3 Airport System and Classifications

3.1 Introduction

One of the first steps in the system planning process is to identify the airports to be included in the system. States utilize different methods for defining the airports considered for inclusion in their state aviation transportation networks. Inclusion criteria could relate to ownership and use, while the impact of inclusion could affect funding eligibility or regulatory impacts. Once system airports are identified, further stratification or classification of facilities helps organize the system according to the types of users served and role in the statewide system.

3.2 Aviation Facilities in Florida

A considerable number of aviation facilities are located in Florida. According to Federal Aviation Administration (FAA) airport facilities data as of August 2017, there were 768 aviation facilities located throughout the state. These facilities primarily consist of airports and heliports; however, approximately 10 percent of the aviation facilities consists of gliderports, seaplane bases, and ultralight facilities. These facilities are made up of airports with different ownership and uses across six categories (see **Figure 3-1**):

1. **Publicly-owned, public-use**. Of all aviation facilities located throughout Florida, 104 are publicly-owned and operated as public-use facilities. These facilities are owned by counties or municipalities or through the establishment of a special district (airport authority). A significant number of these facilities were originally military installations that were transferred from the U.S. government to local agencies. Many of these airport owners have accepted state and/or federal grant funding for new construction, maintenance, or other airport improvements. The acceptance and use of these grants comes with certain assurances, one of which requires that the airport continues to be operated as an airport for a specified duration as determined by the FAA, typically 20 years after the acceptance and use of grant funding.
2. **Privately-owned, public-use**. Twenty-three privately-owned aviation facilities are open to the public throughout Florida. These facilities generally comprise fly-in communities with grass strips or contain short paved runways that primarily serve the recreational flying, general aviation (GA) public. Although these facilities are owned and operated by private individuals or companies, the facilities are open to the public for aviation use.
3. **Joint civilian/military (joint-use)**. Eglin Air Force Base, located in Valparaiso, is the only joint-use airport facility in the state. It is also known as the Destin-Fort Walton Beach Airport. This airport is one of few military installations throughout the country that serve as both a military and commercial service airport open for use by the public. It is important to note that many airports in Florida experience military activity; however, the distinction is that military-owned airports are owned by the armed forces, not just used by them.
4. **Publicly-owned, private-use**. Some aviation facilities located throughout the state are publicly-owned, private-use facilities. These facilities are operated by a public entity such

as a municipality or county, but are not open to the public. These account for 66 airports in the state. Most of these facilities consist of heliports or airports that serve a public function. Some of these entities include the Department of Corrections, the National Aeronautics and Space Administration (NASA), publicly-owned hospitals, sheriffs, mosquito control, and police and fire departments.

5. **Privately-owned, private-use**. This form of ownership and operation comprises the largest number of aviation facilities throughout the state. Approximately three-quarters of the state's aviation facilities are privately-owned, private-use facilities. While the number of privately-owned, private-use facilities changes fairly frequently, the number hovers around 550 facilities at any given time. Some of these facilities consist of grass strips or paved runways that support small GA aircraft activity associated with fly-in communities. Others are owned by private companies, such as privately-owned hospitals or private individuals on their own land.

6. **Military owned, private-use**. There are 24 airports and heliports within the state that are categorized as military owned, private-use facilities. Most of these facilities are larger military installations that are off-limits to the public due to concerns of national security and safety. Military aviation facilities fall under a separate funding program and are necessary to continue to function in the interest of the nation's defense.

Figure 3-1: Florida Aviation Facilities
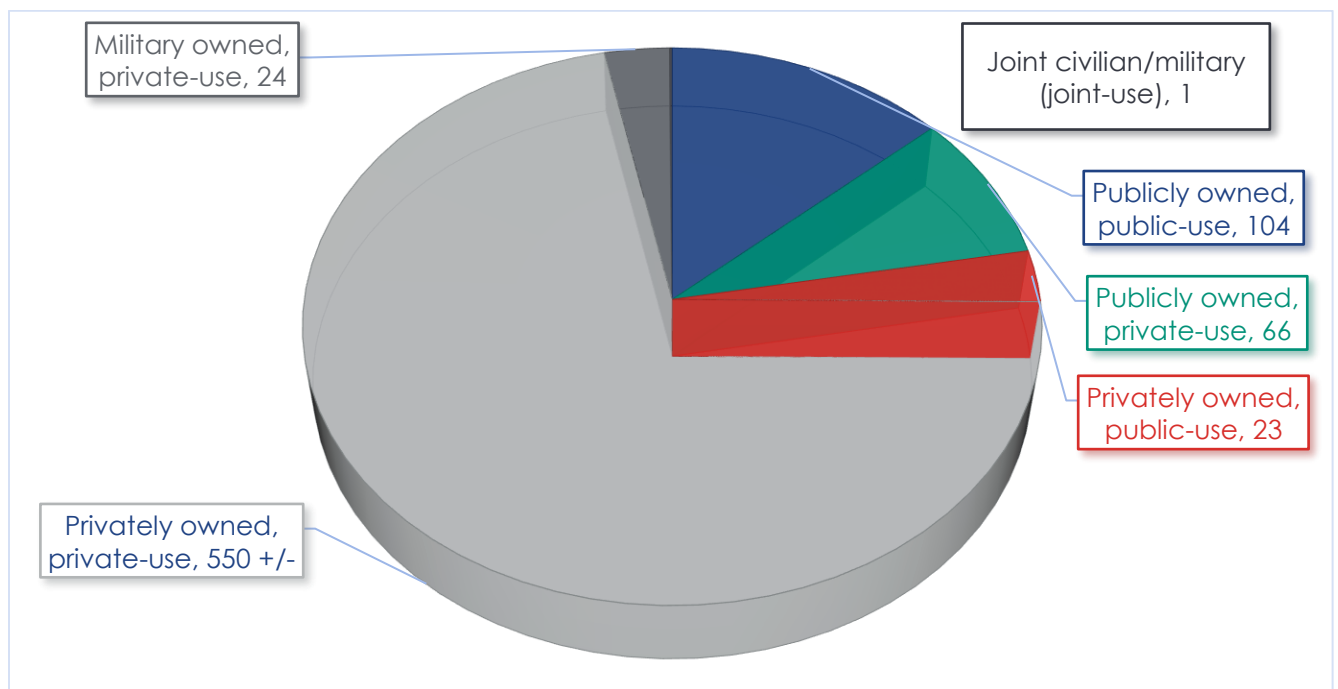
Source: Florida Aviation Database (FAD), accessed August 2017; Kimley-Horn
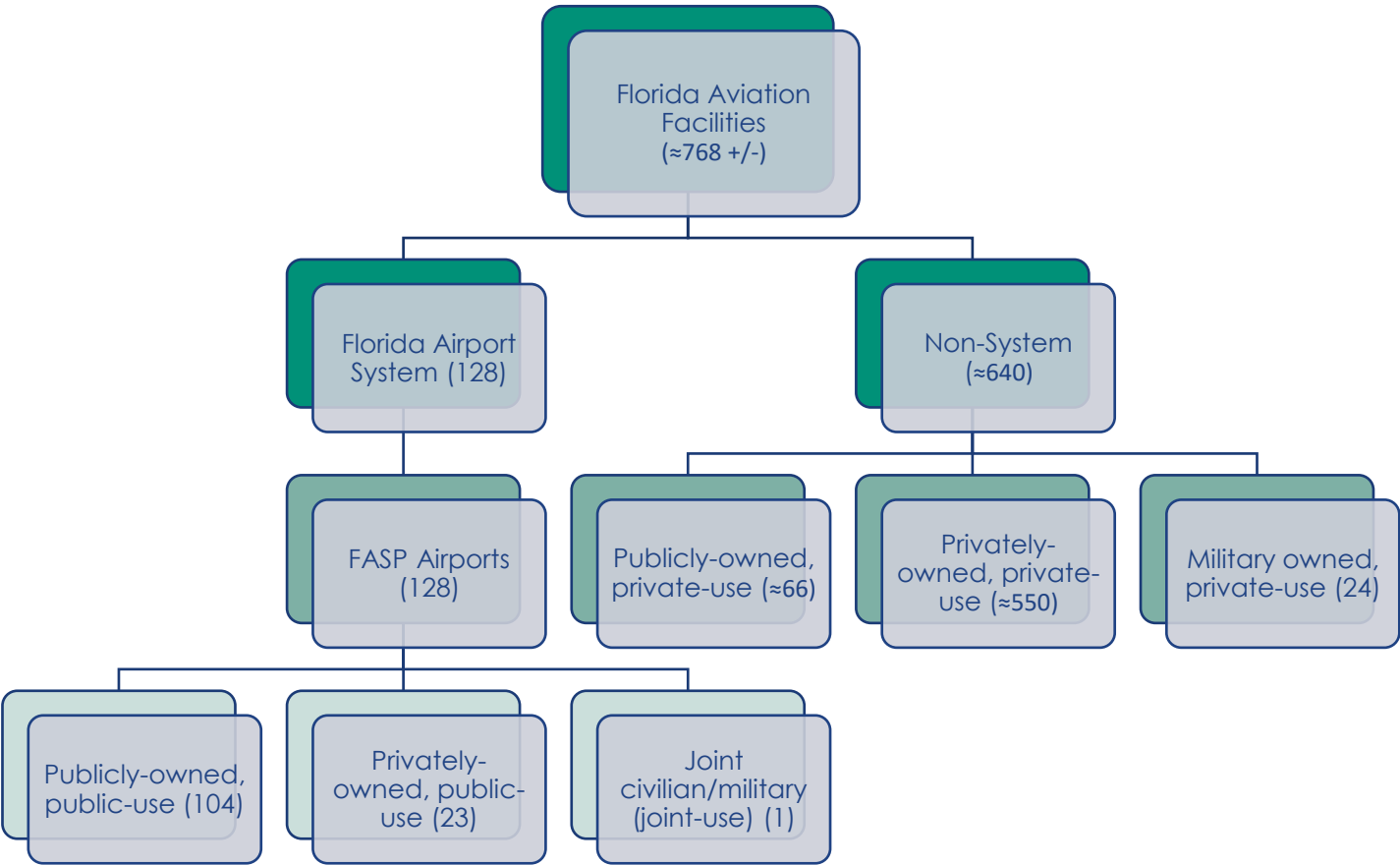
3.3 Florida's Airport System

