5 Data Collection and Inventory

In order to gauge how the system is performing in meeting the goals, objectives, performance measures (PMs), and performance indicators (PIs) introduced in **Chapter 4 – System Goals**, an extensive data collection and inventory was conducted for Florida's 128 system airports. The information collected during this process formed a baseline of existing infrastructure and services offered by Florida's aviation system, and was integral to the system performance assessment and mapping analyses presented in **Chapter 7 – System Analysis**. Information about the inventory process for these two tasks, including the source and methodology for each data point, is provided in the following sections. Data collection efforts for other tasks (such as forecasting) are detailed in their respective sections.

5.1 Statewide System Performance Assessment

The system performance assessment evaluated the ability of Florida's airport system to achieve the seven goals of the Florida Aviation System Plan (FASP). Data for the statewide performance assessment were obtained from several sources, including the National Flight Data Center (NFDC), the Florida Aviation Database (FAD), and other Florida Department of Transportation (FDOT) and Federal Aviation Administration (FAA) sources. Additionally, a survey was administered to all system airports to gather data on six specific PMs and PIs as described in **Table 5-1**. Survey questions were first incorporated into a broader online survey conducted by the FDOT Aviation and Spaceports Office (ASO) in the fall of 2016. Airports that did not respond to this first attempt were contacted to complete a FASP-specific online survey in January 2017. In-person, hard copy surveys were administered to the remaining airports that didn't respond to the second online request during the February/March 2017 Continuing Florida Aviation System Planning Process (CFASPP) meetings.

Table 5-1 summarizes the source and methodology for each of the data points collected for the system performance assessment. PMs are shaded with light blue, while PIs are denoted in light green.

Table 5-1: Statewide Performance Assessment Data Source and Methodology

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
Goal 1: Provide safe, efficient, secure, and convenient service to Florida's citizens, businesses, and visitors					
1.1	Ensure that FASP airports operate at an efficient demand/capacity (D/C) ratio.	PM 1.1.1	Number of FASP airports with an annual airfield D/C ratio of 60% or more	FASP Phase I Analysis (2015) FASP 2035 Update utilizing *FAA 5010 Airport Master Records* (retrieved October 2016), *Terminal Area Forecast (TAF)* (2014), and the *FAA Aerospace Forecast 2017 – 2037* (2017)	The D/C analyses required airports' annual service volumes (ASVs) and forecasts of total aircraft operations. ASVs were collected from the FASP Phase I analysis as based on models developed during the *2012 FASP Airport D/C Study*. ASVs were also collected from individual airport master plans and other planning studies, as available. Forecasts of total aircraft operations were generated during the FASP 2035 Update. D/C ratios were developed by comparing the
		PM 1.1.2	Number of FASP airports with an annual airfield D/C ratio of 80% or more		

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
					forecasted activity data with the ASV estimates for base-year 2014 and projection-years 2020, 2025, and 2035.
		PM 1.1.3	Number of FASP airports identified in FAA Future Airport Capacity Task (FACT) reports for capacity concerns	*FACT3: Airport Capacity Needs in the National Airspace System (FAA FACT3)* (2015)	The FAA's *FACT3* report was downloaded from www.faa.gov/airports/resources/publications/reports and evaluated for the inclusion of Florida airports.
		PI 1.1.1	Number of FASP airports with terminal-related development projects (building, rental car, parking) and the amount of Joint Automated Capital Improvement Program (JACIP) funding identified for these projects	FDOT's JACIP (2016)	Florida airports request project funding through the JACIP. All existing funding requests were downloaded from the JACIP; all projects coded related to terminal-related improvements were then extracted from the dataset.

