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AIRMAIL '22



March 16, 2022

Issue 22-05

PFAS bill readied for Governors signature

An update from Jorge Caspary, Cameron-Cole:

CSHB 1475, is on its way to the Governors desk for signature. The bill delays any action by the state Department of Environmental Protection until Jan. 1, 2025. The bill allows the rule-making only if the U.S. Environmental Protection Agency has not already set a cleanup standard. Both Senate and House versions sailed through committee hearings without opposition. Cities, counties, airports and waste disposal companies that could be on the hook for cleaning up the chemicals backed the bills.

DEP spokesperson Alexandra Kuchta said the department does not have a position on the bill. Rebecca O'Hara, deputy general counsel with the Florida League of Cities, said Monday she "cannot begin to fathom" why anyone has a problem with legislation directing the state to act if the EPA does not. PFAS, or perfluoroalkyl and polyfluoroalkyl substances, is a group of thousands of chemicals used in a variety of products including firefighting foam. They can cause cancer and are called "forever chemicals" because they don't break down in the environment. The Department of Environmental Protection in 2019 tested 25 firefighting facilities and found PFAS in groundwater above the cleanup target levels at 22 sites. The Florida League of Cities and state ports and airports in 2020 sent a letter to DEP asking it to stop requiring site owners with suspected PFAS contamination to begin the costly process of testing for it.

FAC and the membership remain focused on what to expect moving forward:

- What will be the continuing obligations of airports that have received enforcement letters in light of the upcoming law?
- What are the impacts to airports that have or are performing assessments or suing the manufacturers, as well as airports that have taken no action but have used these substances in the past as part of training, etc?
- Development of BMPs with FDEP. FAC members and subject-matter experts, should focus on the development of Best Management Practices.
 - ◆ Work with airports, Cities, Counties to recommend to the FDEP the formation of a task force that will deal with this issue in Florida. This is from the bill sponsors that I spoke with two weeks ago. We can discuss this in more detail in the months ahead.
 - ◆ Begin to prepare for the inevitable: a future State groundwater standard and post that, a surface water standard.

FL lawmakers pass \$112.1 billion budget

On Monday they passed a \$112.1 billion budget with more money for schools, pay increases for state workers, boosts to environmental programs and a grab bag of tax cuts. The spending plan is \$11 billion more than the current year, about an 11% increase. The final vote was unanimous in the Senate and 105-3 in the House, where Democratic Reps. **Mike Grieco** and **Dotie Joseph** voted against the budget together with Republican Rep. **Anthony Sabatini**. The budget was boosted by \$3.5 billion in federal COVID-19 stimulus funds, a state economy rebounding energetically from the pandemic-induced downturn and more federal aid for health care programs. The budget represents the consensus between the House and the Senate for the state's financial priorities. Individual spending items are still subject to the Governor's veto pen, however. Last year, DeSantis was thought to have wielded a relatively light touch when he slashed \$1.5 billion to leave a \$101 billion budget. Addressing a proposal from DeSantis, the budget includes a one-month gas tax suspension in October, paid for by federal coronavirus relief dollars. Republicans have said lawmakers chose October, a month before the statewide elections, because there are typically less tourists in the state at that time. The budget does include full funding of the Aviation Development Grant Program at \$314,536,592.

*Watch for a PFAS Workshop
sponsored by the FAC
Environmental Committee
tentatively scheduled for early
June, 2022.*

AROUND THE STATE

Visit FLORIDA to be extended five years, not eight

(Source: FloridaPolitics.com)

[VISITFLORIDA.COM](https://www.visitflorida.com)

Visit FLORIDA will get a five-year lease on life after the House passed a bill to extend its authorization in law to Oct. 1, 2028. It's currently slated to expire on Oct. 1, 2023. The Senate, which had preferred an extension until 2031, will accept that version of the bill when it returns to that chamber, Sen. Ed Hooper, a Clearwater Republican and sponsor of SB 434, said late Wednesday. "Yes, when it comes over, we will take the five years and pass it out," Hooper said. "I checked with (Visit FLORIDA CEO Dana) Young and while obviously she would've preferred eight years, as would I, five is better than one." The Senate originally passed the bill to extend Visit FLORIDA to 2031 by a 36-1 vote on Feb. 3. The House on Tuesday amended it to reduce it to 2028 and passed it 98-17, with 15 Republicans voting against it.

