

Florida Airports Council AIRMAIL '23

FAC Members News, Trends & Developments Within the World of Aviation

Twenty-One Professionals Complete the Airport Leadership Development Course



November 14th – 17th, twenty-one airport and corporate FAC Members participated in the Airport Leadership Development Course in Orlando, Florida. The 2023 group of professionals represents the 14th graduating class since the course began in 2013. FAC has officially graduated 250+ professionals from 43 airports within the state of Florida, 4 airports from around the nation, FDOT, FAC, and TRB.



The 3 and ½ day ALD course provided knowledge and skills able to be applied immediately to circumstances in almost any management scenario.

The principal modules of learning included Leadership Fundamentals, Leadership Application, Self-Management & Leadership Engagement. The class also included a 360-degree Feedback Report and a 60-minute professional coaching session with Facilitator, Mindy Price, Direct Effect Solutions.

Alumnus Marquez Griffin, VP of Airport Operations, Greater Orlando Aviation Authority, kicked off the class on Tuesday night at the welcome event to share his leadership journey and tales of his experience in the ALD class of 2016. Furthermore, FAC Chairman & alumnus of ALD class 2013, Karen Feaster, met virtually with the class on Friday, November 17th to provide her perspective on the importance of developing leadership skills, relationship building and collaboration as keys to success.

The class concluded with a group discussion of the overall experience and take-aways from each participant regarding what was learned about their leadership style & skills, how to better manage time & energy, and contributions of effective team leadership including giving and receiving meaningful feedback.

Each member of the class provided their own unique perspective as part of their commitment to be a better leader. A few are listed below:

- Know your team, collaborate, and let them do their job.
- Give constructive, frequent feedback up & down the leadership chain.
- Coach your team – spend time with them often and consider their input/perspective.
- Remember to reassess yourself and your work frequently- Be mindful of your core responsibilities and manage your time appropriately.
- Turn something negative into a positive.
- Take care of your 'physical' self so you can best serve your team & leadership.

Congratulations to all participants!

Be sure to watch for updates in the new year regarding various 2024 Leadership Development classes.



