and used in the 2021 biennial NPIAS Report. It is important that airport managers make sure their based aircraft inventory is updated before this date. Any changes made after this date will not be used for this report.

Airport Managers are advised to start the updating process as soon as practical to avoid missing the deadline.”

reliever airports. Based aircraft counts, and those numbers being updated accurately, is one of the criteria used to determine eligibility for NPIAS inclusion, which in turn is required to receive federal funding. Inaccurate counts could also potentially impact funding opportunities on both the federal and state levels, not to mention having a negative effect without proper planning, which can cause improper sizing of key capital improvement projects at airports.

So, what is the definition of “based aircraft” and what criteria are used to determine an airport’s based aircraft? The following bullets reflect the FAA’s definition of the term, as well as the criteria used to determine:



Please feel free to contact me at Nick.Harwell@dot.state.fl.us or (850) 414-4510 with any additional questions regarding the subject matter.

DISTRICT HIGHLIGHTS

DISTRICT 1:

- Southwest Florida International Airports airport continues to see an increase in passengers, with a steady monthly and annual rise in the amount of travelers coming to and leaving it. In September 2019, 460,869 passengers traveled through the airport, under the call letters RSW, for an increase of 10.2% compared to September 2018, according to a news release. Year-to-date, passenger traffic is up 8.5% compared to last year.

DISTRICT 2:

- The Jacksonville Aviation Authority board has new leadership as it reports record numbers of flights in and out of the city's airport in fiscal-year 2018. The Jacksonville Aviation Authority recently learned that its numbers of arriving and departing passengers for fiscal-year 2019 to date were the highest in Jacksonville International Airport history.
- Herlong Recreational Airport recently completed rehabilitation work on Runway 11/29 which included design, asphalt paving, pavement markings, airfield lighting and signage.
- Lake City Gateway Airport recently completed rehabilitation work on Runway 10/28 which included design, asphalt paving, pavement markings, airfield lighting and signage.
- Lake City Gateway Airport recently completed construction of a new 12,000 square foot Corporate Hangar and a new 4,500 square foot Bulk Hangar.

DISTRICT 3:

- Matthew L. Overton was recently named the Airport Director for DeFuniak Springs Airport.

DISTRICT 4:

- For the first time in four months, both runways at Fort Lauderdale-Hollywood International Airport will be open. The north runway has been closed since June as crews rebuilt nearly the entire thing, a runway that had been in place since 1943. The \$95 million project was paid for in part by grants and airport passengers.
- Condé Nast Traveler published its annual Reader's Choice awards for the Best Airports in America. Two airports in Florida made the top 10 list, including Palm Beach International Airport (PBI), which ranked eighth. PBI's small size worked to its advantage when it was compared to other south Florida airports; travelers appreciated shorter lines and less congestion.
- John Wiatrak, Airport Manager of Treasure Coast International Airport has resigned to pursue a new position as the Noise and Environmental Officer at Raleigh-Durham International Airport. John will be missed at the airport and in his role as Chairman of the Steering Committee for the Continuing Florida Aviation Systems Planning Process (CFASPP) Treasure Coast Region.

- Fort Lauderdale Executive and Boca Raton Airports are busy preparing for Super Bowl LIV, the 54th Super Bowl to be held at Hard Rock Stadium, Miami Gardens, FL on February 2, 2020. Plans to accommodate aircraft parking and fuel needs as well as FAA logistics are underway.
- North Perry and Fort Lauderdale/Hollywood International airports have completed drafts of their Master Plans. Draft ALP and master plans will be submitted to FDOT and FAA for review and comment.
- Treasure Coast International Airport has broken ground on an \$8M Maintenance, Repair and Overhaul Hangar. The new 30,000 square foot MRO hangar will be located on four acres of airport property on the east side of the airfield.

DISTRICT 5:

- Jim Wikstrom retired after over 20 years with the Florida Department of Transportation.
- Orlando International Airport continues working on the South Terminal, Phase 1 and Phase 1 Expanded, which will add 19 gates capable of accommodating at least 24 aircraft depending on the combination of narrow body, jumbo and super-jumbo aircraft.
- Terry Lloyd recently retired as Director of Aviation at the Kissimmee Gateway Airport (ISM).
- TUI, the UK's number one holiday provider, announced that Melbourne International Airport (MLB) will become the Florida gateway for all customers traveling to Orlando and Central Florida beginning in 2022. The initial schedule, still under consideration, has the potential to be made up of nonstop flights between MLB and nine European cities.