As per Florida Statute (F.S.) Chapter 332, the "Florida Airport System" includes all existing public-use airports that are owned and operated within the state and those public-use airports which will be developed and made operational in the future. According to the Florida Aviation Database (FAD), as of April 2015 when the Florida Aviation System Plan (FASP) was initiated there are 128 public-use airports, accounting for approximately 15 percent of all aviation facilities in the state.

Historically, the airports included in the FASP have been defined as all public-use airports that have been accepted into the Florida Airport System. Acceptance into the system is a process outlined in Florida Department of Transportation (FDOT) Procedure 725-040-210-f, *New Public Airport Funding Eligibility*.

At the outset of this FASP 2035 Update, the Tavares Seaplane Base met the criteria to be included in Florida's Airport System but had not completed the process to be included as an FASP airport. Therefore, the number of Florida Airport System airports was 128, compared to 127 FASP airports. Tavares Seaplane Base went through the evaluation process outlined in the FDOT procedure and was admitted to the FASP, through the Continuing Florida Aviation System Planning Process (CFASPP), in February 2017. As such, the number of Florida Airport System and FASP airports is the same at 128.

Figure 3-2 depicts the organization of the Florida Aviation Facilities indicating the relationship between the airports included in the Florida Airport System, the FASP, and those not in the system.

Figure 3-2: Current Florida Aviation Facilities

Source: Kimley-Horn

The 128 airports in Florida that meet the F.S. Chapter 332 definition to be included in the Florida Airport System and meet the criteria for inclusion in the FASP are presented in **Table 3-1** in alphabetical order by their associated city, broken down according to those with commercial service and those that serve only GA.

Table 3-1: FASP Airports

Associated City	Airport Name	FAA ID
Commercial Service		
Daytona Beach	Daytona Beach International Airport	DAB
Fort Lauderdale	Fort Lauderdale-Hollywood International Airport	FLL
Fort Myers	Southwest Florida International Airport	RSW
Gainesville	Gainesville Regional Airport	GNV

Associated City	Airport Name	FAA ID
Jacksonville	Jacksonville International Airport	JAX
Key West	Key West International Airport	EYW
Melbourne	Melbourne International Airport	MLB
Miami	Miami International Airport	MIA
Orlando	Orlando International Airport	MCO
Orlando	Orlando-Sanford International Airport	SFB
Panama City	Northwest Florida Beaches International Airport	ECP
Pensacola	Pensacola International Airport	PNS
Punta Gorda	Punta Gorda Airport	PGD
Sarasota/Bradenton	Sarasota Bradenton International Airport	SRQ
St. Augustine	Northeast Florida Regional Airport	SGJ
St. Petersburg/Clearwater	St. Pete-Clearwater International Airport	PIE
Tallahassee	Tallahassee International Airport	TLH
Tampa	Tampa International Airport	TPA
Valparaiso	Destin-Ft. Walton Beach Airport	VPS
West Palm Beach	Palm Beach International Airport	PBI
General Aviation		
Apalachicola	Apalachicola Regional-Cleve Randolph Field	AAF
Apalachicola	St. George Island Airport	F47
Apopka	Orlando Apopka Airport	X04
Arcadia	Arcadia Municipal Airport	X06
Archer	Flying Ten Airport	0J8
Avon Park	Avon Park Executive Airport	AVO
Bartow	Bartow Municipal Airport	BOW
Belle Glade	Belle Glade State Municipal Airport	X10
Blountstown	Calhoun County Airport	F95
Boca Raton	Boca Raton Airport	BCT
Bonifay	Tri-County Airport	1J0
Brooksville	Brooksville-Tampa Bay Regional Airport	BKV
Brooksville	Pilot Country Airport	X05

