A. Stakeholder Outreach

A.1 Comprehensive Review Team (CRT)

Throughout the Florida Aviation System Plan (FASP) 2035, a Comprehensive Review Team (CRT) provided input and feedback on the study's process, analyses, and draft deliverables. A total of seven meetings were held with CRT membership throughout both phases of the project. The purpose of these meetings was to report progress, present findings, solicit input from the CRT, and inform the team of upcoming steps of the FASP process. The meetings also included opportunities for interactive engagement through the use of polling software and other means to effectively solicit specific information and increase dialogue among the meeting attendees. Copies of the agendas, presentations, and meeting summaries from the CRT meetings are included in this appendix.

A.1.1 Meeting # 1 – August 20, 2015

A.1.1.1 Agenda

Meeting Purpose: Gather input regarding airport goals and performance measures.

Study Purpose: Update the Florida Aviation System Plan (FASP) since the last interim update in 2012.

Agenda:

- Welcome and Opening Remarks
- Introductions
- Overview of the System Plan
  - Schedule
  - Major tasks
  - Major milestones
  - Outreach/Survey effort
- FASP Airports
  - Categorization
  - Impact on the system
- Airport Issues
  - Review issues identified in scope of work
  - Solicit input on list of issues for deletions and additions

- System Goals
    - Review existing FASP goals
    - Explain process for updating goals
    - SMART goals (Specific, Measurable, Achievable, Realistic, Time-sensitive)
    - Review by stakeholder groups

- Next Steps

- Adjourn

A.1.2 Meeting #2 – March 22, 2016

A.1.2.1 Agenda

Meeting Purpose: Brief the CRT on the progress of the Florida Aviation System Plan (FASP) 2035 project.

Study Purpose: Analyze Florida's system of airports collectively in order to understand the relationships of these facilities and surrounding demographics in comparison to the needs of the users of the system. This understanding aids FDOT in implementing strategic plans, policies, and priorities that enhance the Florida aviation system.

For your Consideration:

- Is there additional material you would like to see incorporated into future versions of the Overviews?
- Are there aviation stories in your region that future versions of the Overviews should capture?
- Was there material in the Overviews that you felt was unnecessary?

Agenda:

- Welcome and Introductions

- Review of First CRT Meeting
    - Airport issues discussion
    - System goals, objectives, and performance measures discussion

- Final Goals, Objectives, and Performance Measures (see Handout 1)
    - Seven original goals unchanged
    - Objectives and performance measures revised significantly
    - Tailored to measure the performance of FDOT ASO, not Florida airports

- Regional and State Overviews
    - Analysis of history, demographics, transportation, and aviation within each of the nine CFASPP regions

- Aviation Forecasts
  - Assessing reliability of based aircraft and operations data at non-towered airports
  - Methodology for each forecast scenario and implications

- Demand/Capacity Analysis
  - Based on FDOT model developed in 2004 for consistency purposes
  - Makes comparisons with results of 2012 demand/capacity study

- Other Study Elements
  - Distributed airport inventory survey
  - Airport criteria for inclusion in the FASP
  - SIS overview
  - Update of State Strategic Goal Analysis Tool
  - Background research and data gathering
    - Airport issues
    - CRT outreach survey
    - Air service study review
    - Aviation industry trends
    - Airport stratification review

- Next Steps

- Adjourn

A.1.2.2 Presentation

MEETING OVERVIEW

Meeting Purpose: Brief the CRT on the progress of the Florida Aviation System Plan (FASP) 2035.

Study Purpose: Analyze Florida's system of airports collectively in order to understand the relationships of these facilities and surrounding demographics in comparison to the needs of the users of the system. This understanding aids FDOT in implementing strategic plans, policies, and priorities that enhance the Florida aviation system.

REVIEW OF FIRST CRT MEETING

General Aviation Airport Issues

Duration	Impact: Low	Impact: Medium	Impact: High
Short	Competition for space operations Legalization of gambling	Pandemic fears	
Unknown	Customs & Immigration	Contract towers TSA staffing	
Long	Aging population Autonomous vehicles Reliance on tourism Remote control towers Sustainability	Airline pilot shortage Electric aircraft NextGen requirements (navigation and communication) Opening of Cuba market Reaction to terrorist activity Unmanned aircraft systems	Florida economy Future of avgas Medical certificate reform for Part 91 operations Price of oil Reduction in numbers of GA pilots Shortfall of aviation maintenance personnel

Timeline
Red = Now
Purple = Within 5 years
Green = Beyond 5 years

REVIEW OF FIRST CRT MEETING

Commercial Service Airport Issues

Duration	Impact: Low	Impact: Medium	Impact: High
Short	Competition for space operations Legalization of gambling		Pandemic fears TSA staffing
Unknown	Contract towers Future of avgas		Customs & Immigration
Long	Electric aircraft Reliance on tourism Remote control towers Sustainability	Aging population Opening of Cuba market Autonomous vehicles	Airline pilot shortage Florida economy Medical certificate reform for Part 91 Operations NextGen requirements (navigation and communication) Price of oil Reduction in numbers of GA pilots Shortfall of aviation maintenance personnel Reaction to terrorist activity Unmanned aircraft systems

Timeline
Red = Now
Purple = Within 5 years
Green = Beyond 5 years

REVIEW OF FIRST CRT MEETING

Goals – These are broad targets or aims that the FDOT, stakeholders, and aviation public would like the system plan to achieve.

Objectives – Objectives provide form and function to their respective goals. They define specific areas where progress is desired in order to achieve the goal and often include timeframes for accomplishment. Because goals tend to be broad in nature, multiple objectives are often needed to provide definition to the far-reaching scope of a goal.

Performance Measures –Each objective needs one or more performance measures to determine the quantitative progress being made toward fulfillment of the objective. These performance measures can evaluate specific aspects of each airport, or the collective performance of the airport system as a whole, depending upon the objective.

SMART Objectives
Specific, Measurable, Achievable, Realistic, Time-sensitive

REVIEW OF FIRST CRT MEETING

System Goals, Objectives, and Performance Measures Discussion

Goal 1:	Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.		
1.1	Objective	1.1.1	Performance Measure
1.2	Objective	1.2.1	Performance Measure
		1.2.2	Performance Measure
1.3	Objective	1.1.3	Performance Measure

FINAL GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

- Seven Goals Unchanged
  - Goal 1: Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.
  - Goal 2: Contribute to economic growth and competitiveness while remaining sensitive to Florida's natural environment.
  - Goal 3: Support and enhance the position of leadership and prominence held by Florida's aviation industry.
  - Goal 4: Protect airspace and promote compatible land uses around public airports.
  - Goal 5: Foster technological innovation and support implementation of new technologies.
  - Goal 6: Promote support for aviation from business, government, and the public.
  - Goal 7: Foster Florida's reputation as a military-friendly state.

FINAL GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

- Objectives and Performance Measures Underwent Significant Revision (see Handout 1)
  - Removed objectives that FDOT ASO had no ability to influence
  - Removed objectives that were not system planning related
  - Added objectives and performance measures that focused on evaluating FDOT ASO

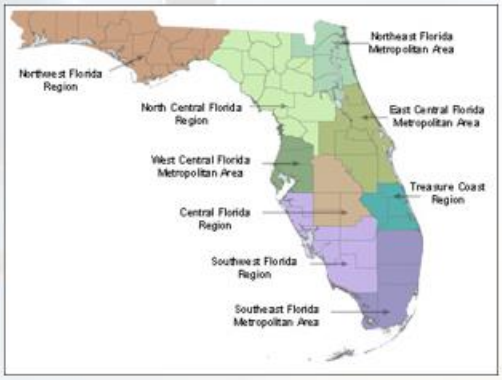
SMART Objectives
Specific, Measurable, Achievable, Realistic, Time-sensitive

FINAL GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

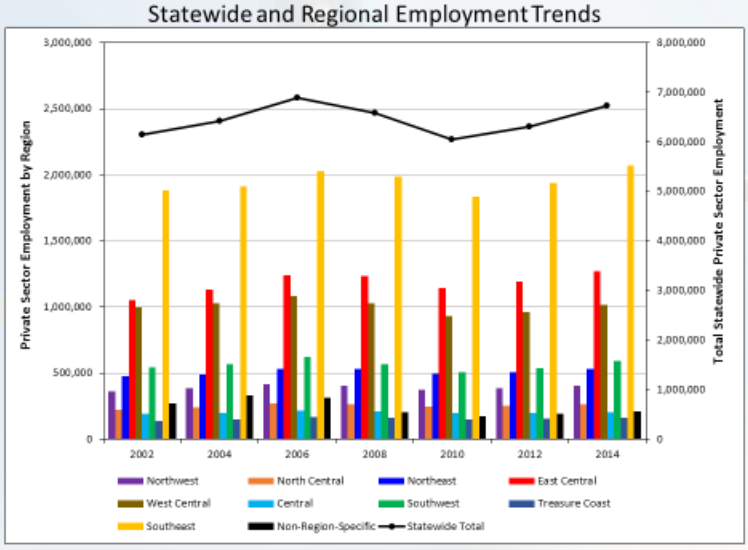
- Do you think these objectives and performance measures effectively evaluate FDOT ASO performance?
- Are there other aspects of FDOT ASO's performance that should be measured?

REGIONAL AND STATE OVERVIEWS

- Overviews of the nine Continuing Florida Aviation System Planning Process Regions
  - Revamped the organization of the document
  - Regional history
  - Regional demographic and socioeconomic summaries
  - Regional Economy
  - Regional Transportation
  - Role of Aviation in the Region
- Posted on CFASPP website

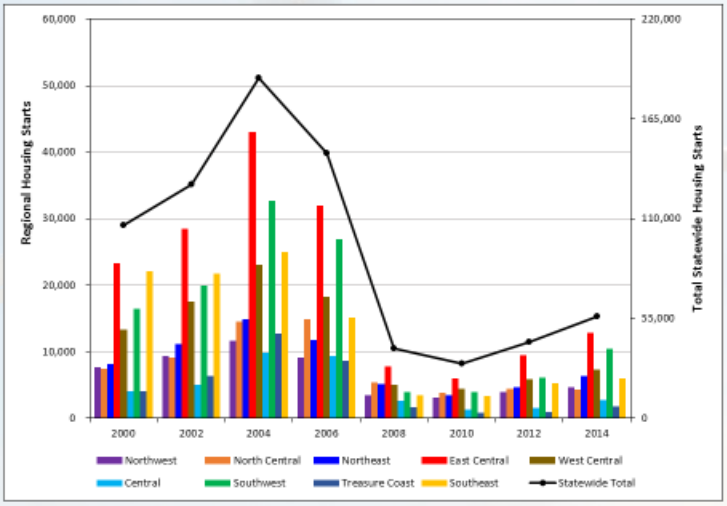


REGIONAL AND STATE OVERVIEWS



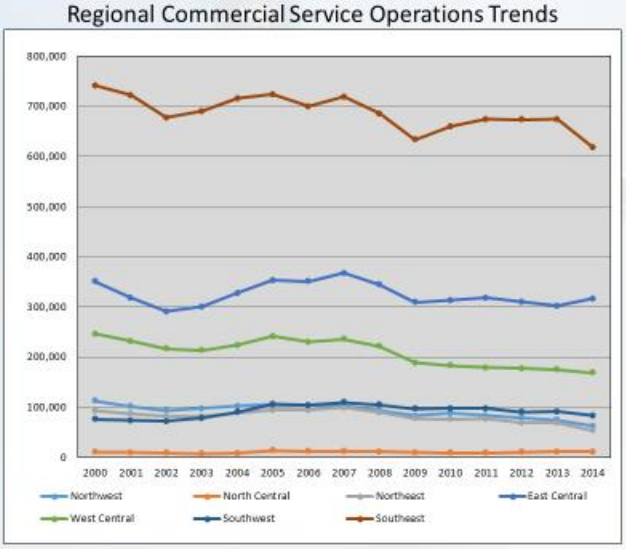
REGIONAL AND STATE OVERVIEWS

Statewide and Regional Housing Starts



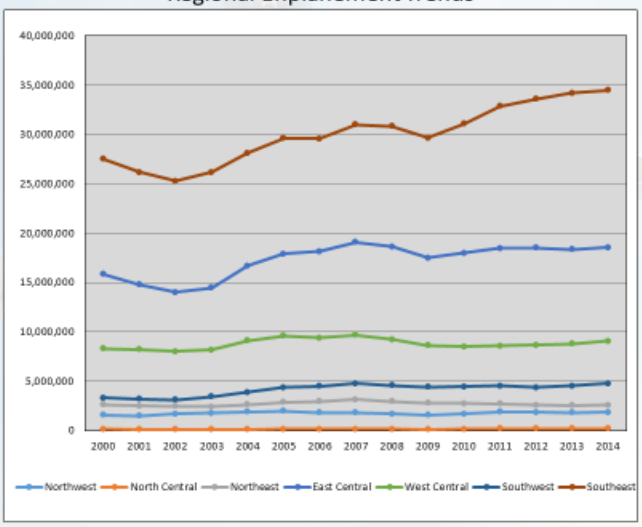
REGIONAL AND STATE OVERVIEWS

Regional Commercial Service Operations Trends



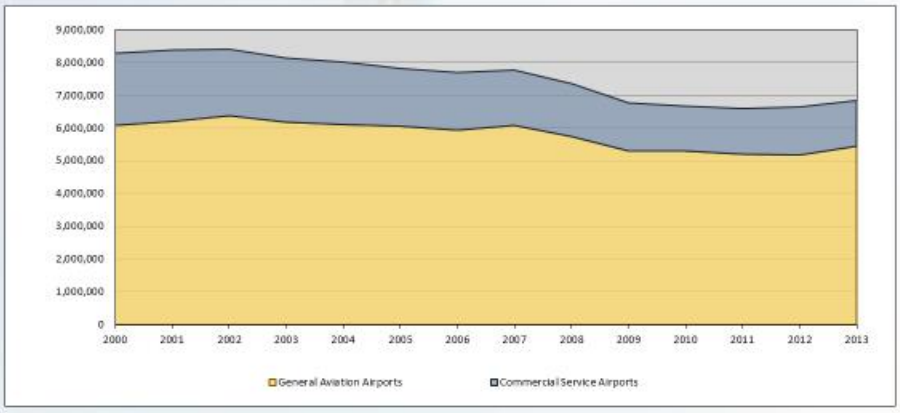
REGIONAL AND STATE OVERVIEWS

Regional Enplanement Trends



REGIONAL AND STATE OVERVIEWS

Statewide General Aviation Operations Trends



Region 1 – Northwest Florida Region

- Naval Air Station Pensacola is home to the Blue Angels demonstration team.
- 850 traditional and advanced technology manufacturing companies that employ more than 25,000 workers.

Region 2 – North Central Florida Region

- The U.S. Forest Service maintains a fire support base located at Lake City Gateway Airport
- Ocala – Florida's horse capital – has a number of cargo flights at Ocala International-Jim Taylor Field dedicated to horse-transport using aircraft referred to as "air stables."

Region 3 – Northeast Florida Metropolitan Area

- Cecil Airport is home to MRO providers Boeing and Flightstar Aircraft Services, and the only licensed horizontal launch commercial spaceport on the East Coast.
- Embraer assembles A-29 Super Tucano aircraft for U.S. Air Force.

Region 4 – East Central Florida Metropolitan Area

- Melbourne International Airport and its environs are home to a strong lineup of aerospace-related firms
  - Northrop Grumman
  - Rockwell Collins
  - DRS Technologies
  - L-3 Communications
  - Embraer, which has its Business Jet Assembly Facility at the airport.
- East Central Region is home to one of the state's two publicly-owned seaplane bases – Tavares

Region 5 – West Central Florida Metropolitan Area

- Birthplace of commercial air service – Anthony Jannus flew passengers between St. Petersburg and Tampa in a flying Benoist boat in 1914 for $5 one-way.
- The nation's largest U.S. Coast Guard air station, are at the St. Pete-Clearwater International Airport.

Region 6 – Central Florida Region

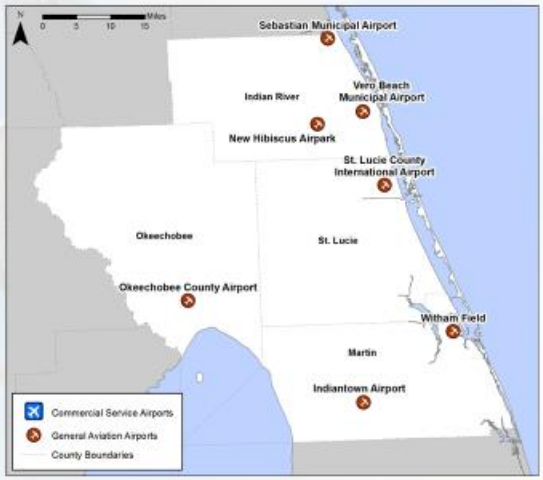
- The Sun 'n Fun International Fly-In and Expo is held annually at Lakeland Linder Regional Airport, attracting over 150,000 visitors each year.
- During World War II, military airfields were constructed outside of three Central Region cities: Avon Park, Bartow, and Sebring, bringing pilots to the region for training purposes

Region 7 – Southwest Florida Region

- Southwest Florida International Airport is the second busiest single runway commercial service airport in the country after San Diego International Airport.
- Scheduled airline service returned to Naples Municipal Airport in February of 2016 for the first time since 2007
- From 2000 through 2013, commercial service airports in the region have accounted for between 30 and 35 percent of all region-wide GA operations. Only the East Central and Northwest Regions experience similar percentages of GA operations occurring at commercial service airports.

Region 8 – Treasure Coast Florida Region

- The region has several notable employers in the aviation industry, including Piper Aircraft, FlightSafety Academy.
- Vought Aircraft Division of Triumph Aircraft Industries makes aerostructures for Boeing 737, 767, and 777 aircraft



Region 9 – Southeast Florida Metropolitan Area

- Pratt & Whitney's new state-of-the-art facility will support production of engines for the Airbus A320neo passenger jet and the F-35 Lightning II fighter jet.
- Broward College offers pilot training in partnership with Delta Connection Academy, and it has an outstanding aviation maintenance program that features an advanced avionics certificate.

REGIONAL AND STATE OVERVIEWS

- Have you been able to review your region's overview?
- Is there additional information that should be included in your Regional Overview?
- Rank who will get the most use out of the Regional Overviews
  - FDOT Districts
  - Airport sponsors
  - Airport businesses
  - Airport stakeholders
  - Chambers of Commerce
  - Other

AVIATION ACTIVITY FORECASTS

- Forecasts for general aviation activity
  - Based aircraft
  - Operations

AVIATION ACTIVITY FORECASTS

- Review of Previous Forecasts Methods
  - FAD
  - FAA Aerospace Forecast
  - FAA TAF
  - FASP 2025 Forecast
  - ACRP 129: Evaluating Methods for Counting Aircraft Operations at Non-Towered Airports

AVIATION ACTIVITY FORECASTS

- Challenges – one growth rate does not fit all airports, yet insufficient resources to conduct master plan level of forecasts at each airport
  - Develop realistic forecasts
  - Reliability of existing data
    - OPBA analysis
    - Numerous non-towered airports with unchanging activity levels over 5 years or more
  - Identifying airports with declining operations
    - Analysis of towered airports for correlation between based aircraft and ops
    - Analysis of county population trends

AVIATION ACTIVITY FORECASTS

- Process
  - Developed 4 scenarios and selected a preferred scenario
    - Top Down – All airport operations increase at the same annual rate as determined by the FAA Aerospace Forecast (adjusted based on Florida's population growth relative to US).
    - Bottom Up – Refined growth rates from Top Down forecast based on airport's FAA GA Asset Study classification and the FAA's TAF.
    - Historic – Airport operations considered history of operations grouped by GA Asset Study classification.
    - Airport Specific – Under development.
  - Preferred forecast to be selected from one of these methods
    - Selected from one of the four scenarios
    - Must account for future declining activity where appropriate

AVIATION ACTIVITY FORECASTS

- What factors do you think will influence activity at the airport?
  - Historic changes in based aircraft
  - Demographic trends
  - Pilot population
  - Fuel costs
  - Other
- How important is it to have accurate operations data at non-towered airports?
  - 1 to 5 with 5 being the most important
- How should FDOT ASO use these aviation forecasts?
  - Use as a comparison when reviewing master plan updates
  - Provide justification for appropriation requests
  - Use as input for funding formula
  - Make available to FDOT districts to assist with project prioritization
  - Other
  - Not used

DEMAND/CAPACITY ANALYSIS

- Based on model developed in 2004 and updated in 2012
- Uses Annual Service Volume (ASV) as a reasonable measure of capacity
- Estimates ratio of operational demand to capacity in ASV
- Critical Demand/Capacity (D/C) ratios:
  - 60% - Planning for capacity enhancement measures or projects should be undertaken
  - 80% - Actions to address capacity shortfalls should be implemented

DEMAND/CAPACITY ANALYSIS

Airport Name	Associated City	2015 ASV Study		
		60-80%	80-100%	>100%
Jacksonville Executive at Craig Airport	Jacksonville		✈	
Daytona Beach International Airport	Daytona Beach	✈		
Flagler County Airport	Palm Coast	✈		
Ft. Lauderdale Executive Airport	Fort Lauderdale	✈		
Ft. Lauderdale/Hollywood International Airport	Fort Lauderdale	✈		
Miami Executive Airport	Miami	✈		
Kissimmee Gateway Airport	Orlando	✈		
Miami International Airport	Miami	✈		
Northwest Florida Regional Airport (Eglin AFB)	Valparaiso			
Opa-Locka Executive Airport	Miami	✈		
Pompano Beach Airpark	Pompano Beach	✈		
Sebring Regional Airport	Sebring	✈		
Northeast Florida Regional Airport	St. Augustine		✈	

✈=no change in D/C ratio, ✈= improvement in D/C ratio, ✈=increase in D/C ratio

DEMAND/CAPACITY ANALYSIS

- Do you find the 60%/80% guideline useful for planning capacity and executing improvements at your airport?

- Rank these aspects of airport capacity in terms of what is the most important for FDOT ASO to evaluate.
  - Airfield
  - Access road
  - Terminal
  - Ramp space
  - Hangar
  - Auto parking
  - Other

DEMAND/CAPACITY ANALYSIS – 2034 (DRAFT)

- 25 airports forecast to exceed 60% D/C ratio by 2034
- Numerous airports have D/C ratios that are better than what was forecast in the 2012 study
- In 2034, there are:
  - 16 airports > 60% - 80%
  - 8 airport > 80% - 100%
  - 1 airport > 100%
- Findings
  - Capacity enhancements are effective at system airports
  - GA operations have declined
  - Note: forecast has not been finalized, so these are preliminary results

OTHER STUDY ELEMENTS: Airport Inventory Survey

- Distributed Airport Inventory Survey via SurveyMonkey
  - Initial distribution occurred December 23rd 2015
    - Sent to 175+ email contacts representing 128 airports (excluding Coastal Airport)
  - Numerous follow-up emails and reminders during CFASPP meetings
  - 52 completed inventory surveys as of March 8th 2016

OTHER STUDY ELEMENTS

- State Strategic Goal Analysis Tool Update
  - Analyzes airport capital projects
  - Assesses how each project aligns with each FASP goal
  - Prioritizes projects based on weights assigned to each goal
  - Can be used to evaluate how much is spent for each of the 7 FASP goals

OTHER STUDY ELEMENTS

- Criteria for Inclusion in the Florida Airport System
  - Study Airports
    - Airports open to the public – 128 airports
  - Florida Airport System Airports
    - Currently, criteria needs to be formalized. Everyone "knows" which airports are in the FASP – 127 airports.
  - Process for Constructing an Airport and Getting into Florida Airport System
    - Obtain recommendation from CFASPP steering committee and FDOT district
    - Obtain approval from FDOT ASO
  - Study Recommended Criteria for Inclusion in Florida Airport System
    - Airports open to the public
    - Licensed by FDOT (if publicly used)
  - Airport Benefits When in the Florida Airport System
    - Makes (publicly owned) airports eligible for state funding
    - Airports in the Florida Airport System have access to the JACIP
    - Only airports in the Florida Airport System are considered for the NPIAS (airports eligible for AIP funding)

BACKGROUND RESEARCH AND DATA GATHERING

- Air Service Study Review
- Aviation Industry Trends
  - NextGen
  - Autonomous vehicles
  - Aviation activities in Florida
  - Commercial and GA Pilot Growth
  - Review of Boeing & Airbus Industry Outlook

BACKGROUND RESEARCH AND DATA GATHERING

- Airport Stratification Review
  - Infrastructure Assessment Tool
  - NPIAS
  - FAA GA Asset Study
  - Economics
  - Operations
- CRT Outreach Survey

NEXT STEPS

- Finalize Phase 1 tasks
- FDOT will initiate Phase 2 tasks
- Develop system recommendations
- Produce documents
- Hold final CRT meeting

THANK YOU!

Further questions regarding this meeting or the FASP 2035 project can be directed to:

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jim.halley@dot.state.fl.us
Office: 850-414-4505

A.1.2.3 Meeting Summary

Meeting Purpose: Brief the CRT on the progress of the Florida Aviation System Plan (FASP) 2035 project.

Study Purpose: Analyze Florida's system of airports collectively in order to understand the relationships of these facilities and surrounding demographics in comparison to the needs of the users of the system. This understanding aids FDOT in implementing strategic plans, policies, and priorities that enhance the state's system.

Attendees: Dan Afghani, Terry Beacham (Bartow Airport), Pedro Blanco (FAA), Harry Downing (CDM Smith), Matthew Elia (Tavares), Jeannine Fier (CDM Smith), Jim Halley (FDOT), John Helms (Marion County Airport), Rebecca Henry (FAA), Andy Keith (FDOT), Andrew LaGala (TPA), Eric Laing (CDM Smith), Steven Lichliter (OMN), Mike Maynard (CDM Smith), Ian McKay (LCPA), Mike McClure (FDOT), Allison McCuddy (FDOT), Eric Menger (KVRB), Susan Sandigi (FDOT), Roy Sieger (KFIN), George Stokus (SUA), Erik Treudt (TLH), John Wiatrak (St. Lucie/Treasure Coast), Jim Wikstrom (FDOT)

Meeting Minutes: [Meeting Began at 9:05AM]

Introduction and Review of First CRT Meeting Highlights

Harry Downing opened the meeting with a general welcome to the group. He requested that all those in attendance introduce themselves and went over the rules of the meeting. Harry also went over lunch and menus for attendees.

Jim Halley went over the meeting purpose and study purpose for the FASP. He also provided a general overview of the technical items that will be discussed during the meeting, indicating that presenters will not go into too much detail regarding these items unless questions from attendees indicate the need to do so. Then, Jim had the attendees participate in a Turning Point practice exercise to get attendees acquainted with their voting remotes. He also had attendees answer through Turning Point regarding what airport or agency they were representing.

Eric Laing presented the highlights from the first CRT Meeting which included a review of General Aviation (GA) and Commercial Service airport issues. During review of the FASP Goals, Eric indicated that no need was identified for the original seven FASP Goals to change – so the goals remain unchanged. However, in response to comments received during the first CRT Meeting as well as from FDOT staff, the FASP Objectives have been revised for several reasons including: 1) removing objectives in which FDOT had no control over, 2) removing non-system planning related objectives, and 3) addition of performance measures focused on evaluating the FDOT Aviation and Spaceports Office (ASO).

Jim Halley conducted Turning Point exercises related to the FASP Goals and Objectives. For the first exercise, the group indicated that they strongly agreed that the current FASP Goals and Objectives are appropriate except for one neutral vote with no comment. Jim

then discussed the Florida Transportation Plan (FTP) Goals and conducted the next Turning Point exercise regarding the relationship of FASP Goals with the Goal Areas of the FTP. Responses were mixed with 50 percent strongly agreeing, 44 percent agree, and 6 percent finding the relationship not very important.

After Jim completed the last exercise, **Harry Downing** went over the Evaluation of FASP and FTP Goals Matrix handout with the group. Attendees were instructed to review each FASP Goal and identify how it relates to each FTP Goals. **Jim Halley** provided attendees some time to review and begin working on the handouts. Handouts were collected at the end of the meeting.

Regional and State Overviews

Eric Laing spoke about the development and current drafts of the regional and statewide overviews. The organization of the content of the overviews was revised and generally cover five subjects for each region. Once the final drafts of each overview are completed, they will be posted to the CFASPP website. Eric then went over various regional and statewide trends in employment, housing starts, aviation operations, and enplanements. He made note of several factors impacting these trends which included, but not limited to, 9/11, the Housing Bubble, and the 2007/09 economic recession. In particular, GA operations were the first to be impacted by these factors and have had a harder time recovering.

After speaking on trends, Eric moved the conversation to briefly discuss highlights for Regions 1 through 6. For Region 1 (Northwest Florida Region), **Erik Treudt** indicated that Tallahassee Commercial Airport should be removed from the regional map because the airport is closed. **Jim Halley** responded that, later during the meeting, there will be a discussion regarding which airports are included or removed from the FASP.

Eric Menger asked why military installations do not appear on the maps for regions which contain military installations, as FASP Goal No. 7 pertains to supporting military installations. Jim responded that the maps are only to illustrate airports designated under the FASP but will consider including them on the regional maps and overviews.

Mike Maynard took over the presentation and discussed highlights regarding Regions 7 through 9. During discussion of Region 7 (Southwest Florida Region), **Rebecca Henry** asked why there was a drop in GA operations in the region during 2008. Mike responded that an answer can be provided later.

Eric Menger indicated that Naples Municipal Airport has begun offering commercial service at the airport and asked why the Region 7 map doesn't reflect this. **Andy Keith** responded that the maps reflect the current FAA designations for each airport. **George Stokus** asked what the difference is between an airport which recently began commercial service and an established Commercial Service airport. **Andy Keith** explained that the difference whether an airport is designated under the FAA as GA or Commercial Service can impact funding. **Jim Halley** added that it takes a while for FAA

to update an airport's designation to reflect changes in service. He also added that a GA airport which is now providing commercial service must also meet certain criteria. For example, primary Commercial Airport designation requires that an airport have more than 10,000 passenger boardings each calendar year.

George Stokus, in regards to airports such as Vero Beach and Tampa, asked about what are the funding levels for newly established Commercial Service airports as compared to established hub airports. He felt that this discussion should be included in the FASP. **Andy Keith** identified that Commercial Service airports have different funding sources compared to GA airports including Passenger Facility Charges (PFCs). Following this discussion, George and **John Wiatrak** both indicated that St. Lucie County International Airport will be now known as Treasure Coast International Airport. However, John also indicated that the name change process through the FAA is not completed yet.

Overall, George asked why the regional overview slides do not cover everything within the overview documents. He also asked if the consultants used for this project attended the CFASPP meeting as the overviews seem outdated and not equally representative of their regions. **Jim Halley** responded that the consultants were not sent to the CFASPP meetings. George suggested that 20 minutes be set aside at each CFASPP meeting for airport managers to provide brief overviews of their airports for use in the Overviews. Jim and **Andy Keith** then responded that the purpose of this meeting was for the attendees to provide their input and ask questions regarding the regional overviews. The regional overview documents provided prior to the meeting were just drafts and are awaiting comments to be finalized.

George then asked about, for regions without Commercial Service airports, where is the traffic going and who are seeking commercial service for their area. Further discussion on the topic brought up that traffic for those regions with only GA service is due to the presence of intermodal connections (i.e. trucking). As for those regions who are seeking Commercial Service airports, it would be areas which are seeing changes in their economy due to agriculture.

John Helms indicated that for Region 2 (North Central Florida Region), that retired communities are under evaluated in the overview and that not enough attention is paid to fly-in communities which require air transportation and hanger space.

After no other comments were made, **Jim Halley** ended the discussion on regional overviews with a Turning Point exercise. The exercise asked attendees how useful the regional overviews were to their work. 67 percent responded that they are very valuable while the rest was mixed. In regards to the other 33 percent, **George Stokus** indicated that the value of the regional overviews are incumbent on each airport reporting their information to public officials.

Forecasting

Mike Maynard led the discussion on forecasting and the methods assessed for use within the FASP update. He explained to the group that the forecasting work conducted for the FASP did not look at air cargo or passenger enplanements – these will be looked at in two other separate task work orders. In addition, Mike noted that system wide forecasting can be helpful for smaller airports who do not update their ALPs and Master Plans regularly due to lack of resources. He then proceeded to discuss previous forecasting methods.

He began with the FAD Model developed by Panther. **Harry Downing** provided additional detail about the FAD, indicating that the model is a simple regression analysis of historical data uploaded into the FAD. However, if an airport produces a Master Plan with more accurate data, then the more accurate information will be updated in the FAD. **Rebecca Henry** asked if economic factors are considered in the FAD Model. Harry responded that both demographic and economic factors are not currently considered in the FAD Model. **Jim Halley** indicated that the model uses a general average growth rate and that FDOT staff is working on improving this methodology to provide more accuracy and aid with funding mechanisms. Mike asked if airports have access to these forecasts and Jim responded that they did as well as FDOT staff.

George Stokus asked how airport operations are organized within the FAD. **Jim Halley** responded that operations are grouped together and FDOT is looking into breaking down operations and airports by type in the FAD. **Erik Treudt** asked about when data within the FAD will be updated with concern regarding skewing of current data due to the economic downturns. Jim responded that FDOT is currently updating the Guidebook for Airport Master Planning and will look into getting updates on historical data and other current information to deal with any data accuracy issues.

Mike Maynard continued discussion on previous forecasting methods regarding the FAA Aerospace Forecast and the Terminal Area Forecast (TAF). These methods can be great tools for planners. The TAF, for example, contains forecast information regarding based aircraft, enplanements, and operations which can be used by airports for master plan forecasts. Mike identified that the FAA uses this information for understanding staffing needs for the system of which **Rebecca Henry** agreed – but indicated that since more than one division uses these forecasts that her area doesn't have much control over them. Other previous forecasting methods discussed were the FASP 2025 Forecast and the ACRP 129, which focused on evaluating operations at non-towered airports.

Discussion switched to the challenges faced when conducting forecasts which include lack of recent master plans from some airports and developing accurate base year data when available data is not reliable, particularly with small airports. Mike then began going over the forecasting process itself and the different approaches beginning with the Top Down Approach. This approach was defined as an approach which looks at annual operations and uses a general growth rate. Implementation of this approach include various methods such as using separate growth rates for urban and rural areas as

well as rates based on tiers of airports. **Erik Treudt** asked, as part of the forecasting process for the FASP, if project staff will recommend a selected scenario or scenarios as an end result of the process. Mike responded that this is true and that project staff are developing those scenarios currently.

Rebecca Henry asked if a hybrid approach would be used if one single forecasting approach is not found to be wholly representative of the system. Mike responded that that project staff may combine forecasting methods depending on the analysis. Rebecca continued this discussion by bringing up the importance of forecasts in the FASP as they carry significant weight and can be used for coordination with the FAA as well as potentially updating the FAA TAF. **George Stokus** indicated that tax burdens are an issue with more corporations taking advantage of airports located in states with cheaper taxes in regards to based aircraft (i.e. Florida versus New York). His concern is with based aircraft data. In response, **Eric Menger** inserted that this shows a need for a hybrid approach for forecasting to ensure everything is as accurate as possible.

George Stokus asked FDOT staff if the focus on non-towered airports and small airports was because there were either progressive changes or significant growth projected in forecasts associated with these facilities within the state. **Andy Keith** responded that it is hard to get accurate aircraft counts from these facilities – when either the towers "turn off" or there are no towers at all. George said the focus should be on demand and capacity to identify needed infrastructure improvements. Andy explained that several factors go into a forecast including population growth in the area. However, not having accurate counts makes it hard to develop a forecast. In addition, he mentioned that Mike indicated that research showed that using based aircraft numbers was not the way to go. **Rebecca Henry** mentioned that smaller airports have a tendency not to keep up with counts as they may not consistently update their master plans like Belle Glade. As an airport grows in size, the master plan becomes more important.

Overall, Andy stated that FDOT is still looking into methods for acquiring counts from non-towered airports such as the use of cameras. **Eric Menger** explained that, for Vero Beach, they use radios for overnight operations. **Erik Treudt** indicated that Tallahassee International has issues keeping up with counts after their tower shuts down during the night and have been looking into methods for counting including the use of cameras. **Ian McKay** suggested that, for smaller airports sharing coverage area with larger airports, if there could be a way to develop a model or method to figure out data from larger airports for smaller airports facing counting issues. **Jim Halley** expressed that there is a difference in needs and activities amongst the airports within this state and that anything that comes up during the forecasting process will be continuously refined.

Jim conducted a Turning Point exercise, asking the group about which factors listed on the slide will influence airport activity into the future. Results showed that "Demographic Trends" and "Fuel Costs" were the most important. There were some attendees who chose "Other" from the list of factors. **George Stokus** explained that factors not listed within the exercise that will influence airport activity include national and local economic

factors. **Roy Sieger** agreed with the importance of economic factors as data generated for the current FASP update has shown the impact of economic downturns on GA operations. **Rebecca Henry** also pointed out that foreign relations can impact the population of student pilots within the state since a significant number of foreign flight students come to Florida for flight training. **John Wiatrak** pointed out global terror trends and changes in weather patterns.

Before the lunch break, Jim conducted another Turning Point exercise which asked attendees how FDOT ASO should use forecasts. George asked if there is a differentiation in terms of funding for airports that is based on whether airports are actively trying to accurately record operations versus those that do not. **Allison McCuddy** responded that, for District 5 Office, they try to be fair but their process does not differentiate on the basis of whether an airport actively tracks operations or not. George asked if they use JACIP to keep track and both Allison and **Rebecca Henry** answered affirmatively. **Erik Treudt** asked if FDOT and FAA are looking for more planning from airports of which both Allison and Rebecca answered that they were. Rebecca added that the level of activity at the airport also plays into decision-making for funding.

Erik asked, in regards to the development of models and forecasting methods, if FDOT staff will wait five years and then provide feedback on outputs or will they alert agency and regional representatives sooner. **Jim Halley** explained that forecasting will be continuously maintained and will keep everyone up to date. Erik also asked what happens if forecasts show inaccurate operation trends for smaller airports. Jim responded that FDOT staff will coordinate to continue to refine the forecasts to deal with these types of issues.

In terms of funding, **George Stokus** suggested that since forecasts are just estimates, airports need an appeal procedure or feedback system to coordinate with FDOT regarding inaccurate estimates. For example, a forecast will not provide the background on why based aircraft numbers are down for an airport. **Rebecca Henry** indicated that, from the FAA's perspective, any aviation project is based on a specific point and time. Forecasts are not the only factor as coordination from the airport and data supporting the project are going to be more important. **Jim Halley** also explained that FDOT will be looking for any action items or projects that would bring an airport from negative to positive growth.

[Lunch Break from 11:47AM to 1:01PM]

Demand/Capacity Analysis

Mike Maynard presented to the group on the demand/capacity (D/C) analysis conducted for the FASP update. The analysis used a model developed in 2004 and updated in 2012 that uses annual service volumes. The model is based on FAA Advisory Circular 150/5060-5, Change 2. It estimates critical D/C ratios based on operational demand to airport capacity. D/C ratio of 60 percent indicates that an airport must start planning for implementing improvements while 80 percent or greater indicates that

improvements should be underway. Significant factors which influence D/C ratios include runway/taxiway configurations. Examples of ways to lower D/C ratios pertaining to runways and taxiways is to review existing runways and taxiways and look at ALPs and Master Plans to identify all alternatives that can be implemented. Overall, system capacity is good within Florida. However, some airports are experiencing capacity issues.

Mike continued the presentation going over D/C ratio charts and highlighting changes at specific airports. He pointed out that, in order to conduct the analysis, the model used had to be updated from 2012 to 2015 which means there is a 3 year gap between last D/C ratios reported compared to the baseline 2015 ratios. **Roy Sieger** asked why there were changes to ratios at Flagler County Airport. Mike and **Harry Downing** responded about the new runway at the airport with Mike further elaborating that the model takes into account all planned improvements.

The final portion of the D/C analysis presentation provided a summary of D/C ratios by region, highlighting that the Southeast Florida Region was the highest because of Miami International. **George Stokus** asked about updating the model. Harry responded that the model is based on the FAA Advisory Circular, which has not changed significantly since 2004 when the model was first assembled. However, inputs into the model will be updated such as deductions regarding airport infrastructure, aircraft fleet mix and other factors as indicated earlier by Mike. George then asked about the accuracy of the model. **Mike Maynard** responded that he did conduct some validation work on the model of which he found an issue with overestimation of aircrafts at smaller airports. He corrected for this to improve capacity in the model as well as included master plan data which supersedes data within the model. George voiced a concern that the FAA Advisory Circular may not be realistic.

Jim Halley conducted the final two Turning Point exercises for the meeting. The first of the two asked the group if using the 60/80 percent guideline with the D/C analysis as useful tool for them. The results were mixed. **Jim Wikstrom** indicated that the FASP is a system wide plan, not a master plan. He also added that the focus should be on the system and then the FDOT Districts and regions, not for individual airports. **Andy Keith** explained that FDOT can use D/C ratios to see how well funds are being distributed to Districts and subsequent projects. **Jim Wikstrom** added that this narrative should be focused on how funds improve the overall system.

Jim Halley conducted the final Turning Point exercise which asked attendees to rank the most important infrastructure listed that can affect capacity. Some attendees chose "Other". **George Stokus** responded that other factors would include improvements to air traffic control facilities including improvements to radio frequencies, weather data, and more.

Other Study Elements and Background Research

Eric Laing went over the surveys which were conducted as part of the FASP update as well as studies that were reviewed. In regards to the Airport Inventory Survey, 52 of 175+

surveys have been submitted. Staff is still sending out notifications to remind airports to complete the survey. Data from the survey will be used for work on performance measures. A CRT Outreach Survey was also sent out for those representatives who could not make the first CRT Meeting. The results of this survey has been documented.

In regards to airports designated under the FASP, criteria for the inclusion and exclusion of airports from the FASP need to be formalized. Thanks to Tavares, all public use airports, whether FASP or not, were assessed. For newly established airports, an ROI greater than 1 would be part of the criteria to being included in the FASP. For existing airports, other factors will be considered to form additional criteria. Eric stated that recommendations for inclusion and exclusion criteria will be provided to FDOT which is important for funding (federal and state).

During discussion of studies reviewed, **George Stokus** indicated that staff should look at issues concerning fuel tax paid by airlines and air traffic control privatization. **Eric Laing** responded that staff did review issues surrounding contract towers and the federal sequester. **Roy Sieger** asked if FDOT gets involved in the fuel tax. He points out that, in 2015, there was a $70 million shortfall in project funding which is an issue for airports with capacity constraints. Therefore, Roy indicated that the fuel tax should not be reduced. **Andy Keith** gave a brief discussion on how state funding sources work, indicating that FDOT doesn't get the aviation tax directly but it goes straight into the State Transportation Trust Fund. That means there's no direct link with the amount of aviation fuel tax collected and how much money is distributed to the FDOT ASO for the Districts. In addition, there is the current issue of the gas tax and the rise of energy-efficient cars and multimodal travel as well as the potential for driver-less vehicles.

Roy indicated a concern regarding Commercial Service airports getting a larger share of funding. George added that the FASP should include a discussion of funding shares amongst airports, a review of aviation tax outlooks, and other related issues.

[Meeting Concluded at 1:42PM]

A.1.3 Meeting #3 – June 1, 2016

A.1.3.1 Presentation

Future Direction

Changing Gears

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FASP Project Team

JIM HALLEY
FDOT Project Manager

PAM KEIDEL-ADAMS
Kimley-Horn
FASP Manager

JON SEWELL
Kimley-Horn
Project/Contract Manager

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FASP 2035 Purpose

Analyze Florida's system of airports collectively (statewide and by CFASPP region) in order to understand the relationships of these facilities and surrounding demographics in comparison to the current and future needs of the users of the system. This understanding aids FDOT in implementing strategic plans, policies, and priorities that enhance the Florida aviation system.

