

APPENDIX A: NON-SAMPLING METHODS

NON-SAMPLING METHODS

Based on the unique requirements at Florida airports, the magnitude of aviation activity, and the number of General Aviation (GA) airports in Florida, this project was undertaken to determine viable alternatives for counting operations at non-towered airports in the state. As part of Task 1, various types of equipment were assessed for accuracy in counting the operations at ten (10) sample airports.

For Task 2, the feasibility of two (2) non-sampling methods is evaluated. The first method is to evaluate the statistical relationship between Instrument Flight Rules (IFR) / Traffic Flow Management System Count (TFMSC) flight plans and total Terminal Area Forecast (TAF) operations recorded. This method is evaluated by acquiring annual IFR/TFMSC flight plan quantities for at least 25 towered airports without radar throughout Florida and comparing them to the TAF operations recorded at the same airports. Five (5) years of historic data are evaluated.

The second method is to evaluate the statistical relationship between airport operations and other factors that may contribute to a variation in airport operations. This method is evaluated by comparing the four-day operations counts obtained in Task 1 to various factors observed and obtained for ten airports. The factors evaluated include the number of based aircraft at the airport, the presence of a flight school at the airport, the type of fuel available at the airport, the number of runways at the airport, the length of the longest runway at the airport, and the population within a 30-minute drive of the airport.

METHOD 1 – IFR FLIGHT PLANS

The number of IFR/TFMSC flight plans at each of 26 general aviation airports were acquired from the FAA's TFMSC database for the five years from 2013 to 2017. The total TAF operations for the same 26 airports were acquired from the FAA's TAF database. These quantities were compared in a tabular format and graphed to visually depict the relationship between them. Graphs and tables for each year of data are included in this **Appendix A**.

The results of the analysis for the most recent year (2017) data indicated a correlation coefficient of 0.26 (on a range from -1 to +1), indicating a weak positive relationship between the two data sets. Results of the statistical analyses from 2013 to 2017 are shown in Table 1.

Table 1. Flight Plan to Operations Analysis, 2013–2017

Year	Average Ratio (Operations to Flight Plans)	Correlation Coefficient (R)
2013	12.10	0.34
2014	11.04	0.41
2015	9.97	0.43
2016	13.99	0.31
2017	13.87	0.26

To assess the potential that the operations-to-flight plans ratio might be more suitable for subsets of the data, subsets of the 26 airports utilized in the Method 1 were evaluated separately, including GA Asset Classification (Local, Regional, National) and Air Traffic Control Tower classification (Private, Contract, Federal). These evaluations yielded similarly insignificant correlation values. The results are summarized in Table 2.

Table 2. GA Asset Classification and Air Traffic Control Tower Analysis, Five-year Average

GA Asset Classification	Average Ratio (Operations to Flight Plans)	Average Correlation Coefficient (R)
Local	21.44	1.00*
Regional	14.96	0.26
National	5.44	0.29
Air Traffic Control Tower	Average Ratio (Operations to Flight Plans)	Average Correlation Coefficient (R)
Private	11.70	-1.00*
Contract	13.52	-0.01
Federal	7.20	-0.19

*GA Asset Classification 'Local' and Air Traffic Control Tower type 'Private' had only two samples each, which always yields a coefficient of -1.00 or 1.00. This result should not be taken to indicate that the correlation would persist with more samples.

METHOD 2 – OTHER VARIABLES

The number of airport operations for the ten non-towered airports included in the Method 2 analysis were obtained as part of Task 1. For the purpose of this analysis, the four-day operations counts were assumed to be representative of typical operations at each airport, despite the small sample size and seasonal variability of airport operations. The four-day cumulative counts were compared in a tabular format and graphed against each potential factor to visually depict any correlation between the values. Graphs and tables for each potential factor are included in this **Appendix A**.

Potential factors that were evaluated for correlation to operations were:

- Number of Aircraft Based at the airport
- Number of Runways
- Maximum Runway Length
- Population within a 30-minute drive of the airport

In addition, the presence of a flight school and the type of fuel available at each of the ten airports were considered. Those values were not directly quantifiable, so they were utilized to divide the airports into sub-sets to determine their effect. Neither flight school nor type of fuel was found to have a consistent effect on the operation counts.

Table 3 summarizes the correlation values between each of the evaluated factors and the four-day operations counts utilized for this analysis. Multiple iterations were evaluated to determine if a logarithmic or power function would result in a stronger correlation.

Table 3. Correlation Evaluation

Independent Variable	Compared to	R ²
Based Aircraft	Total Operations	0.59
Ln(Based Aircraft)	Total Operations	0.66
(Based Aircraft)²	Total Operations	0.43
Based Aircraft	Ln(Operations)	0.48
Ln(Based Aircraft)	Ln(Operations)	0.78
(Based Aircraft)²	Ln(Operations)	0.32
No. of Runways	Total Operations	0.59
Ln(No. of Runways)	Total Operations	0.57
(No. of Runways)²	Total Operations	0.58
No. of Runways	Ln(Operations)	0.60
Ln(No. of Runways)	Ln(Operations)	0.61
(No. of Runways)²	Ln(Operations)	0.56
Longest Runway	Total Operations	0.48
Ln(Longest Runway)	Total Operations	0.44
(Longest Runway)²	Total Operations	0.52
Longest Runway	Ln(Operations)	0.46
Ln(Longest Runway)	Ln(Operations)	0.41
(Longest Runway)²	Ln(Operations)	0.50
Population within 30-minute drive	Total Operations	0.40
Ln(Population within 30-minute drive)	Total Operations	0.37
(Population within 30-minute drive)²	Total Operations	0.34
Population within 30-minute drive	Ln(Operations)	0.51
Ln(Population within 30-minute drive)	Ln(Operations)	0.62
(Population within 30-minute drive)²	Ln(Operations)	0.41

The greatest correlation of any of the aforementioned factors to airport operations was found to be that between the natural log of the number of based aircraft and the natural log of the number of operations. The following equation yields an R² value of 0.78, indicating a relatively strong positive relationship:

$$\ln(\text{Operations}) = 0.944 * \ln(\text{Based Aircraft}) + 1.824$$

However, because of the small sample size of the data, this correlation is not considered strong enough to extrapolate for predictive use. Despite the relatively strong R² value, the range of operations estimates based on this equation yielded results that ranged from -627 (the equation estimated 305 operations at the Flagler airport compared to 932 recorded) to +574 (the equation estimated 1,482 operations at the Witham airport compared to 908 recorded).

Given the lack of an effective predictive equation utilizing the variables considered, this methodology is not anticipated to yield useful estimates of total airport operations.

Table 1. Based Aircraft to 4-day Operations

Airport	Based Aircraft	4-day Operations
Arcadia Municipal	12	52
Carrabelle	6	17
Flagler	62	932
Lake Wales	29	141
Marion County/Dunnellon	83	309
Okeechobee	26	387
Perry-Foley	10	68
Quincy	59	125
Venice	217	1,156
Witham	331	908

$R^2 = 0.59$

Figure 1. Based Aircraft to 4-day Operations

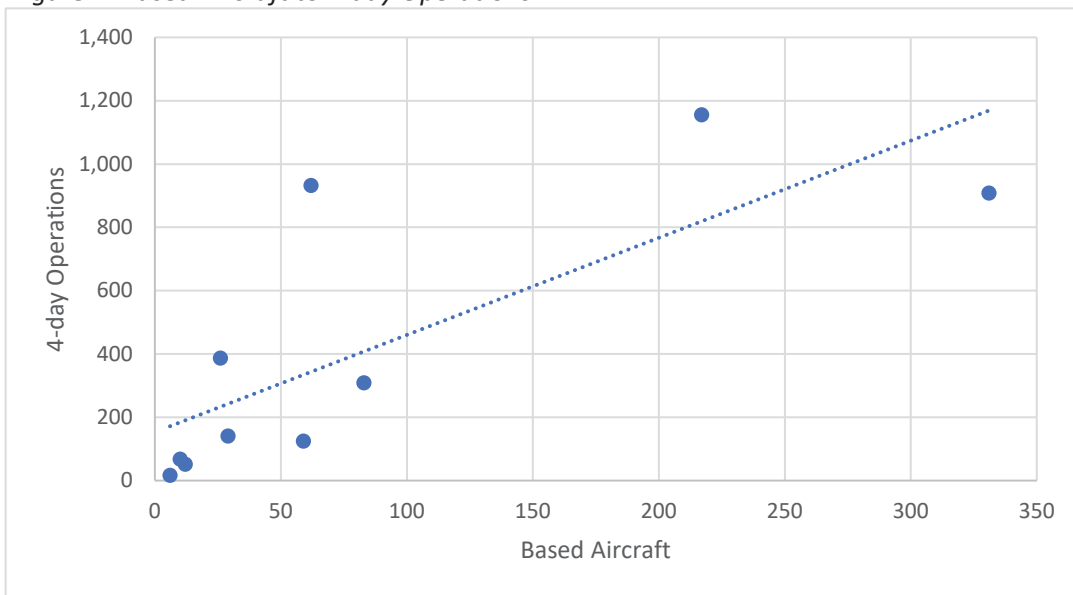


Table 2. Ln(Based Aircraft) to 4-day Operations

Airport	Ln(Based Aircraft)	4-day Operations
Arcadia Municipal	2.48	52
Carrabelle	1.79	17
Flagler	4.13	932
Lake Wales	3.37	141
Marion County/Dunnellon	4.42	309
Okeechobee	3.26	387
Perry-Foley	2.30	68
Quincy	4.08	125
Venice	5.38	1,156
Witham	5.80	908

$R^2 = 0.66$

Figure 2. Ln(Based Aircraft) to 4-day Operations

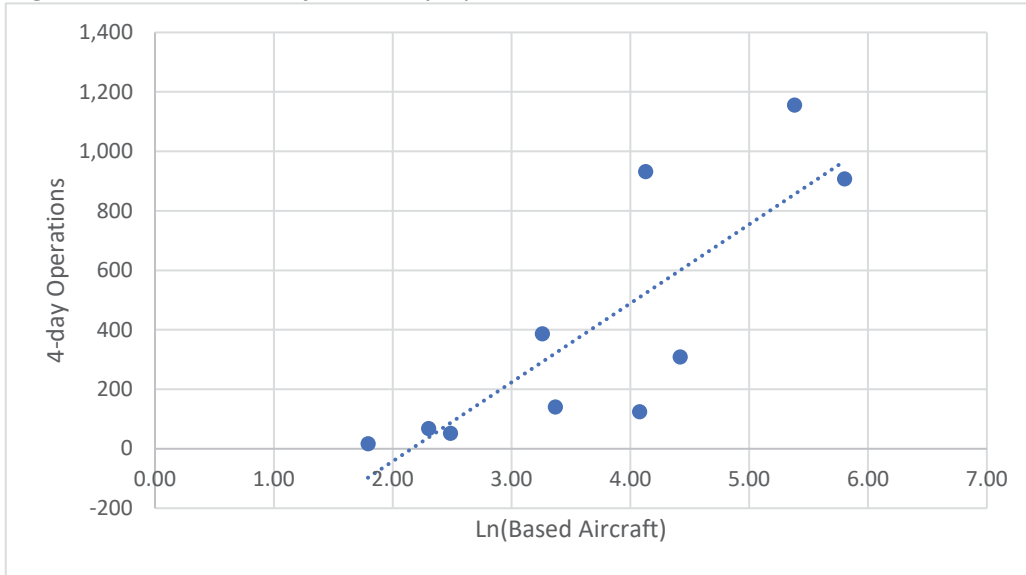


Table 3. (Based Aircraft)^2 to 4-day Operations

Airport	(Based Aircraft)^2	4-day Operations
Arcadia Municipal	144	52
Carrabelle	36	17
Flagler	3,844	932
Lake Wales	841	141
Marion County/Dunnellon	6,889	309
Okeechobee	676	387
Perry-Foley	100	68
Quincy	3,481	125
Venice	47,089	1,156
Witham	109,561	908

$R^2 = 0.43$

Figure 3. (Based Aircraft)^2 to 4-day Operations

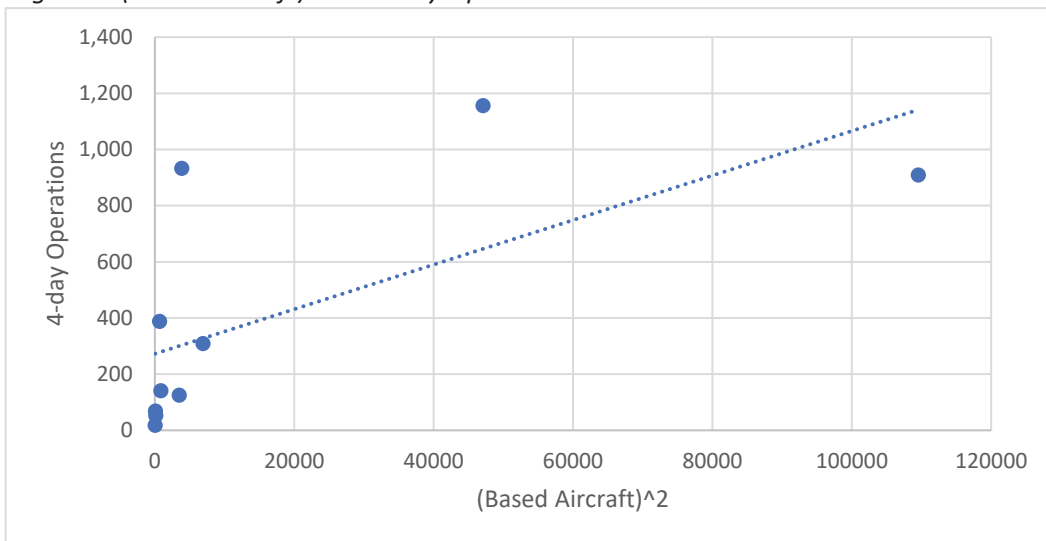


Table 4. Based Aircraft to Ln(Operations)

Airport	Based Aircraft	Ln(Operations)
Arcadia Municipal	12	3.95
Carrabelle	6	2.83
Flagler	62	6.84
Lake Wales	29	4.95
Marion County/Dunnellon	83	5.73
Okeechobee	26	5.96
Perry-Foley	10	4.22
Quincy	59	4.83
Venice	217	7.05
Witham	331	6.81

$R^2 = 0.48$

Figure 4. Based Aircraft to Ln(Operations)

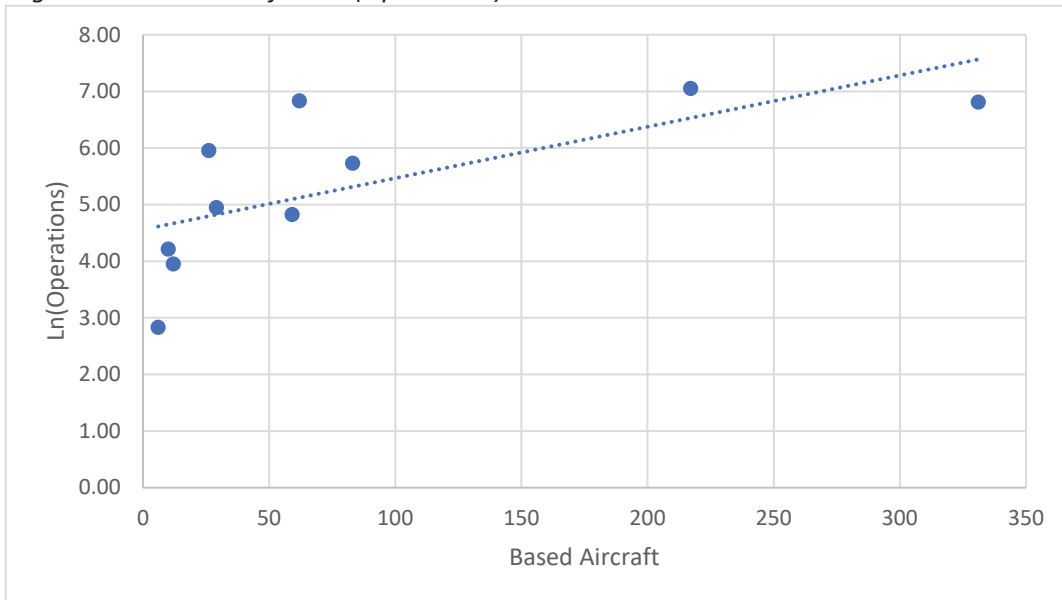


Table 5. Ln(Based Aircraft) to Ln(Operations)

Airport	Ln(Based Aircraft)	Ln(Operations)
Arcadia Municipal	2.48	3.95
Carrabelle	1.79	2.83
Flagler	4.13	6.84
Lake Wales	3.37	4.95
Marion County/Dunnellon	4.42	5.73
Okeechobee	3.26	5.96
Perry-Foley	2.30	4.22
Quincy	4.08	4.83
Venice	5.38	7.05
Witham	5.80	6.81

$R^2 = 0.78$

Figure 5. Ln(Based Aircraft) to Ln(Operations)

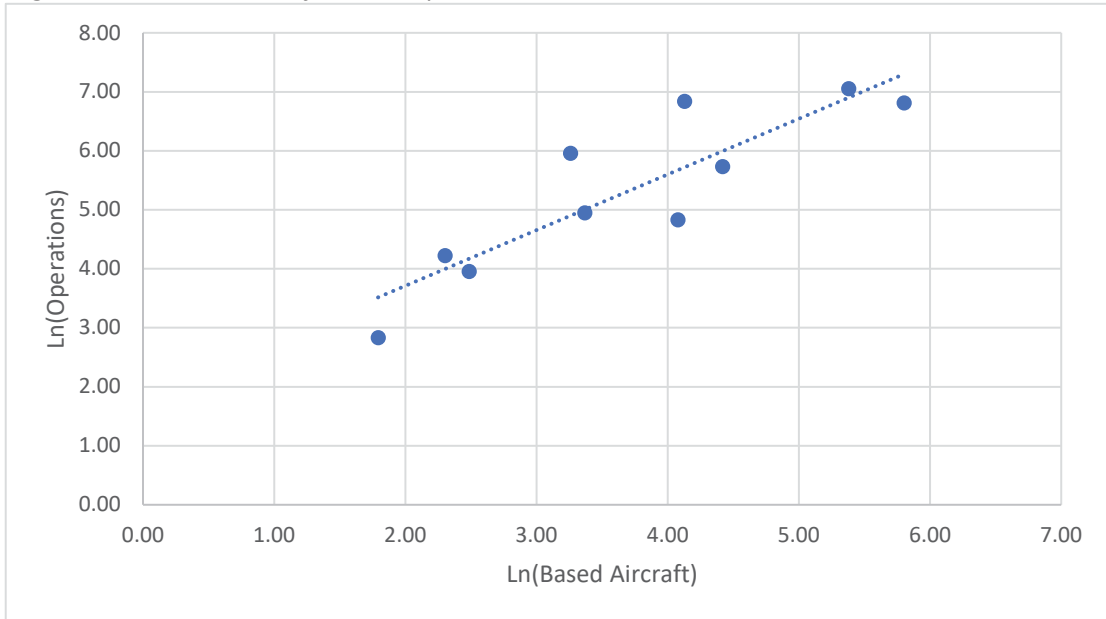


Table 6. (Based Aircraft)^2 to Ln(Operations)

Airport	(Based Aircraft)^2	Ln(Operations)
Arcadia Municipal	144	3.95
Carrabelle	36	2.83
Flagler	3,844	6.84
Lake Wales	841	4.95
Marion County/Dunnellon	6,889	5.73
Okeechobee	676	5.96
Perry-Foley	100	4.22
Quincy	3,481	4.83
Venice	47,089	7.05
Witham	109,561	6.81

$R^2 = 0.32$

Figure 6. (Based Aircraft)^2 to Ln(Operations)

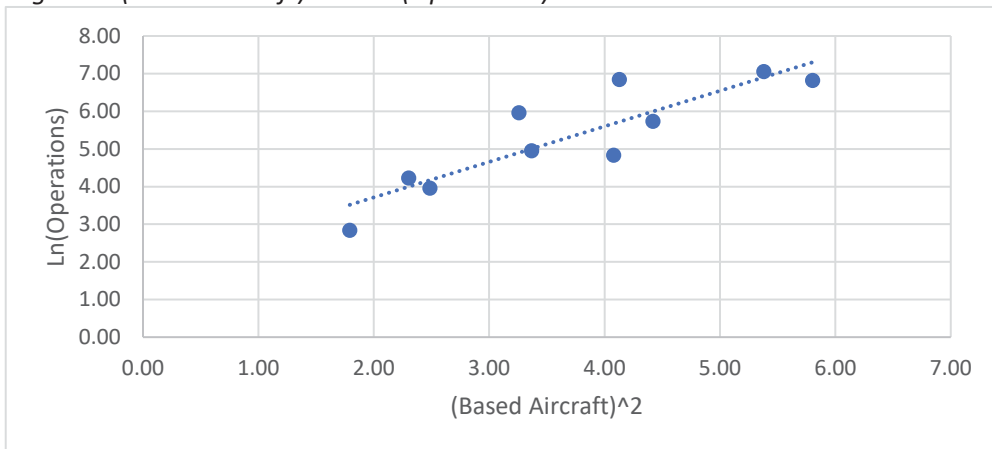


Table 7. No. of Runways to 4-day Operations

Airport	No. of Runways	4-day Operations
Arcadia Municipal	1	52
Carrabelle	1	17
Flagler	3	932
Lake Wales	1	141
Marion County/Dunnellon	2	309
Okeechobee	2	387
Perry-Foley	2	68
Quincy	1	125
Venice	2	1,156
Witham	3	908

$$R^2 = 0.59$$

Figure 7. No. of Runways to 4-day Operations

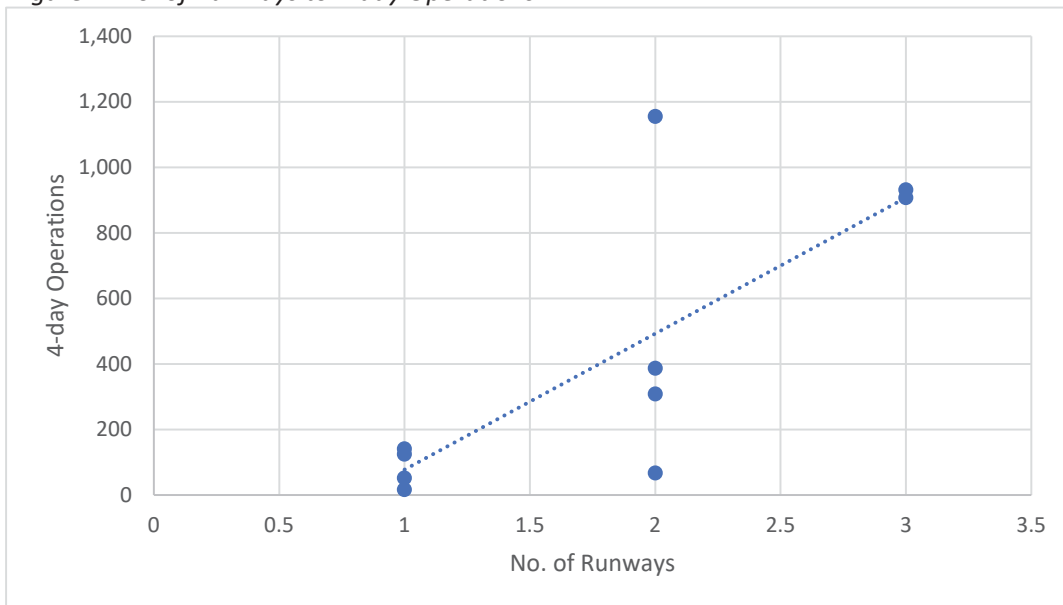


Table 8. Ln(No. of Runways) to 4-day Operations

Airport	Ln(No. of Runways)	4-day Operations
Arcadia Municipal	0.00	52
Carrabelle	0.00	17
Flagler	1.10	932
Lake Wales	0.00	141
Marion County/Dunnellon	0.69	309
Okeechobee	0.69	387
Perry-Foley	0.69	68
Quincy	0.00	125
Venice	0.69	1,156
Witham	1.10	908

$$R^2 = 0.57$$

Figure 8. Ln(No. of Runways) to 4-day Operations

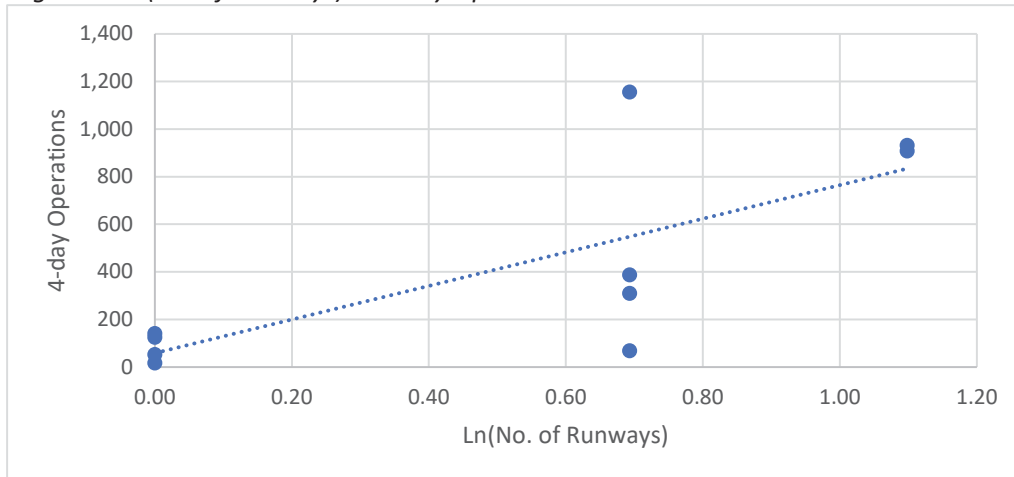


Table 9. (No. of Runways)^2 to 4-day Operations

Airport	(No. of Runways)^2	4-day Operations
Arcadia Municipal	1	52
Carrabelle	1	17
Flagler	9	932
Lake Wales	1	141
Marion County/Dunnellon	4	309
Okeechobee	4	387
Perry-Foley	4	68
Quincy	1	125
Venice	4	1,156
Witham	9	908

$R^2 = 0.58$

Figure 9. (No. of Runways)^2 to 4-day Operations

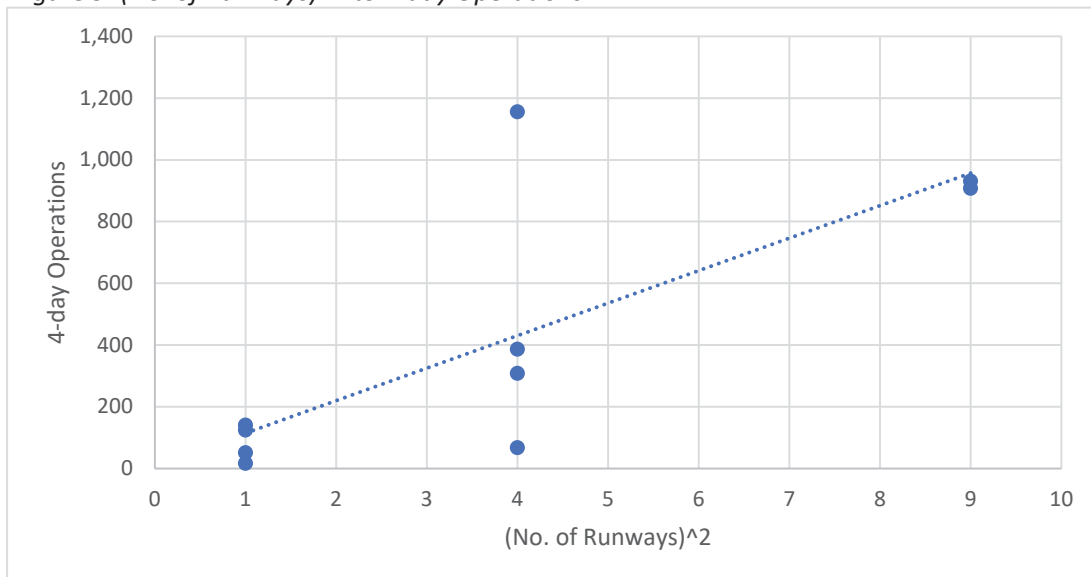


Table 10. No. of Runways to Ln(Operations)

Airport	No. of Runways	Ln(Operations)
Arcadia Municipal	1	3.95
Carrabelle	1	2.83
Flagler	3	6.84
Lake Wales	1	4.95
Marion County/Dunnellon	2	5.73
Okeechobee	2	5.96
Perry-Foley	2	4.22
Quincy	1	4.83
Venice	2	7.05
Witham	3	6.81

$$R^2 = 0.60$$

Figure 10. No. of Runways to Ln(Operations)

