4 System Goals

4.1 Introduction

In previous Florida Aviation System Plan (FASP) documents, seven goals were established to identify the priorities of Florida's aviation system. As part of the FASP 2035 Update, these goals were revalidated and, in some cases, slightly modified, to support the overall aviation industry in Florida. These goals were developed as a collaborative effort between the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO), Florida's public-use airports, the Federal Aviation Administration (FAA), and other interested parties, including stakeholder groups that were included in the outreach efforts of the FASP.

To support the goals of the FASP, a comprehensive set of FASP objectives, performance measures (PMs), and performance indicators (PIs) were developed using the SMART philosophy that requires them to be **S**pecific, **M**easurable, **A**ttainable, **R**ealistic, and **T**ime-Sensitive. **It is important to note that this effort serves only as a mechanism for the FDOT ASO to evaluate itself and the Aviation Grant Program as opposed to evaluating, measuring, or grading individual airports.** The differentiation between these evaluation components is provided below.

Goals – These are broad targets or aiming points that FDOT, stakeholders (Districts, Florida Aviation System Plan Review Team [FASPRT], Comprehensive Review Team [CRT]), and the aviation public are striving to achieve for the Florida aviation system.

Objectives – Objectives are more detailed and descriptive than goals. They define specific areas where progress is desired in order to achieve the goal. Because goals tend to be broad in nature, multiple objectives are typically needed to support the achievement of each goal.

Performance Measures – PMs quantitatively assess a particular objective. PMs evaluate specific aspects of system performance. PMs are generally based on factors that FDOT and airports can influence through funding, projects, policies, and procedures.

Performance Indicators – PIs also quantitatively assess a particular objective. PIs also evaluate specific aspects of the system's performance; however, their purpose is to report information that informs but for which no direct action or change can be effected by FDOT.

4.2 Selection of Goals

As previously mentioned, significant stakeholder outreach was conducted to identify goals that align with and reflect stakeholder feedback. Many of these goals are carried forward from the *FASP 2025* as they continue to reflect the mission of the FDOT ASO and the stakeholders' vision for the system's future. These goals were further evaluated, revised, and updated to reflect current Florida aviation system needs. Ultimately, these seven goals serve to guide the evaluation and recommendations of Florida's system of airports:

1. Provide efficient, safe, and convenient service to Florida's citizens, businesses, and visitors.

2. Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment and exhibiting social responsibility.
3. Support and enhance the position of leadership and prominence held by Florida's aviation industry.
4. Protect airspace and promote compatible land uses around public airports.
5. Foster technological innovation and support implementation of new technologies.
6. Promote support for aviation from business, government, and the public.
7. Foster Florida's reputation as a military- and aerospace-friendly state.

Each of these goals and their associated objectives, PMs, and PIs are discussed in more detail in the following sections. The actual analysis of the system against these measurements is provided in **Chapter 7 – System Analysis.**

4.3 Goal 1: Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors

For Florida airports to fulfill their role in Florida's multimodal transportation system, they must be efficient and safe. Further, airports in Florida should provide convenient access for the state's residents, businesses, and visitors. The objectives, performance measures, and PIs used to evaluate this goal are shown in **Table 4-1**.

Table 4-1: Goal 1 Objectives, Performance Measures, and Performance Indicators

Objectives		Performance Measures		Performance Indicators	
1.1	Ensure that FASP airports operate at an efficient demand/capacity (D/C) ratio.	1.1.1	The number of FASP airports with an annual airfield D/C ratio of 60% or more (FDOT PM).[1]	1.1.1	The 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.
		1.1.2	The number of FASP airports with an annual airfield D/C ratio of 80% or more (FDOT PM).[1]	1.1.2	The percentage of "on time" flights relative to departure reliability (FDOT PM).[1]
		1.1.3	The number of FASP airports identified in FAA Future Airport Capacity Task (FACT)		