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FASP 2035 will:

- **Development Needs**
  - Determine these requirements by CFASPP region with crosswalks to the FDOT Districts including costs to meet future demand
- **Aviation (Issues, Non-Infrastructure) Needs**
  - Clearly define the aviation needs beyond infrastructure
- **Decision-Making Guidance**
  - Provide guidance to ASO & District leadership
  - Provide input to the NPIAS
  - Provide guidance to individual airports in the master planning process
- **FASP Recommendations**
  - Seek consensus on the FASP's recommendations and products
- **FASP Utility**
  - Provide products that are functional for airports and provide data to help with their ongoing planning efforts, as well as others such as SIS and FDOT Policy Planning
- **Future FASP Needs**
  - Identify future follow-on studies, policies or guidance

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FASP 2035 examines:

- **Regional Capacity Constraints:**
  - Where are they now and where will they be in the future?
  - What are the costs to develop the system to effectively and efficiently meet demand?
- **Investment Policies and Priorities:**
  - Are these effective and relevant?
  - Are we spending our money in the right places and on the right projects?
- **System Utilization:**
  - Is Florida getting the most out of our airports?
- **Best Opportunities:**
  - What airports are best positioned to meet demand, to be further developed, and to add to the efficiency of the statewide system?
- **Perhaps MOST important:**
  - What facilities will be included in the FASP and what airports will be eligible for State funding?

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FASP 2035 Phasing

- **Phase 1**
  - Establish processes
  - Data gathering
  - Identify trends, concerns, and issues that will shape aviation over the short-, medium-, and long-term horizon
  - Preliminary system demand (forecasts) and evaluation
- **Phase 2 (two parts: A & B)**
  - Future needs
  - Recommendations
  - Implementation tools

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Phase 1 Tasks

Sufficient

- Introduction
- State, Regional, and Local Airport Issues
- Inventory of System Condition
- Evaluation of Previously-developed Stratification Methodologies
- Update of State Strategic Goal Analysis Tool
- Aviation Industry Trends Analysis
- Review and Analyses of Previous Air Service Studies

Continuing in Phase 2

- Goals and Performance Analyses
- Review and Update of Aviation Forecasts
- Airport Identification of Intermodal Requirements
- Capacity Analysis / System Requirements

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Phase 2A Overview

- FASP 2035 branding and identity
- Revisit outreach and input methodologies and techniques
- Phase 1 evaluation - comprehensive FASP document and process
- Performance measure analysis
- Phase 2B scope development including integration of other related FDOT efforts (aviation and non-aviation)

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Other FDOT Efforts and Relationships to FASP

- Florida Transportation Plan (FTP)
- Strategic Intermodal System (SIS)
- Continuing Florida Aviation System Planning Process (CFASPP)
- Florida Aviation Directory (FAD) and Joint Automated Capital Improvement Plan (JACIP)

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FTP

- Overarching statewide plan that guides Florida's transportation future
- 3 elements in current version:
  - Vision
  - Policy
  - Implementation (still underway)
- Aviation elements draw from previous FASP

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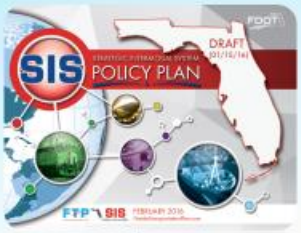
FASP Link to FTP

- Align FASP with new FTP
  - Goals and objectives
  - Performance-based analysis
  - Priority areas
- FASP 2035 will be baseline used for next FTP Update

SIS



- SIS – FL's high priority network of transportation facilities
  - Serve high levels of people and goods movement, support major flows of interregional, interstate and international travel and commerce
  - Emerging SIS demonstrate strong potential for future growth and development
- SIS Policy Plan update adopted March 2016 (part of FTP process)
- Currently updating SIS Implementation Plan
  - Designation criteria
  - Project prioritization

Current SIS Criteria

FDOT SIS Classifications			
Airport Classification	Eligible Facilities	SIS Component	Emerging SIS Component
Commercial Service Airports	Airports with scheduled commercial and/or cargo services	0.25% of U.S. total passenger or freight activity	**1.** Located at least 50 miles from a SIS commercial service airport; AND **2.** 0.05% of U.S. total passenger or freight activity or 0.01% of U.S. total passenger or freight activity **and** 0.05% of employment of industries dependent on aviation transportation
General Aviation Reliever Airports	General aviation airports functioning as relievers to commercial service airports	**1. Identified as a reliever facility to an existing SIS commercial service airport; AND** **2.** Handles at least 75,000 itinerant (nonlocal) flight operations per year; AND **3.** Has a runway with length exceeding 5,500 linear feet; AND **4.** Has runway capable of handling 60,000 pound dual wheel aircraft and serviced by precision instrument approach; AND **5.** 0.05% of employment of industries dependent on air transportation located within a 50 mile radius	**1. Identified as a reliever facility to an existing Emerging SIS commercial service airport; AND** **2.** Handles at least 75,000 itinerant (nonlocal) flight operations per year; AND **3.** Has a runway with length exceeding 5,500 linear feet; AND **4.** Has runway capable of handling 60,000 pound dual wheel aircraft and serviced by precision instrument approach; AND **5.** 0.05% of employment of industries dependent on air transportation located within a 50 mile radius
Spaceports	Spaceport territory as defined in s. 331.304, Florida Statutes or by Space Florida	Regularly scheduled civil, commercial or military launches resulting in suborbital or orbital flights	Not Applicable

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FAA NPIAS Classification Criteria

Airport Classifications		Hub Type: Percentage of Annual Passenger Boardings	Common Name
Commercial Service: Publicly owned airports that have *at least 2,500* passenger boardings each calendar year and receive scheduled passenger service §47102(7)	**Primary:** Have *more than 10,000* passenger boardings each year §47102(16)	**Large:** 1% or more	**Large Hub** FL: 4
		Medium: At least 0.25%, but less than 1%	**Medium Hub** FL: 3
		Small: At least 0.05%, but less than 0.25%	**Small Hub** FL: 6
		Nonhub: More than 10,000, but less than 0.05%	**Nonhub Primary** FL: 7
	Nonprimary	**Nonhub:** At least 2,500 and no more than than 10,000	**Nonprimary Commercial Service** FL: 0
Nonprimary (Except Commercial Service)		Not Applicable	FL: 21 **Reliever** §(47102(23)) FL: 59 **General Aviation** (47102(8))

FDOT's Commercial Service Airports

FDOT's General Aviation Airports

FAA ASSET Classification Criteria

GROUP (number of airports)	DESCRIPTION	FUNCTIONS (varies among individual airports)
National FL: 9	**Serves national – global markets** Very high levels of activity with many jets and multiengine propeller aircraft Averaging about 200 total based aircraft, including 30 jets	Emergency Preparedness and Response; Critical Community Access; Other Aviation Specific Functions; Commercial, Industrial, and Economic Activities; Destination and Special Functions
Regional FL: 32	**Serves regional – national markets** High levels of activity with some jets and multiengine propeller aircraft Averaging about 90 total based aircraft, including 3 jets	
Local FL: 29	**Serves local – regional markets** Moderate levels of activity with some multiengine propeller aircraft Averaging about 33 based propeller-driven aircraft and no jets	
Basic FL: 9	**Often serving critical aeronautical functions within local and regional markets** Moderate – low levels of activity Averaging about 10 propeller-driven aircraft and no jets	

CRT Thoughts on SIS Criteria?

- Need for additional category(s)
- Strategic aspects of airports not reflected in current designation criteria
- Ability to leverage SIS to better help airports (and further the intent of SIS)

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FASP Link to SIS

- Provide a link between FASP and new SIS
- Potential for new SIS criteria (using FASP data collected through inventory)
- Look at SIS projects in FASP and what's needed, considering the following:
  - What has previously been funded?
  - What have the realized benefits been?
  - Are we utilizing SIS $$ effectively?
  - Is SIS effectively distributed between individual airports?

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CFASPP

- Established as a component of the FAA's Continuous Airport Systems Planning Process
- It is the airports' process, not FDOT's
- Assists FDOT in maintaining a viable and relevant aviation environment
- Serves as a continuous update effort into the FASP
- Originally formed in the 80s, still going strong!
  - ≈85% of our 128 airports participate
  - ≈1,000 meetings since it began

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FASP Link to CFASPP

- CFASPP process used to identify trends, challenges, and concerns within Florida's aviation system for input into FASP
- FASP results and recommendations are discussed and feedback received through CFASPP meetings
- CFASPP website supports FASP needs

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FAD and JACIP

- FAD serves as a tool to hold data used by FDOT (ASO and many other offices), FAA, and airports
- FAD updated over time to add more functionality including different modules
- JACIP is grant management system (element of FAD)
  - Utilized by District Office to assess, prioritize, and select projects for funding
  - Utilized by FAA to identify eligible projects for System of Airport Reports (SOAR) entry

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FASP Link to FAD and JACIP

- Additional data being collected in FASP – integrate into FAD
- In addition to information "warehouse", how can the FAD be leveraged to provide more analytical tool capabilities
  - Who wants what? GIS, dashboards, profiles, tracking/reporting
- JACIP evaluated for relationship of projects to FASP goals and objectives

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CRT Feedback – What do you want from FASP?

- **CRT survey results have been helpful with prior FASP tasks:**
  - Issues
  - Goals, Objectives, Performance Measures
- **What FASP products would be most useful?**
  - Districts
  - Airports
- **Are there additional tools/resources that would help?**
  - GIS
  - FAD/JACIP changes
  - CFASPP – can it be improved? Agenda/discussion items, regions, etc.

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Phase 2B

- **Scope to be determined based on outcome of Phase 2A results**
  - Additional data needs or analyses
  - Integrate results from 2016 Air Service Update and 2016 Air Cargo Study
  - Alternatives to be evaluated
  - Develop recommendations by CFASPP region with crosswalks to the FDOT Districts
    - Investment policies and priorities
    - Airports included in the FASP
  - Tools needed to implement FASP recommendations such as CFASPP website update
- **CRT will have the opportunity to review and comment on the Phase 2B scope**
  - At the end of Phase 2B, we want to make sure everyone has everything they need

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Next Steps
Continue review of Phase 1 results
Complete FASP 2035 branding and identity
Draft Phase 2B scope
FASP
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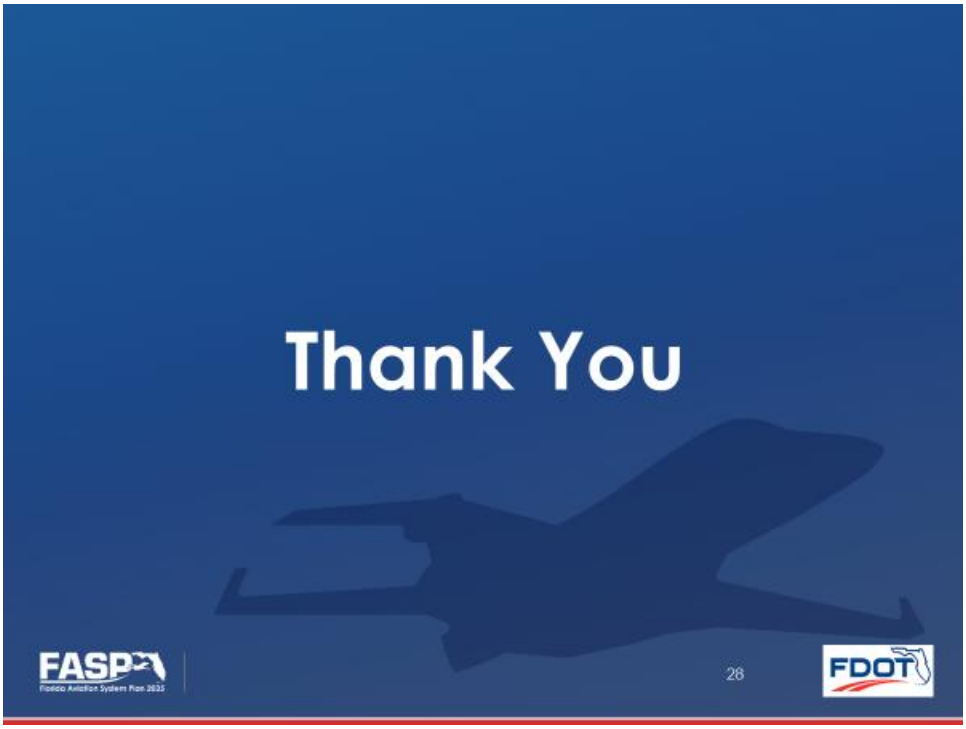
FDOT


Thank You
FASP
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FDOT

A.1.3.2 Meeting Summary

Attendees:

Airport Representatives:
Terry Beacham
Andrew La Gala
Eric Menger
James Parish
Roy Sieger
Leo Treggi

FAA Representative:
Rebecca Henry

FDOT Representatives:
Dan Afghani
Barbara Cloud
Matt Elia
Andy Keith
Mike McClure
Laurie McDermott
Paul Simmons

Kimley-Horn Team:
Pam Keidel-Adams
Jon Sewell
Zach DeVeau
Kurt Krier

Question: CRT Thoughts on SIS Criteria

- It was noted that there could be holes in the SIS criteria and that additional categories could be needed to support certain airports (ex: Punta Gorda, Vero Beach, Tallahassee) to expand and meet their needs

- FDOT explained that SIS was developed over time:
    - It began as an extra funding source for strategic funding, while its purpose now is expanding capacity
    - SIS funding can be used now for both landside and airside projects
    - It was also noted that just because you are SIS eligible does not mean you will get funding, it just makes your airport is eligible

- It was discussed that including a new SIS category, possibly Emerging SIS Region, may be a good way to include airports that would greatly benefit from capacity enhancements

- It was noted that some of the criteria for Emerging SIS airports keep certain airports from participating:
    - Would like to see criteria re-evaluated because the criteria doesn't work for the stated goals of the SIS
    - FDOT agreed that some of the criteria don't work
    - As SIS implementation moves forward, need to look at facilities through a different lens than just road access to an airport
    - Forecasts could be used in SIS criteria update
    - Need to identify "strategicness"

- It was noted by the FAA that it is hard to fit some airports (ex: Vero and Punta Gorda) into a plan; so they need to be given special considerations

- It was asked if adding more airports to the SIS would dilute the overall pool of money

    - Noted that FASP 2B will look at history of SIS funding and projects; for all modes split is 95/5 SIS vs. Emerging SIS, while aviation is 75/25
    - FDOT noted that it had reviewed SIS eligibility criteria, and Key West and Punta Gorda meet the criteria now as well as a few GA airports
        - Key West and Punta Gorda are applying for designation
        - Next step is project eligibility; going through process to submit FY 2022 projects

- FDOT noted that it doesn't think more airports are an issue – gives FDOT flexibility to prioritize projects better
    - Include as many as can; pot is NOT split by SIS vs. Emerging (priority between categories) or necessarily by mode
    - Access road v. runway extension – which gets more priority?

- It was stated that a unified voice for aviation is important

CRT Feedback – What is wanted from the FASP?

- Airports stated that the best product is brochure/executive summary to educate officials

- FDOT noted that an Executive Summary (30-50 pages) would be developed, as well as outreach brochures tailored to different audiences:
    - Airports (what does FASP mean to you)
    - Local Officials, non-airport
    - FDOT non-aviation

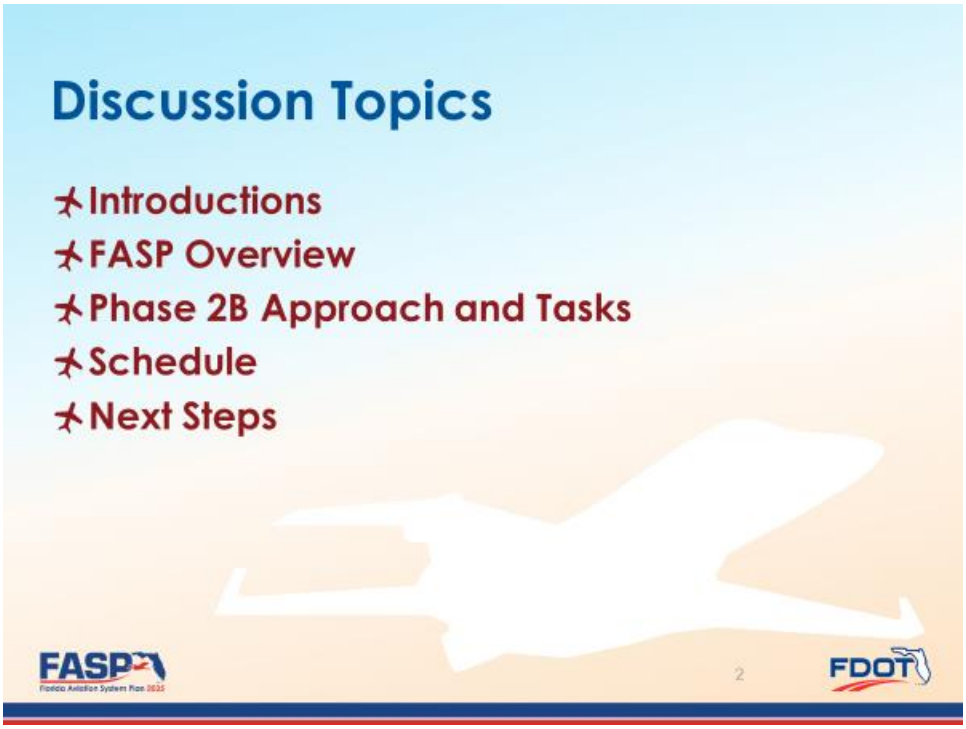
- The airports were asked who the audience of these summaries should be and what should the message be?
    - Local elected officials
    - State legislative officials
    - Message is needs, economic impact, how aviation impacts jobs and tourism

- It was suggested that flash drives with a video (possibly Prezi) on results could be distributed

- An airport suggested having JACIP be more efficient for project management, getting approvals, invoicing

A.1.4 Meeting #4 – August 10, 2016

A.1.4.1 Presentation



FASP 2035 Purpose

Analyze Florida's system of airports collectively (statewide and by FDOT District/CFASPP Region) in order to understand the relationships of these facilities and surrounding demographics in comparison to the current and future needs of the users of the system. This understanding aids FDOT in implementing strategic plans, policies, and priorities that enhance the Florida aviation system.

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Complete FASP 2035 includes:

- **Development Needs**
  - Determine these requirements by CFASPP Region with crosswalks to the FDOT Districts including costs to meet future demand
- **Aviation (Issues, Non-Infrastructure) Needs**
  - Clearly define the aviation needs beyond infrastructure
- **Decision-Making Guidance**
  - Provide guidance to ASO & District leadership
  - Provide input to the NPIAS
  - Provide guidance to individual airports in the master planning process
- **FASP Recommendations**
  - Seek consensus on the FASP's recommendations and products
- **FASP Utility**
  - Provide products that are functional for airports and provide data to help with their ongoing planning efforts, as well as others such as SIS and FDOT Policy Planning
- **Future FASP Needs**
  - Identify future follow-on studies, policies or guidance

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FASP 2035 examines:

- **Regional Capacity Constraints**
  - Where are they now and where will they be in the future?
  - What are the costs to develop the system to effectively and efficiently meet demand?
- **Investment Policies and Priorities**
  - Are these effective and relevant?
  - Are we spending our money in the right places and on the right projects?
- **System Utilization**
  - Is Florida getting the most out of our airports?
- **Best Opportunities**
  - What airports are best positioned to meet demand, to be further developed, and to add to the efficiency of the statewide system?
- **Perhaps MOST important**
  - What facilities will be included in the FASP and what airports will be eligible for State funding?

FASP Florida Aviation System Plan 2035 5 FDOT

FASP 2035 Phasing

- **Phase 1**
  - Establish processes
  - Data gathering
  - Identify trends, concerns, and issues that will shape aviation over the short-, medium-, and long-term horizon
  - Preliminary system demand (forecasts) and evaluation
- **Phase 2 (two parts: A & B)**
  - Future needs
  - Recommendations
  - Implementation tools

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FASP 2035 Branding

- **Developed Branding Identity Package**
  - Generated FASP 2035 Logo
  - Developed Report Template

FASP
Florida Aviation System Plan 2035

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Phase 2

- **Phase 2A – Development of Revised Scope for Remainder of FASP (Phase 2B)**
  - Additional data needs or analyses
  - Integrate results from 2016 Air Service Update and 2016 Air Cargo Study
  - Alternatives to be evaluated
  - Develop recommendations by FDOT District with crosswalks to CFASPP regions
    - Investment policies and priorities
    - Airports included in the FASP
  - Tools needed to implement FASP recommendations such as CFASPP website update
- **CRT will have the opportunity to review and comment on the Phase 2B scope**
  - At the end of Phase 2B, we want to make sure everyone has everything they need

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Phase 2B – Proposed Tasks

- Task 1 – Goals, Objectives, Performance Measures, and Existing System Evaluation
  - Task 1.1 – Stakeholder Engagement Mechanism Development
- Task 2 – Future System Needs
- Task 3 – Alternative Scenarios
- Task 4 – Recommendations
- Task 5 – Coordination and Meetings
- Task 6 – Final Deliverables

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Phase 2B – Questions to Consider

Are we heading in the right direction?

- What is in the scope that is unnecessary?
- What is not in the scope that is needed?
- What is not in the scope but is wanted?
- What guidance or products do you want out of this?

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Task 1

Goals, Objectives, Performance Measures, and Existing System Evaluation

- **Update on final performance measures and indicators, obtain remaining necessary data**
  - Note: Inventory data was only obtained for just over 50 airports in the system
- **Use IAT (or inventory data) regarding where activities are provided and examine where there are "groups of activities" using mapping**
- **Utilize existing airfield demand/capacity to compare where existing delay concerns are and compare to activities – what is driving capacity issues**
- **Prepare existing intermodal connectivity analysis**
  - Utilize long-range transportation plans, local comprehensive plans, FDOT Work Program, as well as other plans for analysis

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Task 1, *Continued*

Goals, Objectives, Performance Measures, and Existing System Evaluation

- **Analyze historical SIS funded projects and any changes to SIS**
  - Utilize the current funded fiscal year work program as well as the previous four funded years to perform analysis
- **Review air service and air cargo studies to determine if there are any analyses that can be derived from the studies relative to system performance or just indicators**
- **Examine airports with Low Cost Carriers (LCC) vs. other to use for later alternatives/sensitivity analysis**

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Task 1, *Continued*

Goals, Objectives, Performance Measures, and Existing System Evaluation

- **Prepare project comparison to FASP and Florida Transportation Plan (FTP) goals – analyze both historic and future projects in the JACIP**
- **Apply State Strategic Goals Assessment Tool (SSGAT) to updated JACIP projects**
- **Update FASP Goals versus FTP Goals Matrix**
- **Conduct GIS gap analysis for existing system**
  - Analyze Florida population within 30 minutes of airports with varying characteristics

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Task 1.1

Stakeholder Engagement Mechanism Development

- **Work with the CRT, FDOT Districts, and CFASPP representatives to develop a mechanism for stakeholder engagement**
  - This effort should include Phase 1 of the CFASPP website update

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Task 2

Future System Needs

- **Identify categories of airports based on annual operations and number of based aircraft**
  - Categorization will assist level of effort based on availability of data and allow for different methodologies to be applied to different categories
- **Update forecast**
  - Identify based aircraft, GA operations, and annual operations that exceed Airport Reference Codes (ARCs)
- **Coordinate with forecast model update project for consistency**
- **Develop forecasts for CFASPP Regions and FDOT Districts**
- **Update capacity analysis to focus on impacts to commercial vs. GA airports**
  - Within GA, examine capacity among the different ASSET classifications and within Districts
- **Compare results to existing gap analyses to determine where gaps/issues increase due to growth capacity issues**

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Task 3

Alternative Systems

- **Work with CRT and/or DEO to identify various alternative scenarios (not driven by funding levels as other states do)**
- **Options that could be considered:**
  - Identified gaps grow bigger – airports lose commercial airline service, reductions in flight training, reductions in overall GA demand (growth in drones and fewer pilots)
  - Growth is greater than forecast – impacts to capacity, need for additional airports or more runways

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Task 4

Recommendations

- Address gaps/deficiencies from previous tasks
- Identify capacity recommendations
- Identify SIS recommendations (from updated analysis)
- Identify Air Cargo recommendations (from updated study)
- Identify FASP Study Airports vs. Florida System Airports based on results of existing and future system evaluation including criteria for inclusion in the FASP and considering need for all airports
- Establish minimum thresholds to participate in FASP or Florida System such as meet licensing standards

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Task 4, Continued

Recommendations

- Review and recommend changes to NPIAS and ASSET
- Policies – District use of IAT and SSGAT?
  - Investment to promote economic development
  - Intervention into local land-use decision making to remove barriers for important aviation projects
  - Investment to improve air travel for Florida's aging population
  - Support for technical innovation in aviation
  - Initiatives to improve scheduled air service in order to reduce highway congestion
- Document relationship of FASP 2035 recommendation to next FTP and SIS and identify timelines among the different studies
- Individual airport profiles generated from GIS

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Task 4, Continued

Recommendations

- **Identify Follow-on study needs**
  - Development Guidelines
  - Process to keep inventory data up-to-date (FAD support)
  - Air Cargo/Air Service indicators and recommendations

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Task 5

Coordination and Meetings

- **Bi-weekly ASO team meeting**
- **Monthly FDOT Task Team meetings**
- **Standalone FAA meeting (1 or 2)**
- **CRT meetings – two in person and number of webinars**
  - Anticipate in person CRT meetings to be in Fall, 2016 and Spring, 2017
  - Final number of meetings and webinars will be determined by the project schedule
- **MPO meetings/workshops**
- **CFASPP final presentation – 1st round of 2017**

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Task 6

Final Deliverables

- **Final Technical Report**
- **Executive Summary**
  - Short Version
  - Long Version
- **Five Videos**
  - Each 30-60 seconds long
  - Each highlighting a different facet of Florida aviation (cargo, flight training, air service, etc.)
- **Brochures by District and CFASPP region**
- **Executive Summary Primers – What does the FASP mean to you and how should you use it?**
  - Legislative/elective officials
  - Airport management and consultants
  - General public audience
  - FDOT (ASO, District, other offices)

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Phase 2B – Discussion

Are we heading in the right direction?

- **What is in the scope that is unnecessary?**
- **What is not in the scope that is needed?**
- **What is not in the scope but is wanted?**
- **What guidance or products do you want out of this?**

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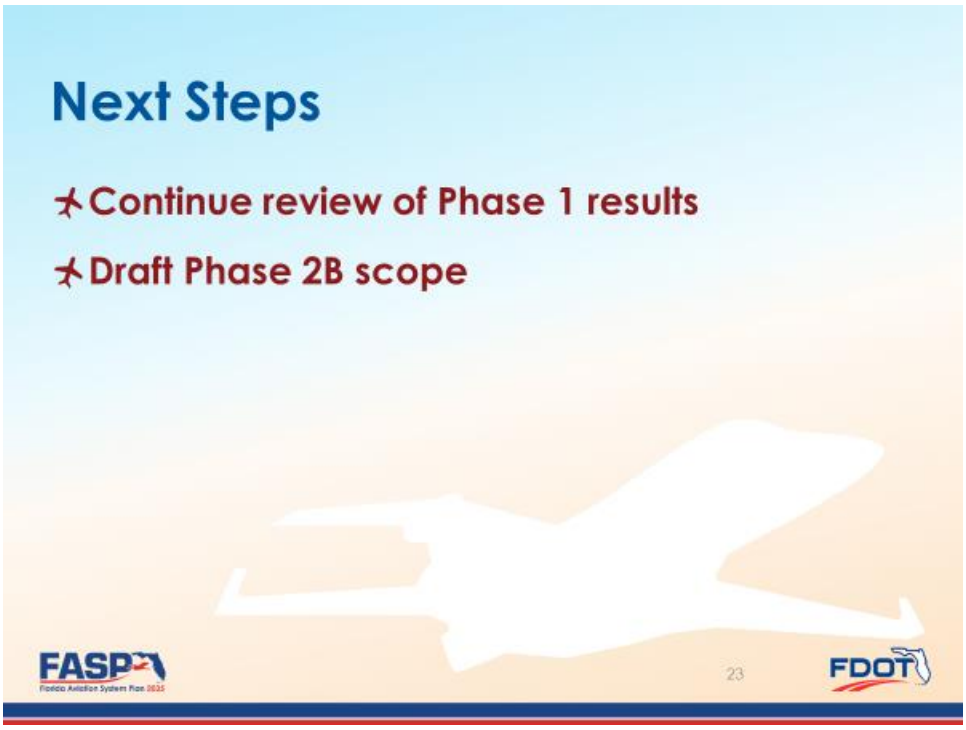
Next Steps
Continue review of Phase 1 results
Draft Phase 2B scope
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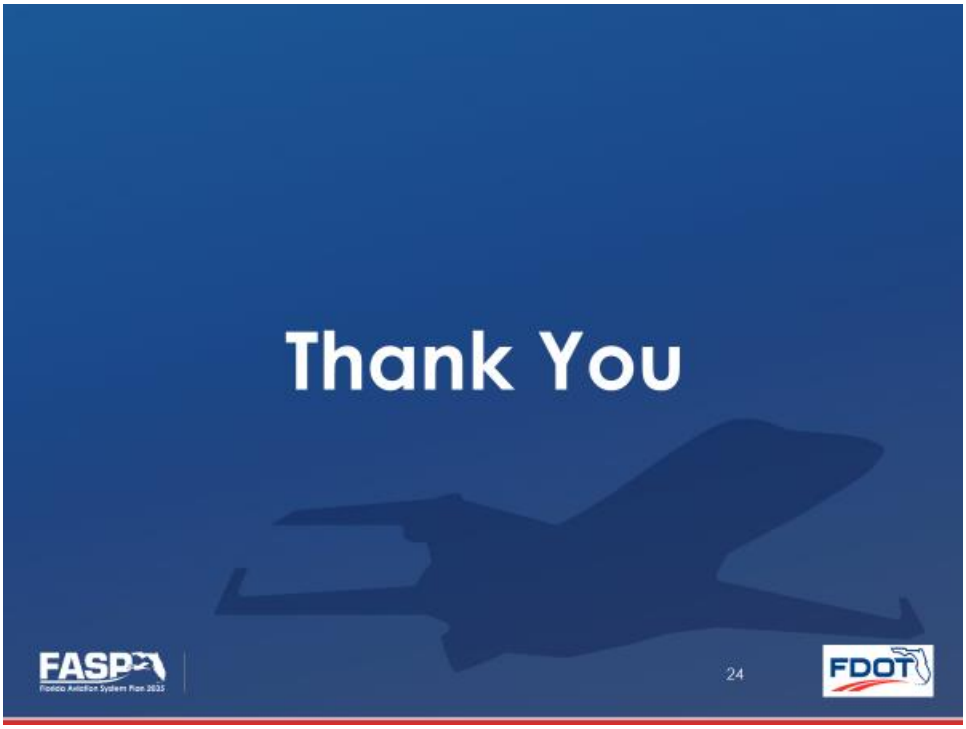
Thank You
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A.1.4.2 Meeting Summary

On August 10th, the Florida Department of Transportation (FDOT), Kimley-Horn and Associates (KHA), and the Florida Aviation System Plan (FASP) Comprehensive Review Team (CRT) met via webinar to review and discuss ongoing efforts of the FASP 2035. The purpose of this meeting was to present an overview of tasks that had been completed in preparation for updating the FASP 2035, efforts to date, describe outlines of specific tasks to be included in the updated FASP 2035 scope, and to receive feedback from CRT members regarding the proposed scope tasks and other tasks that might be included in the Study. A webinar PowerPoint presentation was led by Jim Halley, Aviation System Manager with FDOT, and Pam Keidel-Adams, FASP 2035 Project Manager with KHA. The following is a summary of the input received from the discussion.

- The question was posed whether the FASP 2035 would identify locale-specific drivers of aviation activity such as universities, businesses and corporate headquarters, etc.
    - FDOT stated that identification of significant regional (CFASPP and FDOT District) and local drivers of aviation activity would be included in the scope and identified in the FASP 2035.
    - It was noted that this may also be supported by the GIS gap analysis that is being completed.

- A member of the CRT asked if the updated FASP 2035 would identify if/where new airports would be needed and if the FASP would include criteria for newly constructed airports to be adopted into the Florida Airport System/FASP.
    - It was noted that this task is included in the scope and that criteria had already been developed in the previous effort of the FASP 2035; these criteria will be re-evaluated in the FASP effort to ensure they are acceptable.

- The presenters asked CRT members if the webinar format was adequate for meetings similar to that being presented.
    - Most agreed that the webinar format was adequate for disseminating information, such as progress updates; however, it was noted that in-person meetings typically produce more feedback from CRT members. As such, it was recommended by one CRT member that an additional in-person CRT meeting be included in the project scope, which would bring the total number of in-person meetings to three.

- It was suggested by a CRT member that airport classifications/triggers as they pertain to forecasts may need to be adjusted.
    - Triggers for activity need to be looked at from all levels (FDOT Districts, CFASPP regions, statewide).

- It was noted that the FASP 2035 should evaluate State funding policies and whether or not the State is properly funding airport projects. It was also noted that if this was not something that could be completed as part of the FASP 2035, perhaps a separate case-study of Florida's Strategic Intermodal System (SIS) could be conducted.

- CRT members were asked for feedback regarding what else they would want (vs. need) in the FASP 2035 scope.
    - CRT members identified that individual airport primers and profile videos that identified GA activity, corporate/business activity, and visitor information could be created for airports to use for various purposes.

- One CRT member asked if the FASP 2035 could identify where State and FAA funding priorities conflict and recommended two meetings with the FAA.

- In general, the CRT was in agreement with the approach to updating the FASP and all participants felt that the proposed products and documents in the update would provide beneficial guidance and outreach support for moving Florida's aviation system forward.

A.1.5 Meeting #5 – December 6, 2016

A.1.5.1 Agenda

- Introductions
- FASP Overview
- Existing System Evaluation
- Performance Measures and Indicators (Exercise #1)
- Public Engagement Mechanism (CFASPP website) Review
    - *Break*
- Aviation Demand Driver Discussion
- SIS Program Review
- FASP Deliverables
- Guidance, Products, Tools, and Resources Dialogue
- Next Steps
- Round-Table Wrap-Up

A.1.5.2 Presentation

Discussion Topics

- Aviation Demand Drivers
  - Examination of Drivers
  - Exercise #2
- SIS Program Review
  - Existing and Proposed SIS Criteria
  - SIS Project Review and Case Studies
- FASP Deliverables
- Guidance, Products, Tools, and Resources Dialogue
- Next Steps
- Round-Table Wrap-Up

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FASP Overview - Phases

PHASE 1

- State, Regional, and Local Airport Issues
- Goals, Objectives & Performance Measures
- Inventory
- Stratification Methodology Evaluation
- Regional and State Overviews
- Aviation Industry Trends
- Forecasts
- Demand/Capacity
- SSGAT Update

PHASE 2

- Data Collection (Additional)
- Existing System Evaluation (Baseline Performance Measurement)
- Future System Needs (including Updated Forecasts)
- Alternative Scenarios
- Recommendations
- Public Engagement Mechanism (CFASPP Website Update)
- Final Deliverables

MEETINGS/COORDINATION

FAA » FASP Review Team (FASPRT) » Comprehensive Review Team (CRT)
Other FDOT Representatives » MPOs

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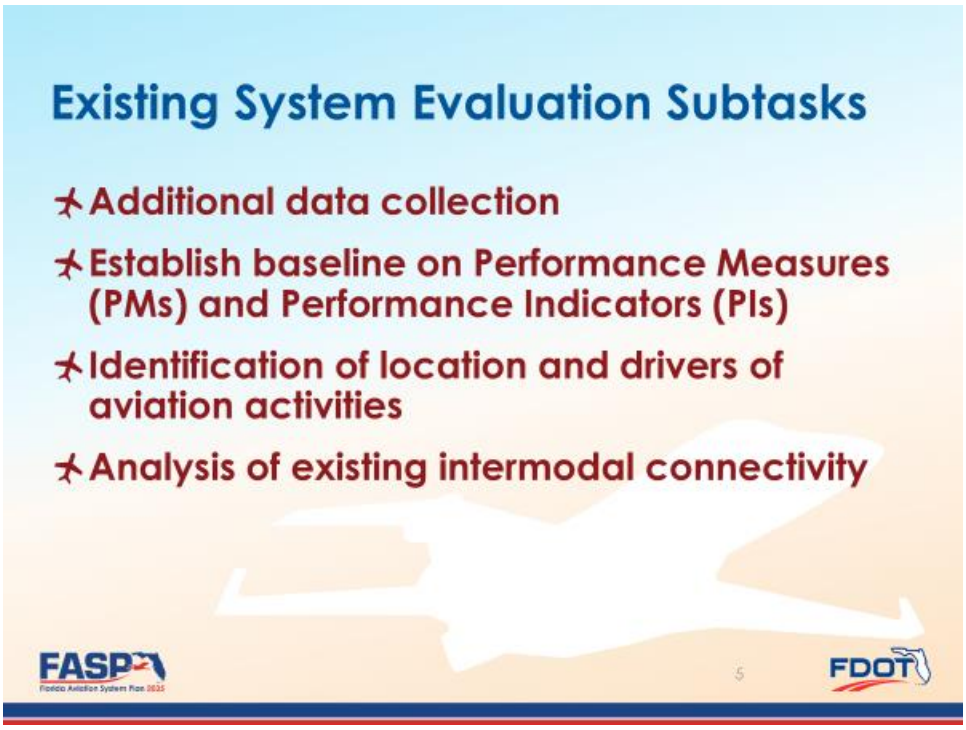
Existing System Evaluation Subtasks
Additional data collection
Establish baseline on Performance Measures (PMs) and Performance Indicators (PIs)
Identification of location and drivers of aviation activities
Analysis of existing intermodal connectivity
FASP
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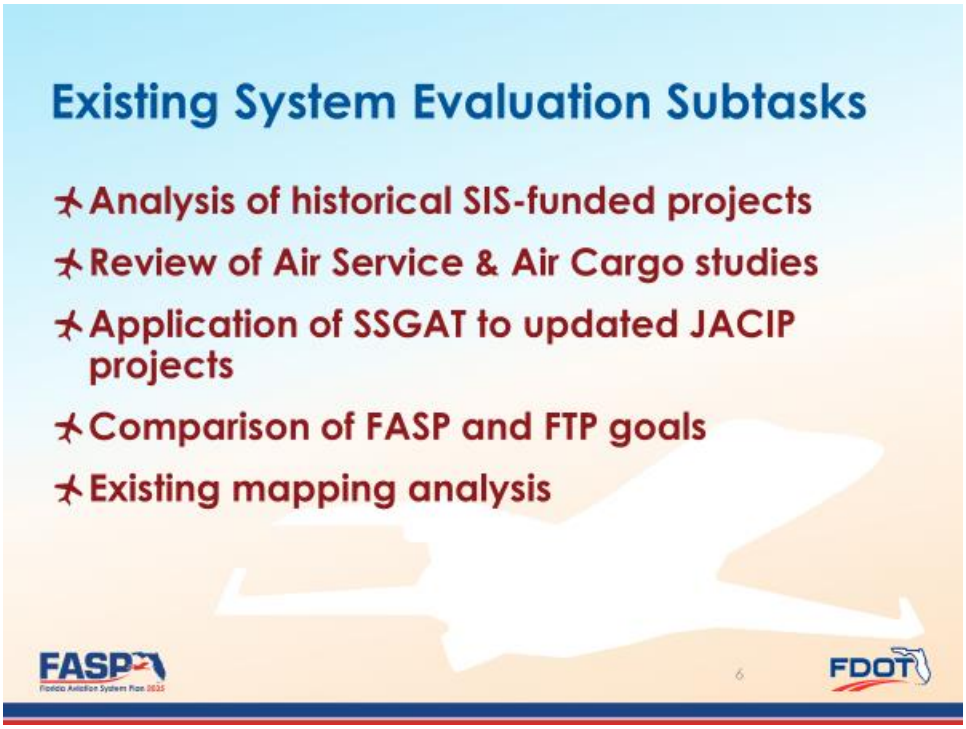
Existing System Evaluation Subtasks
Analysis of historical SIS-funded projects
Review of Air Service & Air Cargo studies
Application of SSGAT to updated JACIP projects
Comparison of FASP and FTP goals
Existing mapping analysis
FASP
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Data Collection

- Requested information from airports to supplement previous effort
- Included questions in combined electronic survey to airports on operations counting
- Other data necessary to measure performance that will be obtained from other sources
  - Master Plans/ALPs
  - FAA
  - FAD

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Goals and Objectives

- Goals are widely used in FASP
  - Relate to ASO's mission
  - Relate Aviation to Florida Transportation Plan (FTP)
- CRT previously contributed to development in Phase 1 through survey and prior meeting
- No substantive changes to Goals or Objectives
- Emphasis in Phase 2 on measuring PMs and PIs to allow for evaluation of ASO and Aviation Work Program

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FASP Goals

- Provide **efficient, safe, secure,** and **convenient service** to Florida's citizens, businesses, and visitors.
- Contribute to **operational efficiency, economic growth,** and **competitiveness** while remaining sensitive to Florida's natural environment.
- Support and enhance the position of **leadership and prominence** held by Florida's aviation industry.
- **Protect airspace** and promote **compatible land uses** around public airports.
- Foster technological **innovation** and support implementation of **new technologies**.
- Promote **support for aviation** from business, government, and the public.
- Foster Florida's reputation as a **military-friendly state**.