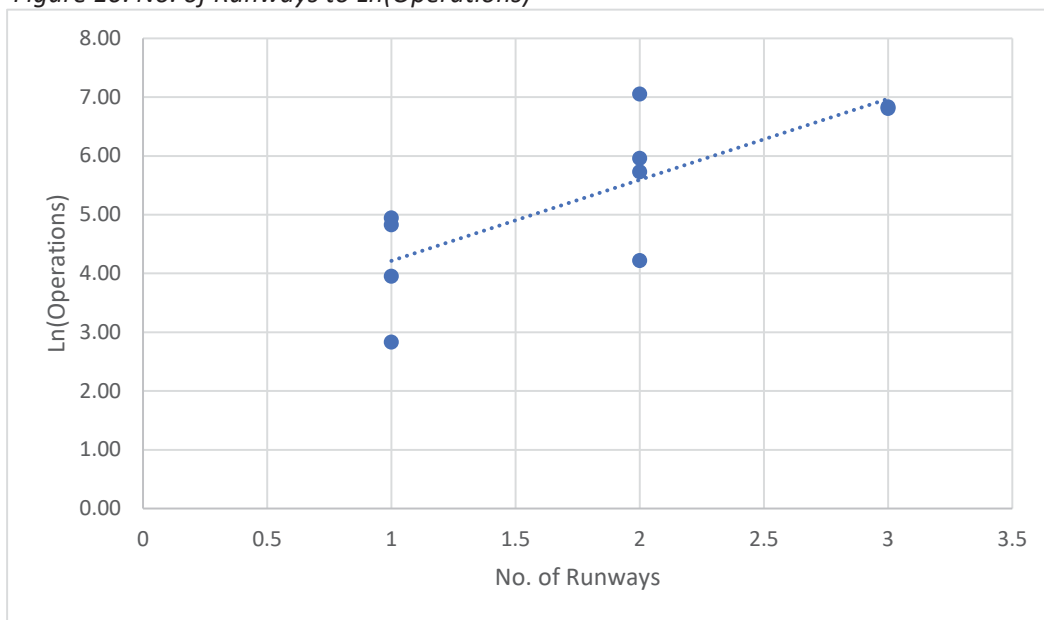


Table 11. Ln(No. of Runways) to Ln(Operations)

Airport	Ln(No. of Runways)	Ln(Operations)
Arcadia Municipal	0.00	3.95
Carrabelle	0.00	2.83
Flagler	1.10	6.84
Lake Wales	0.00	4.95
Marion County/Dunnellon	0.69	5.73
Okeechobee	0.69	5.96
Perry-Foley	0.69	4.22
Quincy	0.00	4.83
Venice	0.69	7.05
Witham	1.10	6.81

$$R^2 = 0.61$$

Figure 11. Ln(No. of Runways) to Ln(Operations)

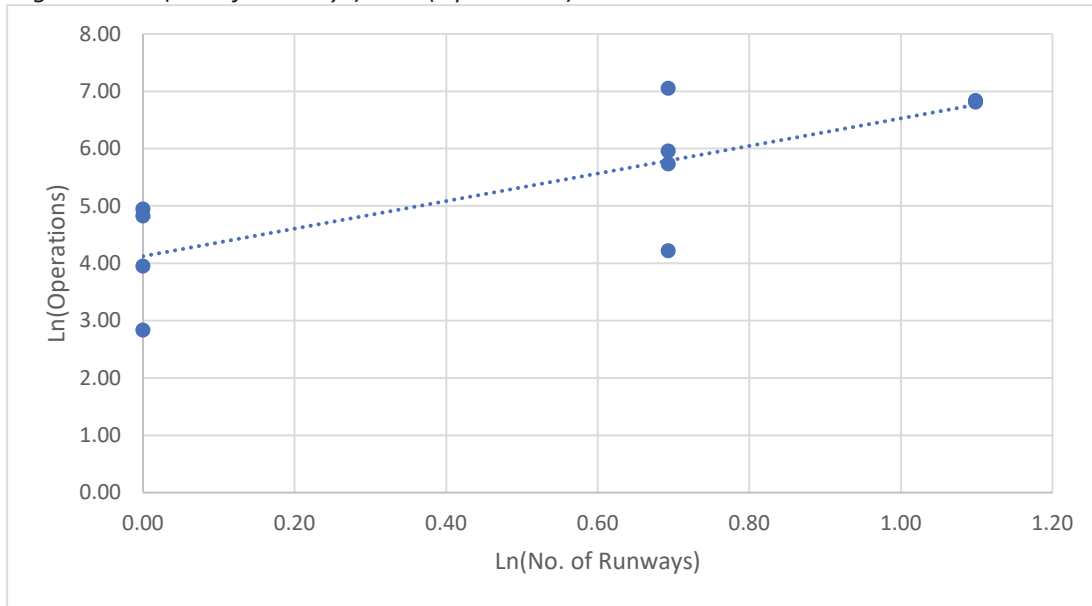


Table 12. (No. of Runways)^2 to Ln(Operations)

Airport	(No. of Runways)^2	Ln(Operations)
Arcadia Municipal	1	3.95
Carrabelle	1	2.83
Flagler	9	6.84
Lake Wales	1	4.95
Marion County/Dunnellon	4	5.73
Okeechobee	4	5.96
Perry-Foley	4	4.22
Quincy	1	4.83
Venice	4	7.05
Witham	9	6.81

$R^2 = 0.56$

Figure 12. (No. of Runways)^2 to Ln(Operations)

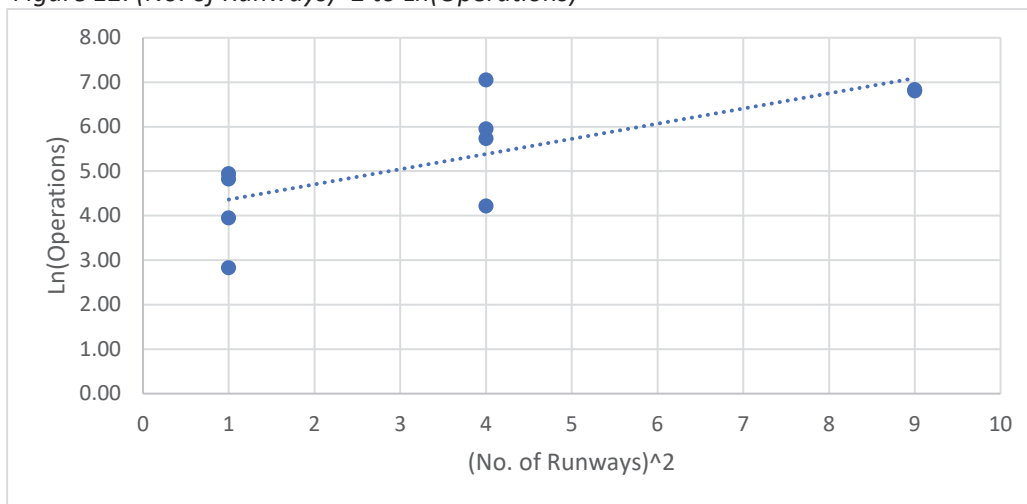


Table 13. Longest Runway to 4-day Operations

Airport	Longest Runway	4-day Operations
Arcadia Municipal	3,700	52
Carrabelle	4,000	17
Flagler	5,500	932
Lake Wales	3,999	141
Marion County/Dunnellon	5,000	309
Okeechobee	5,000	387
Perry-Foley	4,986	68
Quincy	2,964	125
Venice	5,000	1,156
Witham	5,828	908

$R^2 = 0.48$

Figure 13. Longest Runway to 4-day Operations

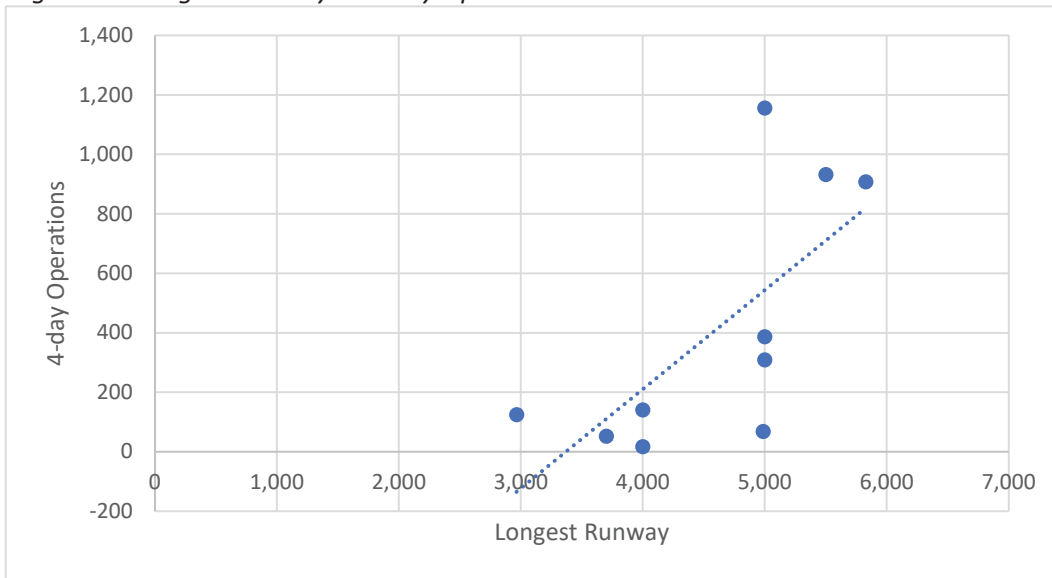


Table 14. Ln(Longest Runway) to 4-day Operations

Airport	Ln(Longest Runway)	4-day Operations
Arcadia Municipal	8.22	52
Carrabelle	8.29	17
Flagler	8.61	932
Lake Wales	8.29	141
Marion County/Dunnellon	8.52	309
Okeechobee	8.52	387
Perry-Foley	8.51	68
Quincy	7.99	125
Venice	8.52	1,156
Witham	8.67	908

$R^2 = 0.44$

Figure 14. Ln(Longest Runway) to 4-day Operations

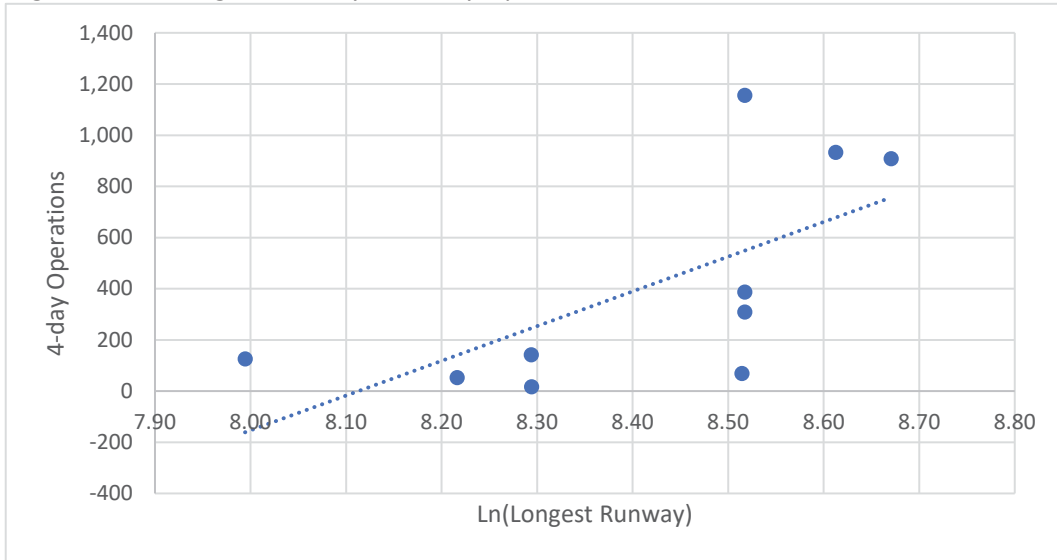


Table 15. (Longest Runway)^2 to 4-day Operations

Airport	(Longest Runway)^2	4-day Operations
Arcadia Municipal	13,690,000	52
Carrabelle	16,000,000	17
Flagler	30,250,000	932
Lake Wales	15,992,001	141
Marion County/Dunnellon	25,000,000	309
Okeechobee	25,000,000	387
Perry-Foley	24,860,196	68
Quincy	8,785,296	125
Venice	25,000,000	1,156
Witham	33,965,584	908

$R^2 = 0.52$

Figure 15. (Longest Runway)^2 to 4-day Operations

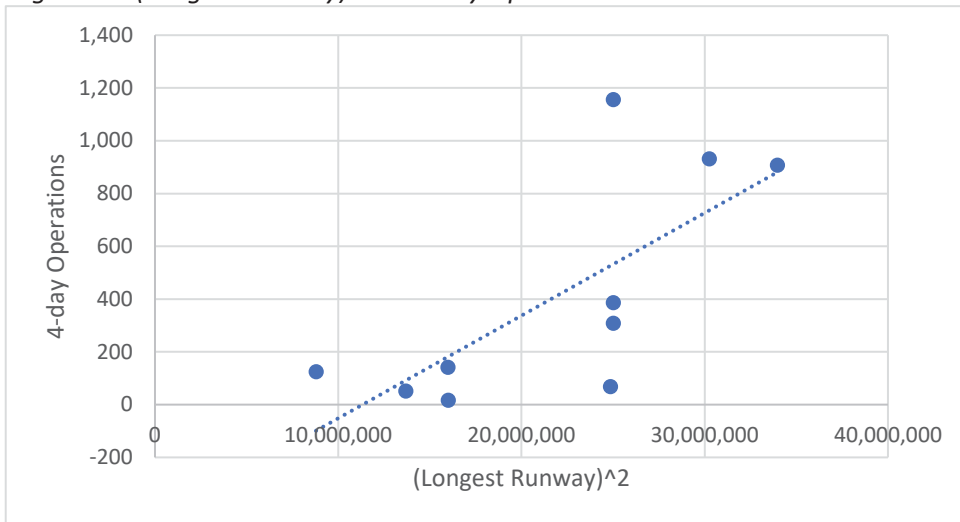


Table 16. Longest Runway to Ln(Operations)

Airport	Longest Runway	Ln(Operations)
Arcadia Municipal	3,700	3.95
Carrabelle	4,000	2.83
Flagler	5,500	6.84
Lake Wales	3,999	4.95
Marion County/Dunnellon	5,000	5.73
Okeechobee	5,000	5.96
Perry-Foley	4,986	4.22
Quincy	2,964	4.83
Venice	5,000	7.05
Witham	5,828	6.81

$$R^2 = 0.46$$

Figure 16. Longest Runway to Ln(Operations)

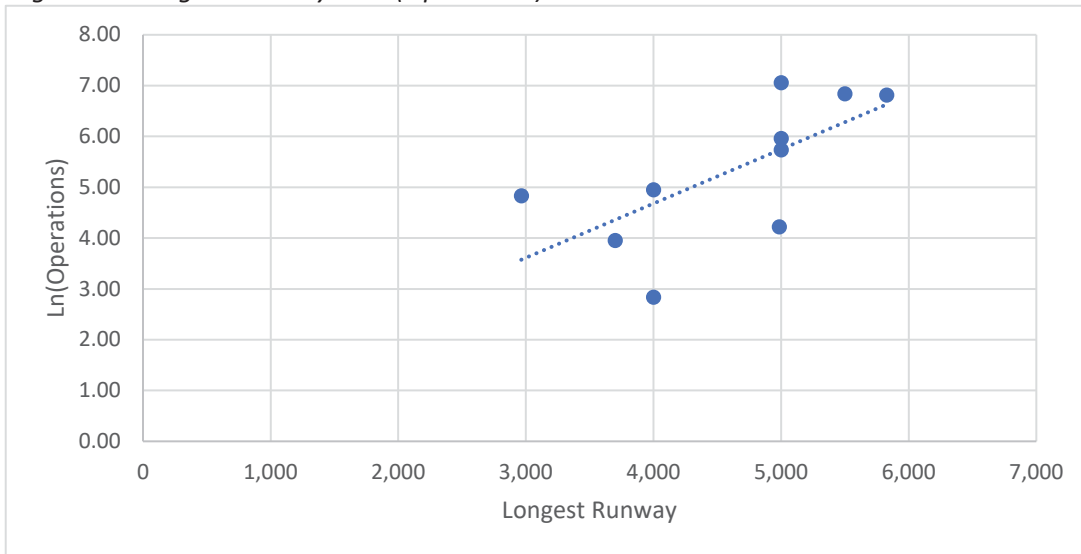


Table 17. Ln(Longest Runway) to Ln(Operations)

Airport	Ln(Longest Runway)	Ln(Operations)
Arcadia Municipal	8.22	3.95
Carrabelle	8.29	2.83
Flagler	8.61	6.84
Lake Wales	8.29	4.95
Marion County/Dunnellon	8.52	5.73
Okeechobee	8.52	5.96
Perry-Foley	8.51	4.22
Quincy	7.99	4.83
Venice	8.52	7.05
Witham	8.67	6.81

$$R^2 = 0.41$$

Figure 17. Ln(Longest Runway) to Ln(Operations)

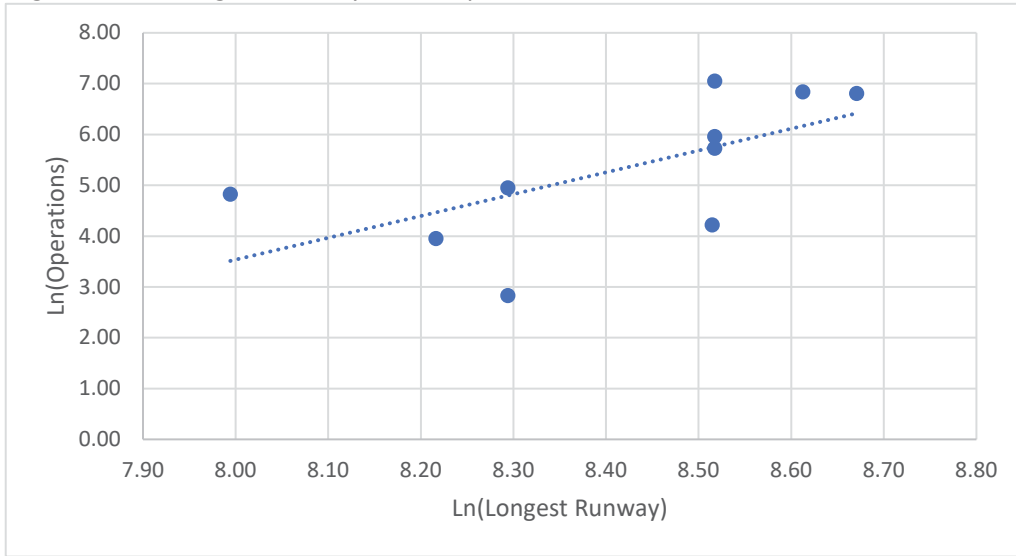


Table 18. (Longest Runway)^2 to Ln(Operations)

Airport	(Longest Runway)^2	Ln(Operations)
Arcadia Municipal	13,690,000	3.95
Carrabelle	16,000,000	2.83
Flagler	30,250,000	6.84
Lake Wales	15,992,001	4.95
Marion County/Dunnellon	25,000,000	5.73
Okeechobee	25,000,000	5.96
Perry-Foley	24,860,196	4.22
Quincy	8,785,296	4.83
Venice	25,000,000	7.05
Witham	33,965,584	6.81

$R^2 = 0.50$

Figure 18. (Longest Runway)^2 to Ln(Operations)

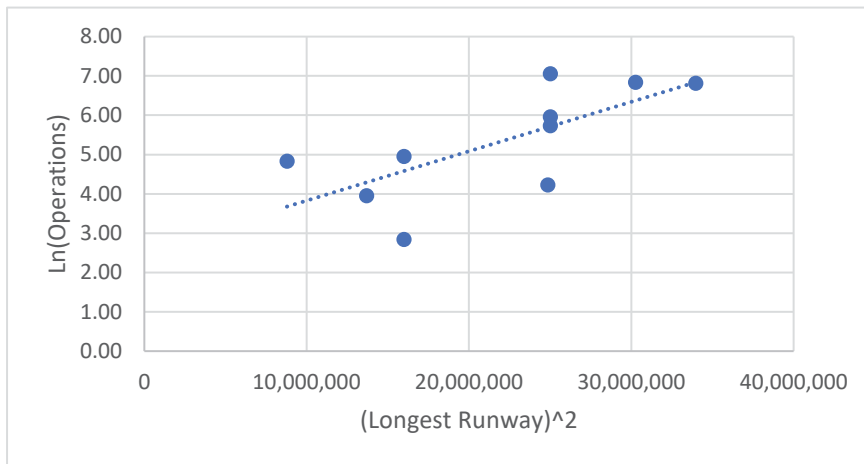


Table 19. Pop. within 30 min to 4-day Operations

Airport	Pop. within 30 min	4-day Operations
Arcadia Municipal	41,730	52
Carrabelle	6,848	17
Flagler	231,202	932
Lake Wales	282,975	141
Marion County/Dunnellon	199,606	309
Okeechobee	37,871	387
Perry-Foley	23,961	68
Quincy	126,393	125
Venice	220,443	1,156
Witham	285,171	908

$R^2 = 0.40$

Figure 19. Pop. within 30 min to 4-day Operations

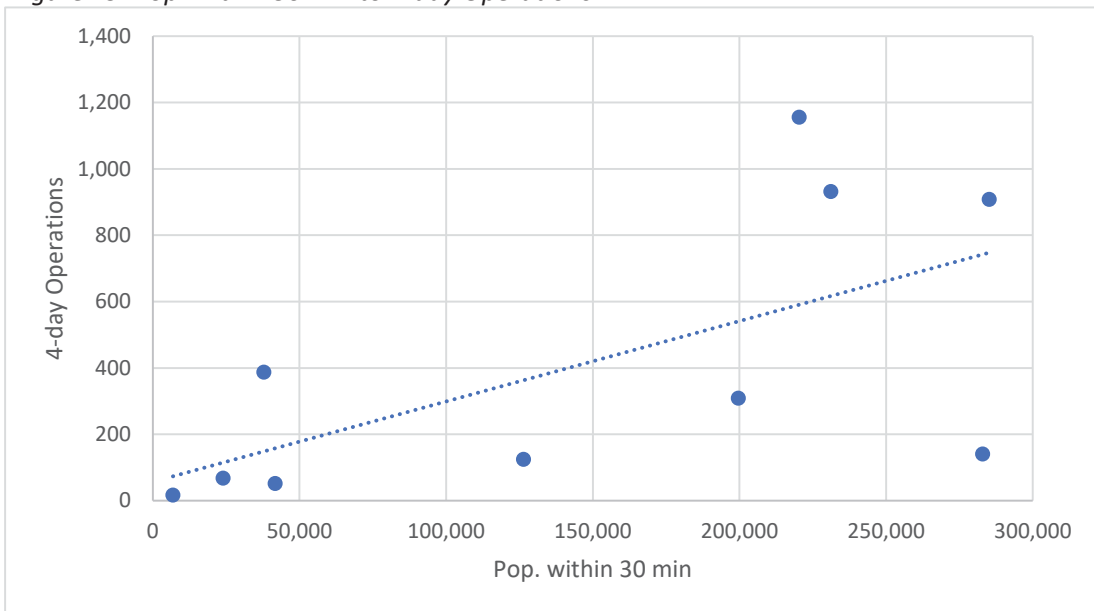


Table 20. Ln(Pop. within 30 min) to 4-day Operations

Airport	Ln(Pop. within 30 min)	4-day Operations
Arcadia Municipal	10.64	52
Carrabelle	8.83	17
Flagler	12.35	932
Lake Wales	12.55	141
Marion County/Dunnellon	12.20	309
Okeechobee	10.54	387
Perry-Foley	10.08	68
Quincy	11.75	125
Venice	12.30	1,156
Witham	12.56	908

$R^2 = 0.37$

Figure 20. Ln(Pop. within 30 min) to 4-day Operations

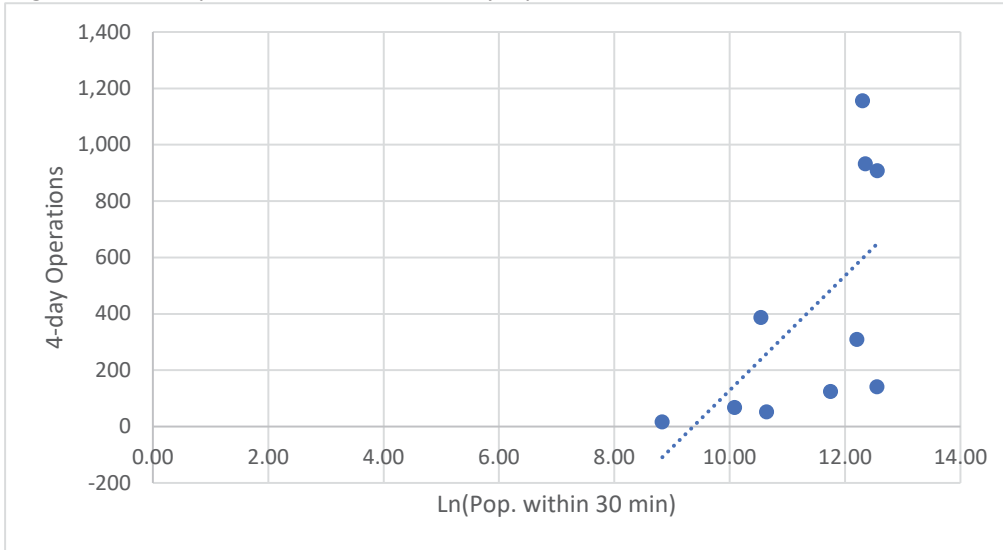


Table 21. (Pop. within 30 min)² to 4-day Operations

Airport	(Pop. within 30 min) ²	4-day Operations
Arcadia Municipal	1,741,392,900	52
Carrabelle	46,895,104	17
Flagler	53,454,364,804	932
Lake Wales	80,074,850,625	141
Marion County/Dunnellon	39,842,555,236	309
Okeechobee	1,434,212,641	387
Perry-Foley	574,129,521	68
Quincy	15,975,190,449	125
Venice	48,595,116,249	1,156
Witham	81,322,499,241	908

$R^2 = 0.34$

Figure 21. (Pop. within 30 min)² to 4-day Operations

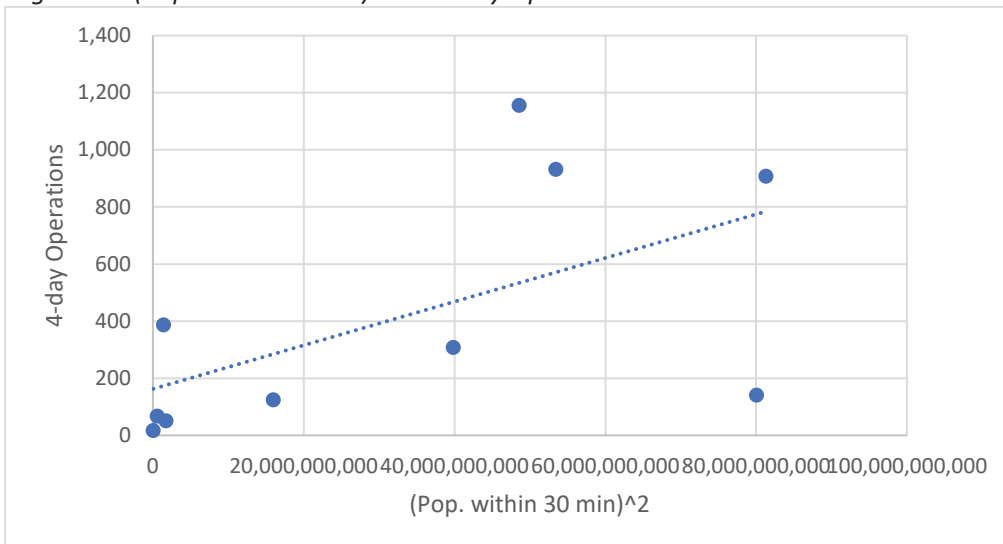


Table 22. Pop. within 30 min to Ln(Operations)

Airport	Pop. within 30 min	Ln(Operations)
Arcadia Municipal	41,730	3.95
Carrabelle	6,848	2.83
Flagler	231,202	6.84
Lake Wales	282,975	4.95
Marion County/Dunnellon	199,606	5.73
Okeechobee	37,871	5.96
Perry-Foley	23,961	4.22
Quincy	126,393	4.83
Venice	220,443	7.05
Witham	285,171	6.81

$R^2 = 0.51$

Figure 22. Pop. within 30 min to Ln(Operations)

