

(ORLANDO) EXECUTIVE AIRPORT

SERVING THE COMMUNITY FOR NEARLY A CENTURY

by **Cyrus Callum**, Director of General Aviation, Greater Orlando Aviation Authority

It was a celebration few in Central Florida had ever seen. An estimated 40,000 people from across the state converged on Orlando to celebrate the arrival of commercial aviation. Orlando Municipal Airport was dedicated in the Fall of 1928, ushering in the promise of an exciting future.

For nearly a century, the airfield has evolved to serve the community's needs. From its earliest activity facilitating Air Mail delivery; to pilot training during World War II at the re-designated Orlando Army Air Base; to the region's primary passenger service provider at the renamed Herndon Airport; to its current status as Executive Airport, one of the nation's busiest general aviation (GA) facilities, Orlando's original airport enjoys a rich legacy of commercial, military and private air service.

Today's Executive Airport continues to enhance the quality of life in Central Florida and serve as a vital component of the region's economy. Operated by the Greater Orlando Aviation Authority, with input from the Executive Airport Advisory Committee, Executive Airport is located in the heart of the city. Designated as the main reliever airport for Orlando International Airport (MCO), Executive Airport sits on 1,000 acres of land, only three miles from downtown Orlando. This central proximity provides convenient access to the city's business and leisure district, along with the area's convention centers and world-class attractions, via a number of major highways and roadways.

While a prime location is an important advantage, our reputation as a premier GA airport has been achieved as a result of performance.

A combination of personnel, facilities and amenities make the airport a favorite of corporate aviation departments and private pilots alike. From the ground up, Executive Airport features a pair of intersecting, paved runways of 6,004 and 4,625 feet, capable of handling a variety of aircraft from single engine planes to the largest corporate jets to military cargo transports.

In 2018, we had 104,000 operations at Executive Airport; based on current rolling 12-month figures, the airport is on track to finish with more than 117,000 in 2019. Facilitating Executive Airport's brisk operational pace are two Fixed Base Operators (FBO). Sheltair and Atlantic Aviation offer 24-hour service to both locally-based and transient customers, including fuel sales, aircraft maintenance, flight instruction and weather information.

Flight activity is as diverse as it is robust. In addition to piston and jet powered fixed-wing aircraft, Executive Airport serves as the base for law enforcement, air ambulance and local news helicopters. The airport also provides the staging area for blimps when they are in town for events. Other important features include a 100-foot, FAA-staffed Air Traffic Control Tower (ATCT); full all-weather Instrument Landing System (ILS) capability; Aircraft Rescue and Fire Fighting (ARFF) on field; and a U.S. Customs and Border Protection facility.

Aside from the day-to-day activity, there are also yearly and bi-annual events that make Executive Airport special. Since welcoming the National Business Aviation Association (NBAA) convention and exhibition for the first time in 1996, Executive Airport and the City of Orlando have hosted the annual event 11 times and will do so again in 2020. Executive Airport is one of only two sites in the country for the event's static display, which consists of more than 100 aircraft, along with multiple pavilions for aviation manufacturers, brokers and vendors. An estimated 25,000 visitors from 90 countries attended NBAA at Executive Airport in 2018 and pumped an estimated \$49 million into the local economy. Orlando and Las Vegas alternate yearly hosting duties.

We also take great pride in assisting the local community through events like the annual Run for the Angels 5K. Each year hundreds of participants walk or run on one of the airfield's runways to raise funds for Angel Flight Southeast. The airport has also welcomed the famed Hurricane Hunters on their statewide tour to promote storm awareness and safety.

Our airport has been both a civic and business partner with Central Florida for 91 years. According to FDOT statistics, Executive Airport supports more than 4,500 jobs and generates a total economic impact of nearly \$623 million. By providing fiscal energy, top-flight services and direct access to the nation's most-visited destination, Executive Airport remains positioned as one of the region's most valuable transportation assets.



BUSINESS IS BOOMING AT EXECUTIVE AIRPORT

by **Cyrus Callum**, Director of General Aviation, Greater Orlando Aviation Authority

A popular phrase states: "A rising tide lifts all boats." Those words continue to ring true in Central Florida, where a rising economic tide is certainly lifting business at Executive Airport. While our airport is operated by the Greater Orlando Aviation Authority, we strive for financial self-sufficiency through a number of on-airport tenants and multiple commercial properties.