House leaders in 2017 attempted to eliminate the program, with then-House Speaker Richard Corcoran insisting it was "corporate welfare," but the move never passed the Senate. Transparency reforms, however, were passed to ensure Visit FLORIDA contracts were made public. "I want to remind the members that each year the Legislature approves the budget for Visit FLORIDA," said Rep. Linda Chaney, a St. Pete Beach Republican and sponsor of the House version of the bill. "We still have control over the budget for Visit FLORIDA, we still have oversight." Although there's an agreement on the bill, there's still a snag in how to fund the group, which has existed since 1996. The Senate prefers to give VF \$50 million in recurring funds, a steadier funding source than the nonrecurring \$50 million preferred by the House, essentially one-time funds that aren't guaranteed the next year. "We've got to work that out," Hooper said. "We'll take the House language and we'll work out the funding issue."

FAC's Federal Fly-in on March 2, 2022 in Washington, D.C. recap

The Florida Airports Council hosted our annual Federal Affairs Fly-in this year in Washington D.C. on Wednesday, March 2, 2022 at the FIU campus in Washington D.C. We would like to give a special thank you to our Federal Affairs Committee Chair Tony Quintero and Luly Escar (MIA), Vice-Chair Gina Evans (TPA), and FIU in Washington D.C. for all of their support and assistance making this event spectacular! FAC was able to hold nine meetings, both in-person and over Zoom, throughout the day to discuss this years [top legislative priorities](#). FAC members spoke with Florida Senator, Rick Scott, Congressman Mario Diaz-Balart (R-25), and Congresswoman Val Demings (D-10), just to name a few.

Thank You to our Sponsors, who supported the event and provided a continental breakfast, refreshments, and lunch for all those attending.



Thank You Sponsors



FAC Washington D.C. Fly-in
March 2, 2022



Budget conference: Legislature giving flight to \$7.1M Crystal River Airport renovation

(Source: FloridaPolitics.com)

The Florida Senate has convinced the House to provide a \$7.1 million appropriation for the Crystal River Airport, a move approved by the lower chamber in its **latest bump offer**. The Senate held strong in keeping the appropriation in each budget offer, despite the House excluding it in its counter offers.

The funding would be used for a runway extension and environmental assessment at the airport, as detailed in appropriation requests (**SF 1704, HB 4987**) filed by Sen. **Dennis Baxley** and Rep. **Ralph Massullo**. Sunrise Consulting lobbyist **Gene McGee** championed the funding on behalf of the Citrus County Board of County Commissioners, according to the request.

The state funding would account for the whole of the project. Of the funds requested, \$4.8 million would be used for construction; \$1.8 million would be used for the environmental assessment and land acquisition; and \$500,000 would be used for the project design.

The project includes a 645-foot extension to runway 9-27, according to the requests, which would bring it into compliance with Federal Aviation Administration code (**Advisory Circular 150/5325-4B**). The extension would also accommodate the runway length requirements for the design aircraft operations at the Crystal River Airport. The renovations would also include lighting and marking changes.

The project will also require an environmental assessment to approve the removal of 11 acres of wetlands within the Runway Object Free Area (ROFA), according to the request. The assessment will also be needed for the acquisition of 10.2 acres of land to accommodate the Runway Protection Zone (RPZ). The goal of the runway extension is to "attract more aircraft operations

otherwise constrained by weight limits," according to the request. By doing so, the airport hopes to impact the economy by bringing more visitors to the community and local businesses.

The two-runway airport is **located on a 196 acre site** three miles south of the Crystal River Business District. About 40% of airport operations are related to flight training, and another 30% comprise business flights, according to the airport site. Another 25% of operations come from transient users. The airport is also conveniently located to support public service functions of search and rescue, MedEvac, forestry and fish and wildlife surveys that account for approximately 5% of the operations.

Budget conference: SRQ Airport lands \$21.5 million in state funding in latest offers

That's more than three times what airport officials requested. It looks like Sarasota-Bradenton International Airport (SRQ) just brought \$21.5 million in for a landing. The latest budget offers from the House and Senate set aside that appropriation for a terminal expansion. That's a number greater than three times what the airport **even asked for** ahead of Session.

"We are extremely grateful to the Florida Legislature," said SRQ Airport CEO **Rick Piccolo**, "especially Representative (**James**) **Buchanan** who sponsored the initial request, our entire delegation, and a special thanks to Speaker (**Chris**) **Sprows** and President (**Wilton**) **Simpson** for their support as they recognized the need and the tremendous economic benefit to the community and the state. There were many other legislators who heard our situation and understood the need and are too numerous to mention."