Objectives		Performance Measures		Performance Indicators	
			reports for capacity concerns.		
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 Area (RSA) standards.	1.2.1	The number of FASP airports identified by FDOT inspection that do not meet relevant RSA standards on their primary runway.		
1.3	Achieve and maintain 100% of nonprimary runways at FASP airports in compliance with FAA and FAC 14-60 RSA standards.	1.3.1	The 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.	1.4.1	The number of FASP airports, as determined by a statewide database of land use, that control (through fee simple) the land for the RPZs of the primary runway.	1.4.1	The number of FASP airports that have incompatible land uses within the RPZs of the primary runway.
		1.4.2	The 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.	1.4.2	The number of FASP airports that have incompatible land uses within the RPZs of the nonprimary runways.
1.5	Achieve compliance with Florida Statute (F.S.) regarding security plans.			1.5.1	The number of FASP airports with a runway greater or equal to 5,000 feet in length that report having a security plan.
1.6	Ensure FASP airports can maintain operational capabilities during disasters.			1.6.1	The number of FASP airports with standby emergency power for airfield lighting.

Objectives		Performance Measures		Performance Indicators	
				1.6.2	The number of FASP airports with standby emergency power for fueling operations.
				1.6.3	The number of FASP airports with standby emergency power for its terminal.
1.7	Ensure FASP airports address wildlife incompatible uses through appropriate means.	1.7.1	The number of FASP airports with completed wildlife hazard site visits, assessments, and/or management plans.		
1.8	Support FASP airports in meeting FAA airfield geometric design criteria to promote operational safety.	1.8.1	The number of FAA-obligated FASP airports that meet current FAA taxiway design standards.		
		1.8.2	The number of FAA-obligated FASP airports that have FAA designated airfield "hot spots."		

Source: FASP 2035

[1] FDOT PM = Aviation PMs that are reported in the FDOT Source Book

4.4 Goal 2: Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment and exhibiting social responsibility

There are many factors that influence airports and their ability to serve residents and visitors of a community. This goal is meant to assess how well airports are connected to their community based on numerous intermodal service factors as well as how well airports are marketing and promoting themselves through the development of business plans, master plans, and sustainability plans. A summary of the objectives and PIs that are associated with this goal are shown in **Table 4-2**. There are no PMs associated with this goal.

Table 4-2: Goal 2 Objectives and Performance Indicators

Objectives		Performance Indicators	
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*.	2.1.1	The number of FASP airports that report having a business/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.	2.2.1	The number of commercial service SIS airports reporting direct bus service.
		2.2.2	The number of commercial service SIS airports reporting direct passenger rail connections.
		2.2.3	The percentage of levels of service (LOS) on SIS Highway Airport Connectors that are LOS A through C (FDOT PM).[1]
2.3	Encourage economic, environmental, and community sustainability planning for FASP airports.	2.2.4	The number of airports that have plans on file with FDOT (master plans and sustainability plans).

Source: FASP 2035

[1] FDOT PM = Aviation PMs that are reported in the FDOT Source Book

4.5 Goal 3: Support and enhance the position of leadership and prominence held by Florida's aviation industry

Florida is a known leader in the aviation industry; therefore, the goal to support and enhance the position of leadership and prominence held by Florida's aviation industry is critical to the long-term success of Florida's aviation industry. A summary of the objectives and PIs that are associated with this goal are shown in **Table 4-3.** There are no PMs associated with this goal.

Table 4-3: Goal 3 Objectives and Performance Indicators

Objectives		Performance Indicators	
3.1	Maintain Florida's status as a national leader in supporting aviation.	3.1.1	The amount of Florida's aviation funding in relation to other states.
		3.1.2	The amount of Florida's aviation economic impact in relation to other states.

		3.1.3	The number of pilot certificates held in Florida (by category).
		3.1.4	The number of United States (U.S.) Parachute Association licenses issued in Florida.
		3.1.5	The number of revenue passengers boarding aircraft (FDOT PM).[1]
		3.1.6	The tonnage of all air cargo landed at FASP airports (FDOT PM).[1]
		3.1.7	The value of air cargo transported at FASP airports (FDOT PM).[1]
		3.1.8	The number of based aircraft in Florida.

Source: FASP 2035

[1] FDOT PM = Aviation PMs that are reported in the FDOT Source Book

4.6 Goal 4: Protect airspace and promote compatible land uses around public airports

Protecting the land use and airspace around an airport is critical to the long-term viability of aviation activity. Incompatible land uses near airports may lead to reductions in operational efficiency and may require a reduction in airport services. Protecting airspace is equally important. The presence of obstructions that limit airspace can drastically affect the operational viability of an airport. A summary of the objectives and PMs that are associated with this goal are shown in **Table 4-4**. There are no PIs associated with this goal.