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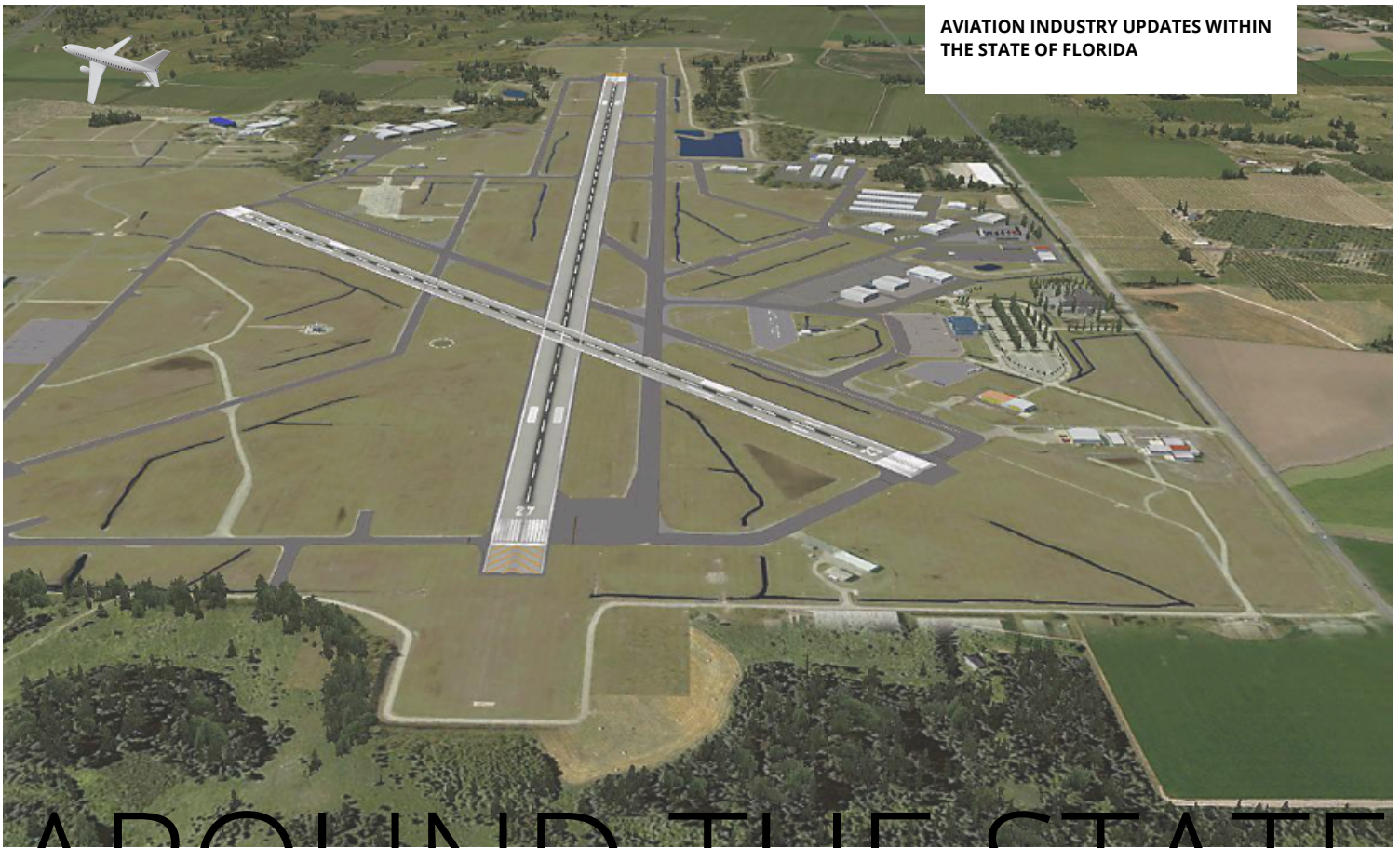
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AROUND THE STATE

LAKELAND LINDER AIRPORT BUSIER THAN EVER: A LOOK AT THE NUMBERS

SOURCE: THELEDGER.COM

Lakeland's ever increasing traffic isn't just on the roadways, but in the air. Lakeland Linder International Airport is poised to have its busiest year of flight operations yet, according to Airport Director Kris Hallstrand.

As of November 20, there were nearly 135,000 operations this year — that's a plane either taking off or landing from one of Lakeland Linder's three runways. Hallstrand said she expects Lakeland Linder to have between 153,000 to 155,000 operations by the end of the year. That's at least a 6.6% increase. "We are seeing growth in the use," she said.

A QUICK LOOK AT THE NUMBERS

- Based Aircraft: **308**
- Aircraft Landings & Takeoffs YTD, 2023: **134,940**
- Jet Fuel Dispensed: **+16.1 Million Gallons**
- Cargo Landed at LAL: **+838 Million Pounds**
- Airport's Longest Runway: **8,500 Ft**
- Acres: **1,742**
- Florida Ranking: **21st Busiest Airport in the State**
- National Ranking: **95th Busiest Airport in the United States**





AROUND



THE STATE

L3HARRIS SELLING COMMERCIAL AVIATION BUSINESS FOR \$800 MILLION TO FOCUS ON DEFENSE SECTOR

Source: FloridaToday.com

Melbourne-based high-tech and defense company L3Harris Technologies has reached a deal to sell its commercial aviation business for \$800 million to an affiliate of the equity firm TJC.



L3HARRIS™

L3Harris said the deal is part of its efforts to focus on defense sector and reduce debt from previous acquisitions.

The commercial aviation solutions business has about 1,450 employees and is one of four businesses within L3Harris' Palm Bay based Integrated Mission Systems segment. L3Harris' commercial aviation solutions business offers pilot training, flight data analytics, avionics, AAM products and services, among other capabilities.