Executive Airport's operating budget in fiscal year 2019 was \$3.8 million. An increase of \$275,000 over 2018 was a result of increases in commercial properties, aviation-related revenues and other revenue. Those critical outside sources of revenue include three shopping centers on Executive Airport property. Located adjacent to the airport along one of the city's busiest main arteries, these three properties generate 60 percent of Executive Airport's revenue. Included are a gas station, grocery store, a variety of restaurants, and a music store. Additionally, a fitness center will be opening soon, and in the past year, we have renovated several properties to promote occupancy by businesses seeking to take advantage of the area's growth and the airport's vitality.

When it comes to aviation-centric revenue, we have no more valuable partners than our two Fixed Base Operators (FBO) Atlantic Aviation and Sheltair. During their tenure at Executive Airport, each has made significant improvements to their facilities. Atlantic has 55 acres of

leasehold space with hangars that can accommodate aircraft up to the size of a G650 and Sheltair has recently drastically improved its Executive Airport operation to a new level. This past June, Sheltair opened a brand new, multi-million dollar corporate aviation and hangar complex that promises to maximize efficiencies while offering unprecedented amenities.

"Our commitment is a \$17 million statement regarding how Sheltair Aviation views the future of Executive Airport and the communities it serves," said Todd Anderson, Sheltair Senior Vice President for Real Estate and Development. "Executive Airport is the preferred airport for many traveling to Orlando's downtown businesses, sports, entertainment venues, Winter Park, University of Central Florida and its research and business parks."

There are two new hangars with 22,600 square feet of space. The centerpiece is a new 36,000 square foot, four-story executive terminal with 9,000 square feet of terminal space and 27,000 square feet of class A office space featuring spectacular views.

"We're building for the future," Anderson said. "We want to be a first-class front door to the City of Orlando."

Located minutes from the heart of the city, Executive Airport is positioned to provide the access and quality of service essential to keeping that front door wide open.

KEY SELLING POINTS OF EXECUTIVE AIRPORT

by **Cyrus Callum**, Director of General Aviation, Greater Orlando Aviation Authority

Central Florida has grown into much more than just a leisure destination. The region now boasts a vibrant and diverse mix of globally-recognized corporations, along with high-tech and medical research companies, that complement our world-class theme parks and attractions. And right in the middle of this powerful economic amalgam is Executive Airport, providing convenient access for corporate and private aviators.

Proximity is a valuable commodity when time is money. Accordingly, one of Executive Airport's strongest assets, when it comes to maintaining current customers and attracting new ones, is our ability to serve as a professional and expedient gateway. Located three miles from Downtown Orlando, Executive Airport is minutes from the city's business and entertainment district and only a short drive from the region's top attractions and niche destinations, like Winter Park.

Another major selling point in Executive Airport's efforts to expand our global footprint is the capability to accommodate an international clientele. Executive Airport is among a select group of General Aviation (GA) airports to serve as a port of entry with a U.S. Customs and Border Protection (CBP) facility. Friendly service and flexible scheduling are among the regular compliments Executive Airport's CBP officers receive. The reputation for customer attentiveness has sparked a significant increase in international traffic. In 2019 alone, CBP operations have eclipsed monthly records with 112 operations in March and 105 in May, surpassing the previous mark of 102 in June of 2018. The Customs facility is on pace for close to 1,000 operations for the year.

International flights have landed at Executive Airport from 35 cities in 27 countries. From England, France, Italy and Germany in Europe; to Venezuela, Colombia and Brazil in South America; to South Korea in Asia, the points of origin span the globe. Major international companies like Lockheed-Martin, Tupperware, Darden Restaurants, Germany's Siemens Energy, Japan's Mitsubishi-Hitachi Power Systems, Spain's Indra System and Australia's Adacel have a presence in Orlando. In total, more than 150 companies, representing about 20 countries, have facilities here. By serving as an economic catalyst, Executive Airport is an important component in the region's worldwide partnerships.



The airport is often the first and last impression many business and leisure visitors have of Central Florida, so it is important that we strive to improve our facilities and services to continue to support increasing demand and the dynamic growth of the region.



Cyrus Callum is the Director of General Aviation, Greater Orlando Aviation Authority.

MANAGER'S CORNER

by **Aaron Smith**, State Aviation Manager, FDOT Aviation and Spaceports Office

JIM WIKSTROM RETIREMENT

FDOT's District 5 aviation guru, Jim Wikstrom, retired after more than 20-years with the Department. In August, Jim was awarded FDOT's Distinguished Aviation Service Award; here's an excerpt from Jim's award nomination:

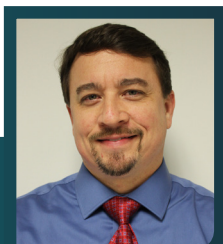


Jim's career, which started with service to our country as an Aircraft Electrician for the US Air Force, was largely spent with FDOT District 5. Starting as the Aviation Planning Manager in 1997 after years as a consulting senior aviation planner, Jim worked with an obvious passion for the Florida aviation community.