Table 4-4: Goal 4 Objectives and Performance Measures

Objectives		Performance Measures	
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*.	4.1.1	The number of FASP airports reporting that surrounding municipalities have enacted airport zoning ordinances compatible with F.S. Chapter 333.
4.2	Encourage mapping at FASP airports that is compatible with FAA's electronic airport layout plan (eALP) standards.	4.2.1	The number of FASP airports reporting that they have mapping compatible with FAA eALP standards.

Source: FASP 2035

4.7 Goal 5: Foster technological innovation and support implementation of new technologies

Technology across all industries is changing at a rapid pace, including the aviation industry. Keeping up with these advancements is critical to the future of aviation. This goal promotes the development of improved approach procedures at airports to allow for a greater operational efficiency as well as compliance with the FAA's Next Generation Air Transportation System (NextGen) requirements. A summary of the objectives and PMs and PIs that are associated with this goal are shown in **Table 4-5**.

Table 4-5: Goal 5 Objectives, Performance Measures, and Performance Indicators

Objectives		Performance Measures		Performance Indicators	
5.1	Encourage the development of global positioning system (GPS)-based instrument approaches.	5.1.1	The number of FASP airports with a GPS approach.		
5.2	Encourage readiness of FASP airports to meet NextGen requirements.			5.2.1	The 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.
				5.2.2	The number of FASP airports that meet the FAA standards for an instrument approach procedure with visibility minima less than 3/4 mile.
5.3	Ensure unmanned aerial system (UAS) operations are considered in the state infrastructure and airway system in accordance with FAA directives.			5.3.1	The number of coordination events with various UAS stakeholders (e.g., institutions of higher learning, UAS manufacturers, etc.) in the development of UAS technologies.

Source: FASP 2035

4.8 Goal 6: Promote support for aviation from business, government, and the public

Florida's aviation system is a significant economic engine that supports numerous industries throughout the state. From manufacturing aircraft to training the world's pilots, bringing visitors from domestic and international locations, and providing support during emergencies, airports provide a tremendous range of qualitative and quantitative impacts that many businesses, governments, and the public may or may not understand. This goal aims to continue promoting the need for airport support to these groups. A summary of the objectives and PIs that are associated with this goal are shown in **Table 4-6**. There are no PMs associated with this goal.

Table 4-6: Goal 6 Objectives and Performance Indicators

Objectives		Performance Indicators	
6.1	Quantify and communicate the economic impact of FASP airports.	6.1.1	The change in the economic impact of FASP airports.
6.2	Coordinate with Enterprise Florida to advertise the availability of resources and developable land at FASP airports to aviation-minded businesses around the country.	6.2.1	The number of coordination meetings with Enterprise Florida representatives to communicate economic impact and business development opportunities of FASP airports.
6.3	Encourage airports to maintain pavement in an above-average level of condition.	6.3.1	The number of airport pavement condition index (PCI) inspections per year.

Source: FASP 2035

4.9 Goal 7: Foster Florida's reputation as a military- and aerospace-friendly state

Military activity is critical to the state of Florida. Similarly, Florida is a national leader in aerospace activity, including space launching capabilities, which are part of Florida's economic vitality. Not only do these activities provide jobs and economic impact (see **Table 4-7** for a summary of military aviation impacts), they both also have direct and significant impacts on the state's airports and airspace. As such, coordination with the military agencies and aerospace industry as well as promoting the benefits to the state's aviation system is critical to long-term success. This goal fosters Florida's reputation as a military- and aerospace-friendly state.

Table 4-7: The Amount of Florida's Aviation Economic Impact with Military Aviation Units and Airports Included

	Employment	Annual Payroll	Annual Economic Activity
Military Aviation	137,482	$6,409,021,000	$12,786,113,000

Source: 2014 Florida Department of Transportation (FDOT) Economic Impact Study

A summary of the objectives and PIs that are associated with this goal are shown in **Table 4-8**. There are no PMs associated with this goal.