DISTRICT 6:

- The Florida Keys Marathon International Airport welcomed Michael Legere, the new airport manager at MTH. Michael joined Marathon Airport from Manchester, New Hampshire, where he was the Airport Operations and Facilities Manager.
- Miami-Dade Aviation Department officials hosted a groundbreaking ceremony to celebrate the beginning of Miami International Airport's Central Base Modification and Expansion Project, which will upgrade 34.1 acres of asphalt and concrete pavement originally built in the 1960s that is now used for aircraft parking and movement near MIA's Concourse D.
- Miami-Dade County and Transportation Security Administration (TSA) officials toured Miami International Airport's new state-of-the-art, fully automated baggage handling system. The new \$324-million system, funded in part by a \$101.2-million grant from the TSA, doubles the speed and efficiency of baggage screening and delivery for flights in MIA's Central and South terminals.
- Low-cost carrier Frontier announced that it will expand its schedule at Miami International Airport adding 28 weekly flights and six additional routes, bringing its total weekly departures to 57.

DISTRICT 7:

- Conde Nast Traveler published its annual Reader's Choice awards for the Best Airports in America. Two airports in Florida made the top 10 list, including Tampa International Airport (TPA), which ranked sixth. Recent upgrades, including a new people-mover system, are some of the reasons why TPA ranked high.
- As part of their Master Plan phase 2 & 3 projects, TPA will build a new airside terminal. To create the necessary space, the airport had to remove an outdated parking garage. The method of removal? An implosion that took place recently!

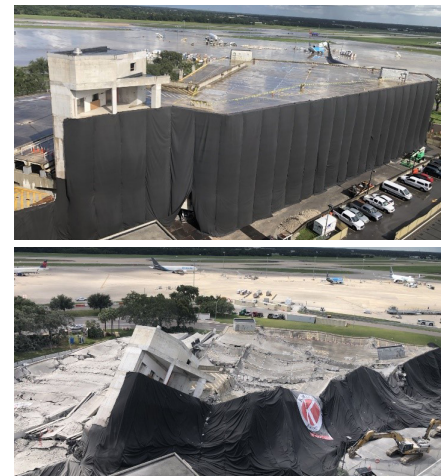
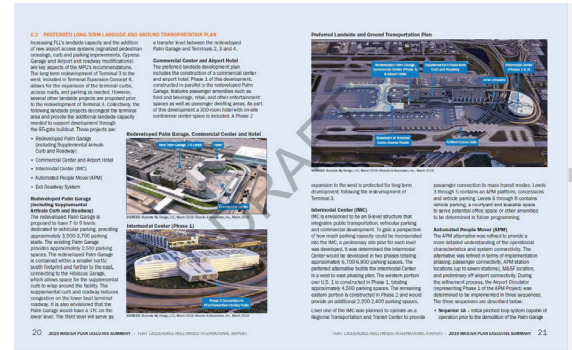


Photo courtesy: Broward County Aviation Department

Photo courtesy: St. Lucie County

Photo courtesy: Hillsborough County Aviation Authority

DISASTER PREPAREDNESS

by David Roberts, Aviation Operations Administrator

The Aviation Office (AO) conducted a round of statewide Disaster Coordination meetings from August 12 to August 29, 2019. These meetings were held with the designated Disaster Preparedness representatives from each public-use airport as well as Florida Department of Transportation (FDOT) District Aviation Office staff. The meetings were well attended and timely; as it turned out, the State Emergency Operations Center (SEOC) Air Operations Branch (AOB) was activated to Level 2 on August 29th in response to Hurricane Dorian. During Hurricane Dorian, I received 132 requests from various airports to change the designated Disaster Preparedness representatives at their airport. As expected, these new staff members were generally unfamiliar with disaster reporting requirements and the Florida Aviation Database (FAD) Disaster Preparedness Module.