Airport System and Classifications

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Associated City	Airport Name	FAA ID
Carrabelle	Carrabelle-Thompson Airport	X13
Cedar Key	George T. Lewis Airport	CDK
Clearwater	Clearwater Air Park	CLW
Clewiston	Airglades Airport	2IS
Crestview	Bob Sikes Airport	CEW
Cross City	Cross City Airport	CTY
Crystal River	Crystal River-Captain Tom Davis Field	CGC
DeFuniak Springs	DeFuniak Springs Airport	54J
Deland	Bob Lee Flight Strip	1J6
Deland	Deland Municipal-Sidney H Taylor Field	DED
Destin	Destin Executive Airport	DTS
Dunnellon	Marion County Airport	X35
Englewood	Buchan Airport	X36
Eustis	Mid Florida Air Service Airport	X55
Everglades	Everglades Airpark	X01
Fernandina Beach	Fernandina Beach Municipal Airport	FHB
Fort Lauderdale	Downtown Fort Lauderdale Helistop[2]	DT1
Fort Lauderdale	Fort Lauderdale Executive Airport	FXE
Fort Myers	Page Field	FMY
Fort Pierce	Treasure Coast International Airport	FPR
High Springs	Oak Tree Landing Airport	6J8
Hilliard	Hilliard Airpark	01J
Hollywood	North Perry Airport	HWO
Homestead	Miami Homestead General Aviation Airport	X51
Immokalee	Immokalee Regional Airport	IMM
Indiantown	Indiantown Airport	X58
Inverness	Inverness Airport	INF
Jacksonville	Cecil Airport	VQQ
Jacksonville	Herlong Recreational Airport	HEG
Jacksonville	Jacksonville Executive at Craig Airport	CRG

Associated City	Airport Name	FAA ID
Keystone Heights	Keystone Airpark	42J
La Belle	La Belle Municipal Airport	X14
Lake City	Lake City Gateway Airport	LCQ
Lake Wales	Chalet Suzanne Air Strip	X25
Lake Wales	Lake Wales Municipal Airport	X07
Lakeland	Lakeland Linder Regional Airport	LAL
Lakeland	South Lakeland Airport	X49
Leesburg	Leesburg International Airport	LEE
Live Oak	Suwannee County Airport	24J
Marathon	The Florida Keys Marathon International Airport	MTH
Marco Island	Marco Island Airport	MKY
Marianna	Marianna Municipal Airport	MAI
Merritt Island	Merritt Island Airport	COI
Miami	Dade-Collier Training and Transition Airport	TNT
Miami	Miami Executive Airport	TMB
Miami	Miami Seaplane Base[1]	X44
Miami	Miami-Opa Locka Executive Airport	OPF
Milton	Peter Prince Field	2R4
Naples	Naples Municipal Airport	APF
Navarre	Fort Walton Beach Airport	1J9
New Smyrna Beach	Massey Ranch Airpark	X50
New Smyrna Beach	New Smyrna Beach Municipal Airport	EVB
Ocala	Ocala International-Jim Taylor Field	OCF
Okeechobee	Okeechobee County Airport	OBE
Orlando	Executive Airport	ORL
Orlando	Kissimmee Gateway Airport	ISM
Ormond Beach	Ormond Beach Municipal Airport	OMN
Pahokee	Palm Beach County Glades Airport	PHK
Palatka	Palatka Municipal-Lt Kay Larkin Field	28J
Palm Coast	Flagler Executive Airport	FIN

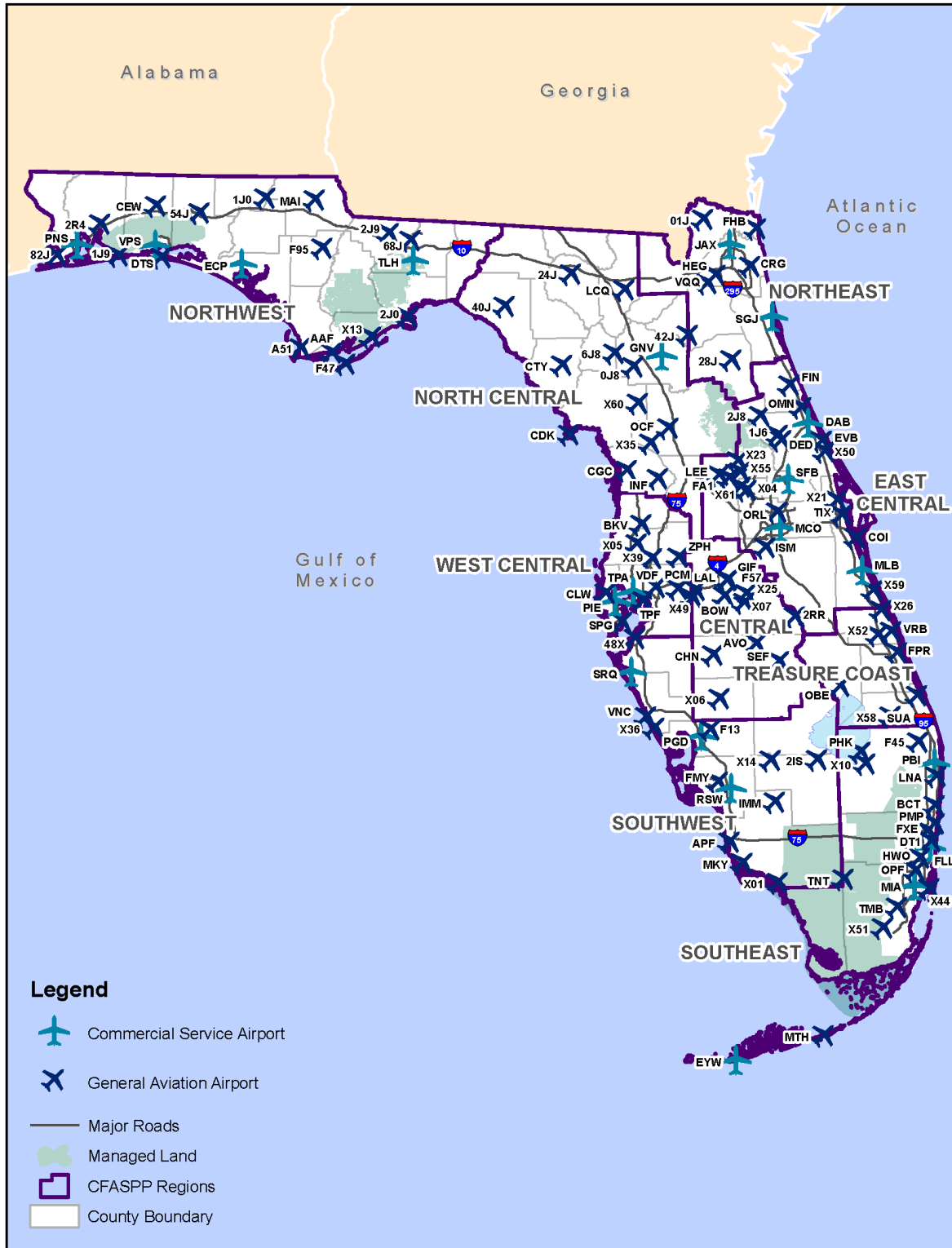| Associated City	Airport Name	FAA ID
Palmetto	Airport Manatee	48X
Panacea	Wakulla County Airport	2J0
Pensacola	Ferguson Airport	82J
Perry	Perry-Foley Airport	40J
Pierson	Pierson Municipal Airport	2J8
Plant City	Plant City Airport	PCM
Pompano Beach	Pompano Beach Airpark	PMP
Port St. Joe	Costin Airport	A51
Punta Gorda	Shell Creek Airpark	F13
Quincy	Quincy Municipal Airport	2J9
River Ranch	River Ranch Resort Airport	2RR
Sebastian	Sebastian Municipal Airport	X26
Sebring	Sebring Regional Airport	SEF
St. Petersburg	Albert Whitted Airport	SPG
Stuart	Witham Field	SUA
Tallahassee /Havana/	Tallahassee Commercial Airport	68J
Tampa	Peter O. Knight Airport	TPF
Tampa	Tampa Executive Airport	VDF
Tampa	Tampa North Aero Park	X39
Tavares	Tavares Seaplane Base[1]	FA1
Titusville	Arthur Dunn Air Park	X21
Titusville	Space Coast Regional Airport	TIX
Umatilla	Umatilla Municipal Airport	X23
Valkaria	Valkaria Airport	X59
Venice	Venice Municipal Airport	VNC
Vero Beach	New Hibiscus Airpark	X52
Vero Beach	Vero Beach Regional Airport	VRB
Wauchula	Wauchula Municipal Airport	CHN
West Palm Beach	North Palm Beach County General Aviation Airport	F45

