



BOCA RATON AIRPORT

70 YEARS OF EXCELLENCE AND COUNTING!

by **Clara Bennett**, Executive Director

Located in the beautiful City of Boca Raton, midway between West Palm Beach and Fort Lauderdale, the Boca Raton Airport (BCT) is one of Florida's premier General Aviation (GA) airports and one of the top facilities in the Southeast. Easy access, advanced infrastructure, and extensive amenities are among the many reasons countless pilots and travelers have made BCT their airport of choice. Nearly 300 aircraft are based at the 212-acre Airport, which handles approximately 70,000 operations annually, including sport and recreational, corporate travel and air charter.

Since the BCT serves GA customers, BCT works with based tenants to provide a variety of premium amenities particularly fitted to the needs of GA. Two full-service Fixed Based Operators (FBOs) - Atlantic

With a focus on strategic and business goals, BCT has become completely self-sustaining regarding operations and maintenance. All funds for operations and maintenance come from BRAA revenue generated through land leases and fuel flow fees paid by Airport users. Funding for large-scale capital projects is supported by Florida Department of Transportation (FDOT) and Federal Aviation Administration (FAA) grants with an Airport match.

By being creative in leasing airport land for diverse business uses, BCT has been successful in generating revenue. Approximately 30 acres of BCT property are used for non-aeronautical revenue-producing activities. Non-aeronautical tenants include Boomer's, Cinemark Theaters, and City Furniture/Ashley Furniture, as well as a mixed-use building featuring a restaurant, a retail outlet and office space utilized by Boca Aircraft Maintenance. Combined annual revenues produced from these properties are more than half of total airport revenues.

Over the past five years, BCT Authority has completed several Capital Improvement Projects aimed at modernizing Airport facilities and enhancing levels of service offered to tenants and users. Key projects have included the installation of Engineered Materials Arresting System (EMAS) beds at both ends of Runway 5-23, the installation of a new Automated Weather Observing System (AWOS), the construction of a LEED Silver Airport Administration Building, the installation of new security enhancements, the rehabilitation of the ATCT and the construction of a LEED certified US Customs and Border Protection Facility. These and other projects in the Airport Authority's Capital Improvement Plan have a combined total of more than \$25 million in BCT funds as well as FDOT and FAA grant dollars reinvested in the BCT.

The next five years will prove to be just as busy for BCT, with over \$13 million in projects planned to include improvements to Airport Road, an Airport Master Plan update, electrical improvements, additional security enhancements and more upgrades to the ATCT.

In keeping with its mission, BCT has also developed a robust community outreach program aimed at improving dialogue with the surrounding communities and promoting BCT activities. The program has been widely well-received and focuses on outreach to BCT tenants, BCT users, area residents, and local schools. Regular events include Wings of Freedom Student Day, which brings several hundred school children to the BCT to interact with veterans and tour historic airplanes, aviation career days, back to school supply drives, toy drives, airport tours and participation in local business and charity organizations.

Having just celebrated its 70th Anniversary as a public airport, Boca Raton Airport is perfectly poised to continue to fulfill its mission of providing world-class general aviation facilities to benefit the industry and the local community well into the future.



Aviation and Signature Flight Support - are located at BCT. Each FBO offers a range of services, such as fueling, ground handling, aircraft storage, conference rooms, catering, and limousines. Two maintenance companies - Reliable Jet and Boca Aircraft Maintenance - offer exceptional services including repair and overhaul. Lynn University operates a flight school and several charter companies are based at BCT operating the most sophisticated aircraft in the GA fleet.

The Air Traffic Control Tower (ATCT), which was constructed in 2000, is part of the Federal Contract Tower Program and is open daily from 7:00 a.m. - 11:00 p.m.

BCT is operated by the Boca Raton Airport Authority (BRAA), a seven-member Board established by the Florida Legislature as an Independent Special District. Five members are appointed by the City of Boca Raton and two are appointed by Palm Beach County to two-year terms.