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
		PI 1.1.2	Percentage of "on-time" flights relative to departure reliability	United States (U.S.) Department of Transportation Bureau of Transportation Statistics (DOT BTS) (2016)	The U.S. DOT BTS provides data on the on-time reliability of airlines that serve commercial service airports. Reliability data was extracted for 18 of Florida's 20 commercial service airports. Orlando-Sanford International and St. Pete-Clearwater International airports were excluded from the analysis due to lack of available information.
1.2	Achieve and maintain 100% of primary runways at FASP airports in compliance with FAA and Florida Administrative Code (FAC) 14-60 Runway Safety	PM 1.2.1	Number of FASP airports identified by FDOT inspection that do not meet relevant RSA standards on their primary runways	FDOT inspections as available in the FAD; individual airport inspections are updated annually (data collected March 2017)	FDOT conducts annual inspections at every public and non-Part 139 airport in Florida, including an evaluation of RSA obstructions. Airport-specific

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
	Area (RSA) standards				inspection records were extracted from the FAD to identify any RSA issues.
1.3	Achieve and maintain 100% of nonprimary runways at FASP airports in compliance with FAA and FAC 14-60 RSA standard	PM 1.3.1	Number of FASP airports identified by FDOT inspection that do not meet relevant RSA standards on their nonprimary runways		
1.4	Support protection of people and appropriate land uses and controls of runway protection zones (RPZs) at FASP airports	PM 1.4.1	Number of FASP airports, as determined by a statewide database of land use, that control (through fee simple) the land for RPZ of the primary runway	Not applicable (N/A)	This PM will be evaluated during a future study.
		PI 1.4.1	Number of FASP airports that have incompatible land uses within the RPZs of the primary runway	Individual airport layout plans (ALPs) as available through FDOT and the FAA (various)	The FASP 2035 Update collected all individual ALPs available through FDOT and the FAA. A statewide database of RPZs was then developed in CADD and

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
					Google Earth. Using the Google Earth format, a visual assessment was then conducted to identify buildings, vegetation, roads, and other incompatible land uses within the RPZs of Florida's primary and nonprimary runways.
		PM 1.4.2	Number of FASP airports, as determined by a statewide database of land use, that control (through fee simple) the land for the RPZs of nonprimary runways	N/A	This PM will be evaluated during a future study.
		PI 1.4.2	Number of FASP airports that have incompatible land uses within the RPZs	Individual ALPs as available through FDOT and the FAA (various)	A visual assessment was conducted to identify incompatible land

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
			of the nonprimary runways		uses within the RPZs of Florida's nonprimary runways using Google Earth RPZ database described above.
1.5	Achieve compliance with Florida Statute (F.S.) regarding security plans	PI 1.5.1	Number of FASP airports with a runway greater or equal to 5,000 feet in length that report having a security plan	FAD (2016)	Airports are able to upload their security plans to the FAD. The analysis identified airports with a 5,000-foot-long runway that had uploaded a security plan into the FAD.
1.6	Ensure FASP airports can maintain operational capabilities during disasters	PI 1.6.1	Number of FASP airports with standby emergency power for airfield lighting	Statewide survey (2016 – 2017)	As part of the FASP 2035 Update process, all Florida system airports completed an online or hard copy survey to provide data regarding the availability of standby emergency power
		PI 1.6.2	Number of FASP airports with standby emergency power for fueling operations		

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
		PI 1.6.3	Number of FASP airports with standby emergency power for its terminal		for airfield lighting, fueling operations, and terminal buildings.
1.7	Ensure FASP airports address wildlife hazards through appropriate means	PM 1.7.1	Number of FASP airports with completed wildlife hazard site visits, assessments, and/or management plans	Statewide survey (2016 – 2017)	As part of the FASP 2035 Update process, all Florida system airports completed an online or hard copy survey to determine the number of airports that had completed some type of wildlife hazard mitigation study or plan.
1.8	Support FASP airports in meeting FAA airfield geometric design criteria to promote operational safety	PM 1.8.1	Number of FAA-obligated FASP airports that meet current FAA taxiway design standards	Google Earth (2016)	A visual assessment was conducted using Google Earth to identify system airports with taxiway deficiencies, including perpendicular access to runways from parking