Associated City	Airport Name	FAA ID
West Palm Beach	Palm Beach County Park Airport	LNA
Williston	Williston Municipal Airport	X60
Winter Haven	Jack Browns Seaplane Base[1]	F57
Winter Haven	Winter Haven's Gilbert Field	GIF
Zellwood	Bob White Field	X61
Zephyrhills	Zephyrhills Municipal Airport	ZPH

Note: [1]Seaplane Base; [2] Heliport
Sources: Florida Aviation Database (FAD), accessed August 2017; Kimley-Horn

Figure 3-3 depicts the FASP airports, including the 20 commercial service airports and 108 GA airports.

Figure 3-3: FASP Airports

Legend

- ✈ Commercial Service Airport
- ✕ General Aviation Airport
- — Major Roads
- Managed Land
- CFASPP Regions
- County Boundary

Source: Florida Department of Transportation (FDOT) Aviation and Spaceport Office (ASO); Kimley-Horn

Airport System and Classifications

3.4 FASP Airport Classifications or Roles

Airports in Florida are stratified by role in a number of different studies, each with differing purposes. Stratifying airports can help with providing perspective on how airports relate to one another, grouping into funding categories, and evaluating how the airport system is performing by examining how airport services are distributed around the state.

The stratification of aviation facilities is the sorting or categorization of study airports by their role, type, function, capabilities, facilities, economic impact, or even by their annual volume of activity (e.g., enplanements, operations, etc.). A review of the existing stratification methodologies used on the state's airports that were created as components of previous studies is a useful means of understanding the purpose behind airport system stratification. Four reports that stratified Florida's airports were examined. These four studies included the following:

- FAA *Report to Congress National Plan of Integrated Airport Systems (NPIAS) 2017 – 2012*
- FAA *General Aviation Airports: A National Asset (ASSET 1) and ASSET 2: In-Depth Review of the 497 Unclassified Airports*
- FDOT *Florida Aviation System Plan 2025*
- FDOT *Florida's Strategic Intermodal System (SIS)*

The following sections describe these reports and the associated stratification methods that were implemented within each report.

3.4.1 NPIAS

The *NPIAS* is an FAA report prepared for Congress that is updated every two years in accordance with Title 49 U.S. Code, section 47103. The *2017 – 2021 NPIAS* identified 3,332 public-use airports throughout the U.S. (which does not include eight proposed airports identified in the *NPIAS*) that are considered important to the national air transportation system and are therefore eligible to receive grant funding under the FAA's Airport Improvement Program. The *NPIAS* classifies commercial service and GA airport facilities that are designated as NPIAS airports. In total, the *NPIAS* stratified 100 airports throughout the state of Florida (20 commercial service airports and 80 GA airports).

The *NPIAS* classifies airports into two major categories—primary and nonprimary—with most commercial airports falling under the primary category. Nationwide, only 382 airports are classified as primary airports in the *NPIAS*—the remainder are nonprimary airports.

3.4.1.1 Primary Airports

Primary airports are defined as public airports with scheduled air carrier service that generate 10,000 enplanements or more per year. Primary airports are further classified by their share of U.S. enplanements as follows:

- Large Hub Airport: Account for one percent or more of all passenger enplanements within the U.S.

- Medium Hub Airport: Account for between .25 percent and one percent of all passenger enplanements within the U.S.
- Small Hub Airport: Account for .05 percent to .25 percent of all passenger enplanements within the U.S.
- Non-Hub Airports: Enplane less than .05 percent of all commercial passenger enplanements but have at least 10,000 annual enplanements.

In Florida, the *NPIAS* classifies four airports as large hubs, three airports as medium hubs, six airports as small hubs, and seven as non-hubs. **Table 3-2** lists the names and respective categories of commercial service airports within the state of Florida that were classified as primary airports within the *NPIAS*.

Table 3-2: Florida's Primary NPIAS Airports

NPIAS Classification	Florida Airports
Large Hub Airports (4)	Fort Lauderdale-Hollywood International (FLL)
	Miami International (MIA)
	Orlando International (MCO)
	Tampa International (TPA)
Medium Hub Airports (3)	Jacksonville International (JAX)
	Palm Beach International (PBI)
	Southwest Florida International (RSW)
Small Hub Airports (6)	Key West International (EYW)
	Northwest Florida Beaches International (ECP)
	Orlando-Sanford International (SFB)
	Pensacola International (PNS)
	St. Pete-Clearwater International (PIE)
	Sarasota Bradenton International (SRQ)
Non-Hub Airports (7)	Daytona Beach (DAB)
	Destin-Ft. Walton Beach (VPS)Tallahassee International (TLH)
	Gainesville Regional (GNV)
	Melbourne International (MLB)
	Northeast Florida Regional (SGJ)
	Punta Gorda (PGD)

Source: National Plan of Integrated Airport Systems (NPIAS) 2017 – 2021

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3.4.1.2 Nonprimary Airports

The nonprimary airports category includes both GA airports and commercial service airports having 9,999 annual enplanements or fewer. However, no commercial service airports within the state of Florida currently fall into the nonprimary airport category. The *NPIAS* considers all nonprimary airports as GA airports regardless of whether commercial service is provided. The *NPIAS* further describes the three sub-categories of nonprimary airports as follows:

- Nonprimary Commercial Service Airports: Airports that have at least 2,500 but no more than 10,000 annual enplanements are categorized as nonprimary commercial service airports.
- Reliever Airports: The *NPIAS* classifies nonprimary airports that serve as alternatives to congested commercial service hub airports as relievers. To be eligible for this designation, the airport must be open to the public and have 100 or more based aircraft or have 25,000 or more annual itinerant operations.
- General Aviation Airports: The *NPIAS* classifies all nonprimary airports that are not designated as nonprimary commercial service or reliever airports as GA airports.

The *NPIAS* also includes classifications based on the FAA's *ASSET Study*, which is described in more detail in the next section.

Out of Florida's 100 NPIAS airports, 80 are designated as nonprimary airports. None of these are classified as nonprimary commercial service airports. Out of those 80 nonprimary airports, 21 are classified as reliever airports. At the national level, primary airports outnumber reliever airports 389 to 264, but in Florida, the opposite is true. Florida has more reliever airports than primary airports, which is an indicator of the significance of GA activity in the state.

