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AIRMAIL '18



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Issue 18-20

State election fallout...still a moving target

What's first on the agenda for Florida's next governor, Ron DeSantis?

It was past midnight on Election Night, and some Ron DeSantis supporters still lingered in the fading glow of the dimly lit ballroom in Orlando's Rosen Centre Hotel to take pictures as metallic red, white and blue confetti clung to the carpet. It was a nail-biter of a night, which began with a much different atmosphere, but ended with yet another victory for Republicans.

The question loomed: what's next? DeSantis rose to popularity in large part because of an endorsement from President Donald Trump, in addition to championing a low taxes opposed to Gillum's proposal to hike the corporate income tax to generate \$1 billion for education. As a former Congressman who spent three terms in Washington, many questions remain about how this newcomer to Tallahassee will handle his new role at the helm of the nation's third-largest state.

DeSantis offered some brief insight Tuesday night. "I think the first priority in terms of what's really urgent for Florida is really getting us on a strong track on the water quality and the environment so we'll be taking action very quickly," he told reporters shortly after making his victory speech at the Rosen Centre Hotel, referring to the toxic green algae seeping out of Lake Okeechobee. "I've talked to the president about this ... I told him some of this infrastructure needs to get going. We just got the reservoir off the rise, there's a lot we need to do there."

"We're also looking forward to appointing the three Supreme Court justices," DeSantis continued. "These will be very, very smart very principled people. They're going to understand their role is to understand the law, not rewrite the law." DeSantis also said that his team is moving forward in putting his administration together "behind the scenes" to get a head start on the transition. There's a short window after the new governor is elected to decide on a slew of state agency appointments plus filling out the governor's staff.

He also said he hoped Florida would unify because "at some point the campaigns have to stop," adding that the environment in particular is an issue where he hoped to find bipartisan support.

A recount is ongoing...



Speaker-designate Oliva announces 2018-2020 committee structure

"I am blessed by a deep bench of talent to pull from when it comes to leading our committees and working with the Senate and Governor-elect DeSantis. The chairs named today are men and women of principle, integrity, and an unrelenting desire to serve the people of Florida. I am honored and blessed that they have agreed to serve and look forward to moving a bold agenda of free people, in free markets, under the rule of law." Speaker-designate Jose R. Oliva (R-110, Hialeah)

Speaker Pro Tempore - Rep. MaryLynn Magar (R-82, Martin/parts of Palm Beach County)

Majority Leader - Rep. Dane Eagle (T-77, Cape Coral)

Appropriations Committee - Rep. Travis Cummings (R-8, Orange Park, Clay County) Agriculture & Natural Resources Appropriations Subcommittee, Government Operations & Technology Appropriations Subcommittee, Health Care Appropriations Subcommittee, Higher Education Appropriations Subcommittee, Justice Appropriations Subcommittee, PreK-12 Appropriations Subcommittee, **Transportation & Tourism Appropriations Subcommittee**

Commerce Committee - Rep. Mike La Rosa (R-42, parts of Polk and Osceola Counties) Business & Professions Subcommittee, Energy & Utilities Subcommittee, Gaming Control Subcommittee, Insurance & Banking Subcommittee

Economic Affairs Committee - Rep. Bryan Avila (R-111, Hialeah/Miami Dade County) Transportation & Infrastructure Subcommittee, Workforce Development & Tourism Subcommittee

Education Committee - Rep. Jennifer Sullivan (R-31, Eustis) Higher Education & Career Readiness Subcommittee, PreK-12 Innovation Subcommittee, PreK-12 Quality Subcommittee

Health & Human Services Committee - Rep. Ray Rodrigues (R-76, Parts of Lee County, Ft. Myers) Children, Families & Seniors Subcommittee Health Market Reform Subcommittee Health Quality Subcommittee

Judiciary Committee - Rep. Paul Renner (R-24, Flagler &

parts of St. Johns & Volusia Counties, Palm Coast) Civil Justice Subcommittee, Criminal Justice Subcommittee

Public Integrity & Ethics Committee - Rep. Tom Leek (R-25, parts of Volusia County, Daytona Beach)

Rules Committee - Rep. Chris Sprowls (R-65, Clearwater, parts of Pinellas County)