In his most recent role with District 5, Jim managed the District Freight and Logistics unit programs. This role included coordinating activities in aviation planning, aviation capital improvement, and airport discretionary capacity with local and regional planning agencies, local governments, transportation authorities, and FDOT. Jim's career, just by the numbers, is impressive. However, what doesn't make it into a resume is the level of effort Jim has put into his work, and how much the Florida aviation community has benefited as a result. Jim has a "can-do" attitude, always trying to find a way to match needs with resources. He is in no way a "yes man," because he couldn't be—can you imagine every airport manager getting every project funded without question? During his career, Jim took the time to learn about airport issues, to listen, to consider projects in light of the aviation system's needs, and to say "yes" when he could, while giving guidance and wise counsel with the 'no' when needed. Jim has been a model for wise decision-making, personal respect, and protecting the taxpayer. The respect Jim has earned from his staff, his peers and the aviation community highlight his ability to communicate and work productively with anyone.

50 YEARS OF FAC

Congratulations to the Florida Airport's Council (FAC) as they celebrate 50 years of serving Florida's aviation community! FAC is the largest and most active state-airport organization in the U.S. FDOT continues to work with FAC in partnership to enhance Florida's already premier aviation transportation system.



Aaron Smith is the State Aviation Manager.

REMEMBRANCE OF DALE MASSEY

by **Connie Massey**

Dale Max Massey was born April 23, 1958 to J. Max and Doris E. Massey. In 1950 Dale's father started clearing a large parcel of land in Edgewater, Florida for a grass runway strip. This runway was eventually licensed in 1957 as a public, privately owned airport and is still known today as Massey Ranch Airpark.

Dale flew as his Dad's co-pilot from the time he could reach the pedals of the plane. He earned his private pilot's license before he graduated from high school. As time went on, Dale also earned his ratings as Commercial Pilot and Flight Instructor for airplane single engine land, airplane multi-engine land, instrument airplane and gliders, as well as Commercial Pilot for airplane single engine sea and as of February 2019 his remote pilot for unmanned aircraft system.

After Dale's dad passed in 1976 Dale became more active in the family business. In the 80's he helped run an airplane rental business with his brother John and in 1990 he started a commercial glider business known as Precision Soaring. In 1998, Dale officially became airport manager of Massey Ranch Airpark and held that position until his passing.

Dale will be greatly missed by his family, friends and community.

SPACEPORT SPOTLIGHT

by **Wayne Lambert**, Spaceport Development Manager, FDOT Aviation and Spaceports Office

This edition's spaceport spotlight is on the Jacksonville Aviation Authority's (JAA) infrastructure improvements at Cecil Spaceport. Space Florida and the Florida Department of Transportation have partnered with JAA to begin improvements to make Cecil Spaceport a preeminent horizontal launch facility for commercial space missions. Cecil Spaceport is a Federal Aviation Administration licensed spaceport and one of only a few locations on the East Coast with the ability to accommodate horizontal launch operations.

The improvements at Cecil Spaceport include the design and construction of a state-of-the-art Space Mission Operations Control Center, the design and construction of a payload processing facility, and improvements to an existing hanger for spaceport operations. These improvements will directly support launch operations, foster industrial growth, and attract private capital investment to Cecil Spaceport, Duval County and Florida.

Commercial space operations are growing remarkably fast and Florida's programs in support are robust. With these improvements, Cecil Spaceport is positioning itself to be attractive to commercial operators wanting ease of access to modern horizontal launch facilities. These projects were partially funded with matching grants available through the FDOT's Spaceport Improvement Program, and planning and design have begun. Expect to see Cecil Spaceport develop into a modern space facility in the next few years. It is exciting to see Florida's space capabilities expanding at Cecil!

LAUREN FARRELL FAREWELL

by **Allison McCuddy**, Freight and Logistics Specialist, FDOT District 5

L Lauren Farrell returned to the Aviation World when she joined the FDOT family in November of 2017. Her outstanding work with Space Florida and our District 5 airports is something we will forever be grateful for. Fiscal Year 2019 was the biggest year yet for Space Florida and we would not have been successful without Lauren. She was also instrumental in FDOT's transition to the Public Transportation Grant Agreement. Lauren Farrell is an outstanding individual who will be dearly missed by her friends in District 5 and throughout the state. We wish her the best of luck in her next endeavor.