3.4.2 ASSET

Because an in-depth review of GA airports had not been accomplished in nearly 40 years, the FAA undertook a study focused on GA airports. The resulting report, *General Aviation Airports: A National Asset (ASSET 1)*, published in May 2012, documented nearly 3,000 nonprimary airports, heliports, and seaplane bases within the *NPIAS* and defined four new categories of GA airports: national, regional, local, and basic. Of the airports evaluated, 2,455 were assigned to one of these four categories, leaving 497 airports unclassified. As a follow-up to the 2012 study, the FAA published a second report in March 2014. The report, *ASSET 2: In Depth Review of the 497 Unclassified Airports*, gathered additional data on the unclassified NPIAS airports and determined that 212 met the criteria for inclusion into one of the four previously-established categories. There are 285 GA airports in the *NPIAS* that remain unclassified.

The ASSET studies used a variety of data to define each of the four categories, including level of activity, number of based aircraft, and type of aircraft activity. Each category was also explained as follows:

National airports support the national and state systems by providing communities with access to national and international markets. The criteria for this category are:

1. 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures; or
2. 10,000+ enplanements and at least one charter enplanement by a large certificated air carrier; or
3. 500+ million pounds of landed cargo weight.

Regional airports support regional economies by connecting communities to statewide and interstate markets. The criteria for this category are:

1. Metropolitan Statistical Area (MSA) (metro or micro) and 10+ domestic flights over 500 miles, 1,000+ instrument operations, 1+ based jet, or 100+ based aircraft; or
2. The airport is located in a metropolitan or micropolitan statistical area, and the airport meets the definition of commercial service.

Local airports supplement communities by providing access to primarily intrastate and some interstate markets. The criteria for this category are:

1. 10+ instrument operations and 15+ based aircraft; or
2. 2,500+ passenger enplanements.

Basic airports link the community with the national airport system and support GA activities (e.g., emergency services, charter or critical passenger service, cargo operations, flight training, and personal flying). The criteria for this category are:

1. 10+ based aircraft; or
2. 4+ based helicopters; or
3. The airport is located 30+ miles from the nearest NPIAS airport; or
4. The airport is identified and used by the U.S. Forest Service, or U.S. Marshals, or U.S. Customs and Border Protection (designated, international, or landing rights), or U.S. Postal Service (air stops), or has Essential Air Service; or
5. The airport is a new or replacement facility activated after January 1, 2001; and
6. Publicly-owned or privately-owned and designated as a reliever with a minimum of 90 based aircraft.

Of the 80 Florida nonprimary airports identified within the FAA ASSET studies, 10 are categorized as national, 31 are regional, 30 are local, and eight are basic. Only one nonprimary airport within the state currently remains unclassified—Everglades Airpark. **Figure 3-4** shows the locations and classifications of Florida's NPIAS airports.

Figure 3-4: Florida NPIAS Airports

Legend

- 🟥 Large/Medium Hub
- 🟩 Small/Non-Hub
- 🔵 National/Regional
- 🟡 Basic/Local
- ⚫ Unclassified
- — Major Roads
- 🟢 Managed Land
- ▢ FDOT District Boundaries
- ▢ County Boundary

Source: National Plan of Integrated Airport Systems (NPIAS) 2017 – 2021; Kimley-Horn

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3.4.3 CFASPP Regions

Florida has the most established continuous system planning process in the nation. Instituted in the 1980s, the CFASPP provides FDOT Aviation and Spaceports Office (ASO), the FAA, airports, and aviation stakeholders the opportunity to offer input, obtain information, and coordinate activities that are relevant to implementing the FASP and maintaining the statewide airport system.

Through a committee structure comprised of airport representatives, the state has identified nine centers of aviation activity. Each center is referred to as a CFASPP "region" or "metropolitan area" (MA). A CFASPP region is an area containing several communities with common aviation ties to each other due to geographic and economic characteristics. A CFASPP MA is an area of the state with interrelationships between airports that have a common economic base due to contiguous urban development. The CFASPP contains five regions and four MAs. The current CFASPP boundaries and names are presented in **Figure 3-5**. The determination of which airports are within each region or MA is made by each airport sponsor who can petition to change from one region or MA to another based on their ties to other areas, whether due to economic activity or geographic characteristics.

Dividing the state into regions allows for enhanced regional planning and collaboration between airports with similar environments. FDOT uses the CFASPP to continually monitor the aviation environment in Florida to ensure that Florida's public-use airports remain responsive to the transportation needs of the state and can accommodate the evolving demands placed upon on the aviation system. **Table 3-3** lists airports by CFASPP region.

Figure 3-5: CFASPP Boundaries
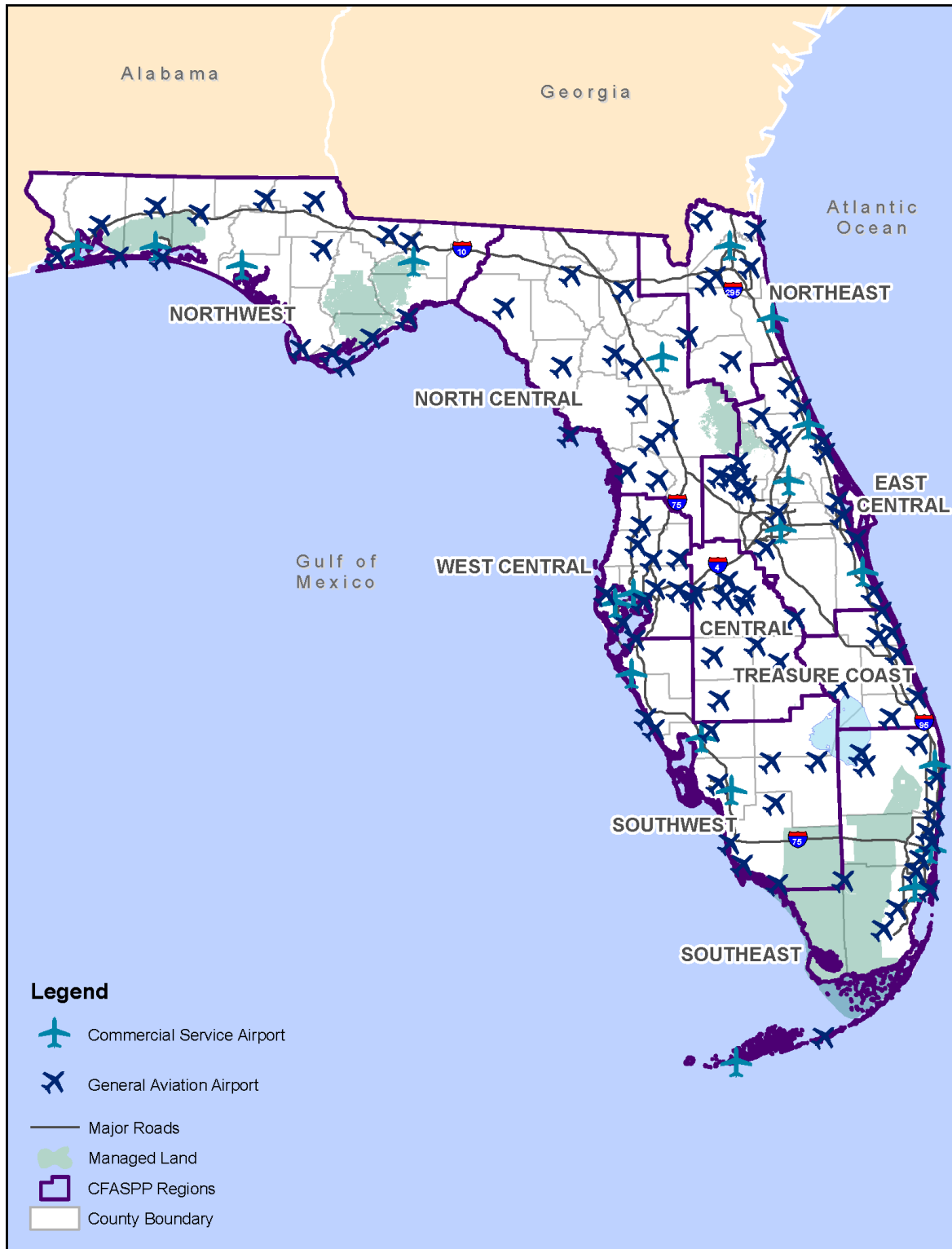
Source: Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO); Kimley-Horn