State Affairs Committee - Rep. Blaise Ingoglia (R-35, part of Hernando County, Spring Hill) Agriculture & Natural Resources Subcommittee Local, Federal, & Veterans Affairs Subcommittee Oversight, Transparency, & Public Management Subcommittee

Ways & Means Committee - Rep. Halsey Beshears (R-7, Calhoun, Franklin, Gulf, Jefferson, Lafayette, Liberty, Madison, Taylor, Wakulla Counties and part of Leon)

AROUND THE STATE

Editorial: Ocala Airport is on the ascent



Construction of a new terminal building at the OCF is set to begin next month, and with it will come more than a new, more attractive gateway to Ocala/Marion County. The \$6 million terminal project has been more than a decade in the making. The proposed 17,500-square-foot building was hailed by city and business leaders as a fresh face for an airport on the ascent. Yet, there is much more to the airport improvement project that a shiny new entry way with a restaurant, meeting facilities and offices.

The new terminal is just part of an overall \$31 million airport upgrade. Already the city has improved drainage and hangar access. On the drawing boards are extensions of runways and widening of the cargo strip.

The goal, airport Director Matt Grow told us, is to make the city-owned Ocala airport "the best general aviation airport it can be." The key words are "general aviation airport." What that means is, the Ocala airport serves private aircraft as well as cargo aircraft, but it does not provide passenger carrier service — nor, Grow said, is there any intention of trying to attract a major airline to our community. There is already plenty of commercial air

service in Orlando, Tampa, Jacksonville, Gainesville and Daytona.

The future of the airport, he said, is in a growing number of private aircraft and developing a facility that can accommodate not only more cargo traffic, but industry as well. The immediate focus is to provide more hangar space and amenities for private airplane owners. Last year, there were some 72,000 takeoffs or landings at the airport, and Grow sees that only growing.

Demand for cargo accommodations is also going up, with an immediate focus on increased equine shipping traffic. At the same time, with a main runway that is more than 7,500 feet long and 1,500 acres of space, the OCF can handle aircraft of just about any size, civilian or military, including 737s and C-130 transports, for example.

When we asked about the airport's readiness to welcome new commercial tenants — something that has been on the city's radar for years, and especially with the community's growing logistics sector, Grow did not hesitate: "We could accommodate FedEx tomorrow if they called today."

The funding for the projected \$31 million upgrade comes from a multitude of sources, with the biggest being the Federal Aviation Administration, which is slated to pony up \$21 million of the total. The rest is coming from state grants, city money and Sheltair Aviation, the airport fixed-base operator.



Lakeland adds \$1M to airport fund to lure commercial air carrier

The Lakeland City Commission moved forward Friday with another piece of the plan to draw a commercial air carrier to Lakeland, setting aside \$1 million in reserve for what's known as a minimum revenue guarantee, money an airline would receive if it did not make as much money as predicted once routes are in place.

"I'm ecstatic," said Lakeland Linder International Airport Director Gene Conrad. "We appreciate the support of the City Commission for the efforts that we're collectively working on to attract commercial air service to Lakeland Linder International Airport."

The airport needs \$4 million in a reserve fund. Conrad

said the partnership with the city is vital, along with those with the county and other city government and private businesses. He presented his plan to the Lakeland Economic Development Council several weeks ago and plans to meet one on one with various business leaders in coming months. "The key is for us, at the end of the day, government can only do so much," Conrad said. "We really need the partnership of the business community and for them to use this service once we bring it to Lakeland."

City Manager Tony Delgado said a consultant recently told city officials that the funding should come from multiple sources. "You need to show these airlines that you have support from others than the city," Delgado said. The \$1 million is coming from the red-light camera fund, which had \$1.7 million. Last year, the Lakeland Police Department issued 23,085 \$158 citations for people captured on camera running red lights, for a total of \$3.6 million in fines. Michael Brossart, Lakeland's director of finance, said that of the \$158, the city gets to keep \$75, from which the company that owns and operates the cameras is paid.

Mayor Bill Mutz said Lakeland is the largest metropolitan service area in the country without any kind of commercial air service. Several city officials were recently in Greenville, South Carolina, which is one-third the size of Lakeland and Polk County, and has six carriers. Interim City Commissioner Don Selvage asked what has changed in the nine years since he first looked into the issue as a freshman city commissioner.