In a press release announcing the sale, L3Harris CEO Christopher Kubasik said the deal *"is consistent with our multiyear strategy to optimize our national security, technology-focused portfolio. Aligned with our capital allocation priorities, we plan to use the proceeds from this transaction to repay debt, which will accelerate our timeline to reach our debt leverage objective."*

As of Sept. 30, the company had total debt of \$13.5 billion, and said it wanted to reduce it debt by \$3 billion, partly through proceeds from the sale of "non-core" assets.

Some of that debt came from two major acquisitions L3Harris made this year. L3Harris in July completed its \$4.7 billion acquisition of rocket-engine maker Aerojet Rocketdyne, which serves both the space and missile markets. L3Harris in January completed a \$1.96 billion acquisition of Viasat Inc.'s Tactical Data Links product line.

"We're looking to acquire businesses that are aligning with our nation's defense strategy and in growing markets," Kubasik said in the briefing with stock analysts. *"And then we're divesting those businesses that don't necessarily align with our strategy, but are still good businesses, but not part of our focus."*

L3Harris said it expects the commercial aviation business sale to New York-based TJC to close in the first half of 2024, subject to regulatory approvals. Erik Fagan, a partner at TJC, formerly known as The Jordan Co., described L3Harris' commercial aviation business as **"a global leader with a long history of providing highly engineered products at the intersection of data, communications and safety."**

AVIONICS UNIT

L3HARRIS' Avionics Unit designs and manufactures avionics products, including surveillance, voice and data recorders, collision avoidance systems, navigation products, display systems, processors, satellite communications equipment and data analytics services. The business serves more than 160 aircraft platforms across the commercial air transport, business jet, regional jet and military markets.

COMMERCIAL TRAINING SOLUTIONS UNIT

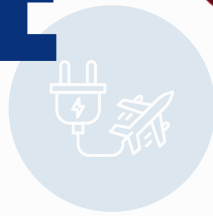
L3HARRIS' Commercial Training Solutions Unit manufactures training systems, and provides airline training, including recurring courses for pilots and airline academy participants. The training systems suite includes flight simulators, flight training devices, flat panel trainers, and relevant training courseware and equipment upgrades.

L3Harris is among the largest U.S. defense contractors, currently in the No. 6 position, behind Lockheed Martin, RTX (formerly Raytheon), Northrop Grumman, Boeing and General Dynamics, according to the latest Defense News rankings. The rankings were boosted in 2019, with the merger of the former Harris Corp. and L3 Technologies, followed by subsequent acquisitions.

It is Brevard County's third-largest employer, with more than 7,200 local employees, trailing only Health First and Brevard Public Schools. It is Palm Bay's largest employer, with more than 4,300 employees working there. Palm Bay is headquarters to three of L3Harris' four business segments — Aerojet Rocketdyne, Integrated Mission Systems, and Space and Airborne Systems. The company's fourth segment — Communications Systems — is based in Rochester, New York.

Kubasik described L3Harris as *"a disruptive competitor that is reshaping the U.S. defense industrial base. Meanwhile, underpinning our strategy is a focus on operational excellence, delivering quality products on time, driving cost out of our system and focusing our portfolio as a national security company."*

AROUND THE NATION



JOBY, VOLOCOPTER PERFORM DEMONSTRATION FLIGHTS IN NYC, SEEKING TO ELECTRIFY DOWNTOWN HELIPORT

Source: AviationToday.com



Electric Vertical-Takeoff-and-Landing Aircraft Developers Joby Aviation & Volocopter performed exhibition flights in New York City on November 13 at the Downtown Manhattan Heliport (DMH) as part of an announcement by the city of its intention to truly electrify the facility.