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FASP and FTP Goal Comparison

○ = Low relationship
◒ = Medium relationship
● = High relationship

FTP	FASP: Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses,	Contribute to economic growth and competitiveness while remaining sensitive to Florida's natural environment	Support and enhance the position of leadership and prominence held by Florida's aviation	Protect airspace and promote compatible land uses around public airports	Foster techno-logical innovation and support	Promote support for aviation from business, government, and the public	Foster Florida's reputation as a military-friendly state
Safety and security for residents, visitors, and businesses	●	◒	○	●	◒	◒	◒
Agile, resilient, and quality infrastructure	●	◒	○	◒	◒	●	◒
Efficient and reliable mobility for people and freight	●	◒	◒	○	◒	◒	◒
More transportation choices for people and freight	◒	●	◒	○	◒	◒	○
Transportation solutions that support Florida's global economic competitiveness	◒	●	●	○	◒	◒	○
Transportation solutions that support quality places to live, learn, work, and play	◒	●	◒	◒	◒	◒	◒
Transportation solutions that enhance Florida's environment and conserve energy	◒	●	◒	◒	◒	○	○

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State Strategic Goal Analysis Tool (SSGAT) – Relationship to Goals

- Relates FDOT project funding to FASP goals
- Developed to provide additional tool for Districts to use in project evaluation
- Spreadsheet model integrated into JACIP
- Ties FAA project categories to FASP goals

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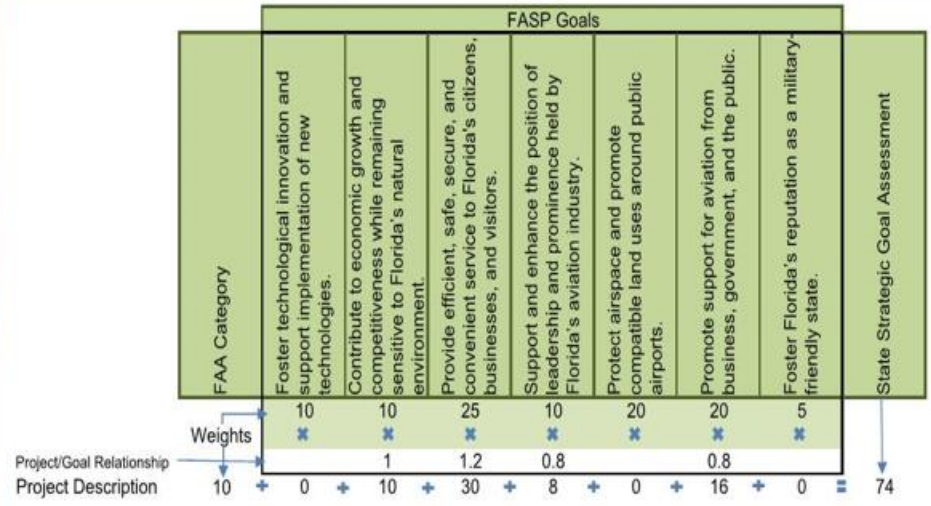

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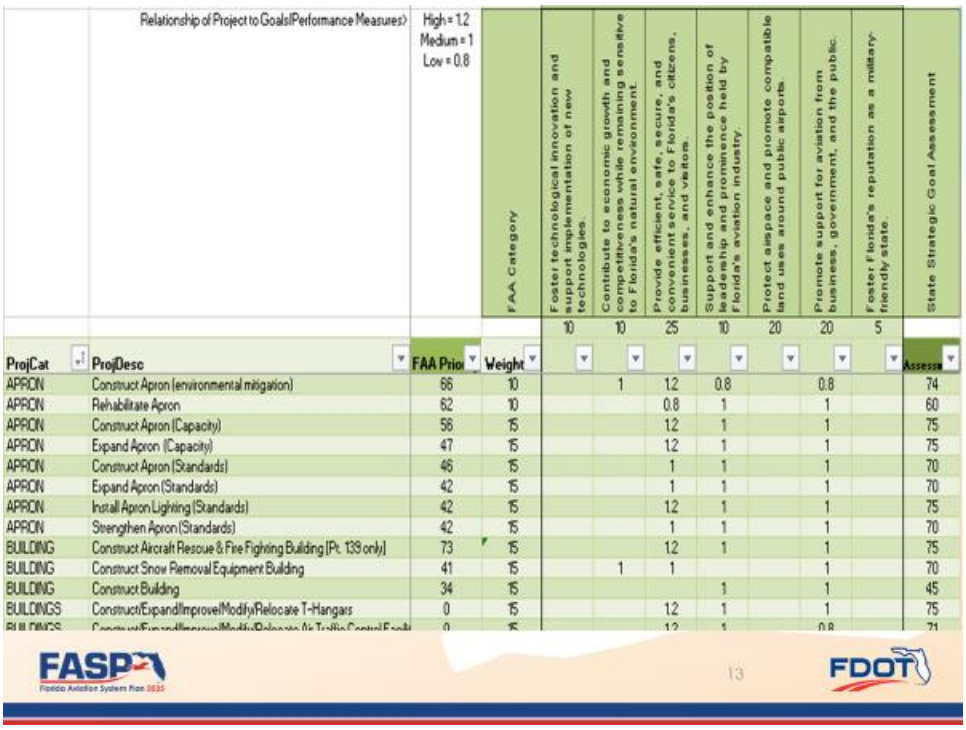

Relationship of Project to Goals(Performance Measures)		High = 1.2 Medium = 1 Low = 0.8	FAA Category	Foster technological innovation and support implementation of new technologies.	Contribute to economic growth and competitiveness while remaining sensitive to Florida's natural environment.	Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.	Support and enhance the position of leadership and prominence held by Florida's aviation industry.	Protect airspace and promote compatible land uses around public airports.	Promote support for aviation from business, government, and the public.	Foster Florida's reputation as a military friendly state.	State Strategic Goal Assessment
				10	10	25	10	20	20	5	
ProjCat	ProjDesc	FAA Prio	Weight								Assess
APRON	Construct Apron (environmental mitigation)	66	10		1	1.2	0.8		0.8		74
APRON	Rehabilitate Apron	62	10			0.8	1		1		60
APRON	Construct Apron (Capacity)	56	15			1.2	1		1		75
APRON	Expand Apron (Capacity)	47	15			1.2	1		1		75
APRON	Construct Apron (Standards)	46	15			1	1		1		70
APRON	Expand Apron (Standards)	42	15			1	1		1		70
APRON	Install Apron Lighting (Standards)	42	15			1.2	1		1		75
APRON	Strengthen Apron (Standards)	42	15			1	1		1		70
BUILDING	Construct Aircraft Rescue & Fire Fighting Building (Pt. 139 only)	73	15			1.2	1		1		75
BUILDING	Construct Snow Removal Equipment Building	41	15		1	1			1		70
BUILDING	Construct Building	34	15				1		1		45
BUILDINGS	Construct/Expand/Improve/Modify/Relocate T-Hangars	0	15			1.2	1		1		75

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SSGAT Application in Phase 2

- **SSGAT updated in Phase 1**
  - Revised weights assigned to FAA categories
  - Revised based on updated FASP goals
- **Comparison of JACIP project requests and SSGAT results to Work Program**
  - Review current and past 5 years of Work Programs
  - How have funded projects helped achieve FASP and FTP goals?
- **One measurement of ASO's performance in meeting goals**
- **Helps to answer previous question: "Is the State funding the right airport projects?"**

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Performance Measures and Indicators (PMs and PIs)

- Provide another mechanism to evaluate ASO's achievement of goals
- More detailed look at system, not just projects
- In Phase 2, re-evaluated PMs and created PIs
  - Performance Measure: Action could be taken by FDOT or airports to influence results
  - Performance Indicator: Can't really be influenced but still important to track
  - Removed PMs that could not be measured or even reported
  - Also incorporated FDOT Mobility Performance Measures relative to Aviation as required in MAP-21

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Examples of PMs and PIs

Goal 1:		Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.			
	Objective		Performance Measure (PM)		Performance Indicator (PI)
	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	The number of FASP airports with terminal-related development projects (building, rental car, parking) and the amount of JACIP funding identified for these projects.
	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.		
Goal 2:		Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment.			
	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 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.

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Group Exercise #1
PMs and PIs

- Seeking input on collection and use of data for measuring system's performance
- Use results in considering best uses for PMs and PIs and timing for updating data

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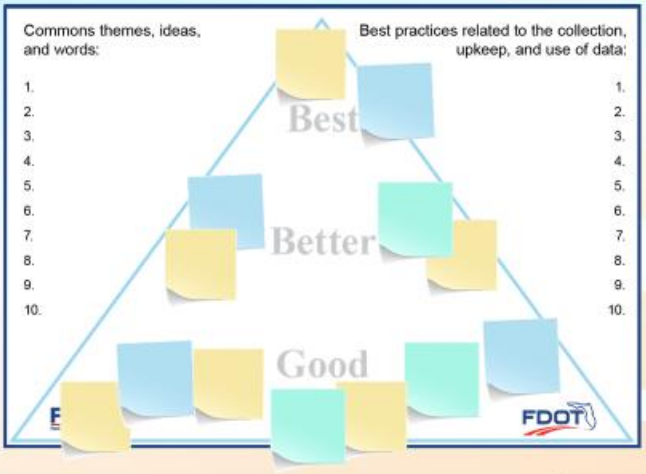
Good, Better, Best Exercise

What can you do related to the collection, upkeep, and use of the data in the Performance Measures and Performance Indicators to better support airports, your community and elected officials, and FDOT?



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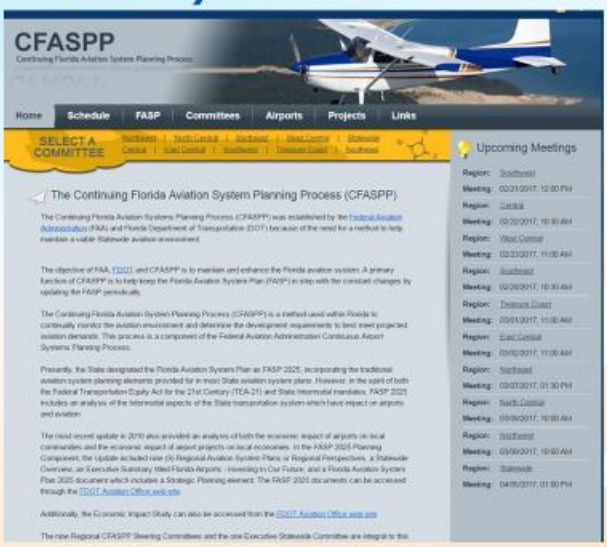
Public Engagement Mechanism (CFASPP Website)



Initial Proposed CFASPP Website Changes

- Several new tabs
- Redesigned FASP tab specifically for the FASP 2035 project information; repository of draft and final deliverables, past archived FASP files, and other general information; new brand
- Revisions to Administrative section to allow easier management of files
- Changes to the photos displayed on the site

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Initial Proposed CFASPP Website Changes

- "New" Contacts Tab: Changes to administrative functions including functionality of contact updates and link to FAD Contact Management Module
- "New" News Tab: Provide information such as news, events, and/or job postings with option for users to request to add items
- "New" Calendar Tab: Display all meetings, events, and important dates in the system, with current calendar month and ability to move between current, future, and past months and active links to details

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Initial Proposed CFASPP Website Changes

- Projects Tab: Changes to internal data entry processes, add separate section for "FDOT Sponsored Training" to display time/date/registration information
- Committees Tab: Modify to add the current contact info for each CFASPP Chair and Vice-chair on their respective committee tabs
- CFASPP Schedule Tab: Allow more flexibility in displaying upcoming meetings, monthly calendar display options, links to more details about meetings, allow importing meetings to calendars, RSVPs

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CFASPP Survey Input

- **Survey goals:**
  - Determine how website is used
  - What existing features need to be maintained
  - What else is needed on website
- **Survey to be distributed to CFASPP contact list**
- **Initial thoughts on website needs?**
  - How do you use now
  - Suggestions beyond what is anticipated

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Aviation Demand Drivers
System's needs are determined by types of activities at airports and in communities
Some activities impact aviation and infrastructure needs more than others
Business aviation
High aviation training levels
Population levels and other demographic factors
Air cargo
Tourism
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Aviation Demand Drivers
System's needs are determined by types of activities at airports and in communities
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Air cargo
Tourism
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Group Exercise #2
Aviation Drivers in your District

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Group Exercise #2
Aviation Drivers in your District

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SIS Program Review

- FDOT has identified certain airports for inclusion as "largest and most strategic facilities"
- Update of SIS criteria and classification is underway
  - Will be finalized in mid 2017
- Classifications may have different funding availability/percentages
- Classifications may be based on activity levels
  - SIS Airports
  - Strategic Growth Facilities

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SIS Project Review and Case Studies

- Examining current and prior 4-years of SIS projects
  - How has the SIS funding been used to date
  - How have criteria influenced the selected projects
- Case studies for more detailed evaluation
  - 3 projects that have been implemented
  - Impact of project on airport and community
  - Review of project funding if no SIS $$

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SIS Projects: Potential Case Studies

- Fort Lauderdale-Hollywood International Runway Expansion
- Miami Intermodal Center
- Northwest Florida Beaches International
- List some potential projects
  - One airside and one landside
  - Maybe one 'non-airport' multi-modal project

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FASP Deliverables

- Final Technical Report
- Executive Summary
  - Short Version
  - Long Version
- Five Videos
  - Each 30-60 seconds long
  - Each highlighting a different facet of Florida aviation (cargo, flight training, air service, etc.)
- Brochures by District and CFASPP region
- Executive Summary Primers – What does the FASP mean to you and how should you use it?
  - Legislative/elected officials
  - Airport management and consultants
  - General public audience
  - FDOT (ASO, District, other offices)

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Guidance, Products, Tools, and Resources – What Else Is Needed?

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Next Steps

- Distribute CFASPP website survey
- Analyze baseline performance
- Update forecasts
- Engage MPO Advisory Committee, FDOT modal groups, FDOT Policy Planning and Systems Planning
- Next meeting - Webinar in February

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Round-Table Wrap-Up

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Thank You

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A.1.5.3 Meeting Summary

On December 6th, staff from the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO), FDOT District Representatives, the Federal Aviation Administration (FAA) Orlando Airports District Office (ADO), Florida's airports, and Kimley-Horn and Associates (KHA) met in person to review and discuss ongoing efforts of the FASP 2035. The purpose of this meeting was to present a status of tasks that had been completed, those underway, and to seek input and assistance on elements of the project. Meeting participants included:

- Rebecca Henry, FAA
- Jim Halley, FDOT - ASO
- Andy Keith, FDOT – ASO
- Todd Cox, FDOT – ASO
- Barbara Cloud, FDOT – District 2
- Donna Whitney, FDOT – District 2
- Laurie McDermott, FDOT – District 4
- Susan Sadighi, FDOT – District 5
- Allison McCuddy, FDOT – District 5
- Jim Wikstrom, FDOT – District 5
- Ray Clark, FDOT – District 7
- Mark Sprague, St. Pete-Clearwater International Airport
- Leo Treggi, Winter Haven's Gilbert Airport
- Steven Lichliter, Ormond Beach Municipal Airport
- Matthew Elia, Tavares Seaplane Base
- Allan Penksa, Gainesville Regional Airport
- Erin Johnson, St. Pete-Clearwater International Airport
- Gene Conrad, Lakeland Linder Regional Airport
- Roy Sieger, Flagler County Airport
- Andrew LaGala, Tampa International Airport
- Justin Fletcher, Cecil Airport
- James Parrish, Punta Gorda
- Pam Keidel-Adams, Kimley-Horn
- Jon Sewell, Kimley-Horn
- Colin Wheeler, Kimley-Horn
- Zach DeVeau, Kimley-Horn
- Dan Afghani, DA Consulting

The following is a summary of the input received from the discussion. (Note: as part of this CRT meeting, two interactive exercises were conducted. The summary of these exercised is provided as a separate document).

- To begin the meeting, attendees were asked to provide a word or phrase to end the sentence: "Florida's Airports are_____"
    - Amazing, dynamic, and our connection to the world
    - Fun
    - An economic engine

- The best
- Leaders
- Busy
- Mountain top
- Cutting edge
- Dynamic
- Cool
- Very interesting
- Diverse
- Exciting
- Excellent
- An important part of the national airspace system
- Bridge
- Always changing
- Benchmark
- Growing
- Advancing

- The meeting began with a broad overview of the FASP as well the overall schedule for the project

- As part of the presentation, a comparison matrix of the goals of the FASP and the Florida Transportation Plan (FTP) was presented. Comments on the comparison matrix included:
  - It was noted that "Preservation of System" is not in the current FTP, but is covered by other FTP goals
  - For goals related to resiliency, it was asked how many airports in Florida were old military bases. Almost all airport representatives at the meeting indicated they were once military airfields

- The next topic of discussion was on the State Strategic Goal Analysis Tool (SSGAT). Comments on the SSGAT included:
  - Numerous airports noted concern with the use of the SSGAT
    - Is there no weight given to economic impacts of project?
    - Is there another tool to measure economic impacts?
    - For the FAA, safety is the number one goal, so economic development may get overlooked
  - To maximize FAA matching funds, the SSGAT could prioritize projects that are not deemed as high of a priority by the FAA
  - Flexibility in the SSGAT should be viewed as a strength
  - Within FDOT, flexibility goes beyond project categorization
    - Airports have different priorities

- The final topic of discussion was on the CFASPP website. The following is a summary of the discussion:
  - The selection of photos on the website was noted to be a component that will be updated
  - It would be useful to include Florida aviation news, social media links, and direct links when possible
  - Having the ability to add information directly from the website to a calendar would be a very helpful addition

- Including a database of information that Enterprise Florida could use to look at what is going on at airports would be very helpful
  - This website is what entities (such as Enterprise Florida) should use, which is why it's important to keep current, user-friendly, and informative

A.1.5.4 Good, Better, Best Exercise – District Aviation Coordinators

As part of FASP Review Team meeting held on December 5, 2016, an interactive exercise was conducted to better understand how District Aviation Coordinators view their role in the State aviation system as well as what their role is in maintaining and tracking data related to the goals, objectives, performance measures, and performance indicators of the FASP. The exercise, titled "Good, Better, Best," was designed to collect as much information as possible, and then prioritize and rank the input. The following is a summary of the input received from the exercise. (Note: responses are listed as provided from participants.)

What is your role in Florida's aviation system?

- Good:
  - Determine which projects will be funded
  - Project/contract monitoring and oversight
  - Have a balanced work program
    - No roll forward
    - Meet production
  - Coordinate projects and funding
  - Oversee project milestones
  - Help establish statewide procedures
  - Help with issues districts encounter
  - Coordinate ongoing projects at each airport
  - Coordinate statewide studies
  - Help establish statewide policies
  - Coordinate statewide (Continuing Florida Aviation System Planning Process (CFASPP)) meetings with airports
  - Problem solver
  - Policy implementation guidance

- Better:
  - Advocate for airports
  - Ensure compliance with statutes
  - Plan projects
  - Make my airport(s) the best airport(s) people want to go to
  - Being aware of airport needs
  - Assist with funding with each airport
  - Look for alternate funding sources, e.g., Secure Airports for Florida's Economy (SAFE), Intermodal

- Best:
  - Assist the airports with meeting their goals
  - Distribute money to airports
  - Fund the right/best projects

    - Steward of public investment
    - Be a part of the partnership between Federal Aviation Administration (FAA), Florida Department of Transportation (FDOT), and airports
    - Provide technical assistance
    - Resource to help airports implement their programs

- Common themes, ideas, and words:
    - Funding
    - Partner
    - Technical Assistance
    - Needs
    - Coordination
    - Monitor
    - CPR – Consistent, Predictable, Reliable
    - Support

- Best practices related to supporting aviation in the State of Florida:
    - Needs with funding
    - Relationships (district→airport and district→Aviation and Spaceports Office (ASO))
    - Communication
    - Figure out right projects
    - Partnership

How do you think the Performance Measures (PMs) and Performance Indicators (PIs) should be used to support airports and aviation in Florida?

- Good:
    - Return on investment for airports and their projects
    - Amount of money each airport receives compared to what whole district receives
    - Leverage them to market Florida aviation outside of the state (businesses, maintenance, repair, and overhaul (MROs), manufacturers, etc.)
    - Help airports run/operate efficiently
    - Support funding requests from Legislature
    - Help each airport meet their security/safety goals
    - Measures should influence funding for airports
    - Use PMs/PIs to help airports before prepare for emergencies
    - Use PIs to demonstrate how districts/airports are meeting goals

- Better:
    - Support/validate FDOT Mission
    - One of many considerations

- Best:
    - Validate FDOT-funded technical programs
    - Assist airports in business planning and master planning
    - Show the economic benefit of the airports
    - Validate funding decisions

    - Economic development
    - Use PM/PIs to be more self sufficient
    - Use to recognize areas of deficiency and assist airports meet performance goals
    - Use PMs/PIs to better define needs
    - Funding priority tool

- Common themes, ideas, and words:
    - Programs
    - Economic benefits
    - Funding - proper distribution
    - Identify deficiencies
    - Used as a tool
    - Coordination – response (emergency)

- Best practices related to supporting aviation in the State of Florida:
    - Info to validate funding decisions
    - Promotion through CFASPP, Florida Airports Council (FAC), and Florida Aviation Business Association (FABA)
    - Proper notification
    - Identify best practices/lessons learned
    - CPR – Consistent, Predictable, Reliable

What can you do related to the collection, upkeep, and use of data for the Performance Measures (PMs) and Performance Indicators (PIs) to better support airports and aviation?

- Good:
    - Provide feedback
    - Get district support for providing data requested
    - Coordination of information to the airports
    - Regular communication and/or meetings
    - Establish a periodicity for each PM and PI report
    - Commitment, One FDOT
    - Unified data
    - Best practices, methodology
    - Data consistency
    - Call Jim
    - Coordinate with districts regarding future studies

- Better:
    - Don't fund projects (i.e., use data to justify why a project is not funded)
    - Use our performance measures and indicators to fund or not fund
    - Help to remove road blocks
    - Obtain info during gaming process
    - Make sure some master plans and ALPs are current and results uploaded in the Florida Aviation Database (FAD)
    - Establish with airports that PMs and PIs are not meant to "grade" airports
    - Give airports incentive to provide data (tie to funding)

- Best:

- Identify who is responsible for tracking/collecting each PM and PI
- Discuss methods used by other districts to determine best practices
- Make the Joint Automated Capital Improvement Program (JACIP) simpler to use – other technology
- Use of technology
- Ensure future projects include data elements needed
- Publish economic impacts of airports – promote airports
- Celebrate the successes
- Case study

- Common themes, ideas, and words:
  - Data needs
  - JACIP simplification
  - Data consistency
  - Communication (both ways)
  - Education
  - Trust (relationships)

- Best practices related to supporting aviation in the State of Florida:
  - Schedule
  - Format
  - Communication
  - Incentives (tie to funding)
  - Visit airports (relationships)
  - Use of technology
  - Success stories
  - Project funding supports data collection

A.1.5.5 Good, Better, Best Exercise – Aviation Stakeholders

As part of FASP Comprehensive Review Team meeting held on December 6, 2016, an interactive exercise was conducted to better understand how aviation stakeholders view their role in the State aviation system as well as what their role is in maintaining and tracking data related to the goals, objectives, performance measures, and performance indicators of the FASP. The exercise, titled "Good, Better, Best," was designed to collect as much information as possible, and then prioritize and rank the input. The following is a summary of the input received from the exercise. (Note: responses are listed as provided from participants.)

What is your role in aviation in the State of Florida?

- Good:
  - Customers: airports
  - Customer service
  - Provide general aviation services
  - Planning
  - Technical assistance
  - Facilitate attraction of top University of Florida (UF) faculty
  - Mode of transportation terminal

    - Support chambers of commerce
    - Support general aviation, mainly recreational, business, and seaplane activities
    - Recreational resource
    - Airport for seaplanes
    - Help develop statewide policies and procedures
    - Plan and develop infrastructure relevant to regional aviation demands
    - To plan and be a part of viable, balanced, and competitive system
    - Advocate for the airports at FDOT
    - Build a work program – project needs prioritization vs. available funds
    - Drive creativity and vision for our facility development
    - Maintain facility
    - Follow regulations
    - Airport preservation
    - Ensure safe, efficient operation of the airport
    - An educator, a proponent, an advocate

- Better:
    - Military home
    - Increase quality of life and attract top talent to Florida
    - Attract new air service to Florida
    - Provide funding to help airports meet their goals
    - Maximize funding for airports
    - Ensure the state plan supports the national plan for airports
    - Facilitate and support the efforts of our aviation tenants to prosper

- Best:
    - Run a safe and efficient airport
    - Compliance
    - Ambassador for public
    - Promote aviation
    - Job creation
    - Support business retention
    - Assist airports with funding projects
    - Funding projects
    - Program funding
    - Provide safe aviation facilities
    - Foster relationships between airports, FAA, and FDOT
    - To communicate the benefits and opportunities of airports
    - Translate to the general public what we do and why it is important

- Common themes, ideas, and words:
    - Safety
    - Funding
    - Promote aviation
    - Economic development
    - Communication
    - Relationships
    - Support
    - Infrastructure
    - Preservation

- Best practices related to supporting aviation in the State of Florida:
    - Technology
    - Communication
    - Training
    - Outreach
    - Planning
    - Education
    - Passion

How do you think the Performance Measures (PMs) and Performance Indicators (PIs) should be used to support airports and FDOT?

- Good:
    - Use them outside of Florida to attract economic activity (MROs, manufacturers, new air service, non-aviation companies who need aviation to support them)
    - Justify new funding sources, taxes, etc.
    - Use to work with local officials to suggest projects to support
    - Verify if capacity/demand are being met
    - Identify deficiencies
    - Support for funding/priorities
    - Verify if projects are being done
    - Evaluate individual airport needs
    - Actually be able to measure the performance
    - Disseminate regularly to foster updates
    - As leverage for additional funding
    - Validate funding decisions
    - Provides a tool for consideration and ranking
    - FDOT and airports prioritize funding based on needs and future demand

- Better:
    - Funding priorities
    - PMs and PIs should be used to support state laws designed to protect and preserve airports
    - To help tell our story to neighbors/residents, local officials, and state legislators
    - Community support
    - Local support for airport
    - Determine if airport is receiving enough financial support

- Best:
    - Positive Legislative support
    - Leverage them to support approaches and gain legislative support
    - Set state budget priorities
    - Justification to federal agencies
    - Used as justification for why FDOT and airports selected projects
    - Use as guide for selecting the right project to fund
    - As a basis to develop training programs
    - Education

    - Tell the story of our airports to the local and regional partners for support
    - Evaluate the return on previous investments of money from agencies
    - Need to balance the subjective and objective nature of the measurements
    - Validate data consistency

- Common themes, ideas, and words:
    - Legislative support
    - Justification
    - Training
    - Prioritization
    - Validation
    - Funding
    - Partnerships
    - Outreach/Education

- Best practices related to supporting aviation in the State of Florida:
    - Communication
    - Education
    - Tell the story
    - Consistency in Information
    - Telling a story
    - Legislative engagement

What can you do related to the collection, upkeep, and use of data for the Performance Measures (PMs) and Performance Indicators (PIs) to better support airports, your community and elected officials, and FDOT?

- Good:
    - Organize, verify, teach, report, and disseminate the information
    - A new FAD→Geographic Information System (GIS)→CFASPP website→local level→our residents and visitors
    - High quality deliverables
    - Ensure there is a consistent message
    - Regular "earned" reports
    - Help design performance metrics
    - Be proactive in data gathering and distribution
    - Provide performance data
    - Education
    - Outreach
    - Endeavor to stay informed about your own facility
    - Use JACIP to its fullest extent
    - Encourage airport participation
    - Have the PMs and PIs in a useable format for the public and elected officials
    - Make sure districts are aware of what airports are being asked for
    - Cooperate with data collection efforts
    - Have a data collection component of JACIP
    - Research to see what airports need/want
    - Simplified surveys more often than lengthy ones

- Better:
  - Regular communication thru phone calls, emails, and meetings
  - Respond to surveys

- Best:
  - Encourage airports to stay current in training and safety standards
  - Keeping the safest airports in Florida
  - Airport newsletters
  - Brochures of the aviation message
  - Better tell airport's story in community town hall meetings
  - Airport presentations to the community
  - Efficient and timely way to provide information back to FDOT
  - Use of technology
  - Assist in surveys
  - Facilitate the establishment of time intervals for reports on PMs and PIs
  - Ensure the data tells a true story to support airports
  - Identify what story we want to tell and tailor my efforts to support that story
  - Provide data

- Identify:
  - What data needs to be collected
  - By who
  - How often
  - Where it will be stored

- Common themes, ideas, and words:
  - Safety
  - Outreach
  - Efficient data collection
  - Communication
  - Participation
  - Information

- Best practices related to supporting aviation in the State of Florida:
  - Technology
  - Education
  - Reporting
  - Cooperation
  - Communication
  - Social media
  - CPR – Consistent, Predictable, Reliable
  - Active tracking
  - Community outreach
  - Efficiency

A.1.5.6 Demand Drivers Summary

During the FASP Review Team meeting held on December 5, 2016, and the FASP Comprehensive Review Team meeting held on December 6, 2016, an interactive exercise was conducted to better understand what activities were "driving" aviation demand in each Florida Department of Transportation (FDOT) District. During each day of the exercise, participants wrote on District maps to identify what was driving aviation demand in their area. In some instances, participants provided airport-specific information, while in others, participant provided general District information. Additionally, participants were also asked to note any limitations to aviation activity that may be impacting their activity.

The information for each District is summarized into three sections, dependent on the results provided by participants relevant to each district:

- General District Drivers (not associated with one specific airport)
- District Airport Drivers (drivers associated with one specific airport)
- General Limitations (limitations may be either airport-specific or apply to the entire District)

The following is a summary of the information that was provided during these exercises.

District 1

District 1 Drivers

- Punta Gorda Airport
  - Tourism
  - Flight training
  - Distribution
  - 2nd homes
  - Cheney Brothers, Inc.

- Southwest Florida International Airport
  - Tourism
  - Cargo

- Everglades Airpark
  - Seaplanes

- Naples Municipal Airport
  - 2nd homes
  - Tourism

- Arcadia Municipal Airport
  - Aviation tourism

- Venice Municipal Airport
  - Flight training

    - Private aviation
    - Airport Manatee
    - Tourism

- Okeechobee County Airport
    - Flight training

- Sebring Regional Airport
    - Industrial development
    - Light sport aircraft

- Avon Park Executive Airport
    - Military
    - Avon Park Range

- Lake Wales Municipal Airport
    - Skydiving

- Bartow Municipal Airport
    - Industrial/Aviation business

- South Lakeland Airport
    - Florida Polytechnic

- Lakeland Linder Regional Airport
    - Aviation education
    - Central Florida Aerospace Academy/Polk State College Aerospace
    - Emerging commercial service

- Draken International
    - Air Cargo/Amazon/Publix
    - Maintenance, repair, and overhaul development
    - Sun-N-Fun
    - RV Resort
    - Flight training

- Winter Haven's Gilbert Field
    - Seaplane training
    - Legoland
    - Flight training
    - Disney

District 2

District 2 General

- Golf tournament once a year
- Sawgrass affects St. Augustine

- Gator Bowl and University of Florida vs. Georgia

District 2 Drivers

- Lake City Gateway Airport
  - Timco Aviation Services
  - Jet maintenance

- Jacksonville International Airport
  - Maintenance, repair, and overhaul
  - Project Paragon

- Northeast Florida Regional Airport
  - New terminal (now commercial)
  - Tourism

- Naval Station Mayport
  - Military/Mayport (helicopters)

- Herlong Recreational Airport
  - Skydiving

- Jacksonville Executive at Craig Airport
  - Reliever for Jacksonville International Airport (increase in jet traffic)

- Cross City Airport
  - New conventional hanger for private individual

- Brannon Field Chaffee
  - Outer ring to Cecil Airport

- Keystone Heights Airpark
  - Flight school for missionaries
  - Increasing students (new building)

- George T. Lewis Airport
  - Seafood festival

District 2 Limitations

- Gainesville Regional Airport (lost Spirit Airlines)

District 3

District 3 General

- Dothan/Fort Rucker
    - Army

District 3 Drivers

- Tallahassee International Airport
    - Business
    - Cargo

- Northwest Florida Beaches International Airport
    - Tourism
    - Spring break
    - Snowbirds
    - Seasonal tourism

- Destin-Ft. Walton Beach Airport
    - Military
    - Spring break
    - Snowbirds
    - Seasonal tourism
    - Tourism

- Destin Executive Airport
    - Spring break
    - Snowbirds
    - Seasonal tourism

- Pensacola International Airport
    - Medical
    - Blue Angels
    - Cargo
    - Military
    - Maintenance, repair, and overhaul

District 4

District 4 Drivers

- Fort Lauderdale/Hollywood International Airport
    - Intermodal work-in PD&E
    - Light rail

    - Port connections

- Pompano Beach Airpark
    - New blimp and blimp hangar
    - Access
    - Internal circulation
    - North runway
    - Express lanes on I-95 ramp to I-595 Northbound to Westbound

- Boca Raton Airport
    - Customs
    - New interchange at I-95 and Spanish River Boulevard

- Sebastian Municipal Airport
    - Skydiving

- Palm Beach International Airport
    - Baggage upgrade
    - Development golf view

- Palm Beach County Glades Airport
    - Apron upgraded
    - Taxiway/Runway project

- Palm Beach County Park Airport
    - New fixed base operator
    - Fuel farm
    - Hangars

- Witham Field
    - Customs approved
    - Highly affluent users

- Treasure Coast International Airport
    - Maintenance, repair, and overhaul facility
    - Flight training
    - Roadways around airport-improvement
    - Customs upgrade

- Vero Beach Regional Airport
    - 3-year contract with Elite Airlines for commercial service
    - Flight training

- Fort Lauderdale Executive Airport

    - Reliever to Fort Lauderdale-Hollywood International Airport
    - New customs
    - Strategic Intermodal System eligible (number of operations)
    - Third busiest general aviation airport in the United States

- North Perry Airport
    - Runway extension – no
    - Banner planes – economic development

- Belle Glade State Municipal Airport
    - Runway shift and upgrade
    - Rural Economic Development Initiative
    - Crop dusters
    - Solar runway edge lights

- North Palm Beach County General Aviation Airport
    - Extending runway

District 4 Limitations

- Fort Lauderdale/Hollywood International Airport (roadway capacity onto airport)

- Palm Beach International Airport (military trail separates airport property and flight corridors)

- North Perry Airport (inability to extend runway)

District 5

District 5 Drivers

- Melbourne International Airport
    - Flight training
    - Florida Institute of Technology
    - Maintenance, repair, and overhaul
    - Major university
    - Space activity
    - High activity business

- Orlando International Airport
    - Medical Village

- Merritt Island Airport
    - Space activity

    - Manufacturing
    - Major university
    - High activity business
    - Maintenance, repair, and overhaul

- Daytona Beach International Airport
    - JetBlue
    - NASCAR
    - Tourism
    - Beaches
    - Airspace management
    - Flight training
    - Major university

- Ormond Beach Municipal Airport
    - Runway extension
    - Business/Tech
    - Tourism
    - Beaches
    - Airspace management
    - Flight training

- Flagler Executive Airport
    - Sea Ray
    - New runway
    - Business park
    - Tourism
    - Beaches
    - Airspace management
    - Flight training

- DeLand Municipal Sidney H. Taylor Field
    - Skydiving
    - Flight training

- Leesburg International Airport
    - Adding seaplane ramp
    - Tourism
    - Tavares Seaplane Base
    - Adding seaplane ramp

- New Smyrna Beach Municipal Airport
    - Flight training

- Orlando-Sanford International Airport
    - Flight training
    - Maintenance, repair, and overhaul

- Valkaria Airport
    - Flight training

- Kissimmee Gateway Airport
    - Tourism

- Space Coast Regional Airport
    - Space activity
    - High activity business
    - Emergency services

- Orlando Executive Airport
    - High activity business
    - Emergency services

District 6

District 6 Drivers

- Miami International Airport
    - There can be only one!
    - Flight training
    - Business aircraft
    - Cargo (fish, flowers, Pharma hub)
    - Gateway to Latin America

- Opa-Locka Executive Airport
    - Flight training
    - Business aircraft

District 7

District 7 General

- Military: Army, United States Coast Guard, United States Air Force
- Outback Bowl
- Major League Baseball
- Baseball training
- Tactical Support Center
- Visit Clearwater, St. Pete, and Tampa
- International traffic
- Chamber of Commerce
- #1 Beach Clearwater

- Amazon.com prime air
- Fortune 500
- Tampa Bay Express $8 billion driver ("The Driver" of the region)
- Hard Rock
- Cruise ships

District 7 Drivers

- Albert Witted Airport
  - High end charter to Florida Keys

- Peter O. Knight Airport
  - Seaplane
  - Davis Island
  - Land locked
  - Valuable land

- Tampa International Airport
  - FedEx
  - Crane ships
  - Currently $960 million in improvements

- St. Pete-Clearwater International Airport
  - United States Coast Guard Base
  - UPS
  - Gateway
  - One airline-all "eggs" in one basket

- Plant City Airport
  - Agriculture

- Brooksville-Tampa Bay Regional Airport
  - Emerging
  - Air National Guard
  - Inverness Airport
  - Business park

- Crystal River-Captain Tom Davis Field
  - International flight training

- Tampa North Aero Park
  - Privately-owned

- Pilot County Airport

- Privately-owned

- Zephyrhills Municipal Airport
  - Improved management in place
  - Working with partners, FAA, and FDOT

- Brooksville-Tampa Bay Regional Airport
  - Proximity to Suncoast and Parkway is advantage
  - Good land availability

District 7 Limitations

- Tampa Executive Airport (entryway)

- Tampa International Airport (crane ships)

- St. Pete-Clearwater International Airport (gateway)

A.1.6 Meeting #6 – April 11, 2017

A.1.6.1 Agenda

- Introductions

- Brief Project Overview and Status Update

- CFASPP Website Survey Results and Updated Concept Discussion

- Interactive Exercise #1
  - Future transportation alternatives exercise
  - Interactive polling to determine sensitivity to various trends in the aviation industry

- Analysis of Performance Measures and Performance Indicators
  - Overview of the process
  - Sample Performance Measurement Results
  - Sample of Performance Indicator Results

- Analysis of Intermodal Connectivity at Florida's Airports
  - Overview of methodology
  - Sample deliverables from analysis

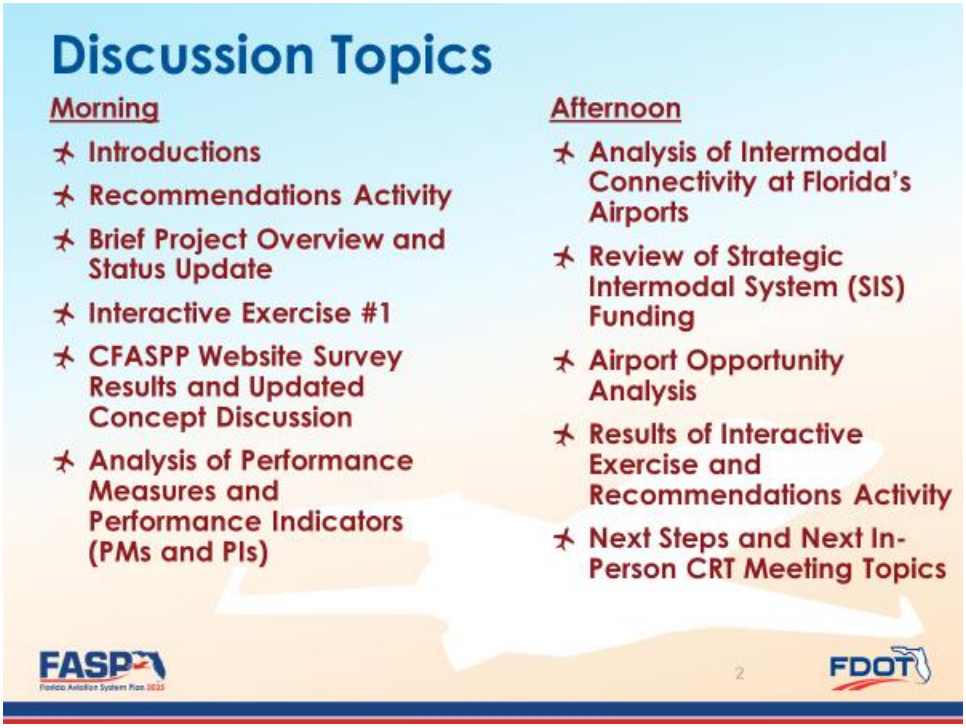
- Overview of the Strategic Intermodal System (SIS)
  - Overview of the airport data reviewed from the SIS
  - Sample deliverables from analysis

- Florida Airport Opportunity Analysis
  - Overview of methodology
  - Sample deliverables from analysis

- Interactive Exercise #2
  - Group discussion of the results of Interactive Exercise #1
  - Determine the alternatives that will be evaluated in the FASP

- Next steps and Schedule

A.1.6.2 Presentation



FASP Goals
Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.
Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment.
Support and enhance the position of leadership and prominence held by Florida's aviation industry.
Protect airspace and promote compatible land uses around public airports.
Foster technological innovation and support implementation of new technologies.
Promote support for aviation from business, government, and the public.
Foster Florida's reputation as a military-friendly state.
FASP
3
FDOT

FASP Overview - Phases
PHASE 1
State, Regional, and Local Airport Issues
Goals, Objectives & Performance Measures
Inventory
Stratification Methodology Evaluation
Regional and State Overviews
Aviation Industry Trends
Forecasts
Demand/Capacity
SSGAT Update
PHASE 2
Data Collection (Additional)
Existing System Evaluation (Baseline Performance Measurement)
Future System Needs (including Updated Forecasts)
Alternative Scenarios
Recommendations
Public Engagement Mechanism (CFASPP Website Update)
Final Deliverables
MEETINGS/COORDINATION
FAA » FASP Review Team (FASPRT) » Comprehensive Review Team (CRT)
Other FDOT Representatives » MPOs
FASP
4
FDOT

Phase 2 Tasks

- **Complete**
  - Analysis of existing intermodal connectivity
  - Analysis of historical SIS-funded projects
  - Air Service and Air Cargo Studies review
- **On Short Final**
  - Florida Airport Opportunity Analysis
  - Additional data collection
  - Establish PM/PI baseline
  - ID demand drivers
- **Enroute**
  - Apply SSGAT to JACIP
  - Future system needs (including updated forecasts)
  - ID alternative scenarios

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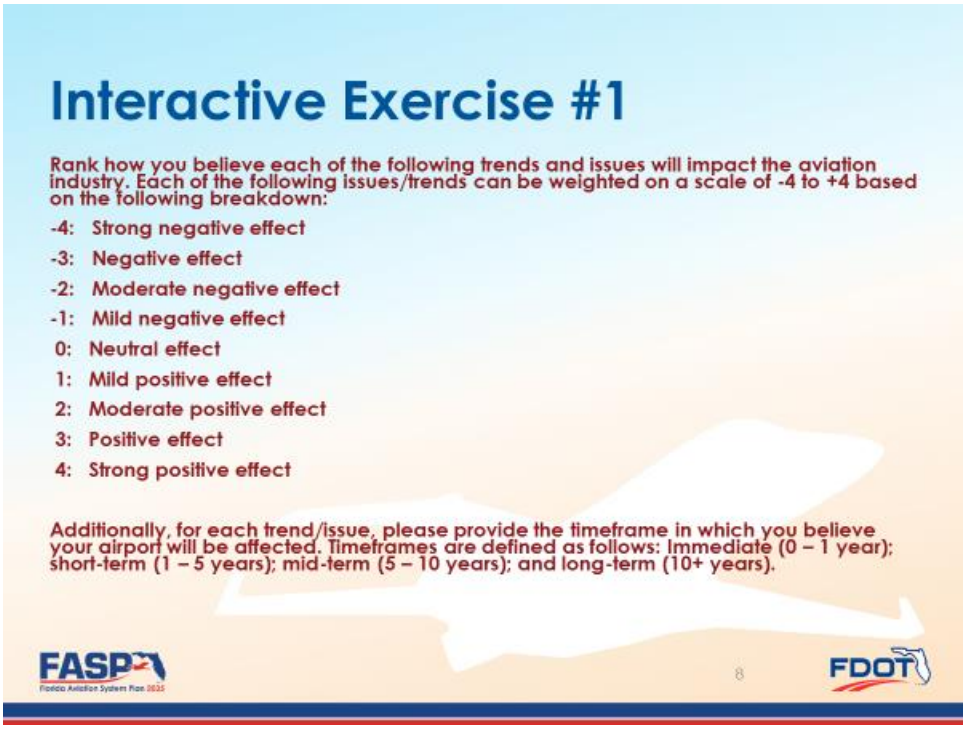
Phase 2 Tasks – Still to Come

- **Recommendations**
- **Update CFASPP website**
- **CFASPP Regional brochures**
- **FASP Executive summary**
- **Data presentation platform**
- **Final meetings with FAA, FDOT modal staff, MPOs**

FASP Florida Aviation System Plan 2035 6 FDOT

FASP
Florida Aviation System Plan 2035
Interactive Exercise #1
7


Interactive Exercise #1
Rank how you believe each of the following trends and issues will impact the aviation industry. Each of the following issues/trends can be weighted on a scale of -4 to +4 based on the following breakdown:
-4: Strong negative effect
-3: Negative effect
-2: Moderate negative effect
-1: Mild negative effect
0: Neutral effect
1: Mild positive effect
2: Moderate positive effect
3: Positive effect
4: Strong positive effect
Additionally, for each trend/issue, please provide the timeframe in which you believe your airport will be affected. Timeframes are defined as follows: Immediate (0 – 1 year); short-term (1 – 5 years); mid-term (5 – 10 years); and long-term (10+ years).
FASP
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FDOT

Interactive Exercise #1

- **Aging Population**
  - As the population ages, they become less mobile and may require assistance when travelling. Accommodating these needs will be closely tied to their ability to use aviation service.
- **Autonomous vehicles (ground-based and UAS)**
  - Autonomous vehicles (both aerial and ground-based) consist of vehicles that do not require a person in them to control them. This technology will impact not only how each mode of transportation operates independently, but also how they interact with each other. There are specific potential impacts to airports in terms of parking needs and revenue and accessibility.
- **Competition for space operations**
  - Space operations not only represent the potential for commercial space flight; they are critical to supporting common applications such as GPS and telecommunications. Additionally, freight and cargo connections to spaceports may also be important to consider in the context of providing facilities that are able to accommodate such activity. As competition increases and new agencies enter the market, ensuring that we can accommodate their needs will help to retain and grow this industry in Florida.
- **Customs and immigration**
  - Customs and immigration agencies are responsible for the safe and efficient flow of people across our borders. Regulatory changes, staff shortages, and funding shortfalls all have the potential to have a significant impact on the aviation industry.
- **Electric/alternative fuels**
  - Alternatively fueled vehicles have the potential to have a positive impact in manufacturing sectors and on the environment, as well as varying impacts to aviation industry. Implications such as the loss of tax revenue have the potential to significantly alter the industry.
- **Stability of oil prices**
  - As oil prices fluctuate, individuals change their travel habits based on their needs. Additionally, if industries cannot predict oil prices, they are unable to set prices and predict revenues, causing instability in the services they provide.