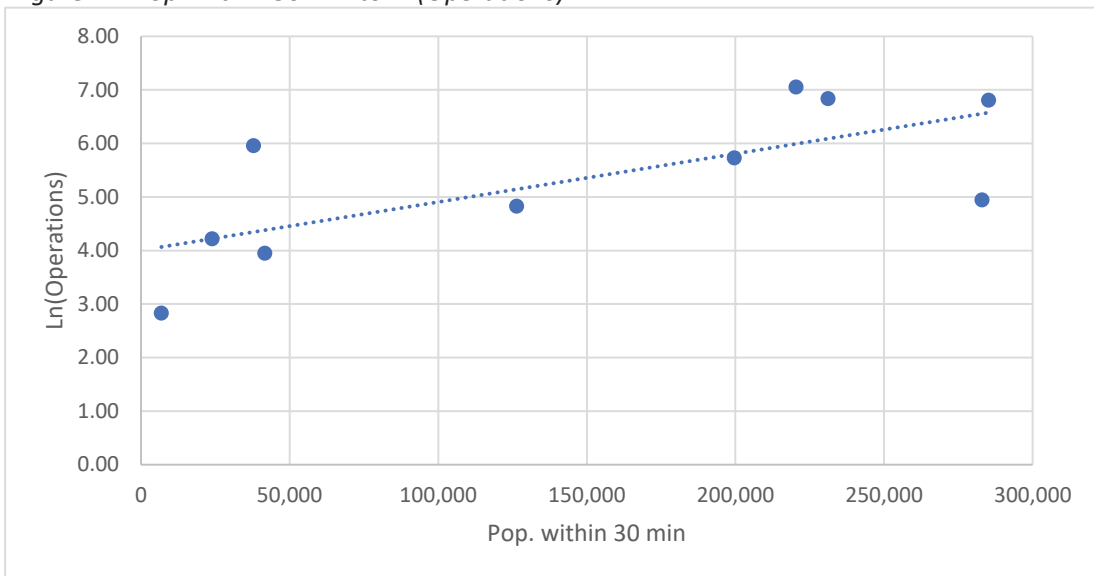


Table 23. Ln(Pop. within 30 min) to Ln(Operations)

Airport	Ln(Pop. within 30 min)	Ln(Operations)
Arcadia Municipal	10.64	3.95
Carrabelle	8.83	2.83
Flagler	12.35	6.84
Lake Wales	12.55	4.95
Marion County/Dunnellon	12.20	5.73
Okeechobee	10.54	5.96
Perry-Foley	10.08	4.22
Quincy	11.75	4.83
Venice	12.30	7.05
Witham	12.56	6.81

$R^2 = 0.62$

Figure 23. Ln(Pop. within 30 min) to Ln(Operations)

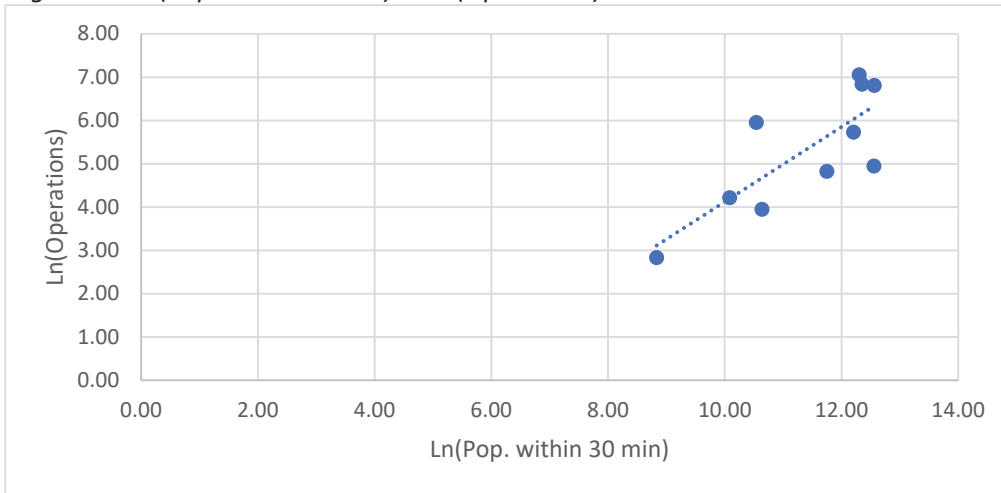
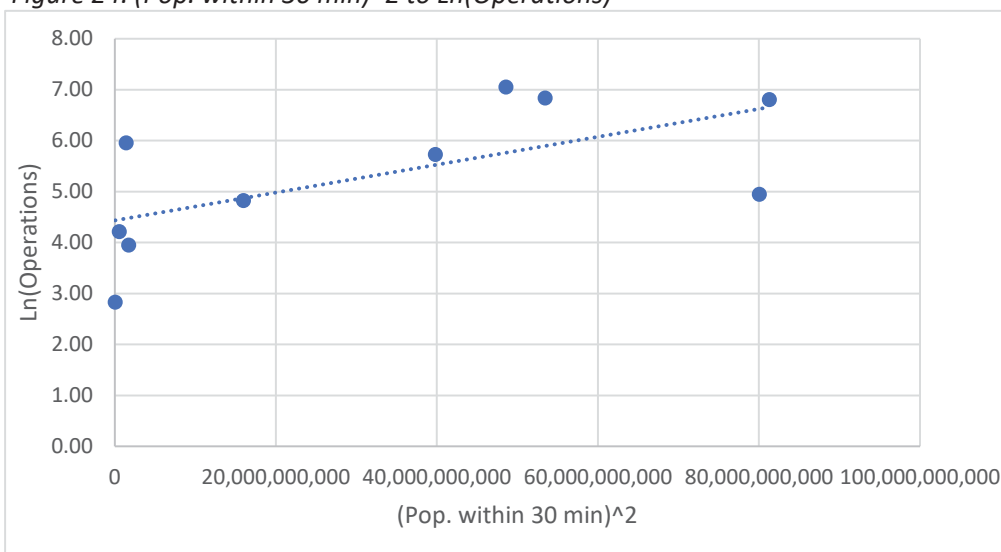


Table 24. (Pop. within 30 min)² to Ln(Operations)

Airport	(Pop. within 30 min) ²	Ln(Operations)
Arcadia Municipal	1,741,392,900	3.95
Carrabelle	46,895,104	2.83
Flagler	53,454,364,804	6.84
Lake Wales	80,074,850,625	4.95
Marion County/Dunnellon	39,842,555,236	5.73
Okeechobee	1,434,212,641	5.96
Perry-Foley	574,129,521	4.22
Quincy	15,975,190,449	4.83
Venice	48,595,116,249	7.05
Witham	81,322,499,241	6.81

$R^2 = 0.41$

Figure 24. (Pop. within 30 min)² to Ln(Operations)



**APPENDIX B: FEDERAL AVIATION ADMINISTRATION FORM 7460-1,
NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION**

ARCADIA MUNICIPAL AIRPORT



Federal Aviation Administration

February 13, 2018

TO: Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

CC: CITY OF ARCADIA
P.O. BOX 351
ARCADIA, FL 33821
speacock@arcadia-fl.gov

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2018-ASO-91-NRA through 2018-ASO-94-NRA, all located in Arcadia, FL.

Description: Installation of temporary posts and trail cameras to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary trail cameras will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Airport sponsor is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.

A NOTAM is issued during the construction project alerting aircraft of possible hazards while operating on the airport. Airport manager issues all necessary NOTAMS.

All RSA, ROFA, TSA and TOFA are clear of all personnel and equipment and no penetrations of the areas during construction. Insure no persons or equipment are any closer than 200 feet of runway centerline while the runway is operational.

AC 150/5210-5D, Painting, Marking and Lighting of vehicles used on an Airport must be met.

Neither permanent structure(s) nor construction equipment can shadow or block view of any airport movement area from ATCT in any way.

You comply with Chapters 4, 5, 12 of Advisory Circular 70/7460-1L, Obstruction Marking and Lighting.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on August 13, 2019 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Miguel Martinez (407) 487-7235
miguel.martinez@faa.gov.

Miguel Martinez
Specialist
Land-Use Manager, FDOT/Central Office



Federal Aviation Administration

February 13, 2018

TO: Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

CC: CITY OF ARCADIA
P.O. BOX 351
ARCADIA, FL 33821
speacock@arcadia-fl.gov

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows list cases from 2018-ASO-76-NRA to 2018-ASO-90-NRA, all located in Arcadia, FL.

Description: Temporary placement of acoustic airplane counters to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary acoustic airplane counters will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Airport sponsor is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.

A NOTAM is issued during the construction project alerting aircraft of possible hazards while operating on the airport. Airport manager issues all necessary NOTAMS.

All RSA, ROFA, TSA and TOFA are clear of all personnel and equipment and no penetrations of the areas during construction. Insure no persons or equipment are any closer than 200 feet of runway centerline while the runway is operational.

AC 150/5210-5D, Painting, Marking and Lighting of vehicles used on an Airport must be met.

You comply with Chapters 4, 5, 12 of Advisory Circular 70/7460-1L, Obstruction Marking and Lighting.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on August 13, 2019 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Miguel Martinez (407) 487-7235
miguel.martinez@faa.gov.

Miguel Martinez
Specialist



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2.2

ARCADIA 12.0

1.3

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2.1

1

1.1

1.2

Airport Information

Latitude: 27-11-44.19 N

Longitude: 81-50-14.02 W

Horizontal Datum: NAD83

Site Elevation (SE): 63 (nearest foot)

Structure Height (AGL): 3 (nearest foot)

Acoustic Airplane Counter Placement

Latitude and Longitude:

1.0 27°11'45.24"N, 81°50'30.39"W

1.1 27°11'44.57"N, 81°50'29.60"W

1.2 27°11'44.03"N, 81°50'28.88"W

1.3 27°11'34.29"N, 81°50'17.46"W

1.4 27°11'33.65"N, 81°50'16.75"W

1.5 27°11'32.96"N, 81°50'15.91"W

1.6 27°11'35.09"N, 81°50'24.90"W

1.7 27°11'35.68"N, 81°50'24.06"W

1.8 27°11'36.35"N, 81°50'23.10"W

1.9 27°11'43.28"N, 81°50'12.82"W

1.10 27°11'43.84"N, 81°50'12.05"W

1.11 27°11'44.40"N, 81°50'11.20"W

1.12 27°11'50.69"N, 81°50'2.28"W

1.13 27°11'51.26"N, 81°50'1.40"W

1.14 27°11'51.74"N, 81°50'0.56"W

Description:

Temporary placement of acoustic airplane counters to count airport operations. The counters will be placed approximately 100 ft. from the runway edge (approximately 180 ft. from the runway centerline) on the west side of runway 13-31. For runway 6-24, counters will be placed approximately 100 ft. from the runway edge (approximately 130 ft. from the runway centerline) on the south side of the runway. Five areas are proposed: 1-1.2, 1.3-1.5, 1.6-1.8, 1.9-1.11, and 1.12-1.14. The latitude and longitude for these locations are in numerical order and are shown on the attached map. Proposed equipment will be outside of the runway safety area and runway object free area. Based on the date of approval, the temporary acoustic airplane counters will be placed at the specified locations for approximately one week within the January to June timeframe. The acoustic airplane counters are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Trail Camera Placement

Latitude and Longitude:

2 27°11'51.41"N, 81°50'30.36"W

2.1 27°11'51.06"N, 81°50'31.61"W

2.2 27°11'45.77"N, 81°50'16.51"W

2.3 27°11'48.67"N, 81°50'12.69"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras at location 2 / 2.1 will be positioned approximately 70 ft. from taxiway centerline. Cameras at locations 2.2 and 2.3 will be positioned approximately 50 ft. from the edge of pavement and 75 ft. from the taxiway centerline. The three areas are noted as 2-2.1, 2.2, and 2.3 on the attached map. Proposed equipment will be outside of the runway safety area. Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the January to June timeframe. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Airport Information

Latitude: 27-11-44.19 N

Longitude: 81-50-14.02 W

Horizontal Datum: NAD83

Site Elevation (SE): 63 (nearest foot)

Structure Height (AGL): 3 (nearest foot)

Acoustic Airplane Counter Placement

Latitude and Longitude:

1.0 27°11'45.24"N, 81°50'30.39"W

1.1 27°11'44.57"N, 81°50'29.60"W

1.2 27°11'44.03"N, 81°50'28.88"W

1.3 27°11'34.29"N, 81°50'17.46"W

1.4 27°11'33.65"N, 81°50'16.75"W

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1.7 27°11'35.68"N, 81°50'24.06"W

1.8 27°11'36.35"N, 81°50'23.10"W

1.9 27°11'43.28"N, 81°50'12.82"W

1.10 27°11'43.84"N, 81°50'12.05"W

1.11 27°11'44.40"N, 81°50'11.20"W

1.12 27°11'50.69"N, 81°50'2.28"W

1.13 27°11'51.26"N, 81°50'1.40"W

1.14 27°11'51.74"N, 81°50'0.56"W

Description:

Temporary placement of acoustic airplane counters to count airport operations. The counters will be placed approximately 100 ft. from the runway edge (approximately 180 ft. from the runway centerline) on the west side of runway 13-31. For runway 6-24, counters will be placed approximately 100 ft. from the runway edge (approximately 130 ft. from the runway centerline) on the south side of the runway. Five areas are proposed: 1-1.2, 1.3-1.5, 1.6-1.8, 1.9-1.11, and 1.12-1.14. The latitude and longitude for these locations are in numerical order and are shown on the attached map. Proposed equipment will be outside of the runway safety area and runway object free area. Based on the date of approval, the temporary acoustic airplane counters will be placed at the specified locations for approximately one week within the January to June timeframe. The acoustic airplane counters are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Trail Camera Placement

Latitude and Longitude:

2 27°11'51.41"N, 81°50'30.36"W

2.1 27°11'51.06"N, 81°50'31.61"W

2.2 27°11'45.77"N, 81°50'16.51"W

2.3 27°11'48.67"N, 81°50'12.69"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras at location 2 / 2.1 will be positioned approximately 70 ft. from taxiway centerline. Cameras at locations 2.2 and 2.3 will be positioned approximately 50 ft. from the edge of pavement and 75 ft. from the taxiway centerline. The three areas are noted as 2-2.1, 2.2, and 2.3 on the attached map. Proposed equipment will be outside of the runway safety area. Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the January to June timeframe. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Aircraft Operations Counting:

Equipment Descriptions

This study will be conducted by referencing the methodologies present within *ACRP Report 129: Evaluating Methods for Counting Aircraft Operations at Non-Towered Airports*.

Trail Camera Counter



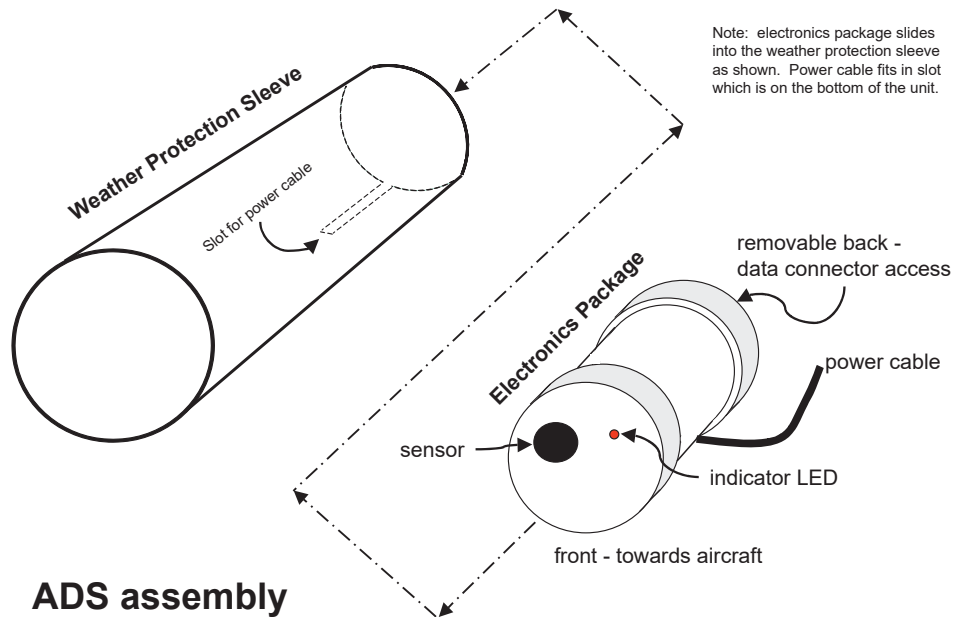
Physical Description:

Post will be installed with approximately 1' into the ground with a maximum height of 3 ft. above ground level. Final product will be similar to the photograph on the right.

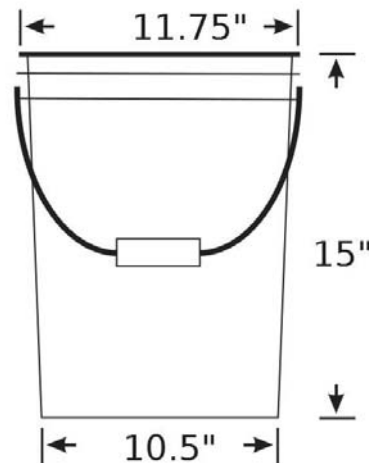
Camera Dimensions: 5.5" H x 4.5" W x 3" D

Post Dimensions: 4' H x 3" W

Automated Acoustic Counter



ADS assembly



Physical description:

This assembly will be stored within a five-gallon bucket while onsite at the Airports. Approximate bucket dimensions can be seen in the schematic above. Final product will be similar to the photograph on the right.

ADS 4000 housing: Cylinder – 4.25" Diameter, 12.75" Length

Solar Panel, 5-watt: 8.3" W x 11" L x 0.8" H or similar

Battery, 12-volt sealed lead-acid: 2.8" H x 6.9" W x 7.8" L or similar



Federal Aviation
Administration

« OE/AAA

Case Submission Success

Project Kiml-352134530-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-76-NRA
2018-ASO-77-NRA
2018-ASO-78-NRA
2018-ASO-79-NRA
2018-ASO-80-NRA
2018-ASO-81-NRA
2018-ASO-82-NRA
2018-ASO-83-NRA
2018-ASO-84-NRA
2018-ASO-85-NRA
2018-ASO-86-NRA
2018-ASO-87-NRA
2018-ASO-88-NRA
2018-ASO-89-NRA
2018-ASO-90-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.



Federal Aviation
Administration

« OE/AAA

Case Submission Success

Project Kiml-352135459-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-91-NRA

2018-ASO-92-NRA

2018-ASO-93-NRA

2018-ASO-94-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.

CARRABELLE-THOMPSON AIRPORT



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASO-21426-OE

Issued Date: 12/14/2017

Brian Powers
Kimley-Horn
2615 Centennial Blvd
Tallahassee, FL 32308

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Trail Camera
Location:	Carrabelle, FL
Latitude:	29-50-40.45N NAD 83
Longitude:	84-41-43.43W
Heights:	21 feet site elevation (SE) 3 feet above ground level (AGL) 24 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASO-21426-OE

Signature Control No: 347222142-351311165

(TMP)

Michael Blaich
Specialist

Additional Condition(s) or Information for ASN 2017-ASO-21426-OE

Proposal: To construct and/or operate a(n) Trail Camera to a height of 3 feet above ground level, 24 feet above mean sea level.

Location: The structure will be located 0.34 nautical miles northeast of X13 Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

It is required that the manager of CARRABELLE-THOMPSON, (850) 697-2727 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 06/14/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2017-ASO-21431-OE

Issued Date: 12/14/2017

Brian Powers
Kimley-Horn
2615 Centennial Blvd
Tallahassee, FL 32308

****DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Acoustic Counter
Location:	Carrabelle, FL
Latitude:	29-50-22.81N NAD 83
Longitude:	84-42-15.34W
Heights:	21 feet site elevation (SE) 3 feet above ground level (AGL) 24 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the condition(s), if any, in this letter is (are) met:

****SEE ATTACHMENT FOR ADDITIONAL CONDITION(S) OR INFORMATION****

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASO-21431-OE

Signature Control No: 347264274-351311169

(TMP)

Michael Blaich
Specialist

Additional Condition(s) or Information for ASN 2017-ASO-21431-OE

Proposal: To construct and/or operate a(n) Trail Camera to a height of 3 feet above ground level, 24 feet above mean sea level.

Location: The structure will be located 0.34 nautical miles northeast of X13 Airport reference point.

Part 77 Obstruction Standard(s) Exceeded and Aeronautical Impacts, if any:

Based on this aeronautical study, the structure would not constitute a substantial adverse effect on aeronautical operations or procedures because it will be temporary. The temporary structure would not be considered a hazard to air navigation provided all of the conditions specified in this determination are strictly met.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 1.

It is required that the manager of CARRABELLE-THOMPSON, (850) 697-2727 be notified at least 3 business days prior to the temporary structure being erected and again when the structure is removed from the site.

This determination expires on 06/14/2019 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.





Trail Camera 1

Acoustic Counter 1

Acoustic Counter 2

Aircraft Operations Counting:

Equipment Descriptions

This study will be conducted by referencing the methodologies present within *ACRP Report 129: Evaluating Methods for Counting Aircraft Operations at Non-Towered Airports*.

Trail Camera Counter



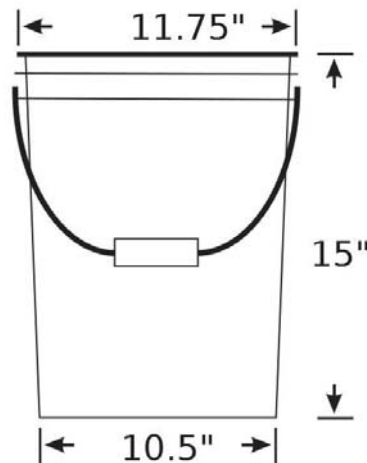
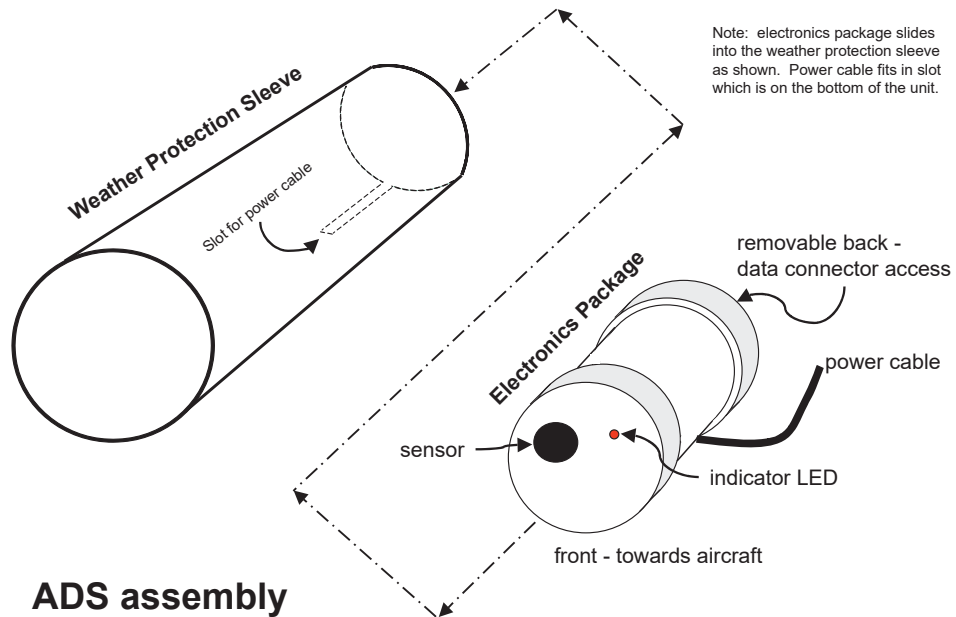
Physical Description:

Post will be installed with approximately 1' into the ground with a maximum height of 3 ft. above ground level. Final product will be similar to the photograph on the right.

Camera Dimensions: 5.5" H x 4.5" W x 3" D

Post Dimensions: 4' H x 3" W

Automated Acoustic Counter



Physical description:

This assembly will be stored within a five-gallon bucket while onsite at the Airports. Approximate bucket dimensions can be seen in the schematic above. Final product will be similar to the photograph on the right.

ADS 4000 housing: Cylinder – 4.25" Diameter, 12.75" Length

Solar Panel, 5-watt: 8.3" W x 11" L x 0.8" H or similar

Battery, 12-volt sealed lead-acid: 2.8" H x 6.9" W x 7.8" L or similar

FLAGLER EXECUTIVE AIRPORT



Federal Aviation Administration

March 12, 2018

TO: Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

CC: Mr. LeRoy W. Sieger; Airport
Director
FLAGLER COUNTY AIRPORT
201 Airport Road
Palm Coast, FL 32164-2403
rsieger@flaglercounty.org

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2018-ASO-48-NRA		PALM COAST,FL	29-28-18.60N	81-12-42.96W	3	36
2018-ASO-49-NRA		PALM COAST,FL	29-28-18.37N	81-12-41.97W	3	36
2018-ASO-50-NRA		PALM COAST,FL	29-28-18.09N	81-12-40.77W	3	36
2018-ASO-51-NRA		PALM COAST,FL	29-28-14.48N	81-12-25.87W	3	36
2018-ASO-52-NRA		PALM COAST,FL	29-28-14.18N	81-12-24.71W	3	36
2018-ASO-53-NRA		PALM COAST,FL	29-28-13.93N	81-12-23.57W	3	36
2018-ASO-54-NRA		PALM COAST,FL	29-28-10.23N	81-12-08.02W	3	36
2018-ASO-55-NRA		PALM COAST,FL	29-28-10.51N	81-12-09.04W	3	36
2018-ASO-56-NRA		PALM COAST,FL	29-28-10.76N	81-12-10.26W	3	36
2018-ASO-57-NRA		PALM COAST,FL	29-28-04.72N	81-12-05.87W	3	36
2018-ASO-58-NRA		PALM COAST,FL	29-28-04.14N	81-12-06.73W	3	36
2018-ASO-59-NRA		PALM COAST,FL	29-28-03.63N	81-12-07.75W	3	36
2018-ASO-60-NRA		PALM COAST,FL	29-27-55.25N	81-12-21.20W	3	36
2018-ASO-61-NRA		PALM COAST,FL	29-27-54.70N	81-12-22.16W	3	36
2018-ASO-62-NRA		PALM COAST,FL	29-27-54.15N	81-12-23.08W	3	36
2018-ASO-63-NRA		PALM COAST,FL	29-27-45.14N	81-12-37.33W	3	36
2018-ASO-64-NRA		PALM COAST,FL	29-27-44.59N	81-12-38.34W	3	36
2018-ASO-65-NRA		PALM COAST,FL	29-27-44.08N	81-12-39.18W	3	36

Description: Temporary placement of acoustic airplane counters to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary acoustic airplane counters will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

- Must coordinate and get airport management approval for the proposed temporary equipment installation.

- Must coordinate all work with the local Air Traffic Control Tower.
- All stake mounted equipment in the safety area or object free area must comply with the specifications and recommendations of AC150/5220-23, Frangible connections.
- The proposal as filed has adverse NAS facility/service operational impact(s) which can be mitigated by employing the guidance as provided in the Tech Ops response. Impacted NAS Facility/Service(s) List: AIRPORT-OWNED FIN PAPI/11. MITIGATIONS: 1. Vis aids Impact. a) At the filed height and location points, the proposed structure has no physical effect on the FIN RW 11 PAPI. b) Coordinate with the airport operator just the same to ensure that the camera is placed in such a way that it will not interfere with the integrity of the PAPI signal. Consideration should be given to relocate the structure away from the PAPI lights if possible. 2. Structure Frangibility. Please coordinate with the airport operator to ensure that the structure meets FAA frangibility requirements. It is noted in the project description that "the trail cameras are frangible in nature". However, the supporting post does not appear to have a frangibility point, which is required to be 3" maximum above grade.
- The proposal as filed has adverse NAS facility/service operational impact(s) which can be mitigated by employing the guidance as provided in the Tech Ops response. Impacted NAS Facility/Service(s) List: AIRPORT-OWNED FIN PAPI/06. MITIGATIONS: 1. Vis aids Impact. a) At the filed height and location points, the proposed structure has no physical effect on the FIN RW 6 PAPI. b) Coordinate with the airport operator just the same to ensure that the camera is placed in such a way that it will not interfere with the integrity of the PAPI signals. Consideration should be given to relocate the structure away from the PAPI lights if possible. 2. Structure Frangibility. Please coordinate with the airport operator to ensure that the structure meets FAA frangibility requirements. It is noted in the project description that "the trail cameras are frangible in nature". However, the supporting post does not appear to have a frangibility point, which is required to be 3" maximum above grade.
- Light in accordance with FAA AC70/7460-1L, chapters 4, 5 and 12. red lights.
- NOTAM should be issued when workers are installing the recorders.