"The fact that we fly 4,400 people out of Polk County a day," through Tampa and Orlando, Mutz said. "We can bring in 90-passenger sized jets and do three flights a day." "This is our last best chance at it," Commissioner Justin Troller said. Commissioner Bill "Tiger" Read, who serves as a fishing guide at the Streamsong Resort, said resort officials are excited about the prospect and plan to have a shuttle service between the airport and the resort. The vote was unanimous to set aside the \$1 million.



F-22 Raptor pilot talks about flying the world's most advanced stealth fighter jet

Maj. Paul Lopez made the trip from Langley Air Force Base in Virginia to Pensacola in about an hour. He could have gotten to Pensacola a little faster if he wanted to — the F-22 fighter jet he flew can reach speeds of more than 1,500 miles per hour.

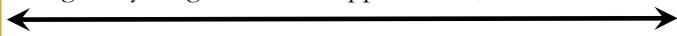


Lopez commands the Air Force's F-22 demonstration team. Two of the world's most advanced stealth fighters were at Naval Air Station Pensacola to take part in the annual Blue Angels Homecoming Air Show.

Lopez, the son of a Navy chief, grew up in Virginia Beach, Virginia, near Naval Air Station Oceana and said the Blue Angels were a big influence on his decision to become a fighter pilot. "I grew up watching F-18 Hornets and F-14 Tomcats flying around our house and that's what inspired me to want to be a fighter pilot," he said. The F-22 Raptor can reach an altitude of more than 50,000 feet and travel at more than twice the speed of sound. The jets are estimated to cost more than \$330 million each.

Much of the training for the F-22 takes place at Tyndall Air Force Base near Panama City. The base was devastated when the eye of Hurricane Michael passed over it in October. An unknown number of the F-22s, which were left behind because they were undergoing maintenance, were damaged.

Lopez learned to fly both the F-15 and the F-22 at Tyndall. "They are in our thoughts and prayers and we are doing everything we can to support them," he said.



Expanding airports are banking on local retailers to add value

(Source: marketplace.org)

The lobby of MCO's Terminal A looks like an indoor festival. Some travelers lug suitcases past a live band while others explore local shops. Debbie Stricso is used to seeing travelers walk in and eye the shelves of her local boutique, called Naturally Inspired. She sells a mix of products, including US military tents repurposed into handbags, as well as earrings and scarves.

"The merchandise is very colorful, so a lot of times people are walking by and then come in," said Stricso, pointing to an orange-patterned handbag.

Airport officials estimate that about 126,000 travelers pass Stricso's store every day because it's in a prime location: right by the food court. Stricso started the store seven years ago, leasing space from an airport contractor for a kiosk. "I grew from 48 square feet to 1,100," she said.

Airport operators across the country are digging into their pockets to upgrade old terminals and build new ones. They're trying to get travelers to spend more money and help fund airport operations by adding more dining and retail options, many local. "It kind of helps make the travel experience more enjoyable and more unique and is more likely to increase revenue because you're purchasing something that you can't get elsewhere," said Anna Amir, an industry analyst for the market research firm IBISWorld. The firm estimates that nationwide retail will account for about 11 percent of airport operations revenue in 2018. More and more airports are banking on local stores.



Stan Thornton, COO for GOAA, overlooks ground zero of the airport's \$1.6 billion expansion. - Renata Sago/Marketplace

Orlando is one of several major cities undergoing airport expansions. Orlando's will cost \$1.6 billion. That will include 80,000 square feet of retail space with room for Florida's big-name tourist destinations, like Disney, Universal and Kennedy Space Center, according to Stan Thornton, chief operating officer for the Greater Orlando Aviation Authority. There will also be Florida-specific food vendors. "One is going to be a golf-themed restaurant. The other one's going to be more of a sunny vacation spot restaurant," he said. Revenue from stores and restaurants accounts for about \$62M, or 11% of MCO's operating budget.

Aviation veteran buys airline, aims to ramp up company's growth

(Source: *businessobserver.com*)



Bigger isn't better. At least that's what one small airline is arguing, one flight at a time.