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Interactive Exercise #1

- **Opening of Cuba market**
  - The opening of the Cuba market represents a unique opportunity. Aside from the obvious potential for the airline industry, the Cuba market may also present opportunities for freight and cargo as well as private, specialized transportation services.
- **Terror threats**
  - Due to terrorism fears, airports and other transportation modes must ensure that they are protecting the safety of users. Having systems to prevent and respond to acts of terror is important to the overall transportation industry, including aviation.
- **Regulatory stability (federal and state)**
  - As regulations change, industries must react to accommodate them. Being able to do this quickly and with continued operational efficiency is important.
- **Reliance on tourism**
  - Since tourism plays such a large role in Florida's economy, even small changes can have drastic impacts. How aviation is able to serve this industry and accommodate any shifts in activity is critical.
- **Resiliency**
  - Resiliency is most commonly linked with responses to extreme weather events and acts of terror. The resiliency of the aviation industry is essential to evacuation and enabling access for responders.
- **Availability of a trained technical workforce**
  - The availability of a well-trained, technical workforce is very important for the aviation industry. This includes the vehicle operators and those that maintain the complex vehicles and systems as well as those individuals tasked with the management and development of facilities. Changes to the availability of these workers could have impacts on the ability to develop and maintain infrastructure or result in a change in the operation.
- **Sustainability**
  - Sustainability is not limited to environmental concerns; rather, sustainability should be considered across four categories: Economic Viability, Operational Efficiency, Natural Resource Conservation, and Social Responsibility. Across these categories, sustainability seeks to find cost savings in everyday functions as well as effectively record and report the information to help improve the financial bottom line of an agency.

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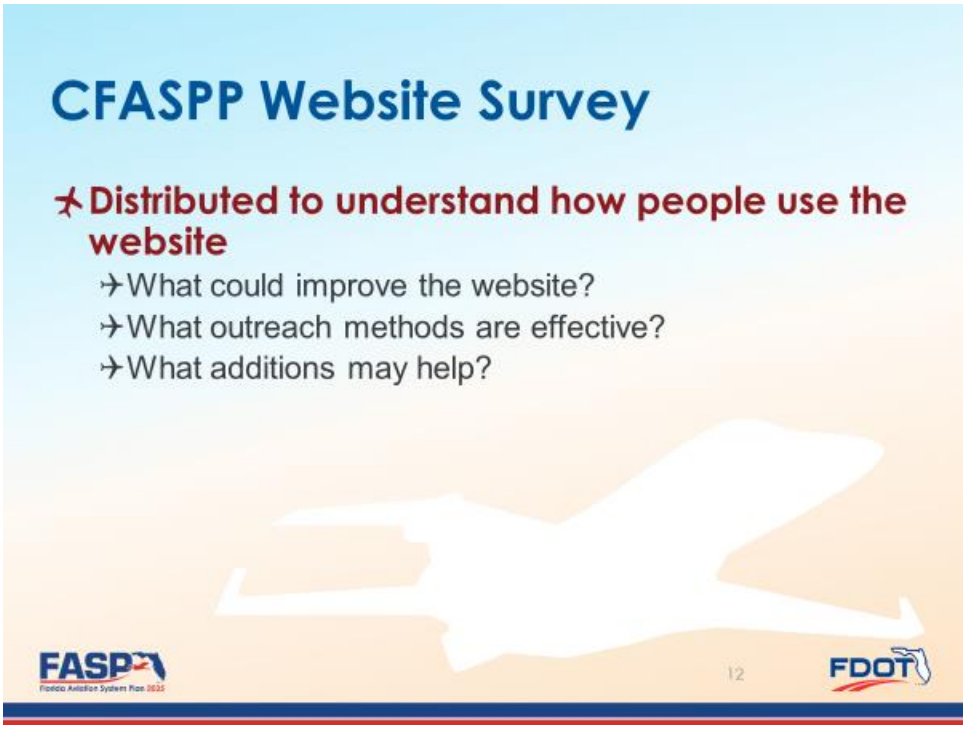
Florida Aviation System Plan 2035
CFASPP Website Survey
11


CFASPP Website Survey
Distributed to understand how people use the website
What could improve the website?
What outreach methods are effective?
What additions may help?
FASP
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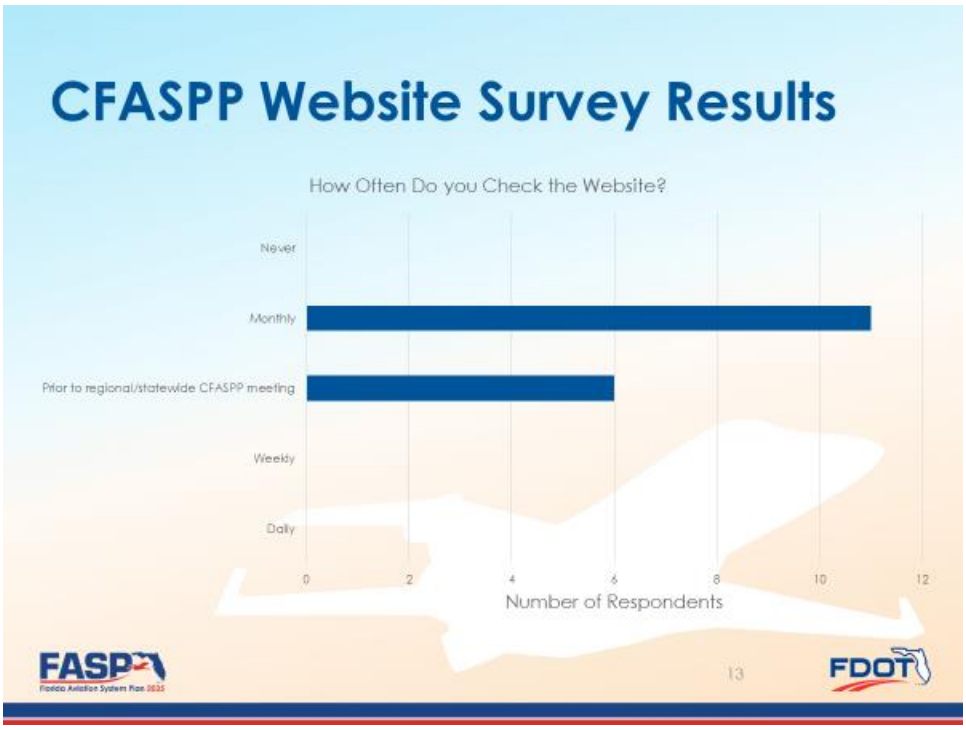
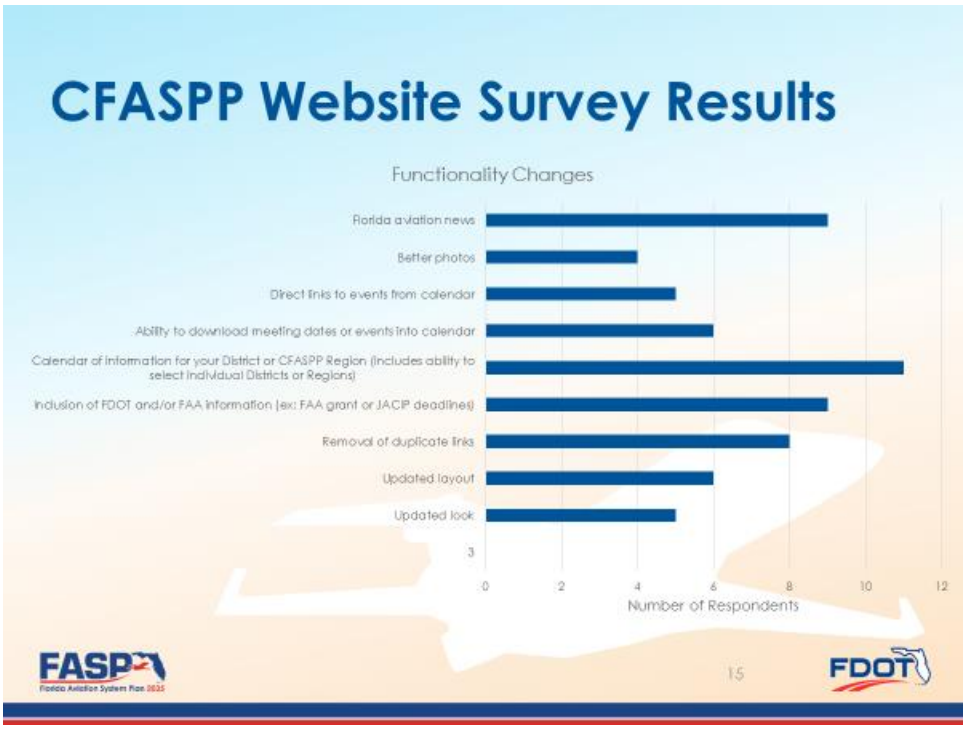
FDOT


CFASPP Website Survey Results
How Often Do you Check the Website?
Never
Monthly
Prior to regional/statewide CFASPP meeting
Weekly
Daily
0
2
4
6
8
10
12
Number of Respondents
13

CFASPP Website Survey Results
Frequently Utilized Tabs
Links
Committees
FASP
Schedule
Airports
Projects
2
0
2
4
6
8
10
12
14
16
Number of Respondents
14


CFASPP Website Survey Results
Functionality Changes
Florida aviation news
Better photos
Direct links to events from calendar
Ability to download meeting dates or events into calendar
Calendar of information for your District or CFASPP Region (Includes ability to select individual Districts or Regions)
Inclusion of FDOT and/or FAA information (ex: FAA grant or JACIP deadlines)
Removal of duplicate links
Updated layout
Updated look
3
0
2
4
6
8
10
12
Number of Respondents
15

CFASPP Website Survey Results
Social Media
No/No Opinion
Twitter
SnapChat
LinkedIn
Instagram
Facebook
0
1
2
3
4
5
6
7
8
Number of Respondents
16

CFASPP Website Survey Results

- **Additional changes**
  - FDOT, FAA, MPO, RPC contacts
  - Make mobile friendly
  - Add master plans to airport pages
  - Include data
  - Links to JACIP
  - Training/quick reference tabs
  - Social media links
  - Aviation-related news feed
  - Links to other FDOT websites
  - Link to other studies (ACRP and FDOT)

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CFASPP Website Survey Results

- **What would be beneficial to the general public?**
  - Contacts for each airport and website links
  - Public info from the FAD
  - Links to FAA and other aviation-oriented groups
  - Related marketing/info material
  - Better "about" information on each airport (e.g. economic impact information, upcoming events, a news section for each facility with the responsibility on the airport to provide info)

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Updated CFASPP Website Concept

- **Other comments**
  - Discussion board
  - Balancing new content and duplication
  - Pavement reports
  - ALPs
  - Public information from FAD
  - Airport and regional brochure updates
  - Interactive map

19

Potential New CFASPP Screenshots

20

Establishing PM/PI Baseline

- Seven FASP goals
  - 13 performance measures
  - 31 performance indicators
- Data analyzed to understand the percent of airports that meet the criteria for the PMs and PIs
  - FDOT District
  - CFASPP Region
- Data uploaded into FAD

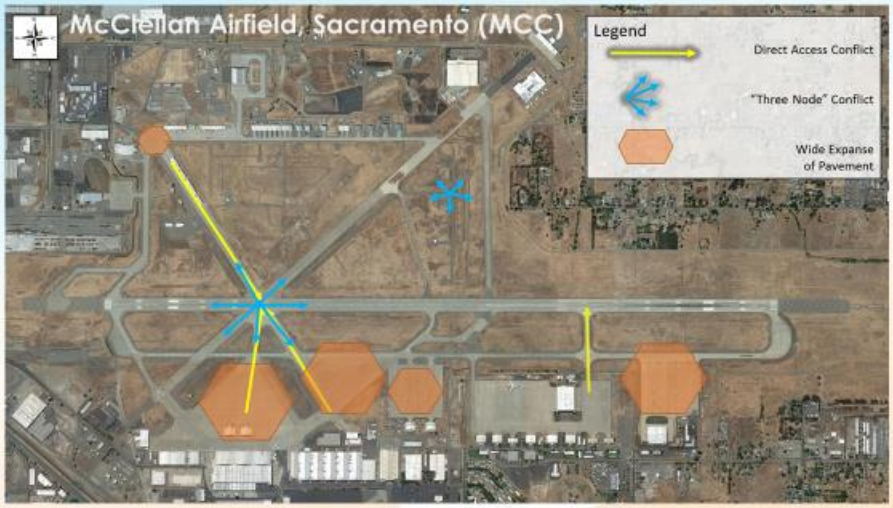
22

Analysis of Performance Measures

- Four airports currently meet FAA taxiway design standards

23

Analysis of Performance Measures



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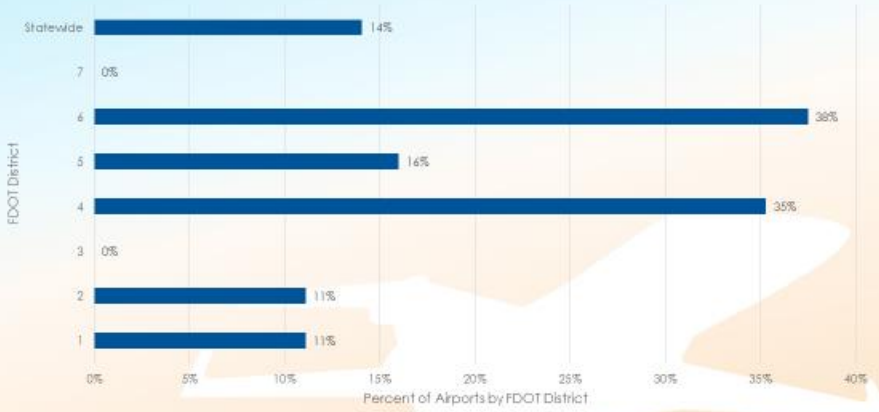
Analysis of Performance Measures

The percent of FAA-obligated FASP airports that have FAA designated airfield "hot spots"



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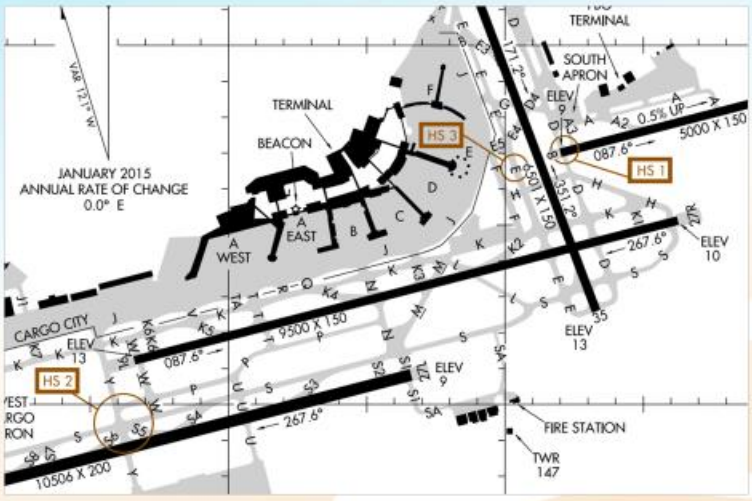
Analysis of Performance Measures



1

Analysis of Performance Indicators

- Four airports have no observed issues in their RPZ

2

Analysis of Performance Indicators

- 13 out of 20 SIS airports have direct bus service
  - 1 out of 2 GA SIS airports
  - 12 out of 18 SIS commercial service airports

3

Intermodal Connectivity

- **For all airports**
  - Documented airports with rental and courtesy cars
  - Documented road connections (# of lanes/type of facility)
  - Funded roadway projects within 1 mile of an airport
- **For commercial service airports**
  - Documented bus/rail connections
  - Reviewed MPO plans for roadway LOS
  - Detailed analysis of road connections

FASP Florida Aviation System Plan 2035 5 FDOT

FDOT District	Number of Airports with Rental Car Service	Percent of Total Airports Within the District
1	18	64.3%
2	13	72.2%
3	14	70.0%
4	12	70.6%
5	17	68.0%
6	7	100.0%
7	12	92.3%
Total	93	72.7%

FDOT District	Number of Airports with Courtesy Car Services	Percent of Total Airports Within the District
1	9	32.1%
2	7	38.9%
3	3	15.0%
4	0	0.0%
5	5	20.0%
6	1	14.3%
7	5	38.5%
Total	30	23.4%

Connections to SIS Airports

Intermodal Service

Intermodal Service	Number of SIS Airports Where Service is Provided	Percent of Total
Rental Car Service	20	100%
Bus Transit	13	65%
Passenger Rail	2	10%

Highway Connections

Number of Lanes	Number of Roadways
2-3	3
4-5	12
6 +	14
Total	29

Overview of Strategic Intermodal System (SIS) Funding

- Evaluated previous (FY 13-17) and next (FY 18-22) 5 years of SIS funding
  - Project type
  - Airport
  - FDOT District
- Evaluated non-aviation SIS projects (FY 17-21)
  - Within 1 mile of airports
  - Within 5 miles of airports
- Case studies at MIA and ECP

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SIS Funding

- Evaluation of funds based on project type, FDOT District, and Airport

SIS Funds by Project Type

Project Type	Amount	Percent
Automated People Mover	$ 156,500,000	47%
Terminal	$ 90,812,200	28%
Runway	$ 27,774,889	8%
Aviation Manufacturing	$ 22,000,000	7%
Taxiway	$ 8,799,300	3%
Access Road	$ 7,553,768	2%
Air Commerce Park	$ 7,000,000	2%
Terminal Shuttle Cars	$ 5,400,000	2%
Cargo Facility	$ 3,031,546	1%
Apron	$ 1,000,000	0.3%
Total:	$ 329,871,703	100%

SIS Funds by Airport

Airport	Amount	Percent
Tampa International	$ 178,811,500	54%
Orlando International	$ 90,214,577	27%
Ft. Lauderdale/Hollywood International	$ 27,774,889	8%
Melbourne International	$ 23,500,000	7%
Pensacola International	$ 8,531,546	3%
Palm Beach International	$ 1,000,000	0.3%
Destin-Ft. Walton Beach	$ 39,191	0.01%
Total:	$ 329,871,703	100%

SIS Funds by FDOT District

FDOT District	Amount	Percent
District 7	$ 178,811,500	54%
District 5	$ 113,714,577	34%
District 4	$ 28,774,889	9%
District 3	$ 8,570,737	3%
Total:	$ 329,871,703	100%

FASP Florida Aviation System Plan 2035

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FDOT

SIS Case Studies

- Northwest FL Beaches
  - SIS funds used to keep project ahead of schedule
  - Allowed for an additional 1,600 ft. of runway
    - Resulted in an expansion of service offerings
    - Resulted in increased passengers
    - Resulted in increased tourism and economic development opportunities
    - Improved community perception
- Miami Intermodal Center
  - SIS funds used for ROW and site development
  - Allowed for streamlined construction
    - Provides increased transportation options
    - Reduced congestion in and around airport
    - Encouraged tourism
    - Encouraged job creation and economic development

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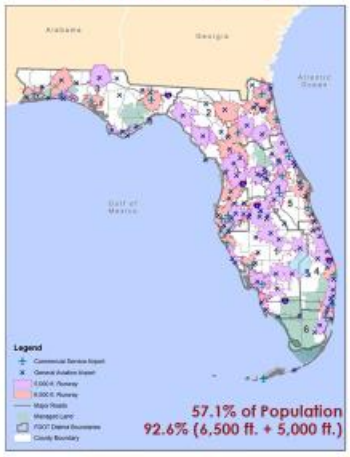
Florida Aviation System Plan 2035
Airport Opportunity Analysis
12

Airport Opportunity Analysis
Airports with air traffic control towers (ATCTs)
Airports with Jet A fuel
Airports with 100LL fuel (AvGas)
Airports by NPIAS and ASSET categorization
SIS airports
Airports with flight training activity
Airports with weather reporting systems
Airports with runways of various lengths
Airports with at least one precision approach
Airports with at least one instrument approach
Airports that have features to accommodate business users
FASP
13
FDOT

Population Coverage of Airports with Various Runway Lengths

6,500-foot runways

5,000-foot runways



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14

FDOT

Population Coverage of Airports with Various Runway Lengths

4,200-foot runways

3,200-foot runways

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15

FDOT

Population coverage of NPIAS GA Airports

National Airports

Regional Airports

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FDOT

Population coverage of NPIAS GA Airports

Local Airports

Basic Airports

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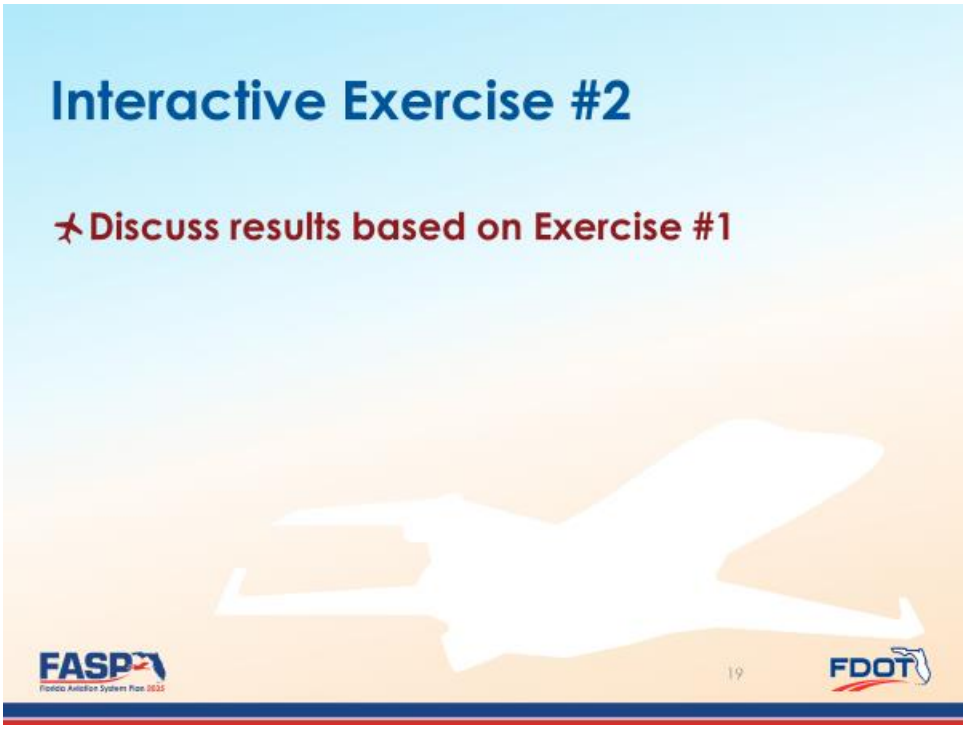
17

FDOT

FASP
Florida Aviation System Plan 2035
Review of Interactive Exercise
18


Interactive Exercise #2
Discuss results based on Exercise #1
FASP
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FDOT

Recommendations Activity

- Review your thoughts on the Activity Sheet
- Pick top 3 and write on post-it and put on board
- Discuss the results

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FASP Deliverables

- Final Technical Report
- Executive Summary
  - Short Version
  - Long Version
- Five Videos
  - Each 30-60 seconds long
  - Each highlighting a different facet of Florida aviation (cargo, flight training, air service, etc.)
- Brochures by CFASPP region
- Executive Summary Primers – What does the FASP mean to you and how should you use it?
  - Legislative/elective officials
  - Airport management and consultants
  - General public audience
  - FDOT (ASO, District, other offices)

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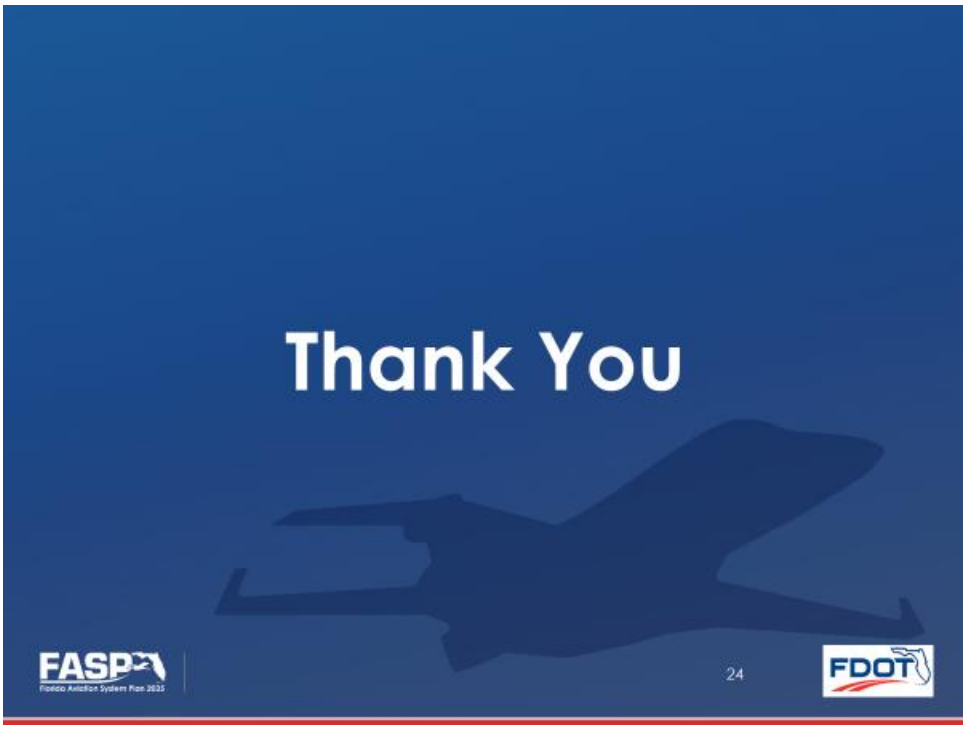
Next Steps

- Final data collection steps
- Florida Airport Opportunity Analysis
- Establish PM/PI baseline
- ID demand drivers
- Apply SSGAT to JACIP
- Future system needs (including updated forecasts)
- ID alternative scenarios

22

Final In-Person CRT Meeting Topics

23


Thank You
FASP
Florida Aviation System Plan 2035
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FDOT

A.1.6.3 Recommendations Exercise

In the space below and throughout the meeting, please note recommendations that you feel would be beneficial to support airports based on the findings of the Florida Aviation System Plan to date. Please see Page 2 for examples of recommendations from previous studies.

Based on your ideas noted above, what are your top three recommendations?

1. _____
2. _____
3. _____

Examples of recommendations from other plans, including FASP 2025, are presented below. Note that some are more general policy statements while others are specific tasks/actions or activities that were recommended.

- Coordinate with Workforce Florida to identify and promote aviation related careers available at Florida airports.

- Ensure that the aviation system is adequately considered in all Strategic Intermodal System (SIS) Plan deliberations.

- Conduct an in-depth study to analyze the interaction between Florida's general aviation airports and the state's natural and manmade attractions.

- Develop a business plan and a market approach for attracting national and international manufacturers and research organizations to Florida.

- Collect data and prepare an inventory of airports with available infrastructure to support aircraft manufacturing and production.

- Invest in airports and projects with the highest probability to provide economic return for the investment made. The propensity for airport investment to provide the greatest economic return is influenced by the type of project being requested, as well as by the characteristics of the market area the airport serves. This system plan provides information that helps FDOT determine how to prioritize investments when return on investment is an important consideration.

- Maintain a system of general aviation airports that protect commercial airport capacity. Reliever airports – airports that provide alternative landing sites for general aviation aircraft destined for busy commercial service airports – are vital. Florida should identify, maintain, and enhance general aviation airports that serve this important role.

- Promote sustainable best practices identified on the state and national level that lead to financially and environmentally sustainable development.

- Support investment in aviation technologies, including NextGen and biofuels development, to meet future aviation needs and reduce greenhouse gas emissions.

- Increase multimodal coordination, communication, and partnerships between airports and other modal representatives (state, regional, local transportation planning entities) that strengthens connectivity between modal planning and results in identification of policies that support multimodal needs.

- Identify signage, access roads, and ground transportation options that can be improved to support airport accessibility.

A.1.6.4 Meeting Summary

On April 11th, staff from the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO), FDOT District Representatives, the Federal Aviation Administration (FAA) Orlando Airports District Office (ADO), Florida's Airports, and Kimley-Horn and Associates (KHA) met in person to review and discuss ongoing efforts of the FASP 2035. The purpose of this meeting was to present a status of tasks that had been completed, those underway, and to seek input and assistance on elements of the project. Additionally, two interactive exercise were conducted to better understand the trends and issues facing Florida's airports. Meeting participants included:

- George Boyle – FDOT District 7
- Annette Brennan – FDOT District 5
- Sunshine Cayubit – District 6 (on phone)
- Ray Clark – FDOT District 7
- Barbara Cloud – FDOT District 2
- Gene Conrad – Lakeland Linder Regional Airport
- Todd Cox – FDOT ASO
- John Helms – Marion County
- Rebecca Henry – FAA ADO
- James Hoffman – Vero Beach Regional Airport (on phone)
- Christie Jarrell – FDOT District 5
- Andy Keith – FDOT ASO
- Andrew LaGala- Tampa International Airport
- Allison McCuddy – FDOT District 5
- James Parish – Charlotte County Airport Authority
- Allan Penksa – Gainesville Regional Airport
- Aaron Smith – FDOT ASO
- David Smith – FDOT ASO (on phone)
- Erik Treudt – Tallahassee International Airport
- Scott Walters – FDOT District 3 (on phone)
- Donna Whitney – FDOT District 2
- Quinton Williams – FDOT District 3 (on phone)

The following is a summary of the input received during the meeting. The PowerPoint that was used for this meeting is included at the conclusion of this summary.

An interactive exercise was completed that measured the CRT's opinion on several key topics using real time polling. The purpose of this exercise was to better understand how various trends occurring in the aviation industry may impact Florida airports. This exercise was completed to help support the development of Alternative Scenarios component of the FASP 2035. In total, 13 topics were discussed, with a goal to select three for further discussion. The topics included:

- Aging population
- Autonomous vehicles (ground-based and UAS)
- Competition for space operations
- Customs and immigration

- Electric/alternative fuels
- Stability of oil prices
- Opening of Cuba market
- Terror threats
- Regulatory stability (federal and state)
- Reliance on tourism
- Resiliency
- Availability of a trained technical workforce
- Sustainability

As summary of these polling questions can be found as an attachment to this document. Based on these topics, the three that were selected for further discussion were:

Stability of Oil Prices

- Uncertainties in the oil/gas market would likely lead to a reduction in aviation activity
- Regional jet aircraft are already phasing out in response to higher oil/gas prices
- Increased fuel process lead to increased cost, which is ultimately a barrier to entry
    - Results in less financial stability
    - Effects are long lasting
- For general aviation airports, more efficient engines are leading to a decline in fuel sales
- If electric engines are developed, airports may need to charge users by the Kilowatt hour to generate revenue
- Continued phase out of 100LL gas also needs to be considered

Resiliency

- Resiliency provides a good source of public relations for smaller airports whose benefits may not be as well known
- Marion County Airport was a critical component for the county to get up and running after a large storm
    - There were not a lot of operations, but the airport housed 1,200 line trucks and 600 other vehicles

Reliance on Tourism

- Even small changes to tourism numbers have a profound impact on the system in the form of revenue loss

- Some airports (Tallahassee and Gainesville) are not as dependent on tourism, service more business uses

- State is currently diversifying ops to focus more on business
    - FAA does not feel that the impact will be as significant

Phase II Recommendations Exercise

At the beginning of the meeting, attendees were each given a handout that provided space for them to document any draft recommendations that they would like to see as part of the FASP 2035 Update. Based on the responses, each participant's top three choices were selected for discussion with the group as part of an interactive Post-It Notes discussion (Discussed below).

The following is a summary of all draft recommendations in response to the first request:

- In the space below and throughout the meeting, please note recommendations that you feel would be beneficial to support airports based on the findings of the Florida Aviation System Plan to date. Please see Page 2 for examples of recommendations from previous studies.
    - Hold airports accountable for projects programmed in the work program. Projects in the first three years should be locked down to move forward. Years 4 and 5 should be analyzed to assure they are still viable to move into the first three. Of course, there will be exceptions but in the past, we, FDOT, has made it easy for the airport to "change" projects that with better long term planning could be avoided, and the programmed money be used for projects that strengthen the Florida Aviation System Plan.
    - CFASPP – meeting format? Possibly more use of meetings? In person?
    - State pro
    - Intra-state connectivity is still an important problem that has not been solved.
    - Aviation education
        - FDOT – marketing focused; "Fly Florida"; universities, colleges, flight schools, A&P, etc.
        - Flexibility to use Bright Future Florida prepaid college on aviation education
        - Foster growth in aviation education in Florida – Task Force
    - Work to overcome regulatory constraints in effort to develop and maintain a viable aviation component to intrastate travel
    - Expand aviation intrastate travel through airport development connecting more communities (via local airports) to major travel hubs
    - Assist in programs to support workforce development in aviation
    - Regulatory control
    - Workforce development
    - Encourage new tourism-based business

    - Put strategic focus and resources on the pilot, ATC, mechanic, and management shortage
    - Aligning CFASPP districts with FDOT districts?
    - Streamline the Part 141 process
    - Protect CTA program
    - Promote aviation careers in high school and colleges
    - Military allowing use of the GI Bill for private pilot's license
    - More workforce in aviation, pilots, a/c maintenance, avionics
    - Workforce development
    - Resiliency
    - Sustainability

- Based on your ideas noted above, what are you top three recommendations?

- Evaluate and consider multimodal connectivity

- Implement a web-based training program for airport mangers

- Maintain funding levels

- Intrastate air travel

- Workforce development

- Support and promotion of aviation education institutions

- Identify 3 top critical infrastructure needs for funding at each airport to allow airport to reach strategic goals

- Identify 2-3 top external infrastructure or land use/regulatory, etc. needs to allow airport to reach its strategic goals

- Protect the CTA program

- Promote aviation careers

- Streamline regulations, less stringent

Post-It Note Exercise

Based on each participant's full list of potential recommendations, their top three were selected and provided to the group. Based on these, they were organized by a generalized category. To guide this discussion, each participant wrote their top draft recommendations on a Post-It note

and posted it in front of the room. The following are what was received from the Post-It note exercise.

Regulatory Environment

- ATC follow-on study to evaluate the scenario of privatization
- Land use compatibility
- Streamline the Part 141 process
- Control regulations
- Expand and grow business in Florida

Intrastate Air Service

- Intrastate airport connectivity is an important problem that has not been solved
- Strategic look at Intrastate Air Service
- Intrastate air travel support
- Identify air service leakage from each Metropolitan Structural Area (MSA) to other MSAs within Florida and why
- Support investments in developing Intrastate Air Service
- Study need for short flights in Florida (feasibility and demand)
- Identify key infrastructure shortcomings at each airport for increased aeronautical development (i.e. runway length, tower location/height, instrument approach, adequate weather reporting

Intermodal Connectivity

- Revise SIS criteria
- More tools that are helpful to airports related to GIS
- Look at and identify emerging air service and air cargo airports
- Identify signage access roads to be improved to support airport accessibility
- Evaluate capacity of major access roads to commercial or SIS Airports vs. needed capacity
- Intermodal connectivity project wish list
- Consider efforts of high speed rail on the FASP

Workforce Development

- Solid aviation training with lower student costs
- Pilot, ATC, mechanic, and management shortage
- Aviation training vs regulatory requirements
- Promote aviation related careers at Florida airports
- Encourage workforce development
- Workforce development
- Implement continuous training through web-based apps for airport managers
- Promote aviation careers
    - High school

- Tech school
- College

ADDITIONAL ITEMS

Throughout the course of the meeting, numerous other topics were discussed that could each have different impacts on the State's aviation system. Below is a summary of these topics:

- There is a noticeable drop in pilot certifications
- There is also a large reduction in the number of mechanics that are entering the workforce
- General workforce shortage
  - Regulatory issues affect general workforce shortage
  - Takes numerous years to get operational
- It was suggested that the State evaluate the development of a cross-jurisdictional task force to evaluate how to better engage youth in the aviation in industry and replace the workforce that has been lost
  - Consider something like using GI bill to pay for private license
  - Total lack of coordination between needs for jobs and education
  - Cross-jurisdictional task force
  - Include airport schools on FLP site
- Evaluate use of contract towers based on current administration
  - Evaluate future of contract towers
- Statewide study to look at aerial surveying
- Realignment of CFASPP regions to match FDOT Districts

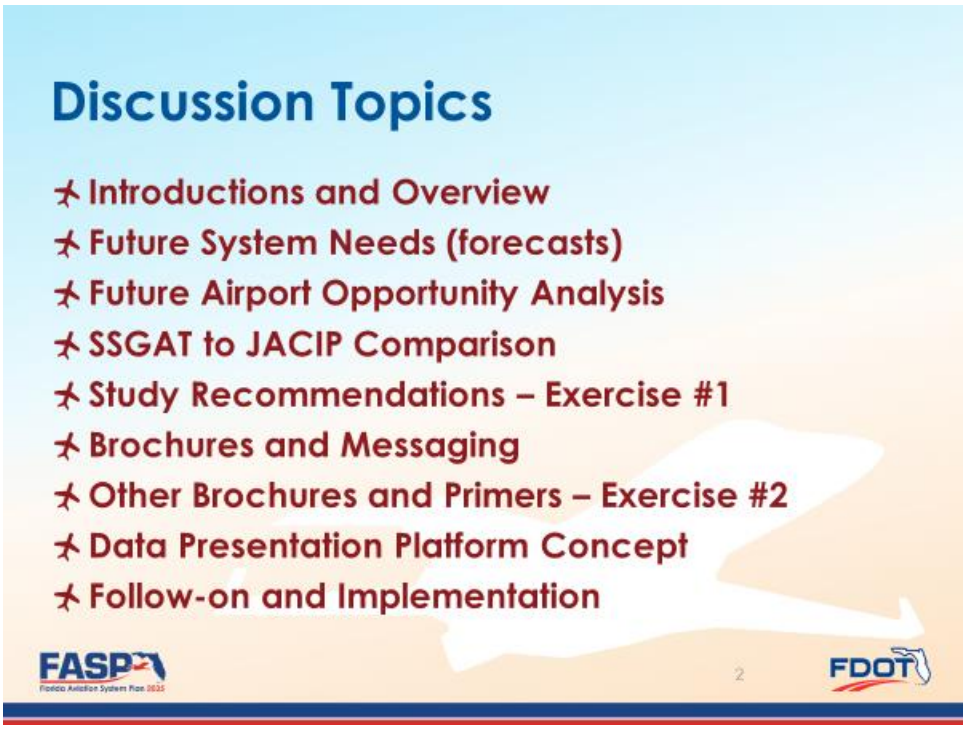
A.1.7 Meeting #7 – June 27, 2017

A.1.7.1 Agenda

- Introductions
- Project Overview and Status Update
  - Florida Airport Opportunity Analysis
  - Identification of demand drivers
  - Apply SSGAT to JACIP
  - Future system needs (including updated forecasts)
- Review Study Recommendations
  - Recommendations from CFASPP brochure for input
  - Prioritization of recommendations – short, mid, long term exercise
- Brochure Content/Messaging of FASP

    - Draft CFASPP brochures
    - Draft Short Executive Summary outline
    - Primers – exercise on content and approach
- Data Presentation Platform Concept (GIS tool)
    - Overview of platform
    - GIS capabilities – examples of how can data be leveraged
- Follow-on Efforts
    - Review list from recommendations and from scope
- FASP Implementation
    - Review of all outreach methods (modal, MPO, CFASPP meetings, FAC, FAA)
    - Final comments on study recommendations
    - Discussion of how to implement recommendations

A.1.7.2 Presentation


Discussion Topics
Introductions and Overview
Future System Needs (forecasts)
Future Airport Opportunity Analysis
SSGAT to JACIP Comparison
Study Recommendations – Exercise #1
Brochures and Messaging
Other Brochures and Primers – Exercise #2
Data Presentation Platform Concept
Follow-on and Implementation
FASP
2
FDOT

FASP
Florida Aviation System Plan 2035
Project Overview
3

FASP Overview - Phases
PHASE 1
» State, Regional, and Local Airport Issues
» Goals, Objectives & Performance Measures
» Inventory
» Stratification Methodology Evaluation
» Regional and State Overviews
» Aviation Industry Trends
» Forecasts
» Demand/Capacity
» SSGAT Update
PHASE 2
» Data Collection (Additional)
» Existing System Evaluation (Baseline Performance Measurement)
» Future System Needs (including Updated Forecasts)
» Alternative Scenarios
» Recommendations
» Public Engagement Mechanism (CFASPP Website Update)
» Final Deliverables
MEETINGS/COORDINATION
FAA » FASP Review Team (FASPRT) » Comprehensive Review Team (CRT)
Other FDOT Representatives » MPOs
FASP
4
FDOT

FASP Goals
Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.
Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment.
Support and enhance the position of leadership and prominence held by Florida's aviation industry.
Protect airspace and promote compatible land uses around public airports.
Foster technological innovation and support implementation of new technologies.
Promote support for aviation from business, government, and the public.
Foster Florida's reputation as a military-friendly state.
FASP
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FDOT

FASP
Florida Aviation System Plan 2035
Future System Needs
(Forecasts)
6

Future System Needs (Forecasts)
2014 as base year
Based Aircraft Methodologies
TAF/Straight-Line
County Population Growth
FAA Aerospace Forecast
GA Operations (includes GA and Military) Methodologies
Airport Master Plan
TAF/Straight-Line
County Population Growth
FAA Aerospace Forecast
FASP
7
FDOT

Future System Needs – Based Aircraft

- Commercial Service: FAA TAF/Straight-Line Methodology
- General Aviation: High Activity - FAA TAF/Straight-Line Methodology
- General Aviation: Medium Activity - County Population Growth Rate Methodology
- General Aviation: Low Activity - County Population Growth Rate Methodology

Airport Category	2014 Based Aircraft	2020 Based Aircraft	2025 Based Aircraft	2035 Based Aircraft	Avg. Annual Growth Rate
Based Aircraft Forecast: Preferred Methodology					
Commercial Service	2,843	2,980	3,222	3,734	1.49%
GA-High Activity	4,101	4,265	4,592	5,305	1.40%
GA-Medium Activity	4,722	5,118	5,476	6,276	1.57%
GA-Low Activity	963	1,040	1,110	1,265	1.49%
STATE TOTAL	12,629	13,403	14,399	16,580	1.49%

Sources: FAA TAF issued January 2017, 5010 Airport Master Record, Woods & Poole, Inc. FAA Aerospace Forecast 2017-2037. Kimley-Horn. Prepared April 2017.

8

Future System Needs – GA Operations

- Commercial Service: FAA TAF/Straight-Line Methodology
- General Aviation: ATCT - County Population Growth Rate Methodology
- General Aviation: High Activity - County Population Growth Rate Methodology
- General Aviation: Medium Activity - County Population Growth Rate Methodology
- General Aviation: Low Activity - FAA Aerospace Forecast Methodology

Airport Classification	2014 GA Operations	2020 GA Operations	2025 GA Operations	2035 GA Operations	Avg. Annual Growth Rate
GA Operations Forecast: Preferred Methodology					
Commercial Service	1,416,983	1,346,668	1,364,094	1,400,416	-0.06%
GA-ATCT	2,751,866	2,984,955	3,195,836	3,668,477	1.59%
GA-High Activity	1,355,121	1,456,393	1,547,462	1,749,867	1.39%
GA-Medium Activity	792,784	861,555	923,831	1,063,549	1.63%
GA-Low Activity	312,210	315,030	317,400	322,194	0.15%
STATE TOTAL	6,628,964	6,964,602	7,348,623	8,204,503	1.13%

Sources: FAA TAF issued January 2017, 5010 Airport Master Record, Kimley-Horn. FAA Aerospace Forecast 2017-2037. Woods & Poole, Inc. Prepared April 2017.