Your proposal impacts the following National Airspace System (NAS) equipment:

- The proposal as filed has adverse NAS facility/service operational impact(s) which can be mitigated by employing the guidance as provided in the Tech Ops response. Impacted NAS Facility/Service(s) List: AIRPORT-OWNED FIN PAPI/11. MITIGATIONS: 1. Vis aids Impact. a) At the filed height and location points, the proposed structure has no physical effect on the FIN RW 11 PAPI. b) Coordinate with the airport operator just the same to ensure that the camera is placed in such a way that it will not interfere with the integrity of the PAPI signal. Consideration should be given to relocate the structure away from the PAPI lights if possible. 2. Structure Frangibility. Please coordinate with the airport operator to ensure that the structure meets FAA frangibility requirements. It is noted in the project description that "the trail cameras are frangible in nature". However, the supporting post does not appear to have a frangibility point, which is required to be 3" maximum above grade.

- The proposal as filed has adverse NAS facility/service operational impact(s) which can be mitigated by employing the guidance as provided in the Tech Ops response. Impacted NAS Facility/Service(s) List: AIRPORT-OWNED FIN PAPI/06. MITIGATIONS: 1. Vis aids Impact. a) At the filed height and location points, the proposed structure has no physical effect on the FIN RW 6 PAPI. b) Coordinate with the airport operator just the same to ensure that the camera is placed in such a way that it will not interfere with the integrity of the PAPI signals. Consideration should be given to relocate the structure away from the PAPI lights if possible. 2. Structure Frangibility. Please coordinate with the airport operator to

ensure that the structure meets FAA frangibility requirements. It is noted in the project description that "the trail cameras are frangible in nature". However, the supporting post does not appear to have a frangibility point, which is required to be 3" maximum above grade.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to 9-AJV-SEC-ESA@faa.gov.

You comply with Chapters 4512 of Advisory Circular 70/7460-1L, Obstruction Marking and Lighting.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

If you have any questions concerning this determination contact Armando Rovira (407) 487-7227 armando.rovira@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ASO-48-NRA.

Armando Rovira
Specialist
Signature Control No: 352128016-359407839



Federal Aviation Administration

March 12, 2018

TO: Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

CC: Mr. LeRoy W. Sieger, Airport
Director
FLAGLER COUNTY
201 Airport Road
Palm Coast, FL 32164-2403
rsieger@flaglercounty.org

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows list cases from 2018-ASO-66-NRA to 2018-ASO-74-NRA, all located in PALM COAST, FL.

Description: Installation of temporary posts and trail cameras to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary trail cameras will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

- Must coordinate and get airport management approval for the proposed temporary equipment installation.
- Must coordinate all work with the local Air Traffic Control Tower.
- All stake mounted equipment in the safety area or object free area must comply with the specifications and recommendations of AC150/5220-23, Frangible connections.
- The proposal as filed has adverse NAS facility/service operational impact(s) which can be mitigated by employing the guidance as provided in the Tech Ops response. Impacted NAS Facility/Service(s) List: AIRPORT-OWNED FIN PAPI/11. MITIGATIONS: 1. Visaidis Impact. a) At the filed height and location

points, the proposed structure has no physical effect on the FIN RW 11 PAPI. b) Coordinate with the airport operator just the same to ensure that the camera is placed in such a way that it will not interfere with the integrity of the PAPI signal. Consideration should be given to relocate the structure away from the PAPI lights if possible. 2. Structure Frangibility. Please coordinate with the airport operator to ensure that the structure meets FAA frangibility requirements. It is noted in the project description that "the trail cameras are frangible in nature". However, the supporting post does not appear to have a frangibility point, which is required to be 3" maximum above grade.

- Visoids Impact. At the filed height and location points, the proposed structure has no physical effect on the FIN RW 11 PAPI.

- Light in accordance with FAA AC70/7460-1L, chapters 4, 5 and 12. red lights.

- Palm Coast, FL Flagler Executive (FIN)--- FIN Departure R06 ICA 40:1 Surface Penetration. NEH: 33' MSL.--- Obstruction qualifies as a Low Close In obstruction IAW 8260.46 Chapter 2 Paragraph 2-1-11=-b and Table 2-1-1 Situation 2.--- A NOTAM will be required for the duration of the Trail Camera's operational test. Use this process to request a NOTAM.---"FDC NOTAMS ARE REQUIRED. All requests for FDC NOTAM action must be made utilizing the users OE/AAA account. The Sponsor (or Sponsor?s representative) is to log into their OE/AAA account and go to "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). If the Sponsor (or Sponsor?s representative) is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions. Request must be initiated a minimum of 5 business days prior to conducting operations/construction to allow for processing and issuance of NOTAMS. The Sponsor (or Sponsor?s representative) is responsible to verify NOTAMS are active prior to beginning operations."

You comply with Chapters 4512 of Advisory Circular 70/7460-1L, Obstruction Marking and Lighting.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

If you have any questions concerning this determination contact Armando Rovira (407) 487-7227 armando.rovira@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ASO-66-NRA.

Armando Rovira
Specialist
Signature Control No: 352131108-359418246



1000 ft

2.1 2.2
1.1 1.2

2.3 1.3
1.4 1.5
2.4

1.8 1.6
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2.6 2.7
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1.16
1.17

Google Earth

© 2017 Google

Airport Information

Latitude: 29-28-2.57 N

Longitude: 81-12-22.84 W

Horizontal Datum: NAD83

Site Elevation (SE): 33 (nearest foot)

Structure Height (AGL): 3 (nearest foot)

Acoustic Airplane Counter Placement

Latitude and Longitude:

1.0 29°28'18.60"N, 81°12'42.96"W

1.1 29°28'18.37"N, 81°12'41.97"W

1.2 29°28'18.09"N, 81°12'40.77"W

1.3 29°28'14.48"N, 81°12'25.87"W

1.4 29°28'14.18"N, 81°12'24.71"W

1.5 29°28'13.93"N, 81°12'23.57"W

1.6 29°28'10.23"N, 81°12'8.02"W

1.7 29°28'10.51"N, 81°12'9.04"W

1.8 29°28'10.76"N, 81°12'10.26"W

1.9 29°28'4.72"N, 81°12'5.87"W

1.10 29°28'4.14"N, 81°12'6.73"W

1.11 29°28'3.63"N, 81°12'7.75"W

1.12 29°27'55.25"N, 81°12'21.20"W

1.13 29°27'54.70"N, 81°12'22.16"W

1.14 29°27'54.15"N, 81°12'23.08"W

1.15 29°27'45.14"N, 81°12'37.33"W

1.16 29°27'44.59"N, 81°12'38.34"W

1.17 29°27'44.08"N, 81°12'39.18"W

Description:

Temporary placement of acoustic airplane counters to count airport operations. The counters will be placed approximately 100 ft. from the runway pavement edge (approximately 200 ft. from the runway centerline) on the northside of runways 6-24 and 11-29. Six areas are proposed: 1-1.2, 1.3-1.5, 1.6-1.8, 1.9-1.11, 1.12-1.14, and 1.15-1.17. The latitude and longitude for these locations are in numerical order and are shown on the attached map. Proposed equipment will be outside of the runway safety area for runway 6-24. Based on the date of approval, the temporary acoustic airplane counters will be placed at the specified locations for approximately one week within the January to June timeframe. The acoustic airplane counters are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Trail Camera Placement

Latitude and Longitude:

2 29°28'21.37"N, 81°12'45.99"W

2.1 29°28'21.68"N, 81°12'45.17"W

2.2 29°28'20.61"N, 81°12'40.32"W

2.3 29°28'16.12"N, 81°12'25.86"W

2.4 29°28'15.27"N, 81°12'22.73"W

2.5 29°28'10.18"N, 81°12'5.29"W

2.6 29°28'10.45"N, 81°12'4.66"W

2.7 29°28'9.69"N, 81°11'59.00"W

2.8 29°28'10.12"N, 81°11'59.34"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras will be positioned approximately 50 ft. from edge of pavement and 75 ft. from taxiway centerline at six separate areas (noted as 2-2.1, 2.2, 2.3, 2.4, 2.5-2.6, and 2.7-2.8 on the attached map). All locations are outside of the runway safety area. Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the January to June timeframe. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Aircraft Operations Counting:

Equipment Descriptions

This study will be conducted by referencing the methodologies present within *ACRP Report 129: Evaluating Methods for Counting Aircraft Operations at Non-Towered Airports*.

Trail Camera Counter



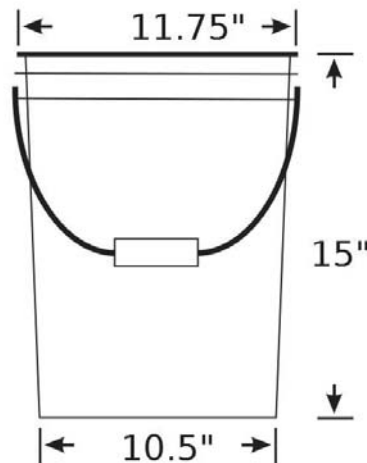
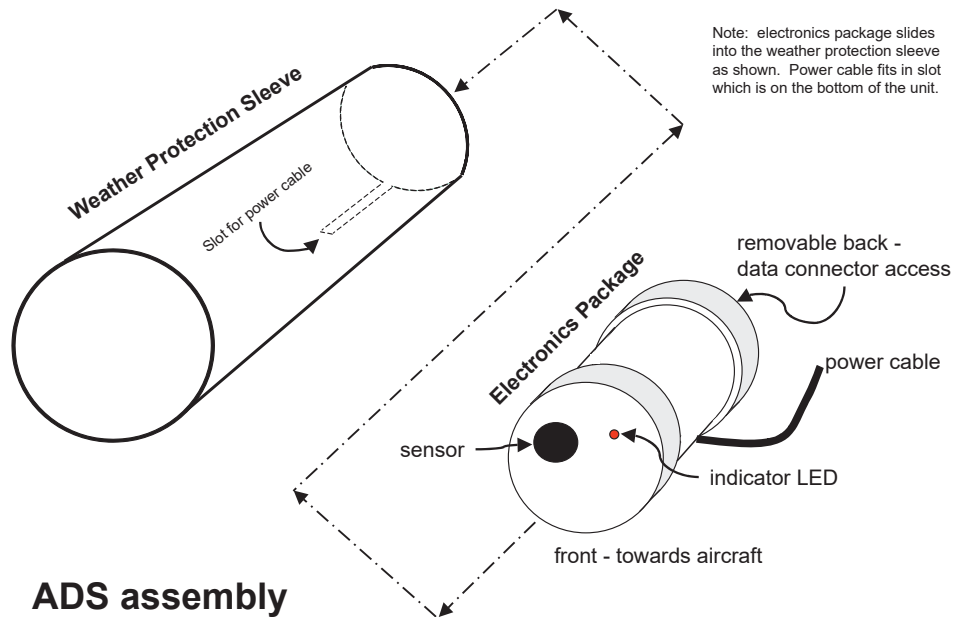
Physical Description:

Post will be installed with approximately 1' into the ground with a maximum height of 3 ft. above ground level. Final product will be similar to the photograph on the right.

Camera Dimensions: 5.5" H x 4.5" W x 3" D

Post Dimensions: 4' H x 3" W

Automated Acoustic Counter



Physical description:

This assembly will be stored within a five-gallon bucket while onsite at the Airports. Approximate bucket dimensions can be seen in the schematic above. Final product will be similar to the photograph on the right.

ADS 4000 housing: Cylinder – 4.25" Diameter, 12.75" Length

Solar Panel, 5-watt: 8.3" W x 11" L x 0.8" H or similar

Battery, 12-volt sealed lead-acid: 2.8" H x 6.9" W x 7.8" L or similar

LAKE WALES MUNICIPAL AIRPORT



Federal Aviation Administration

March 26, 2018

TO:
Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It contains three rows of data for Lake Wales, FL.

Description: Temporary placement of acoustic airplane counters to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary acoustic airplane counters will be at the specified locations for approximately one week within the January to June timeframe.

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Based on the coordinates provided, the proposed airplane counters are located within the ROFA. Only objects essential for air navigation or ground maneuvering should be located in the ROFA. The aircraft counters will need to be located outside the ROFA.

Light in accordance with FAA AC70/7460-1L, chapters 4, 5 and 12; red lights solar ok.

NO IFR EFFECT, however, when men and equipment are in the RSA, the runway should be closed for operations.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 26, 2019 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Scott Carraro (407) 487-7238 scott.carraro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASO-5384-NRA.

Scott Carraro
ADO
Signature Control No: 351765354-360726569



Federal Aviation Administration

March 26, 2018

TO:
Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows list cases for LAKE WALES, FL with various coordinates and altitudes.

Description: Temporary placement of acoustic airplane counters to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary acoustic airplane counters will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Light in accordance with FAA AC70/7460-1L, chapters 4, 5 and 12; red lights solar ok.

NO IFR EFFECT, however, when men and equipment are in the RSA, the runway should be closed for operations.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has

considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 26, 2019 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Scott Carraro (407) 487-7238 scott.carraro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-ASO-5387-NRA.

Scott Carraro
ADO

Signature Control No: 351765357-360726616



Federal Aviation Administration

March 26, 2018

TO:
Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Row 1: 2018-ASO-16-NRA, Lake Wales, FL, 27-54-00.23N, 81-37-17.70W, 3, 130

Description: Installation of temporary posts and trail cameras to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary trail cameras will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Lake Wales, FL Lake Wales Muni (X07)--- X07 Departure R35 ICA 40:1 surface penetration. NEH: 129' AMSL.---- Can be considered a Low Close In Obstruction IAW 8260.45F Chapter 2 Paragraph 2.1.1.b and Table 2-1-1 Situation 2.

Light in accordance with FAA AC70/7460-1L, chapters 4, 5 and 12; red lights solar ok.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the

effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 26, 2019 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Scott Carraro (407) 487-7238 scott.carraro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ASO-16-NRA.

Scott Carraro
ADO
Signature Control No: 352122688-360727001



Federal Aviation Administration

March 26, 2018

TO:
Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2018-ASO-18-NRA		LAKE WALES,FL	27-53-46.10N	81-37-14.51W	3	130
2018-ASO-20-NRA		LAKE WALES,FL	27-53-41.88N	81-37-10.75W	3	130

Description: Installation of temporary posts and trail cameras to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary trail cameras will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Light in accordance with FAA AC70/7460-1L, chapters 4, 5 and 12; red lights solar ok.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 26, 2019 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Scott Carraro (407) 487-7238 scott.carraro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ASO-18-NRA.

Scott Carraro

ADO

Signature Control No: 352122690-360727619



Federal Aviation Administration

March 14, 2018

TO: Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

CC: LAKE WALES AIRPORT
AUTHORITY
CITY ADMINISTRATION
BUILDING
201 CENTRAL AVENUE WEST
LAKE WALES, FL 33853-1320
tallen@cityoflakewales.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Row 1: 2018-ASO-17-NRA, Lake Wales, FL, 27-54-00.14N, 81-37-18.32W, 3, 130

Description: Installation of temporary posts and trail cameras to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary trail cameras will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Based on the coordinates and elevation provided, the proposed trail camera is located within the ROFA. Only objects essential for air navigation or ground maneuvering should be located in the ROFA. The trail camera will need to be located outside the ROFA.

Additionally, the proposed trail camera penetrates the 20:1 approach surface for RW 17 (AC 150/5300-13A). The not to exceed elevation at the location identified is 128 NAD83. The trail camera must not penetrate the 20:1 approach surface.

Departure R35 Instructions for Continued Airworthiness (ICA) 40:1 surface penetration. Not to Exceed Height (NEH): 129' AMSL.---- Can be considered a Low Close In Obstruction in accordance with 8260.45F Chapter 2 Paragraph 2.1.1.b and Table 2-1-1 Situation 2.

Light in accordance with FAA AC70/7460-1L, chapters 4, 5 and 12; red lights solar ok.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this

determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 14, 2019 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Scott Carraro (407) 487-7238 scott.carraro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ASO-17-NRA.

Scott Carraro
ADO

Signature Control No: 352122689-359777489



900 ft

2.1

2.2

2.3

2.4

1.1

1.2

1.3

1.4

1.5

1.6

1.7

1.8

35

Airport Information

Latitude: 27-53-38.0 N

Longitude: 81-37-13.5 W

Horizontal Datum: NAD83

Site Elevation (SE): 127 (nearest foot)

Structure Height (AGL): 3 (nearest foot)

Acoustic Airplane Counter Placement

Latitude and Longitude:

1.0 27°53'54.46"N, 81°37'17.20"W

1.1 27°53'53.49"N, 81°37'16.93"W

1.2 27°53'52.48"N, 81°37'16.69"W

1.3 27°53'41.76"N, 81°37'16.43"W

1.4 27°53'40.72"N, 81°37'16.20"W

1.5 27°53'39.91"N, 81°37'16.03"W

1.6 27°53'27.49"N, 81°37'9.76"W

1.7 27°53'26.61"N, 81°37'9.46"W

1.8 27°53'25.67"N, 81°37'9.22"W

Description:

Temporary placement of acoustic airplane counters to count airport operations. The counters will be placed approximately 100 ft. from the runway pavement edge (approximately 130 ft. from the runway centerline) on either side of runway 17-35, for locations 1.3-1.8. For locations, 1-1.2, counters will be placed approximately 40 ft. from the runway pavement edge (approximately 70 ft. from the runway centerline) on the east side of runway 17-35. Three areas are proposed: 1-1.2, 1.3-1.5, 1.6-1.8. The latitude and longitude for these locations are in numerical order and are shown on the attached map. Proposed equipment will be outside of the runway safety area. Based on the date of approval, the temporary acoustic airplane counters will be placed at the specified locations for approximately one week within the January to June timeframe. The acoustic airplane counters are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Trail Camera Placement

Latitude and Longitude:

2 27°54'0.23"N, 81°37'17.70"W

2.1 27°54'0.14"N, 81°37'18.32"W

2.2 27°53'46.10"N, 81°37'14.51"W

2.3 27°53'46.22"N, 81°37'13.47"W

2.4 27°53'41.88"N, 81°37'10.75"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras will be positioned approximately 75 ft. from edge of pavement and 100 ft. from taxiway centerline at three separate areas (noted as 2-2.1, 2.2-2.3, and 2.4 on the attached map). All locations are outside of the runway safety area. Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the January to June timeframe. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Aircraft Operations Counting:

Equipment Descriptions

This study will be conducted by referencing the methodologies present within *ACRP Report 129: Evaluating Methods for Counting Aircraft Operations at Non-Towered Airports*.

Trail Camera Counter



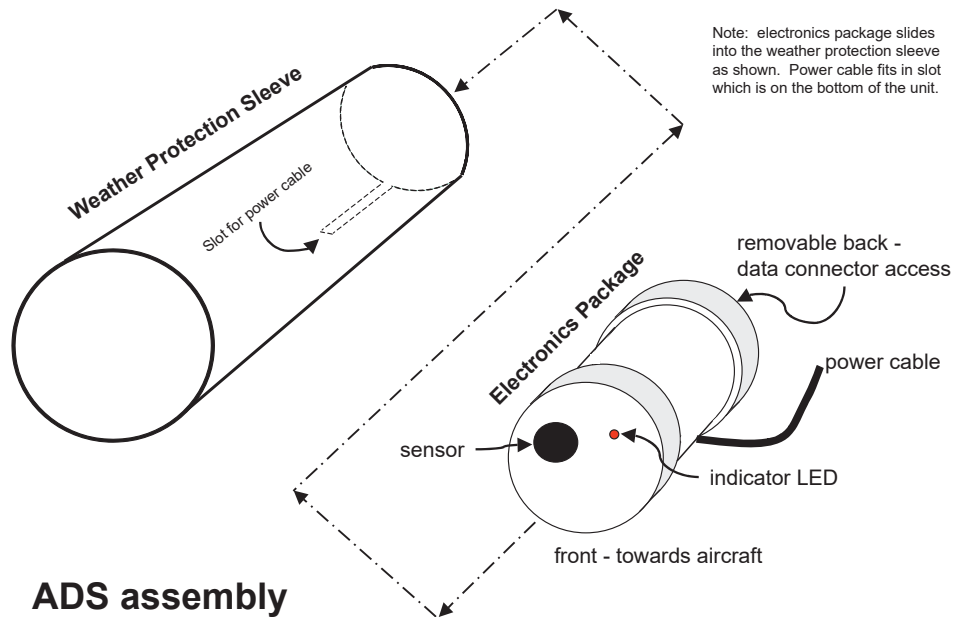
Physical Description:

Post will be installed with approximately 1' into the ground with a maximum height of 3 ft. above ground level. Final product will be similar to the photograph on the right.

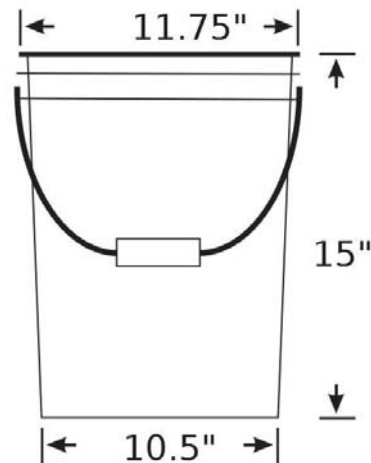
Camera Dimensions: 5.5" H x 4.5" W x 3" D

Post Dimensions: 4' H x 3" W

Automated Acoustic Counter



ADS assembly



Physical description:

This assembly will be stored within a five-gallon bucket while onsite at the Airports. Approximate bucket dimensions can be seen in the schematic above. Final product will be similar to the photograph on the right.

ADS 4000 housing: Cylinder – 4.25" Diameter, 12.75" Length

Solar Panel, 5-watt: 8.3" W x 11" L x 0.8" H or similar

Battery, 12-volt sealed lead-acid: 2.8" H x 6.9" W x 7.8" L or similar



Federal Aviation
Administration

« OE/AAA

Case Submission Success

Project Kiml-352122687-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-16-NRA
2018-ASO-17-NRA
2018-ASO-18-NRA
2018-ASO-19-NRA
2018-ASO-20-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.

MARION COUNTY AIRPORT



Federal Aviation Administration

March 21, 2018

TO: Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

CC: DUNNELLON AIRPORT
AUTHORITY
601 SE 25TH AVE
OCALA, FL 34471
kristina.garcia@marioncountyfl.org

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows list cases from 2018-ASO-26-NRA to 2018-ASO-43-NRA.

If FDC NOTAMS ARE REQUIRED, the following Airport Operations Contact(s) (AOC) are approved to handle FDC NOTAM coordination.

The AOC must create and/or log into their OE/AAA account and select "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). The NOTAM can be extended or cancelled through the AOC's account. If the AOC is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions.

Table with 3 columns: Name, Email, Phone. Row: Kristina Garcia, kristina.garcia@marioncountyfl.org, (352) 465-8545

Description: Temporary placement of acoustic airplane counters to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval,

the temporary acoustic airplane counters will be at the specified locations for approximately one week within the January to June timeframe.

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Your proposal impacts the following National Airspace System (NAS) equipment:

Cases 2018-ASO-26 thru 28-NRA: because the structure is located inside the RW 23 PAPI Protection Area, coordinate with the airport operator to ensure that the camera is placed in such a way that it will not interfere with the integrity of the PAPI signal. Consideration should be given to locate the structure as far away as possible from the PAPI lights

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to 9-AJV-SEC-ESA@faa.gov.

All stake mounted equipment in the ROFA must comply with the specifications and recommendations of AC 150/5220-23, Frangible connections, including the requirement that the frangibility point be no more than 3" above grade.

Cases 2018-ASO-35 thru 36-NRA: Object is located in the RW 23 40:1 departure surface. Obstruction can be mitigated as a Low Close In obstruction IAW 8260.46F Chapter 2 Paragraph 2-1-1-b and Table 2-1-1 Situation 2. Once it is determined that the counting devices are to be installed, follow these directions to request a NOTAM.---"FDC NOTAMS ARE REQUIRED. All requests for FDC NOTAM action must be made utilizing the users OE/AAA account. The Sponsor (or Sponsor?s representative) is to log into their OE/AAA account and go to "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). If the Sponsor (or Sponsor?s representative) is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions. Request must be initiated a minimum of 5 business days prior to conducting operations/ construction to allow for processing and issuance of NOTAMS. The Sponsor (or Sponsor?s representative) is responsible to verify NOTAMS are active prior to beginning operations."

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 21, 2019 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Jennifer Ganley (407) 487-7237 jennifer.ganley@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ASO-26-NRA.

Jennifer Ganley

Specialist

Signature Control No: 352123366-360432981



Federal Aviation Administration

March 21, 2018

TO: Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

CC: DUNNELLON AIRPORT
AUTHORITY
601 SE 25TH AVE
OCALA, FL 34471
kristina.garcia@marioncountyfl.org

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2018-ASO-44-NRA through 2018-ASO-47-NRA, all located at DUNNELLON, FL.

Description: Installation of temporary posts and trail cameras to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary trail cameras will be at the specified locations for approximately one week within the January to June timeframe.

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

You comply with Chapters 34512 of Advisory Circular 70/7460-1L, Obstruction Marking and Lighting.

All stake mounted equipment in the ROFA must comply with the specifications and recommendations of AC 150/5220-23, Frangible connections.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 21, 2019 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Jennifer Ganley (407) 487-7237 jennifer.ganley@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ASO-47-NRA.