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
					areas, wide expanses of pavement, and three or more node conflicts.
		PM 1.8.2	Number of FAA-obligated FASP airports that have FAA designated airfield "hot spots"	FAA *Hot Spot Report* (2016)	Because hot spots require the heightened attention of pilots and drivers, the FAA tabulates a list of current runway hot spots in the FAA Airport/Facility Directory (A/FD). Runway Hot Spot Reports are then compiled by state and provided at www.faa.gov/airports/runway_safety/hotspots/hotspots_list. The FAA *Runway Hot Spot Report* was used to identify airports with one or more hot spots.
Goal 2: Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment					

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
2.1	Encourage revenue generation at FASP airports to enhance airport self-sufficiency by assisting airports to develop business plans in accordance with FDOT's *Florida General Aviation Airport Business Plan Guidebook*.	PI 2.1.1	Number of FASP airports that report having a business/marketing plan	Statewide survey (2016 – 2017)	As part of the FASP 2035 Update process, all Florida system airports completed an online or hard copy survey to determine the number of airports that report having a business or marketing plan.
2.2	Enhance the competitiveness of Florida Strategic Intermodal System (SIS) airports for intermodal enhancement funding. Provide seamless transportation for Florida's travelers from point of departure to destination.	PI 2.2.1	Number of commercial service SIS airports reporting direct bus service	City and county bus maps (2016)	All city and county bus maps in areas within the vicinity of an SIS airport were reviewed to identify direct connections between bus service and SIS airports.
		PI 2.2.2	Number of commercial service SIS airports reporting direct passenger rail connections	City and county transit maps (2016)	All city and county transit maps in areas within the vicinity of an SIS airport were reviewed to identify direct connections

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
					between rail service and SIS airports.
		PI 2.2.3	Percentage of levels of service (LOS) on SIS Highway Airport Connectors that are LOS A through C	Local comprehensive plans (various)	Local comprehensive plans were downloaded to determine the LOS on SIS highway airport connectors. The analysis assessed the data to determine the percentage of LOS A through C SIS highway airport connectors.
2.3	Encourage economic, environmental, and community sustainability planning for FASP airports.	PI 2.3.1	Number of airports that have plans on file with FDOT (master plans and sustainability plans)	FDOT (2016)	Airports were identified using an Excel spreadsheet provided by FDOT that documents the airports that have filed master and/or sustainability plans with the agency.
Goal 3: Support and enhance the national position of leadership and prominence held by Florida's aviation industry					

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
3.1	Maintain Florida's status as a national leader in supporting aviation.	PI 3.1.1	Amount of Florida's aviation funding in relation to other states	FDOT *Aviation Project Handbook* (2016)	The FDOT *Aviation Project Handbook* was used to report the state appropriation for aviation from fiscal year (FY) 1990/1991 through FY 2016/2017. This document is available at www.fdot.gov/aviation/flpub.shtm.
		PI 3.1.2	Amount of Florida's aviation economic impact in relation to other states	FAA's *The Economic Impact of Civil Aviation on the U.S. Economy* (2015)	While many states, including Florida, publish statewide aviation economic impact studies, the data, timing, methodologies, and statistical programs vary significantly. To maintain consistency, the FASP 2035 Update used *The Economic Impact of Civil Aviation on the U.S. Economy* published by the FAA to determine

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
					the amount of Florida's aviation economic impact in relation to other states. This report is available at www.faa.gov/air_traffic/publications/media/2015-economic-impact-report.pdf.
		PI 3.1.3	Number of pilot certificates held in Florida (by category)	FAA *U.S. Civil Airmen Statistics* (2016)	The *U.S. Civil Airmen Statistics* is an annual FAA study that contains statistics about pilot and non-pilot airmen. This report was used to determine the number of pilot certificates held in Florida by category. The report is available at www.faa.gov/data_research/aviation_data_statistics/civil_airmen_statistics.