Airport System and Classifications

3.4.4 FDOT Districts

CFASPP regions are used by airports to identify with other airports in Florida; however, there are other boundaries that are used to categorize airports in Florida. FDOT uses Districts for purposes of funding and coordination of activities. **Figure 3-6** depicts the locations of airports within the FDOT Districts.

FDOT is decentralized in accordance with legislative mandates, with a Central Office and seven Districts that are responsible for maintaining a balanced state transportation system to serve all areas of the state. Each District is managed by a District Secretary, with similar organizational structures that include divisions such as Administration, Planning, Production, and Operations. Each District has a District Aviation Coordinator to assist airports with aviation grant program implementation, including developing and funding capital projects, implementing the FASP, and providing technical assistance and help with local governmental coordination and stakeholder outreach.
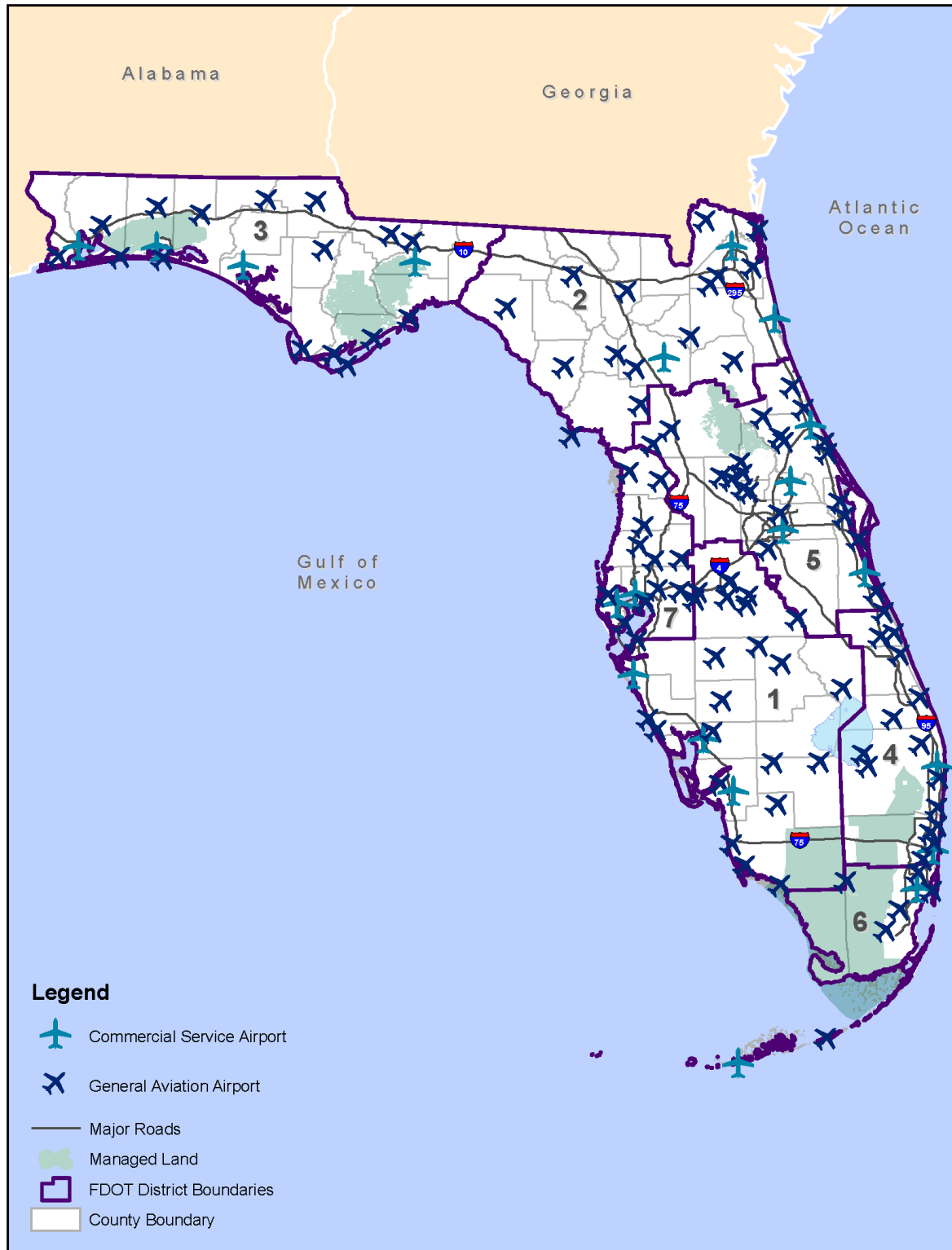
There are seven Districts, compared to nine CFASPP regions. While there are many overlaps between the boundaries of each, the primary differences between the boundaries are as follows related to the airport locations:

- All Central CFASPP airports are in District 1
- All Southwest CFASPP airports are included in District 1
- Treasure Coast CFASPP airports are included in Districts 1 and 4
- All Northeast CFASPP airports are in District 2
- North Central CFASPP airports are included in Districts 2, 5, and 7
- All Northwest CFASPP airports are in District 3
- Southeast CFASPP airports are included in Districts 4 and 6
- All East Central CFASPP airports are in District 5
- All West Central CFASPP airports are included in District 7

Source: Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO); Kimley-Horn

Table 3-3 lists airports by FDOT District. Due to the allocation and distribution of funding to Districts, this FASP 2035 Update utilized Districts in the evaluation of the system's performance and needs (reviewed in **Chapter 7 – System Analysis**). While crosswalks are provided within the plan to CFASPP regions and MAs, the Districts were the primary regional divisions analyzed in this FASP 2035 Update.