Jennifer Ganley
Specialist

Signature Control No: 352126913-360433887

Airport Information

Latitude: 29-3-42.36 N

Longitude: 82-22-35.82 W

Horizontal Datum: NAD83

Site Elevation (SE): 65 (nearest foot)

Structure Height (AGL): 3 (nearest foot)

Acoustic Airplane Counter Placement

Latitude and Longitude:

1.0 29° 4'3.62"N, 82°22'17.43"W

1.1 29° 4'2.91"N, 82°22'18.09"W

1.2 29° 4'2.08"N, 82°22'18.92"W

1.3 29° 3'49.59"N, 82°22'33.49"W

1.4 29° 3'48.97"N, 82°22'34.20"W

1.5 29° 3'48.23"N, 82°22'35.05"W

1.6 29° 3'36.32"N, 82°22'48.76"W

1.7 29° 3'35.66"N, 82°22'49.55"W

1.8 29° 3'35.00"N, 82°22'50.38"W

1.9 29° 3'35.08"N, 82°22'58.73"W

1.10 29° 3'35.08"N, 82°22'57.78"W

1.11 29° 3'35.05"N, 82°22'56.65"W

1.12 29° 3'35.11"N, 82°22'34.95"W

1.13 29° 3'35.13"N, 82°22'33.73"W

1.14 29° 3'35.15"N, 82°22'32.55"W

1.15 29° 3'35.02"N, 82°22'15.17"W

1.16 29° 3'34.98"N, 82°22'16.29"W

1.17 29° 3'34.94"N, 82°22'17.42"W

Description:

Temporary placement of acoustic airplane counters to count airport operations. The counters will be placed approximately 100 ft. from the runway pavement edge (approximately 130 ft. from runway 10-28 centerline and approximately 175 ft. from runway 5-23 centerline) on the south side of runway 10-28 and the east side of runway 5-23. Six areas are proposed: 1-1.2, 1.3-1.5, 1.6-1.8, 1.9-1.11, 1.12-1.14, and 1.15-1.17. The latitude and longitude for these locations are in numerical order and are shown on the attached map. Based on the date of approval, the temporary acoustic airplane counters will be placed at the specified locations for approximately one week within the January to June timeframe. The acoustic airplane counters are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Trail Camera Placement

Latitude and Longitude:

2 29° 4'5.71"N, 82°22'14.63"W

2.1 29° 4'5.08"N, 82°22'13.96"W

2.2 29° 3'35.86"N, 82°22'10.98"W

2.3 29° 3'34.83"N, 82°22'11.31"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras will be positioned approximately 50 ft. from edge of pavement and 75 ft. from taxiway centerline at two separate areas (noted as 2-2.1 and 2.2-2.3 on the attached map). Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the January to June timeframe. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

1.15 29° 3'35.02"N, 82°22'15.17"W

1.16 29° 3'34.98"N, 82°22'16.29"W

1.17 29° 3'34.94"N, 82°22'17.42"W

Description:

Temporary placement of acoustic airplane counters to count airport operations. The counters will be placed approximately 100 ft. from the runway pavement edge (approximately 130 ft. from runway 10-28 centerline and approximately 175 ft. from runway 5-23 centerline) on the south side of runway 10-28 and the east side of runway 5-23. Six areas are proposed: 1-1.2, 1.3-1.5, 1.6-1.8, 1.9-1.11, 1.12-1.14, and 1.15-1.17. The latitude and longitude for these locations are in numerical order and are shown on the attached map. Based on the date of approval, the temporary acoustic airplane counters will be placed at the specified locations for approximately one week within the January to June timeframe. The acoustic airplane counters are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Trail Camera Placement

Latitude and Longitude:

2 29° 4'5.71"N, 82°22'14.63"W

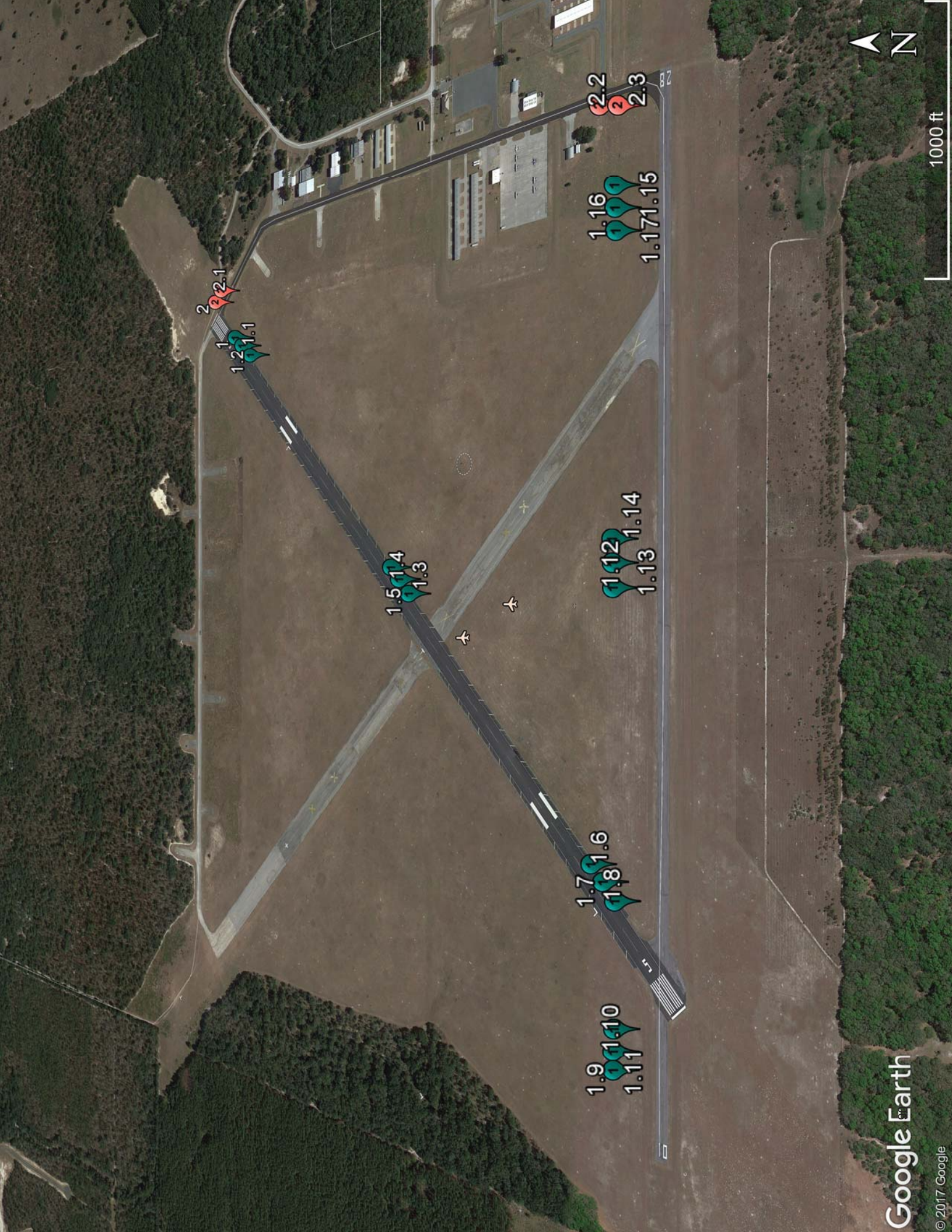
2.1 29° 4'5.08"N, 82°22'13.96"W

2.2 29° 3'35.86"N, 82°22'10.98"W

2.3 29° 3'34.83"N, 82°22'11.31"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras will be positioned approximately 50 ft. from edge of pavement and 75 ft. from taxiway centerline at two separate areas (noted as 2-2.1 and 2.2-2.3 on the attached map). Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the January to June timeframe. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.



1000 ft

1.9
1.11
1.10

1.7
1.8
1.6

1.5
1.4
1.3

1.12
1.13
1.14

1.2
1.1

1.16
1.17
1.15

2
2.1

2.2
2
2.3

Airport Information

Latitude: 29-3-42.36 N

Longitude: 82-22-35.82 W

Horizontal Datum: NAD83

Site Elevation (SE): 65 (nearest foot)

Structure Height (AGL): 3 (nearest foot)

Acoustic Airplane Counter Placement

Latitude and Longitude:

1.0 29° 4'3.62"N, 82°22'17.43"W

1.1 29° 4'2.91"N, 82°22'18.09"W

1.2 29° 4'2.08"N, 82°22'18.92"W

1.3 29° 3'49.59"N, 82°22'33.49"W

1.4 29° 3'48.97"N, 82°22'34.20"W

1.5 29° 3'48.23"N, 82°22'35.05"W

1.6 29° 3'36.32"N, 82°22'48.76"W

1.7 29° 3'35.66"N, 82°22'49.55"W

1.8 29° 3'35.00"N, 82°22'50.38"W

1.9 29° 3'35.08"N, 82°22'58.73"W

1.10 29° 3'35.08"N, 82°22'57.78"W

1.11 29° 3'35.05"N, 82°22'56.65"W

1.12 29° 3'35.11"N, 82°22'34.95"W

1.13 29° 3'35.13"N, 82°22'33.73"W

1.14 29° 3'35.15"N, 82°22'32.55"W

Airport Information

Latitude: 29-28-2.57 N

Longitude: 81-12-22.84 W

Horizontal Datum: NAD83

Site Elevation (SE): 33 (nearest foot)

Structure Height (AGL): 3 (nearest foot)

Acoustic Airplane Counter Placement

Latitude and Longitude:

1.0 29°28'18.60"N, 81°12'42.96"W

1.1 29°28'18.37"N, 81°12'41.97"W

1.2 29°28'18.09"N, 81°12'40.77"W

1.3 29°28'14.48"N, 81°12'25.87"W

1.4 29°28'14.18"N, 81°12'24.71"W

1.5 29°28'13.93"N, 81°12'23.57"W

1.6 29°28'10.23"N, 81°12'8.02"W

1.7 29°28'10.51"N, 81°12'9.04"W

1.8 29°28'10.76"N, 81°12'10.26"W

1.9 29°28'4.72"N, 81°12'5.87"W

1.10 29°28'4.14"N, 81°12'6.73"W

1.11 29°28'3.63"N, 81°12'7.75"W

1.12 29°27'55.25"N, 81°12'21.20"W

1.13 29°27'54.70"N, 81°12'22.16"W

1.14 29°27'54.15"N, 81°12'23.08"W

1.15 29°27'45.14"N, 81°12'37.33"W

1.16 29°27'44.59"N, 81°12'38.34"W

1.17 29°27'44.08"N, 81°12'39.18"W

Description:

Temporary placement of acoustic airplane counters to count airport operations. The counters will be placed approximately 100 ft. from the runway pavement edge (approximately 200 ft. from the runway centerline) on the northside of runways 6-24 and 11-29. Six areas are proposed: 1-1.2, 1.3-1.5, 1.6-1.8, 1.9-1.11, 1.12-1.14, and 1.15-1.17. The latitude and longitude for these locations are in numerical order and are shown on the attached map. Proposed equipment will be outside of the runway safety area for runway 6-24. Based on the date of approval, the temporary acoustic airplane counters will be placed at the specified locations for approximately one week within the January to June timeframe. The acoustic airplane counters are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Trail Camera Placement

Latitude and Longitude:

2 29°28'21.37"N, 81°12'45.99"W

2.1 29°28'21.68"N, 81°12'45.17"W

2.2 29°28'20.61"N, 81°12'40.32"W

2.3 29°28'16.12"N, 81°12'25.86"W

2.4 29°28'15.27"N, 81°12'22.73"W

2.5 29°28'10.18"N, 81°12'5.29"W

2.6 29°28'10.45"N, 81°12'4.66"W

2.7 29°28'9.69"N, 81°11'59.00"W

2.8 29°28'10.12"N, 81°11'59.34"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras will be positioned approximately 50 ft. from edge of pavement and 75 ft. from taxiway centerline at six separate areas (noted as 2-2.1, 2.2, 2.3, 2.4, 2.5-2.6, and 2.7-2.8 on the attached map). All locations are outside of the runway safety area. Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the January to June timeframe. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Aircraft Operations Counting:

Equipment Descriptions

This study will be conducted by referencing the methodologies present within *ACRP Report 129: Evaluating Methods for Counting Aircraft Operations at Non-Towered Airports*.

Trail Camera Counter



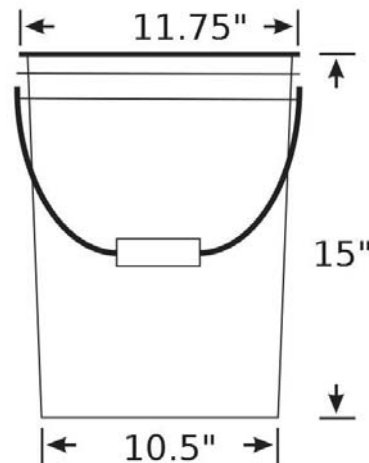
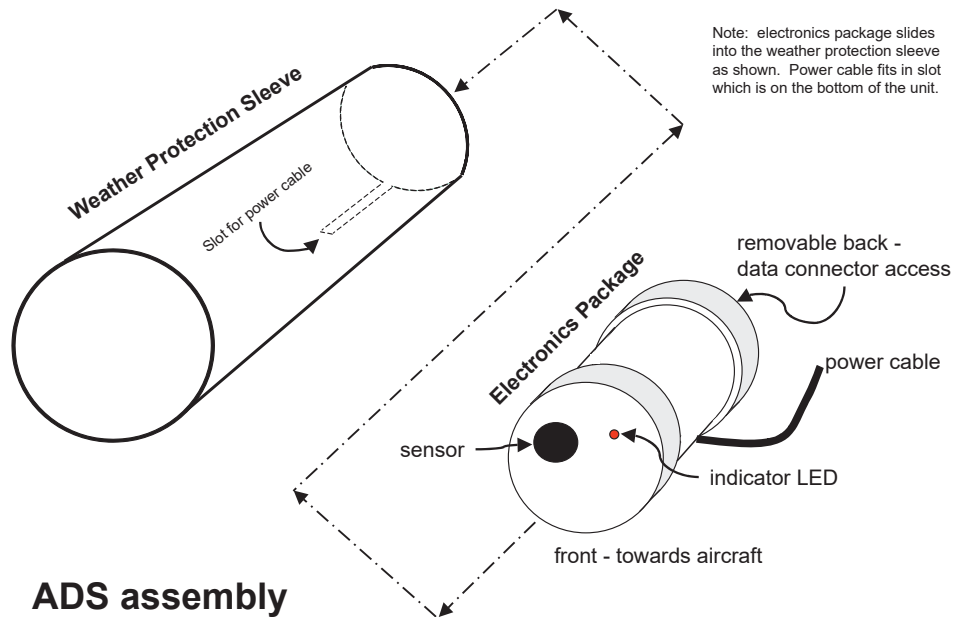
Physical Description:

Post will be installed with approximately 1' into the ground with a maximum height of 3 ft. above ground level. Final product will be similar to the photograph on the right.

Camera Dimensions: 5.5" H x 4.5" W x 3" D

Post Dimensions: 4' H x 3" W

Automated Acoustic Counter



Physical description:

This assembly will be stored within a five-gallon bucket while onsite at the Airports. Approximate bucket dimensions can be seen in the schematic above. Final product will be similar to the photograph on the right.

ADS 4000 housing: Cylinder – 4.25" Diameter, 12.75" Length

Solar Panel, 5-watt: 8.3" W x 11" L x 0.8" H or similar

Battery, 12-volt sealed lead-acid: 2.8" H x 6.9" W x 7.8" L or similar



Federal Aviation
Administration

« OE/AAA

Case Submission Success

Project Kiml-352123365-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-26-NRA
2018-ASO-27-NRA
2018-ASO-28-NRA
2018-ASO-29-NRA
2018-ASO-30-NRA
2018-ASO-31-NRA
2018-ASO-32-NRA
2018-ASO-33-NRA
2018-ASO-34-NRA
2018-ASO-35-NRA
2018-ASO-36-NRA
2018-ASO-37-NRA
2018-ASO-38-NRA
2018-ASO-39-NRA
2018-ASO-40-NRA
2018-ASO-41-NRA
2018-ASO-42-NRA
2018-ASO-43-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.



Federal Aviation
Administration

« OE/AAA

Case Submission Success

Project Kiml-352126902-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-44-NRA

2018-ASO-45-NRA

2018-ASO-46-NRA

2018-ASO-47-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

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Federal Aviation
Administration

« OE/AAA

Case Submission Success

Project Kiml-352128015-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-48-NRA
2018-ASO-49-NRA
2018-ASO-50-NRA
2018-ASO-51-NRA
2018-ASO-52-NRA
2018-ASO-53-NRA
2018-ASO-54-NRA
2018-ASO-55-NRA
2018-ASO-56-NRA
2018-ASO-57-NRA
2018-ASO-58-NRA
2018-ASO-59-NRA
2018-ASO-60-NRA
2018-ASO-61-NRA
2018-ASO-62-NRA
2018-ASO-63-NRA
2018-ASO-64-NRA
2018-ASO-65-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

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Federal Aviation
Administration

« OE/AAA

Case Submission Success

Project Kiml-352131107-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-66-NRA
2018-ASO-67-NRA
2018-ASO-68-NRA
2018-ASO-69-NRA
2018-ASO-70-NRA
2018-ASO-71-NRA
2018-ASO-72-NRA
2018-ASO-73-NRA
2018-ASO-74-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.

OKEECHOBEE COUNTY AIRPORT



Federal Aviation Administration

January 31, 2018

TO:
Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists five cases (2018-ASO-21-NRA to 2018-ASO-25-NRA) all located at OKEECHOBEE, FL.

Description: Installation of temporary posts and trail cameras to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary trail cameras will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Airport sponsor is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.

A NOTAM is issued during the construction project alerting aircraft of possible hazards while operating on the airport. Airport manager issues all necessary NOTAMS.

All RSA, ROFA, TSA and TOFA are clear of all personnel and equipment and no penetrations of the areas during construction. Insure no persons or equipment are any closer than 200 feet of runway centerline while the runway is operational.

Comply with FAA AC 70/7460-1K, Obstruction Marking and Lighting.

AC 150/5210-5D, Painting, Marking and Lighting of vehicles used on an Airport must be met.

Okeechobee, FL Okeechobee County (OBE)--- OBE Departure R23 ICA 40:1 surface penetrations NEH: 34' MSL.--- This obstruction can be considered a Low Close In obstruction IAW 8260.46F Chapter 2 Paragraph 2-1-1-b and Table 2-1-1 Situation 2.--- A Temp NOTAM will be required during the time that the Trail Cameras are in place. Follow these procedures to have a NOTAM issued.--- "FDC NOTAMS ARE REQUIRED. All requests for FDC NOTAM action must be made utilizing the users OE/AAA account. The Sponsor (or Sponsor's representative) is to log into their OE/AAA account and go to "Search Archives". The aeronautical study number (ASN) associated with the proposed obstruction is to be entered (see FAA determination letter for ASN). If the Sponsor (or Sponsor's representative) is having difficulty using the tool, please contact the OE/AAA support desk at 202-580-7500 or refer to the online instructions. Request must be initiated a minimum of 5 business days prior to conducting operations/construction to allow for processing and issuance of NOTAMS. The Sponsor (or Sponsor's representative) is responsible to verify NOTAMS are active prior to beginning operations."

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

When your Airport Layout Plan is updated, please include this new development. In the meantime, we will show this feature on your current ALP approved on file.

This determination expires on July 31, 2019 unless:
(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Miguel Martinez (407) 487-7235 miguel.martinez@faa.gov.

Miguel Martinez
Specialist
Land-Use Manager, FDOT/Central Office



Federal Aviation Administration

January 31, 2018

TO:
Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists 15 cases (2018-ASO-1-NRA to 2018-ASO-15-NRA) all located at OKEECHOBEE, FL, with consistent latitude and longitude coordinates and altitudes.

Description: Temporary placement of acoustic airplane counters to count airport operations. Refer to the attachments for a detailed description of equipment and equipment placement. Based on the date of approval, the temporary acoustic airplane counters will be at the specified locations for approximately one week within the January to June timeframe.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Airport sponsor is coordinated with, invited to all meetings and any/all concerns are addressed / resolved.

A NOTAM is issued during the construction project alerting aircraft of possible hazards while operating on the airport. Airport manager issues all necessary NOTAMS.

All RSA, ROFA, TSA and TOFA are clear of all personnel and equipment and no penetrations of the areas during construction. Insure no persons or equipment are any closer than 200 feet of runway centerline while the runway is operational.

AC 150/5210-5D, Painting, Marking and Lighting of vehicles used on an Airport must be met.

While work in placing recorders are being done a NOTAM should be issued for workers being on the field.

You comply with Chapters 3, 4, 5, 8, 10, 12 of Advisory Circular 70/7460-1L, Obstruction Marking and Lighting.

This determination is based, in part, on the foregoing description, which includes specific coordinates, heights, frequencies and power. Any change in coordinates, heights, frequencies or use of greater power will void this determination. Any future construction or alteration, including increases in heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and natural objects within the affected area would have on the airport proposal.

This determination does not include any environmental analysis or environmental approval for this proposal. All local and state requirements and/or permits must be obtained prior to construction of this proposal. It does not include approval of any lease, does not release any surplus or grant agreement acquired airport property, nor does it relieve the airport owner or the proponent of compliance with FAR, Part 155, or any other law, ordinance, or regulation of federal, state, or local government body or organization.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

When your Airport Layout Plan is updated, please include this new development. In the meantime, we will show this feature on your current ALP approved on file.

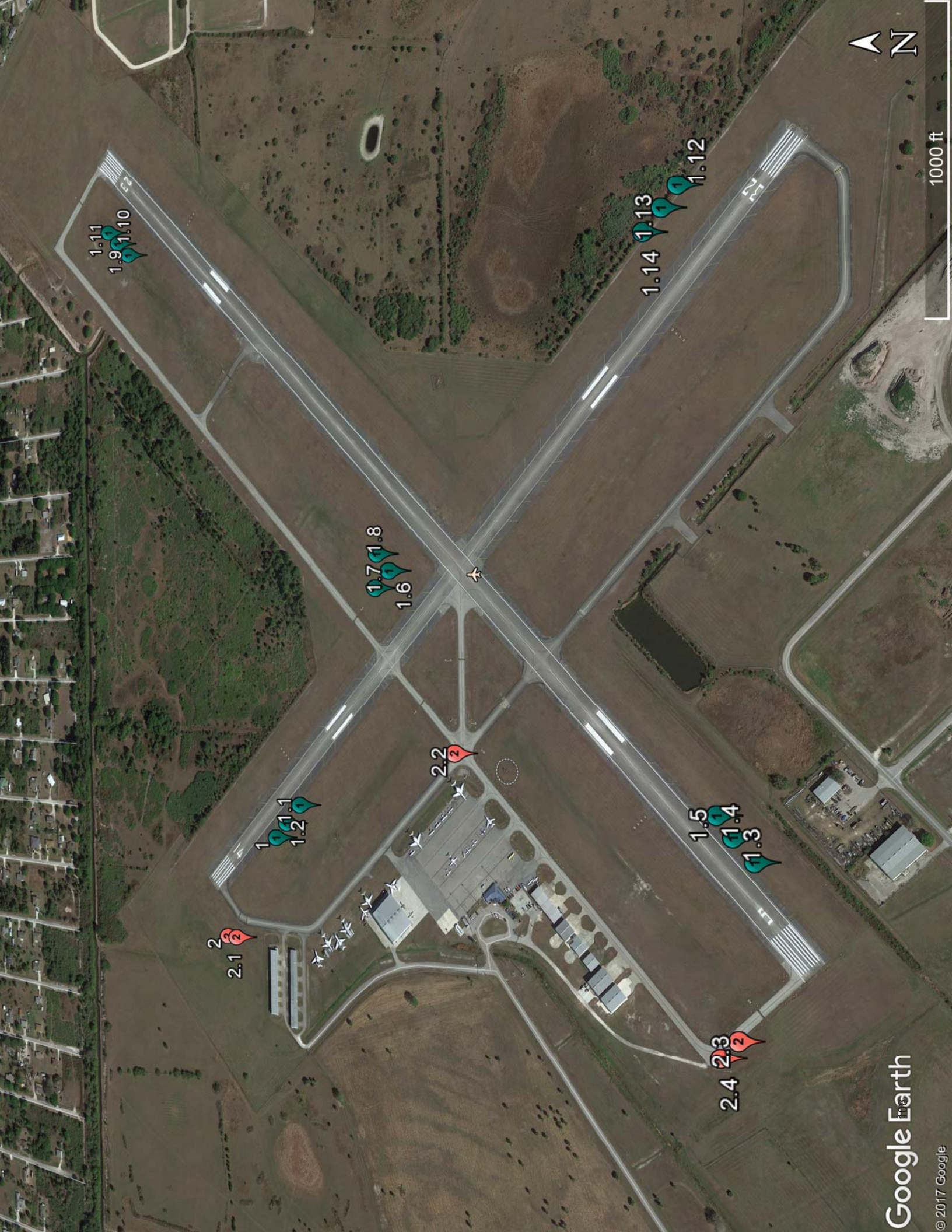
This determination expires on July 31, 2019 unless:
(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Miguel Martinez (407) 487-7235 miguel.martinez@faa.gov.

Miguel Martinez
Specialist
Land-Use Manager, FDOT/Central Office



1000 ft

1.11
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2.1
2

1.2
1.1

2.4
2.3
2

Airport Information

Latitude: 27-15-59.7 N

Longitude: 80-51-01.4 W

Horizontal Datum: NAD83

Site Elevation (SE): 33 (nearest foot)

Structure Height (AGL): 3 (nearest foot)

Acoustic Airplane Counter Placement

Latitude and Longitude:

1.0 27°16'6.56"N, 80°51'16.37"W

1.1 27°16'5.94"N, 80°51'15.62"W

1.2 27°16'5.17"N, 80°51'14.69"W

1.3 27°15'44.82"N, 80°51'15.28"W

1.4 27°15'45.58"N, 80°51'14.43"W

1.5 27°15'46.16"N, 80°51'13.63"W

1.6 27°16'0.88"N, 80°51'4.40"W

1.7 27°16'0.14"N, 80°51'3.64"W

1.8 27°16'0.77"N, 80°51'2.84"W

1.9 27°16'15.62"N, 80°50'46.08"W

1.10 27°16'16.37"N, 80°50'45.32"W

1.11 27°16'17.01"N, 80°50'44.59"W

1.12 27°15'47.20"N, 80°50'49.16"W

1.13 27°15'47.83"N, 80°50'49.91"W

1.14 27°15'48.55"N, 80°50'50.71"W

Description:

Temporary placement of acoustic airplane counters to count airport operations. The counters will be placed approximately 100 ft. from the runway pavement edge (approximately 200 ft. from the runway centerline) on either side of runways 14-32 and 5-23. Five areas are proposed: 1-1.2, 1.3-1.5, 1.6-1.8, 1.9-1.11, and 1.12-1.14. The latitude and longitude for these locations are in numerical order and are shown on the attached map. Based on the date of approval, the temporary acoustic airplane counters will be placed at the specified locations for approximately one week within the January to June timeframe. The acoustic airplane counters are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Trail Camera Placement

Latitude and Longitude:

2 27°16'9.59"N, 80°51'21.59"W

2.1 27°16'9.05"N, 80°51'21.58"W

2.2 27°15'57.02"N, 80°51'11.81"W

2.3 27°15'45.49"N, 80°51'22.12"W

2.4 27°15'46.15"N, 80°51'22.92"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras will be positioned approximately 50 ft. from edge of pavement and 75 ft. from taxiway centerline at three separate areas (noted as 2-2.1, 2.2, and 2.3-2.4 on the attached map). Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the January to June timeframe. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Aircraft Operations Counting:

Equipment Descriptions

This study will be conducted by referencing the methodologies present within *ACRP Report 129: Evaluating Methods for Counting Aircraft Operations at Non-Towered Airports*.

Trail Camera Counter



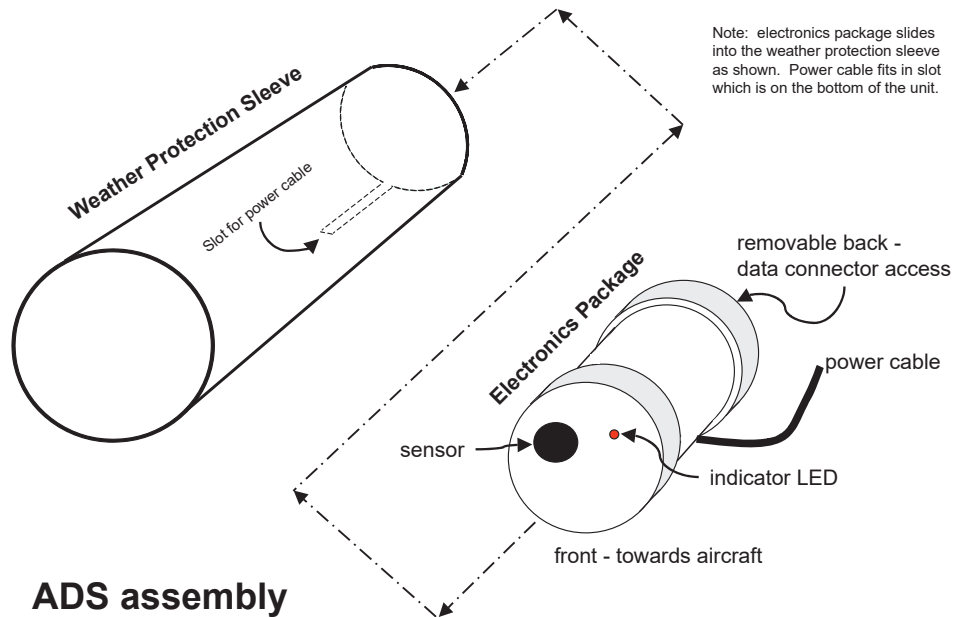
Physical Description:

Post will be installed with approximately 1' into the ground with a maximum height of 3 ft. above ground level. Final product will be similar to the photograph on the right.

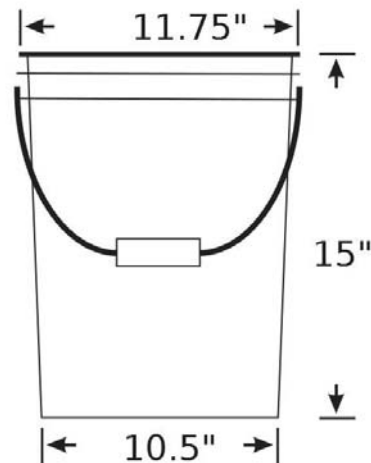
Camera Dimensions: 5.5" H x 4.5" W x 3" D

Post Dimensions: 4' H x 3" W

Automated Acoustic Counter



ADS assembly



Physical description:

This assembly will be stored within a five-gallon bucket while onsite at the Airports. Approximate bucket dimensions can be seen in the schematic above. Final product will be similar to the photograph on the right.

ADS 4000 housing: Cylinder – 4.25" Diameter, 12.75" Length

Solar Panel, 5-watt: 8.3" W x 11" L x 0.8" H or similar

Battery, 12-volt sealed lead-acid: 2.8" H x 6.9" W x 7.8" L or similar



Federal Aviation
Administration

« OE/AAA

Case Submission Success

Project Kiml-352122159-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-1-NRA
2018-ASO-2-NRA
2018-ASO-3-NRA
2018-ASO-4-NRA
2018-ASO-5-NRA
2018-ASO-6-NRA
2018-ASO-7-NRA
2018-ASO-8-NRA
2018-ASO-9-NRA
2018-ASO-10-NRA
2018-ASO-11-NRA
2018-ASO-12-NRA
2018-ASO-13-NRA
2018-ASO-14-NRA
2018-ASO-15-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

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Federal Aviation
Administration

« OE/AAA

Case Submission Success

Project Kiml-352122855-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-21-NRA
2018-ASO-22-NRA
2018-ASO-23-NRA
2018-ASO-24-NRA
2018-ASO-25-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.