The entrepreneur behind that airline, Sanford Rederer, has been involved in commercial aviation for about 40 years. He's worked with large aircraft at big airlines, among them Continental Airlines, TWA and American Airlines. "It was all airline planning and finance — figuring out where to fly, what type of aircraft to use, how many flights, pricing strategy, marketing strategy and then some aircraft finance," he says.

Today, Rederer continues to consult for airports and airlines. But other than that, Rederer, a Sarasota resident, is dedicating his energies to Island Air Charters — a Fort Lauderdale-based airline he purchased in late September. He's hitting the tarmac running with his wide-ranging plans for growth, from increasing the number of planes to marketing through hotels. "I like the airline because it was well run and the principal people working there seemed to be both congenial and competent," he says.

Island Air operates in a niche of particular interest to Rederer. It's one he says includes about eight airlines, each with aircraft that carry nine passengers or less traveling to smaller Bahamian cities from Southeast Florida. The aircraft largely travel through facilities more convenient for passengers, he says. Instead of going through a TSA

screening, passengers are screened by airline personnel.

Island Air flies to Bimini and other islands in the Bahamas from FXE. Rederer's plans for growth include buying more aircraft. Island Air has two types of planes — three Britten-Norman Islanders and one Piper Navajo Chieftain. All four are twin-engine, nine-passenger planes. Buying another aircraft will cost about \$250,000 to \$350,000, he says. Expansion efforts also call for flying out of more locations, including possibly adding flights from Opa-Locka to Bimini. "When we get additional aircraft," he says, "we'll be able to look at more markets of that ilk."

[Read More...](#)

Young Eagles flights take off at LEE

A group of nine young people accompanied by parents gathered at the EAA Chapter 534 hangar at the Leesburg International Airport on October 20, 2018 for a Young Eagles Flight program. Each youngster had a flight in a private plane. Joel Hargis, the Chapter 534 Young Eagle Coordinator, gave a short talk to the young folks and parents about the program and what to expect during the flight.



Chapter 534 Young Eagle Samantha Miraglia waves to her parents as she is about to board her flight. She actually got to fly the plane once it was in the air. Her EAA pilot said she did an excellent job—“very smooth”.

DATES TO REMEMBER		(New ←)
	Location	Date
FAC Basic Airfield Electrical Safety Workshop	Treasure Coast International Airport 3000 Curtis King Blvd., Fort Pierce, FL 34946 Click here for more information Click here to register	December 6, 2018 ←
2019 FAC State Legislative Fly-In "SAVE THE DATE"	Tallahassee, FL	February 2019 (date TBA)
2019 Washington, DC Fly-In "SAVE THE DATE"	Washington, DC Registration information to be posted soon	March 19-20, 2019
Education and Training Summit	Omni Orlando Resort at ChampionsGate 1500 Masters Blvd., Championsgate, FL 33896 Registration information to be posted soon	May 22-24, 2019
2019 FAC 50th Anniversary Conference & Exposition	Ft Lauderdale Marriott Harbor Beach Resort & Spa Registration information to be posted soon	August 4-7, 2019

Please email lisa@floridaairports.org with calendar updates.

The Young Eagles Flight program is free and open to young people ages 8 to 17. For most of these kids it is the first time they have had an opportunity to fly in a single engine General Aviation aircraft. The National EAA organization promotes the Young Eagles Flight program through its local chapters throughout the world. EAA hopes that by doing this they will stimulate an interest in aviation in the minds of these young folks so that when they become of age they will seek careers in aviation and/or become private pilots.

This type of activity has become more important in recent years as the number of pilots and aviation mechanics becomes smaller due to aging out because of retirements and other reasons. There will be a shortage of private pilots and the aviation industry will become a career rich environment for employment for the next 20 years.

The event was presented by Carnival Corporation and organized by the South Florida Aerospace Scholarship Corporation, which over its 25-year history has provided financial aid to more than 500 South Florida Air Force ROTC cadets.