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Future System Needs (Capacity)

- Total operations utilized GA operations from forecasts combined with commercial operations (air taxi and air carrier) from FAA TAF issued January 2017
- Compared projected levels of demand by airport with Annual Service Volume (ASV) calculations described in 2012 FASP Airport Demand/Capacity Analysis
- FAA recommends capacity enhancement planning when demand/ASV reaches 60%, and capacity enhancement implementation at 80%

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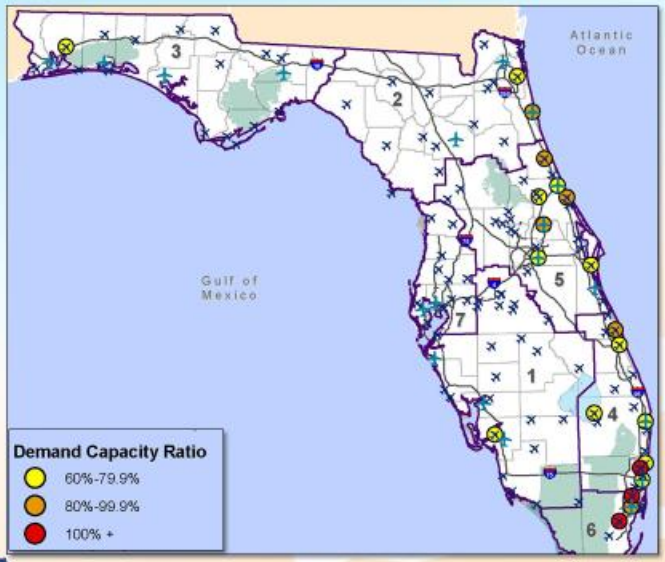
Future System Needs (Capacity)



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Future System Needs (Operations Above ARC)

- Design aircraft ARC directs airfield geometry and design, and is a general indication of types of aircraft operating at an airport (A-I to E-VI)
- FAA defines design aircraft as most demanding aircraft with 500 annual operations
- ARC for all but 15 airports were obtained and compared with TFMSC data
- In 2016, 14 airports had 500 or more operations exceeding ARC, and were primarily:
- GA airports B-I to C-II with significant corporate activity
- Commercial airport with new larger scheduled aircraft (A380)

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Future System Needs (Operations Above ARC)

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Future System Needs (Operations Above ARC)

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Future Airport Opportunity Analysis

Analyzed current and future population based on 24 different criteria, including:

- Airports with air traffic control towers (ATCTs)
- Airports with Jet A fuel
- Airports with 100LL fuel (AvGas)
- Airports by NPIAS and ASSET categorization
- SIS airports
- Airports with flight training activity
- Airports with weather reporting systems
- Airports with runways of various lengths
- Airports with at least one precision approach
- Airports with at least one instrument approach
- Airports that have features to accommodate business users

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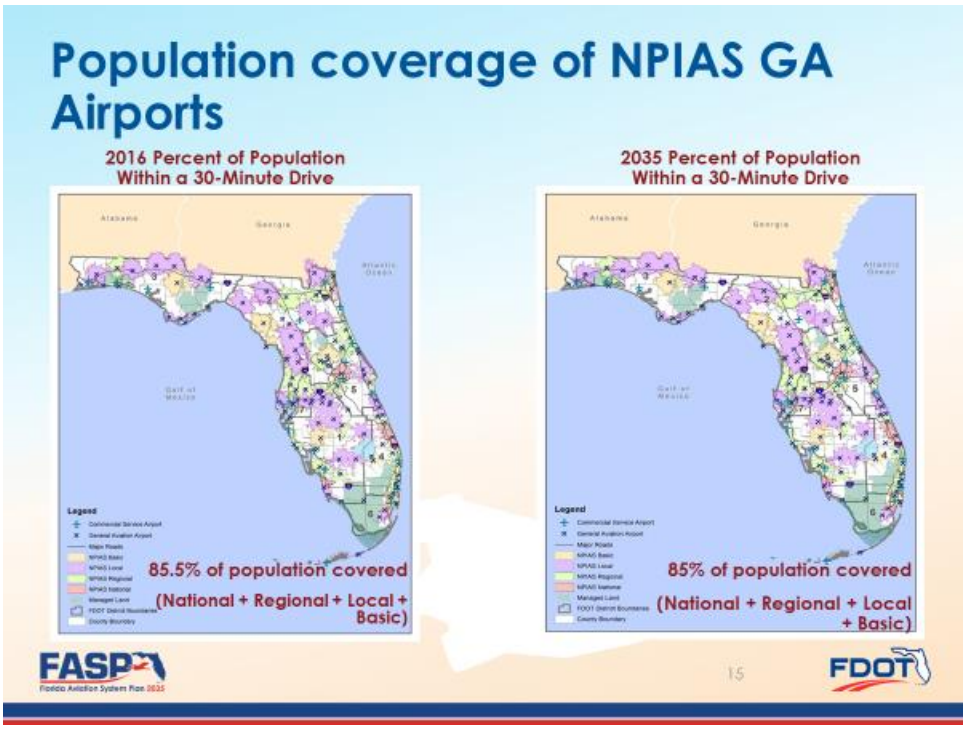
Population coverage of NPIAS GA Airports
2016 Percent of Population Within a 30-Minute Drive
85.5% of population covered
(National + Regional + Local + Basic)
2035 Percent of Population Within a 30-Minute Drive
85% of population covered
(National + Regional + Local + Basic)
FASP
FDOT
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FASP
Florida Aviation System Plan 2035
SSGAT and JACIP Comparison
16

SSGAT and JACIP Comparison

- Analysis completed to compare SSGAT scores of projects requested in JACIP to those funded in the FDOT Work Program
- SSGAT scores identify a project's support of the goals of the FASP
- Results demonstrate how funding is being used to accomplish the goals of the FASP

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SSGAT and JACIP Comparison

- SSGAT Spreadsheet

		FASP Goals							
	FAA Category	Foster technological innovation and support implementation of new technologies.	Contribute to economic growth and competitiveness while remaining sensitive to Florida's natural environment.	Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.	Support and enhance the position of leadership and prominence held by Florida's aviation industry.	Protect airspace and promote compatible land uses around public airports.	Promote support for aviation from business, government, and the public.	Foster Florida's reputation as a military-friendly state.	State Strategic Goal Assessment
		10	10	25	10	20	20	5	
	Weights	✖	✖	✖	✖	✖	✖	✖	
Project/Goal Relationship			1	1.2	0.8		0.8		
Project Description	10	+ 0	+ 10	+ 30	+ 8	+ 0	+ 16	+ 0	= 74

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SSGAT to JACIP Comparison

Comparison of SSGAT Scores to Work Program Funding – Apron Projects

SSGAT Score Project Type	JACIP Requested Funding in Dollars ($)	Work Program Funding in Dollars ($)	Percent Programmed vs. Requested
69			
Rehabilitate Apron	70,652,323	41,577,689	
69 Total	70,652,323	41,577,689	58.8%
80			
Construct Apron (Standards)	49,728,198	21,675,000	
Expand Apron (Standards)	4,219,985	0	
Strengthen Apron (Standards)	241,611	0	
80 Total	54,189,794	21,675,000	40.0%
86			
Construct Apron (Capacity)	150,111,667	29,711,731	
Expand Apron (Capacity)	39,507,408	60,626,250	
Install Apron Lighting (Standards)	370,750	0	
86 Total	189,989,825	90,337,981	47.5%
APRON Total	314,831,942	153,590,670	48.8%

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Florida Aviation System Plan 2035

Study Recommendations Exercise

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Review Study Recommendations

- **Goal: Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.**
  - Preserve existing infrastructure or replace when necessary.
  - Conduct a more detailed capacity study, looking specifically in FDOT Districts Four, Five, and Six.
  - Monitor Future Airport Capacity Task (FACT) studies as they are developed.
  - Prioritize funding for projects that address state licensing standards per Rule 14 60, Florida Administrative Code (FAC).
  - Develop a study to document and warehouse Runway Protection Zone (RPZ) ownership data.
  - Promote state funding for projects that address state and federal standards for protection and compatibility, including compatible land uses within RPZs.
  - Coordinate with the State Emergency Operations Center (EOC) on airport emergency power needs.
  - Develop an initial statewide wildlife hazard assessment methodology for non-Part 139 airports.
  - Track the implementation of projects to correct the identified taxiway deficiencies.
  - Develop facility, infrastructure, and service guidelines by airport classification and by user/customer type.

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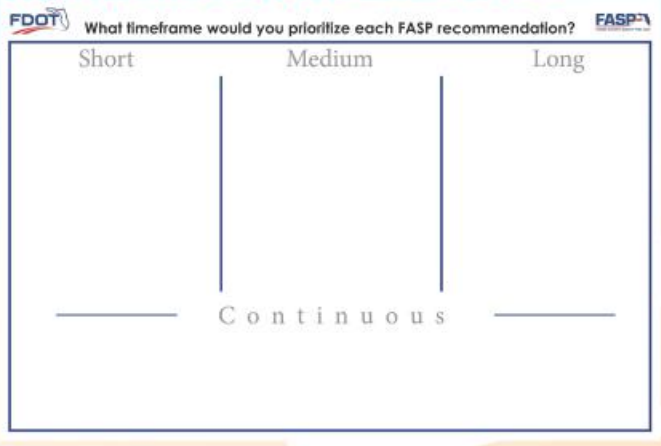
Interactive Exercise #1 - Prioritization

- **Short, Mid, and Long Term Exercise**



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FASP Brochures and Messaging

- Many deliverables including numerous brochures
- Input on how to maximize use of deliverables
- Consistency in communicating message, tailored to the audience and expectations of actions to implement FASP

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Final Brochure Deliverables
CFASPP Regional Brochures (9)
Executive Summaries
Long Version
Short Version
Final Technical Report
Summary Primers (4)
FASP
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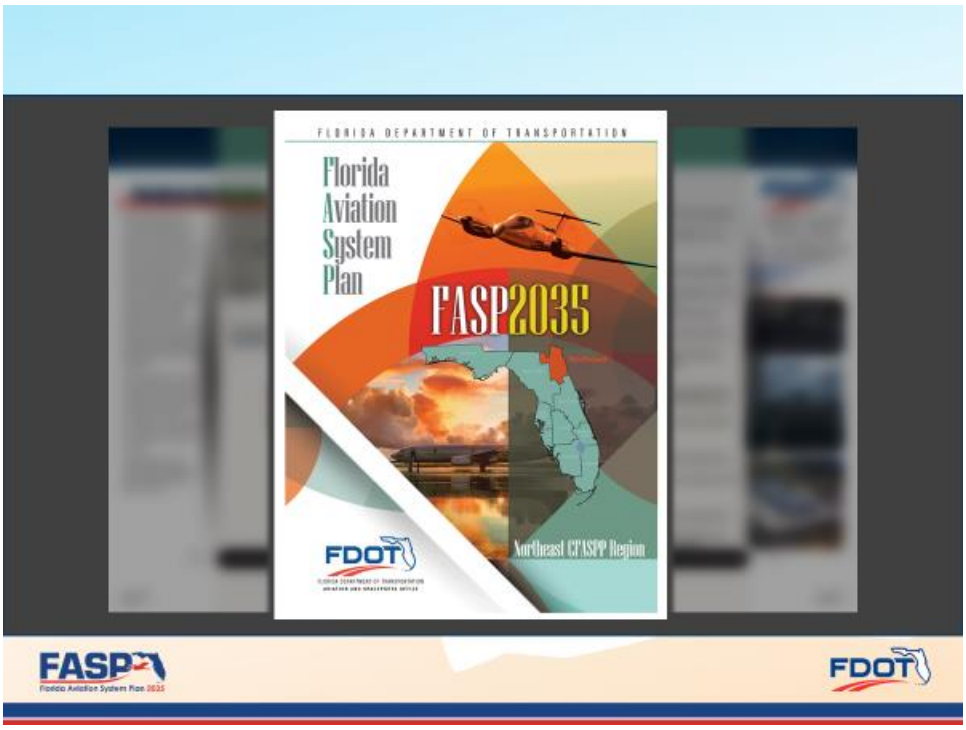
FDOT

FASP
Florida Aviation System Plan 2035
Brochure Example
26


FLORIDA DEPARTMENT OF TRANSPORTATION
Florida Aviation System Plan
FASP2035
FDOT
Northeast CFASPP Region
FASP
Florida Aviation System Plan 2035
FDOT

2035
Florida Aviation System Plan
FDOT
Florida Aviation System Plan 2035 Update
Florida by the Numbers
Northeast Florida CFASPP Region
Georgia
Atlantic Ocean
FASP
Florida Aviation System Plan 2035
FDOT

2035
Florida Aviation System Plan
FDOT
Northeast Florida CFASPP Region Background
Top 5 industries in the region
2014 Economic Impacts
Major Interstates
FASP
Florida Aviation System Plan 2035
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2035
Florida Aviation System Plan
FDOT
Intermodal Connectivity
Intermodal Services at Florida's 20 SIS Airports
Intermodal Service
Regional SIS Facilities
Georgia
Atlantic Ocean
FASP
Florida Aviation System Plan 2035
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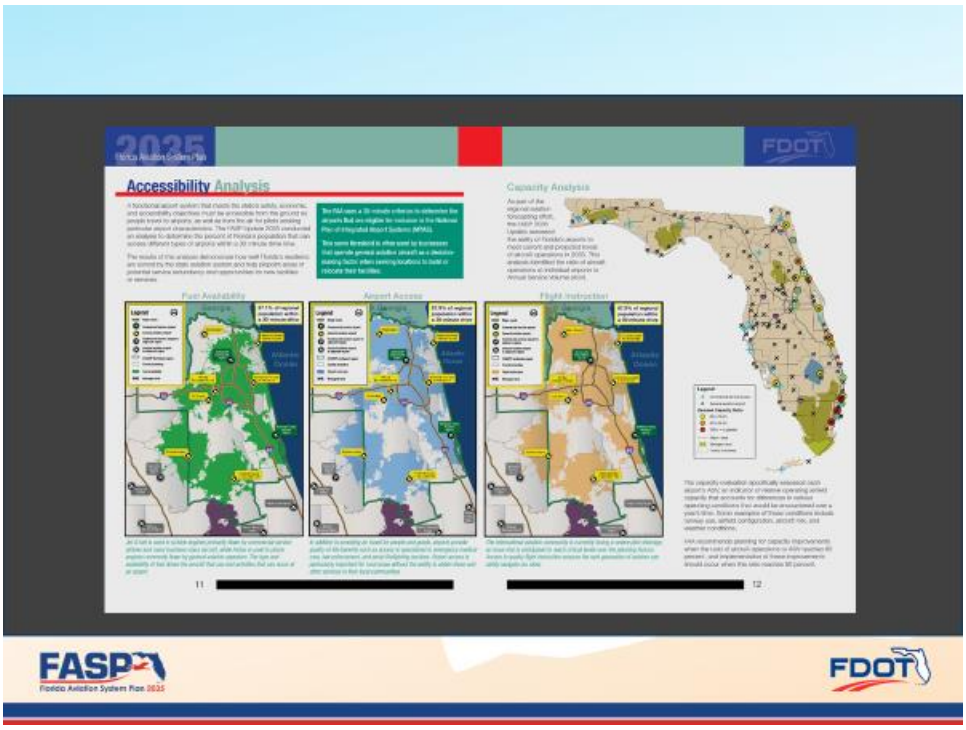
2035
Florida Aviation System Plan
FDOT
System Goals and Performance
FASP 2035 Goals
1. Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.
2. Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment.
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 airports.
5. Foster technological innovation and support the implementation of new technologies.
6. Promote support for aviation from business, government, and the public.
7. Foster Florida's reputation as a military-friendly state.
Performance Measures
Performance Indicators
Emergency Airfield Lighting
Runway Safety Areas (RSAs)
Measures/Indicators
RPZ
ROFA
RSA
Runway
RPZ
FASP
Florida Aviation System Plan 2035
FDOT

2035
Florida Aviation System Plan
FDOT
Aviation Drivers
Aviation Services
Regional Forecast
2035 GA Operations
2035 GA Operations by Airport
2035 Based Aircraft
2035 Based Aircraft by Airport
FASP
Florida Aviation System Plan 2035
FDOT


2035
Florida Aviation System Plan
FDOT
Accessibility Analysis
Capacity Analysis
Fuel Availability
Airport Access
Flight Instruction
11
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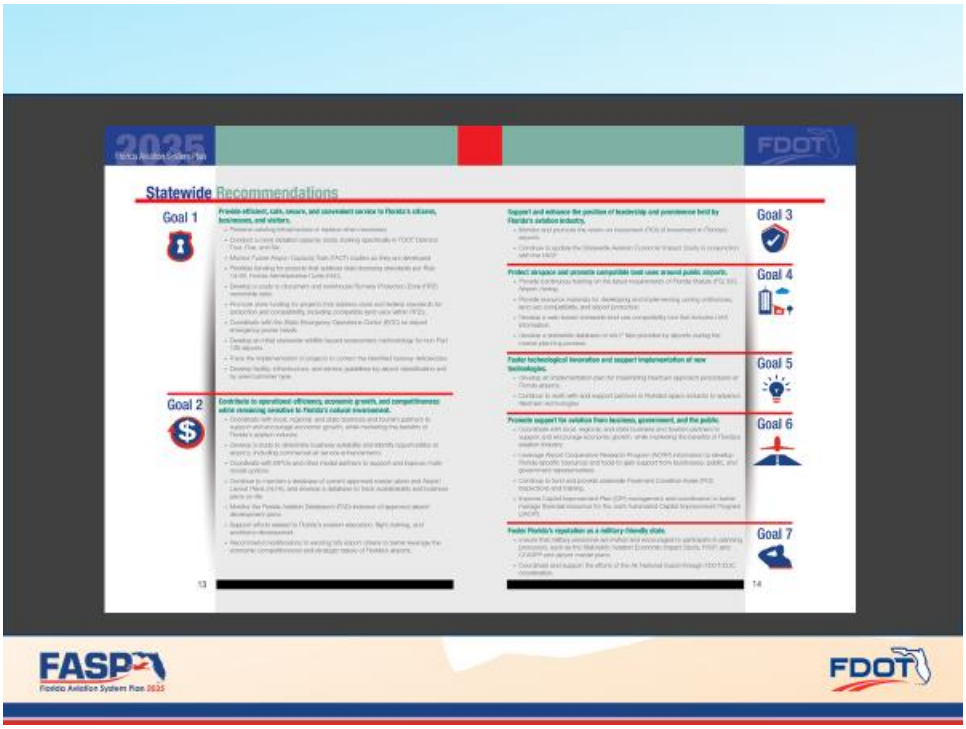
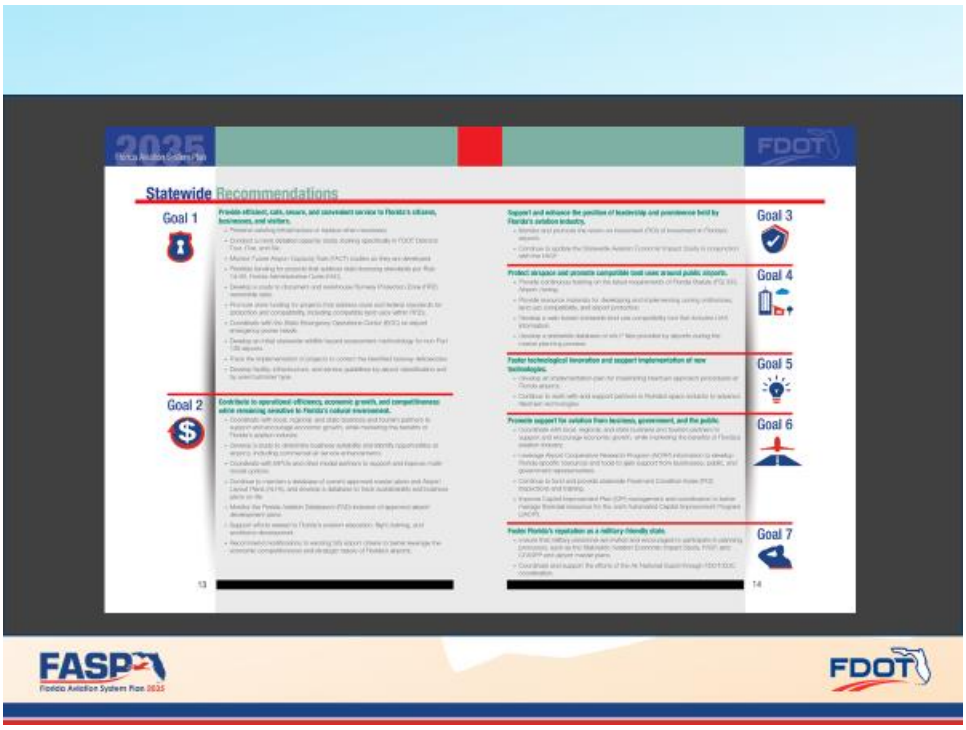
FASP
Florida Aviation System Plan 2035
FDOT


2035
Florida Aviation System Plan
FDOT
Statewide Recommendations
Goal 1
Goal 2
Goal 3
Goal 4
Goal 5
Goal 6
Goal 7
13
14
FASP
Florida Aviation System Plan 2035
FDOT


Statewide Recommendations
Goal 1
Goal 2
Goal 3
Goal 4
Goal 5
Goal 6
Goal 7
FASP
FDOT

FLORIDA AVIATION SYSTEM PLAN 2035
FDOT
FASP
FDOT

FASP Brochures and Messaging

- **Short Executive Summary Outline**
  - FASP Overview
  - Florida by the Numbers
  - FASP Recommendations
  - FASP Vision and Goals
  - Intermodal Links
  - Performance Measures and Indicators
  - Updated Forecasts of Demand
  - Opportunities Analysis

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Interactive Exercise #2 - Primers

- **Set of 4 primers developed to inform various stakeholders how to use the FASP**
  - Airport Managers and Consultants
  - Airport Boards/Authorities and Elected Officials
  - FDOT District and ASO Staff
  - General Public

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Examples of Primers

Examples of Primers

Data Presentation Platform Concept

- Online database that houses information collected as part of the FASP and on an ongoing basis
- Will utilize GIS to allow for customizable reports that allow for an airport to report needed information

General
- Airport Usage
- Based Group
- Basic Airport Information
- Facilities
- International Access
- Main Economic Indicators
- Operations Group

Economic
- Airport Usage
- Based Group
- Basic Airport Information
- Detailed Economic Indicators
- Economic Development Regions
- Main Economic Indicators
- Operations Group

Activity
- Airport Usage
- Based Group
- Basic Airport Information
- Facilities
- International Access
- Operations Group

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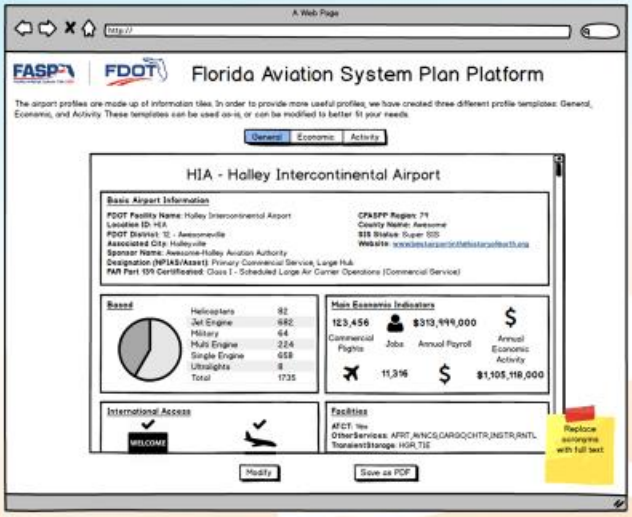
Welcome and Introduction Page

Sample Airport Profile



Sample of Data Tiles

Basic Airport Information

FDOT Facility Name: Halley Intercontinental Airport
Location ID: HEA
FDOT District: 12 - Awesomeville
Associated City: Halleyville
Sponsor Name: Awesome-Halley Aviation Authority
Designation (NPIAS/Asset): Primary Commercial Service, Large Hub
FAR Part 139 Certificated: Class I - Scheduled Large Air Carrier Operations (Commercial Service)

CFASPP Region: 79
County Name: Awesome
SIS Status: Super SIS
Website: www.bestairportinthehistoryofearth.org

Airport Usage

Jobs: 82,476
Annual Payroll: $8,546,589,125

Direct Impacts:	$9,584,751,478
Indirect Impacts:	$36,585,412,862
Multiplier Impacts:	$45,898,229,706
Total Annual Activity:	$92,068,394,046

Main Economic Indicators

123,456 Commercial Flights	Jobs	$313,999,000 Annual Payroll	Annual Economic Activity
11,316			$1,105,118,000

Airport Usage

1,735	123,456	597,892
Total Based Aircraft	Commercial Enplanements	Total Operations

Economic Development Region

Region 1 - South Central

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FDOT

Airport Mapping/GIS Example

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GIS for Statewide Asset Management
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Florida Aviation System Plan 2035
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Florida Aviation System Plan 2035
Follow-on and Implementation
47

Follow-on Efforts

- Airport Development Guidelines
- Automated inventory process
- Using GIS as asset/data management
- Linking APMS to FASP 2035
- Technology solutions to accommodate UAS
- Conduct a capacity analysis (Districts 4, 5, & 6)
- Study to document RPZ ownership
- Develop statewide wildlife hazard assessment methodology
- Develop facility, infrastructure, and service guidelines
- Develop a business suitability study
- Develop a statewide eALP database
- ANY OTHERS???

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FASP Implementation

- Outreach
  - FDOT Modal Offices, Systems Planning Office, and Office of Policy Planning
  - Metropolitan Planning Organization Advisory Council
  - CFASPP
  - Federal Aviation Administration

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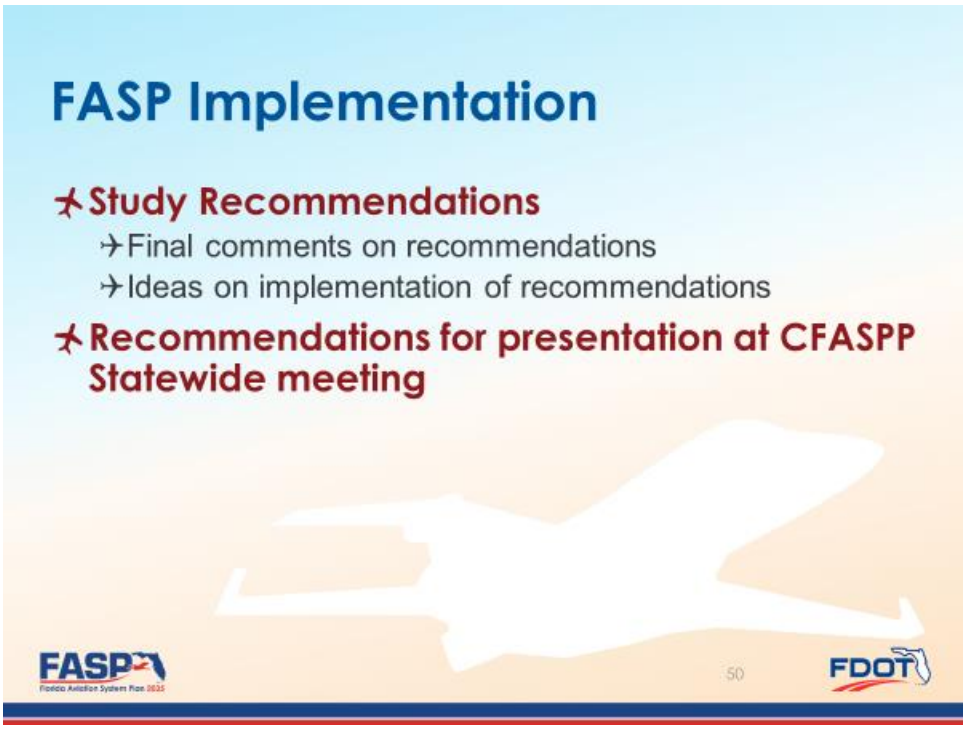
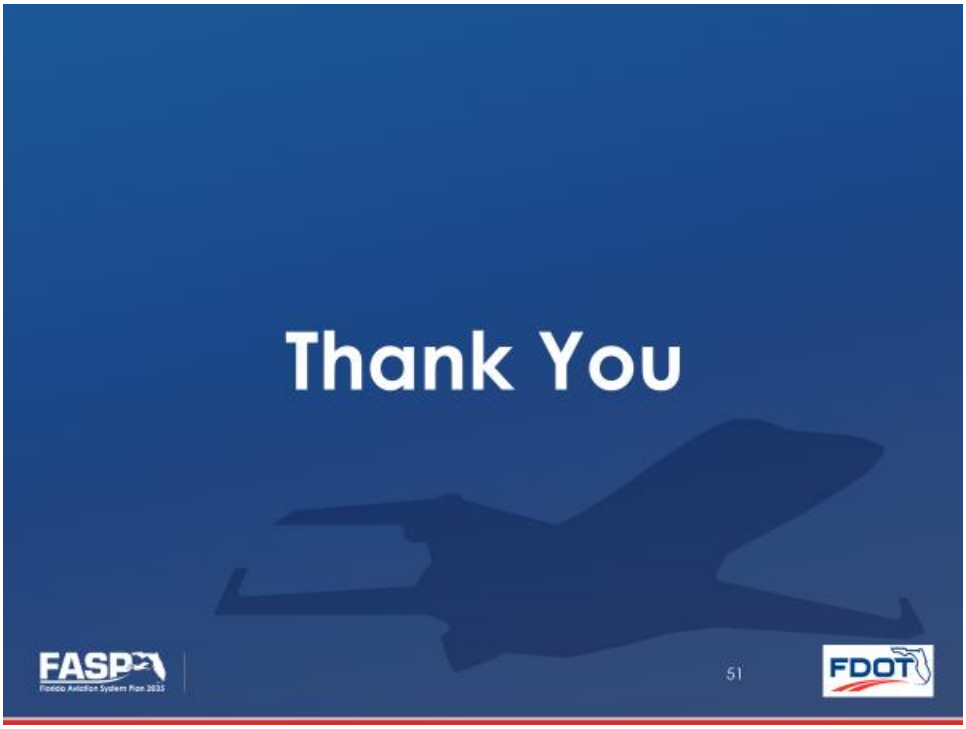

FASP Implementation
Study Recommendations
Final comments on recommendations
Ideas on implementation of recommendations
Recommendations for presentation at CFASPP Statewide meeting
FASP
50
FDOT


Thank You
FASP
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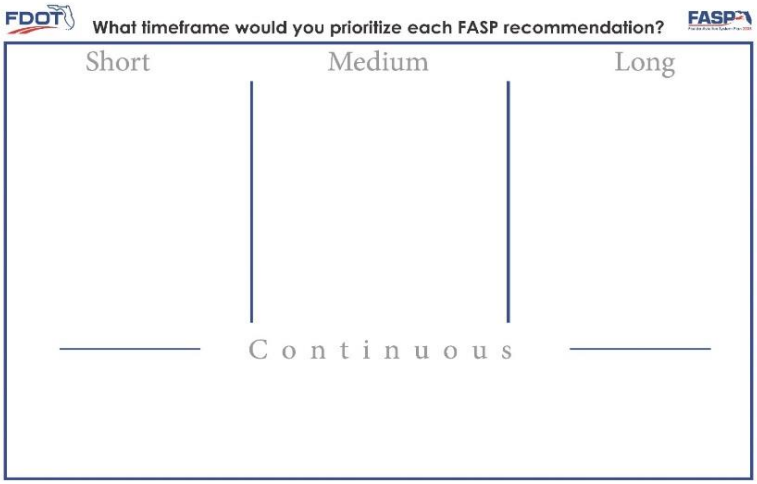
FDOT

A.1.7.3 Meeting Summary

On June 27th, staff from the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO), FDOT District Representatives, the Federal Aviation Administration (FAA) Orlando Airports District Office (ADO), Florida's Airports, and Kimley-Horn and Associates (KHA) met in person to review and discuss ongoing efforts of the FASP 2035. The purpose of this final in-person meeting was to present a status of tasks that had been completed, those underway, and to seek input on the recommendations of the project. Meeting participants included:

- Dan Afghani, DA Consulting
- Mike Brown, FDOT – District 7
- Ray Clark, FDOT – District 7
- Zach DeVeau, Kimley-Horn
- Jim Halley, FDOT – ASO
- Rebecca Henry, FAA
- Tom Jewsbury, St. Pete-Clearwater International Airport
- Pam Keidel-Adams, Kimley-Horn
- Andrew LaGala, Tampa International Airport
- Steven Lichliter, Ormond Beach Municipal Airport
- James Parrish, Punta Gorda Airport
- Roy Sieger, Flagler County Airport
- Jon Sewell, Kimley-Horn
- Aaron Smith, FDOT – ASO
- Leo Treggi, Winter Haven's Gilbert Airport
- Erik Treudt, Witham Field (Martin County)
- Colin Wheeler, Kimley-Horn
- Jim Wikstrom, FDOT – District 5

Meeting Overview



Following an overview of the current status of the project, two interactive exercises were completed. The first exercise focused on the FASP Recommendations to evaluate the timeframe in which different FASP recommendations should be implemented and their general priority level. Attendees were divided into three groups and were asked to classify recommendation in either the short, medium, long, or continuous timeframe. In addition, participants identified whether the recommendations were a high, medium, or low priority within the timeframe.

The second interactive exercise was completed to gather information on the series of four FASP primers that are being developed. For this exercise, attendees were again divided into three groups and asked to provide examples of information that they think would be helpful for the different Primer audiences. As reference, the Primer audiences identified in the scope included: Airport Manager and Consultants, FDOT, Elected Officals, and the General Public.

The following pages contain a summary of each group's findings for both exercises.

Group Exercise Summary – FASP Recommendations timing and priority

	Group 1 (Time Frame/Prioritization)	Group 2 (Time Frame/Prioritization)	Group 3 (Time Frame/Prioritization)
Goal 1 – Provide efficient, safe, and convenient service to Florida's citizens, businesses, and visitors			
Preserve existing infrastructure or replace when necessary.	Continuous	Short/High	Continuous
Conduct a more detailed capacity study, looking specifically in FDOT Districts Four, Five, and Six.	Medium/Medium	Medium/Low	Long/Medium
Monitor Future Airport Capacity Task (FACT) studies as they are developed.	Continuous	Continuous/Medium	Continuous
Prioritize funding for projects that address state licensing standards per Rule 14-60, Florida Administrative Code (FAC).	Continuous	Continuous/High	Continuous
Develop a study to document and warehouse Runway Protection Zone (RPZ) ownership data.	Medium/Low	Short/Medium	Short/High
Promote state funding for projects that address state and federal standards for protection and compatibility, including compatibile land uses within RPZs.	Short/Long	Medium/Medium	Continuous
Coordinate with the State Emergency Operations Center (EOC) on airport emergency power needs.	Short/Medium	Continuous	Continuous
Develop an initial statewide wildlife hazard assessment methodology for non-Part 139 airports.	Medium/Low	Medium/Low	Short/High
Track the implementation of projects to correct the identified taxiway deficiencies.	Continuous	Continuous	Long/Low
Develop facility, infrastructure, and service guidelines by airport classification and by user/customer type.	Recommended for removal	Medium/Medium	Long/Low
Goal 2 - Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment.			
Coordinate with local, regional, and state business and tourism partners to support and encourage economic growth, while marketing the benefits of Florida's aviation industry.	Continuous	Continuous	Continuous
Develop a study to determine business suitability and identify opportunities at airports, including commercial air service enhancements.	Short/High	Medium/Low	Medium/Medium
Coordinate with MPOs and other modal partners to support and improve multimodal options.	Continuous	Continuous	Continuous
Continue to maintain a database of current approved master plans and Airport Layout Plans (ALPs), and develop a database to track sustainability and business plans on file	Continuous	Continuous	Continuous
Monitor the Florida Aviation Database's (FAD) inclusion of approved airport development plans.	Continuous	Continuous	Continuous
Support efforts related to Florida's aviation education, flight training, and workforce development.	Continuous	Long/Medium	Short
Recommend modifications to existing SIS airport criteria to better leverage the economic competitiveness and strategic nature of Florida's airports.	Short/Medium	Long/Low	Short/Medium

	Group 1 (Time Frame/Prioritization)	Group 2 (Time Frame/Prioritization)	Group 3 (Time Frame/Prioritization)
Goal 3 - Support and enhance the position of leadership and prominence held by Florida's aviation industry.			
Monitor and promote the return on investment (ROI) of investment in Florida's airports.	Medium/Medium	Short/High	Continuous
Continue to update the Statewide Aviation Economic Impact Study in conjunction with the FASP.	Continuous	Medium/High	Continuous
Goal 4 - Protect airspace and promote compatible land uses around public airports.			
Provide continuous training on the latest requirements of Florida Statute (FS) 333, Airport Zoning.	Continuous	Continuous	Continuous
Provide resource materials for developing and implementing zoning ordinances, land use compatibility, and airport protection.	Recommended for Removal	Short/High	Short/High
Develop a web-based statewide land use compatibility tool that includes UAS information.	Short/Medium	Short/Low	Short/High
Develop a statewide database of eALP files provided by airports during the master planning process.	Long/Low	Continuous	Long/High
Goal 5 - Foster technological innovation and support implementation of new technologies.			
Develop an implementation plan for maximizing NextGen approach procedures at Florida airports.	Short/High	Long/Low	Short/Medium
Continue to work with and support partners in Florida's space industry to advance NextGen technologies.	Continuous	Continuous	Continuous
Goal 6 - Promote support for aviation from business, government, and the public.			
Coordinate with local, regional, and state business and tourism partners to support and encourage economic growth, while marketing the benefits of Florida's aviation industry.	Continuous	Continuous	Continuous
Leverage Airport Cooperative Research Program (ACRP) information to develop Florida-specific resources and tools to gain supoprt from businesses, public and government representatives.	Short/Low	Continuous	Short/Low
Continue to fund and provide statewide Pavement Condition Index (PCI) inspections and training.	Continuous	Short/Medium	Continuous
Improve Capital Improvement Plan (CIP) management and coordination to better manage financial resources for the Joint Automated Capital Improvement Program (JACIP).	Short/High	Short/Low	Short/High
Goal 7 - Foster Florida's reputation as a military-friendly state.			
Ensure that military personnel are invited and encouraged to participate in planning processes, such as the Statewide Aviation Economic Impact Study, FASP, and CFASPP and airport master plans.	Continuous	Continuous	Continuous
Coordinate and support the efforts of the Air National Guard through FDOT/EOC coordination.	Continuous	Continuous	Continuous

Final Goals and Recommendations

Based on the input received above, the following is a listing of the final FASP Goals and Recommendations.

Yellow highlights indicate a text change.

Green highlights indicate a new recommendation.

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

- Preserve existing infrastructure or replace when necessary.
- Conduct a more detailed capacity study, looking specifically in FDOT Districts Four, Five, and Six.
- Monitor Future Airport Capacity Task (FACT) studies as they are developed.
- Prioritize funding for projects that address state licensing standards per Rule 14-60, Florida Administrative Code (FAC).
- Compile Runway Protection Zone (RPZ) ownership data.
- Promote state funding for projects that address state and federal standards for protection and compatibility, including compatible land uses within RPZs.
- Coordinate with state and local Emergency Operations Centers (EOCs) on airport emergency power needs.
- Develop a roadmap for addressing airport wildlife hazards at a statewide level for non-Part 139 airports.
- Track the implementation of projects to correct the identified taxiway deficiencies.
- Develop facility, infrastructure, and service guidelines for lower-activity general aviation airports.
- Update the FDOT General Aviation Security Assessments.

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

- Coordinate with local, regional, and state business and tourism partners to support and encourage economic growth; communicate the benefits of the aviation industry; and foster social responsibility.
- Develop a study to determine business suitability and identify opportunities at airports, including commercial air service enhancements.
- Coordinate with MPOs and other modal partners to support and improve intermodal connectivity.
- Continue to maintain a database of current approved master plans and Airport Layout Plans (ALPs), and develop a database to track sustainability and business plans on file.
- Monitor the Florida Aviation Database's (FAD) inclusion of approved airport development plans.
- Support efforts related to Florida's aviation education, flight training, and workforce development.

- Recommend modifications to existing SIS airport criteria to better leverage the economic competitiveness and strategic nature of Florida's airports.
- Continue to update and communicate the FDOT Airport Sustainability Guidebook.

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

- Monitor and promote the return on investment (ROI) of investment in Florida's airports.
- Continue to update the Statewide Aviation Economic Impact Study in conjunction with the FASP.

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

- Provide continuous training on the latest requirements of Florida Statute (FS) 333, Airport Zoning.
- Provide resource materials for developing and implementing zoning ordinances, land use compatibility, and airport protection.
- Develop a web-based statewide land use compatibility tool that includes UAS information.
- Develop a statewide database of eALP files provided by airports during the master planning process.

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

- Develop an implementation plan for maximizing NextGen approach procedures at Florida airports.
- Continue to work with and support partners in the space industry to advance NextGen technologies.
- Monitor technological advances that could impact airport development needs.

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

- Leverage Airport Cooperative Research Program (ACRP) information to develop Florida-specific resources and tools to gain support from businesses, public, and government representatives.
- Continue to fund and provide statewide Pavement Condition Index (PCI) inspections and training.
- Improve Capital Improvement Plan (CIP) management and coordination to better manage financial resources for the Joint Automated Capital Improvement Program (JACIP).

Goal 7: Foster Florida's reputation as a military-friendly state.

- Ensure that military personnel are invited and encouraged to participate in planning processes, such as the Statewide Aviation Economic Impact Study, FASP, and CFASPP and airport master plans.

- Coordinate and support the efforts of the U.S. military in Florida through FDOT/EOC coordination.

Group Exercise Summary – FASP Primers

Consultant/Airport Manager Primer

- Provide a brief overview, no more than two paragraphs (short and sweet)
- Provide information on the Capital Improvement Program
- Provide overall information on airport financials
    - What funds are available?
    - Security
    - Infrastructure
- Provide specific data that is useful to airports
    - Forecasts
    - Needs/available anticipated
- What's Important?
    - Changes/recommendations
    - Comparison with other airports
    - Challenges/expectations
    - Highlights of business development/self-sustaining

FDOT Primer

- Provide the FASP Goals and Performance Measures
- Provide a map showing the CFASPP Regions
- Provide a graphic that highlights the overall FASP process
- Show historic funding levels by FDOT District for the last 5 to 10 years
- Provide information (or a map) that shows SIS facilities

Elected Officials Primer

- Develop two different primers for elected officials: one for the state/national level and one for the local level
- For state/national level
    - Short, focus on the numbers, charts, pictures
    - No more than one page, 20-second summary
    - Try to focus content on their priorities
    - Provide economic impact numbers

    - Provide information on the return on investment

- For local level officials
    - Two to four pages
    - Numbers, graphics, priorities
    - Job creation
    - Provide economic impact numbers

- Do a better job of communicating benefits of GAs to public
    - Emergency
    - Donor
    - Medical
    - Disaster response
    - Law enforcement
    - Firefighters

General Public

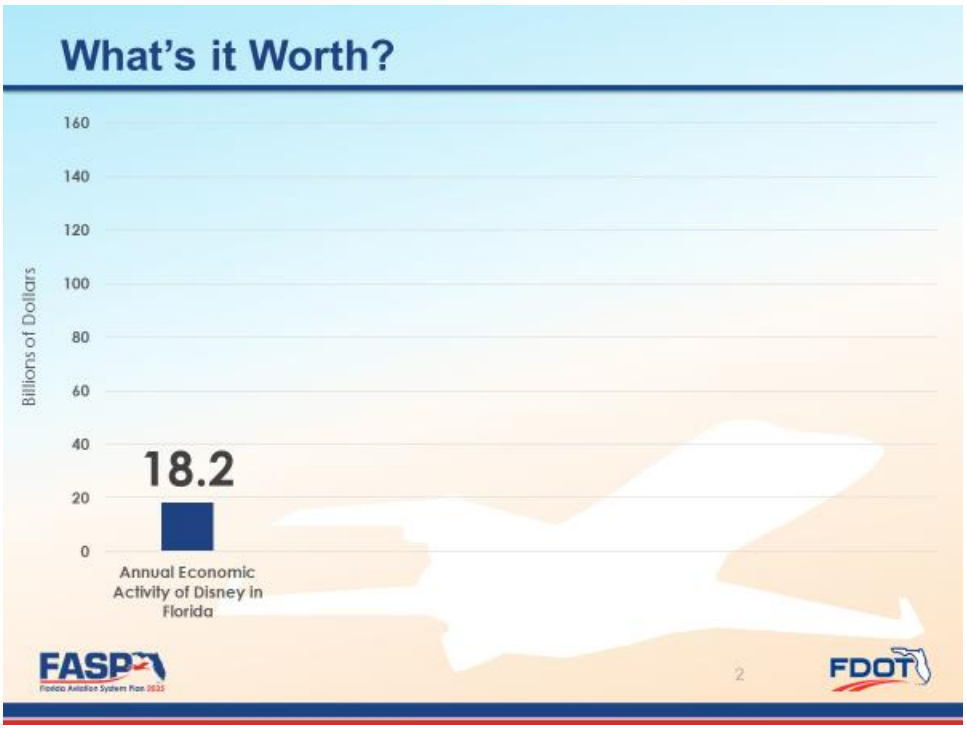
- Show where money for aviation projects comes from
- Include the Florida by the numbers graphic
- Include a map showing the robust aviation system in Florida
- Make the information easily viewable on a cell phone
- Provide a brief overview, no more than two paragraphs (short and sweet)
- Provide informative maps of the aviation system
- Highlight intermodal connections
- Provide economic impact numbers
- Provide information on return on investment
- Do a better job of communicating benefits of GAs to public
    - Emergency
    - Donor
    - Medical
    - Disaster response
    - Law enforcement
    - Firefighters

A.2 Florida Metropolitan Planning Organization Advisory Council (MPOAC) and the Florida Transportation Plan (FTP) Implementation Committee

Two in-person meetings were held with non-aviation partners in Florida: the MPOAC and the FTP Implementation Committee. The meetings followed a workshop format with significant opportunities for interaction between the Florida Department of Transportation (FDOT) Aviation and Spaceports Office Project Manager and meeting participants. These meetings were intended to present and receive feedback on the progress and findings of the project, especially regarding study elements that have regional implications. Presentations from each of the meetings are provided on the following pages. Three presentations were given at the MPOAC meeting—one each to the Freight Committee, the Staff Directors' Committee, and the Governing Board. Members of each committee can be found at https://www.mpoac.org/committees/.