SAFETY AND INSPECTIONS

by David P. Smith, ACE, CPM, Airport Inspection and Safety Manager, FDOT Aviation and Spaceports Office

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: the Primary Surface requirements set forth in Florida Administrative Code 14-60.007. This article will also highlight how changes in your airport's instrument flight procedures can alter the licensing requirements.

The Primary Surface is an imaginary surface that surrounds a runway; imaginary surfaces are defined in Title 14 Part 77, Code of Federal Regulations. Primary Surface dimensions are determined based on the type of runway and the instrument flight procedures that are present for that runway. The Primary Surface should be kept clear of all obstructions in order to meet State licensing standards. Objects that are located inside the Primary Surface should be fixed by function, studied by the FAA, and/or marked and lighted as required by the FAA's aeronautical study. The FAA considers the Primary Surface a notification surface only; however, in the State of Florida, the Primary Surface is an airport licensing surface and is required to be clear of obstructions.

As previously noted, there are two factors that determine Primary Surface dimensions. The first factor is based on the critical design aircraft for the landing area, which establishes the type of runway. If the runway has a critical design aircraft that has a Max Take-Off Weight (MTOW) equal to or less than 12,500 lbs., the runway is considered a "utility runway." If the design aircraft has a MTOW greater than 12,500 lbs., the runway is considered as an "other-than-utility runway." In general, utility runways will have a smaller primary surface requirement.

The second factor is what type of instrument approaches are present and what the approaches' visibility minimums are. The instrument procedures that are available for each runway have a huge impact on the applied licensing standards. For example, if a utility runway with visual approaches switches to non-precision instrument approaches, the primary surface requirement will double in width. Other-than-utility runways that have a non-precision instrument approach will require a 500-foot-wide primary surface (250 feet off each side of centerline); however, if the visibility minimums on the approach decrease to $\frac{3}{4}$ of a mile or less or if there is a precision instrument approach, that primary surface then becomes 1,000 feet wide. Without detailing each possible situation or Primary Surface requirement combination, these examples highlight how these changes may affect the applied standards.

Please be mindful of your airport's instrument procedures and any alterations to your airport's existing procedures. You can sign-up for alerts through the FAA's Instrument Flight Procedures Gateway at https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/. This website does require a log-in, but will alert you to changes in flight procedures at a specific facility. Once you enter the desired airport ID, you should see a link to "Notify me of changes to ..." under the name of the facility.

If you need to request a new procedure or request a change, you can do so electronically at https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/ifp_form/. Careful consideration should be given to the impact on licensing standards prior to any requested changes or additions of instrument procedures. Also, requested changes should be consistent with the Airport Master Plan and Airport Layout Plan (ALP).

Additionally, the Eastern Flight Procedures Team is working on enhancing coordination between airport sponsors when making changes to instrument procedures. Previously, it was possible for tenants and/or users of the airport to request a change or addition of a flight procedure and for notification *not* be provided to the airport management. The flight procedures team has eliminated that possibility from happening and should be contacting airport management to validate future requests.

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, please ensure any corrective measures comply. Chapter 14-60 is available on the Florida Aviation website at <https://www.fdot.gov/aviation/flpub.shtm>.

Changes to procedures and adding instrument approaches can dramatically change the licensing standards that are applied to each landing area. 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.



Photos: Mr. Audijohn Posadas, Cecil Airport Operations

Please feel free to contact me at DavidP.Smith@dot.state.fl.us or (850) 414-4515 with any additional questions regarding the subject matter.

FUNDING

by **Nick Harwell**, Aviation System Development Manager, FDOT Aviation and Spaceports Office

Airport Master Plans are essential for the future of an airport and are the fundamental responsibility of any airport sponsor. Generally speaking, airport planning has been described as the use of an organized strategy for the future management and development of airport policies, facility designs and configurations, financial allocations and revenues, environmental considerations, and organizational structures. The development of a comprehensive and attainable Airport Master Plan is the primary responsibility of a sponsor.

SETTING THE STAGE

Airport planning guides the development of airports within the local, state, and national airport system. Structurally, airport planning in Florida is classified in the following manner:

- National Plan of Integrated Airport Systems (NPIAS) is the National System Plan
- Florida Aviation System Plan (FASP) is the State System Plan
- Airport Master Plans are the Individual Airport Plans

FUNDING PROCESS AND TIMELINE

In Florida, project funding is programmed through the Joint Automated Capital Improvement Program (JACIP). Use of the JACIP is a continuous process through which Florida public airports, the FAA, and FDOT allocate the airport capital improvement funds for both the FAA and the FDOT work programs. Each public-use airport sponsor is required to update the JACIP each year and whenever a Master Plan is accepted. To

formally secure project funding, an airport owner/sponsor must specifically request an appropriation through the JACIP process.