Photo courtesy of The Workers Center

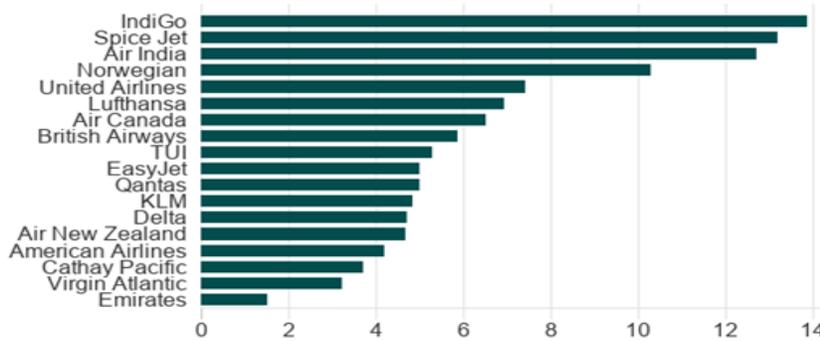
The Tuskegee Airmen were the US military's first African-American pilots, navigators, bombardiers and support personnel, known for their extraordinary skill and courage during World War II. The success and dedication of the Tuskegee Airmen in the Civilian Pilot Training Program and US Army Air Corps (predecessor to the Air Force) played a leading role in the desegregation of the US Armed Forces in 1948.

Who employs the most female pilots?

Globally, just 5.18% of commercial pilots are women, according to the Air Line Pilots Association International trade union.

Female pilots by airline

% of total number of pilots employed



Source: International Society of Women Airline Pilots



“Rise Above” used the history, valor and achievements of the Tuskegee Airmen to motivate middle and high school-age children to consider careers in aviation, cybersecurity, robotics, drones, STEM subjects (science, technology, engineering and math) and more. The “Rise Above” exhibit was supported by Signature Flight Support, a FBO at OPF.

“Carnival Corporation is proud to welcome the Tuskegee Airmen and Red Tail Squadron to South Florida,” said Roger Frizzell, chief communications officer for Carnival Corporation. “The important

Motivational tribute to Tuskegee Airmen held at Opa-Locka Airport

Let Colonel Dr. Harold Brown, a 94-year-old former Tuskegee combat pilot, recently shared his unique experiences as a fighter pilot with middle and high school students from Miami-Dade County public schools. The students also witnessed flights of a fully restored World War II-era P-51C Mustang with the unique red tail paint scheme that was a hallmark of the Tuskegee Airmen and a screening of the film “Rise Above” in a mobile panoramic theater.

objective of this initiative is to introduce America’s youth to the Tuskegee Airmen. As students learn about the courage, dedication and sacrifices the Tuskegee Airmen made for America, despite challenging circumstances, we hope that students and other visitors will be touched by the story and find it a source of inspiration for their own lives.”

To learn more about the Red Tail Squadron’s “Rise Above” outreach program, visit its website at <https://www.redtail.org/rise-red-tail/>

Air Force: Most missions at Tyndall to return to the base within 3 months

(Source: AviationPros.com)

Tyndall Air Force Base will see the return of most of its missions within three months, the Air Force announced recently, as the Florida base still recovers from damage left behind by Hurricane Michael. Nine of the 14 missions will be back at Tyndall within one to three months, according to a news release from Sen. Bill Nelson, D-Fla. All but 500 airmen will return to the base, the Air Force said.

Tyndall, about 12 miles east of Panama City, took a direct hit from Hurricane Michael, a Category 4 storm, on Oct. 10. The base suffered significant damage to most of its buildings and infrastructure, including roofs, downed power lines and trees.

Most of the base's estimated 55 F-22 Raptor aircraft were able to move to other bases before the storm -- but several of them were damaged when they were left in hangars at the base because they were in various states of maintenance. Tyndall has been the main training site for the Air Force's F-22 Raptors pilots.



Jacksonville International Airport 50 years ago

Pan-Am. Braniff. National. Eastern. They all flew in the early years after Jacksonville International Airport opened in September 1968. Here's a look back at the opening and history of Jacksonville's airport.

[Click here to see more photos...](#)



Oct. 1968: An Eastern Airlines plane is parked at a gate at JAX



1970s: JAX is shown in aerial photo.