A.2.1 Meeting #1 w/MPOAC – January 26, 2017

A.2.1.1 Presentation #1 – Staff Directors' Committee


What's it Worth?
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120
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40
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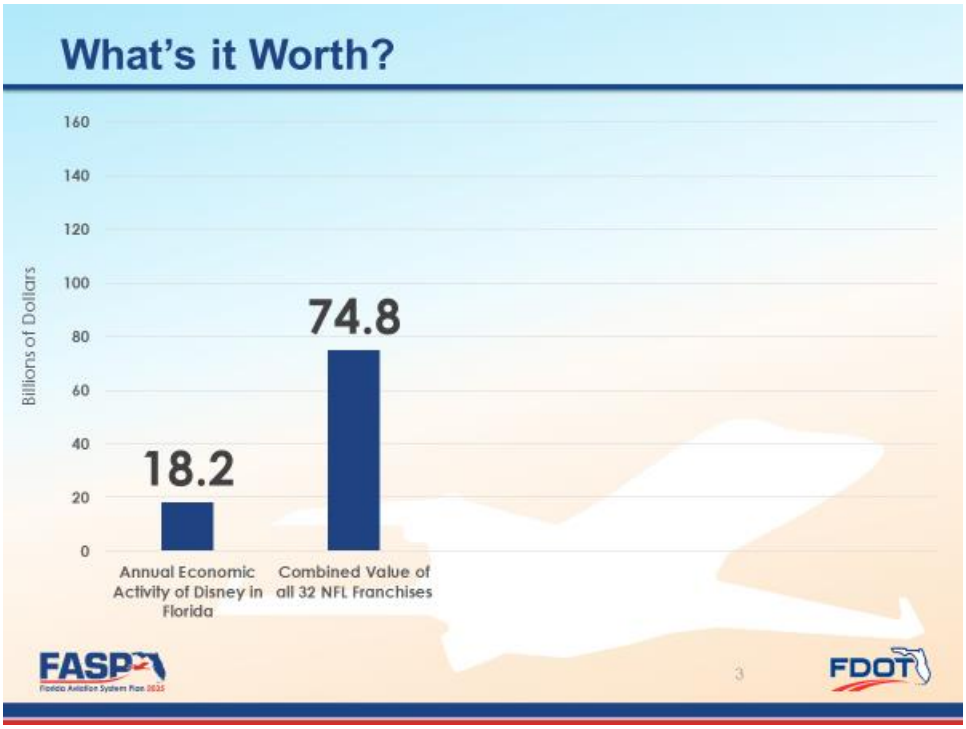
0
Billions of Dollars
18.2
Annual Economic Activity of Disney in Florida
FASP
FDOT
2


What's it Worth?
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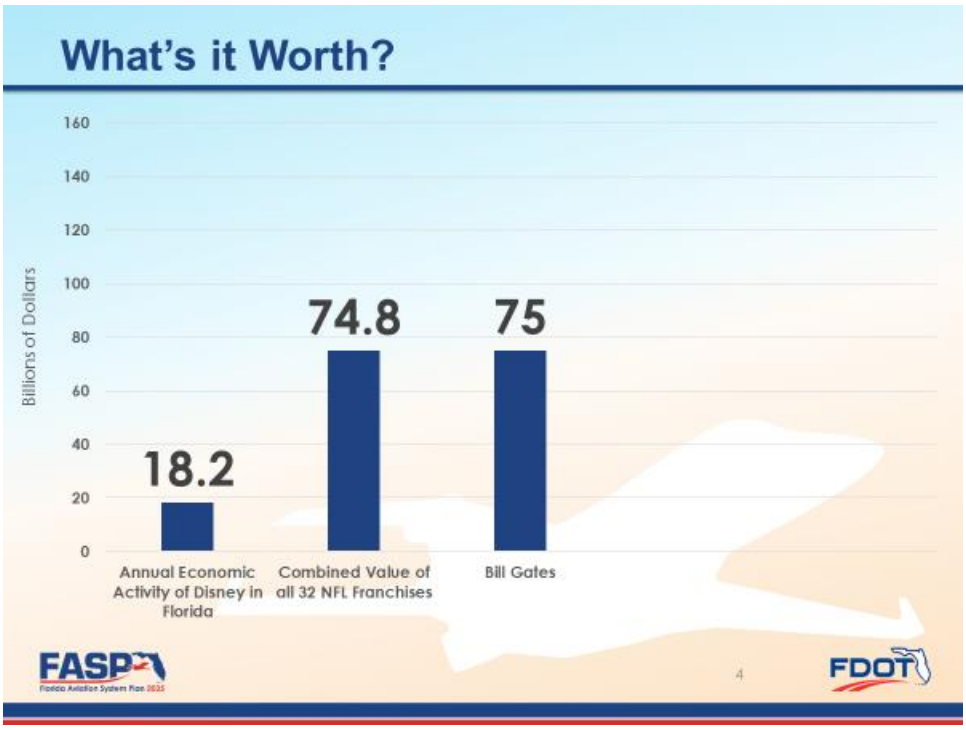
18.2
Annual Economic Activity of Disney in Florida
Combined Value of all 32 NFL Franchises
FASP
FDOT
3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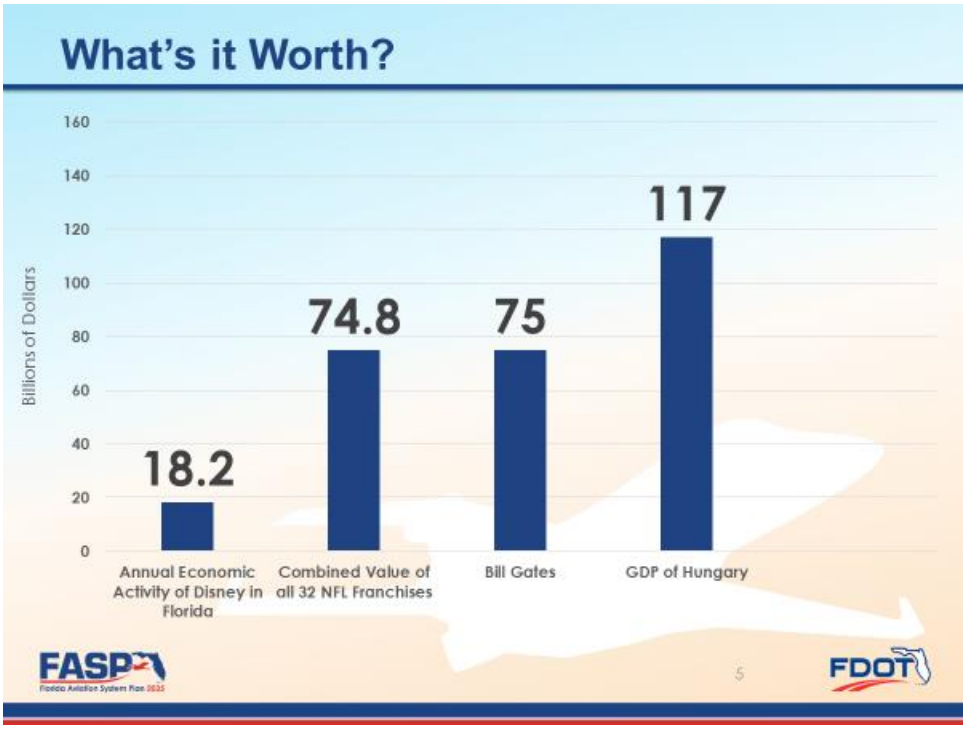
Annual Economic Activity of Disney in Florida
Combined Value of all 32 NFL Franchises
Bill Gates
4


What's it Worth?
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Billions of Dollars
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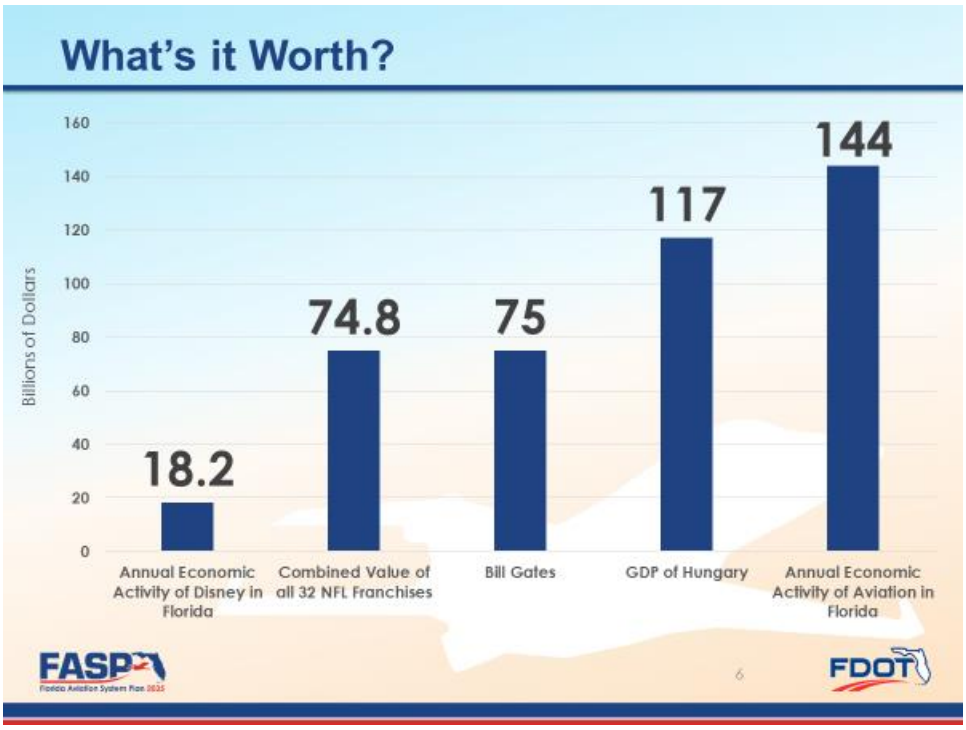
Annual Economic Activity of Disney in Florida
Combined Value of all 32 NFL Franchises
Bill Gates
GDP of Hungary
5


What's it Worth?
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Billions of Dollars
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Annual Economic Activity of Disney in Florida
Combined Value of all 32 NFL Franchises
Bill Gates
GDP of Hungary
Annual Economic Activity of Aviation in Florida
FASP
FDOT

FASP
Florida Aviation System Plan 2035
FASP Update Process
Jim Halley, A.A.E., ACE
Aviation System Manager
FDOT Aviation and Spaceports Office
January 26, 2017

Today's Flight Plan

- Overview of aviation in Florida
- Aviation system planning
- The Florida Aviation System Plan (FASP)
  - History
  - Ongoing update
- Continuing Florida Aviation System Planning Process (CFASPP)
- Your role in the FASP
- Next steps

FASP Florida Aviation System Plan 2035

8

FDOT

Aviation in Florida

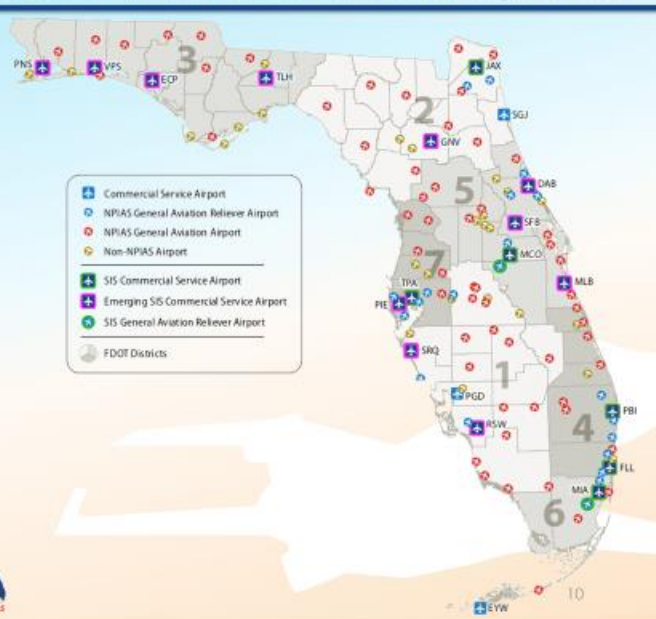
- More than 8.5% of Florida's GSP is from aviation-dependent businesses
- Both the first scheduled airline flight and the first international flight took off in Florida
- #1 state for aerospace manufacturing attractiveness
- 128 public use airports
- Over 650 private use facilities
- High return on investment
  - 2013/2014 to 2015/2016: 1.37
  - 2014/2017 to 2020/2021: 1.72

FASP Florida Aviation System Plan 2035

9

FDOT

Florida's Public Use Airport System



10

What Does Aviation Do in Florida?

11

Florida's Commercial Service Airports

- **4 large hubs – more than any other state**
  - 9.76% of national enplanements
- **Second busiest airport for international passengers**
- **Over 161 million annual passengers in 2015**
  - 3rd most of any state
- **Over 50% of Florida's visitors arrive by air**

FASP Florida Aviation System Plan 2035

12

FDOT

What Else Does Aviation Do in Florida?

FASP Florida Aviation System Plan 2035

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FDOT

FDOT's Aviation and Spaceports Office

- **Airport inspections, licensing, and registration**
- **Statewide aviation system planning**
- **Support Space Florida and aerospace development**
- **Fund projects at eligible airports**

- **Central Office**
  - Aviation Development Section
  - Aviation Operations Section
  - Spaceports Section
  - Technical assistance to Districts and airports
- **7 FDOT Districts**
  - Work Program implementation
  - Aviation Grant Program management
  - Local government coordination

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FASP
Florida Aviation System Plan 2035

Airport System Planning

What is Airport/Aviation System Planning?

- **USC Federal Law 49 Section 47102(9):**

  "Integrated airport system planning" means developing for planning purposes information and guidance to decide the extent, kind, location, and timing of airport development needed in a specific area to establish a **viable, balanced, and integrated system** of public-use airports, including—

  (A) identifying system needs;

  (B) developing an estimate of systemwide development costs;

  (C) conducting studies, surveys, and other planning actions, including those related to airport access, needed to decide which aeronautical needs should be met by a system of airports; and

  (D) standards prescribed by a State, except standards for safety of approaches, for airport development at nonprimary public-use airports.

- **FAA Advisory Circular 150/5070-7, *The Airport System Planning Process:***

  The primary purpose of airport system planning is **to study the performance and interaction of an entire aviation system to understand the interrelationship of the member airports**... The effort involves examining the interaction of the airports with the aviation user requirements, economy, population, and surface transportation of a specific geographic area. The system of airports may include all airports, heliports, spaceports (operations involving horizontally-launched reusable vehicles), and seaplane bases in the study area that contribute to the national transportation system, as well as those that serve state and local aviation needs.

- **Chapter 332.004, F.S.**

  The development of **comprehensive plans** designed to achieve and **facilitate** the establishment of a statewide, **integrated aviation system in order to meet the current and future aviation needs of this state.**

- **ACRP Synthesis 14, *Airport System Planning Practices***

  The general purpose of an airport system plan is to **review the interaction between all airports in a designated airport system. An effective airport system plan considers the interrelationship of all system airports**; ultimately, this leads to an assessment or an evaluation of the system's current performance... Objectives for airport system planning often vary by system and by sponsor. One underlying objective for the system planning process is maximizing the effectiveness of federal, state, and local investment in airport facilities... One of the primary outputs from an airport system plan is the identification of a **viable, balanced, and integrated airport system**. When complete, an effective airport system plan identifies how to preserve and enhance the system to meet current and future aviation demand.

FASP Florida Aviation System Plan 2035 16 FDOT

So What is it Really?!

- **Lots of definitions, none of which are right or wrong**
- **Common themes exist:**
  - A viable, balanced system through integrated planning
  - Identifying system needs (infrastructure, services, and facilities)
    - Locally, regionally, statewide, and nationally
  - Performance measures and tracking
  - Examining interrelationships and interaction between airports
  - Development needs to meet current and future demand (a.k.a. HOW MUCH WILL IT COST?!)
- **An airport vs. airport systems vs. THE airport system**

FASP Florida Aviation System Plan 2035 17 FDOT

Florida Aviation System Plan (FASP)

- **First FASP completed by the airports in 1992**
  - Major update in 2005 (first by FDOT)
  - Minor update in 2012
- **Identifies goals, approaches, measurements, and recommendations**
- **Strategic 20-year plan for developing the state's 128 public use airports**
  - Analyze Florida's system collectively
  - Understand the relationships of the facilities and the demographics
  - Compare current and future needs (demand) to current and future capacity
- **Currently being updated – FASP 2035**

FASP Florida Aviation System Plan 2035 18 FDOT

FASP 2035 Elements

- **Existing system evaluation**
- **Development needs**
- **Aviation issues**
- **Decision-making guidance**
- **Recommendations**
- **Will examine:**
  - Regional capacity constraints
  - Investment policies and priorities
  - System utilization
  - Best opportunities
  - Development costs by District and statewide

FASP Florida Aviation System Plan 2035 19 FDOT

Trends Affecting Aviation in Florida

- What are some general trends in aviation?
- What is influencing aviation in Florida?
- What is driving (or hampering) demand around the state?

FASP Florida Aviation System Plan 2035

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FDOT

How is the System Doing?

- 7 goals (different than but tied to the FTP's goals)
  - Supporting objectives
  - Performance measures
  - Performance indicators:
- Development and validation of goals, objectives, and performance measures and indicators

○ = Low relationship
◒ = Medium relationship
● = High relationship

FTP	FASP: Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses,	Contribute to economic growth and competitiveness while remaining sensitive to Florida's natural environment	Support and enhance the position of leadership and prominence held by Florida's aviation	Protect airspace and promote compatible land uses around public airports	Foster technological innovation and support	Promote support for aviation from business, government, and the public	Foster Florida's reputation as a military-friendly state
Safety and security for residents, visitors, and businesses	●	◒	○	●	●	◒	◒
Agile, resilient, and quality infrastructure	●	◒	○	◒	◒	●	◒
Efficient and reliable mobility for people and freight	●	◒	◒	○	◒	◒	◒
More transportation choices for people and freight	◒	●	◒	○	◒	◒	○
Transportation solutions that support Florida's global economic competitiveness	◒	●	●	○	◒	◒	○
Transportation solutions that support quality places to live, learn, work, and play	◒	●	◒	◒	◒	◒	◒
Transportation solutions that enhance Florida's environment and conserve energy	◒	●	◒	◒	◒	○	○

FASP Florida Aviation System Plan 2035

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FDOT

How is FASP 2035 Being Developed

- **FASP Review Team (FASPRT)**
  - District Aviation Coordinators
  - Central Office Aviation and Spaceports Staff
- **Comprehensive Review Team (CRT)**
  - All FASPRT members
  - Airport members
  - Federal Aviation Administration
- **Internal coordination**
  - Modal offices
  - Office of Policy Planning
  - Systems Planning Office
- **External coordination**
  - MPOAC
  - Other states
- **Continuing Florida Aviation System Planning Process (CFASPP)**

FASP Florida Aviation System Plan 2035 22 FDOT

CFASPP

- **The Continuing Florida Aviation System Planning Process**
- **Established as a component of the FAA's Continuous Airport Systems Planning Process**
- **Assists ASO in maintaining a viable and relevant aviation system**
- **Continuous input into the FASP**
- **9 regional and 1 statewide committee**
  - Meet 3 times per year for the last 30+ years

FASP Florida Aviation System Plan 2035 23 FDOT

Who Participates in CFASPP?

- **FDOT**
  - Central office (lead)
  - District Aviation Coordinators
- **Airports**
- **Consultants**
- **Relevant Stakeholders**
  - Federal Aviation Administration
  - MPOs/TPOs/RPCs
  - Military officials
  - Florida Airports Council
- **For more information, visit www.cfaspp.com**

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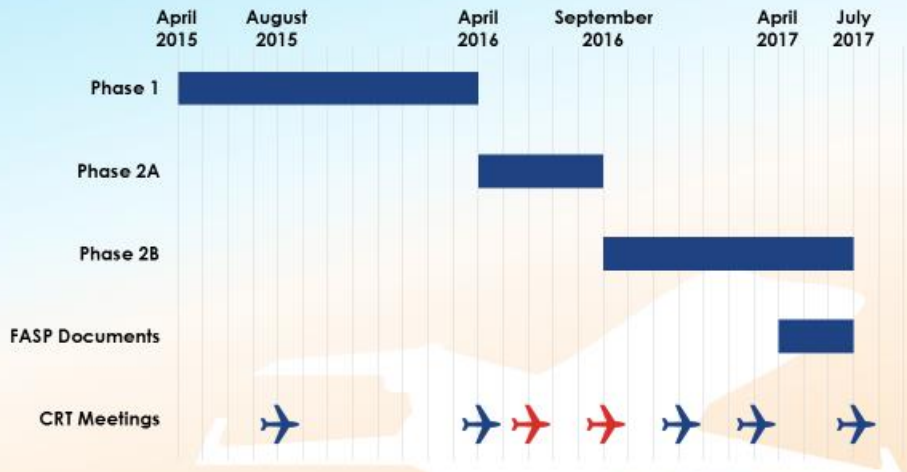
FASP Update: Where Are We Now?



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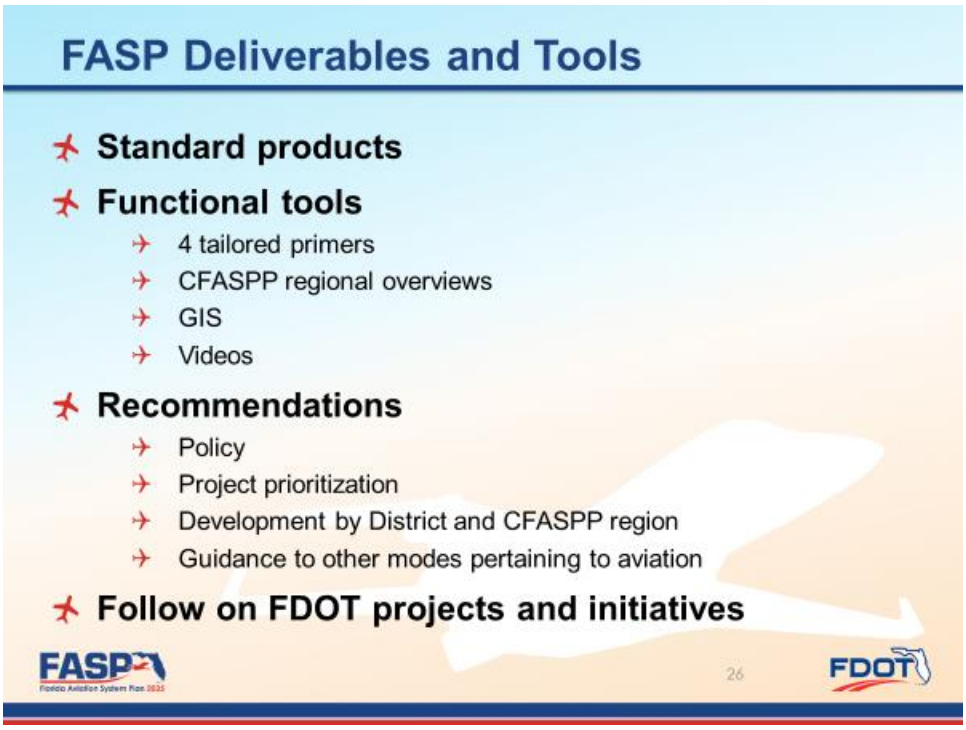

FASP Deliverables and Tools
Standard products
Functional tools
4 tailored primers
CFASPP regional overviews
GIS
Videos
Recommendations
Policy
Project prioritization
Development by District and CFASPP region
Guidance to other modes pertaining to aviation
Follow on FDOT projects and initiatives
FASP
26
FDOT

FASP
Florida Aviation System Plan 2035
Your Role In The FASP

So What Does This Mean to You?

- **Better understand the role aviation plays in your region**
  - As a transportation option
  - Bringing in visitors
  - What do airports need?
- **Better understand your role in Florida's aviation system**
- **Improve coordination between airport and regional planning**
- **What are the trends and issues for aviation? How do they impact your regional policies, plans, and decisions?**
- **What do airports and FDOT's Aviation & Spaceports Office need to consider from your perspective?**

Aviation and Airport-Specific Planning

Type of planning	Lead authority	Relevance to airport and airport-growth area	References
National Plan of Integrated Airport Systems (NPIAS)	Federal Aviation Administration (FAA)	Established national priorities for the airport system and eligibility for Airport Improvement Program funding	FAA: National Plan of Integrated Airport Systems (NPIAS) Airport Cooperative Research Program (ACRP) Report 16, Guidebook for Managing Small Airports
State Aviation System Plan (FASP for Florida)	State DOT	Examines the relationship between airports and aviation demand; identifies and plans for airport development activities in the state.	FAA Advisory Circular 150/5070-7, The Airport System Planning Process ACRP Synthesis 14, Airport System Planning Practices Florida Aviation System Plan Chapter 332, Florida Statutes
Airport Master Plan and Airport Layout Plan	Airport sponsor	Provides short-, medium-, and long-range strategies and guidance for airport development; Serves as resource for other community planning efforts.	FAA Advisory Circular 150/5070-6B, Airport Master Plans Airport Cooperative Research Program (ACRP) Report 16, Guidebook for Managing Small Airports FDOT's Guidebook for Airport Master Planning

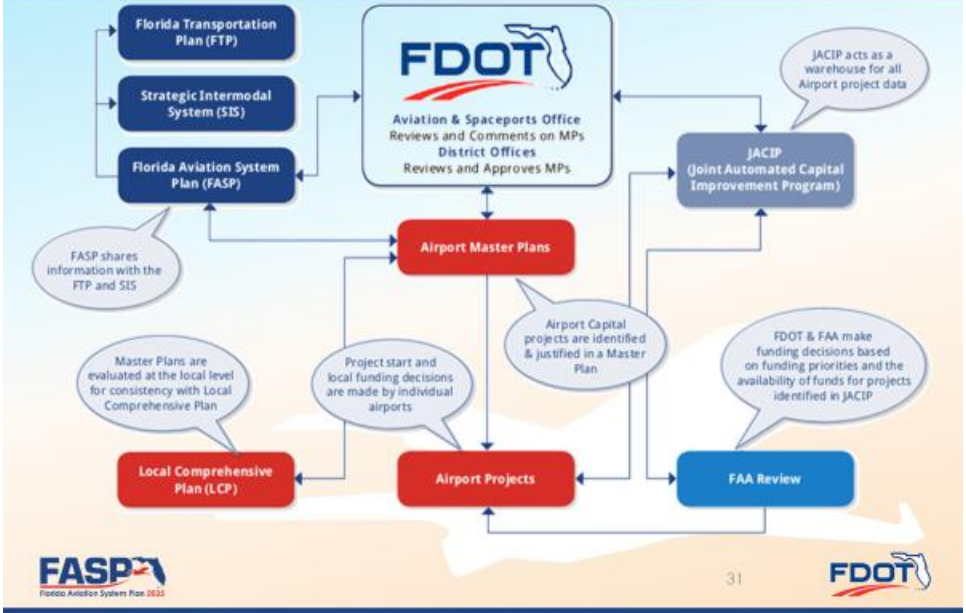
Developed from ACRP Project 03-31, Aligning Community Expectations with Airport Roles (to be ACRP Report 155 once finalized)

Community/Regional Planning and Airports

Type of planning	Lead authority	Relevance to airport and airport-area growth	References
Community Master Plan (also called comprehensive, general, city, development, growth management, or policy plans)	Local jurisdiction (city, town, county)	Defines a community's long term development goals and policies, including setting the basis for zoning and other regulations that influence development trajectories.	The Aircraft Owner and Pilots Association's (AOPA) Guide for Airport Advocates: Participating in the Planning Process Chapter 163, Florida Statutes
Zoning Ordinance	Local jurisdiction (city, town, county)	Regulates uses and other characteristics of development (e.g. floor-area-ratios, setbacks, heights, etc.)	Airport Cooperative Research Program (ACRP) Report 16, Guidebook for Managing Small Airports Chapter 333, Florida Statutes
Special District	Local taxing authorities, sometimes in cooperation with local business/ property owners	Community or regional planning that can affect airports and their surrounding areas Used to establish methods of value capture to help pay for development/infrastructure costs in a specific area. Examples include: Tax Increment Financing Districts (TIF), Business Improvement Districts (BID), and Special Assessment/ Betterment Districts.	ACRP Report 121, Innovative Revenue Strategies: An Airport Guide
Permitting	Local jurisdiction (city, town, county)	Formal process to ensure individual projects comply with zoning and other local requirements.	The Aircraft Owner and Pilots Association's (AOPA) Guide for Airport Advocates: Participating in the Planning Process
Environmental review	Project sponsor	Process for evaluating and seeking public comment regarding the environmental impact of a project.	Generally covered under the National Environmental Policy Act of 1969
Metropolitan transportation plans	Metropolitan Planning Organizations (MPOs)	Define transportation investment priorities and long-term growth trends within urban areas of at least 50,000. Particularly relevant for airport ground access issues.	FAA Bulletin 1: Best Practices - Surface Access to Airports
State transportation plans	State Departments of Transportation (DOTs)	Define transportation investment priorities within a state. For areas outside of MPOs, State DOTs and local planning entities are responsible for ground transportation planning and project development that may affect an airport's multimodal	FAA Bulletin 1: Best Practices - Surface Access to Airports Florida Transportation Plan

Developed from ACRP Project 03-31, Aligning Community Expectations with Airport Roles (to be ACRP Report 155 once finalized)

Florida's Airport Planning Process



So How Does All of This Happen?!

- Florida Aviation Project Handbook
- Guidebook for Airport Master Planning
- Airport Sustainability Guidebook
- Air Service Study
- Air Cargo System Plan
- Economic Impact Study
- Compatible Land Use Guidebook
- GA Airport Business Plan Guidebook
- Standard Spec's for Construction of GA Airports

What Next?

- Consider airports in your local and regional planning (it's actually a statutory requirement)
- Be an active stakeholder in Florida's statewide, regional, and local airport planning processes
- Help us understand what we need to consider from your perspective

WE WANT YOU!

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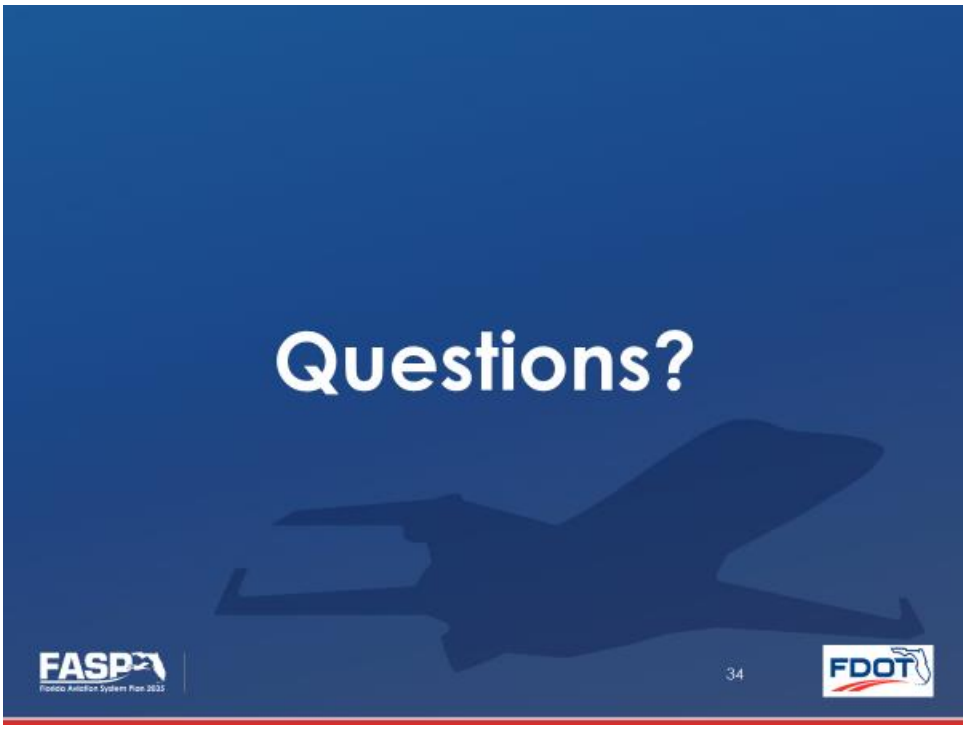
Questions?
FASP
Florida Aviation System Plan 2035
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FDOT

Thank You
Jim Halley, A.A.E., ACE
Aviation System Manager
FDOT Aviation and Spaceports Office
(850) 414-4505
Jim.Halley@dot.state.fl.us
www.fdot.gov/aviation
www.cfaspp.com
FASP
Florida Aviation System Plan 2035
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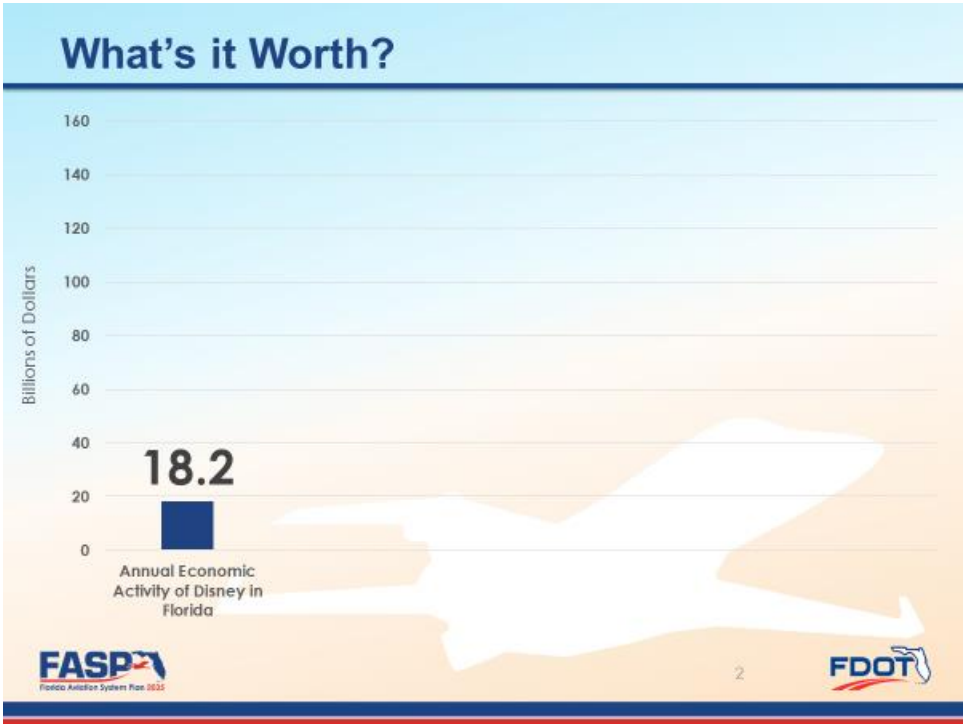
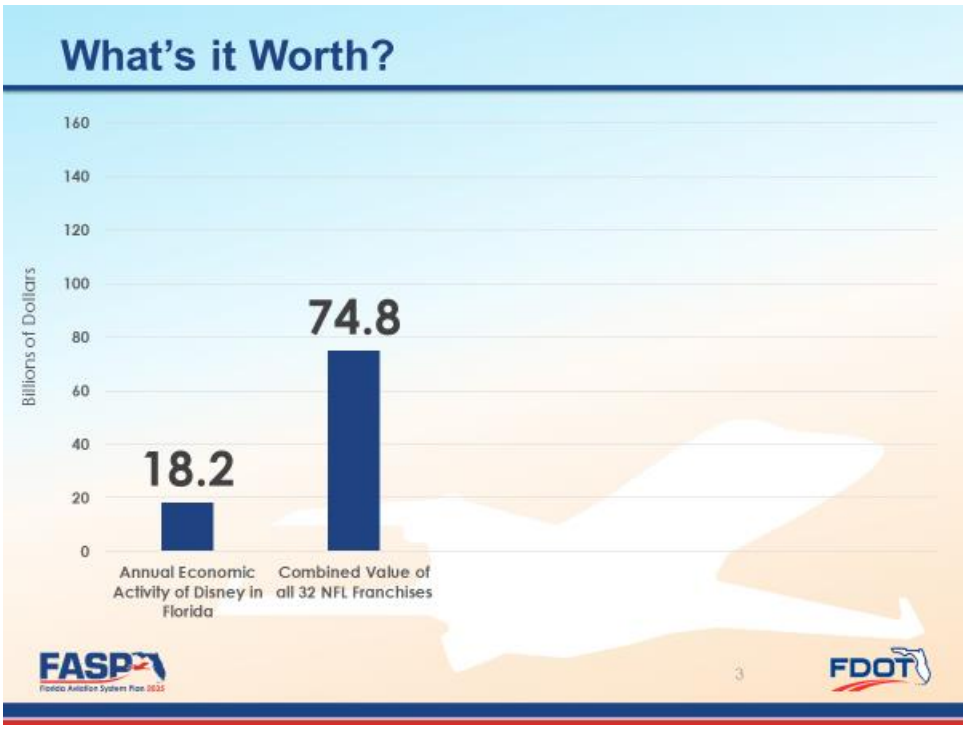
A.2.1.2 Presentation #2 – Governing Board




What's it Worth?
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Billions of Dollars
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Annual Economic Activity of Disney in Florida
Combined Value of all 32 NFL Franchises
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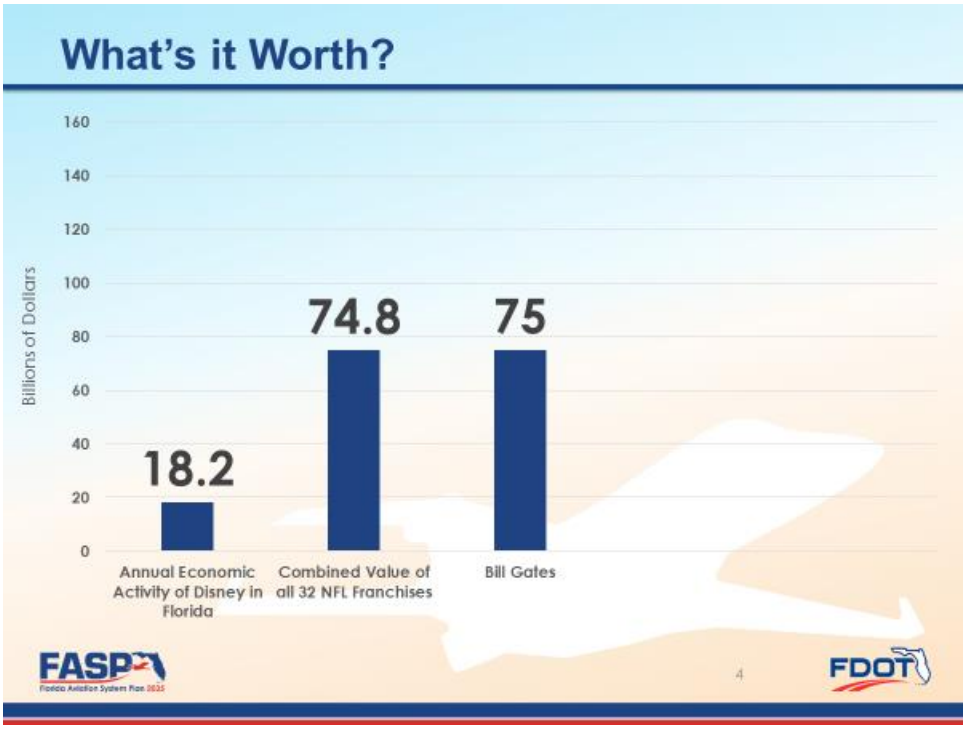
What's it Worth?
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Annual Economic Activity of Disney in Florida
Combined Value of all 32 NFL Franchises
Bill Gates
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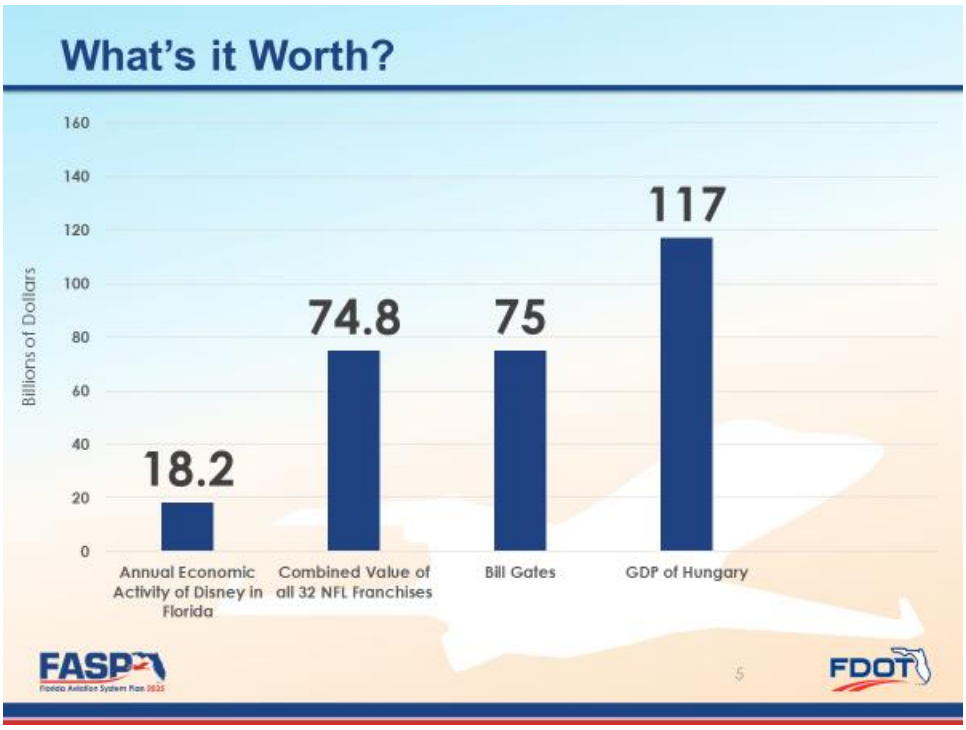
What's it Worth?
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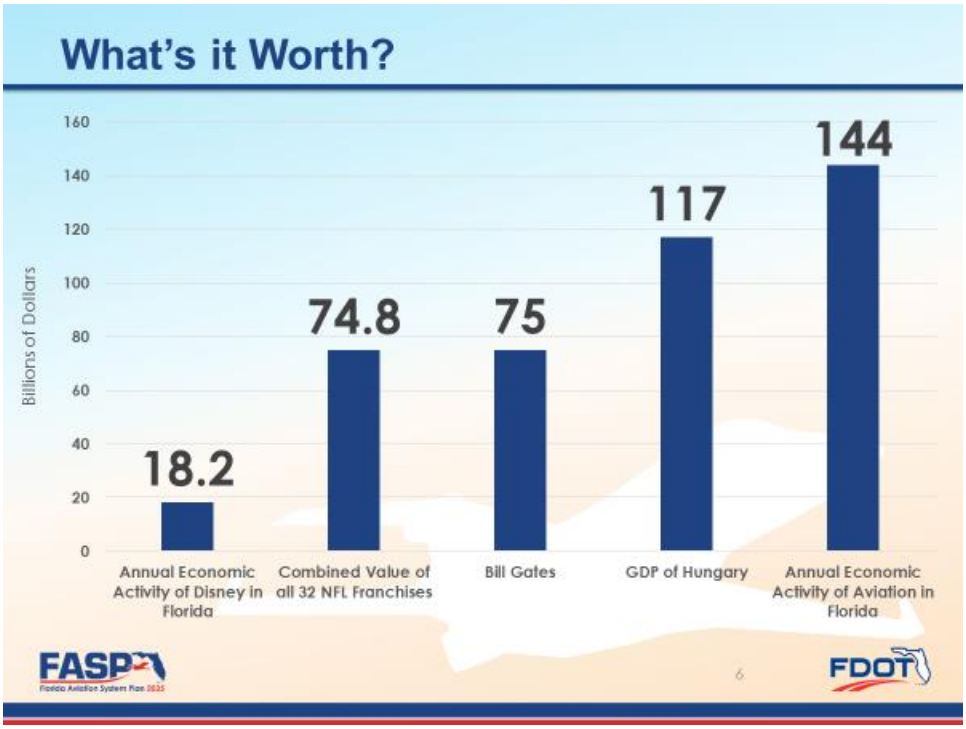
Annual Economic Activity of Disney in Florida
Combined Value of all 32 NFL Franchises
Bill Gates
GDP of Hungary
5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Annual Economic Activity of Disney in Florida
Combined Value of all 32 NFL Franchises
Bill Gates
GDP of Hungary
Annual Economic Activity of Aviation in Florida
6

FASP
Florida Aviation System Plan 2035
FASP Update Process
Jim Halley, A.A.E., ACE
Aviation System Manager
FDOT Aviation and Spaceports Office
January 26, 2017

Today's Flight Plan
Overview of aviation in Florida
Aviation system planning
The Florida Aviation System Plan (FASP)
History
Ongoing update
Aviation system planning at the local level
Your role in the FASP
Next steps
FASP
8
FDOT

Aviation in Florida

- 8.5% of Florida's GSP is from aviation-dependent businesses
- Both the first scheduled airline flight and the first international flight took off in Florida
- #1 state for aerospace manufacturing attractiveness
- 128 public use airports
- Over 650 private use facilities
- High return on investment
  - 2013/2014 to 2015/2016: 1.37
  - 2014/2017 to 2020/2021: 1.72
- Over 50% of Florida's visitors arrive by air

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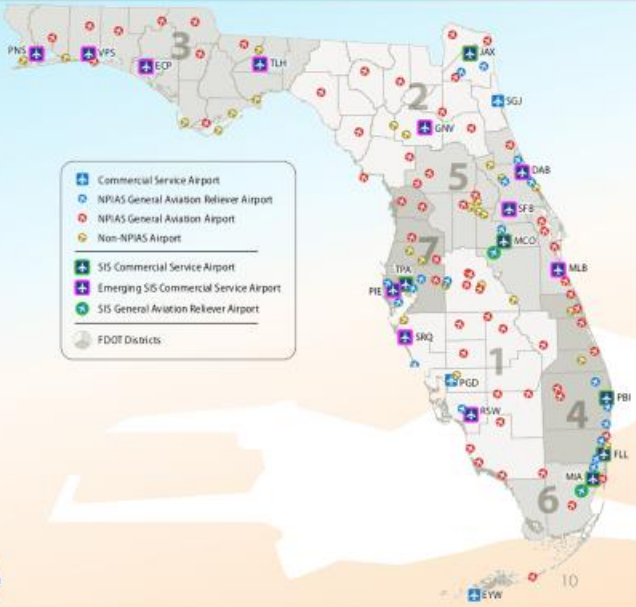
Florida's Public Use Airport System



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What Does Aviation Do in Florida?