Table 4-8: Goal 7 Objectives and Performance Indicators

Objectives		Performance Indicators	
7.1	Coordinate with military aviation representatives as it relates to the Florida aviation system.	7.1.1	The number of military officials participating in the Continuing Florida Aviation Systems Planning Process (CFASPP).
		7.1.2	The number of task force meetings held with military officials.
7.2	Coordinate with military on emergency response coordination efforts.	7.2.1	The number of coordination meetings held with emergency response officials, including the military.
7.3	Measure the economic impact of military aviation in Florida.	7.3.1	The amount of Florida's aviation economic impact with military aviation units and airports included.

Source: FASP 2035

4.10 Comprehensive Review Team Survey of Goals and Objectives

Not all goals and objectives are created equal, and while they are all important to the future of Florida's aviation system, some have a greater impact on airports than others. During the development of goals, objectives, PMs, and PIs with stakeholder groups, participants were asked to rate the impact of each objective on their airport and/or organization. This was first done by a survey of CRT members on issues affecting the aviation industry in Florida. **Table 4-9** shows the results of this survey in descending order.

Table 4-9: Impact of Airport Issues Sorted

Airport Issue	Weighted Impact (Max = 10)
Florida economy	9
Reduction in numbers of GA pilots	9
Aging population	8

Airport Issue	Weighted Impact (Max = 10)
Future of aviation gasoline (avgas)	7
Price of oil	7
NextGen requirements (navigation and communication)	6
Reaction to terrorist activity	6
Reliance on tourism	6
Sustainability	6
Contract towers	5
Medical Certificate Reform for Part 91 Operations	5
Opening of Cuba market	5
Shortfall of aviation maintenance personnel	5
UASs	5
Customs & Immigration	4
Legalization of gambling	4
Competition for space operations	3
Pandemic fears	3
Remote control towers	3
Transportation Security Administration (TSA) staffing	3
Airline pilot shortage	2
Electric aircraft	2
Autonomous vehicles (ground-based)	1

Source: Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO); Comprehensive Review Team (CRT) Members

The results of the survey returned a wide range of weighted impact ratings, which allows for the ranking/prioritization of the individual objectives. From this ranking/prioritization, conclusions can be drawn upon the order of magnitude and relative importance of each goal and objective of the FASP 2035. **Table 4-10** presents the individual goal objectives by impact, also in descending order.

Table 4-10: Impact of Goal Objectives Sorted

Goal	Objective	Impact (Max = 10)
Goal 2	Use aviation assets to bring new companies to Florida and expand employment at existing companies	10
Goal 3	Protect and preserve Florida's existing public airports	10
Goal 4	Encourage airports to work with communities to enact airport zoning ordinances compatible with F. S. 333 and encourage airports to have master plans incorporated in comprehensive plans of overlying local governments	10
Goal 1	Maintain Florida's public-use airports in a safe operating condition	9
Goal 1	Address security needs at all community airports	9
Goal 2	Promote Florida's assets for the mutual benefit of aviation and community development	9
Goal 3	Safeguard current, and position for the future growth in, funding levels for the State's Aviation Capital Improvement Program fund	9
Goal 3	Enhance Florida airports fiscal planning	9
Goal 1	Encourage the use of appropriate airports for corporate and business type aircraft through targeted marketing	8
Goal 1	Protect Florida airports from over-regulation in the area of security systems	8
Goal 2	Maintain an appropriate mix of airport services within each of Florida's regional economies consistent with market demand	8
Goal 2	Increase coordination with other agencies and groups involved in tourism, and economic and workforce development	8
Goal 4	Protect public-use airports from incompatible land uses	8
Goal 1	Ensure that the airport system can fulfill its role in the state's emergency response and medical evacuation (medevac) systems	7
Goal 2	Through the FASP, encourage a well-planned distribution of airport roles throughout the state	7
Goal 6	Provide the public with information that details how commercial and community airports contribute to Florida's economy and quality of life	7
Goal 6	Promote aviation within the K-12 school system	7
Goal 1	Provide adequate funding to capital projects aimed at alleviating flight training operational shortfalls at selected airports	6