Sept. 1968: Visitors get a close-up view of a jet airliner at the grand opening of JAX



Feb. 26, 1981: Crews load bags onto Pan-Am flight at JAX



Aug. 1979: Judy Miller monitors security cameras throughout the airport

AROUND THE NATION

FAA chief urges funding reform

(Source: ATW.com)



Acting FAA administrator Dan Elwell said he wants to see funding reform from US Congress, adding that the current practice of appropriating through continuing resolutions complicates planning and budgetary efforts at the agency. His remarks came during a Nov. 5 speech at the Aero Club of Washington, DC.

The acting administrator said the agency needs a proper long-term funding bill to ensure maximum stability. The FAA is currently operating on its 47th continuing resolution over the last 11 years.

"This isn't about more money. We collect plenty to keep the system running. What we need is stability and predictability," Elwell said. "The FAA hasn't started a fiscal year with a full appropriation since 1997. Think about that for a second. We support two-thirds of the world's airspace, nearly a billion passengers and 5% of the GDP. . . It's just no way to run the largest, most complex air navigation system in the world."

Elwell also said the US is "staring down a workforce crisis," noting the number of pilots holding active airman certificates has declined by 30% since the 1980s.

"We're competing with Silicon Valley for talent, and we're losing. If we don't turn this around, and I mean soon, we're going to have empty flight decks. Not unmanned—empty," he said. "Maintenance isn't exempt, either. Our technical workforce is aging at the same time our pipeline is running dry."

On deregulation, Elwell said the agency is sticking by President Trump's call to cut two regulations for each new one created, as it addresses rulemakings called for in the FAA reauthorization bill. Such deregulatory actions have already saved the federal government \$65 million annually, he noted.

The FAA chief added that "streamlining efforts go well beyond rulemaking," and said the agency is exploring the use of new technologies to mitigate delays, inefficiencies and bottlenecks in the National Airspace System (NAS).

Keep reading....

Airlines and Airports struggle with Support Animal policy

In the latest airline news on this topic, Frontier Airlines has joined other US carriers in updating its policy on emotional support and service animals. The changes took effect on Nov. 1.

Frontier will allow cats and dogs as emotional support animals. The animal must be in a carrier that can be stowed under the seat or be on a leash at all times while in the airport and onboard the aircraft, Frontier said. There is a limit of one animal per person. Any passenger seeking to travel with an emotional support animal will be required to complete a "Frontier Medical/Mental Health Professional Form" and a "Frontier Animal Behavior Acknowledgment Form" at least 48 hours prior to departure, the airline said. The carrier has also limited accepted trained service animals to cats, dogs and miniature horses.



After House victories, Pelosi pledges 'Transformational' infrastructure plan

(Source: ENR.com)

With Democrats winning enough House seats on Election Day to gain a House majority, Minority Leader Nancy Pelosi (D-Calif.) says that major infrastructure legislation will be high on the party's agenda. Pelosi said, "We will deliver a transformational investment in America's infrastructure to create more good-paying jobs, rebuilding our roads, bridges, schools, water systems, broadband networks... housing and beyond."



Senate Majority Leader Mitch McConnell (R-Ky.) said, "The one issue Leader Pelosi and I have discussed this morning where there could be a possible bipartisan agreement would be something on infrastructure."

Trump brought up infrastructure during a press conference on Nov. 7. "Hopefully we can all work together next year to continue delivering for the American people, including on economic growth, infrastructure, trade, lowering the cost of prescription drugs. These are some of the things that the Democrats do want to work on and I really believe we'll be able to do that."

He added: "They want infrastructure.... I want infrastructure. There's something that can bring us together." In February, Trump proposed what he said would be a \$1.5-trillion infrastructure investment plan that relied largely on private-sector dollars, but the idea didn't advance beyond the proposal stage. Pelosi didn't say how large a program House Democrats envision or how it would be paid for. [Read More...](#)

Federal midterm elections recap

(Source: ACI-NA)



Here is the landscape for transportation-related committees in the 116th Congress, which begins on January 3, 2019. Note, the final results for a few Senate races and about 20 House races will not be known for several days as ballot counting continues.