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What Does Aviation Do in Florida?

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What is Airport System Planning?

- **Lots of definitions, none of which are right or wrong**
- **Common themes exist:**
  - A viable, balanced system through integrated planning
  - Identifying system needs (infrastructure, services, and facilities)
    - Locally, regionally, statewide, and nationally
  - Performance measures and tracking
  - Examining interrelationships and interaction between airports
  - Development needs to meet current and future demand (a.k.a. HOW MUCH WILL IT COST?!)
- **An airport vs. airport systems vs. THE airport system**

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Florida Aviation System Plan (FASP)

- **First FASP completed by the airports in 1992**
  - Major update in 2005 (first by FDOT)
  - Minor update in 2012
- **Identifies goals, approaches, measurements, and recommendations**
- **Strategic 20-year plan for developing the state's 128 public use airports**
  - Analyze Florida's system collectively
  - Understand the relationships of the facilities and the demographics
  - Compare current and future needs (demand) to current and future capacity
- **Currently being updated – FASP 2035**

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FASP 2035 Elements

- Existing system evaluation
- Development needs
- Aviation issues
- Decision-making guidance
- Recommendations
- Will examine:
  - Regional capacity constraints
  - Investment policies and priorities
  - System utilization
  - Best opportunities
  - Development costs by District and statewide

FASP Florida Aviation System Plan 2035 15 FDOT

How is the System Doing?

- 7 goals (different than but tied to the FTP's goals)
  - Supporting objectives
  - Performance measures: how are we doing at what we can influence?
  - Performance indicators: FDOT can't influence but still help us evaluate
- Development and validation of goals, objectives, and performance measures and indicators

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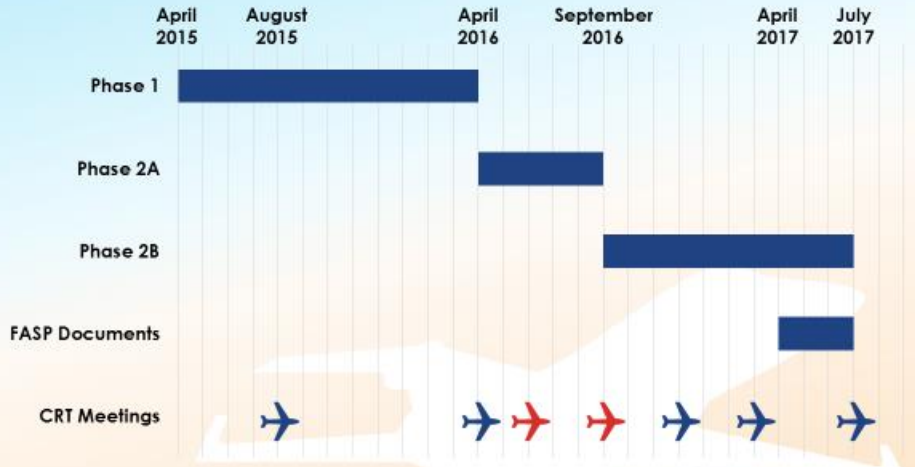
FASP Update: Where Are We Now?



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FASP Deliverables and Tools

- **Standard products**
- **Functional tools**
  - 4 tailored primers
  - CFASPP regional overviews
  - GIS
  - Videos
- **Recommendations**
  - Policy
  - Project prioritization
  - Development by District and CFASPP region
  - Guidance to other modes pertaining to aviation
- **Follow on FDOT projects and initiatives**

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So What Does This Mean to You?

- **Better understand the role aviation plays in your region**
  - As a transportation option
  - Bringing in visitors
  - What do airports need?
- **Better understand your role in Florida's aviation system**
- **Improve coordination between airport and regional planning**
- **What are the trends and issues for aviation? How do they impact your regional policies, plans, and decisions?**
- **What do airports and FDOT's Aviation & Spaceports Office need to consider from your perspective?**

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Airport Funding Process Diagram

Developed from ACRP Project 03-31, Aligning Community Expectations with Airport Roles (to be ACRP Report 155 once finalized)

National Plan of Integrated Airport Systems: Defines system for FAA funding eligibility and airport development needs.

- **Airport Capital Improvement Plan (ACIP):** Outlines detailed project funding, serves as the basis for AIP fund distribution.
- **Coordination:** The FAA develops criteria for inclusion in the NPIAS and coordinates a process of "feeding" up recommendations for inclusion of airports and projects from the state/regional system plans.
- **Updates:** Updated biennially.

Florida Aviation System Plan (State): Define airport roles within the system, including non-NPIAS airports.

- **Coordination:** State (and regional) system plans provide policy guidance and technical direction to individual airports, along with forecast airport activity and a set of investment priorities. Individual airport master plans provide more detail for proposed improvements than what is contained in a system plan and may be used as a basis for altering priorities within the overall system plan.
- **Updates:** Interim updates every 2-5 years; formal review at least every 5 years.

Airport Master Plans (Local): Detailed long-term development plans for individual airports (often with 5-, 10-, and 20-year time horizons).

- **Airport Layout Plan** A key product of the master planning process, provides a graphical depiction of the current and future runway. Required for AIP funding eligibility.
- **Facilities Implementation and Capital Improvement Plans (CIP):** Translates the master plan into fine-item project components, with sufficient detail for resources planning (e.g. budgeting, timing, etc.). CIPs have a typical 3-5 year time horizon.
- **Updates:** Updates for minor modifications. New plans when key underlying assumptions have changed. Must be kept up-to-date, including "as built" updates after project completion. May change from year-to-year in response to changing conditions; often more detailed in earlier years, to reflect the imprecision of longer-range improvement plans.

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What Next?

- Consider airports in your local and regional planning (it's actually a statutory requirement)
- Be an active stakeholder in Florida's statewide, regional, and local airport planning processes
- Help us understand what we need to consider from your perspective

WE WANT YOU!

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Questions?

Thank You

Jim Halley, A.A.E., ACE
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FDOT Aviation and Spaceports Office
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www.fdot.gov/aviation
www.cfaspp.com

A.2.1.3 Presentation #3 – Freight Committee

Air Cargo in Florida

- #1 international cargo airport in the country
- 4th ranked state for tonnage
- 11% market share of top 10 air cargo states
- 36% of Florida's international trade dollars come from air cargo shipments
- 2/3 of all perishables and 90% of all flowers imported to the U.S. come first through FL
- Economic impact:
  - 129,587 jobs
  - $5.0 Billion annual payroll
  - $10.3 Billion annual economic impact

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Florida's Cargo Airports

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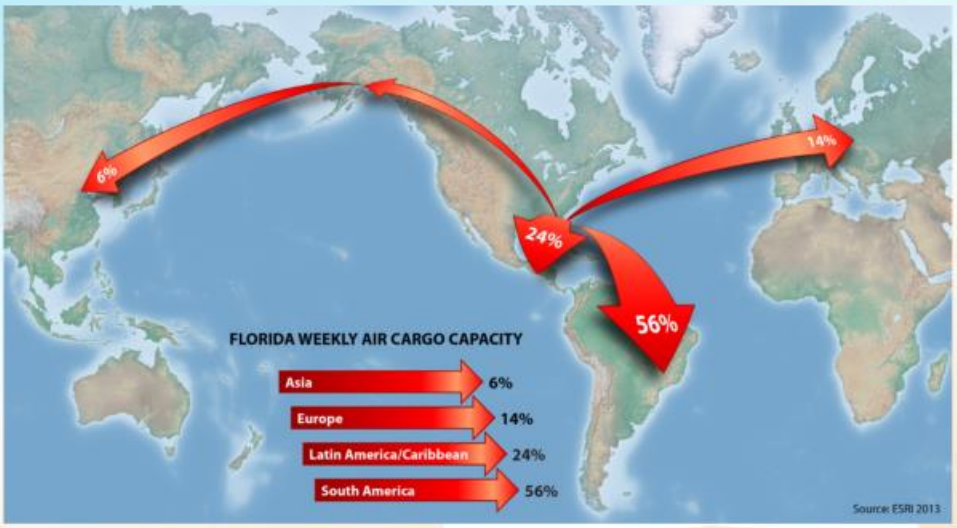
International Trade Lanes



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Air Cargo Overview

- **Air cargo in Florida:**
  - Supports trade
  - Promotes connectivity
  - Improves shipment security
  - Enhances industry competitiveness
  - Lightweight, time sensitive, high value
- **2014 worldwide statistics:**
  - 51.3 million metric tons transported
  - <1% of world trade by weight
  - >35% of world trade by value

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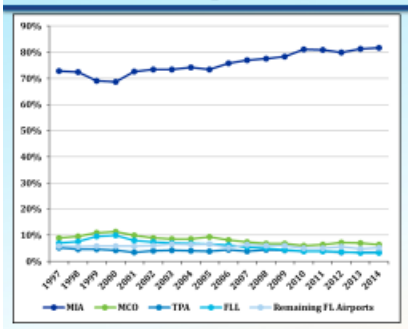
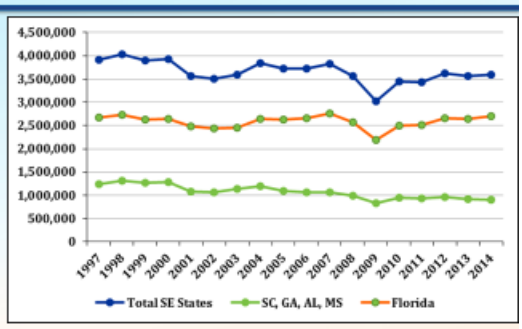
Air Cargo in the U.S. and Florida



Source: Airports Council International – North America, CDM Smith



Source: Airports Council International – North America, CDM Smith

2014 Rank	Airport City/State/Code	Cargo Loaded and Unloaded (Metric Tonnes)
1	Memphis, TN (MEM)	4,258,531
2	Anchorage, AK (ANC)	2,492,754
3	Louisville, KY (SDF)	2,293,231
4	Miami, FL (MIA)	1,998,779
5	Los Angeles, CA (LAX)	1,816,269

Source: Airports Council International – North America

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Key Participants in the Air Cargo Industry

- Integrated express carriers
- Passenger airlines
- Combination aircraft carriers
- Aircraft, Crew, Maintenance, and Insurance (ACMI) charters
- Heavy lift cargo freighters
- Specialized operators
- All-cargo carriers
- Air forwarders

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Air Cargo Facility Flow

Air Cargo Planning Factors

- **Terminal**
  - Users
  - Warehouse space
  - Office space
  - Utility infrastructure
  - Security/Federal Inspection Services
  - Maintenance
- **Landside**
  - Truck access
  - Dock access
  - Access security
  - Truck access
  - Truck staging
  - Vehicle parking
  - Truck access
  - Connectivity between terminals
  - Highway access
  - Did I mention **TRUCK ACCESS**?!

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FDOT Air Cargo System Plan

- **Examines a variety of air cargo items**
  - Industry trends (equipment, facilities, processing)
  - Air cargo influences (trade flows, what is being shipped, etc.)
  - FL-specific considerations
- **Analyzes demand, produces forecasts, develops recommendations and findings**
- **Currently being updated (now the Florida Air Cargo Study)**
  - Focus on Florida's role as a gateway to Latin America
  - Assessing potential routes to Europe and Asia
  - Complete by the end of March, 2017
- **Current plan can be found at http://www.fdot.gov/aviation/cargo.shtm**
- **For more information, contact Mike McClure, Aviation Environmental and Freight Manager, at Mike.McClure@dot.state.fl.us**

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Questions?

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A.2.2 Meeting #2 w/FTP Implementation Committee – November 6, 2017

The November 6, 2017, presentation to the FTP Implementation Committee focused on the outcomes of the FASP 2035 process, an overview of aviation in Florida, the identification of intermodal coordination opportunities related to Florida's airports, and guidance on how non-aviation partners could and should become involved in local, regional, and statewide aviation planning efforts such as airport master plans and the FASP. An overview of the FTP Implementation Committee and a list of its members can be found at http://floridatransportationplan.com/committee.htm. The following presentation is what was delivered at this meeting.

A.2.2.1 Presentation

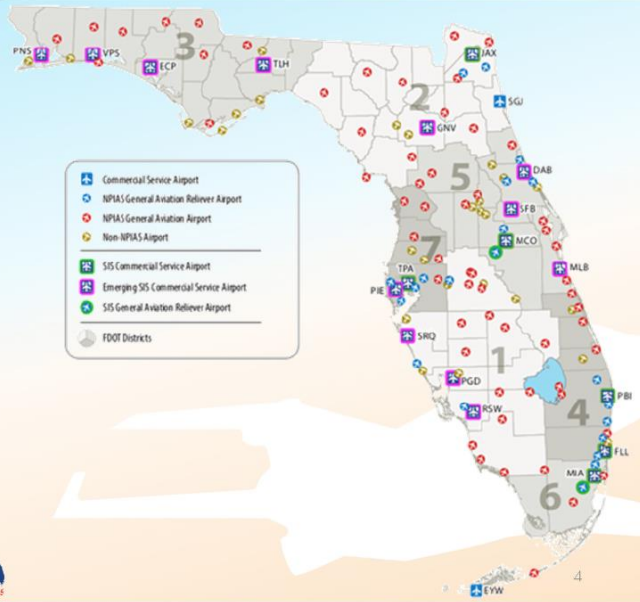
Today's Flight Plan

- Brief overview of aviation in Florida
- The Florida Aviation System Plan (FASP)
- The Continuing Florida Aviation System Planning Process (CFASPP)
- Integrated aviation planning
- In practice: Northwest Florida Beaches International Airport

Aviation in Florida

- 8.5% of Florida's GSP is from aviation-dependent businesses
- Both the first scheduled airline flight and the first international flight took off in Florida
- #1 state for aerospace manufacturing attractiveness
- 128 public use airports
- Over 650 private use facilities
- High return on investment
  - 2013/2014 to 2015/2016: 1.37
  - 2014/2017 to 2020/2021: 1.72
- ≈ 50% of Florida's visitors arrive by air

Florida's Public Use Airport System



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What Does Aviation Do in Florida?

FASP Florida Aviation System Plan 2035

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What Does Aviation Do in Florida?

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The Florida Aviation System Plan

FASP Florida Aviation System Plan 2035

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Florida Aviation System Plan (FASP)

- **First FASP completed by the airports in 1992**
  - Major update in 2005 (first by FDOT)
  - Minor update in 2012
- **Identifies goals, approaches, measurements, and recommendations**
- **Strategic 20-year plan for developing the state's 128 public use airports**
  - Analyze Florida's system collectively
  - Understand the relationships of the facilities and the demographics
  - Compare current and future needs (demand) to current and future capacity
- **Currently being updated – FASP 2035**

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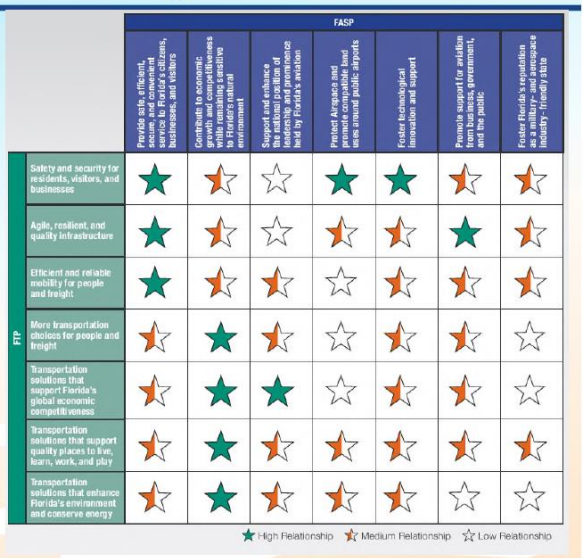
FASP 2035 Elements

- **Existing system evaluation**
- **Development needs**
- **Aviation issues**
- **Decision-making guidance**
- **Recommendations**
- **Examines:**
  - Regional capacity constraints
  - Investment policies and priorities
  - System utilization
  - Best opportunities
  - Development costs by District and statewide

FASP Florida Aviation System Plan 2035 9 FDOT

How is the System Doing?

- 7 goals (different than but tied to the FTP's goals)
  - Supporting objectives
  - Performance measures
  - Performance indicators:
- Development and validation of goals, objectives, and performance measures and indicators



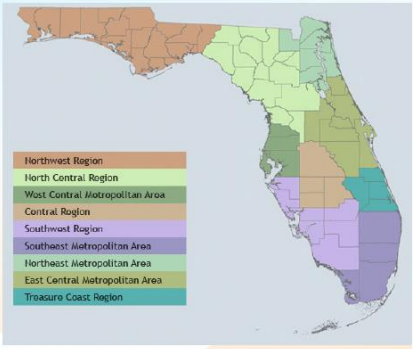
FASP Deliverables and Tools

- Standard products
  - Technical report
  - Long and short executive summaries
- Functional tools
  - 4 tailored primers
  - CFASPP regional overviews
  - GIS
  - Videos
- Recommendations
  - Policy
  - Project prioritization
  - Development by District and CFASPP region
  - Guidance to other modes pertaining to aviation
- Follow on FDOT projects and initiatives

So, Jim…
How do you do all of this?!

CFASPP

- The Continuing Florida Aviation System Planning Process
- Established as a component of the FAA's Continuous Airport Systems Planning Process
- Assists ASO in maintaining a viable and relevant aviation system
- Continuous input into the FASP
- 9 regional and 1 statewide committee
  - Meet 3 times per year for the last 30+ years



Who Participates in CFASPP?

- **FDOT**
  - Central office (lead)
  - District Aviation Coordinators
- **Airports**
- **Consultants**
- **Relevant Stakeholders**
  - Federal Aviation Administration
  - MPOs/TPOs/RPCs
  - Military officials
  - Florida Airports Council
- **For more information, visit www.cfaspp.com**

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How do you get everyone to participate?!

The process itself is what obtains buy-in:

- **Continuous input into the FASP**
- **Training courses**
- **Joint projects with the Florida Airports Council**
- **Feedback on FDOT programs, initiatives, and policies**
- **Input into the development of numerous guidance publications and special studies**
- **Identify trends, challenges, and concerns**

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Integrated Aviation Planning

Airport Funding Process Diagram

Developed from ACRP Project 03-31, Aligning Community Expectations with Airport Roles (to be ACRP Report 155 once finalized)

National Plan of Integrated Airport Systems: Defines system for FAA funding eligibility and airport development needs.

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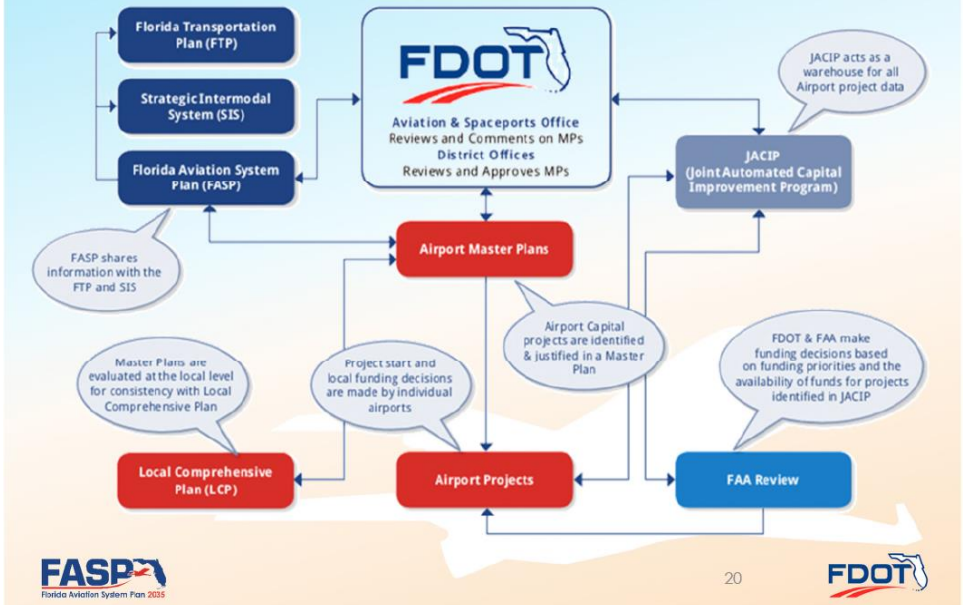
Community/Regional Planning and Airports

Type of planning	Lead authority	Relevance to airport and airport-area growth	References
Community Master Plan (also called comprehensive, general, city, development, growth management, or policy plans)	Local jurisdiction (city, town, county)	Defines a community's long term development goals and policies, including setting the basis for zoning and other regulations that influence development trajectories.	The Aircraft Owner and Pilots Association's (AOPA) Guide for Airport Advocates: Participating in the Planning Process Chapter 163, Florida Statutes
Zoning Ordinance	Local jurisdiction (city, town, county)	Regulates uses and other characteristics of development (e.g. floor-area-ratios, setbacks, heights, etc.)	Airport Cooperative Research Program (ACRP) Report 16, Guidebook for Managing Small Airports Chapter 333, Florida Statutes
Special District	Local taxing authorities, sometimes in cooperation with local business/ property owners	Community or regional planning that can affect airports and their surrounding areas Used to establish methods of value capture to help pay for development/infrastructure costs in a specific area. Examples include: Tax Increment Financing Districts (TIF), Business Improvement Districts (BID), and Special Assessment/ Betterment Districts.	ACRP Report 121, Innovative Revenue Strategies: An Airport Guide
Permitting	Local jurisdiction (city, town, county)	Formal process to ensure individual projects comply with zoning and other local requirements.	The Aircraft Owner and Pilots Association's (AOPA) Guide for Airport Advocates: Participating in the Planning Process
Environmental review	Project sponsor	Process for evaluating and seeking public comment regarding the environmental impact of a project.	Generally covered under the National Environmental Policy Act of 1969
Metropolitan transportation plans	Metropolitan Planning Organizations (MPOs)	Define transportation investment priorities and long-term growth trends within urban areas of at least 50,000. Particularly relevant for airport ground access issues.	FAA Bulletin 1: Best Practices - Surface Access to Airports
State transportation plans	State Departments of Transportation (DOTs)	Define transportation investment priorities within a state. For areas outside of MPOs, State DOTs and local planning entities are responsible for ground transportation planning and project development that may affect an airport's multimodal	FAA Bulletin 1: Best Practices - Surface Access to Airports Florida Transportation Plan

Developed from ACRP Project 03-31, Aligning Community Expectations with Airport Roles (to be ACRP Report 155 once finalized)

Florida's Airport Planning Process



Intermodal Connectivity at Florida's Airports

- FASP 2035 looked at connectivity at FL's 20 SIS airports

Airport	2016 Domestic Passengers	2016 International Passengers	2016 Total Passengers	Airport Sponsor	Associated City	County	FDOT District	MPO	FEDC Region	Direct Bus Transit	Direct Passenger Rail	Onsite Rental Car	Direct Access Roadway(s)	Indirect Access Roadway(s)
Orlando Sanford International Airport	2,449,035	303,375	2,752,410	Sanford Airport Authority	Orlando	Seminole	5	MetroPlan Orlando	East Central			✓	• One 6-lane state road (SR 417)	• One 6-lane interstate (I-4) • One 4-lane US highway (US 17) • One 4-lane state road (SR 415) • One 2-lane state road (SR 46)
Palm Beach International Airport	6,173,901	154,528	6,328,429	Palm Beach County	West Palm Beach	Palm Beach	4	Palm Beach Metropolitan Planning Organization	South east	✓ Palm Tran		✓	• One 10-lane Interstate (I-95)	• One 8-lane turnpike (SR 91) • One 6-lane US highway (US 98) • One 4-lane US highway (US 1) • One 8-lane state road (SR 704) • Three 6-lane state roads (SR 807, SR 882, SR 809) • One 2-lane state road (SR A1A)
Pensacola International Airport	1,609,060	0	1,609,060	City of Pensacola	Pensacola	Escambia	3	Florida-Alabama Transportation Planning Organization	North west	✓ Escambia County Area Transit		✓	• Three 4-lane state roads (SR 750, SR 289, SR 296)	• One 6-lane interstate (I-10) • One 4-lane interstate (I-10) • One 4-lane US highway (US 29) • One 2-lane US highway (US 90) • One 6-lane state road (SR 291) • Two 4-lane US highways (SR 265)

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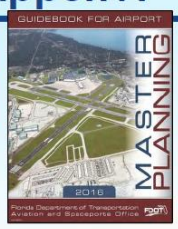
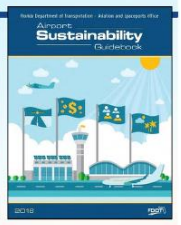
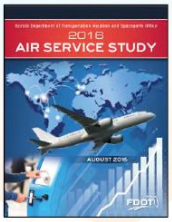
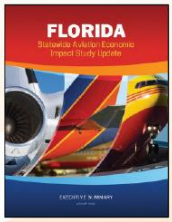
So How Does All of This Happen?!

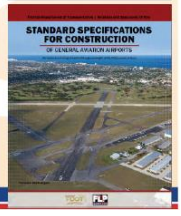
- Florida Aviation Project Handbook
- Guidebook for Airport Master Planning
- Airport Sustainability Guidebook
- Air Service Study
- Air Cargo Study
- Aviation Economic Impact Study
- Airport Compatible Land Use Guidebook
- GA Airport Business Plan Guidebook
- Standard Spec's for Construction of GA Airports
- And more!











FASP Florida Aviation System Plan 2035

In Practice: Northwest Florida Beaches International Airport

Northwest FL Beaches International Airport

- NW FL Beaches (ECP) opened in 2010 to replace Panama City-Bay County International (PFN)
- First new airport in US since 2001
- 434,302 passenger boardings in 2016

Northwest FL Beaches International Airport

Funding

- **$318 Million construction cost**
  - 1/3 equal share from FDOT, airport, and federal
- **SIS funds used to improve initial construction**
  - Allowed for an additional 1,600-feet of runway (now 10,000 feet)
  - Decreased total time and the reliance on bonds
  - Helped to foster a partnership between the airport, FDOT, and locals

Northwest FL Beaches International Airport

Then vs. Now

Item	Then (PFN)	Now (ECP)
Runway Length	6,308 feet	10,000 feet
Airlines	Delta	Delta Southwest United
Land Area	745 acres	4,000 acres
Catchment Area	Panama City	Entire FL panhandle SW Georgia SE Alabama
Passenger Boardings	150,401 (2009)	434,302 (2016)
Economic Impact	$267,048,900 (2010)	$629,337,000 (2014)

Questions?

FASP Florida Aviation System Plan 2035

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FDOT

Thank You

Jim Halley, A.A.E., ACE
Aviation System Manager
FDOT Aviation and Spaceports Office
(850) 414-4505
Jim.Halley@dot.state.fl.us
www.fdot.gov/aviation
www.cfaspp.com

FASP Florida Aviation System Plan 2035

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A.2.2.2 Implementation Committee Meeting Summary

FTP/SIS Implementation Committee
November 6, 2017
Northwest Florida International Airport
Panama City, Florida

Committee Members or designees present (in alphabetical order by last name)	
Implementation Committee Member, Organization	*Designee (if applicable)*
☒ Jim Wood, Florida Department of Transportation (Chair)	☒ Carmen Monroy
☐ The Honorable Susan Haynie, Metropolitan Planning Organization (MPO) Advisory Council (Vice Chair)	☒ Carl Mikyska, Metropolitan Planning Organization (MPO) Advisory Council
☒ Greg Britton, Florida Department of Economic Opportunity	
☐ Mark Bontrager, Space Florida	☐ Steven Szaso
☒ Janet Bowman, The Nature Conservancy- Florida Chapter	
☐ Ken Bryan, Rails to Trails Conservancy - Florida	
☒ Robert Burleson, Florida Transportation Builders Association	
☐ Laura Cantwell, AARP Florida	
☐ James Christian, Federal Highway Administration	☒ Karen Brunelle, Federal Highway Administration ☒ LeAnn Jacobs, Federal Highway Administration
☒ Karen Deigl, Florida Public Transportation Association	☐ Lisa Bacot
☐ Julie Dennis, Florida Department of Economic Opportunity	☒ James Stansbury
☒ Chris Doolin, Small County Coalition of Florida	
☒ Jim Ely, Transportation and Expressway Authority Membership (TEAM) Florida	
☐ Christopher Emmanuel, Florida Chamber of Commerce	
☐ Stewart Gibbons, Urban Land Institute – Florida Chapter	
☒ Bruce Grant, Florida Defense Alliance	
☐ Thomas Hawkins, 1000 Friends of Florida	☐ Ryan Smart
☐ Cori Henderson, Enterprise Florida	

☐	Steven Holmes, Florida Commission for the Transportation Disadvantaged		
☒	Toy Keller, Florida Ports Council	☐	Michael Rubin, Doug Wheeler
☒	Tisha Keller, Florida Trucking Association	☐	Ken Armstrong
☐	Ken Lawson, Visit Florida		
☐	Bob O'Malley, Florida Railroad Association		
☒	Sally Patrenos, Florida for Better Transportation		
☒	The Honorable Doug Smith, Florida Association of Counties		
☐	Christopher Stahl, Florida Department of Environmental Protection		
☒	Patricia Steed, Florida Regional Councils Association	☐	Denise Imbler
☒	Michael Stewart, Florida Airports Council	☐	Lisa Waters
☐	The Honorable Matthew Surrency, Florida League of Cities		
☐	Lt. Col. Troy Thompson, Florida Department of Highway Safety and Motor Vehicles	☒	Lt. James Hightower
☐	Bob Ward, Florida Council of 100	☐	Steven Birnholz
☐	Kenneth Wright, Florida Transportation Commission	☐	Teddi Pitts

FTP/SIS Staff

☒	Jennifer Carver, FDOT	☒	Vanessa Christiansen, Cambridge Systematics
☒	Rusty Ennemoser, FDOT	☒	John Kaliski, Cambridge Systematics
☒	Samantha Parks, FDOT	☒	Danny Shopf, Cambridge Systematics
☒	Mark Reichert, FDOT		
☒	Dana Reiding, FDOT		
☒	Brian Watts, FDOT		

Others in attendance included:

- Jim Halley, FDOT Aviation and Spaceports
- Jason Watts, FDOT Environmental Management Office

Meeting summary shortened to include only the FASP presentation portion

Florida's Aviation System Plan Jim Halley, FDOT

Jim Halley, FDOT, provided a presentation on the Florida Aviation System Plan (FASP 2035) for integrated aviation and continuous planning. The presentation slides are here.

Key points:

- Airports are a large component of Florida's economy for movement of goods and visitors.
- Airports are the first and last impression of Florida for visitors.
- The Continuing Florida Aviation System Planning Process (CFASPP) involves collaboration, frequent communication, and engagement Florida's airports and aviation stakeholders.

Implementation Committee members offered the following questions and comments (*responses to questions provided in italics*):

- Chris Doolin, Small Counties Coalition (SCC): Are Strategic Intermodal System (SIS) funds considered federal or state resources? Are they considered supplemental funds or matched by federal funds?
    - *For aviation projects, SIS funds are considered state funds that help supplement the Federal Aviation Administration and airport funding sources. In the Northwest Florida Beaches International Airport example, equal parts Federal, State, and local funds were used to complete the project. A substantial portion of the state funds contributed were SIS funds.*
- Doug Smith, Florida Association of Counties (FAC): Regarding the nine airport regions mentioned in the presentation, how long have these been used?
    - *These regions were defined when the CFSAPP process was first developed in the 1980s. During the recent FASP update, the Aviation and Spaceports Office has reviewed these nine regions to ensure they are still appropriate.*
- Doug Smith (FAC): Are these closely aligned with the state economic development regions?
    - *The Aviation Office reviewed regions as they relate to FDOT Districts as well as the state economic development regions. The airport regions generally align with both definitions with some minor differences.*
- Doug Smith, FAC: It would be useful for planning if all districts (i.e. water management, transportation, and others) were aligned. This would aid in streamlining processes.
    - *We've discussed reevaluating the nine airport regions and are presenting the topic for discussion to airports in early 2018.*
- Jim Ely, TEAM Florida: What is the number one challenge for airports?
    - *Surrounding land use and capacity are the top issues (e.g. Denver International Airport is experiencing noise encroachment because of developments). Another issue is communicating the benefit of airports. For example, Calhoun County's airport generates considerable economic activity but people are not aware it exists or how it benefits the local economy. This helps people understand how important these facilities are to their communities.*
- Michael Stewart, Florida Airports Council: Capacity is a big issue, as is the funding for new capacity. Travelers are charged a passenger facility charge when purchasing their ticket and revenues cover airport capacity investments. This fee has not been increased since

2001 and many airports are interested in raising this fee to create additional funding for capacity improvements. Airports the size of Jacksonville are fine but other major airports in Florida, including some of the biggest airports in the country, have challenges with funding for major projects.
    - *Miami International Airport is a good example of capacity being a challenge.*
- James Stansbury, Florida Department of Economic Opportunity (DEO): Comprehensive plans were covered in the presentation. When F.S. Chapter 163 changed in 2011, the state agencies roles shifted. Now DEO defers to FDOT for review of comprehensive plan amendments for adverse impacts to important state facilities or resources.
    - *We, FDOT, appreciate being involved in these conversations.*
- Doug Smith, FAC: What is the next big hurdle? What does your 20 year horizon look like and what do you foresee the biggest problem will be? What are the biggest challenges in terms of what is next (i.e. trends)?
    - *For as much as we plan, we also have to be reactive. For example, Martin County reacting to increase demands and changing trends. Remaining fluid and able to quickly adapt to changing environments and situations is key for airports.*
- Doug Smith, FAC: If 50 percent of our visitors arrive via air and we are looking at a major increase in visitors, should we be planning for a 5th major air hub by that time? Are we looking at other major hubs, where these may fit, and how aviation fits with other modes?
    - *We have looked at each airport and identified which of these facilities will need to address airfield capacity. For example, Miami International Airport cannot build out more runway but it can invest in technology to increase efficiency within the facility.*
- Doug Smith, FAC: There is a discussion happening on using U.S. 27 as a freight corridor. Is there a place for another large freight hub somewhere on the center part of the state that could align itself with U.S. 27?
    - *There will be a Future Corridors brief later which will discuss U.S. 27. The guiding principles that came from the prior Future Corridor planning processes will help guide FDOT and partners in how to make these decisions.*
- Greg Britton, DEO: As mentioned during the presentation, Florida is ranked as the top business location for aerospace companies. Is there any concern with larger scale drones and how to include separation?
    - *We want to be supportive of drones and other unmanned aerial systems (UAS) and need to find a balance between separation and integration. We know companies like Amazon are very interested in using UAS in their business models. Florida's regulations for drones only address privacy, providing an opportunity for our state to be a leader in the industry. Other states have very restrictive regulation. This will be a discussion in the upcoming Florida Automated Vehicles summit. The SpaceX rockets are one of the best unmanned aerial vehicle cases in the nation.*
- Janet Bowman, The Nature Conservancy (TNC): What about connecting visitors to other modes? How do you make decisions about where to make intermodal connection points?
    - *We identify the facilities where we might need intermodal facilities, to help us understand where the gaps are. The FDOT Transit and Seaport Offices are being included in these conversations.*
- Chris Doolin, SCC: Does FTP have sufficient policy to give direction re future development of air passenger and cargo routes, especially for small to mid-sized communities?
    - *The FTP and SIS Policy Plan both address this topic.*

A.3 Florida Department of Transportation (FDOT)

Two in-person meetings were scheduled during the Florida Aviation System Plan (FASP) 2035 update with representatives of various FDOT offices including the Systems Planning Office, the Office of Policy Planning, the Office of Freight, Logistics and Passenger Operations, and staff from each of the other modal offices (Seaport and Waterways, Transit, and Freight and Multimodal Operations. These meetings were used to coordinate efforts such as the FTP and SIS projects and studies and included discussions of timelines between the FASP and other statewide plan updates.

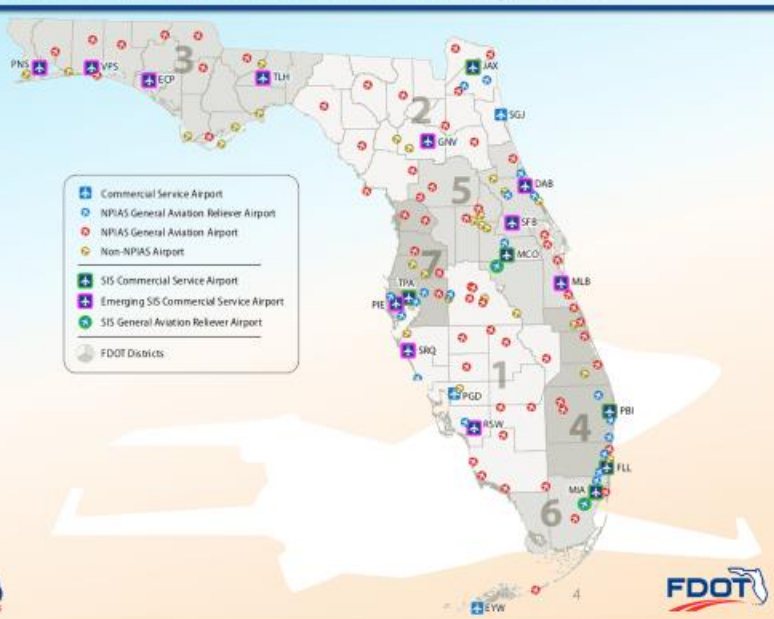
A.3.1 Meeting #1 – FDOT Modal Meeting – February 15, 2017

A.3.1.1 Presentation

Today's Flight Plan
Introductions
Role of ASO
FASP Overview
Process
Goals
Deliverables
Review of Other FDOT Plans
Modal Plan Discussion
Trends Discussion
Round-Table Wrap-Up
FASP
2
FDOT

ASO Role
Airports – Planning
FASP
3
FDOT

Florida's Public Use Airport System



FASP Florida Aviation System Plan 2035

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FDOT

ASO's Role in Aviation

- **Provide support and resources to Florida's public-use airports**
  - FASP, economic impact, aviation forecasts, land use, sustainability, and many more
- **Airport inspections, licensing, and registration**
- **Provide information and outreach to state and federal agencies as well as local governments**
- **Liaison to the Districts on funding decisions**
- **ASO does not own any airports!**

FASP Florida Aviation System Plan 2035

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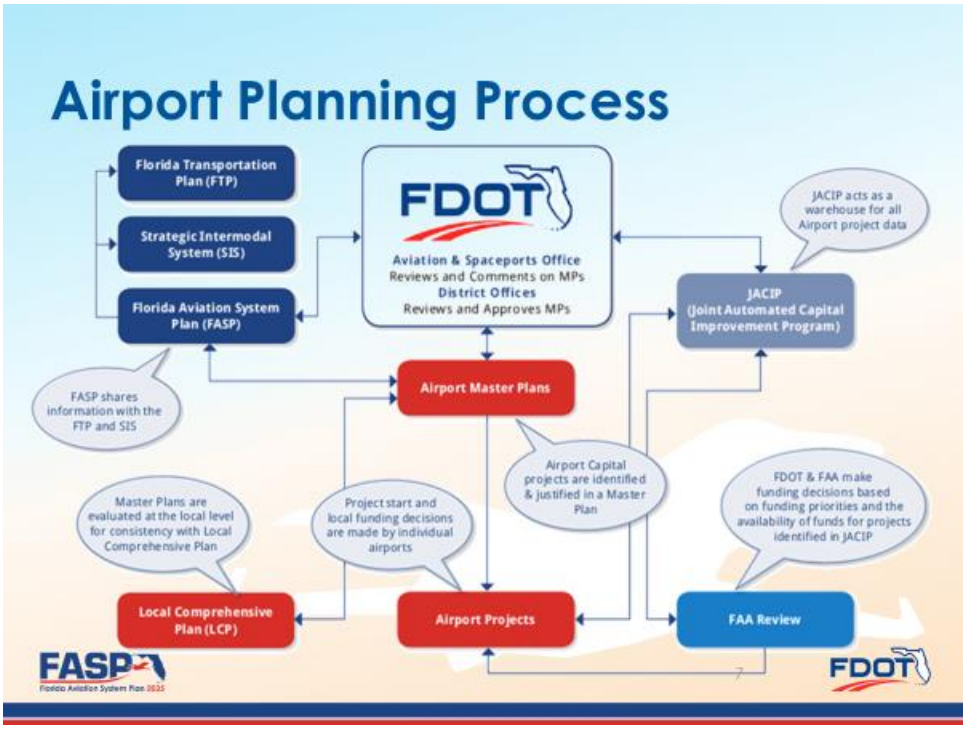
Florida Aviation
2016
GUIDEBOOK FOR AIRPORT
MASTER PLANNING
Sustainability
2016
AIR SERVICE STUDY
FLORIDA AIR CARGO System Plan Update
2013
FLORIDA
Airport Compatible Land Use
GUIDEBOOK
GENERAL AVIATION AIRPORT
STANDARD SPECIFICATIONS FOR CONSTRUCTION
FASP
Florida Aviation System Plan 2035
FDOT


Airport Planning Process
Florida Transportation Plan (FTP)
Strategic Intermodal System (SIS)
Florida Aviation System Plan (FASP)
FDOT
Aviation & Spaceports Office
Reviews and Comments on MPs
District Offices
Reviews and Approves MPs
JACIP acts as a warehouse for all Airport project data
JACIP (Joint Automated Capital Improvement Program)
FASP shares information with the FTP and SIS
Airport Master Plans
Airport Capital projects are identified & justified in a Master Plan
FDOT & FAA make funding decisions based on funding priorities and the availability of funds for projects identified in JACIP
Master Plans are evaluated at the local level for consistency with Local Comprehensive Plan
Project start and local funding decisions are made by individual airports
Local Comprehensive Plan (LCP)
Airport Projects
FAA Review
FASP
Florida Aviation System Plan 2035
FDOT

Overview of The Florida Aviation System Plan

Why Develop the FASP?