PERRY-FOLEY AIRPORT



Federal Aviation Administration

June 01, 2018

TO: Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

CC: TAYLOR COUNTY
201 EAST GREEN STREET
PERRY, FL 32347
melody.cox@taylorcountygov.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). Rows include cases 2018-ASO-2073-NRA through 2018-ASO-2077-NRA.

Description: Installation of temporary posts and trail cameras to count airport operations. Cameras will be positioned 65.5 ft. from taxiway centerline at three separate areas (noted as trail camera 1, trail camera 2, and trail camera 3 on the attached map).

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

It is noted in the project description that the equipment will be located outside the RSA.

- Mark and light in accordance with FAA AC70/7460-1L, chapters 4, 5 and 12. red lights solar ok
-Adhere to AC 150/5300-13A (Airport Design). The standards in this AC demonstrate compliance with obligations associated with the airport design and development. As proposed the objects are neither fixed-by-function nor designed with frangible connections.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on 01/30/2018 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

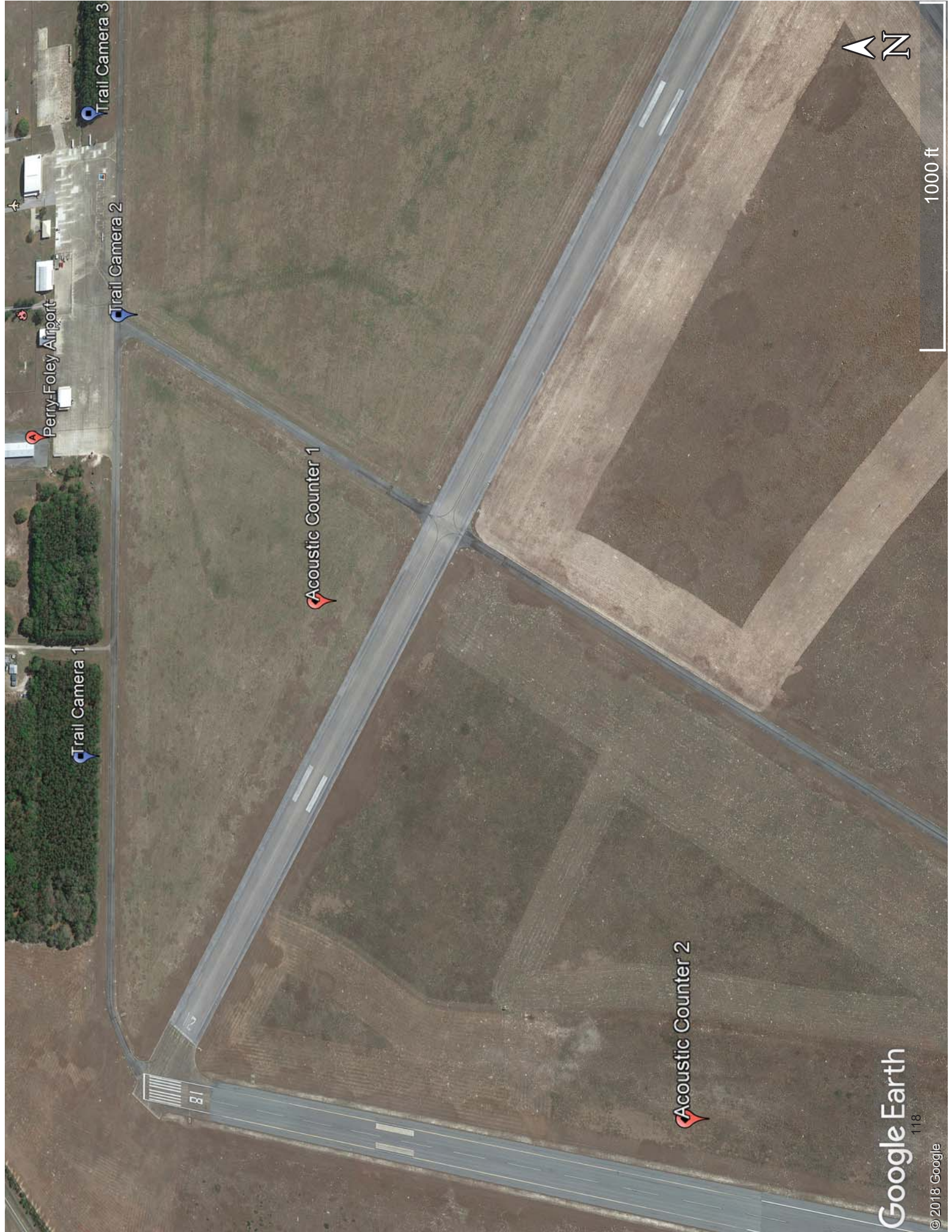
NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Chastity N. Clark (407) 487-7226 chastity.clark@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2018-ASO-2073-NRA.

Chastity N. Clark

ADO

Signature Control No: 364711868-366737914



1000 ft

Acoustic Counter 1

Acoustic Counter 2

Trail Camera 1

Trail Camera 2

Trail Camera 3

Perry-Foley Airport

B1
2

Airport Information

Latitude: 30-04-09.4000N

Longitude: 083-34-50.1000W

Horizontal Datum: NAD83

Site Elevation (SE): 44 (nearest foot)

Structure Height (AGL): 2 (nearest foot)

Acoustic Airplane Counter Placement

Latitude and Longitude:

Acoustic Counter 1: 30° 4'25.88"N, 83°34'45.01"W

Acoustic Counter 2: 30° 4'12.62"N, 83°35'3.25"W

Description:

Temporary placement of acoustic airplane counters to count airport operations. Acoustic counter 1 will be placed 250 ft. from the runway centerline, and acoustic counter 2 will be placed 260 ft. from the runway centerline. Locations are shown on the attached map. Based on the date of approval, the temporary acoustic airplane counters will be placed at the specified locations for approximately one week within the May to June timeframe. The acoustic counters will be placed outside of the runway safety area, runway object free area, and all primary surfaces. The acoustic airplane counters are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Trail Camera Placement

Latitude and Longitude:

Trail Camera 1: 30° 4'36.49"N, 83°34'51.79"W

Trail Camera 2: 30° 4'34.65"N, 83°34'32.56"W

Trail Camera 3: 30° 4'36.10"N, 83°34'23.56"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras will be positioned 65.5 ft. from taxiway centerline at three separate areas (noted as trail camera 1, trail camera 2, and trail camera 3 on the attached map). Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the May to June timeframe. The trail cameras will be placed outside of the taxiway safety area, taxiway object free area, and all primary surfaces. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Airport Information

Latitude: 30-04-09.4000N

Longitude: 083-34-50.1000W

Horizontal Datum: NAD83

Site Elevation (SE): 44 (nearest foot)

Structure Height (AGL): 2 (nearest foot)

Acoustic Airplane Counter Placement

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Trail Camera Placement

Latitude and Longitude:

Trail Camera 1: 30° 4'36.49"N, 83°34'51.79"W

Trail Camera 2: 30° 4'34.65"N, 83°34'32.56"W

Trail Camera 3: 30° 4'36.10"N, 83°34'23.56"W

Description:

Installation of temporary posts and trail cameras to count airport operations. Cameras will be positioned 65.5 ft. from taxiway centerline at three separate areas (noted as trail camera 1, trail camera 2, and trail camera 3 on the attached map). Based on the date of approval, the temporary trail cameras will be placed at the specified locations for approximately one week within the May to July timeframe. The trail cameras will be placed outside of the taxiway safety area, taxiway object free area, and all primary surfaces. The trail cameras are frangible in nature, and would cause negligible impact to aircraft. A description of the proposed device is attached.

Aircraft Operations Counting:

Equipment Descriptions

This study will be conducted by referencing the methodologies present within *ACRP Report 129: Evaluating Methods for Counting Aircraft Operations at Non-Towered Airports*.

Trail Camera Counter



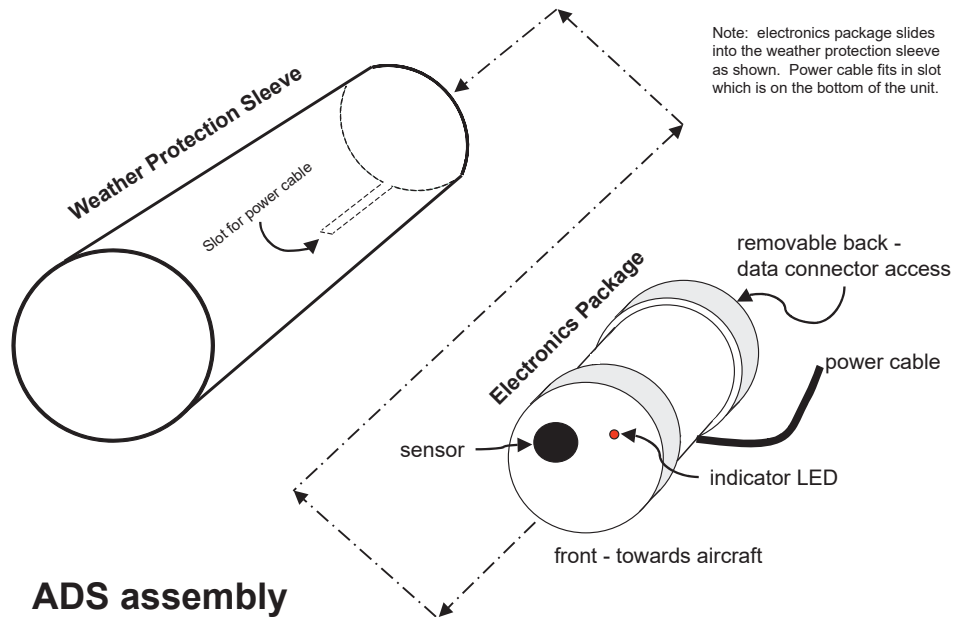
Physical Description:

Post will be installed with approximately 1' into the ground with a maximum height of 3 ft. above ground level. Final product will be similar to the photograph on the right.

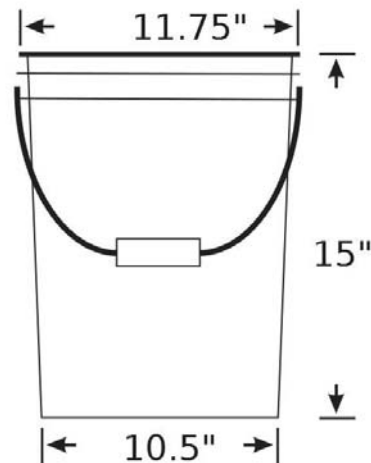
Camera Dimensions: 5.5" H x 4.5" W x 3" D

Post Dimensions: 4' H x 3" W

Automated Acoustic Counter



ADS assembly



Physical description:

This assembly will be stored within a five-gallon bucket while onsite at the Airports. Approximate bucket dimensions can be seen in the schematic above. Final product will be similar to the photograph on the right.

ADS 4000 housing: Cylinder – 4.25" Diameter, 12.75" Length

Solar Panel, 5-watt: 8.3" W x 11" L x 0.8" H or similar

Battery, 12-volt sealed lead-acid: 2.8" H x 6.9" W x 7.8" L or similar



Case Submission Success

Project Kiml-364711867-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-2073-NRA

2018-ASO-2074-NRA

2018-ASO-2075-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.



Case Submission Success

Project Kiml-364710076-18 has been submitted successfully to the FAA.

Your filing is assigned Aeronautical Study Number (ASN):

2018-ASO-2076-NRA

2018-ASO-2077-NRA

Please refer to the assigned ASN on all future inquiries regarding this filing.

Please return to the system at a later date for status updates.

To ensure e-mail notifications are delivered to your inbox please add noreply@faa.gov to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.

QUINCY MUNICIPAL AIRPORT



Federal Aviation Administration

November 17, 2017

TO: Kimley-Horn
Attn: Brian Powers
2615 Centennial Blvd
Tallahassee, FL 32308
brian.powers@kimley-horn.com

CC: QUINCY GADSDEN AIRPORT
AUTHORITY
PO BOX 1905
QUINCY, FL 32353
quincyairport@tds.net

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists 11 cases for Quincy, FL with various ASNs and coordinates.

Description: Temporary placement of an acoustic airplane counter for the purposes of counting airport operations. The counters will be placed approximately 170 ft. from the runway pavement edge (approximately 200 ft. from the runway centerline) on the southern side of the 14-32 runway. Three locations are proposed: 1, 1.1, 1.2 The latitude and longitude for these locations have been added in numerical order and are shown within the attached map. Proposed equipment will be outside of the runway safety area.

We do not object to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

Your proposal impacts the following National Airspace System (NAS) equipment:

1. At the filed height and location points, the temporary equipment has no physical effect on the airport-owned RW 14 PAPI. 2. However, the temporary equipment is located in the vicinity of the RW 14 PAPI lights. Coordinate with the airport operator to ensure that the temporary equipment will not interfere with the visibility or operations of the PAPI lights.

At the filed height and location points, the temporary equipment has no physical effect on the airport-owned RW 32 PAPI.

2. However, the temporary equipment is located in the vicinity of the RW 32 PAPI Protection Area. Coordinate with the airport operator to ensure that the temporary equipment will not interfere with the visibility of the RW 32 PAPI lights.
3. It is noted in the project description that the equipment will be located outside the RSA.
4. There are no published data available for the two airport-owned, 2J9 RW 14-32 PAPIs. Airport sponsor must complete the VGSI Data Form for the two PAPIs.
5. LARRY SIRMONS, 1300 AIRPORT DR, QUINCY, FL 32353, Phone 850-627-8415.

The Airport sponsor shall notify the FAA's Air Traffic Organization (ATO) Planning and Requirements (P&R) Service Area office a minimum of 45 days prior to the "physical construction start date" for this project. Submit FAA Form entitled [Airport Sponsor Strategic Event Submission Form](#) including all date, time and/or duration changes via email to 9-AJV-SEC-ESA@faa.gov.

You comply with Chapters 4, 5, 12 of Advisory Circular 70/7460-1L, Obstruction Marking and Lighting.

Mark and light in accordance with FAA AC70/7460-1L, chapters 4, 5 and 12. red lights solar ok

Adhere to AC 150/5300-13A (Airport Design). The standards in this AC demonstrate compliance with obligations associated with the airport design and development. As proposed the objects are neither fixed-by-function nor designed with frangible connections.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on July 17, 2018 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Chastity N. Clark (407) 812-6331
chastity.clark@faa.gov.

Chastity N. Clark
ADO



Acoustic Counter 1

Trail Camera 1

Trail Camera 2

Acoustic Counter 2



Aircraft Operations Counting:

Equipment Descriptions

This study will be conducted by referencing the methodologies present within *ACRP Report 129: Evaluating Methods for Counting Aircraft Operations at Non-Towered Airports*.

Trail Camera Counter



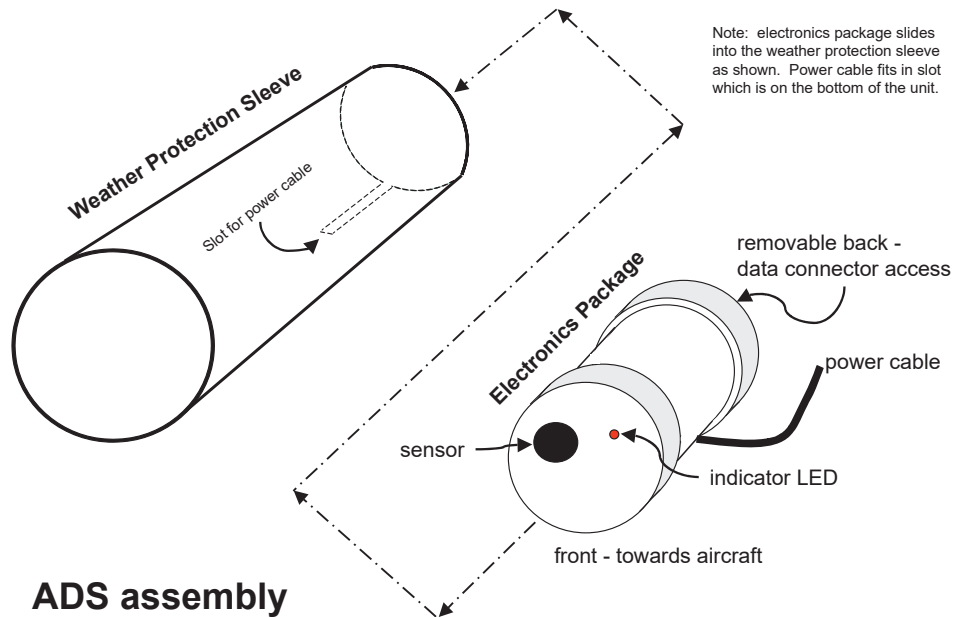
Physical Description:

Post will be installed with approximately 1' into the ground with a maximum height of 3 ft. above ground level. Final product will be similar to the photograph on the right.

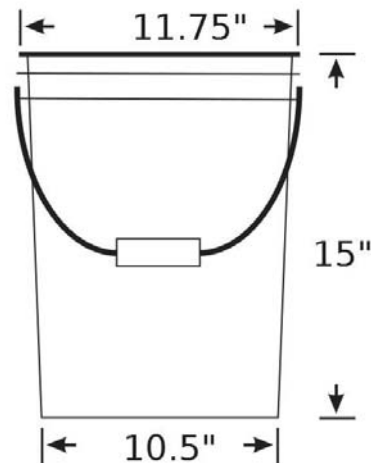
Camera Dimensions: 5.5" H x 4.5" W x 3" D

Post Dimensions: 4' H x 3" W

Automated Acoustic Counter



ADS assembly



Physical description:

This assembly will be stored within a five-gallon bucket while onsite at the Airports. Approximate bucket dimensions can be seen in the schematic above. Final product will be similar to the photograph on the right.

ADS 4000 housing: Cylinder – 4.25" Diameter, 12.75" Length

Solar Panel, 5-watt: 8.3" W x 11" L x 0.8" H or similar

Battery, 12-volt sealed lead-acid: 2.8" H x 6.9" W x 7.8" L or similar

APPENDIX C: OPERATION COUNTING TECHNOLOGIES SET UP MANUAL

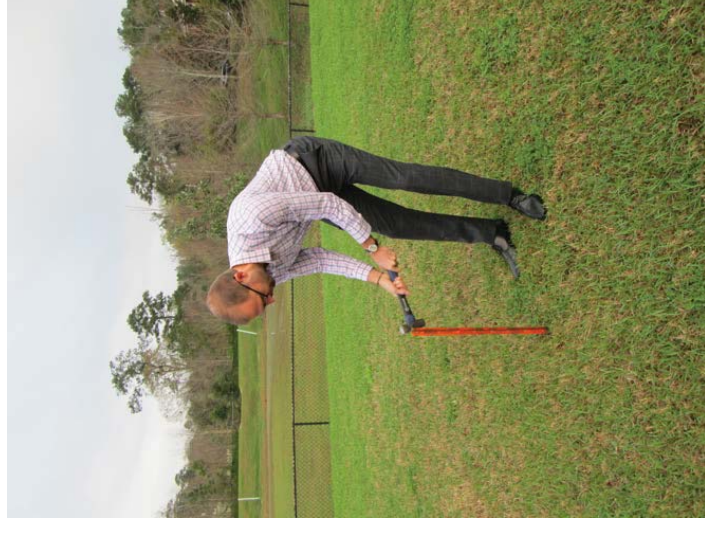
Operations Technology Set-Up Manual

KIMLEY-HORN

Trail Cam Set-Up

Step 1:

- You will need a hammer and a stake
- Make sure that the stake has the flat/open side of the base facing the taxi way
- Use the hammer to pound the stake until the base is all the way into the ground



Trail Cam Set-Up

Step 2:

- You will need 1 zip tie and the trail cam
- Enter the zip tie through the hole in the trail cam
- The trail cam will need to be facing the taxi way. Zip tie the trail cam onto the second top hook of the stake, about 1/4th of the way down from the top. You can raise the trail cam higher if needed.



Trail Cam Set-Up

Step 3:

- o You will need 4 zip ties, the sign, and the orange flags
- o Enter the zip ties through the holes in the sign and through the holes on the stake to strap the sign on
- o Place orange flags in ground six inches apart around set-up



Trail Cam Set-Up

Final Set-Up



Using the Trail Camera

ARM (ACTIVATE) THE CAMERA

- Turn camera on
- Allow “reading card”, then “arm camera” will appear
- Hit OK
- Close camera within 10 seconds

CHECK CELLULAR SERVICE

- Turn camera on
- Allow “reading card”
- Scroll to “check cellular”, hit OK
- Anything greater than -101 dBm is acceptable

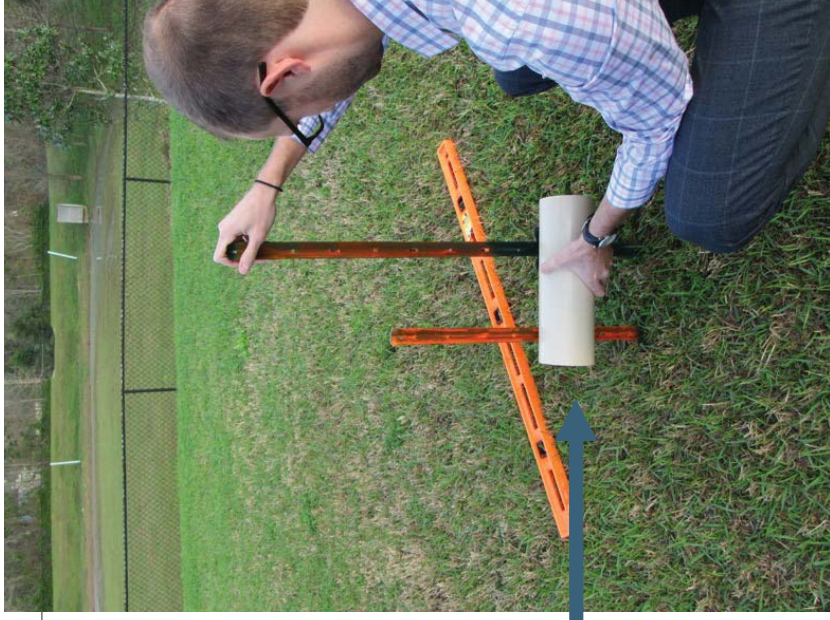
DEACTIVATE THE CAMERA

- Turn off camera

Acoustical Airplane Counter

Step 1:

- You will need 2 stakes and a hammer
- Make sure that the stakes are facing the same way - perpendicular to the runway. The stakes will also need to be approximately 6 inches apart



Acoustical Airplane Counter

Step 1 Continued:

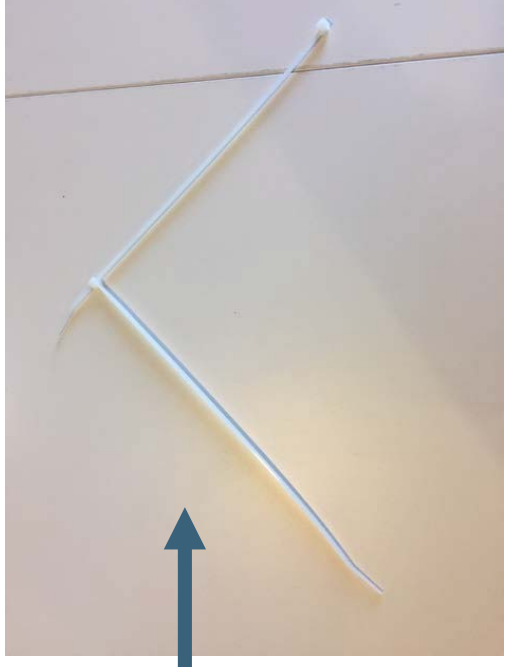
- o Use the hammer to pound the stakes until the base is all the way into the ground for both



Acoustical Airplane Counter

Step 2:

- You will need 4 zip ties and the PVC pipe that houses the acoustic counter
- Tie 2 zip ties together
- Put double zip tie around one end of the pipe
- Tie the other 2 zip ties together to put around the other end of the pipe



Acoustical Airplane Counter

Step 2 Continued:

- Next, you will want to keep the pipe as close to the ground and at the same level as the runway as possible while you secure the pipe onto the stakes
- Enter the bottom of zip tie through a hole on the bottom of the stake, then enter the top of zip tie through a higher hole on the stake. Tie to secure pipe onto stake.
- Repeat to secure the other end of the pipe to the second stake



Acoustical Airplane Counter

Step 3:

- Place the level on top of the pipe to make sure that it is level



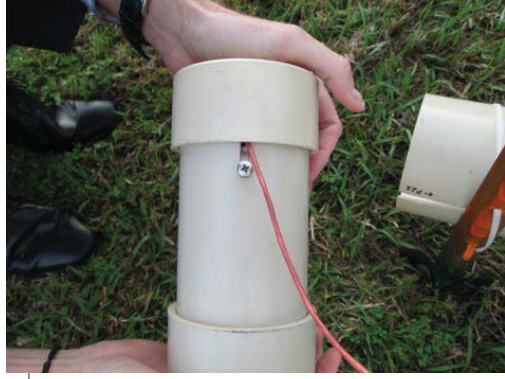
Acoustical Airplane Counter

Step 4:

- You will need the bucket that contains the battery
- Take the acoustic counter out of the housing pipe
- Take the cap off the acoustic counter
- Plug the acoustic counter into the battery that is inside of the bucket; tap over opening (next slide)

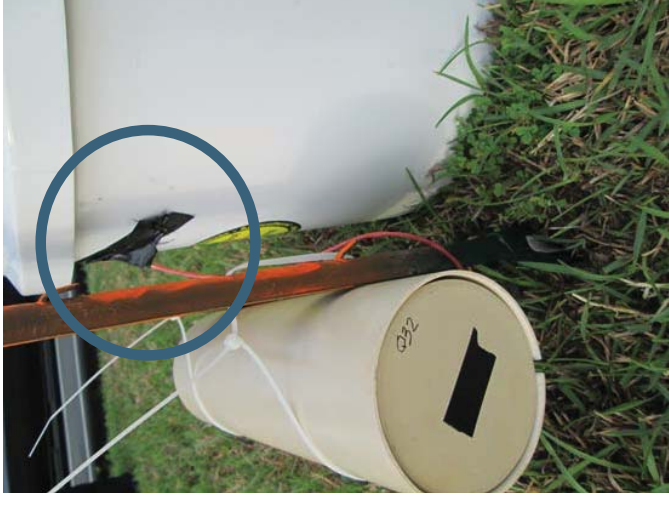
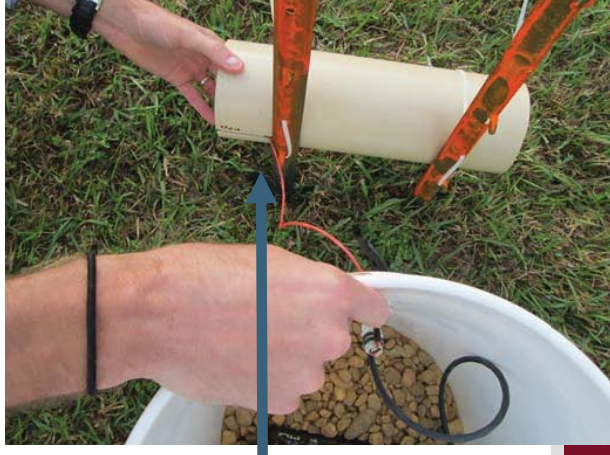


Acoustical Airplane Counter



Step 4 Continued:

- Put the cap back onto the acoustic counter and place the acoustic counter back into the housing pipe
- You will want to place it so that the wire is on the bottom. Keep the bucket that houses the battery close to the back of the stakes



Acoustical Airplane Counter

Step 5:

- Test the acoustic counter by whistling into the pipe
- The acoustic counter should blink when it is on but should be solid red when detecting sound



Acoustical Airplane Counter

Step 6:

- You will need the light and solar panel
- Set up the light so that it is shining onto the housing pipe and secure it into the ground
- Face the solar panel outwards towards the sun
- Note: the light and the solar panel do not connect in any way to the acoustic counter or the battery



Acoustical Airplane Counter

Step 7:

- You will need orange flags
- Place flags in ground around the set-up, six inches apart
- Do not place flags in front of the acoustic catcher



Acoustic Airplane Counter

Step 8:

- You will need 4 zip ties and the sign
- Enter the zip ties through the holes in the sign and through the holes on the stake to strap the sign on



Acoustical Airplane Counter

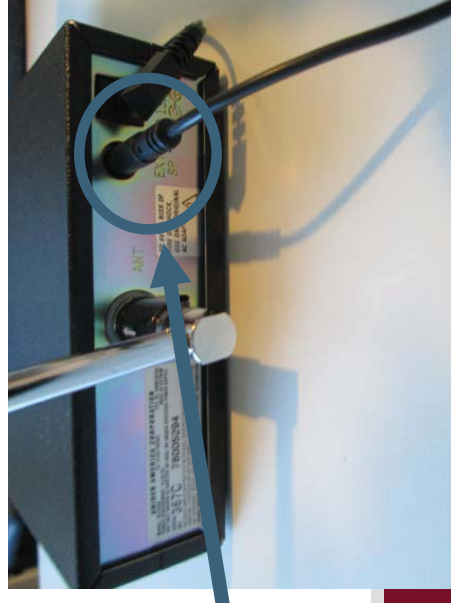
Final Set Up



Radio Transmission (G.A.R.D.)