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
		PI 3.1.4	Number of U.S. Parachute Association (USPA) licenses issued in Florida	USPA (2017)	The USPA issues four types of licenses, indicating a jumper's level of skill and accomplishment. Data obtained from the USPA was used to determine the number of licenses issued in Florida by type.
		PI 3.1.5	Number of revenue passengers boarding aircraft	FAA Air Carrier Activity Information System (FAA ACAIS) (2015)	The FAA ACAIS was used to determine the number of revenue passengers boarding aircraft for the top 10 states, including Florida. The ACAIS is a database maintained by the FAA that contains revenue passenger boarding and all-cargo data at U.S. airports. The database is used

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
					to determine Airport Improvement Program (AIP) entitlements per fiscal year based on the previous calendar year's data. Current and historic data are available at www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger.
		PI 3.1.6	Tonnage of all air cargo landed at FASP airports	FDOT *Florida Air Cargo System Plan* (2016)	FDOT commissioned the *Florida Air Cargo System Plan* to evaluate statistics related to air cargo in Florida (report uses 2014 data). This plan was used to determine the total tonnage and value of all air cargo landed at Florida's system airports. The study
		PI 3.1.7	Value of air cargo transported at FASP airports		

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
					is available at www.fdot.gov/Aviation/planning.shtm.
		PI 3.1.8	Number of based aircraft in Florida	Basedaircraft.com (FAA, retrieved October 2016)	The number of based aircraft in Florida was determined using Basedaircraft.com (as retrieved in October 2016). Because this website relies on Airport IQ Airport Master Records, the data likely reflects slightly different source years depending on the date of the airport's most recent FAA 5010 inspection.
Goal 4: Protect airspace and promote compatible land uses around public airports					

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
4.1	Encourage FASP airports to work with communities to enact airport zoning ordinances compatible with F.S. Chapter 333 and FDOT's *Florida Airport Compatible Land Use Guidebook*.	PM 4.1.1	Number of FASP airports reporting that surrounding municipalities have enacted airport zoning ordinances compatible with F.S. Chapter 333	FDOT (2016)	The FDOT ASO directly provided data regarding city and county compliance with F.S. Chapter 333
4.2	Encourage mapping at FASP airports that is compatible with FAA's electronic Airport Layout Plan (eALP) standards.	PM 4.2.1	Number of FASP airports reporting that they have mapping compatible with FAA eALP standards	Statewide survey (2016 – 2017)	As part of the FASP 2035 Update process, all Florida system airports completed an online or hard copy survey to determine the number of airports that report having mapping compatible with FAA eALP standards.
Goal 5: Foster technological innovation and support the implementation of new technologies					
5.1	Encourage the development of global positioning system (GPS)-based	PM 5.1.1	Number of FASP airports with a GPS approach	FAA's Satellite Navigation – GPS/WAAS Approach	The FAA provides information about the availability of Wide Area

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
	instrument approaches.			Database (2017), *FDOT FASP* (2004)	Augmentation System (WAAS)-capable approach procedures in the U.S. at www.faa.gov/about/office_org/headquarters_offices/ato/service_units/techops/navservices/gnss/approaches. This database was used to determine the number of current GPS approaches in Florida. Historic records for comparison were obtained from the *2004 FASP*.
5.2	Encourage readiness of FASP airports to meet Next Generation Air Transportation System (NextGen) requirements.	PI 5.2.1	Number of FASP airports that meet the FAA standards for an instrument approach procedure with visibility minima between 3/4 mile and less than one mile	FAA's Satellite Navigation – GPS/WAAS Approach Database (2017), *FDOT FASP* (2004)	Data on airport-specific approach procedures were obtained from the FAA's Satellite Navigation Database as described above. This data was then categorized by

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
		PI 5.2.2	Number of FASP airports that meet the FAA standards for an instrument approach procedure with visibility minima less than 3/4 mile		those airports with visibility minima between 3/4 mile and less than one mile, as well as visibility minima less than 3/4 mile as determined by the FAA. This analysis assumed that all privately owned, public-use airports in the Florida system have visual approaches.
5.3	Ensure unmanned aerial system (UAS) operations are considered in the state infrastructure and airway system in accordance with FAA directives	PI 5.3.1	Number of coordination events with various UAS stakeholders (e.g., institutions of higher learning, UAS manufacturers, etc.) in the development of UAS technologies	N/A	Data for this PI is not yet available; however, it is recommended that FDOT implement measures to track coordination efforts with UAS stakeholders in the future.
Goal 6: Promote support for aviation from business, government, and the public					