On September 19th, I received an email from an individual representing the Florida Airports Council (FAC) Operations Committee. The Committee had conducted an informal survey of airports, specifically to query their disaster reporting. The FAC Operations Committee received 15 responses to the survey. In this article, I will attempt to respond to the questions, concerns, observations, and suggestions addressed by this survey. My goal is to continue to assist airports through cooperation, coordination, and teamwork. I know it sounds cliché, but we are stronger together.

1. Make it a more direct link straight to the airport's page based on the registered user, i.e. not needing 4-5 steps to click and selecting our own airport from a list....

Users can create a Bookmark directly to the Disaster Preparedness tab for their airports. To create a Bookmark, select Integrated Facility Module. Load your airport and go to the Disaster Preparedness tab. In the upper right corner, you will see "Bookmarks". Select "New" and enter the name for your Bookmark and then select "Save." You will see all Bookmarks that you create on the Switchboard under your account information. Once that is complete, users will simply need to login and click that Bookmark on the Switchboard to be taken directly to the Disaster Preparedness tab. Please note that the Bookmark feature is available through-out the Integrated Facility Module and can be created from any page.

2. Adding a confirmation e-mail function which will e-mail "all" authorized personnel assigned to an airport anytime the system is updated or changes are made with what changes were made. It would also be helpful if a simple "Reviewed" button could be added to the disaster screen which the FAA reviewers / inspectors could hit that logs when they review the information, A simple Login ID with time date stamp next to it to show who and when information was reviewed. Example "P. Rogers 11:30 PM 9/10/19" or W. Relaford 9:48 AM 9/11/19" This would allow Airports to confirm if the inspectors are receiving/seeing the updates without a lot of unnecessary or time consuming communications.

Part 1- FAD already has a system to receive alert texts about an airport that a subscriber is interested in. After a user signs in, they are taken to a switchboard. On the Alerts/Messages section of the switchboard is a button that allows the user to select which airports they want to receive emails about. The emails are set to not be sent unless the user actively requests them. Users may change their selection at any time and emails are sent any time the airport status is updated. Part 2 - The Federal Aviation Administration (FAA) and ASO pull reports from the FAD twice each day (at a minimum) during an activation. The reports are pulled 0700-0730 and 1500-1530 each day and forwarded to Emergency Support Function 1 (ESF1) and AOB each day at 0800 and 1600. Individual airports are not necessarily viewed independently each time making stamping them individually impossible. The data that you file independently is instead compiled into reports. Remember, Florida has 129 public-use airports.

3. Honestly, we didn't have anything to report. Only suggestion I would have is to ask the question; "Did your airport experience any reportable damage" YES or NO. That way you ensure that all airports respond.

A great suggestion. I plan to coordinate with our consultant to see if this can be included in the Damage Assessment portion of the Disaster Preparedness tab in the FAD.

4. I would recommend an easier method of reporting damage as the current method requires you to enter each damaged item individually and save. This is very time consuming and we would welcome any improvements to make this a quicker process.

The Damage Assessment section allows users to add multiple new lines, complete each data field, and then save them all at once. You may add them one at a time if you prefer. At the Disaster Coordination meetings held in August, it was suggested that this portion of the FAD should be enhanced to include all data required by the Federal Emergency Management Agency (FEMA).

5. I think once a day is enough, although FDOT may have requested twice a day.

During major emergencies, FAA Southern Region Airports Division requires airport operators to report airfield condition by 0700, by 1500, and when significant changes occur.

6. When sending out the emails about reporting our fuel counts, could you specify times that we have to have this done by? For example, at 6:00 AM and 6:00 PM. During a disaster, we are all overwhelmed with meetings and preparations. It would be nice to know that we have scheduled reporting times so we could set a reminder. Sometimes the DOT emails get lost in my inbox, especially 24 hours out from the storm.

ASO understands the demands placed on airport staff during times of emergency. The FAD disaster reporting was built with that in mind. Please understand that *not* reporting airfield condition is *not* an option. Everyone wants to know the status of your airport including tenants, customers, politicians, state agencies, federal agencies, disaster responders, and the media. The FAD allows airport operators to provide the airfield status in one location and that one location provides the information as widely as possible. Both ASO and FAA share the database. ASO provides the information to the state ESF1 and AOB and serves as a liaison to the disaster responders. FAA provides the information to the federal ESF1 and AOB and serves as a liaison to the disaster responders. The FAD also provides a direct feed to the SEOC Airport Status Web Mapping Application <https://floridadisaster.maps.arcgis.com/apps/webappviewer/index.html?id=232d7a9e6b9f401488fabce12d5bb15b> that allows public access to the same information. So, by using the FAD, everyone who needs to know or even wants to know the status of your airport has access to that information in real time without calling you.