- House Transportation & Infrastructure Committee: Current Ranking Member Peter DeFazio (D-OR) will take over the chairmanship. The Republicans likely will have a race for ranking member between Jeff Denham (R-CA) and Sam Graves (R-MO), depending on whether Denham wins his still too-close-to-call race.
- House Homeland Security Committee: Current Ranking Member Bennie Thompson (D-MS) will likely take up his former role as chairman of the panel. Leadership on the Republican side will come down to a race between Mike Rogers (R-AL) and John Katko (R-NY), with Rogers as the likely choice.
- House Appropriations Committee: Current Ranking Member Nita Lowey (D-NY) will take over as chair, and the Republicans will have to choose a new ranking member due to the retirement of Rodney Frelinghuysen (R-NJ). On the Transportation-HUD Subcommittee we expect the leaders to switch roles, with David Price (D-NC) assuming the gavel and Mario Diaz-Balart (R-FL) becoming the ranking member. On the Homeland Security Subcommittee, Lucille Roybal-Allard (D-CA) is expected to become the chair and Republicans will need to choose a new ranking member due to the defeat of Kevin Yoder (R-KS).
- Senate Commerce, Science and Transportation Committee: Ranking Member Bill Nelson (D-FL) currently trails in his still too-close-to-call race, which is headed to a statewide recount. Should he lose, Maria

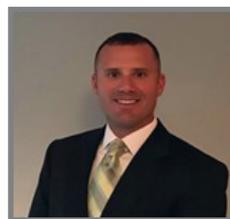
Cantwell (D-WA) is next in line to be the top Democrat, followed by Amy Klobuchar (D-MN). The other expected change is Roger Wicker (R-MS) moving into the chairmanship as current chairman John Thune (R-SD) vies for a higher position among Senate Republican leadership.

- Senate Homeland Security and Governmental Affairs Committee: Ron Johnson (R-WI) will most likely continue his chairmanship. Ranking Member Claire McCaskill (D-MO) lost her re-election, leaving Gary Peters (D-MI) and Maggie Hassan (D-NH) as possible replacements.
- Senate Appropriations Committee: Leadership of the full committee will remain the same with Richard Shelby (R-AL) as chairman and Patrick Leahy (D-VT) as vice-chairman. Same for the Transportation-HUD Subcommittee where Susan Collins (R-ME) and Jack Reed (D-RI) are expected to remain in place. The Homeland Security Subcommittee likely will have the same chair, Shelley Moore Capito (R-WV), but could have a new ranking member as Jon Tester (D-MT) is locked in a race that is still too-close-to-call.

We encourage all airports to reach out to the new and returning members of your congressional delegation as soon as you can to set up meetings to both share the infrastructure needs of your facility and discuss the shortcomings of the current funding streams. This transition period in Washington is a crucial time for airports to sound the alarm about unmet infrastructure needs that must be addressed by the new congress in a comprehensive infrastructure package.

CORPORATE MEMBERS IN THE NEWS

New leadership in Gale's aviation group



Gale Associates, Inc. is excited to announce that Matthew P. Caron, AICP is now the Director of Aviation for Gale Associates, Inc. He is taking the reins from Armand Dufresne, who will remain on the Gale Team as a technical advisor, staff mentor, and client liaison. Matt has over 15 years of transportation planning experience and has been a Senior Airport Planner for

Gale's Airport Planning and Engineering Group. He specializes in assisting clients with managing economic, environmental, and airport planning services. Matt is well versed in state and federal processes, and provides wide-ranging airport management support to Gale's clients, as needed. Matt is a Certified Planner through the American Planning Association. He earned his M.S. in Community Economic Development from Southern New Hampshire University and his B.S. in Regional Planning from Westfield State University.

Matt and his wife, Lori, live in New Hampshire with their two young children. Gale's Airport Engineering and Planning Group provides planning, permitting, design, and construction phase services to public and private aviation clients. Gale excels in navigating the numerous regulatory, permitting, and approval processes unique to the aviation industry.



Aviation Roundtable event in Tampa - December 11, 2018

This full-day, customer-driven event is co-hosted by Tampa International Airport and Oracle and is designed to bring airport officials from around the country together to share stories, challenges and best practices for efficiently and effectively running a seamless airport project. Event highlights include:

- ◆ Hear from Tampa International Airport on recent developments, what's planned for the future, and current/planned use of technology
- ◆ Learn about the current state practice of BIM for Aviation
- ◆ Learn from Austin Commercial on how they are standardizing lien waiver collection and construction payments at various airports
- ◆ Tour of Tampa facility

For more information and to register for this event, click [here](#).