Note: FAA and FDOT have collectively adopted inclusion in the JACIP as the official method by which funding requests for either agency is made.

FAA FUNDING

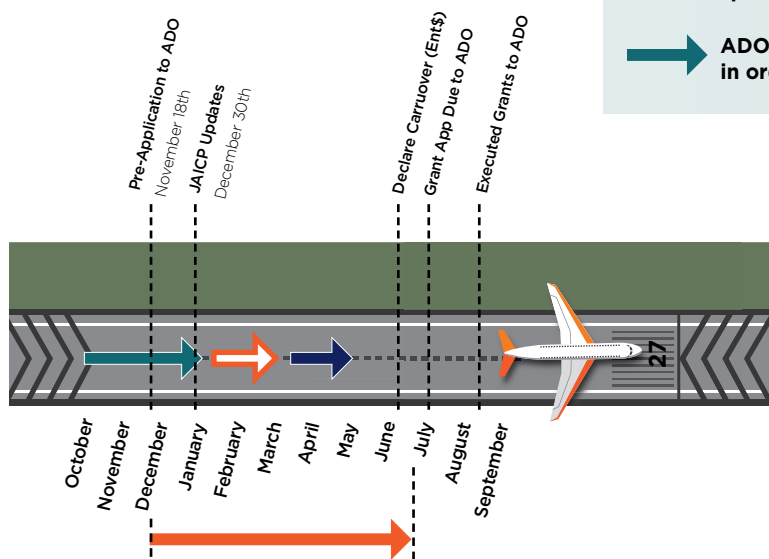
The FAA Airport Improvement Program (AIP) provides grants to public agencies and, in some cases, will provide grant dollars to private entities for the planning and development of public-use airports within the NPIAS. A public-use airport must meet current eligibility requirements in order to receive FAA funding. Pursuant to FAA Advisory Circular (AC) 150/5070-6B, Airport Master Plans, the submittal of the Master Plan grant application to the FAA can vary with each individual study; therefore, the FAA should be involved in the overall process as early as possible. The FAA can advise a sponsor on the best strategy to obtain funding and assist with questions concerning the eligibility of the elements included in the proposed scope of work.

FDOT FUNDING

The FDOT provides an aviation grant program through Section 332.003-332.007, Florida Statutes, to airports that are publicly owned and open for public use. Privately owned airports are not eligible to receive funding. These statutes allow the FDOT to provide grants for a safe, cost effective, and efficient statewide aviation system.

The figure below gives a snapshot of the timeline associated with the FAA funding cycle.

CURRENT FY PROJECT IMPLEMENTATION



- **ADO sends CIP letter to all sponsors with reminders and establishes JACIP update deadline CIP Meeting between ADO, FDOT, and Sponsor. Sponsors/Consultants are working on pre-apps per established CIP.**
- **ADO collects snapshot of JACIP, review CIP and establish NPIAS projects (5-Years).**
- **From NPIAS snapshot, ADO reviews and submits a 3-year CIP based on sponsor's priority, available entitlements and national priority ratings.**
- **ADO works with sponsor/consultant to gather all necessary paperwork in order to receive a grant based on bids.**



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 Airport has commenced a new Air Traffic Control Tower/TRACON
- Skyplex Boulevard development is currently under construction at Southwest Florida International Airport
- In November 2018, Lakeland Linder International Airport, in partnership with FDOT District 1, began construction on the infrastructure elements of their MRO/Air Cargo development to get the site pad ready. In May 2019, LAL signed a long term ground lease with Amazon Air Cargo to become a "Gateway" facility for their air cargo operations, which are scheduled to begin in June 2020.

DISTRICT 2:

- Cecil Airport completed a new Aircraft Rescue and Fire Fighting Facility (ARFF) and the ribbon cutting was held on June 28, 2019.
- Keystone Airport recently held a groundbreaking ceremony for a new General Aviation Terminal Building and construction is underway.
- Fernandina Beach Municipal Airport won this year's General Aviation Project of the year award for their new Terminal Building. The City's Airport Administrative Staff is enjoying their new office space.