BOCA RATON AIRPORT

by Clemens Vanderwerf, Chief Executive Officer

Privaira is a premier FAA Part 135 Air Charter and Aircraft Management company based in Boca Raton, Florida. Privaira focuses on distinctive individuals and companies who fly private. With Privaira, you get peace-of-mind with solutions for private jet charter, aircraft management, and airplane maintenance. Privaira provides air charter with our own aircraft fleet as well as access to a worldwide fleet of private jets. We offer aircraft owners turn-key, private jet management solutions that protect the investment and value of their aviation asset.

Privaira employs 80 people, including our Executive team, Administration and HR, Pilots and Flight attendants, Sales and the Aircraft Maintenance team. Privaira currently manages and operates Bombardier, Dassault Falcon, Cessna, Hawker, Beechjet, Beechcraft and Pilatus aircrafts.



PRIVAIRA

Privaira takes pride in our record of meeting and exceeding the most demanding external audit

safety requirements. These requirements include guidelines and regulations issued by the Federal Aviation Administration (FAA). Privaira earned the operator's highest safety rating award, an ARG/US Platinum Safety Rating and holds the international IS-BAO Stage II safety certification.

Privaira partners in our community with the Boca Raton Airport Authority, Boca Raton Economic Development, Boca Raton Historical Society and Museum, Charity Champions, Atlantic Aviation, Boca Bacchanal. We are the official private air charter company of Florida Atlantic University Athletics.



Flying private has distinctive advantages, and that's where the experience begins. At Privaira, we know that developing lasting relationships is reliant upon putting your interests first. Travel is personal, and everyone is different. By keeping your travel needs in mind, Privaira gives you the private jet flight solution you want with the advice you need. You will have what you want, your way.

Whether you're looking to charter a jet or to hire aircraft management, Privaira makes your aviation experience unique.

BOCA RATON AIRPORT: US CUSTOMS AND BORDER PROTECTION FACILITY

In 2018, the Boca Raton Airport opened an onsite Customs and Border Protection (CBP) facility, allowing international flights to fly directly into the BCT instead of first stopping at another airport to go through Customs. By eliminating this stop before arrival, the number of low altitude flights over nearby neighborhoods is greatly decreased, which enhances safety for pilots, passengers and individuals on the ground and reduces operating costs for aircraft operators.

The 4,400 square foot facility cost approximately \$4.5 million and was designed and constructed with BCT and FDOT grant funds. The engineering team was led by Ricondo & Associates and design was completed by architects Schenkel Shultz. West Construction, Inc. completed the construction. In addition to the building and its numerous security features, the project included construction of a new entrance road, rehabilitation of the aircraft parking apron, construction of a new taxiway entrance and lighting and signage improvements.

Prior to initiating the project, BRAA completed an extensive review process that included a Feasibility Study to assess demand and cost/benefit. BRAA also conducted extensive public outreach to answer questions and address community concerns.

In accordance with federal guidelines, BCT is a User Fee Airport, meaning that the BRAA is required to reimburse the federal

government for Customs facility staffing and data processing costs. To help offset these costs, which are estimated at over \$250,000 for the first year, BRAA adopted a fee schedule ranging from \$50 to \$425 payable by pilots based on the type and size of their aircraft. The facility is also available for the boating community with a fee of \$15 per person. The user fee is processed through the payment kiosk located in the lobby prior to clearing customs.

BCT's Customs facility is open Thursday through Monday from 10:30 a.m. to 6:30 p.m. After hour clearings can be requested directly from CBP and are assessed an extra fee of \$140 per hour with a two-hour minimum to help cover overtime charges payable to the federal government.

Since opening, the BCT Customs facility has been a resounding success, with over 1,300 aircraft and nearly 6,000 passengers clearing since May 2018. The facility has been especially well received during Presidential visits to South Florida, which close the General Aviation Facility (GAF)

at Palm Beach International Airport, serving as a convenient alternative.

With the new CBP facility and its numerous other amenities, BCT will continue provide increased levels of service and promote Boca Raton to an international market while strengthening its relationships with its tenants and users.