EDUCATION MEMBERS IN THE NEWS

Embry-Riddle becomes first to receive comprehensive certification for unmanned flight instruction

(Source: aviationpros.com)

Embry-Riddle Aeronautical University this month became the first academic institution to receive the Trusted Operator Program certification from the Association for Unmanned Vehicle Systems Intl (AUVSI).

The brand new Trusted Operator Program (TOP) was designed to maximize safety, reliability and professionalism in the commercial use of Unmanned Aircraft Systems (UAS) by coordinating the most important applicable standards. Such standards include federal aviation regulations, local and state protocols, and consensus-based industry standards. The TOP certification will first go to Embry-Riddle's Worldwide campus and then it will be implemented by the university's Daytona Beach, FL, and Prescott, AZ, campuses.

"The TOP certification program communicates a common understanding of demonstrated level of reliability, safety, professionalism and trust to customers and end-users of UAS services and data products," said Dr. Joseph Cerreta, Embry-Riddle Worldwide assistant professor. "We leveraged existing UAS core curriculum to meet the learning objectives necessary for TOP certification." Because Embry-Riddle was certified as a TOP Level 3 training provider, the highest level, Embry-Riddle students who complete the required courses can be certified as TOP Remote Pilots or TOP Remote Pilot Instructors. "Receiving this high-level comprehensive certification adds significant value to what we are able to offer our students," said Dr. Kenneth Witcher, dean of the College of Aeronautics for the ERAU Worldwide.

By achieving Level 3 TOP certification, Embry-Riddle Worldwide Chancellor Dr. John R. Watret noted, "The AUVSI has determined that our UAS curriculum is rigorous enough to prepare students for safe flights even in the most challenging environments such as near chemical, oil, gas, nuclear or mining facilities. We are tremendously pleased and honored to receive Level 3 TOP certification." [Read more...](#)

Business and Employment**Opportunities**

**SARASOTA MANATEE AIRPORT AUTHORITY
REQUEST FOR QUALIFICATIONS FOR
PROFESSIONAL ENGINEERING SERVICES FOR
DESIGN OF THE SRQ PARKING LOT EXPANSION PROJECT
RFQ-04-2018-PLE**

The Sarasota Manatee Airport Authority is seeking professional services to provide planning, design, permitting, and bidding services to expand parking in the Airport's long-term lot, shade lot, facilities lot, and additional remote parking areas. Exhibit A shows the locations of the expansions in the long-term, shade, and facilities areas. Additional remote parking will be determined in the planning portion of the project. Design will also include the removal of a portion of the Airport Return Loop Road, including overhead signage, lighting, and fencing.

A Non-Mandatory Pre-Submittal Conference will be held at 9:30 a.m. on November 19, 2018.

For additional information including the schedule for selection, scope of work, criteria for consultant/proposal selection, general requirements, etc., click [here](#).

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**SARASOTA MANATEE AIRPORT AUTHORITY
NOTICE TO BIDDERS
BID-05-2018-EMP**

The SARASOTA MANATEE AIRPORT AUTHORITY will receive sealed bids for the SRQ Employee Parking Lot Modifications at the Sarasota Bradenton International Airport, Sarasota, Florida, in the Dan McClure Auditorium, 1123 General Spaatz Boulevard, Sarasota, Florida 34243, until 2:00 PM, Wednesday, December 19, 2018.

The Project consists of replacing six (6) existing wood light poles with new metal light poles, adding a new seventh light pole, furnishing and installing seven (7) new LED light fixtures, installing two (2) new cameras, furnishing and installing two (2) new emergency phone kiosks, and adding two (2) access controlled gates in the Employee Parking Lot. Construction will also include modifications to electrical panels and installation of cabinets and handholes.

A Non-Mandatory Pre-bid Conference will be held at 10:00 a.m. on Wednesday, November 21, 2018 in the Dan McClure Auditorium, at the Engineering Building, Sarasota Bradenton International Airport, 1123 General Spaatz Boulevard, Sarasota, Florida 34243

Click [here](#) for additional details.