Goal	Objective	Impact (Max = 10)
Goal 3	Over time, evaluate and refine the aviation strategic planning framework	6
Goal 5	Modernize airport technology	6
Goal 5	Encourage public/private partnerships to enhance technology development within the state aviation system	6
Goal 6	Encourage each Florida airport to produce regular reports detailing its contributions to the regional economy	6
Goal 1	Expand or raise the service delivery capabilities of airports with unmet demand for aviation services	5
Goal 1	Maximize support to Florida's air cargo industry	5
Goal 2	Promote existing or planned multimodal connection opportunities at Florida's commercial service airports through capital funding and master planning guidance	5
Goal 3	Preserve private, public-use airports	5
Goal 3	Ensure that business airports in the state system have some type of on-site ground transportation services	5
Goal 3	Annually review aviation trends within the state	5
Goal 5	Encourage the implementation of Small Aircraft Transportation System (SATS)-related technologies at selected Florida airports	5
Goal 4	Assist airports that are constrained by intermodal access problems	4
Goal 4	Enhance airports' compatibility with natural and manmade environments	4
Goal 7	Encourage military operators to participate in the system planning process	4
Goal 7	Evolve a system for improved coordination of Military Training Routes	2

Source: Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO); Comprehensive Review Team (CRT) Members

The results of the CRT survey allow each goal to be ranked based on the average impact of the objectives associated with each goal. By determining the average objective impact for each goal, goals can be prioritized, as shown in **Table 4-11.** Goal 2 has the highest average weighted impact, followed by Goal 1 and Goal 3.

Table 4-11: Average Goal Impact Sorted

Goal		Number of Objectives	Sum of Objectives' Impact	Average Impact (Max = 10)
Goal 2	Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment and exhibiting social responsibility.	6	47	7.8
Goal 1	Provide efficient, safe, and convenient service to Florida's citizens, businesses, and visitors.	8	57	7.1
Goal 3	Support and enhance the position of leadership and prominence held by Florida's aviation industry.	7	49	7.0
Goal 6	Promote support for aviation from business, government, and the public.	3	20	6.7
Goal 4	Protect airspace and promote compatible land uses around public airports.	4	26	6.5
Goal 5	Foster technological innovation and support implementation of new technologies.	3	17	5.7
Goal 7	Foster Florida's reputation as a military- and aerospace-friendly state.	2	6	3.0

Source: Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO); Comprehensive Review Team (CRT) Members

4.11 Alignment with FDOT *Source Book*

In addition to evaluating the state's aviation system, FDOT produces a document titled the *Florida Multimodal Mobility Performance Measures Source Book*. The book documents "current and historical data and analysis describing the performance of Florida's transportation system. It is intended to be the primary source of mobility performance measure results for the State of Florida." As such, seven of the PMs and PIs introduced in this Chapter are noted as "FDOT PMs" in the previous goal tables. This signifies that they are one of the Aviation PMs that are reported in the FDOT *Source Book*. These include:

- PM 1.1.1 – The number of FASP airports with an annual airfield D/C ratio of 60% or more (FDOT PM)
- PM 1.1.2 – The number of FASP airports with an annual airfield D/C ratio of 80% or more (FDOT PM)
- PI 1.1.2 – The percentage of "on-time" flights relative to departure reliability (FDOT PM)

- PI 2.2.3 – The percentage of LOS on SIS Highway Airport Connectors that are LOS A through C (FDOT PM)
- PI 3.1.5 – The number of revenue passengers boarding aircraft (FDOT PM)
- PI 3.1.6 – The tonnage of all air cargo landed at FASP airports (FDOT PM)
- PI 3.1.7 – The value of air cargo transported at FASP airports (FDOT PM)

4.12 Alignment with Florida Transportation Plan Goals

The Florida Transportation Plan (FTP) is the overarching long-range transportation plan guiding the future of Florida's transportation system. The FTP is a plan for all of Florida and provides direction and guidance for the multiple agencies and organizations involved in the planning, management, and regulation of transportation networks throughout the state, including air, road, rail, and multimodal alternatives. It also provides a policy framework for the expenditure of state and federal transportation funds.

FDOT released the Vision and Policy elements of the most recent FTP in 2015 following an extensive engagement process with public- and private-sector stakeholders and participants from across the state. This process envisioned the future of Florida's transportation system over the next 50 years and defined specific goals and objectives to advance that vision over the next 25 years.