Joby flew its aircraft first with a pilot on board for roughly six minutes. The company flew its pre-production prototype, a previous generation of the aircraft it delivered to Edwards Air Force Base in California as part of a contract with the US Air Force (USAF), a Joby spokesman said on Nov. 13. The aircraft delivered to Edwards, he said, is a production prototype because it came off an assembly line. Joby also flew its aircraft in New York on Nov. 12, marking the first eVTOL flight in the city and the first time Joby has flown in an urban setting.

Joby's Nov. 13 flight was preceded by several days of preparation flights at the HHI Heliport in Kearny, New Jersey, according to a company statement. The Joby spokesperson declined to say how long the aircraft flew during these preparation flights. JoeBen Bevirt, Joby founder and CEO, said during a Nov. 13 presentation that the company is nearing the conclusion of the third stage of its U.S. Federal Aviation Administration (FAA) certification process. Joby, he said, is deep into testing each of the aircraft's components and systems so it can prove out the full type certification.

Volocopter followed with its Volocopter 2X, flying for nearly 5 and a half minutes with a pilot onboard. The Volocopter 2X also flew on Nov. 12 for under five minutes, company spokesperson Akiko Itoga said on Nov. 13, marking its first flight in the city.

Christian Bauer, Volocopter Managing Director & Chief Financial & Commercial Officer, said at the Nov. 13 presentation that the company wants to enter commercial service in the U.S. in 2025. Volocopter, he said, will be first certified in Europe and then in the U.S.

Beta Technologies was also represented at the presentation, though it did not fly an aircraft. The company had its four-foot-tall Charge Cube on display. The Charge Cube's continuous 350-kilowatt power output will charge the company's Alia aircraft in 50 minutes.

The New York City Economic Development Corporation (NYC EDC) on Nov. 10 issued a request for proposals (RFP) seeking an operator of the Downtown Manhattan Heliport, a public-use heliport comprising roughly 80,000 square feet along the East River waterfront.

The city anticipates entering into an agreement with a winning bidder around the second quarter of 2024 for one five-year term with a five-year conditional option to renew and two additional five-year options to renew at the city's discretion.

New York seeks proposals that support aerial use of the site, including, but not limited to, eVTOL aircraft and helicopters. It also wants proposals that will invest, install and activate the necessary support infrastructure to facilitate eVTOL use. The operator will be required to complete the build-out and activation of the necessary eVTOL infrastructure within the initial five-year term.

The city's EDC anticipates the FAA certifying certain eVTOL aircraft as early as 2024. Proposals are due by January 12.



AROUND THE NATION



Aircraft Sales Up Across the Board

Source: AVWeb.com



GA has apparently shrugged off inflation, geopolitical crises and political mayhem as sales continue to outpace last year's numbers.

In its quarterly report on GA shipments and billings, the General Aviation Manufacturers Association said all sectors were up, sometimes by double digits, both in terms of shipment numbers and their value in the first three quarters of the year compared to 2022.

GAMA President Pete Bunce used the good news as a soapbox to push for regulatory stability. Now that Mike Whitaker has been named FAA Administrator, he said it's time for Congress "to pass an FAA reauthorization bill that provides the new Administrator and agency with the necessary direction and tools to strengthen and enhance the aviation system."

Percentage-wise, piston helicopters led the pack with a 15.3 percent increase on 158 units. Turboprops were a close second with a 14.6 percent increase and sales totaling 439. Piston airplane sales were up 11.9 percent with 1135 deliveries, and turbine helicopters jumped 6.3 percent with 469 units. Business aircraft sales were up 2 percent and the overall average was a 10.1 percent increase in sales. Total billings increased from \$14.1 billion to \$14.5 billion.

[View the full General Aviation Shipment Report for Quarter Three of 2023 HERE.](#)

Dallas Fort Worth International Signs MOU with eVTOL Company, Overair

Dallas Fort Worth International (DFW) and Overair, a developer of Advanced Electric Vertical Takeoff Landing (eVTOL) Aircrafts, have reached a memorandum of understanding to cooperatively explore the future of Vertiport Development & eVTOL Aircraft Operations within the DFW Metroplex.