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
6.1	Quantify and communicate the economic impact of FASP airports	PI 6.1.1	Change in the economic impact of FASP airports	FDOT *Florida Statewide Aviation Economic Impact Study* (2010, 2014)	The *Florida Statewide Aviation Economic Impact Study* quantified the economic impacts of 121 public-use airports and 11 military aviation facilities in Florida. The FASP 2035 Update assessed the differences reported between the 2010 and 2014 reports. Note that a new impact study is underway as of June 2017 with an anticipated fall 2018 completion date. The full 2014 study, as well as individual airport results, is available at www.fdot.gov/aviation/economicimpact.shtm
6.2	Coordinate with Enterprise Florida to	PI 6.2.1	Number of coordination	N/A	Data for this PI is not yet available;

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
	advertise the availability of resources and developable land at FASP airports to aviation-minded businesses around the country		meetings with Enterprise Florida representatives to communicate the economic impact and business development opportunities of FASP airports		however, it is recommended that FDOT implement measures to track coordination efforts with Enterprise Florida in the future.
6.3	Encourage airports to maintain pavement in an above-average level of condition	PI 6.3.1	Number of airport pavement condition index (PCI) inspections per year	Statewide Airfield Pavement Management Program (SAPMP) (2010 – 2012 and 2013 – 2015)	FDOT tracks pavement conditions, associated maintenance and rehabilitation needs, and costs in the SAPMP. This database was used to determine the annual number of PCI inspections. To date, there have been two cycles of inspections (2010 – 2012 and 2013 – 2015); the third cycle is currently underway (2016 – 2018).

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
Goal 7: Foster Florida's reputation as a military- and aerospace-friendly state					
7.1	Coordinate with military aviation representatives as it relates to the Florida aviation system	PI 7.1.1	Number of military officials participating in the CFASPP process	N/A	Data for this PI is not yet available; however, it is recommended that FDOT implement measures to track the number of the following for future FASP efforts: • Military officials who participate in the CFASPP • Task force meetings held with military officials • Coordination meetings with emergency-response officials, including the military
		PI 7.1.2	Number of task force meetings held with military officials		
7.2	Coordinate with military on emergency response coordination efforts	PI 7.2.1	Number of coordination meetings held with emergency response officials, including the military		
7.3	Measure the economic impact of military aviation in Florida	PI 7.3.1	Amount of Florida's aviation economic impact with military	FDOT *Florida Statewide Aviation Economic Impact Study* (FDOT, 2014)	The 2014 *Florida Statewide Aviation Economic Impact Study* was utilized

Objectives		Performance Measure/Performance Indicator		Data Source (year)	Methodology
			aviation units and airports included		to measure the total economic impact of military aviation in Florida.

Source: FASP 2035—individual data sources are provided in the table

5.2 Existing and Future Mapping Analysis

The mapping analyses of the FASP 2035 (presented in **Chapter 7 – System Analysis**) evaluated the percent of Florida's existing (2016) and future (2035) populations with access to airports with specific services and infrastructure within a 30-minute drive time. The existing and future access analyses were prepared using ESRI Community Analyst software, which determines drive time based on posted speed limits on the applicable roadway segment. For future population analyses, the software accounts for varying growth rates across the state based on forecasted demographics. In addition to ESRI Community Analyst, several other data sources were used to identify the airports with specific characteristics under evaluation. **Table 5-2** provides the data source and methodology used to identify the airport criteria evaluated during the existing and future mapping analysis.