Figure 3-6: FDOT District Boundaries

Source: Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO); Kimley-Horn

Airport System and Classifications

Table 3-3: FASP Airports by CFASPP Regions and FDOT Districts

Associated City	Airport Name	FAA ID	Ownership	CFASPP Region	FDOT District
Commercial Service					
Daytona Beach	Daytona Beach International Airport	DAB	Public	East Central	5
Fort Lauderdale	Fort Lauderdale-Hollywood International Airport	FLL	Public	Southeast	4
Fort Myers	Southwest Florida International Airport	RSW	Public	Southwest	1
Gainesville	Gainesville Regional Airport	GNV	Public	North Central	2
Jacksonville	Jacksonville International Airport	JAX	Public	Northeast	2
Key West	Key West International Airport	EYW	Public	Southeast	6
Melbourne	Melbourne International Airport	MLB	Public	East Central	5
Miami	Miami International Airport	MIA	Public	Southeast	6
Orlando	Orlando International Airport	MCO	Public	East Central	5
Orlando	Orlando-Sanford International Airport	SFB	Public	East Central	5
Panama City	Northwest Florida Beaches International Airport	ECP	Public	Northwest	3
Pensacola	Pensacola International Airport	PNS	Public	Northwest	3
Punta Gorda	Punta Gorda Airport	PGD	Public	Southwest	1
Sarasota/Bradenton	Sarasota Bradenton International Airport	SRQ	Public	Southwest	1
St. Augustine	Northeast Florida Regional Airport	SGJ	Public	Northeast	2
St. Petersburg/Clearwater	St. Pete-Clearwater International Airport	PIE	Public	West Central	7
Tallahassee	Tallahassee International Airport	TLH	Public	Northwest	3
Tampa	Tampa International Airport	TPA	Public	West Central	7
Valparaiso	Destin-Ft. Walton Beach Airport	VPS	MA	Northwest	3
West Palm Beach	Palm Beach International Airport	PBI	Public	Southeast	4

Associated City	Airport Name	FAA ID	Ownership	CFASPP Region	FDOT District
General Aviation					
Apalachicola	Apalachicola Regional-Cleve Randolph Field	AAF	Public	Northwest	3
Apalachicola	St. George Island Airport	F47	Private	Northwest	3
Apopka	Orlando Apopka Airport	X04	Private	East Central	5
Arcadia	Arcadia Municipal Airport	X06	Public	Central	1
Archer	Flying Ten Airport	0J8	Private	North Central	2
Avon Park	Avon Park Executive Airport	AVO	Public	Central	1
Bartow	Bartow Municipal Airport	BOW	Public	Central	1
Belle Glade	Belle Glade State Municipal Airport	X10	Public	Southeast	4
Blountstown	Calhoun County Airport	F95	Public	Northwest	3
Boca Raton	Boca Raton Airport	BCT	Public	Southeast	4
Bonifay	Tri-County Airport	1J0	Public	Northwest	3
Brooksville	Brooksville-Tampa Bay Regional Airport	BKV	Public	West Central	7
Brooksville	Pilot Country Airport	X05	Private	West Central	7
Carrabelle	Carrabelle-Thompson Airport	X13	Public	Northwest	3
Cedar Key	George T. Lewis Airport	CDK	Public	North Central	2
Clearwater	Clearwater Air Park	CLW	Public	West Central	7
Clewiston	Airglades Airport	2IS	Public	Southwest	1
Crestview	Bob Sikes Airport	CEW	Public	Northwest	3
Cross City	Cross City Airport	CTY	Public	North Central	2
Crystal River	Crystal River-Captain Tom Davis Field	CGC	Public	North Central	7
DeFuniak Springs	DeFuniak Springs Airport	54J	Public	Northwest	3
Deland	Bob Lee Flight Strip	1J6	Private	East Central	5
Deland	Deland Municipal-Sidney H Taylor Field	DED	Public	East Central	5
Destin	Destin Executive Airport	DTS	Public	Northwest	3
Dunnellon	Marion County Airport	X35	Public	North Central	5
Englewood	Buchan Airport	X36	Public	Southwest	1

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Associated City	Airport Name	FAA ID	Ownership	CFASPP Region	FDOT District
Eustis	Mid Florida Air Service Airport	X55	Private	East Central	5
Everglades	Everglades Airpark	X01	Public	Southwest	1
Fernandina Beach	Fernandina Beach Municipal Airport	FHB	Public	Northeast	2
Fort Lauderdale	Downtown Fort Lauderdale Helistop	DT1	Public	Southeast	4
Fort Lauderdale	Fort Lauderdale Executive Airport	FXE	Public	Southeast	4
Fort Myers	Page Field	FMY	Public	Southwest	1
Fort Pierce	Treasure Coast International Airport	FPR	Public	Treasure Coast	4
High Springs	Oak Tree Landing Airport	6J8	Private	North Central	2
Hilliard	Hilliard Airpark	01J	Public	Northeast	2
Hollywood	North Perry Airport	HWO	Public	Southeast	4
Homestead	Miami Homestead General Aviation Airport	X51	Public	Southeast	6
Immokalee	Immokalee Regional Airport	IMM	Public	Southwest	1
Indiantown	Indiantown Airport	X58	Private	Treasure Coast	4
Inverness	Inverness Airport	INF	Public	North Central	7
Jacksonville	Cecil Airport	VQQ	Public	Northeast	2
Jacksonville	Herlong Recreational Airport	HEG	Public	Northeast	2
Jacksonville	Jacksonville Executive At Craig Airport	CRG	Public	Northeast	2
Keystone Heights	Keystone Airpark	42J	Public	Northeast	2
La Belle	La Belle Municipal Airport	X14	Public	Southwest	1
Lake City	Lake City Gateway Airport	LCQ	Public	North Central	2
Lake Wales	Chalet Suzanne Air Strip	X25	Private	Central	1
Lake Wales	Lake Wales Municipal Airport	X07	Public	Central	1
Lakeland	Lakeland Linder Regional Airport	LAL	Public	Central	1
Lakeland	South Lakeland Airport	X49	Private	Central	1
Leesburg	Leesburg International Airport	LEE	Public	East Central	5

Associated City	Airport Name	FAA ID	Ownership	CFASPP Region	FDOT District
Live Oak	Suwannee County Airport	24J	Public	North Central	2
Marathon	The Florida Keys Marathon International Airport	MTH	Public	Southeast	6
Marco Island	Marco Island Airport	MKY	Public	Southwest	1
Marianna	Marianna Municipal Airport	MAI	Public	Northwest	3
Merritt Island	Merritt Island Airport	COI	Public	East Central	5
Miami	Dade-Collier Training And Transition Airport	TNT	Public	Southeast	6
Miami	Miami Executive Airport	TMB	Public	Southeast	6
Miami	Miami-Opa Locka Executive Airport	OPF	Public	Southeast	6
Miami	Miami Seaplane Base	X44	Private	Southeast	6
Milton	Peter Prince Field	2R4	Public	Northwest	3
Naples	Naples Municipal Airport	APF	Public	Southwest	1
Navarre	Fort Walton Beach Airport	1J9	Private	Northwest	3
New Smyrna Beach	Massey Ranch Airpark	X50	Private	East Central	5
New Smyrna Beach	New Smyrna Beach Municipal Airport	EVB	Public	East Central	5
Ocala	Ocala International-Jim Taylor Field	OCF	Public	North Central	5
Okeechobee	Okeechobee County Airport	OBE	Public	Treasure Coast	1
Orlando	Executive Airport	ORL	Public	East Central	5
Orlando	Kissimmee Gateway Airport	ISM	Public	East Central	5
Ormond Beach	Ormond Beach Municipal Airport	OMN	Public	East Central	5
Pahokee	Palm Beach County Glades Airport	PHK	Public	Southeast	4
Palatka	Palatka Municipal-Lt Kay Larkin Field	28J	Public	Northeast	2
Palm Coast	Flagler Executive Airport	FIN	Public	East Central	5
Palmetto	Airport Manatee	48X	Private	Southwest	1
Panacea	Wakulla County Airport	2J0	Public	Northwest	3
Pensacola	Ferguson Airport	82J	Private	Northwest	3
Perry	Perry-Foley Airport	40J	Public	North Central	2