MANAGER'S CORNER

by Aaron Smith, State Aviation Manager



THE FLORIDA FLYER...RETURNS

After a brief hiatus, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office is relaunching (pun intended) the Florida Flyer with a new look and format. The Flyer will be published on a routine basis with four quarterly editions and one special edition. Publish dates are anticipated in June, September 1st and December 1st. Michael McDougall, Aviation Communications Manager, is the project manager and will be your point of contact.

FDOT LEADERSHIP

On Friday, January 18, 2019, Governor Ron DeSantis announced that Kevin J. Thibault, P.E., former Southeast Regional Senior Vice President of TranSystems Corporation, will serve as Secretary of the FDOT for the DeSantis-Núñez Administration. As Southeast Regional Senior Vice President of TranSystems Corporation, Secretary Thibault was responsible for the management of \$40 million in revenue and close to 200 employees. Secretary Thibault also has extensive experience in state government having previously served in senior leadership positions with the FDOT for more than 16 years. Welcome back, Secretary Thibault.



A NEW YEAR AND OPPORTUNITIES ABOUND

Florida continues to offer the most dynamic and progressive aviation system in the US. The state's 129 public-use Commercial Service and General Aviation (GA) airports supported nearly ten million aircraft operations in 2017, and that number is anticipated to continuously rise over the next 20 years. International air cargo, another aspect of Florida's aviation system, is a multi-billion-dollar industry with over \$64 billion in total air trade value in 2014.

Population, business, and tourism are the three largest factors for determining the need for aviation services. In the last 95 years, Florida's population has increased 20 times over—from 970,000 in 1920 to an estimated 20 million in 2015. The abundance of jobs and associated income created in Florida are directly attributable to the recreational and corporate aviation needs that impact the state's GA airports. In addition to multiple tourist attractions, the state of Florida has five cruise ports, located in Tampa, Jacksonville, Port Canaveral, Fort Lauderdale, and Miami. Each port is located within a short drive from one of Florida's Commercial or GA airports. In addition, approximately 20 percent of the pilots throughout the world are trained in Florida.

Examples of ongoing Florida system opportunities and challenges, as determined in the most recent Florida Aviation System Plan (FASP), include:

- Aging population
- Airline pilot shortage
- Autonomous vehicles (ground-based)
- Competition for space operations
- Customs & Immigration
- Next Generation Air Transportation System (NextGen) requirements
- Reduction in numbers of pilots
- Shortfall of aviation maintenance personnel
- Sustainability
- Unmanned aircraft systems (UAS)

LAURA BEEBE

By unanimous approval from the Palm Beach County Board of County Commissioners, Laura Beebe assumed her new role, effective January 2, 2019, as Airport Director of the Palm Beach International Airport (PBI). Her appointment comes as her predecessor, Mr. Bruce V. Pelley, announced his retirement from PBI after 32 years of service in his role as Director.

Beebe has enjoyed a long career with Palm Beach County beginning as an Assistant County Attorney representing the Department of Airports in 1998. In her most recent assignment as Deputy Director of Airport Business Affairs, a position she has held since 2007, Beebe has increased non-traditional airport revenue, which produced over \$40 million dollars in annual revenue. A University of Florida



College of Law graduate, her legal acumen proved to be beneficial in her responsibilities including contract management and negotiation of various commercial leases. Beebe also secured both the NetJets and Gulfstream facilities on previously undeveloped airport property.

“ I am honored to take on the responsibility of leading PBI into its next phase of innovation and development. My goal will be to ensure that PBI continues to remain a leader in South Florida air travel, providing an easy, convenient and stress-free experience for our passengers. I am very fortunate to be able to step into my new role knowing that the airport has been operated successfully for the past 32 years under Mr. Pelly's direction, and I am dedicated to ensuring that PBI remains an award-winning, progressive and customer-focused airport.”

FOLLOWING THE LIGHT WITH THE FAA

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

In this edition of the Florida Flyer, I would like to discuss a recent change to a Federal Aviation Administration (FAA) Advisory Circular (AC) that has an impact on Florida's airport licensing program. The change to this AC affects the standard for the placement of displaced threshold lights in relation to the surface painted displaced threshold marking.