DISTRICT 3:

- David Pollard was recently named Tallahassee International Airport Director.
- Calhoun County Airport is still trying to recover from Hurricane Michael. Calhoun County Commission Chairman Gene Bailey said the airport and industrial park had about \$3 million worth of damage.

DISTRICT 4:

- Fort Lauderdale/Hollywood International Airport's Runway 10L-28R is closed for major rehabilitation. The rehabilitation work includes replacing the runway's 75-foot center portion with concrete to extend its life from 15 years to 30; repaving of its sides with asphalt, and electrical, signage and drainage systems upgrades.
- As enplanements continue to increase and airlines continue to increase flights at Palm Beach International Airport, additional gate capacity is needed. In 2020, the airport, with financial assistance from FDOT, will begin a project to provide for the construction/expansion of Concourse B.
- Belle Glade Municipal Airport's Runway 9-27 does not currently have a parallel taxiway. Three projects are underway to construct a taxiway for this runway, including environmental services, design services, and funding for construction.

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 (KISM).

DISTRICT 6:

- Miami Opa-Locka Executive Airport was recently declared a SIS facility.

DISTRICT 7:

- Tampa International Airport is building 16 new express curbsides tailored to passengers without checked luggage. The new curbsides allow guests to bypass the ticketing level or baggage claim areas, via a new vertical circulation building
- The possibility of sky taxis traveling to and from Tampa and St. Petersburg was discussed during a recent Tampa Bay Area Regional Transit Authority committee meeting. Commissioners and Tampa International Airport have been in talks with companies about that type of air travel, and they say Tampa Bay would be the perfect place to test the flights.

DATES TO REMEMBER

- **Fly-In Fridays Hot Dog Special**
September 9, 2019 Page Field (Every Friday Commencing on that date)
- **Young Eagle Rally and Breakfast**
September 21, 2019 Deland Municipal Airport
- **CFASPP Southwest Region Steering Committee Meeting**
September 24, 2019 Sarasota/Bradenton International Airport
- **CFASPP Central Region Steering Committee Meeting**
September 25, 2019 Bartow Municipal Airport
- **CFASPP West Central Region Steering Committee Meeting**
September 26, 2019 Tampa International Airport
- **Pavement Management Trainings**
September 30 - October 3, 2019 Florida Department of Transportation Turnpike Office
- **CFASPP Southeast Region Steering Committee Meeting**
October 1, 2019 Fort Lauderdale Executive Airport
- **CFASPP Treasure Coast Region Steering Committee Meeting**
October 2, 2019 Treasure Coast International Airport
- **CFASPP East Central Region Steering Committee Meeting**
October 3, 2019 Deland Municipal Airport
- **CFASPP Northeast Region Steering Committee Meeting**
October 8, 2019 Jacksonville International Airport
- **CFASPP North Central Region Steering Committee Meeting**
October 9, 2019 Lake City Gateway Airport
- **CFASPP Northwest Region Steering Committee Meeting**
October 10, 2019 Tallahassee International Airport
- **Florida Aviation Professionals Academy**
October 16 - 17, 2019 Florida Department of Transportation Turnpike Office
- **Jacksonville Sea & Sky Airshow**
October 26 - 27, 2019 Jacksonville Beach
- **Florida International Air Show**
November 1 - 3, 2019 Punta Gorda Airport
- **Stuart Air Show**
November 1 - 3, 2019 Witham Field
- **Pavement Management Trainings**
November 4 - 7, 2019 Florida Department of Transportation Turnpike Office
- **NAS Pensacola Blue Angels Homecoming Air Show**
November 8 - 9, 2019 NAS Pensacola, Sherman Field
- **New Smyrna Beach Balloon & Sky Fest**
November 8 - 10, 2019 New Smyrna Beach Municipal Airport
- **Deland Sport Aviation Showcase**
November 14 - 16, 2019 Deland Municipal Airport

TRANSITION FROM GENERAL AVIATION TO COMMERCIAL SERVICE

by Laurie McDermott, Aviation Coordinator, FDOT District 4

Airports that do not serve scheduled passenger service are typically known as general aviation (GA) airports. These airports usually serve private aircraft and small aircraft charter operations.