An expansion is planned to help the suburban airport expand and better handle growth in passenger flights. "The two projects are about \$120 million to complete," Piccolo said. "The baggage project is about \$50 million and provides for a new in-line baggage system that screens all the luggage and places all the screening machinery in a joint system so if one machine has a problem the bags simply get diverted automatically to a different machine. Presently SRQ has three separate baggage screening areas so if a machine or belt breaks down we must physically move the bags by hand to another machine. This is very inefficient and labor intensive and also results in bags sometimes missing the flight and must be sent later on another flight which inconveniences the passenger. Additionally, SRQ has the oldest screening machines in the state. While the machines have had updates and parts changeouts, they are still the oldest and the breakdowns are more frequent. This will increase reliability, security and efficiency."

Sen. **Joe Gruters**, a Sarasota Republican, and Rep. **James Buchanan**, a Venice Republican, championed the spending in the Senate and House respectively.

The money will go in part toward \$6 million worth of engineering and design consulting.

The planned terminal expansion was already approved in a Development of Regional Impact plan in the late 1990s.

"The terminal project will be a new five gate ground based terminal at the East end of the ticket wing estimated at around \$70,000,000. This will have its own security checkpoint, and concessions. It also involves an upgrade of our central energy plant increasing energy efficiency and added air cleaning equipment to improve health safety. As you know, SRQ grew by 155% last year, with nearly 3,200,000 passengers utilizing the airport," Piccolo said.

Keep Reading...

<p>Skyway Mr. Clifford Cruz 4460 Redwood Hwy 16506 San Rafael, CA 94903 Phone: 415-483-6430 Clifford@goskyway.com</p>	<p>GoApron, Inc. Mr. Shadrach Vaughn, CEO 2232 Caminito Pajarito, 112 San Diego, CA 92107 Phone: 760-703-1005 shad@goapron.com</p>	<p><i>Student Member:</i> Kelly Hamby Florida Institute of Technology Kellyannehamby@gmail.com</p>
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DATES TO REMEMBER		
Event	Location	Date
Resiliency 101 Webinar	Zoom	April 19, 2022 @ 10am-
Rules & Ethics Training for FL Professional Engineers Webinar	Zoom	May 19, 2022 @ 10am-12pm
2022 FAC Annual Conference & Exposition	Orlando, FL	July 31-Aug. 3, 2022

Please email lisa@floridaairports.org with calendar updates.

Brightline completes complex tracks at Orlando airport

(Source: *OrlandoSentinel.com*)

Brightline announced February 15th that it has finished construction of tracks at MCO. The South Florida company is closing in on completion of a 170-mile extension from West Palm Beach and is about a year from beginning passenger service between Miami and Orlando, with multiple stops in between.

The most intense portion of the extension has been 3½ miles through the heart of the Orlando airport campus. It required six bridges, two underpasses and other major installations, all confined to a skinny work zone. Interior finishes are about to start at Brightline's train station at the south side of the airport. Meanwhile, a new Brightline train arrived at the airport recently, towed 3,000 miles from a Siemens factory in California.

For the extension from South Florida to MCO, Brightline ordered five new trains to go with the existing five used currently for passenger service between Miami and West Palm Beach. Of the fleet, seven trains are to be based, washed, serviced and fueled at Brightline's new maintenance hub, which is also at the south end of airport property. Brightline plans for hourly service in both directions between Orlando and Miami. Operating around the clock, the maintenance hub will have nearly 125,000 square feet under roof able to hold entire trains and about 175 technicians, engineers and managers.

The newly arrived train, with two locomotives and four passenger cars, is called Bright Blue 2. "To see Bright Blue 2 drive onto the Vehicle Maintenance Facility site was emotional for all of us," said Mike Cegelis, Brightline's executive vice president for development and construction.

Work on the extension from South Florida began in 2019.

With completion of 6 miles of track at the maintenance hub, Bright Blue 2 will start to make appearances at the airport later this year as crews gain experience there. The double tracks at the airport have been likened to threading a needle. They weave through baggage paths and people movers, dive under a taxiway and skirt along the main terminal. As part of its access agreement with Orlando's airport authority, Brightline also constructed space for light or commuter rail track at the airport. Brightline's train speeds through the airport will be limited to 35 mph. East of the airport along State Road 528 in a vast, open area of Orange County, trains will operate at up to 125 mph.