The agreement will create a joint, cross-functional working group to explore the policies and infrastructure needed to implement an integrated, sustainable eVTOL program at DFW in the future. The working group will also investigate the operational procedures, including approach, landing, taxiing, charging, loading/unloading passengers, takeoff, departure & safety protocols required for such a program.

The new partnership includes a "feasibility assessment" for the potential for passenger eVTOL operations in North Texas. Valerie Manning, Chief Commercial Officer of Overair said DFW was the ideal collaborator to start the partnership.

Overair is also partnering with the city of Arlington to launch operations at Arlington Municipal Airport.

"DFW Airport has a long history of building the groundwork today for the airport needs of the future," said DFW Executive Vice President, Innovation, Paul Puopolo. "By exploring the future of aviation now, we will help better position the entire DFW Metroplex for the next era of innovative air mobility."



AROUND THE NATION



LAS VEGAS IS PLANNING TO BUILD A NEW \$12 BILLION AIRPORT

Source: SimpleFlying.com, The Palm Beach Post

A new airport for Las Vegas has been talked about for more than two decades. Now, however, the project is deemed sorely needed, and moving again. The Southern Nevada Supplemental Airport is set to be built on a 6,000-acre lakebed 23 miles from the popular Las Vegas Strip.

More than 48 million passengers passed through Reid International's gates in the first seven months of this year. Some experts speculate the airport could reach its maximum load of 63 million to 65 million annual passengers by 2030.

International travel has grown almost 50 percent in the past year. Year to date, the overall passenger traffic has grown by almost 16 percent. That's what happens when you reinvent yourself as "The Sports Capital of the World," when you're already "The Entertainment Capital of the World."



Expanding Reid International would seem like the way to go, except it's fenced in by other developments. "We could not add an additional runway (at Reid International)," Vassiliadis told host Sam Shad. "We have Las Vegas Boulevard putting up to one side. We have the railroad putting up the other side. "I mean, we are an encroached airport," Vassiliadis added. "We all know that. So encroachment could create some constraints. And that's what made us look at this (secondary) airport site again."

LOOKING SOUTH

A county projection from a few years ago estimated a new airport could cost more than \$12 billion at full build-out, Clark County Commission Chairman Jim Gibson said earlier on Nevada Newsmakers. It would make it the most expensive construction project in the history of Las Vegas, easily outdistancing Sphere, City Center, Allegiant Stadium and even the Hoover Dam. To some, it's a pipe dream, Vassiliadis said.

\$12B PRICE TAG STICKER SHOCK

"So there's several different methods that are being pursued right now," Vassiliadis said. "We're going through all of these studies with FAA and with BLM and the question is, 'Do we need a full build-out on opening day?' And that is what's being studied. "And if we don't need a full build-out, then it's not going to be that amount (\$12 billion). It's going to be much less. So that is exactly what's going into these feasibility analysis, as we speak."

She also stepped back from a comment she made earlier this year to the Las Vegas Review-Journal, saying the capacity at Reid International could be reached seven years before the secondary airport opens.



GOVERNMENT COOPERATION NEEDED

No real construction has begun on the supplemental airport, although some substantial government hurdles — in Carson City and Washington, D.C. — have been cleared. Others remain, like Environmental Impact Statements. Earlier this year at the Nevada Legislature, state lawmakers unanimously approved a bill (Senate Bill 19) to allow Clark County to put aside 5,000 acres or more off Interstate-15 between Jean and Primm as a new town for the airport.

Back in 2000, former U.S. Rep. Shelley Berkley, whose district included the Las Vegas Strip, helped push through Congress a 6,000-acre federal land swap for the airport. It was critical to get the Legislature's approval for land for a new town, even though the new airport's opening may be a long way off, said Joanna Jacob, Clark County's Government Affairs Manager.

Real issues with water and infrastructure need to be solved. No major highway currently exists from Las Vegas to the proposed site. "There's a number of things that we need to plan for," Jacob said. "I can't tell you how many people are working on this project within the county from the top to all of our planning departments, environment and quality, public works, our water reclamation. We must bring infrastructure in and we have to start planning for how to do so."