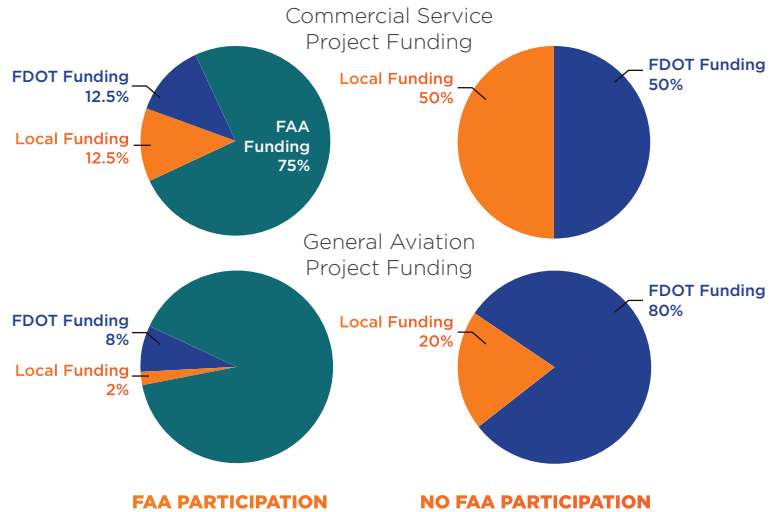
Commercial service (CS) Airports are publicly owned airports that have at least 2,500 passenger boardings each calendar year and receive scheduled passenger service. Passenger boardings refer to revenue passenger boardings on an aircraft in service in air commerce. There are two types of commercial service airports:

- Nonprimary (< 10,000 passenger boardings /year)
- Primary (>10,000 passenger boardings /year)

On occasion, a GA airport will have the opportunity to transition from being a GA airport to being classified by FDOT as CS. This transition from GA to CS can be economically challenging for an airport. Unfortunately, the current FDOT guidelines for funding do not support FDOT's financial involvement in such a transition.

Once the airport reaches the 10,000-passenger boarding threshold, their designation and funding changes. Funding is based on the airport classification:

Passenger facility charges (PFCs) are expected to offset the lost match assistance when going from GA to CS. If you have a high number of passenger boardings, this is true. However, for an airport in transition that barely meets the minimum requirements to be commercial service, PFCs do not come close to offsetting the loss.



related to safety, security, and emergency response. Once an airport begins receiving scheduled air carrier service, the operational and maintenance costs of these requirements continue and sometimes increase as the airport also experiences new costs associated with air carrier service, all while FDOT funding levels decrease.

As the state population grows and existing CS airports reach their capacity, we would expect some GA airports to transition to CS to support the Florida Aviation System Plan and the needs of our residents, businesses, and visitors. Since the transition is beneficial to the local area's economy and to the entire Florida aviation system, it is important for transitioning airports to identify alternative and supplemental funding streams to offset reductions in FDOT and FAA funding levels. While PFCs and other revenue streams associated with commercial service (rental car fees, parking fees, terminal concession revenues, etc.) can help to offset some of the loss associated with reduced FDOT and FAA funding levels, they are not enough to completely make up the difference in funding during a transitioning airport's early years as a commercial service airport.

A comprehensive analysis of the FDOT Aviation Grant Program can be found in Chapter 9 of the [Florida Aviation System Plan](#) (FASP 2035).

	General Aviation	Commercial Service (Primary)
State funding	Up to 80% of non-federal share	Up to 50% of non-federal share
Federal Funding - Airport Improvement Program. (AIP)	Up to 95 % of eligible costs	Up to 75 % of eligible costs for large and medium hubs, up to 95% for small and non-hubs
Entitlements	Up to \$150,000/year	\$650,000 to \$1M per year minimum, \$22M to \$26M maximum (depending on AIP funding level for that year)
Passenger Facility Charge (PFC)		Up to \$4.5/passenger boarding

The FAA Reauthorization Act of 2018 (P.L. 115-254) provided annual AIP funding of \$3.35 billion from the airport and airway trust fund for five years from FY2019 to FY2023.

(\$4.50 ceiling on PFCs per leg of the flight)

Under Chapter 332, *Florida Statutes*, when the FAA, and subsequently FDOT, classifies an airport as primary commercial service, state grants are reduced from 80/20 to 50/50. An airport in transition is adversely impacted without the 80/20 funding; in addition to having to come up with a larger local match, the transitioning airport incurs substantial additional expenses to accommodate commercial service. Prior to initiating commercial service, an airport must make significant capital investments



PRIVATE AIRPORTS Q&A

by Alice Lammert, CPM, Private Airport and Finance Manager, FDOT Aviation and Spaceports Office

Over the years I have received a myriad of questions from architects, facility personnel, aviation consultants and the public regarding heliports. Most of the questions I receive regarding heliports center around hospital heliports. Of all the facilities I deal with, hospital heliports are arguably one of the most challenging and exciting facilities to evaluate. Below is a list of some of the most frequently asked questions and their answers.