Now, how or when should you update your airfield condition? During major emergencies, FAA Southern Region Airports Division requires airport operators report airfield condition by 0700, by 1500, and when significant changes occur. ASO recommends that you update the FAD as often as you have time. For example, if it is more important to secure your equipment, provide fuel to responding aircraft, or remove debris, do that first. Later, when you have 5 minutes to breathe, you can quickly log into the FAD and update the airfield condition. When you have time to dedicate to it, you can update your fuel status. Both ASO and FAA will look at the last update date and time and assume that nothing has changed since then. If you do not update your status regularly, you are inviting those pesky phone calls. During declared emergencies (hurricanes), ASO sends out two emails each day. Those emails are to provide the airports with the latest information on the expected storm track and conditions based on the understanding of the SEOC. ASO also takes that opportunity to remind Disaster Preparedness representatives to update their airfield status.

Remember, there were 132 changes in representatives just during Hurricane Dorian. Many of these new staff members probably received no training before being assigned the responsibility. AND... while on the subject of training, there is a computer based training module for Disaster Preparedness representatives available in the FAD Training Module located at the bottom of the FAD switchboard. There is also a computer based training module for everyone on the SEOC Airport Status Web Application available under Disaster Recovery on the ASO webpage at www.fdot.gov/aviation.

Please feel free to contact me at David.Roberts@dot.state.fl.us with any additional questions regarding the subject matter.

AIRFIELD INSPECTION AND DISTRESS REPAIR TRAINING PROGRAM

by **Abdul Hatim, Ph.D.**, Aviation Engineering Manager

In order to assist Florida's public airports to comply with Federal Aviation Administration (FAA) requirements regarding daily, monthly, and annual pavement inspections and to assist them in conducting basic repair on the pavement at their airports, the central Aviation Office (AO) of the Florida Department of Transportation (FDOT) is providing annual Airfield Pavement Inspection/Evaluation and Airfield Pavement Distress Repair trainings. The FDOT AO designed these airfield pavement inspection/evaluation and pavement distress repair training courses as the means to meet the FAA requirement for airport inspectors and to assist the airports in maintaining their pavement condition. The contents of these training courses are derived from the current ASTM D 5340-12 Standard Test Method for Airport Pavement Condition Index (PCI) Survey and AC150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements.

The primary purpose of this training will be to train airport personnel, their consultants, and other agency employees in the methodology necessary for them to conduct airfield pavement inspections by drive-by or window pavement inspections and detailed PCI pavement inspections at their respective airports. The Training Program achieves the following goals:

- Assist airports in meeting the requirements of Public Law 103-305 through proper understanding of Pavement Management Program (PMP) elements.
- Provide practical knowledge of the drive-by/window inspection as well as the guidelines and procedures for PCI Survey Methodology as defined by the ASTM D5340-12.
- Explain numerous basic Airfield Pavement Distress Repair and Airfield Pavement Maintenance and Rehabilitation Methods as suggested by the FAA AC150/5380-6C.
- Discuss the general concept of the airfield pavements structures and compositions.
- Familiarize the attendees with the techniques of how to manually calculate the PCI without software or desk/laptop, as illustrated in the ASTM.
- Demonstrate the applications of PAVER, a software that's currently used to accommodate the FDOT Statewide Airfield Pavement Management Program.
- Perform actual constructional airfield distress repair for both asphalt and concrete pavements
- Provide Airfield Pavement Inspection Training that is eligible for up to fourteen (14) hours of Florida Board of Professional Engineers Professional Development Hours for attendees that are Professional Engineers.

During the courses, several documents from the FAA, such as AC150/5380-6C Guidelines and Procedures for Maintenance of Airport Pavements, AC150/5380-7B Airport Pavement Management Program, ASTM D 5340 -12, PCI calculation handout, FDOT AO's Airfield Pavement Inspection, and Airfield Distress manuals are provided.