Breaking News

FAA Releases VERTIPORT Engineering Brief February 28, 2022

Key Dates

- FAA (Virtual) Industry Day March 29th
- Public Comments Due April 18th
- Expected Publication June

More information can be found on the FAA Airports website at https://www.faa.gov/airports/engineering/engineering_briefs/drafts

Palatka Municipal Airport welcomes new Airport Manager, Yul McNair



Welcome, Yul McNair, to Palatka Municipal Airport! Mr. Yul McNair has 23 years of experience in airport management, business development, parking, concession development, and contract development, negotiations, and administration as an airport professional with previous leadership roles at Jacksonville Aviation Authority (FL), General Mitchell International Airport (WI) and Jackson Aviation Authority (MS) and as a private sector airport consultant. Mr. McNair graduated from Southern Illinois University at Carbondale where he earned his Bachelors degree in Aviation Management. Additionally, he earned a Master of Business Administration degree from Embry Riddle Aeronautical University and is a Certified member of the American Association of Airport Executives. We are happy to have you as a member of the Florida Airports Council.



AROUND THE NATION

Bipartisan Infrastructure Law FAQs

(Source: FAA.gov)

The FAA has posted a list of [Frequently Asked Questions](#) regarding the Bipartisan Infrastructure Law. The document answers questions stakeholders may have related to the grant funds available for airports under the Public Law 117-58-Infrastructure Investment and Jobs Act referred to as the Bipartisan Infrastructure Law (BIL).

The BIL includes approximately \$25 billion for the National Airspace System. Approximately \$5 billion is for improvements to FAA owned facilities and equipment. FAA's Air Traffic Organization (ATO) will administer these funds.

The FAQs pertain to the approximately \$20 billion for airport infrastructure improvements that will be administered by FAA's Office of Airports. FAA has additional information for airport sponsors at www.faa.gov/bil. The guidance in the FAQ document is not legally binding in its own right and FAA will not rely on it as a separate basis for affirmative enforcement action or other administrative penalty.

Conformity with this guidance, as distinct from existing statutes, regulations, and grant assurances, is voluntary only, and nonconformity will not affect existing rights and obligations. For questions related to BIL, please email: 9-ARP-BILairports@faa.gov.

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ACRP needs your feedback on Automated Pavement Condition Survey Practices at airports

The Airport Cooperative Research Program (ACRP) synthesis report 09-09, Automated Pavement Condition Survey Practices at Airports, will document the use of automated pavement condition surveys in airport pavement management systems.

The report is looking to gather lessons learned from those airports using automated pavement condition equipment with Pavement Management System (PMS) and Pavement Condition Indexing (PCI) experience, uncover knowledge gaps and identify opportunities for further research. Woolpert is serving as the research agency for this report and is contacting airports, federal and state aviation agencies, aviation consultants and universities to gather this information and learn what state-of-the-art looks like today in regards to pavement management. AAAE members are invited to participate in this research by completing [this short online survey](#). If you have any questions, please contact principal investigator Vivek Khanna, PhD, PE at vivek.khanna@woolpert.com.

Yes, masks are still required on planes and at airports despite new CDC mask guidelines (Source: USA Today.com)

Flying soon? Don't forget to bring a mask.

Despite updated COVID-19 mask guidance announced Friday by the Centers for Disease Control and Prevention and the lifting of mask mandates across the country, the federal mask mandate covering planes, airports, trains and other public transportation is in effect until at least March 18.

"The mask requirement remains in place and we will continue to assess the duration of the requirement in consultation with CDC," Transportation Security Administration spokesperson Robert Langston said in a statement Friday. The TSA mandate was announced in January 2021, though U.S. airlines have required passengers to wear masks since May 2020, a few months into the coronavirus pandemic.

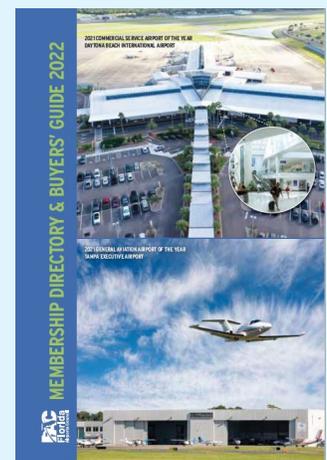
Airlines, unions and consumer advocates pushed the federal government for months to mandate the policy, so flight attendants would have backing when encountering passenger resistance but found no support from President Donald Trump's administration. During the presidential campaign in 2020, Joe Biden promised to institute a transportation mask mandate if elected as one of many ways to combat COVID-19. The mandate has been extended three times since it went into effect in February 2021.