DO I NEED TO FILE ANYTHING WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) IF I HAVE A HOSPITAL HELIPORT USED FOR EMERGENCIES ONLY?

While there are exemptions in Section 330.30(3)(a-e), Florida Statutes (F.S.), like a helistop used by mosquito control or emergency services, these exemptions are not to include areas where permanent facilities are installed, such as hospital landing sites, etc. Section 330.30(1), F.S. states that prior to operation of aircraft at the site the owner or lessee shall have either an airport registration or license from FDOT. To register or license your facility you must first receive an Airport Site Approval Order from FDOT.

HOW DO I APPLY FOR AN AIRPORT SITE APPROVAL ORDER WITH THE FDOT?

To apply for an Airport Site Approval Order, the owner or lessee must go to <https://www.floridaprivateairport.com/> and go into the Private Airport Registration and Site Approval module. First, select Create an Account for a New Site Approval. To do so, an applicant must first apply for a "Login Name and Password" which will be linked to your facility throughout this process. Site approval will be granted only after it has been determined that all requirements set forth in Section 330.30(1), F.S., and Section 14-60.005 Florida Administrative Code (FAC) have been met.

WHAT DOCUMENTATION WILL I NEED TO PROVIDE ONCE I HAVE APPLIED FOR AN AIRPORT SITE APPROVAL ORDER?

All required supporting documentation detailed in Section 14.60.005(5)(a-m), FAC must be maintained by the applicant and made available to the FDOT for review upon request. The FDOT will request, at a minimum, the following: helipad plans, the Federal Aviation Administration (FAA) Airspace Determination, and local zoning approval.

CAN I CONSTRUCT THE HELIPAD PRIOR TO RECEIVING FDOT APPROVAL?

It is always a good practice to obtain an Airport Site Approval Order prior to the construction of any facility. Often a hospital helipad will be constructed after receiving FAA approval but prior to receiving an Airport Site Approval Order, and problems with the Order may prevent approval. Some of the issues that arise are inadequate Touchdown and Lift Off Area (TLOF), Final Approach and Take Off (FATO) and Safety Area dimensions or marking and lighting issues. Prior approval can eliminate these potential issues which can save time and

money.

WHY DOES THE FDOT NEED A COPY OF THE HELIPAD PLANS IF I HAVE ALREADY RECEIVED FAA APPROVAL?

The FAA regulates the airspace and the FDOT regulates the landing and take-off area; therefore, approval from both agencies is necessary before beginning construction. FDOT applies FAA AC 150/5390-2C to the helipad dimensions, approach/departure paths and transitional surfaces. The approval process includes determining if the TLOF, FATO and Safety Area are an adequate size for the type of aircraft that will be operating from the facility and evaluating the 8:1 approach/departure path and the 2:1 transitional surface to determine if there are potential penetrations to these surfaces. Unfortunately, hospitals have limited space and light poles, elevator shafts, buildings, trees, or similar structures can frequently become hazards or obstructions for helicopters. Vehicles traveling on access roads or highways close to the helipad (referred to as traverse ways) can also become an unforeseen hazard or obstruction to the helipad. FAA Airspace Determinations clearly state that the airspace is only valid if the helipad is constructed and maintained pursuant to FAA Advisory Circular 150/5390-2C and places the compliance responsibility on the owner or lessee.

DOES FDOT INSPECT THE HELIPAD ONCE IT HAS BEEN CONSTRUCTED?

In most cases, the FDOT does not do a final inspection of the helipad.

DO I HAVE TO DO ANYTHING AFTER I HAVE RECEIVED AN AIRPORT SITE APPROVAL ORDER?

After the Airport Site Approval Order has become effective and prior to operating from the landing facility, private airports must register at <https://www.floridaprivateairport.com/> using their "Login Name and Password". Once that has been completed, the private airport must fill out and file the FAA Form 5010-5 Airport Master Record, with the FAA Orlando Airports District Office pursuant to 14 CFR, Part 157. This last step initiates the airspace for the facility and an FAA Site Number and FAA ID will be assigned.

Resources:

Chapter 330, F.S. – Regulation of Aircraft, Pilots, and Airports
Chapter 14-60, FAC – Airport Licensing, Registration, & Airspace Protection

Please feel free to contact me at Alice.Lammert@dot.state.fl.us or (850) 414-4503 with any additional questions regarding the subject matter.

UNITED WE STAND SPECIALTY LICENSE PLATE

by Aviation and Spaceports Office

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