Step 1:

- o Open computer and plug its power cord into a power source
- o Plug police scanner into a power source and put antenna on
- o Plug G.A.R.D. box into computer and into police scanner. It is labeled on G.A.R.D. box which cords go where
- o Place G.A.R.D. box away from other electronics that create white noise
- o Place police scanner near window (especially if in a metal building) and fully extend the antenna



Radio Transmission

Step 2:

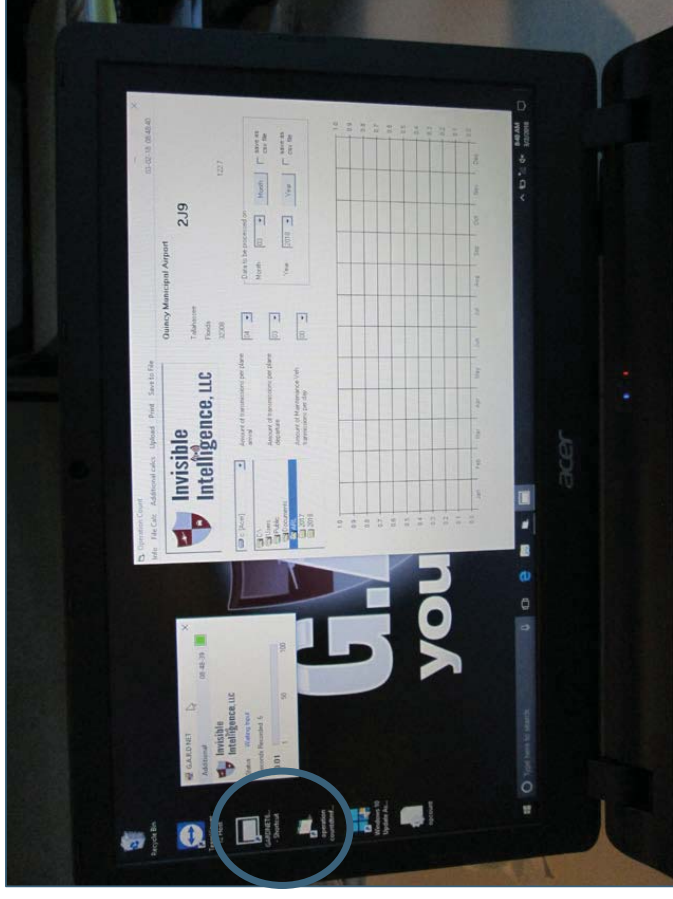
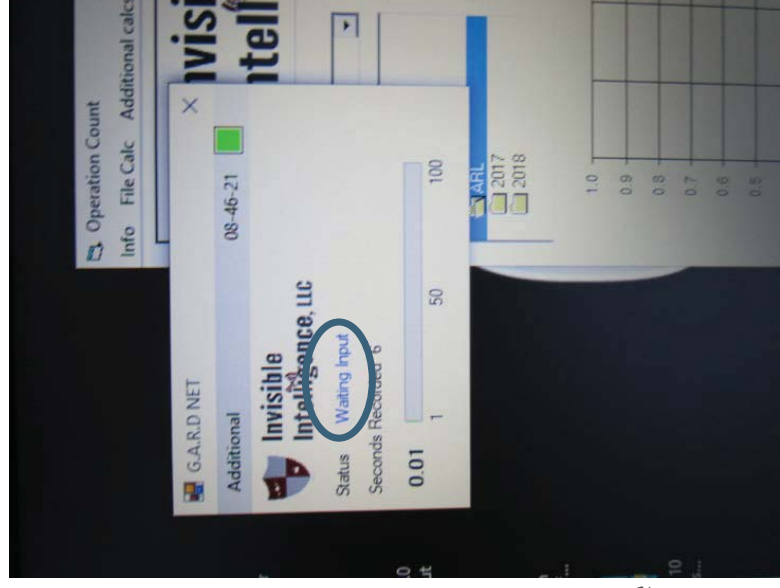
- Turn on computer and police scanner
- Turn squelch (SQ) up to 10:00 o'clock position
- Turn police scanner volume on medium and turn volume up on computer
- Turn down SQ slightly until white noise stops coming from it



Radio Transmission

Step 3:

- o G.A.R.D box on computer screen should have status as "Waiting Input"
- o Turn volume off on computer after completely set up
- o Note where two programs are at on computer screen in case you need to open them back up for any reason



Radio Transmission

Final Set Up



APPENDIX D: VISUAL COUNT DATA LOG

ARCADIA MUNICIPAL AIRPORT

Florida Department of Transportation
 Operations Project
 Arcadia Municipal Airport
 July 19, 2018 to July 22, 2018
 Day 1

Arcadia Tracking											
Runway 07/19											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
8:00 AM	8:59 AM	8	0	0	0	0	0			Partly Cloudy	8
9:00 AM	9:59 AM	4	0	0	0	0	0			Mostly Cloudy	4
10:00 AM	10:59 AM	4	0	0	0	0	0			Mostly Cloudy	4
11:00 AM	11:59 AM	2	0	0	0	0	0			Mostly Cloudy	2
12:00 PM	12:59 PM	2	0	0	0	0	0			Partly Cloudy	2
Totals:		20	0	0	0	0	0				20
											Check: 0

Arcadia Tracking											
Grass Runway											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
Totals:		0	0	0	0	0	0				0
											Check: 0

Florida Department of Transportation
 Operations Project
 Arcadia Municipal Airport
 July 19, 2018 to July 22, 2018
 Day 2

Arcadia Tracking											
Runway 07/20											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
9:00 AM	9:59 AM	1	0	0	0	0	0			Sunny	1
10:00 AM	10:59 AM	10	0	0	0	0	0			Partly Cloudy	10
11:00 AM	11:59 AM	1	0	0	0	0	0			Partly Cloudy	1
Totals:		12	0	0	0	0	0				12
											Check: 0

Arcadia Tracking											
Grass Runway											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
Totals:		0	0	0	0	0	0				0
											Check: 0

Florida Department of Transportation
 Operations Project
 Arcadia Municipal Airport
 July 19, 2018 to July 22, 2018
 Day 3

Arcadia Tracking											
Runway 07/21											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
9:00 AM	9:59 AM	6	0	0	0	0	0			Partly Cloudy	6
10:00 AM	10:59 AM	5	0	0	0	1	0			Cloudy	6
Totals:		11	0	0	0	1	0				12
											Check: 0

Arcadia Tracking											
Grass Runway											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
Totals:		0	0	0	0	0	0				0
											Check: 0

Florida Department of Transportation
 Operations Project
 Arcadia Municipal Airport
 July 19, 2018 to July 22, 2018
 Day 4

Arcadia Tracking												
Runway 07/22												
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	2	0	0	0	0	0			Partly Cloudy	2	
9:00 AM	9:59 AM	2	0	0	0	0	0			Partly Cloudy	2	
10:00 AM	10:59 AM	1	0	0	0	0	0			Partly Cloudy	1	
11:00 AM	11:59 AM	1	0	0	0	0	0			Partly Cloudy	1	
Totals:		6	0	0	0	0	0				6	
											Check:	0

Arcadia Tracking												
Grass Runway												
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
Totals:		0	0	0	0	0	0				0	
											Check:	0

Florida Department of Transportation
 Operations Project
 Arcadia Municipal Airport
 July 19, 2018 to July 22, 2018
 Total

Arcadia Tracking												
Runway 07/22												
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	10	0	0	0	0	0			Partly Cloudy	10	
9:00 AM	9:59 AM	13	0	0	0	0	0			Partly Cloudy	13	
10:00 AM	10:59 AM	20	0	0	0	1	0			Partly Cloudy	21	
11:00 AM	11:59 AM	4	0	0	0	0	0			Partly Cloudy	4	
12:00 PM	12:59 PM	2	0	0	0	0	0			Partly Cloudy	2	
2:00 PM	2:59 PM	0	0	0	2	0	0			Partly Cloudy	2	
Totals:		49	0	0	2	1	0				52	
											Check:	0

Arcadia Tracking												
Grass Runway												
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
Totals:		0	0	0	0	0	0				0	
											Check:	0

CARRABELLE-THOMPSON AIRPORT

Florida Department of Transportation
 Operations Project
 Carrabelle-Thompson Airport
 January 25, 2018 to January 28, 2018
 Day 1

Carrabelle Tracking

Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
11:00 AM	11:59 AM	1	0	0	0	0	0			Clear Skies, Windy	1	
12:00 PM	12:59 PM	2	0	0	0	0	0			Clear Skies, Windy	2	
1:00 PM	1:59 PM	1	0	0	0	0	0			Clear Skies, Windy	1	
4:00 PM	4:59 PM	1	0	0	0	0	0			Clear Skies, Windy	1	
Totals:		5	0	0	0	0	0				5	
											Check:	5

Florida Department of Transportation
 Operations Project
 Carrabelle-Thompson Airport
 January 25, 2018 to January 28, 2018
 Day 2

Carrabelle Tracking

Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	0	0	0	1	0	0			Clear Skies, Windy	1	
10:00 AM	10:59 AM	0	0	0	3	0	0			Clear Skies, Windy	3	
11:00 AM	11:59 AM	0	0	0	2	0	0			Clear Skies, Windy	2	
1:00 PM	1:59 PM	0	0	0	4	0	0			Clear Skies, Windy	4	
2:00 PM	2:59 PM	0	0	0	2	0	0			Clear Skies, Windy	2	
Totals:		0	0	0	12	0	0				12	
											Check:	0

Florida Department of Transportation
 Operations Project
 Carrabelle-Thompson Airport
 January 25, 2018 to January 28, 2018
 Day 3

Carrabelle Tracking

Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
Totals:		0	0	0	0	0	0				0	
											Check:	0

Florida Department of Transportation
 Operations Project
 Carrabelle-Thompson Airport
 January 25, 2018 to January 28, 2018
 Total

Carrabelle Tracking

Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	0	0	0	1	0	0			Overcast, Windy	1	
10:00 AM	10:59 AM	0	0	0	3	0	0			Overcast, Windy	3	
11:00 AM	11:59 AM	1	0	0	2	0	0			Overcast, Windy	3	
12:00 PM	12:59 PM	2	0	0	0	0	0			Overcast, Windy	2	
1:00 PM	1:59 PM	1	0	0	4	0	0			Overcast, Windy	5	
2:00 PM	2:59 PM	0	0	0	2	0	0			Overcast, Windy	2	
4:00 PM	4:59 PM	1	0	0	0	0	0			Overcast, Windy	1	
Totals:		5	0	0	12	0	0				17	
											Check:	0

FLAGLER EXECUTIVE AIRPORT

Florida Department of Transportation
 Operations Project
 Flagler Executive Airport
 June 14, 2018 to June 17, 2018
 Day 1

Flagler Tracking		11/29									
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
8:00 AM	8:59 AM	14	1	0	0	0	0				15
9:00 AM	9:59 AM	49	6	1	0	0	0				56
10:00 AM	10:59 AM	57	0	2	0	0	0				59
11:00 AM	11:59 AM	25	2	1	0	0	0				28
12:00 PM	12:59 PM	54	5	0	0	0	0				59
5:30 PM	6:29 PM	0	0	0	1	0	0			Low vis., T-storms	1
Totals:		199	14	4	1	0	0				218
											Check: 0

Flagler Tracking		11/29									
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
9:00 AM	9:59 AM	1	0	0	0	0	0				1
10:00 AM	10:59 AM	1	0	0	0	0	0				1
11:00 AM	11:59 AM	2	0	0	0	0	0				2
12:00 PM	12:59 PM	2	0	0	0	0	0				2
4:30 PM	5:29 PM	2	0	0	0	0	0			Low vis., T-storms	2
Totals:		8	0	0	0	0	0				8
											Check: 8

Florida Department of Transportation
 Operations Project
 Flagler Executive Airport
 June 14, 2018 to June 17, 2018
 Day 2

Flagler Tracking		11/29									
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
Totals:		0	0	0	0	0	0				0
											Check: 0

Flagler Tracking		06/24									
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
Totals:		0	0	0	0	0	0				0
											Check: 0

Florida Department of Transportation
 Operations Project
 Flagler Executive Airport
 June 14, 2018 to June 17, 2018
 Day 3

Flagler Tracking		11/29									
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
Totals:		0	0	0	0	0	0				0
											Check: 0

Flagler Tracking		06/24									
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
Totals:		0	0	0	0	0	0				0
											Check: 0

Florida Department of Transportation
 Operations Project
 Flagler Executive Airport
 June 14, 2018 to June 17, 2018
 Day 4

Flagler Tracking								11/29			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
Totals:		0	0	0	0	0	0				0
											0
											Check: 0

Flagler Tracking								06/24			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
Totals:		0	0	0	0	0	0				0
											0
											Check: 0

Florida Department of Transportation
 Operations Project
 Flagler Executive Airport
 June 14, 2018 to June 17, 2018
 Total

Flagler Tracking								06/24			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
8:00 AM	8:59 AM	23	10	1	0	0	0				34
9:00 AM	9:59 AM	56	9	0	0	0	0				65
10:00 AM	10:59 AM	46	9	0	1	0	0				56
11:00 AM	11:59 AM	38	3	0	3	0	0				44
12:00 PM	12:59 PM	55	2	0	2	0	0				59
4:30 PM	5:29 PM	6	0	1	1	0	0				8
5:30 PM	6:29 PM	1	0	0	0	0	0			Low vis., T-Storms	1
6:30 PM	7:29 PM	1	0	0	16	0	0			Low vis., T-Storms	17
7:30 PM	8:29 PM	0	0	0	0	0	0			Low vis., T-Storms	0
Totals:		226	33	2	23	0	0				284
											284
											Check: 0

Flagler Tracking								11/29			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
9:00 AM	9:59 AM	4	0	0	0	0	0				4
10:00 AM	10:59 AM	1	0	0	0	0	0				1
11:00 AM	11:59 AM	2	1	0	0	0	0				3
12:00 PM	12:59 PM	3	0	0	0	0	0				3
4:30 PM	5:29 PM	14	0	0	0	0	0				14
6:30 PM	7:29 PM	2	0	0	0	0	0			Low vis., T-Storms	2
7:30 PM	8:29 PM	1	0	0	0	0	0			Low vis., T-Storms	1
8:30 PM	9:29 PM	20	0	0	0	0	0				20
Totals:		47	1	0	0	0	0				48
											48
											Check: 0

LAKE WALES MUNICIPAL AIRPORT

Florida Department of Transportation
 Operations Project
 Lake Wales Municipal Airport
 May 10, 2018 to May 13, 2018
 Day 1

Lake Wales Tracking		Runway 17/35										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Power Paraglidge Count	Other Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	2	0	0	2	4	0			Clear	8	
9:00 AM	9:59 AM	1	0	0	4	0	2	Helo w/ wheels		Clear	7	
10:00 AM	10:59 AM	10	0	0	0	0	1	Helo w/ wheels		Clear	11	
11:00 AM	11:59 AM	10	0	0	0	0	0			Clear	10	
12:00 PM	12:59 PM	0	0	0	2	0	0			Clear	2	
1:00 PM	1:59 PM	2	0	0	0	0	0			Clear	2	
3:00 PM	3:59 PM	2	0	0	0	0	0			Clear	2	
4:00 PM	4:59 PM	3	0	0	0	0	0			Clear	3	
5:00 PM	5:59 PM	2	0	0	0	0	0			Clear	2	
Totals:		32	0	0	8	4	3				47	
											Check:	0

Lake Wales Airport radio picks up transmissions from nearby airports.
 Aircrafts radio in about 2-5 times per operation.
 Airport radio receives about 24 transmissions (regarding Lake Wales Airport) per day.

Florida Department of Transportation
 Operations Project
 Lake Wales Municipal Airport
 May 10, 2018 to May 13, 2018
 Day 2

Lake Wales Tracking		Runway 17/35										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Power Paraglidge Count	Other Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	5	0	0	0	8	0			Clear	13	
9:00 AM	9:59 AM	8	0	0	0	2	0			Clear	10	
10:00 AM	10:59 AM	3	0	0	0	0	0			Clear	3	
11:00 AM	11:59 AM	2	0	0	0	0	0			Clear	2	
1:00 PM	1:59 PM	5	0	0	0	0	0			Clear	5	
2:00 PM	2:59 PM	1	0	0	0	0	0			Clear	1	
3:00 PM	3:59 PM	1	0	0	0	0	0			Clear	1	
4:00 PM	4:59 PM	1	0	0	0	0	0			Partly Cloudy	1	
5:00 PM	5:59 PM	0	0	2	0	0	1	Microlight		Clear	3	
Totals:		26	0	2	0	10	1				39	
											Check:	0

Florida Department of Transportation
 Operations Project
 Lake Wales Municipal Airport
 May 10, 2018 to May 13, 2018
 Day 3

Lake Wales Tracking		Runway 17/35										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Power Paraglidge Count	Other Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	5	0	0	0	11	7	Helo w/ wheels (4), Microlight (3)		Overcast, Drizzle	23	
9:00 AM	9:59 AM	2	0	0	0	2	5	Helo w/ wheels (4), Microlight (1)		Overcast	9	
10:00 AM	10:59 AM	2	0	0	0	0	2	Helo w/ wheels		Overcast, Drizzle	4	
11:00 AM	11:59 AM	0	0	1	0	0	0			Overcast	1	
12:00 PM	12:59 PM	1	0	1	0	0	0			Overcast	2	
1:00 PM	1:59 PM	1	0	0	0	0	0			Mostly Cloudy	1	
2:00 PM	2:59 PM	1	0	0	0	0	0			Mostly Cloudy	1	
4:00 PM	4:59 PM	0	0	0	0	1	0			Clear	1	
5:00 PM	5:59 PM	0	0	0	0	1	0			Clear	1	
Totals:		12	0	2	0	15	14				43	
											Check:	0

Florida Department of Transportation
 Operations Project
 Lake Wales Municipal Airport
 May 10, 2018 to May 13, 2018
 Day 4

Lake Wales Tracking		Runway 17/35										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Power Paraglide Count	Other Count	Other Desc.	Other Comments	Notable Weather	Total	
10:00 AM	10:59 AM	1	0	0	0	0	0			Mostly Cloudy	1	
12:00 PM	12:59 PM	0	0	2	0	0	6	Helo w/ wheels		Mostly Cloudy	8	
1:00 PM	1:59 PM	0	0	0	0	0	2	Helo w/ wheels		Mostly Cloudy	2	
2:00 PM	2:59 PM	1	0	0	0	0	0			Cloudy, Drizzle	1	
Totals:		2	0	2	0	0	8				12	
											Check:	0

Florida Department of Transportation
 Operations Project
 Lake Wales Municipal Airport
 May 10, 2018 to May 13, 2018
 Total

Lake Wales Tracking		Runway 17/35										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Power Paraglide Count	Other Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	12	0	0	2	23	7				44	
9:00 AM	9:59 AM	11	0	0	4	4	7				26	
10:00 AM	10:59 AM	16	0	0	0	0	3				19	
11:00 AM	11:59 AM	12	0	1	0	0	0				13	
12:00 PM	12:59 PM	1	0	3	2	0	6				12	
1:00 PM	1:59 PM	8	0	0	0	0	2				10	
2:00 PM	2:59 PM	3	0	0	0	0	0				3	
3:00 PM	3:59 PM	3	0	0	0	0	0				3	
4:00 PM	4:59 PM	4	0	0	0	1	0				5	
5:00 PM	5:59 PM	2	0	2	0	1	1				6	
Totals:		72	0	6	8	29	26				141	
											Check:	0

MARION COUNTY AIRPORT

Florida Department of Transportation
 Operations Project
 Dunnellon/Marion County Airport
 June 7, 2018 to June 10, 2018
 Day 1

Dunnellon Tracking								05/23				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	4	0	0	0	0	0				4	
9:00 AM	9:59 AM	2	0	0	0	0	0				2	
10:00 AM	10:59 AM	4	0	0	0	0	0				4	
11:00 AM	11:59 AM	12	0	0	0	0	0				12	
12:00 PM	12:59 PM	8	0	0	0	0	0				8	
1:00 PM	1:59 PM	3	0	0	0	0	0				3	
4:00 PM	4:59 PM	6	0	0	0	0	0				6	
5:00 PM	5:59 PM	2	0	0	0	0	0				2	
Totals:		41	0	0	0	0	0				41	
											Check:	0

Dunnellon Tracking								10/28				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	1	0	0	0	0	0				1	
9:00 AM	9:59 AM	2	0	0	0	0	0				2	
11:00 AM	11:59 AM	15	0	0	0	0	0				15	
12:00 PM	12:59 PM	14	0	0	0	0	0				14	
1:00 PM	1:59 PM	15	0	0	0	0	0				15	
2:00 PM	2:59 PM	22	0	0	0	0	0				22	
3:00 PM	3:59 PM	2	0	0	0	0	0				2	
5:00 PM	5:59 PM	2	0	0	0	0	0				2	
Totals:		73	0	0	0	0	0				73	
											Check:	0

Florida Department of Transportation
 Operations Project
 Dunnellon/Marion County Airport
 June 7, 2018 to June 10, 2018
 Day 2

Dunnellon Tracking								05/23				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	1	0	0	0	0	0				1	
9:00 AM	9:59 AM	7	0	0	0	0	0				7	
10:00 AM	10:59 AM	2	0	0	0	0	0				2	
11:00 AM	11:59 AM	27	0	0	0	0	0				27	
12:00 PM	12:59 PM	1	0	0	0	0	0				1	
2:00 PM	2:59 PM	2	0	0	0	0	0				2	
3:00 PM	3:59 PM	3	0	0	0	0	0				3	
4:00 PM	4:59 PM	6	0	0	0	0	0				6	
5:00 PM	5:59 PM	10	0	0	0	0	0				10	
Totals:		59	0	0	0	0	0				59	
											Check:	0

Dunnellon Tracking								10/28				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	1	0	0	0	0	0				1	
9:00 AM	9:59 AM	2	0	0	0	0	0				2	
10:00 AM	10:59 AM	0	1	0	0	0	0				1	
11:00 AM	11:59 AM	0	1	0	0	0	0				1	
12:00 PM	12:59 PM	0	0	0	2	0	0				2	
2:00 PM	2:59 PM	1	0	0	0	0	0				1	
5:00 PM	5:59 PM	2	0	0	0	0	0				2	
Totals:		6	2	0	2	0	0				10	
											Check:	0

Florida Department of Transportation
 Operations Project
 Dunnellon/Marion County Airport
 June 7, 2018 to June 10, 2018
 Day 3

Dunnellon Tracking								05/23				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	1	0	0	0	0	0				1	
11:00 AM	11:59 AM	22	0	0	0	0	0				22	
3:00 PM	3:59 PM	1	0	0	0	0	0				1	
4:00 PM	4:59 PM	2	0	0	0	0	0				2	
5:00 PM	5:59 PM	17	0	0	16	0	0				33	
Totals:		43	0	0	16	0	0				59	
											Check:	0

Dunnellon Tracking								10/28				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	17	0	0	0	0	0				17	
9:00 AM	9:59 AM	22	0	0	0	0	0				22	
10:00 AM	10:59 AM	3	0	0	0	0	0				3	
11:00 AM	11:59 AM	4	0	0	0	0	0				4	
12:00 PM	12:59 PM	7	0	0	0	0	0				7	
2:00 PM	2:59 PM	1	0	0	0	0	0				1	
5:00 PM	5:59 PM	3	0	0	0	0	0				3	
Totals:		57	0	0	0	0	0				57	
											Check:	0

Florida Department of Transportation
 Operations Project
 Dunnellon/Marion County Airport
 June 7, 2018 to June 10, 2018
 Day 4

Dunnellon Tracking								05/23				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	1	0	0	0	0	0				1	
3:00 PM	3:59 PM	1	0	0	0	0	0				1	
4:00 PM	4:59 PM	1	0	0	0	0	0				1	
Totals:		3	0	0	0	0	0				3	
											Check:	0

Dunnellon Tracking								10/28				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	1	0	0	0	0	0				1	
10:00 AM	10:59 AM	2	0	0	0	0	0				2	
11:00 AM	11:59 AM	1	0	0	0	0	0				1	
1:00 PM	1:59 PM	1	0	0	0	0	0				1	
3:00 PM	3:59 PM	2	0	0	0	0	0				2	
Totals:		7	0	0	0	0	0				7	
											Check:	0

Florida Department of Transportation
 Operations Project
 Dunnellon/Marion County Airport
 June 7, 2018 to June 10, 2018
 Total

Dunnellon Tracking								05/23				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	5	0	0	0	0	0				5	
9:00 AM	9:59 AM	11	0	0	0	0	0				11	
10:00 AM	10:59 AM	6	0	0	0	0	0				6	
11:00 AM	11:59 AM	61	0	0	0	0	0				61	
12:00 PM	12:59 PM	9	0	0	0	0	0				9	
1:00 PM	1:59 PM	3	0	0	0	0	0				3	
2:00 PM	2:59 PM	2	0	0	0	0	0				2	
3:00 PM	3:59 PM	5	0	0	0	0	0				5	
4:00 PM	4:59 PM	15	0	0	0	0	0				15	
5:00 PM	5:59 PM	29	0	0	16	0	0				45	
Totals:		146	0	0	16	0	0				162	
											Check:	0

Dunnellon Tracking								10/28				
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	20	0	0	0	0	0				20	
9:00 AM	9:59 AM	26	0	0	0	0	0				26	
10:00 AM	10:59 AM	5	1	0	0	0	0				6	
11:00 AM	11:59 AM	20	1	0	0	0	0				21	
12:00 PM	12:59 PM	21	0	0	2	0	0				23	
1:00 PM	1:59 PM	16	0	0	0	0	0				16	
2:00 PM	2:59 PM	24	0	0	0	0	0				24	
3:00 PM	3:59 PM	4	0	0	0	0	0				4	
5:00 PM	5:59 PM	7	0	0	0	0	0				7	
Totals:		143	2	0	2	0	0				147	
											Check:	0

OKEECHOBEE COUNTY AIRPORT

Florida Department of Transportation
 Operations Project
 Okeechobee County Airport
 March 29, 2018 to April 1, 2018
 Day 1

Okeechobee Tracking		Runway 14/32										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	10	1	0	0	0	0				11	
10:00 AM	10:59 AM	9	3	0	0	0	0				12	
11:00 AM	11:59 AM	15	0	0	0	0	0				15	
12:00 PM	12:59 PM	8	0	0	0	0	0				8	
1:00 PM	1:59 PM	8	0	0	0	0	0				8	
2:00 PM	2:59 PM	1	0	0	0	0	0				1	
4:00 PM	4:59 PM	20	0	0	0	0	0				20	
5:00 PM	5:59 PM	5	0	0	0	0	0				5	
6:00 PM	6:59 PM	1	0	0	0	0	0				1	
Totals:		77	4	0	0	0	0				81	
											Check:	0

Okeechobee Tracking		Runway 05/23										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
10:00 AM	10:59 AM	0	0	1	2	0	0				3	
1:00 PM	1:59 PM	3	0	0	0	0	0				3	
2:00 PM	2:59 PM	7	0	0	0	0	0				7	
3:00 PM	3:59 PM	18	0	0	0	0	0				18	
4:00 PM	4:59 PM	6	0	0	0	0	0				6	
5:00 PM	5:59 PM	0	1	0	0	0	0				1	
Totals:		34	1	1	2	0	0				38	
											Check:	0

Florida Department of Transportation
 Operations Project
 Okeechobee County Airport
 March 29, 2018 to April 1, 2018
 Day 2

Okeechobee Tracking		Runway 14/32										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	23	1	0	0	0	0				24	
10:00 AM	10:59 AM	26	4	0	0	0	0				30	
11:00 AM	11:59 AM	25	1	0	0	0	0				26	
12:00 PM	12:59 PM	10	0	0	0	0	0				10	
1:00 PM	1:59 PM	21	0	0	0	0	0				21	
2:00 PM	2:59 PM	18	0	0	0	0	0				18	
3:00 PM	3:59 PM	6	0	0	0	0	0				6	
4:00 PM	4:59 PM	3	0	0	0	0	0				3	
5:00 PM	5:59 PM	15	0	0	0	0	0				15	
Totals:		147	6	0	0	0	0				153	
											Check:	0