[Keep Reading...](#)

Attention FAC Members:

The 2022 Membership Directory and Buyer's Guide is [HERE!](#) [Check it out online](#) after logging into your membership portal. Each POC member should have received their copies already. If you have not received them, or would like additional copies, please contact the FAC office at (407)-745-4161 (Members only)

Congratulations to **Daytona Beach International Airport** and **Tampa Executive Airport** for receiving the 2021 Commercial Service and GA Airports of the year!



Mesa Air's sea gliders are poised to make a splash in East Coast travel

(Source: *ThePointsGuy.com*)

With thousands of canceled flights bedeviling travelers in the initial months of 2022, it's no secret that airlines are short-staffed these days. The shortage of commercial jet pilots — a crisis exacerbated by both COVID-19 and recent regulatory changes tightening requirements for pilot licenses — has turned Arizona-based aviation company Mesa Airlines toward a novel solution for shuttling passengers between East Coast hubs: sea gliders.

Mesa Air, alongside venture capital firms JAM Fund and Thiel Capital, recently invested \$18M into Boston-based start-up Regent (an acronym for Regional Electric Ground Effect Naval Transport) during a Series A funding round. Regent aims to make sea gliders — vehicles with the speed of an airplane but the operating cost of a boat — a better option than jets for moving between coastal cities.

Fully electric and far cheaper to produce than commercial jets, sea gliders could drastically improve the speed, cost and environmental impact of traveling between New York and Boston or Miami and Tampa Bay for example. In addition to infusing capital into Regent, Mesa plans to purchase 200 of the company's gliders to use on existing air routes.

Carrying up to 12 passengers, Regent's gliders maneuver nimbly both on the water and through the air. Using hydrofoils, retractable structures that elevate the craft's hull above the water, Regent sea gliders can take off from city harbors and reach speeds of up to 180 mph. While you might recoil at the prospect of sea sickness and turbulence, the ride is smooth and comfortable, according to a Regent spokesperson.

With sea gliders, accessing islands with small or nonexistent airports could be as cheap as taking a ferry. But even more compelling than cheaper jaunts to Martha's Vineyard or Block Island, fleets of sea gliders could serve as an emergency backup transportation in the event that a disaster shuts down airports.

Regent's sea gliders possess several advantages over helicopters beyond their dual air-water capability. Gliders can fly lower than helicopters, even below low-visibility fog lines during foul weather. For now, Regent's gliders only hold a dozen passengers, but future models aim to carry many times that amount. Moreover, Regent is working on a model that, like an ambulance, can carry stretchers and emergency medical equipment.

Sea gliders are far more environmentally friendly than jets, both in terms of production and emissions. Each year, commercial jets contribute 3% of man-made carbon emissions; Regent's sea gliders, with fully electric motors, emit zero carbon dioxide. "Together, Regent and Mesa support a future of sustainable, fast and convenient transportation," said Jonathan Ornstein, CEO of Mesa Group.

[Read More...](#)



From our Partners at ACI-NA and AAAE

ACI-NA applauds Bipartisan Senate Bill to deploy AFFF testing carts at airports

On Friday, a bipartisan group of U.S. Senators introduced a bill designed to help airports purchase testing carts to capture firefighting foam discharged during FAA-mandated annual Part 139 certification tests. You can find the press release on the measure [here](#).

The Preventing PFAS Runoff at Airports Act, S. 3662, introduced by Senators Gary Peters (D-MI), Jerry Moran (R-KS), Tammy Duckworth (D-IL), Shelley Moore Capito (R-WV), Amy Klobuchar (D-MN), and Cynthia Lummis (R-WY), would for a limited time make the purchase of testing carts eligible for 100 percent federal reimbursement through the Airport Improvement Program. The bill also would direct the FAA to identify options for reimbursing airports that already acquired the testing carts without federal funding.