FAA AC 150/5340-30J, Design and Installation Details for Airport Visual Aids went into effect on February 12, 2018 canceling the previous version. In Chapter 2 Runway and Taxiway Edge Lighting Systems, Section 2.3.2 provides the requirements for the runway threshold and runway end lights. The only apparent major change to this section, is the placement of the displaced threshold lights. AC 150/5340-30J provides a greater level of clarification on the location of the displaced threshold lights than was present in previous versions, as well as eliminating the ambiguity concerning the FAA's requirements. The AC now requires displaced threshold lights to be located in-line with the approach side edge of the marked displaced threshold. Placement of the runway end lights are not affected with this update.

Florida Administrative Code (FAC) 14-60 requires displaced threshold lights to be located 2 to 10-feet prior to the marked displaced threshold. This is no longer consistent with the updated FAA AC. Many airports have displaced thresholds where the lights are located in-line with the beginning of the threshold and are now consistent with the AC. In previous years, we would have considered these lights as a deficiency on the inspection report, because it did not meet our standards. For these airports that currently have a displaced threshold placement deficiency on their inspection report, where that placement does indeed meet the AC's updated guidance, we will be mitigating those deficiencies and not requiring a change to their location.

If your airport has an upcoming lighting project that was designed more than a year ago or was in response to an inspection report deficiency, it would probably be prudent to check on the location of displaced threshold lights to ensure they meet the AC's updated requirements. AC's are generally advisory in nature, but some airports may have to comply with their requirements due to grant assurances. As highlighted above, displaced threshold lights that are located in-line with the approach side edge of the marked displaced threshold will be mitigated on our inspection reports and we will not require relocation. We will continue to work on



Photos: Mr. Audiejohn Posadas, Cecil Airport Operations

updating our licensing requirements in order to remain consistent with FAA recommendations.

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

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

WHEN DOES THE CITY/COUNTY ZONING AUTHORITY NEED AN INTERLOCAL AGREEMENT?

by Greg Jones, Airspace and Land Use Manager

The Department's Aviation and Spaceport Office has received numerous inquiries regarding the requirement for an interlocal agreement with regards to airport siting. Section 163.01, Florida Statutes, authorizes local governments to enter into interlocal agreements providing for the joint exercise of any power, privilege or authority which the public agencies involved share in common and might otherwise exercise separately.

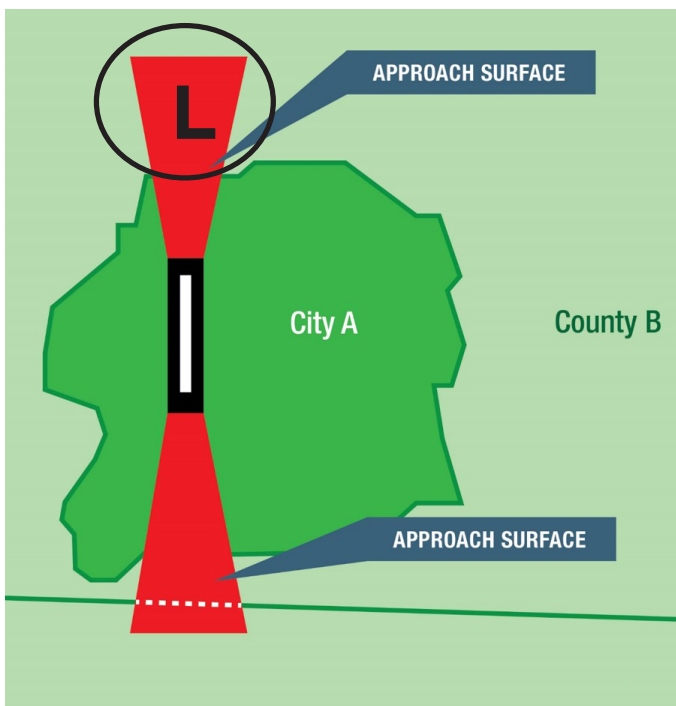
Please note: the Departments Airport & Airspace Land Use Compatibility Guidebook, which addresses this issue, is currently being updated and will be available shortly.