Normally, approximately 3-4 months prior to the date and time of the course, a letter of Training Courses Notice will be sent to the statewide airports by the Aviation Engineering Manager. The notice

package will include the registration form, course syllabi, direction map, hotel information, etc.

The airfield pavement inspection and airfield distress repair training program is considered a part of the Statewide Airfield Pavement Management Program. So far, the locations for these training courses were and will probably continue to be in Orlando. The courses and all of the handout materials are free of charge to all the attendees.

If you have any questions regarding this training program, contact Dr. Abdul Hatim, Aviation Engineering Manager for the FDOT Aviation Office, at (850) 414-4504 or Abdul.Hatim@dot.state.fl.us



Photo courtesy: FDOT Aviation Office

Please feel free to contact me at Abdul.Hatim@dot.state.fl.us with any additional questions regarding the subject matter.

WHAT DOES THE AVIATION OFFICE DO?

by Nick Harwell, ICMA, FCCM, Airport Planning Manager

On Tuesday, October 29th, Michael McDougall (Aviation Communications Manager) and Nick Harwell (Airport Planning Manager) from FDOT's Aviation Office (AO) visited Jacksonville International Airport (JAX) and Cecil Airport (VQQ) to film a short video highlighting what the AO does and some Florida aviation statistics. The video was featured on the FDOT's social media accounts. Nick Harwell emphasized the AO's duty to inspect airports statewide, implement site approval processes for public use airports, and the recently completed aviation economic impact study, which found that aviation activity contributes approximately 175 billion dollars to Florida's economy. Nick also touched on the FDOT's Aviation Grant Program, which provides grants for projects that contribute to our safe, cost effective, and efficient statewide aviation transportation system. Nick concluded with the importance of continually investing in Florida's airports, which are often visitors' first impressions to the Sunshine State. Michael McDougall was responsible for writing four social media aviation- and AO-related posts, published to FDOT's Facebook, Instagram, and Twitter accounts. These four topics included: the AO Awards Program, where AO honors and recognizes superior achievement in Aviation Professional of the Year, General Aviation Airport of the Year, and Commercial Airport of the Year, among other categories; the Airfield Pavement Management Program; the Aviation Grant Program, and; the Florida Statewide Economic Impact Study.



TAKE CONTROL OF YOUR DATA!

by Andrew Goldsmith, FAA Office of Airports

The Federal Aviation Administration's (FAA) Office of Airports, Office of Safety and Standards, Airport Engineering Division in Washington, D.C. recently deployed a new application in support of airport data collection. The new Airport Master Record (5010) module within the Airport Data and Information Program (ADIP) replaces the legacy 5010web system. In addition to maintaining access for State Inspectors, this new module now permits airport owners and their staff the ability to submit changes directly to the FAA. With the introduction of small Unmanned Aircraft Systems (sUAS) into the Nation's airspace, the need for accurate and timely updates has become even more critical to ensure safety of flight for all users in the air and on the ground. The new 5010 module, and the access it allows airports, was designed to promote and consolidate the various data collection methods within the FAA, with the overall goal to develop ADIP as the one-stop shop to support that collection. In addition to the 5010 module, ADIP also provides airports the ability to mitigate 20:1 penetrations in the Surface Analysis and Visualization (SAV) tool, to seek out deviations from published standards through the Modification of Standards (MOS) tool, and to workflow aeronautical and obstacle surveys to support the collection of spatially referenced safety-critical data in and around the airport environment. The new 5010 application came online in September and is available for use today. Access to it and the additional toolsets can be obtained at <https://adip.faa.gov>.



Photo courtesy: Dale Ackley and Wes Glass
Pictured (left to right): Francisco Cruz, Andre Forbes, Wes Glass, Michael McDougall, Robert Armbrister, Nick Harwell, Dale Ackley

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 Special 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/SL.Phtml



The Florida Flyer is a non-profit newsletter published quarterly by the Aviation Office of the Florida Department of Transportation. To subscribe to the Florida Flyer, contact Michael McDougall, Editor, at FDOT Aviation Office, 605 Suwannee Street, MS-46, Tallahassee, Florida 32399-0450, phone (850) 414-4512, fax (850) 414-4508, email Michael.McDougall@dot.state.fl.us. Visit our website at www.fdot.gov/aviation.