ACI-NA Chief Political and Congressional Strategy Officer Annie Russo issued the following statement in support of the bill:

We appreciate Senators Peters, Moran, and others working together to help airports acquire additional firefighting foam testing carts. The 2018 FAA reauthorization law directed the FAA to certify a fluorine-free alternative firefighting foam for airports to use, and we look forward to that work concluding in a timely manner and to the establishment of a national transition plan for fluorine-free foams. In the meantime, airports welcome this assistance in getting new carts to capture firefighting foam discharged during FAA-mandated certification tests.

FAA on the Needed Paradigm Shift for Equity and Sustainability in Airport Planning

FAA Associate Administrator for Airports Shannetta Griffin, on a panel at

the AAAE/ACC Airport Planning, Design and Construction Symposium in Nashville, Tenn.

There is a paradigm shift taking place and one that must continue when discussing equity and sustainability in airport planning, FAA Associate Administrator for Airports Shannetta Griffin said Wednesday at the AAAE/ACC Airport Planning, Design and Construction Symposium in Nashville, Tenn.

In a panel discussion on "Integrating Equity Into Airport Planning," Griffin said equity and sustainability are not historically part of the conversations that take place around airport funding. But, now "DOT is giving us guidance on what we need to do and we need you all (planners, engineers) ... as partners," she added. "We want to make sure we are doing our part, but (you) need to make sure you are doing your part as well."

She noted that equity includes making sure there is access for everyone and "reconnecting communities around the airport." Griffin said it is important to bring the community in when discussing projects. "Culture has to be the word that drives all things that we are talking about when it comes to equity and sustainability," she explained.

All of that will be important when competitive funding opportunities arise. Equity and sustainability "are things we have to look at in regard to the competitive process," she added. "All discretionary money is competitive."



Business & Employment Opportunities



Request for Bids

Taxiway A Rehabilitation: *Pensacola Intl. Airport*

For additional details click [HERE](#)

Request for Proposals 22-33

Emergency Services Recovery & Repatriation of Personal Items & Emergency Call Center Services: *Lee County Port Authority*

For additional details click [HERE](#)



Invitation to Bid PB 22-5

James L. Turnage Blvd. Bridge Repairs: *Palm Beach County Dept. of Airports*

For additional details click [HERE](#)



Employment Opportunity

Marketing and Communications Intern: *Palm Beach International Airport*

To apply click [HERE](#)

Request for Bids

Airport Office Building Improvements-Construction: *Naples Airport Authority*

For additional details click [HERE](#)

Request for Bids

PB 22-1 Miscellaneous Drainage Repairs: *Palm Beach International Airport*

For additional details click [HERE](#)

Request for Proposals

Design Services-North Road Terminal (NRT) Upgrade: *Naples Airport Authority*

For additional details click [HERE](#)



Employment Opportunity

Development Project Manager: *Naples Airport Authority*

For additional details click [HERE](#)

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Business & Employment Opportunities

Employment Opportunity

Airport Manager - Rental Car Center: *Broward County Aviation Department*

To apply click [HERE](#)



Invitation to Bid

ARFF Class 4 Vehicle: *Aerostar Airport Holdings, LLC*

For additional details click [HERE](#)

Employment Opportunity

Airside Operations Technician: *Charlotte County Airport Authority*

To apply click [HERE](#)



Invitation to Bid

Security System Enhancements: *Boca Raton Airport Authority*

For additional details click [HERE](#)



You won't want to miss it...
July 31-August 3, 2022



Employment Opportunity

Director, Capital Planning: *Hillsborough County Aviation (TPA) via ADK Consulting & Executive Search*

To apply click [HERE](#)



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Business & Employment Opportunities



Employment Opportunity Assistant Airport Manager: *City of New Smyrna Beach*
To apply click [HERE](#)

Request for Qualifications
Master Planning Services: *Titusville-Cocoa Airport Authority*
For additional details click [HERE](#)



The 2022 Advisor Book-Request your copy now!

The Advisor is a pocket-sized legislative guidebook! It is the best source for the Florida Legislature, providing a list of State Legislators along with contact information, committee assignment, County delegations, districts maps, and more.

To request your copy of *The Advisor* at no cost (**FAC Members only**) please email info@floridaairports.org with the following:

- **Name**
- **Company/Airport & Title**
- **Mailing Address**
- **Phone Number**

**Please note: We have a limited quantity of books, so they will be issued on a first come, first serve basis.*

In addition to the guidebook, *The E-Advisor* is available on our website under the Bulletin Board for FAC members. *The E-Advisor* is an Excel database that can be ordered to create mailing labels and is updated as changes are made.



www.floridaairports.org

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