SECTION 333.03(1)(B) STATES:

If an airport is owned or controlled by a political subdivision and if any other political subdivision has land upon which an obstruction may be constructed or altered which underlies any surface of the airport as provided in 14 C.F.R. part 77, subpart C, the political subdivisions shall either, by interlocal agreement, adopt, administer and enforce a set of airport protection zoning regulations; or create a joint airport protection zoning board.

SCENARIO

The graphic display below illustrates a scenario in which an interlocal agreement is required:



1. City A has within its jurisdiction (dark green area) an airport with a single north-south runway (white vertical strip);
2. City A is surrounded by County B (light green area);
3. The runway has an approach surface (red) which extends north and overlies a portion of land in County B marked as "L". L is within the jurisdiction of County B but is under the approach surface of the airport located in City A.

If County B wants to build a structure within L with a height constituting an obstruction, City A's airport may be adversely impacted. However, if County B contends that it has zoning jurisdiction of L because L is within its county boundaries of County B, how do City A and County B resolve this controversy?

RESOLUTION:

Section 333.03(1)(b) specifically addresses this situation as follows:

- (b) If an airport (white strip) is owned or controlled by a political subdivision (City A) and if any other political subdivision (County B) has land (L) upon which an obstruction (structure) may be constructed or altered which underlies any surface of the airport (approach surface) as provided in 14 C.F.R. part 77, subpart C, the political subdivisions shall either:

1. By interlocal agreement, adopt, administer, and enforce a set of airport protection zoning regulations; or create a joint airport protection zoning board.

The significant language is that the interlocal agreement shall adopt a set of airport protection zoning regulations. The intent and requirement of this section is to require City A and County B to agree by interlocal agreement to a set of regulations that will govern the zoning of L prior to a controversy arising. The two political subdivisions can tailor their regulations to suit their interests in L. The regulations should be tailored to accommodate the existing or planned size of the airport surface, whichever is greater.



The Aviation and Spaceports Office's Airspace and Land Use Manager, Greg Jones, may be reached at, 850-414-4502 or Greg.Jones@dot.state.fl.us

DISTRICT HIGHLIGHTS

DISTRICT 1:

- Naples Municipal Airport is undergoing an Aircraft Rescue and Firefighting Facility (ARFF) Relocation.
- Southwest Florida International Airport has commenced terminal expansion.
- Lakeland Linder International Airport is developing Intermodal Cargo Center Infrastructure.

DISTRICT 2:

- Barbara Cloud, Aviation Coordinator, from the Jacksonville Urban Office, retired January 31, 2019. She has returned temporarily working as a consultant to assist with our Aviation needs 2-3 days a week.
- District 2 staff have met with all the airports in District 2 in February & March in preparation for the new work program/gaming cycle that will begin on July 1, 2019.

DISTRICT 3:

- Northwest Florida Beaches International Airport ARFF Chief Austin Andrews retired February 22, 2019 after more than 40 years of public service.
- In December 2018, the Northwest Florida Beaches International Airport celebrated its One Millionth passenger.
- Patriot Sands Exercise was held February 21 - 25, 2019 at the Tallahassee International Airport.
- CAF Red Tail Squadron's P-51C Mustang visited Tallahassee International Airport on February 19 - 23, 2019.
- Ten new non-stop flights were added out of Destin - Ft Walton Beach Airport / Eglin AFB, bringing the total to 37 cities.

DISTRICT 4:

- Boca Raton Airport celebrated its 70th Anniversary.
- Lauren Rand joined District 4 as the Freight and Logistics Manager.

DISTRICT 5:

- For the first time ever, Orlando International Airport is ranked in the Top Ten (10th) Busiest Airports in the nation with 47,696,627 total passengers in 2018.
- SpaceX's Crew Dragon returned to earth on March 8, 2019 landing in the Atlantic Ocean off the coast of Florida. This means its first mission test was a success.

DISTRICT 6:

- Carlos Gimenez, Mayor of Miami appointed Lester Sola to the position of Director of the Miami-Dade Aviation Department effective February 16, 2019.
- 2018 General Aviation Airport of the Year, Miami-Opa Locka Executive Airport, has met the criteria to be a Strategic Intermodal System (SIS) Designation as a Reliever Airport.