As a key element of that process, FDOT authored the *FTP Policy Element*, which "establishes the policy framework for expenditure of state and federal transportation funds flowing through FDOT's work program." The *Policy Element* comprises seven long-range goals and priorities. Goals 1 through 4 target the performance of Florida's transportation system, and Goals 5 through 7 focus on how transportation supports statewide priorities:[1]

1. Safety and security for residents, businesses, and visitors
2. Agile, resilient, and quality infrastructure
3. Efficient and reliable mobility for people and freight
4. More transportation choices for people and freight
5. Transportation solutions that support Florida's global economic competitiveness
6. Transportation solutions that support quality places to live, learn, work, and play
7. Transportation solutions that enhance Florida's environment and conserve energy

In addition to the FTP, FDOT has developed mode-specific strategic plans for various components of Florida's transportation network, including the FASP. Each modal plan identifies specific goals and objectives relevant to the issues and needs of the mode. The FASP is one of the few modal plans that develops its own goals that complement the FTP but specifically meet goals reflective of the aviation system. It is important that the FASP goals reflect the FTP goals that establish the policy framework for state funding decisions.

An evaluation of the most current FTP goals in the context of their relevance and appropriateness was conducted during the development of the FASP 2035 goals presented in

[1] Note that the 2015 FTP removed "Preservation of the System" as an independent goal as included in the previous FTP; however, the principle is incorporated into other FTP goals.

this Chapter. Extensive stakeholder involvement during this process helped identify the relationship between FTP and FASP 2035 goals, as presented in **Table 4-12**.

Table 4-12: Relationship of FASP 2035 and FTP Goals

FTP	FASP: Provide safe, efficient, secure, and convenient service to Florida's citizens, businesses, and visitors	FASP: Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment	FASP: Support and enhance the national position of leadership and prominence held by Florida's aviation	FASP: Protect airspace and promote compatible land uses around public airports	FASP: Foster technological innovation and support the implementation of new technologies	FASP: Promote support for aviation from business, government, and the public	FASP: Foster Florida's reputation as a military- and aerospace industry- friendly state
Safety and security for residents, visitors, and businesses	★	☆	☆ A	★ B	★	☆	☆
Agile, resilient, and quality infrastructure	★	☆	☆ C	☆	☆	★ D	☆ E
Efficient and reliable mobility for people and freight	★	☆	☆	☆ F	☆	☆	☆ G
More transportation choices for people and freight	☆ H	★	☆	☆ I	☆	☆	☆
Transportation solutions that support Florida's global economic competitiveness	☆	★	★	☆ J	☆ K	☆	☆
Transportation solutions that support quality places to live, learn, work, and play	☆	★	☆	☆	☆	☆	☆
Transportation solutions that enhance Florida's environment and conserve energy	☆	★	☆	☆	☆	☆	☆

Source: Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO), Comprehensive Review Team (CRT) Members

★ High Relationship ☆ Medium Relationship ☆ Low Relationship

A. FASP goal relates explicitly to funding/ economics. Relatively low relationship compared to other FASP goals.

B. Key element of airport-compatible land use is the safety of people and property.

C. While air travel use may rise with quality, well-maintained infrastructure, relationship is relatively low in context.

D. Above-average pavement condition.

E. Low relationship between land use and efficient/reliable service.

F. Emergency response coordination.

G. Need for reliable mobility as part of emergency response strategy.

H. FTP goal is primarily (though not entirely) concerned with providing transportation alternatives. FASP goal relates to improving air service's safety/security. Relationship exists but is not directly connected.

I. Low relationship between land use and availability of transportation alternatives.

J. Low relationship between land use and economic competitive-ness/ transportation connectivity/ workforce development.

K. Objectives of FASP do not seem to align specifically with the FTP; however, overall goal seems to support the FTP priorities.

The FASP goals are a critical component of the study and to the FDOT ASO. Ensuring a link between the FASP and the FTP enhances the understanding of FDOT's funding priorities, including understanding projects that advance the state's vision for its aviation and transportation future.

4.13 Summary

The goals, objectives, PMs, and PIs in this document were developed by starting with the previously established goals, objectives, and PMs contained in the *FASP 2025*. Through a collaborative effort involving the CRT and FDOT ASO, it was determined that the same general goals from the *FASP 2025* were applicable to the FASP 2035, with minor revisions. However, a revised set of objectives, PMs, and PIs were developed with stakeholder input to address the evolving conditions of the aviation industry and the Florida airport system. These components serve as the base upon which the system is measured. Analysis of the system in meeting the established measurements is provided in **Chapter 7 – System Analysis**.