Okeechobee Tracking		Runway 05/23										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	2	0	0	0	0	0				2	
9:00 AM	9:59 AM	1	0	0	0	0	0				1	
3:00 PM	3:59 PM	1	2	0	0	0	0				3	
Totals:		4	2	0	0	0	0				6	
											Check:	0

Florida Department of Transportation
 Operations Project
 Okeechobee County Airport
 March 29, 2018 to April 1, 2018
 Day 3

Okeechobee Tracking		Runway 14/32										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
12:00 PM	12:59 PM				1	0	0				1	
Totals:		0	0	0	1	0	0				1	
											Check:	0

Okeechobee Tracking		Runway 05/23										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	8	0	0	0	0	0				8	
9:00 AM	9:59 AM	7	0	0	0	0	0				7	
10:00 AM	10:59 AM	6	0	0	0	0	0				6	
11:00 AM	11:59 AM	16	0	0	0	0	0				16	
12:00 PM	12:59 PM	16	0	1	0	0	0				17	
1:00 PM	1:59 PM	16	3	0	0	0	0				19	
2:00 PM	2:59 PM	1	0	0	0	0	0				1	
3:00 PM	3:59 PM	3	0	1	1	0	0				5	
4:00 PM	4:59 PM	3	0	0	0	0	0				3	
5:00 PM	5:59 PM	3	0	0	0	0	0				3	
Totals:		79	3	2	1	0	0				85	
											Check:	0

Florida Department of Transportation
 Operations Project
 Okeechobee County Airport
 March 29, 2018 to April 1, 2018
 Day 4

Okeechobee Tracking		Runway 14/32										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
1:00 PM	1:59 PM	1	0	0	0	0	0				1	
2:00 PM	2:59 PM	6	0	0	0	0	0				6	
Totals:		7	0	0	0	0	0				7	
											Check:	0

Okeechobee Tracking		Runway 05/23										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	2	0	0	0	0	0				2	
10:00 AM	10:59 AM	3	0	0	0	0	0				3	
11:00 AM	11:59 AM	3	0	0	0	0	0				3	
12:00 PM	12:59 PM	4	0	0	0	0	0				4	
2:00 PM	2:59 PM	4	0	0	0	0	0				4	
Totals:		16	0	0	0	0	0				16	
											Check:	0

Florida Department of Transportation
 Operations Project
 Okeechobee County Airport
 March 29, 2018 to April 1, 2018
 Total

Okeechobee Tracking Runway 14/32											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
9:00 AM	9:59 AM	33	2	0	0	0	0				35
10:00 AM	10:59 AM	35	7	0	0	0	0				42
11:00 AM	11:59 AM	40	1	0	0	0	0				41
12:00 PM	12:59 PM	18	0	0	1	0	0				19
1:00 PM	1:59 PM	30	0	0	0	0	0				30
2:00 PM	2:59 PM	25	0	0	0	0	0				25
3:00 PM	3:59 PM	6	0	0	0	0	0				6
4:00 PM	4:59 PM	23	0	0	0	0	0				23
5:00 PM	5:59 PM	20	0	0	0	0	0				20
6:00 PM	6:59 PM	1	0	0	0	0	0				1
Totals:		231	10	0	1	0	0			242	242
										Check:	0

Venice Tracking Runway 05/23											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
8:00 AM	8:59 AM	10	0	0	0	0	0				10
9:00 AM	9:59 AM	10	0	0	0	0	0				10
10:00 AM	10:59 AM	9	0	1	2	0	0				12
11:00 AM	11:59 AM	19	0	0	0	0	0				19
12:00 PM	12:59 PM	20	0	1	0	0	0				21
1:00 PM	1:59 PM	19	3	0	0	0	0				22
2:00 PM	2:59 PM	12	0	0	0	0	0				12
3:00 PM	3:59 PM	22	2	1	1	0	0				26
4:00 PM	4:59 PM	9	0	0	0	0	0				9
5:00 PM	5:59 PM	3	1	0	0	0	0				4
Totals:		133	6	3	3	0	0			145	145
										Check:	0

PERRY-FOLEY AIRPORT

Florida Department of Transportation
 Operations Project
 Perry-Foley Airport
 June 21, 2018 to June 24, 2018
 Day 1

Perry Foley Tracking								12/30			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
8:00 AM	8:59 AM	1	0	0	0	0	0				1
10:00 AM	10:59 AM	1	0	0	0	0	0				1
11:00 AM	11:59 AM	12	0	0	0	0	0				12
1:00 PM	1:59 PM	1	0	0	0	0	0				1
4:00 PM	4:59 PM		2	0	0	0	0				2
Totals:		15	2	0	0	0	0				17
											Check: 0

Perry Foley Tracking								18/36			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
9:00 AM	9:59 AM	1	0	0	0	0	0				1
Totals:		1	0	0	0	0	0				1
											Check: 0

Florida Department of Transportation
 Operations Project
 Perry-Foley Airport
 June 21, 2018 to June 24, 2018
 Day 2

Perry Foley Tracking								12/30			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
10:00 AM	10:59 AM	3	0	0	0	0	0				3
11:00 AM	11:59 AM	18	0	0	0	0	0				18
2:00 PM	2:59 PM	1	0	0	0	0	0				1
4:00 PM	4:59 PM	1	0	0	0	0	0				1
Totals:		23	0	0	0	0	0				23
											Check: 0

Begin Time								Single Engine Count			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
11:00 AM	11:59 AM	1	0	0	0	0	0				1
Totals:		1	0	0	0	0	0				1
											Check: 0

Florida Department of Transportation
 Operations Project
 Perry-Foley Airport
 June 21, 2018 to June 24, 2018
 Day 3

Perry Foley Tracking								12/30			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
8:00 AM	8:59 AM	1	0	0	0	0	0				1
11:00 AM	11:59 AM	1	0	0	0	0	0				1
12:00 PM	12:59 PM	3	0	0	0	0	0				3
1:00 PM	1:59 PM		0	0	1	0	0				1
4:00 PM	4:59 PM	1	0	0	1	0	0				2
Totals:		6	0	0	2	0	0				8
Check:											0

Perry Foley Tracking								18/36			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
4:00 PM	4:59 PM	2	0	0	0	0	0				2
Totals:		2	0	0	0	0	0				2
Check:											0

Florida Department of Transportation
 Operations Project
 Perry-Foley Airport
 June 21, 2018 to June 24, 2018
 Day 4

Perry Foley Tracking								12/30			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
11:00 AM	11:59 AM	2	0	0	0	0	0				2
12:00 PM	12:59 PM	9	0	0	0	0	0				9
1:00 PM	1:59 PM	1	0	0	0	0	0				1
3:00 PM	3:59 PM	2	0	0	0	0	0				2
Totals:		14	0	0	0	0	0				14
Check:											0

Begin Time								Single Engine Count			
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
10:00 AM	10:59 AM	2	0	0	0	0	0				2
Totals:		2	0	0	0	0	0				2
Check:											0

Florida Department of Transportation
 Operations Project
 Perry-Foley Airport
 June 21, 2018 to June 24, 2018
 Total

Perry Foley Tracking 12/30											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
8:00 AM	8:59 AM	2	0	0	0	0	0				2
10:00 AM	10:59 AM	4	0	0	0	0	0				4
11:00 AM	11:59 AM	33	0	0	0	0	0				33
12:00 PM	12:59 PM	12	0	0	0	0	0				12
1:00 PM	1:59 PM	2	0	0	1	0	0				3
2:00 PM	2:59 PM	1	0	0	0	0	0				1
3:00 PM	3:59 PM	2	0	0	0	0	0				2
4:00 PM	4:59 PM	2	2	0	1	0	0				5
Totals:		58	2	0	2	0	0				62
										Check:	0

Perry Foley Tracking 18/36											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
9:00 AM	9:59 AM	1	0	0	0	0	0				1
10:00 AM	10:59 AM	2	0	0	0	0	0				2
11:00 AM	11:59 AM	1	0	0	0	0	0				1
4:00 PM	4:59 PM	2	0	0	0	0	0				2
Totals:		6	0	0	0	0	0				6
										Check:	0

QUINCY MUNICIPAL AIRPORT

Florida Department of Transportation
 Operations Project
 Quincy Municipal Airport
 January 4, 2018 to January 7, 2018
 Day 1

Quincy Tracking											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
11:00 AM	11:59 AM	1	0	0	0	0	0			Clear Skies	1
3:00 PM	3:59 PM	1	0	0	2	0	0			Clear Skies	3
4:00 PM	4:59 PM	7	0	0	0	0	0			Clear Skies	7
Totals:		9	0	0	2	0	0				11
											Check: 0

Florida Department of Transportation
 Operations Project
 Quincy Municipal Airport
 January 4, 2018 to January 7, 2018
 Day 2

Quincy Tracking											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
8:00 AM	8:59 AM	1	0	0	0	0	0			Clear Skies	1
9:00 AM	9:59 AM	1	0	0	0	0	0			Clear Skies	1
12:00 PM	12:59 PM	1	0	0	0	0	0			Clear Skies	1
1:00 PM	1:59 PM	1	0	0	1	0	0			Clear Skies	2
2:00 PM	2:59 PM	9	0	0	0	0	0			Clear Skies	9
3:00 PM	3:59 PM	5	0	0	2	0	0			Clear Skies	7
4:00 PM	4:59 PM	7	0	0	1	0	0			Clear Skies	8
5:00 PM	5:59 PM	4	0	0	0	0	0			Clear Skies	4
Totals:		29	0	0	4	0	0				33
											Check: 0

Florida Department of Transportation
 Operations Project
 Quincy Municipal Airport
 January 4, 2018 to January 7, 2018
 Day 3

Quincy Tracking											
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
10:00 AM	10:59 AM	1	0	0	0	0	0				1
11:00 AM	11:59 AM	3	0	0	0	0	0				3
12:00 PM	12:59 PM	6	0	0	0	0	0				6
1:00 PM	1:59 PM	2	0	0	0	0	0				2
2:00 PM	2:59 PM	3	0	0	2	0	0				5
3:00 PM	3:59 PM	1	0	0	0	0	0				1
4:00 PM	4:59 PM	9	0	0	0	0	0				9
5:00 PM	5:59 PM	13	0	0	0	0	0				13
Totals:		38	0	0	2	0	0				40
											Check: 0

Florida Department of Transportation
 Operations Project
 Quincy Municipal Airport
 January 4, 2018 to January 7, 2018
 Day 4

Quincy Tracking												
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
10:00 AM	10:59 AM	2	0	0	0	0	0				2	
11:00 AM	11:59 AM	11	0	0	0	0	0				11	
12:00 PM	12:59 PM	1	0	0	0	0	0				1	
1:00 PM	1:59 PM	8	0	0	0	0	0				8	
2:00 PM	2:59 PM	6	0	0	0	0	0				6	
3:00 PM	3:59 PM	6	0	0	0	0	0				6	
4:00 PM	4:59 PM	5	0	0	0	0	0				5	
5:00 PM	5:59 PM	2	0	0	0	0	0				2	
Totals:		41	0	0	0	0	0				41	
											Check:	0

Florida Department of Transportation
 Operations Project
 Quincy Municipal Airport
 January 4, 2018 to January 7, 2018
 Total

Quincy Tracking												
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	1	0	0	0	0	0				1	
9:00 AM	9:59 AM	1	0	0	0	0	0				1	
10:00 AM	10:59 AM	3	0	0	0	0	0				3	
11:00 AM	11:59 AM	15	0	0	0	0	0				15	
12:00 PM	12:59 PM	8	0	0	0	0	0				8	
1:00 PM	1:59 PM	11	0	0	1	0	0				12	
2:00 PM	2:59 PM	18	0	0	2	0	0				20	
3:00 PM	3:59 PM	13	0	0	4	0	0				17	
4:00 PM	4:59 PM	28	0	0	1	0	0				29	
5:00 PM	5:59 PM	19	0	0	0	0	0				19	
Totals:		117	0	0	8	0	0				125	
											Check:	0

VENICE MUNICIPAL AIRPORT

Florida Department of Transportation
 Operations Project
 Venice Municipal Airport
 Test
 Day 1

Venice Tracking		Runway 05/23										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	12	1	0	0	0	0				13	
9:00 AM	9:59 AM	12	0	1	0	0	0				13	
11:00 AM	11:59 AM	6	0	0	1	0	0				7	
12:00 PM	12:59 PM	0	0	1	6	0	0				7	
5:00 PM	5:59 PM	5	4	0	0	0	0				9	
Totals:		35	5	2	7	0	0				49	
											Check:	0

Note (Helicopters Landing at Neither Runway): 2 @ 8-8:59AM, 2 @ 11-11:59AM

Venice Tracking		Runway 13/31										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	20	2	0	0	0	0				22	
10:00 AM	10:59 AM	28	2	1	0	0	0				31	
11:00 AM	11:59 AM	14	1	0	0	0	0				15	
12:00 PM	12:59 PM	25	0	0	4	0	0				29	
1:00 PM	1:59 PM	46	1	1	2	0	0				50	
2:00 PM	2:59 PM	17	2	0	4	0	0				23	
3:00 PM	3:59 PM	14	2	0	0	0	0				16	
4:00 PM	4:59 PM	10	2	0	0	0	0				12	
5:00 PM	5:59 PM	4	1	0	0	0	0				5	
Totals:		178	13	2	10	0	0				203	
											Check:	0

Florida Department of Transportation
 Operations Project
 Venice Municipal Airport
 Test
 Day 2

Venice Tracking		Runway 05/23										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	8	0	0	0	0	0				8	
9:00 AM	9:59 AM	7	0	0	0	0	0				7	
1:00 PM	1:59 PM	2	2	1	0	0	0				5	
2:00 PM	2:59 PM	7	1	0	0	0	0				8	
3:00 PM	3:59 PM	17	2	1	0	0	0				20	
4:00 PM	4:59 PM	34	5	0	0	0	0				39	
5:00 PM	5:59 PM	8	0	0	0	0	0				8	
Totals:		83	10	2	0	0	0				95	
											Check:	0

Note (Helicopters Landing at Neither Runway): 1 @ 11:00-11:59AM

Venice Tracking		Runway 13/31										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	5	0	0	0	0	0				5	
9:00 AM	9:59 AM	18	0	0	0	0	0				18	
10:00 AM	10:59 AM	45	0	0	0	0	0				45	
11:00 AM	11:59 AM	46	1	0	0	0	0				47	
12:00 PM	12:59 PM	9	1	0	0	0	0				10	
1:00 PM	1:59 PM	14	1	0	0	0	0				15	
2:00 PM	2:59 PM	1	0	0	0	0	0				1	
3:00 PM	3:59 PM	1	0	0	0	0	0				1	
4:00 PM	4:59 PM	1	0	0	0	0	0				1	
5:00 PM	5:59 PM	5	0	3	0	0	0				8	
Totals:		145	3	3	0	0	0				151	
											Check:	0

Florida Department of Transportation
Operations Project
Venice Municipal Airport
Test
Day 3

Venice Tracking		Runway 05/23										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	1	0	0	0	0	0				1	
1:00 PM	1:59 PM	34	0	0	0	0	0				34	
2:00 PM	2:59 PM	31	2	0	0	0	0				33	
3:00 PM	3:59 PM	51	4	0	0	0	0				55	
4:00 PM	4:59 PM	12	2	0	0	0	0				14	
5:00 PM	5:59 PM	22	0	0	0	0	0				22	
Totals:		151	8	0	0	0	0				159	
											Check:	0

Note (Helicopters Landing at Neither Runway):

Venice Tracking		Runway 13/31										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	22	1	0	5	0	0				28	
9:00 AM	9:59 AM	48	1	0	0	0	0				49	
10:00 AM	10:59 AM	36	2	1	0	0	0				39	
11:00 AM	11:59 AM	39	0	1	3	0	0				43	
12:00 PM	12:59 PM	46	2	3	3	0	0				54	
1:00 PM	1:59 PM	4	1	2	0	0	0				7	
4:00 PM	4:59 PM	13	0	1	0	0	0				14	
5:00 PM	5:59 PM	16	2	0	0	0	0				18	
Totals:		224	9	8	11	0	0				252	
											Check:	0

Florida Department of Transportation
 Operations Project
 Venice Municipal Airport
 Test
 Day 4

Venice Tracking		Runway 05/23										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	4	0	0	0	0	0				4	
11:00 AM	11:59 AM	1	0	0	0	0	0				1	
12:00 PM	12:59 PM	5	2	0	0	0	0				7	
1:00 PM	1:59 PM	3	1	0	0	0	0				4	
3:00 PM	3:59 PM	19	0	5	0	0	0				24	
4:00 PM	4:59 PM	37	1	4	0	0	0				42	
5:00 PM	5:59 PM	9	1	0	0	0	0				10	
Totals:		78	5	9	0	0	0				92	
											Check:	0

Note (Helicopters Landing at Neither Runway): 1 @ 9:00-9:59AM, 1 @ 1:00-1:59PM

Venice Tracking		Runway 13/31										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	5	0	0	5	0	0				10	
9:00 AM	9:59 AM	24	1	1	0	0	0				26	
10:00 AM	10:59 AM	17	5	0	1	0	0				23	
11:00 AM	11:59 AM	19	1	0	9	0	0				29	
12:00 PM	12:59 PM	11	2	1	5	0	0				19	
1:00 PM	1:59 PM	19	0	2	0	0	0				21	
2:00 PM	2:59 PM	21	3	0	0	0	0				24	
3:00 PM	3:59 PM	1	0	1	0	0	0				2	
4:00 PM	4:59 PM	1	0	0	0	0	0				1	
Totals:		118	12	5	20	0	0				155	
											Check:	0

Florida Department of Transportation
 Operations Project
 Venice Municipal Airport
 Test
 Total

Venice Tracking		Runway 05/23										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	24	1	0	0	0	0				25	
9:00 AM	9:59 AM	20	0	1	0	0	0				21	
11:00 AM	11:59 AM	7	0	0	1	0	0				8	
12:00 PM	12:59 PM	5	2	1	6	0	0				14	
1:00 PM	1:59 PM	39	3	1	0	0	0				43	
2:00 PM	2:59 PM	38	3	0	0	0	0				41	
3:00 PM	3:59 PM	87	6	6	0	0	0				99	
4:00 PM	4:59 PM	83	8	4	0	0	0				95	
5:00 PM	5:59 PM	44	5	0	0	0	0				49	
Totals:		347	28	13	7	0	0				395	
											Check:	0

Note (Helicopters Landing at Neither Runway): 1 @ 9:00-9:59AM, 1 @ 1:00-1:59PM

Begin Time		End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total
8:00 AM	8:59 AM		32	1	0	10	0	0				43
9:00 AM	9:59 AM		110	4	1	0	0	0				115
10:00 AM	10:59 AM		126	9	2	1	0	0				138
11:00 AM	11:59 AM		118	3	1	12	0	0				134
12:00 PM	12:59 PM		91	5	4	12	0	0				112
1:00 PM	1:59 PM		83	3	5	2	0	0				93
2:00 PM	2:59 PM		39	5	0	4	0	0				48
3:00 PM	3:59 PM		16	2	1	0	0	0				19
4:00 PM	4:59 PM		25	2	1	0	0	0				28
5:00 PM	5:59 PM		25	3	3	0	0	0				31
Totals:			665	37	18	41	0	0			761	761
											Check:	0

WITHAM FIELD

Florida Department of Transportation
 Operations Project
 Witham Field
 Test
 Day 1

Witham Tracking

Runway 07/25

Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
12:00 PM	12:59 PM	1	1	0	0	0	0				2	
1:00 PM	1:59 PM	8	0	0	0	0	0				8	
2:00 PM	2:59 PM	2	0	0	1	0	0				3	
3:00 PM	3:59 PM	0	0	0	1	0	0				1	
4:00 PM	4:59 PM	0	1	0	0	0	0				1	
5:00 PM	5:59 PM	3	0	0	4	0	0				7	
Totals:		14	2	0	6	0	0				22	
											Check:	0

Witham Tracking

Runway 12/30

Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	20	4	3	0	0	0				27	
9:00 AM	9:59 AM	43	8	6	2	0	0				59	
10:00 AM	10:59 AM	20	2	5	1	0	0				28	
11:00 AM	11:59 AM	15	15	4	0	0	0				34	
12:00 PM	12:59 PM	16	4	5	0	0	0				25	
1:00 PM	1:59 PM	20	4	4	0	0	0				28	
2:00 PM	2:59 PM	14	2	3	0	0	0				19	
3:00 PM	3:59 PM	7	2	2	1	0	0				12	
4:00 PM	4:59 PM	17	3	1	0	0	0				21	
5:00 PM	5:59 PM	19	0	2	0	0	0				21	
Totals:		191	44	35	4	0	0				274	
											Check:	0

Witham Tracking

Runway 16/34

Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	2	0	0	0	0	0				2	
9:00 AM	9:59 AM	5	0	0	0	0	0				5	
10:00 AM	10:59 AM	1	0	0	0	0	0				1	
11:00 AM	11:59 AM	7	0	0	0	0	0				7	
12:00 PM	12:59 PM	2	1	0	0	0	0				3	
1:00 PM	1:59 PM	1	0	0	0	0	0				1	
2:00 PM	2:59 PM	1	0	0	0	0	0				1	
Totals:		19	1	0	0	0	0				20	
											Check:	0

Florida Department of Transportation
 Operations Project
 Witham Field
 Test
 Day 2

Witham Tracking		Runway 07/25										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	0	0	0	1	0	0				1	
11:00 AM	11:59 AM	6	0	0	0	0	0				6	
12:00 PM	12:59 PM	1	0	0	0	0	0				1	
1:00 PM	1:59 PM	1	0	0	1	0	0				2	
2:00 PM	2:59 PM	0	0	0	1	0	0				1	
3:00 PM	3:59 PM	0	1	0	0	0	0				1	
Totals:		8	1	0	3	0	0				12	
											Check:	0

Witham Tracking		Runway 12/30										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	6	1	1	0	0	0				8	
9:00 AM	9:59 AM	29	3	2	2	0	0				36	
10:00 AM	10:59 AM	14	3	6	1	0	0				24	
11:00 AM	11:59 AM	34	1	6	1	0	0				42	
12:00 PM	12:59 PM	13	2	2	0	0	0				17	
1:00 PM	1:59 PM	9	2	4	0	0	0				15	
2:00 PM	2:59 PM	9	3	2	0	0	0				14	
3:00 PM	3:59 PM	21	1	2	0	0	0				24	
4:00 PM	4:59 PM	12	0	5	0	0	0				17	
5:00 PM	5:59 PM	0	1	3	0	0	0				4	
Totals:		147	17	33	4	0	0				201	
											Check:	0

Witham Tracking		Runway 16/34										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	1	0	1	0	0	0				2	
9:00 AM	9:59 AM	7	0	0	0	0	0				7	
10:00 AM	10:59 AM	1	0	0	0	0	0				1	
11:00 AM	11:59 AM	2	0	0	0	0	0				2	
12:00 PM	12:59 PM	1	3	0	0	0	0				4	
1:00 PM	1:59 PM	1	1	1	0	0	0				3	
5:00 PM	5:59 PM	0	1	0	0	0	0				1	
Totals:		13	5	2	0	0	0				20	
											Check:	0

Florida Department of Transportation
 Operations Project
 Witham Field
 Test
 Day 3

Witham Tracking		Runway 07/25										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
1:00 PM	1:59 PM	2	0	0	0	0	0				2	
3:00 PM	3:59 PM	1	0	0	0	0	0				1	
5:00 PM	5:59 PM	0	0	0	1	0	0				1	
Totals:		3	0	0	1	0	0				4	
											Check:	0

Witham Tracking		Runway 12/30										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	5	1	2	0	0	0				8	
9:00 AM	9:59 AM	31	0	5	1	0	0				37	
10:00 AM	10:59 AM	15	0	4	1	0	0				20	
11:00 AM	11:59 AM	17	1	5	0	0	0				23	
12:00 PM	12:59 PM	22	0	4	0	0	0				26	
1:00 PM	1:59 PM	30	1	1	0	0	0				32	
2:00 PM	2:59 PM	6	4	4	0	0	0				14	
3:00 PM	3:59 PM	5	1	3	0	0	0				9	
4:00 PM	4:59 PM	5	0	2	0	0	0				7	
5:00 PM	5:59 PM	14	0	0	0	0	0				14	
Totals:		150	8	30	2	0	0				190	
											Check:	0

Witham Tracking		Runway 16/34										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	3	0	0	0	0	0				3	
9:00 AM	9:59 AM	1	0	1	0	0	0				2	
10:00 AM	10:59 AM	1	0	0	0	0	0				1	
11:00 AM	11:59 AM	3	1	0	0	0	0				4	
12:00 PM	12:59 PM	2	0	0	0	0	0				2	
Totals:		10	1	1	0	0	0				12	
											Check:	0

Florida Department of Transportation
 Operations Project
 Witham Field
 Test
 Day 4

Witham Tracking		Runway 07/25										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
1:00 PM	1:59 PM	1	0	0	0	0	0				1	
4:00 PM	4:59 PM	0	0	0	1	0	0				1	
5:00 PM	5:59 PM	0	0	0	1	0	0				1	
Totals:		1	0	0	2	0	0				3	
											Check:	0

Witham Tracking		Runway 12/30										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	8	3	1	0	0	0				12	
9:00 AM	9:59 AM	9	0	0	0	1	0	Single engine rear mounted propeller on glider			10	
10:00 AM	10:59 AM	8	0	1	0	1	0	Single engine rear mounted propeller on glider			10	
11:00 AM	11:59 AM	12	2	4	0	0	0				18	
12:00 PM	12:59 PM	14	2	5	0	0	0				21	
1:00 PM	1:59 PM	21	4	4	0	0	0				29	
2:00 PM	2:59 PM	8	2	8	2	0	0				20	
3:00 PM	3:59 PM	10	1	4	0	0	0				15	
4:00 PM	4:59 PM	5	0	2	0	0	0				7	
5:00 PM	5:59 PM	4	1	3	0	0	0				8	
Totals:		99	15	32	2	2	0				150	
											Check:	0

Witham Tracking		Runway 16/34										
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
Totals:		0	0	0	0	0	0				0	
											Check:	0

Florida Department of Transportation
 Operations Project
 Witham Field
 Test
 Total

Witham Tracking Runway 07/25												
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
9:00 AM	9:59 AM	0	0	0	1	0	0				1	
11:00 AM	11:59 AM	6	0	0	0	0	0				6	
12:00 PM	12:59 PM	2	1	0	0	0	0				3	
1:00 PM	1:59 PM	12	0	0	1	0	0				13	
2:00 PM	2:59 PM	2	0	0	2	0	0				4	
3:00 PM	3:59 PM	1	1	0	1	0	0				3	
4:00 PM	4:59 PM	0	1	0	1	0	0				2	
5:00 PM	5:59 PM	3	0	0	6	0	0				9	
Totals:		26	3	0	12	0	0				41	
											Check:	0

Witham Tracking Runway 12/30												
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	39	9	7	0	0	0				55	
9:00 AM	9:59 AM	112	11	13	5	1	0	Single engine rear mounted propeller on gl			142	
10:00 AM	10:59 AM	57	5	16	3	1	0	Single engine rear mounted propeller on gl			82	
11:00 AM	11:59 AM	78	19	19	1	0	0				117	
12:00 PM	12:59 PM	65	8	16	0	0	0				89	
1:00 PM	1:59 PM	80	11	13	0	0	0				104	
2:00 PM	2:59 PM	37	11	17	2	0	0				67	
3:00 PM	3:59 PM	43	5	11	1	0	0				60	
4:00 PM	4:59 PM	39	3	10	0	0	0				52	
5:00 PM	5:59 PM	37	2	8	0	0	0				47	
Totals:		587	84	130	12	2	0				815	
											Check:	0

Witham Tracking Runway 16/34												
Begin Time	End Time	Single Engine Count	Double Engine Count	Jet Count	Helo Count	Other 1 Count	Other 2 Count	Other Desc.	Other Comments	Notable Weather	Total	
8:00 AM	8:59 AM	6	0	1	0	0	0				7	
9:00 AM	9:59 AM	13	0	1	0	0	0				14	
10:00 AM	10:59 AM	3	0	0	0	0	0				3	
11:00 AM	11:59 AM	12	1	0	0	0	0				13	
12:00 PM	12:59 PM	5	4	0	0	0	0				9	
1:00 PM	1:59 PM	2	1	1	0	0	0				4	
2:00 PM	2:59 PM	1	0	0	0	0	0				1	
5:00 PM	5:59 PM	0	1	0	0	0	0				1	
Totals:		42	7	3	0	0	0				52	
											Check:	0