FDOT DISTRICT 7 HOSTS CHINESE DELEGATES

by Mike Brown, Aviation & Seaport Coordinator, FCCM

On January 16, the District 7 Aviation Office met with a delegation from Jiangsu Province Department of Transportation (DOT), China. The meeting was comprised of six members including the Deputy Secretary of the Jiangsu Province DOT and several associates within their Aviation office. The goal for the delegation was to discuss how the Florida Department of Transportation supports General Aviation Airport efforts with different aspects, such as financial operations. The informative meeting lasted an hour and a half and was beneficial for all who participated.



DATES TO REMEMBER

- **CFASPP Southeast Region Steering Committee Meeting**
June 11, 2019
Fort Lauderdale Executive Airport
- **CFASPP Treasure Coast Region Steering Committee Meeting**
June 12, 2019
Okeechobee County EOC
- **CFASPP East Central Region Steering Committee Meeting**
June 13, 2019
Daytona Beach International Airport
- **CFASPP Northeast Region Steering Committee Meeting**
June 18, 2019
Jacksonville International Airport
- **CFASPP North Central Region Steering Committee Meeting**
June 19, 2019
Gainesville Regional Airport
- **CFASPP Northwest Region Steering Committee Meeting**
June 20, 2019
Destin-Fort Walton Beach Airport
- **CFASPP Southwest Region Steering Committee Meeting**
June 25, 2019
Punta Gorda Airport
- **CFASPP Central Region Steering Committee Meeting**
June 26, 2019
Winter Haven Regional Airport
- **CFASPP West Central Region Steering Committee Meeting**
June 27, 2019
St. Pete-Clearwater International Airport
- **Pensacola Airshow**
July 13, 2019
Pensacola Beach
- **CFASPP Statewide Steering Committee Meeting**
August 3, 2019
Fort Lauderdale Marriott Harbor Beach Hotel
- **2019 FAC 50th Anniversary Conference & Exposition**
August 4 - 7, 2019
Ft. Lauderdale Marriott Harbor Beach Resort & Spa

SHAFFER APPOINTED TO THE TOP FAA AIRPORTS POST

Effective December 17, 2018, the Federal Aviation Administration (FAA) welcomes D. Kirk Shaffer as the FAA Associate Administrator for Airports. In this role, Shaffer will oversee national airport planning, airport safety, standards, airport design engineering, and regulatory compliance. He will also manage the annual Airport Improvement Program (AIP), for in which the U.S. Department of Transportation has announced a nearly \$7 billion investment in the nation's airports.

Shaffer has an extensive history of over 30 years in aviation, having been the Principal for D. Kirk Shaffer, PLLC providing strategy, leadership and counsel. During his career, Shaffer served as senior counsel with Crowell & Moring, LLP to airports, air carriers, and aviation trade associations nationwide, as well as executive assistant to the president, director of properties, and general counsel to the Metropolitan Nashville Airport Authority. Shaffer returns to the FAA having previously

been a Presidential appointee at the Federal Aviation Administration, where he managed the strategic and political implications of domestic and international civil aviation issues as they related to airports as an integral part of the National Airspace System.



Shaffer is a veteran of the U.S. Army and is a Ranger, airborne, jumpmaster, and air assault qualified. He is a graduate of the United States Military Academy at West Point, NY, a graduate of the University of Texas at Austin School of Law, and holds a Master of Laws degree from The Judge Advocate General's School of the U.S. Army.

BARBARA CLOUD

by Donna Whitney

Florida Department of Transportation
District 2 Aviation Specialist

Recently, The Florida Department of Transportation (FDOT) District 2 said goodbye to long time employee Barbara Cloud who retired on January 31, 2019 after thirty (30) years of service with FDOT. Her last few years with FDOT were spent in the Freight Logistics & Passenger Operations Aviation Office in the Jacksonville Urban Office, which she considered to her "best years with the Department." With her wealth of work program knowledge and her willingness to learn a new area of expertise in aviation, she has been an asset to FDOT. Furthermore, she was always available and willing to assist our team. Barbara has demonstrated sustained excellence in the performance of her duties as the District Two Aviation Coordinator supporting Public Transportation. Since moving to the Aviation office, she has managed an average of 50 - 60 ongoing contracts for three (3) commercial service airports and thirteen (13) general aviation airports in District Two. Barbara has been dedicated in supporting and prioritizing each airport's financial needs for safety, security, preservation and economic development projects.