Associated City	Airport Name	FAA ID	Ownership	CFASPP Region	FDOT District
Pierson	Pierson Municipal Airport	2J8	Public	East Central	5
Plant City	Plant City Airport	PCM	Public	West Central	7
Pompano Beach	Pompano Beach Airpark	PMP	Public	Southeast	4
Port St. Joe	Costin Airport	A51	Private	Northwest	3
Punta Gorda	Shell Creek Airpark	F13	Private	Southwest	1
Quincy	Quincy Municipal Airport	2J9	Public	Northwest	3
River Ranch	River Ranch Resort Airport	2RR	Private	Central	1
Sebastian	Sebastian Municipal Airport	X26	Public	Treasure Coast	4
Sebring	Sebring Regional Airport	SEF	Public	Central	1
St Petersburg	Albert Whitted Airport	SPG	Public	West Central	7
Stuart	Witham Field	SUA	Public	Treasure Coast	4
Tallahassee /Havana/	Tallahassee Commercial Airport	68J	Private	Northwest	3
Tampa	Peter O. Knight Airport	TPF	Public	West Central	7
Tampa	Tampa Executive Airport	VDF	Public	West Central	7
Tampa	Tampa North Aero Park	X39	Private	West Central	7
Tavares	Tavares Seaplane Base	FA1	Public	East Central	5
Titusville	Arthur Dunn Air Park	X21	Public	East Central	5
Titusville	Space Coast Regional Airport	TIX	Public	East Central	5
Umatilla	Umatilla Municipal Airport	X23	Public	East Central	5
Valkaria	Valkaria Airport	X59	Public	East Central	5
Venice	Venice Municipal Airport	VNC	Public	Southwest	1
Vero Beach	New Hibiscus Airpark	X52	Private	Treasure Coast	4
Vero Beach	Vero Beach Regional Airport	VRB	Public	Treasure Coast	4
Wauchula	Wauchula Municipal Airport	CHN	Public	Central	1
West Palm Beach	North Palm Beach County General Aviation Airport	F45	Public	Southeast	4
West Palm Beach	Palm Beach County Park Airport	LNA	Public	Southeast	4
Williston	Williston Municipal Airport	X60	Public	North Central	2
Winter Haven	Jack Browns Seaplane Base	F57	Private	Central	1
Winter Haven	Winter Haven's Gilbert Field	GIF	Public	Central	1
Zellwood	Bob White Field	X61	Private	East Central	5

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Associated City	Airport Name	FAA ID	Ownership	CFASPP Region	FDOT District
Zephyrhills	Zephyrhills Municipal Airport	ZPH	Public	West Central	7

Source: Florida Aviation Database (FAD), accessed August 2017; Kimley-Horn

3.4.5 Strategic Intermodal System (SIS)

In 2003, the Florida Legislature and Governor established the SIS in order to identify transportation facilities within Florida that are significant to the movement of people and goods and to economic activity. The SIS is an investment plan developed by FDOT that identifies policies for the planning, allocation of funding, and implementation of strategic projects in the system. The plan identifies various transportation facilities including highways, railways, seaports, waterways, airports, and spaceports that must be maintained and improved in order to allow the state to compete more effectively in both domestic and global economies.

There are three categories of SIS airports—SIS airports, Emerging SIS airports, and SIS GA reliever airports. The designation and eligibility criterion for the three SIS airport categories are described below in **Table 3-4**. Twenty of Florida's 128 airports are designated as SIS or Emerging SIS facilities, including 18 commercial service and two GA reliever airports, as shown in **Table 3-5**.

Table 3-4: Summary of Adopted SIS Airport Types, Criteria, and Thresholds[1]

Designation	Criteria
Airports (Commercial Service)	
SIS	– Provides scheduled commercial passenger and/or air cargo services (AND) – 0.25% of U.S. total annual passenger enplanements or annual freight and mail tonnage (enplaned and deplaned)
Emerging SIS	– More than 50 miles along SIS corridors and/or connectors from an SIS commercial service airport services (AND) – 0.05% of U.S. total annual passenger enplanements or annual freight and mail tonnage (enplaned and deplaned) (OR) – Serves clusters of aviation-dependent industries in or adjacent to counties with projected population growth among top 25% statewide
Airports (General Aviation Reliever)	
SIS	– Identified by FAA as a GA reliever airport to an SIS airport (AND) – Handles at least 75,000 itinerant flight operations per year (AND) – Has a runway with length exceeding 5,000 linear feet (AND)

Designation	Criteria
	– Has a runway capable of handling 60,000-pound dual wheel aircraft and serviced by precision instrument approach (AND) – Serves a cluster of aviation-dependent industries in or adjacent to counties with projected population growth among top 25% statewide
Emerging SIS	Same criteria as SIS. The designation of a GA reliever airport (SIS or Emerging SIS) is the same as the airport it relieves.

Source: Florida Department of Transportation (FDOT) 2014. 2010 SIS Strategic Plan: Implementation Guidance for Changes to Designation Criteria and Threshold.

Table 3-5: Florida SIS Airports

Associated City	Airport Name	FAA ID
SIS Airports		
Fort Lauderdale	Fort Lauderdale-Hollywood International Airport	FLL
Fort Myers	Southwest Florida International Airport	RSW
Jacksonville	Jacksonville International Airport	JAX
Miami	Miami International Airport	MIA
Orlando	Orlando International Airport	MCO
Tampa	Tampa International Airport	TPA
West Palm Beach	Palm Beach International Airport	PBI
Emerging SIS Airports		
Daytona Beach	Daytona Beach International Airport	DAB
Gainesville	Gainesville Regional Airport	GNV
Melbourne	Melbourne International Airport	MLB
Orlando	Orlando-Sanford International Airport	SFB
Panama City	Northwest Florida Beaches International Airport	ECP
Pensacola	Pensacola International Airport	PNS
Sarasota/Bradenton	Sarasota Bradenton International Airport	SRQ
St. Petersburg-Clearwater	St. Pete-Clearwater International Airport	PIE
Tallahassee	Tallahassee International Airport	TLH
Valparaiso	Destin-Ft. Walton Beach Airport	VPS
GA Reliever SIS Airports		

Associated City	Airport Name	FAA ID
Miami	Miami Executive Airport	TMB
Orlando	Kissimmee Gateway Airport	ISM

Source: Florida's Strategic Intermodal System (SIS) Strategic Plan

3.5 Summary

Airports in the Florida Airport System have been stratified in many ways. As noted, each stratification methodology has been tailored to serve a specific purpose. Aviation system plans generally stratify airports in an effort to group similar airports for purposes of providing perspective, aiding in funding decisions, and evaluating the performance of the airport system through analyses of how its services are disseminated about the state. It has been shown that various stratification methodologies of Florida's airports accomplish these aims, but no single stratification system is tailored to achieve all of them. As such, the 2035 FASP uses existing stratification systems as needed based upon their purpose and results, without designating any one system as the preferred classification methodology. Recommendations for identifying and classifying airports in the Florida Airport System in subsequent updates of the FASP are provided in **Chapter 10 – Recommendations.**