NEW ATTRACTIONS INCREASE DEMAND

The town and airport have yet to be named. The official designation for the airport remains the mundane-sounding, "Southern Nevada Supplemental Airport." The evolving trends in tourism call for an increased reliance on air traffic and a new airport for the Las Vegas economy, Vassiliadis said.

The Raiders. Formula 1. The Golden Knights. Sphere. The Super Bowl. College basketball tournaments. New Las Vegas teams and attractions are increasing visitors who come by air. International travel — 100 percent air traffic — is also increasing.



Keep Reading....

DATES TO REMEMBER

LIVE

DECEMBER 06, 2023
10:30 AM

CFASPP STATEWIDE STEERING COMMITTEE MEETING

Tampa International Airport, HCAA Board Room – SkyCenter1
[CLICK HERE TO VIEW MEETING AGENDA](#)

2024

JANUARY 25, 2024
6:00 PM - 10:00 PM

BART VERNACE WELCOME RECEPTION & RECOGNITION DINNER

Hyatt Regency Orlando International Airport
[CLICK HERE TO REGISTER](#)

REGISTRATION
NOW OPEN!

JANUARY 26, 2024
8:30 AM - 11:30 AM

FAC MID-YEAR GENERAL MEMBERSHIP MEETING

Hyatt Regency Orlando International Airport
[CLICK HERE TO REGISTER](#)

JANUARY 26, 2024
1:00 PM - 3:00 PM

JOINT FAC / FAA ENVIRONMENTAL WORKSHOP

Hyatt Regency Orlando International Airport

MARCH 12 -
MARCH 13, 2024

WASHINGTON DC LEGISLATIVE FLY-IN

[Hilton Washington DC National Mall The Wharf](#)
480 L'Enfant Plaza SW, Washington, DC 20024 | (202) 484-1000
REGISTRATION NOW OPEN - [CLICK HERE FOR ADDITIONAL INFORMATION](#)

MARCH 19 -
MARCH 20, 2024

FAPA AVIATION INDUSTRY SPRING COURSE

FDOT Manatee Operations Center | 14000 East SR64, Bradenton, FL 34212
[CLICK HERE TO REGISTER](#)

Please email lisa@floridaairports.org & info@floridaairports.org with any questions or calendar updates, or visit www.floridaairports.org for details.

FAC AIRPORT MEMBERS:

ORMOND BEACH MUNICIPAL AIRPORT IS SEEKING RECOMMENDATIONS FOR VENDORS TO CLEAN THE RETRACTABLE SOLAR SHADES IN THE AIR TRAFFIC CONTROL TOWER.

Please contact Ormond Beach Airport Manager Steven Lichliter with assisting information at lichliter@ormondbeach.org or (386) 615-7019.

Thank you!



FLORIDA AIRPORTS ARE A DRIVING FORCE BEHIND ONE OF FLORIDA'S ECONOMIC ENGINES

Florida's airports are an economic engine - the aviation industry generates \$336 billion in economic activity and supports 1.4 million jobs. To keep achieving great heights and meeting the needs of tomorrow's business environment, Florida's airports must continue to be developed, improved, and expanded.



LET'S KEEP FLORIDA'S AIRPORTS SOARING

As the statewide voice for aviation, the Florida Airports Council looks forward to serving as a strategic partner with state leaders as we navigate these challenges and advocate for issues that matter to Florida's airports and the passengers they serve.

Together, we can continue to advance Florida's all-important travel sector and strengthen the state's economy.

CONTACT US!



Business Office

5802 Hoffner Ave.
Suite 708
Orlando, FL 32822
Phone: (407) 745-4161
admin@floridaairports.org

Governmental Affairs Office

2713 Blair Stone Lane
Tallahassee, FL 32301
Phone: (850) 765-2122
Fax: (850) 224-7704