Barbara always kept abreast of state and federal program changes, sharing this information with her team mates and customers. She continuously looked for and took advantage of training opportunities to improve her knowledge and skills.



It's often a challenge to secure funding for major airport projects. The Gainesville Regional Airports (GNV) secondary runway needed resurfacing at an estimated cost of \$2.8 million dollars. This secondary runway accounted for 25% of the airports traffic. Typically, FDOT will pay up to 50% of the cost for runway

resurfacing. Barbara worked with our partners in Central Office and the FDOT State Materials Office to come up with a creative solution that resulted in 100% funding to resurface the runway.

The team developed a special demonstration project that used several different mixtures of asphalt, innovative products and construction methods throughout the runway project. FDOT State Materials Office approved the final recommendations for the products and procedures and scrutinized the project during every phase of construction. The FDOT State Materials Office will continue to evaluate the effectiveness of the various products and methods over a five-year period to determine which projects and methods perform best. This test information will be helpful for not only airports, but for road construction projects as well.

This is just one example of the many creative ways Barbara managed funds and projects to get the best out of our aviation program for the District Two Airports.

Barbara will be missed as part of our team, but we wish her well in her future endeavors.

FROM THE DESK OF THE ADO MANAGER

by Bart Vernace, FAA Orlando Airport District Office

Fiscal year 2019 is off to an exciting start. We have a 5-year Airport Improvement Program (AIP) authorization through fiscal year 2023. Although we are in the second quarter of our fiscal year, there is still much work to do to advance the AIP program this fiscal year.

The partial government shutdown has created a backlog on airspace cases. Patience will be necessary to complete these, as well as a slew of new cases that were entered into the OEAAA system. There were many cases that were already in the system 30 days or more before the partial government shutdown, and they need to be completed. If there is a particular urgency on a certain airspace proposal, please let us know and we can work with the other lines of business to try to expedite it. Remember that every airspace proposal cannot be expedited, so we go back to my original word of "patience."

I can say that the FAA is diligently reviewing numerous applications nationwide for the second round of the



supplemental funding. No decisions have been made, nor has a date been set for an announcement.

Although we have a full year of AIP authorization, I don't know when we will be able to start issuing our FY19 AIP grants. We are still moving forward like we are going to have a normal AIP grant season. Sponsors need to let the Airports District Office (ADO) representative know in May 2019 whether or not they plan on using their entitlements funds. A date will be established in May for us to carryover unused entitlement funds. Also, grant

applications based on bids will be due around mid-June. We expect a Federal Register Notice to be published to capture the actual due dates.

To move your projects forward, it is imperative

that you continue to work with your ADO representatives to have a complete grant application by the established deadlines. A complete grant application includes final airspace and environmental decisions, negotiated engineering and planning contracts, final design and construction based on bids.

I do get a number of calls on the \$1 Billion supplemental funding appropriation. Most of the questions are "When will I hear whether my project was selected?" or "When will FAA make a decision?"

We look forward to a successful grant year.



LAUREN RAND

Lauren has returned to District 4 as the new Freight and Logistics Manager in the Office of Modal Development, where she will manage the areas of Aviation, Freight, Seaport, Intermodal and Modal Production. Lauren previously worked in FDOT-D4 for over 12 years as the Project Coordinator for Aviation, Rail,

Seaport, Intermodal and Multimodal Programs. She also worked in the private sector for 5 years with both Panther International and T.Y. Lin International. Lauren holds a Bachelors degree from Florida International University, is a graduate of the Florida Certified Public Manager program, the FDOT Freight Academies I & II and the Maritime Port Executives program.

UNITED WE STAND SPECIALTY LICENSE PLATE

by Aviation and Spaceports 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/SLP.html



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