Table 5-2: Data Source and Methodology for the Existing and Future Mapping Analysis

Airport Characteristic	Data Source (author, year)	Methodology
Airports with Airport Traffic Control Towers (ATCTs)	NFDC (NFDC, 2016)	The NFDC is part of the FAA's Aeronautical Information Services group, which is the nation's civil aviation authority providing the foundations for flight in the national airspace system (NAS). The database includes all aeronautical data to support the capacity, efficiency, and predictability in the airspace, routes, and airports of the NAS. Airports with ATCTs were identified in the NFDC at www.faa.gov/air_traffic/flight_info/aeronav.
Airports with Jet A fuel	FAD (FDOT, 2017)	Airports with Jet A fuel were identified in the FAD.
Airports with 100LL fuel (Avgas)	FAD (FDOT, 2017)	Airports with 100LL were identified in the FAD.
Airports by National Plan of Integrated Airport Systems (NPIAS) and ASSET categorization	2017 – 2021 NPIAS (FAA, 2016)	The FAA designates airports for inclusion in the NPIAS based on a set of criteria designed to identify those airports that are significant to national air transportation in the U.S. The associated ASSET classifications are designed to recognize the unique contributions of the nation's general aviation facilities. Florida's NPIAS airports and specific categorizations were identified using the *2017 – 2021 NPIAS* available at www.faa.gov/airports/planning_capacity/npias/reports/.
SIS airports	SIS (FDOT, 2017)	Florida's SIS-designated facilities have been deemed to the state's economic competitiveness and mobility. Airports within the SIS were identified using the resources available at www.fdot.gov/planning/sis.
Airports with flight training activity	FAD (FDOT, 2017)	Airports with flight training activity were identified in the FAD.
Airports with surface weather observation stations	FAD (FDOT, 2017)	Airports with surface weather observation stations were identified in the FAD.
Airports with runways of various lengths	FAD (FDOT, 2017)	The runway lengths of Florida's system airports were identified in the FAD.
Airports with at least one instrument approach	NFDC (FAA, 2016)	As the repository of all data related to the airspace, routes, and airports of the NAS, the NFDC was utilized to identify airports with at least one instrument approach.
Airports with at least one precision approach	NFDC (FAA, 2016)	The NFDC was utilized to identify airports with at least one precision approach.

Airport Characteristic	Data Source (author, year)	Methodology
Airports that have features to accommodate business users	FAD (FDOT, 2017), NFDC (FAA, 2016)	The FASP 2035 Update defined the attributes required to accommodate the average business user as having at least a 5,000-foot runway, Jet A fuel, instrument approach, and an Automated Weather Observation Stations (AWOS). These data points were extracted from the FAD and NFDC as described in the rows above.

Source: FASP 2035—individual data sources are provided in the table

In addition to the drive time analyses, the existing and future population analysis mapped several other conditions that will affect the future of aviation in Florida. These additional data sources are summarized in **Table 5-3**.

Table 5-3: Additional Data Affecting Aviation in Florida

Condition Impacting Aviation	Data Source (year)	Methodology
Conservation areas in Florida	Florida Natural Areas Inventory (FNAI) (2016)	The FNAI regularly updates the GIS shapefiles showing the locations and names of managed conservation areas around the state of Florida. These major locations were identified in the mapping and have been included within the analysis.
Planned roadway improvements	FDOT Five Year Work Program GIS Files (2016)	The Five Year Work Program information was collected and select roadway projects that add capacity improvements were reflected within the report and mapping.
Tourism employment projections	Florida Department of Economic Opportunity (DEO) (2016)	The DEO maintains historic and projected five-year future data on employment by industry at the statewide level. Occupational projections for Florida as utilized by the FASP 2035 Update are available at www.floridajobs.org/labor-market-information/data-center/statistical-programs/employment-projections. The FASP 2035 Update utilized the Occupational Projection Data for 2016 – 2021.
Retirement and seasonal residents	Visit Florida (2015) and ESRI Community Analysist (2016)	Tourism information was gathered from Visit Florida, using the data they gathered from 2015 visitor estimates. Population and age figures were developed using the ESRI Community Analysist Software (2016 population estimates), which uses Census (2010) data and a proprietary population projection methodology.

Source: FASP 2035—individual data sources are provided in the table

5.3 Summary

The cooperation of airports during the survey effort along with participation from multiple state agencies and other national and state resources was integral to the development of a comprehensive inventory. This inventory is key to the evaluation of the system in meeting FASP goals, objectives, PMs, and PIs to identify progress and areas for improvement moving forward. The analysis of the system using this inventory data is provided in **Chapter 7 – System Analysis**.