- Develop a viable, balanced system through integrated planning
- Identify system needs (infrastructure, services, and facilities)
  - Locally, regionally, statewide, and nationally
- Develop performance measures and track them
- Examine interrelationships and interaction between airports
- Determine development needs to meet current and future demand

FASP Overview

Goals and Objectives

- Goals are widely used in FASP
  - Relate to ASO's mission
  - Relate Aviation to Florida Transportation Plan (FTP)
- Advisory committees previously contributed to development in Phase 1 through survey and prior meetings
- Emphasis on validating Performance Measures (PMs) and Performance Indicators (PIs) to allow for evaluation of ASO and Aviation Work Program

Performance Measures and Indicators (PMs and PIs)

- **Provide another mechanism to evaluate ASO's achievement of goals**
- **More detailed look at system, not just projects**
- **In Phase 2, re-evaluated PMs and created PIs**
  - PM: Action could be taken by FDOT or airports to influence results
  - PI: Can't really be influenced but still important to track
  - Removed PMs that could not be measured or even reported
  - Also incorporated FDOT Mobility Performance Measures relative to Aviation as required in MAP-21

FASP Florida Aviation System Plan 2035 12 FDOT

FASP Goals

- Provide **efficient, safe, secure,** and **convenient service** to Florida's citizens, businesses, and visitors.
- Contribute to **operational efficiency, economic growth,** and **competitiveness** while remaining sensitive to Florida's natural environment.
- Support and enhance the position of **leadership and prominence** held by Florida's aviation industry.
- **Protect airspace** and promote **compatible land uses** around public airports.
- Foster technological **innovation** and support implementation of **new technologies**.
- Promote **support for aviation** from business, government, and the public.
- Foster Florida's reputation as a **military-friendly state**.

FASP Florida Aviation System Plan 2035 13 FDOT

FASP and FTP Goal Comparison

○ = Low relationship
◒ = Medium relationship
● = High relationship

FTP	FASP: Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses,	Contribute to economic growth and competitiveness while remaining sensitive to Florida's natural environment	Support and enhance the position of leadership and prominence held by Florida's aviation	Protect airspace and promote compatible land uses around public airports	Foster techno-logical innovation and support	Promote support for aviation from business, government, and the public	Foster Florida's reputation as a military-friendly state
Safety and security for residents, visitors, and businesses	●	◒	○	●	●	◒	◒
Agile, resilient, and quality infrastructure	●	◒	○	◒	◒	●	◒
Efficient and reliable mobility for people and freight	●	◒	◒	○	◒	◒	◒
More transportation choices for people and freight	◒	●	◒	○	◒	◒	○
Transportation solutions that support Florida's global economic competitiveness	◒	●	●	○	◒	◒	○
Transportation solutions that support quality places to live, learn, work, and play	◒	●	◒	◒	◒	◒	◒
Transportation solutions that enhance Florida's environment and conserve energy	◒	●	◒	◒	◒	○	○

FASP Florida Aviation System Plan 2035

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FDOT

FASP Deliverables

- **Final Technical Report**
- **Executive Summary**
  - Short Version
  - Long Version
- **Five Videos**
  - Each 30-60 seconds long
  - Each highlighting a different facet of Florida aviation (cargo, flight training, air service, etc.)
- **Brochures by District and CFASPP region**
- **Executive Summary Primers – What does the FASP mean to you and how should you use it?**
  - Legislative/elective officials
  - Airport management and consultants
  - General public audience
  - FDOT (ASO, District, other offices)

FASP Florida Aviation System Plan 2035

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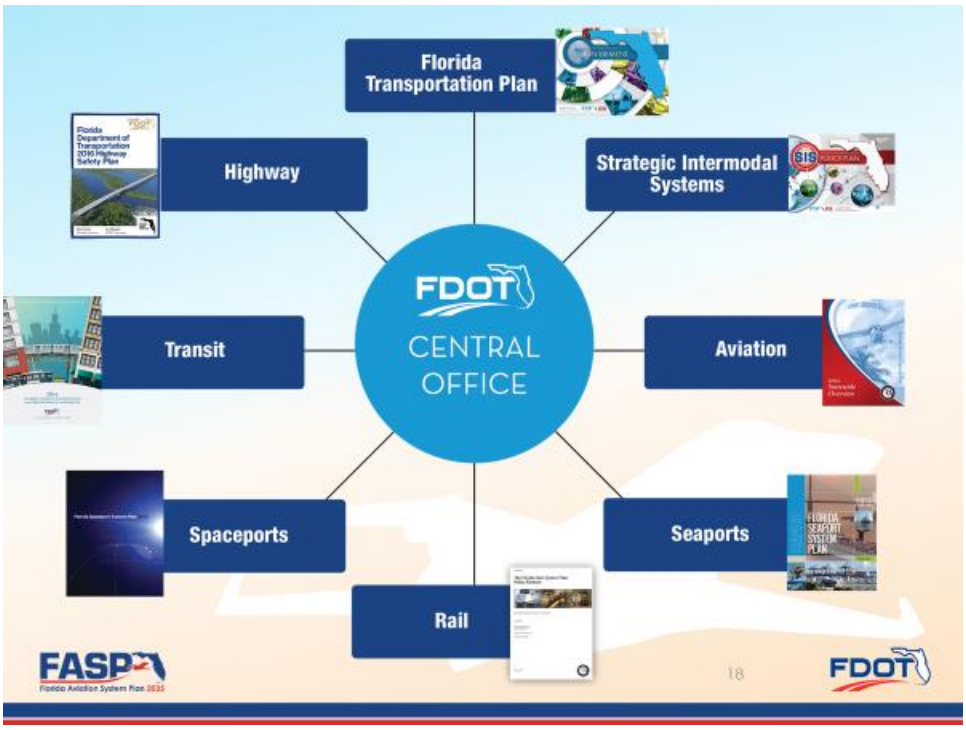
FDOT

Review of Other FDOT Plans

FDOT Offices and Plans (individual slides for each mode to be developed by Cambridge)

- **Florida Transportation Plan**
- **Strategic Intermodal System Policy Plan**
- **Highways**
  - Strategic Highway Safety Plan
  - SIS Highway Component
- **Aviation**
  - Florida Aviation System Plan
- **Seaports**
  - Florida Seaport and Waterway System Plan
- **Rail and Motor Carrier**
  - Florida Rail System Plan
  - Motor Carrier System Plan (under development)
- **Spaceports**
  - Spaceport System Plan
- **Transit**
- **Bicycle and Pedestrian Programs and Plans**


Florida Transportation Plan
Highway
Strategic Intermodal Systems
FDOT
CENTRAL OFFICE
Transit
Aviation
Spaceports
Seaports
Rail
FASP
Florida Aviation System Plan 2035
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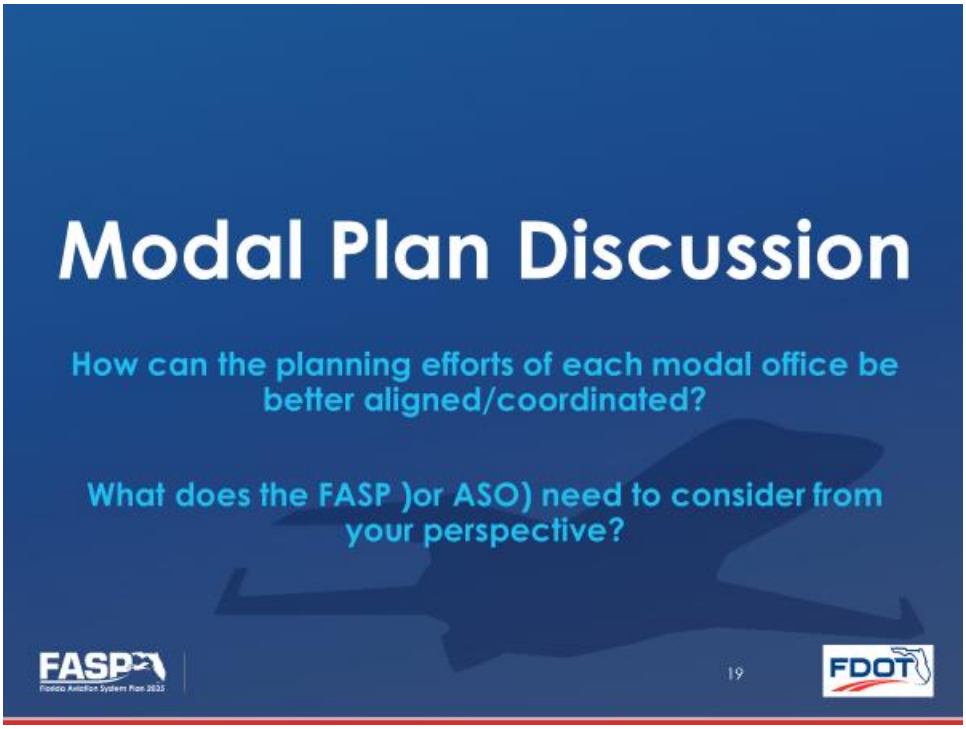
FDOT


Modal Plan Discussion
How can the planning efforts of each modal office be better aligned/coordinated?
What does the FASP)or ASO) need to consider from your perspective?
FASP
Florida Aviation System Plan 2035
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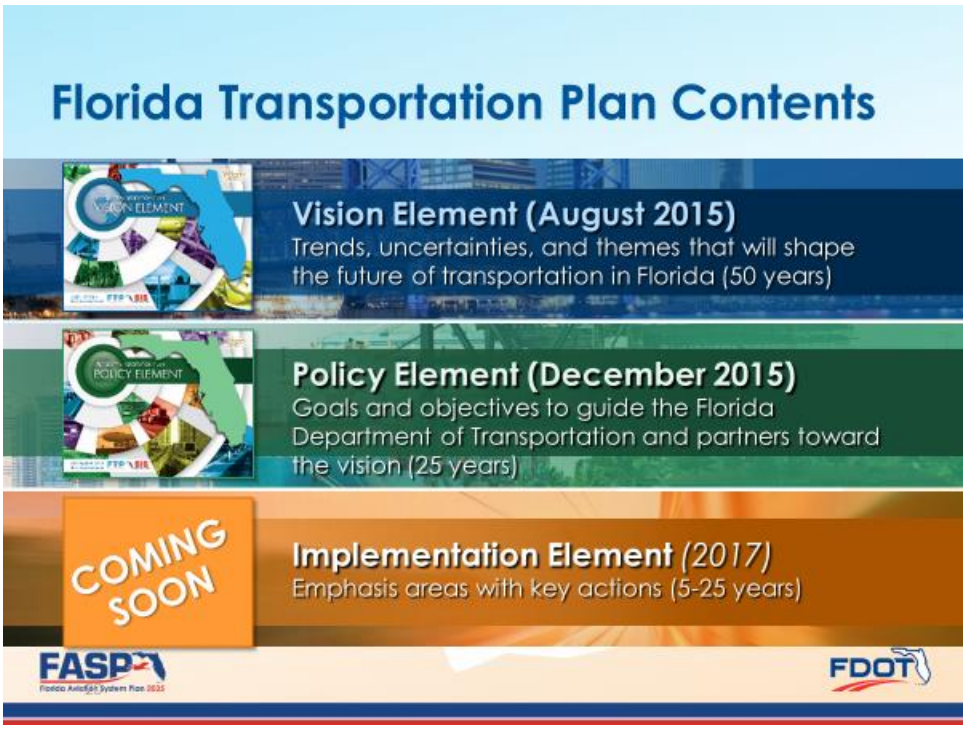
Florida Transportation Plan Contents
Vision Element (August 2015)
Trends, uncertainties, and themes that will shape the future of transportation in Florida (50 years)
Policy Element (December 2015)
Goals and objectives to guide the Florida Department of Transportation and partners toward the vision (25 years)
COMING SOON
Implementation Element (2017)
Emphasis areas with key actions (5-25 years)
FASP
FDOT

FTP Goals
Safety and Security for residents, visitors, businesses
Transportation solutions that support Florida's global Economic Competitiveness
Agile, Resilient, and Quality transportation infrastructure
Transportation solutions that support Quality Places to live, learn, work, and play
Efficient and Reliable Mobility for people and freight
Transportation solutions that enhance Florida's Environment and Conserve Energy
More Transportation Choices for people and freight
FASP
FDOT

FDOT
SIS
STRATEGIC INTERMODAL SYSTEM
POLICY PLAN
FTP
SIS
MARCH 2016
FloridaTransportationPlan.com

New Emphasis Areas of the SIS Policy Plan
Statewide and Regional Economic Development Opportunities
Freight Mobility and Trade Development
Innovation and Technology
Modal and System Connectivity
Coordination with Regional and Local Transportation and Land Use Decisions
FASP
FDOT

Relationships to Aviation

Safety and **Security** for residents, visitors, businesses

- Balance security and mobility needs for people and cargo

Agile, Resilient, and **Quality** infrastructure

- Provide quality experience for visitors
- Adapt new technologies
- Ensure resiliency to extreme weather events and other risks

FASP Florida Aviation System Plan 2035

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Relationships to Aviation

Efficient and Reliable Mobility
for people and freight

- Enhance intrastate air service and direct service to key markets

More Transportation Choices
for people and freight

- Improve connections between airports and other modes

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Relationships to Aviation

Transportation solutions that support Florida's global

Economic Competitiveness

- Support aviation-dependent industry clusters
- Support continued growth in air cargo and visitor travel

Transportation solutions that support

Quality Places

to live, learn, work, and play

- Enhance compatibility of airports with surrounding land uses

FASP Florida Aviation System Plan 2035

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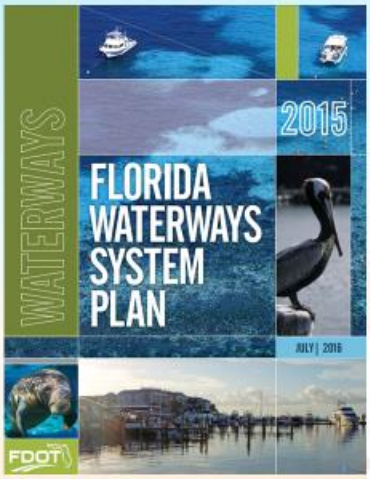
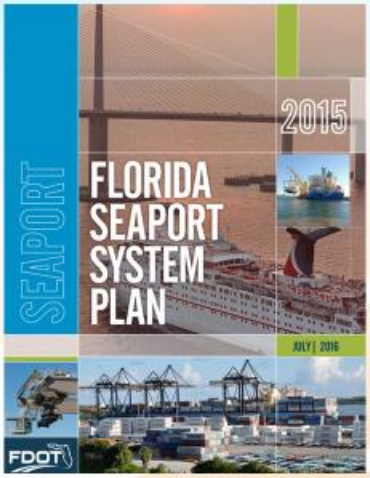
Florida Seaport and Waterway System Plans





FASP Florida Aviation System Plan 2035

FDOT

Florida Rail System Plan

- 15 freight railroads
  - 3 major carriers (CSX Transportation, Norfolk Southern Railway, and Florida East Coast Railway)
  - 12 short lines or local, switching and terminal railroads
- 3 Amtrak intercity services
- 2 commuter railroads (Tri-Rail & SunRail)
- 4 tourist railroads

NORFOLK SOUTHERN

CSX How tomorrow moves

Florida East Coast RAILWAY

AMTRAK

SunRail

TRI-RAIL

FASP Florida Aviation System Plan 2035

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Florida Spaceport System Plan

- Space is considered a mode of transportation in Florida
- Satellites are critical for:
  - GPS and mapping
  - Weather forecasting and observation
  - Communications and information, including traffic monitoring
  - Safety and security, including traffic control
  - Playing Pokémon Go!

FASP Florida Aviation System Plan 2035

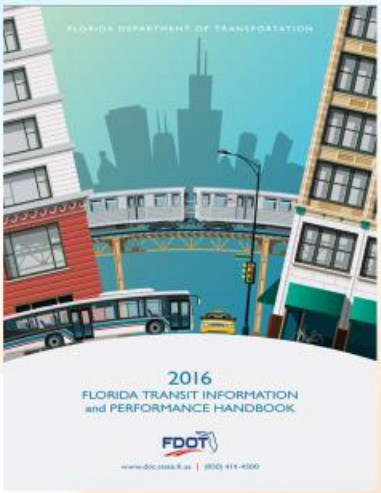
FDOT

Florida Motor Carrier System Plan

- New FDOT Modal System Plan
- FDOT's historical approach has been asset protection and safety
- Next Step: Identify and address key issues

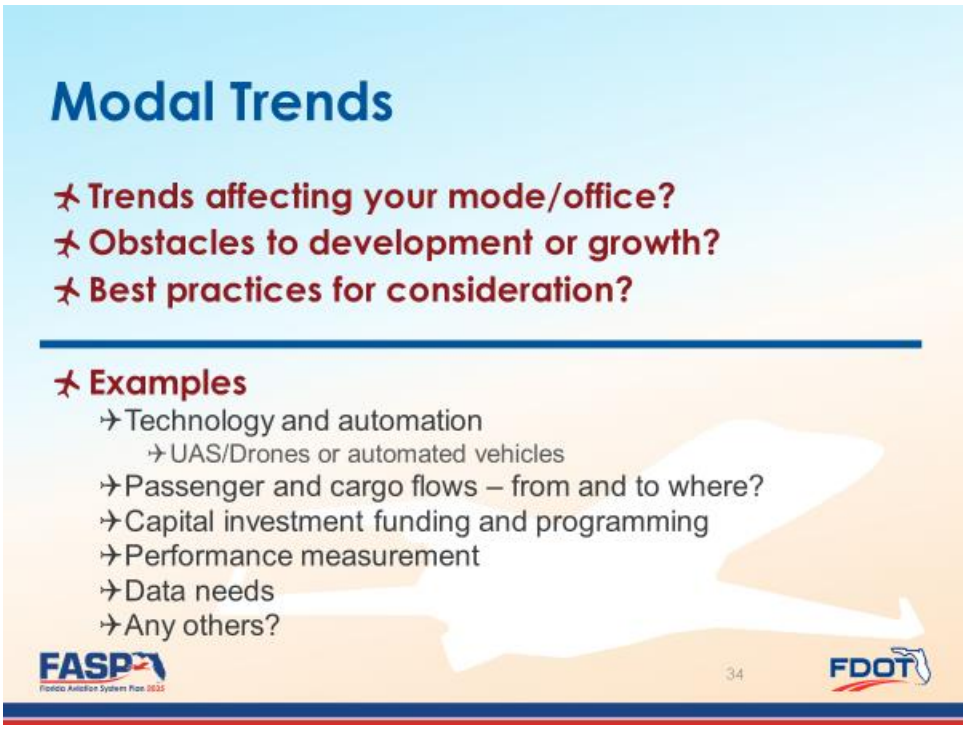
Transit

- 31 fixed-route systems (that report to the National Transit Database)
- 5 rail systems
- Provide critical connections for those arriving via air
- 15 commercial service airports have direct transit connections



Alignment with Other Statewide Plans

Trends Discussion


Modal Trends
Trends affecting your mode/office?
Obstacles to development or growth?
Best practices for consideration?
Examples
Technology and automation
UAS/Drones or automated vehicles
Passenger and cargo flows – from and to where?
Capital investment funding and programming
Performance measurement
Data needs
Any others?
FASP
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FDOT

Round-Table Wrap-Up
FASP
35
FDOT

Next Steps and Takeaways

- Continue FASP study analysis
- Follow-up group meeting in Spring
- Consideration of timelines between studies
- Integration of Aviation with other modal planning

Thank You

A.3.1.2 Meeting Summary

On February 15, 2017, a meeting was held for the Florida Aviation System Plan (FASP) with representatives of the modal offices within FDOT's Office of Freight, Logistics, and Passenger Operations, as well as the Office of Policy Planning and the Systems Planning Office. This meeting was held to get an understanding of how each of the offices can work together to develop cohesive system planning documents that are consistent with the Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS), provide input on a range of issues related to the FASP, and to identify potential partnerships, sources of solutions or best management practices, and opportunities for increased coordination as it relates to the FASP. Below is a summary of this meeting.

Attendees

- Ed Coven – FDOT Transit Office
- Todd Cox – FDOT Aviation and Spaceports Office
- Tom Duncan – FDOT Aviation and Spaceports Office
- Bob Emerson – FDOT Seaport and Waterways Office
- Annette Lapkowski – FDOT Strategic Development Finance
- Carmen Monroy – FDOT Office of Policy Planning
- Holly Munroe – FDOT Rail and Motor Carrier Operations Office
- Diane Quigley – FDOT Transit Office
- Dana Reiding – FDOT Office of Policy Planning
- Huiwei Shen – FDOT Systems Planning Office
- Alexandria Washington – FDOT Intern

Meeting Summary

Introductions

The presentation began with an introduction of the FDOT Aviation and Spaceports Office (ASO) that highlighted how the aviation industry is important to Florida. Before starting the formal presentation, attendees were asked to provide their thoughts on what the FASP should be looking at regarding multi-modal coordination at the statewide level. The following thoughts were provided:

- The FASP should include information on the direct economic benefits of different airline service, specifically, direct airline service. An example was given of the increase in home purchases when an airport provided direct connections to Germany.
- The FASP should be looking at safe and secure connections to airports on the roadway system. It was noted that there is a lot of travel that occurs between where someone begins their trip and when they get to the airport, so ensuring that those connections are safe is important.
- The FASP should be looking at how connections are provided. It is more than just physically connecting different modes, it is about streamlining the payment options, timing, and ease of connections.

Modal Coordination

Following a presentation by Kimley-Horn, a group discussion was facilitated to get a better understanding of how the various modes within FDOT coordinate with stakeholders that are important to their mode. The following summarizes this discussion.

- A member of the Seaports Office noted that when they were developing their system plan, they went to all the major seaports in the state and held in-person meetings with staff, tenants, and interested parties to ensure that they understood the issues that were important to them.
    - FDOT ASO noted that the FASP has a significant outreach process, but that coordinating directly with airlines was beyond the scope of what FDOT ASO can and should be doing.
- The Rail and Motor Carrier Operations Office indicated that because there are so many potential users, they depend on surveys to understand what is happening.
- One attendee noted that technology is changing so quickly and we need to make sure that we are planning appropriately and that what we develop is not out of date instantly.
- One attendee pointed out that having regular contact with the District ISD coordinators would be a great way to stay coordinated in different modal offices.
- It was noted that current inefficiencies are huge for economic development (ex: air travel unreliability causes hotel nights). If the system becomes too reliable, then we may lose something on the economic side.

Trends Discussion

Following the presentation, an interactive exercise was held where attendees had the opportunity to provide comments on three display boards that each had a question related to modal coordination. These questions were:

1. How does aviation influence or interact with your mode?
2. What are some aspects, considerations, or trends of your mode of which aviation should be aware?
3. What is a way to increase intermodal coordination at the local, regional, and statewide levels?

Summaries of the input received on these boards is provided at the end of this document.

Following this exercise, a discussion on the trends that may impact different modes of transportation was discussed. The following is a summary of the discussion:

Highway – The trend of getting everyone to accept the changes to the highway system was discussed. Technology changes are only useful once they have crossed a "tipping point," meaning enough users must be on board and using the technology for it to be effective. The rate of adoption for new technologies greatly influences the success of those technologies over time.

Transit – Some large hub airports are looking for a system like the Miami Intermodal Center (MIC) to support multi-modalism at airports. In many instances, single fare payment systems are also

being evaluated. There was also a discussion on how information and tools are provided to potential users. If an app exists that provides information on using a transit system, it's only useful if people know it is there and can download it easily.

Seaports – Both passenger and freight ships are increasing in size, placing increasing stress on the infrastructure at ports.

Spaceports – It was noted that the reduction of cost of entry into the space industry has caused a large influx of vendors to the market. Additionally, the payloads (satellites) are becoming much cheaper, more efficient, and more durable. Also, the impact of the private industry has been huge. Commercial spaceflight gets all the headlines, but it is the day-to-day activity that keeps the industry going.

Freight – The need for streamlined connections between freight modes was discussed. Also, the lack of space for on-airport development and needed infrastructure to accommodate certain aircraft.

Board 1 - How Does Aviation influence or interact with your mode?

Highways - Access for all vehicles, including passenger, transit, and freight

- Recreational Trails

Transit – Connections to/from airport

- People who don't otherwise use transit, tend to use it to the airport. No parking.
- Intermodal centers at airports such as MCO/TPA/MIA
- Airports are both a major attraction and a major generator for transit. Tourists and travelers from Europe expect to be able to travel by transit once they land.

Freight – Connections to truck, rail, and seaport facilities

- Intermodal Logistic Centers
- Foreign Trade Zones

Seaports – Direct cargo, freight, and passenger connections

- Cargo/Passengers moving directly to/from ships/planes
- Efficient use of airspace is evolving with more launch and landing vehicles

Spaceports – Shared facilities and airspace

- Both are regulated by FAA
- Efficient use of airspace is evolving with more agencies entering the market

Board 2 - What are some aspects, considerations, or trends of your mode of which aviation should be aware?

Highway

- Trends
  - Adoption rates and timing of implementation
  - Autonomous, connected vehicles
- Relationship to Aviation
  - Connection and holding facilities at airports, parking revenues, Uber-style ride sharing
  - Congested connectors
  - Driver/industry shortage
  - Aging/retiring pilots
  - Promote careers in industry
  - Self-driving cars that will not need to park at an airport

Transit

- Trends
  - Seamless pedestrian connections
  - Increase in bus rapid transport (BRT), pre-pay boarding, real time location tracking
- Relationship to Aviation
  - Increased access to airports, integration of transit into the airport environment
  - Transit focus on intermodal connections
    - Examples include the MIC with Metrorail, TriRail, and Greyhound. Orlando's new south terminal will have four rail connections and bus, as well. The Wave Streetcar in Ft. Lauderdale will be extended to Ft. Lauderdale/Hollywood International. Tampa International Airport's new people mover will be extended to Westshore to connect with future transit.

Rail

- Trends
  - Unit trains transloading alternative fuels and yard automation
  - Seamless pedestrian connections
- Relationship to Aviation
  - Providing direct access to the airport
  - Upgrading to 286K capable shortlines to connect to Class I and II RRs
  - Last mile/intermodal connections
  - Quiet zones-safety and similar noise concerns as airports
  - Increasing use of intermodal containers and double-stacked
  - Technology implementation challenges. PTC=rail and NextGen=air

Seaports

- Trends
  - Deep dredge, increasing numbers of cruise passengers and emissions control
- Relationship to the Airport
  - Infrastructure for the arrival of larger shipping containers. Providing direct connections between airports and seaports
  - Linked journeys by people and cargo
  - Direct automated connections – grade separated
  - Air→Sea for cruise

Spaceports

- Trends
  - Privatization and commercialization of space travel
  - Increasing dependency on satellites
- Relationship to Aviation
  - Sharing infrastructure and airspace
  - Commercial launch providers
  - Need for consistent federal regulations

Freight

- Trends
  - Increasing demand from online shopping and integration of freight modes
- Relationship to Aviation
  - Providing efficient connections and facilities for freight movement
  - Truck parking availability and air cargo supporting infrastructure (insurance, customs, finance, etc.)
  - Who funds?
  - Freight design considerations and connections to complete streets efforts
  - Compatible land uses

Board 3 - What is a way to increase intermodal coordination at the local, regional, and statewide levels?

- Transit Development Plans by local agencies should address airport connections. Airport plans should accommodate transit access, including fixed guideway facilities if appropriate. A conflict for airports is potential loss of parking and cab/bus access revenues.
- SWAT-Type – focused, cross-functional teams with modal offices included.
- Integrated staff that serves as a communication conduit.
- Recurring agenda item at the quarterly ISD Managers Meeting.

A.3.1.3 Multimodal Trends and Issues Survey Responses

Introduction

The Florida Aviation System Plan (FASP) team surveyed members of various offices within the Florida Department of Transportation who previously participated in a FASP workshop to understand key trends and issues affecting the different modes of transportation in the state. The survey was conducted online in late February and early March of 2017, after the February 15th workshop. This memo summarizes the results of that survey as of mid-March, 2017.

Respondents

Table 1 lists the survey respondents. Additionally, as part of the FASP, the project team has been collecting responses to the question "Florida aviation system is _____?" to better understand how stakeholders view the system. To apply this theme to the modal offices that participated in the project workshop and survey, this question was included in the survey. **Table 1** provides the responses received from each participant.

Table 1. FDOT Modal Issues and Trends Survey Respondents

Name	FDOT Office/Mode	Florida's transportation system is ___?
Rickey Fitzgerald	Rail and Freight	Connected
Robert Emerson	Seaports	Very robust
Andy Keith	Aviation and Spaceports Office	The best, bar none!
Dana Reiding	All	
Tom Duncan	Spaceports	Robust and complex
Jim Halley, ASO	Aviation	Connected

Trends and Issues

The survey assessed how 13 key issues and trends are expected to positively and negatively impact Florida's different modes of travel. Because these trends and issues may simultaneously have pros and cons, respondents were asked to independently rank the positive and negative effects. The results of this study are presented by trend or issue below.

Table 2 in the following section summarizes the results as the average score received, with 0 representing no impact and 5 representing high impact. Additionally, respondents were asked to provide the timeframe in which they anticipate the trend/issue will affect their mode. These timeframes are shown in **Figure 1**. Timeframe categories include immediate (0 – 1 year); short-term (1 – 5 years); mid-term (5 – 10 years); and long-term (10+ years). Please note that all respondents did not provide answers to all questions.

Aging Population

As the population ages, they become less mobile and may require assistance when travelling. Accommodating these needs will be closely tied to their ability to use a service.

Responses

Three respondents indicated that an aging population would have a positive impact on their mode, with an average impact of 2.7. Conversely, three respondents noted that an aging population would have a negative impact, with an average score of 1.7. Of these respondents, two noted that the timeframe within which the issue would affect their mode was immediate, while one anticipated that it would be in the mid-term. Additional comments received pertaining to this issue included:

- Spaceports facilitate launching satellites. Satellites are used for communication and data, which serves the older population in many ways.
- Cruise demand should increase with an aging, less-mobile population

Autonomous Vehicles (Ground-Based or Unmanned Aerial Systems [UAS])

Autonomous vehicles (both aerial and ground-based) consist of vehicles that do not require a person in them to control them. This technology will impact not only how each mode of transportation operates independently, but also how they interact with each other.

Responses

Two respondents indicated that autonomous vehicles would have a positive impact on their mode, with an average impact of 3.5. Conversely, three respondents noted that autonomous vehicles would have a negative impact, with an average score of 1.0. One respondent noted that the timeframe within which the issue would affect their mode was immediate, one reported the timeframe to be short-term, and one reported the timeframe. Additional comments received pertaining to this issue included:

- Satellites will help make these systems operational.
- Moderate impact on seaport operations (terminal and drayage equipment). Potential negative impact with regard to labor issues.

Competition for Space Operations

Space operations not only represent the potential for commercial spaceflight; they are critical to supporting common applications such as GPS and telecommunications. Additionally, freight and cargo connections to spaceports may also be important to consider in the context of providing facilities that are able to accommodate such activity. As competition increases and new agencies enter the market, ensuring that we can accommodate their needs will help to retain and grow this industry in Florida.

Responses

Three respondents indicated that competition for space operations would have a positive impact on their mode, with an average impact of 4.7. These three respondents noted that competition for space operations would not have a negative impact, with an average score of 0.0. Of these respondents, two noted that the timeframe within which the issue would affect their mode was immediate, while one anticipated that it would be in the mid-term. The additional comment received pertaining to this issue included:

- Proximity of Port Canaveral (and other Florida ports) to space facilities is a strong positive supporting for Florida's seaports' participation in space-related activities. It is already happening at Port Canaveral.

Customs and Immigration

Customs and immigration agencies are responsible for the safe and efficient flow of people across our borders. Regulatory changes, staff shortages, and funding shortfalls all have the potential to have a significant impact on the transportation industry.

Responses

Three respondents indicated that customs and immigration would have a positive impact on their mode, with an average impact of 2.7. Conversely, these three respondents noted that customs and immigration would have a negative impact, with an average score of 1.7. Of these respondents, two noted that the timeframe within which the issue would affect their mode was immediate, while one anticipated that it would be in the short-term. The additional comment received pertaining to this issue included:

- Potential impact is just one major incident away. As long as there are no major incidents, concerns about the flow of commerce will tend to balance safety concerns. Once there is a major incident this could be a significant issue.

Electric and/or Alternative Fuel Vehicles

Alternatively fueled vehicles have the potential to have a positive impact in manufacturing sectors and on the environment, as well as varying impacts to different modes of transportation. Implications such as the loss of tax revenue have the potential to significantly alter the transportation industry.

Responses

Two respondents indicated that electric and/or alternative fuel vehicles would have a positive impact on their mode, with an average impact of 3.5. Conversely, these two respondents noted that electric and/or alternative fuel vehicles would have a negative impact, with an average score of 4.0. These respondents both noted that the timeframe within which the issue would affect their mode was in the mid-term. The additional comment received pertaining to this issue included:

- Not sure if large cargo/cruise vessel fuels are taxed. If so, and if LNG would be taxed differently, then there might be an impact to revenues.

Stability of Oil Industry / Prices

As oil prices fluctuate, individuals change their travel habits based on their needs. Additionally, if industries cannot predict oil prices, they are unable to set prices and predict revenues, causing instability in the services they provide.

Responses

Two respondents indicated that the stability of oil industry and prices would have a positive impact on their mode, with an average impact of 2.5. Conversely, two respondents noted that the stability of the oil industry and prices would have a negative impact, with an average score of 3.0. Of these respondents, two noted that the timeframe within which the issue would affect their mode was in the short-term. The additional comment received pertaining to this issue included:

- Falling prices creates more consumption that creates more volumes of commodities transiting the seaports and cheaper cruise fares. The opposite is true for increasing prices.

Opening of Cuba Market

The opening of the Cuba market represents a unique opportunity for many modes of transportation. Aside from the obvious potential for the airline and cruise industry, the Cuba market may also present opportunities for freight and cargo, as well as private, specialized transportation services.

Responses

Three respondents indicated that the opening of the Cuba market would have a positive impact on their mode, with an average impact of 2.3. Conversely, two respondents noted that the opening of the Cuba market would have a negative impact, with an average score of 1.5. These two respondents noted that the timeframe within which the issue would affect their mode was in the short-term. The additional comment received pertaining to this issue included:

- Increasing passenger and cargo trade to and from the U.S. to Cuba could potentially increase the opportunities for several Florida ports large and small.

Domestic and International Terror Threats

Due to terrorism fears, all modes of transportation must ensure that they are protecting the safety of users. While the needs of each mode of transportation differ, having systems to prevent and respond to acts of terror is important to the overall transportation industry.

Responses

Two respondents indicated that domestic and international terror threats would have a positive impact on their mode, with an average impact of 3.0. Conversely, two respondents noted that

domestic and international terror threats would have a negative impact, with an average score of 3.5. Of these respondents, one noted that the timeframe within which the issue would affect their mode was immediate, while one anticipated that it would be in the short-term. The additional comment received pertaining to this issue included:

- See answer to question 7.

Regulatory Stability (State and Federal)

As regulations change, industries must react to accommodate them. For all modes of transportation, being able to do this quickly and with continued operational efficiency is important.

Responses

Two respondents indicated that regulatory stability would have a positive impact on their mode, with an average impact of 2.0. Conversely, two respondents noted that regulatory stability would have a negative impact, with an average score of 3.5. Of these respondents, one noted that the timeframe within which the issue would affect their mode was short-term, while one anticipated that it would be in the long-term. The additional comment received pertaining to this issue included:

- Regulatory requirements are just as important as stability. Improving regulations is better than leaving them alone, but constantly changing regulations is not good.

Reliance on Tourism

Since tourism plays such a large role in Florida's economy, even small changes can have drastic impacts. How different modes are able to serve this industry and accommodate any shifts in activity is critical for all modes of transportation in Florida.

Responses

Two respondents indicated that reliance on tourism would have a positive impact on their mode, with an average impact of 4.5. Conversely, two respondents noted that reliance on tourism would have a negative impact, with an average score of 1.0. These two respondents noted that the timeframe within which the issue would affect their mode was immediate. The additional comment received pertaining to this issue included:

- The cruise industry is tourism. Accommodating growth has involved and is likely to continue to involve cooperative efforts and investments by seaports and the private cruise industry.

Resiliency

Resiliency is most commonly linked with responses to extreme weather events and acts of terror. The resiliency of transportation modes is essential to evacuation and enabling access for

responders and each mode should plan and develop their system to be able to remain operational after such an event.

Responses

Two respondents indicated that resiliency would have a positive impact on their mode, with an average impact of 2.0. Conversely, two respondents noted that resiliency would have a negative impact, with an average score of 3.5. These two respondents noted that the timeframe within which the issue would affect their mode was immediate. The additional comments received pertaining to this issue included:

- The relatively high number of Florida seaports creates a good deal of resiliency in the case of any disruption or damage to one or more Florida seaports. We are very strong in this regard.

Availability of Trained Technical Workforce

The availability of a well-trained, technical workforce is important for all modes of transportation. This includes the vehicle operators and those that maintain the complex vehicles and systems as well as those individuals tasked with the management and development of each mode's facilities. Changes to the availability of these workers could have impacts on the ability to develop and maintain infrastructure or result in a change in the modal operation.

Responses

Two respondents indicated that the availability of a trained technical workforce would have a positive impact on their mode, with an average impact of 4.0. Conversely, two respondents noted that a trained technical workforce would have a negative impact, with an average score of 3.5. Both respondents noted that the timeframe within which the issue would affect their mode was in the short-term. The additional comment received pertaining to this issue included:

- Programs and institutions are beginning to create programs specifically aimed at the seaport, maritime, and logistics industries. These trends are positive.

Sustainability

Sustainability is not limited to environmental concerns; rather, sustainability should be considered across four categories: Economic Viability, Operational Efficiency, Natural Resource Conservation, and Social Responsibility. Across these categories, sustainability seeks to find cost savings in everyday functions as well as effectively record and report the information to help improve the financial bottom line of an agency.

Responses

Two respondents indicated that sustainability would have a positive impact on their mode, with an average impact of 4.5. Conversely, two respondents noted that sustainability would have a negative impact, with an average score of 1.0. Of these respondents, two noted that the timeframe within which the issue would affect their mode was immediate, while one anticipated

that it would be in the short-term. The additional comment received pertaining to this issue included:

- Florida's major seaports are very sustainable. Some of our more minor ports have economic sustainability issues.

Summary of Responses

The following section summarizes survey questions and respondents' answers.

Positive and Negative Trends and Issues

Table 2 provides a summary of how each trend and issue is expected to positively and negatively impact Florida's modes of travel.

Table 2. Positive Impacts by Trend

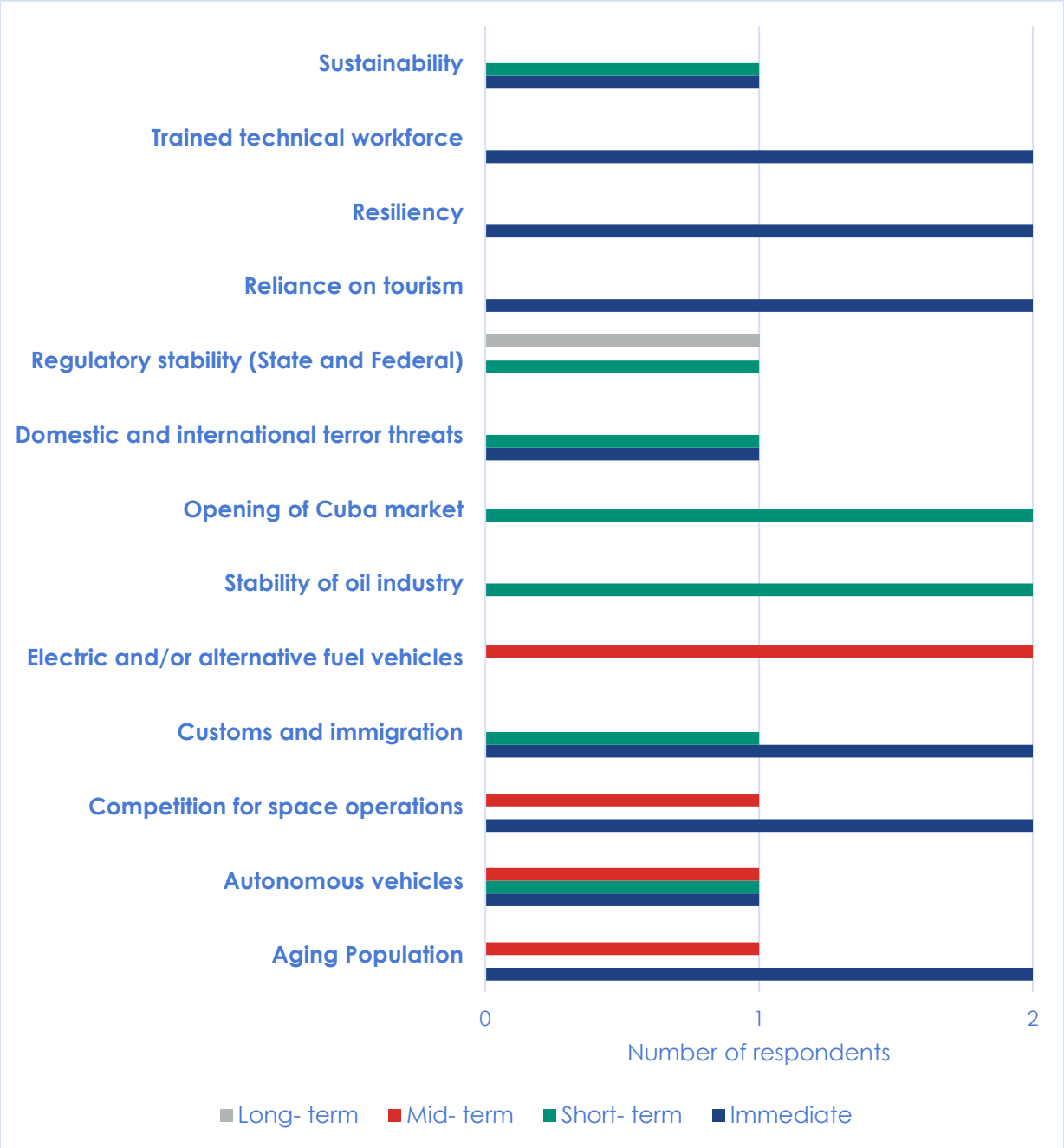
Issue or Trend	Positive		Negative	
	No. of Responses	Average Score	No. of Responses	Average Score
Aging Population	3	2.7	3	1.7
Autonomous vehicles	2	3.5	3	1.0
Competition for space operations	3	4.7	3	0.0
Customs and immigration	3	2.7	3	1.7
Electric and/or alternative fuel vehicles	2	3.5	2	4.0
Stability of oil industry	2	2.5	2	3.0
Opening of Cuba market	3	2.3	2	1.5
Domestic and international terror threats	2	3.0	2	3.5
Regulatory stability (State and Federal)	2	2.0	2	3.5
Reliance on tourism	2	4.5	2	1.0
Resiliency	2	2.0	2	3.5
Availability of trained technical workforce	2	4.0	2	3.5
Sustainability	2	4.5	2	1.0

Note: Zero represents no impact and five represents high impact.

Timeframe of Impacts

Figure 1. Term of Impact reports the timeframe in which the respondents indicated each trend and issue is anticipated to most acutely affect Florida's modes of travel.

Figure 1. Term of Impact

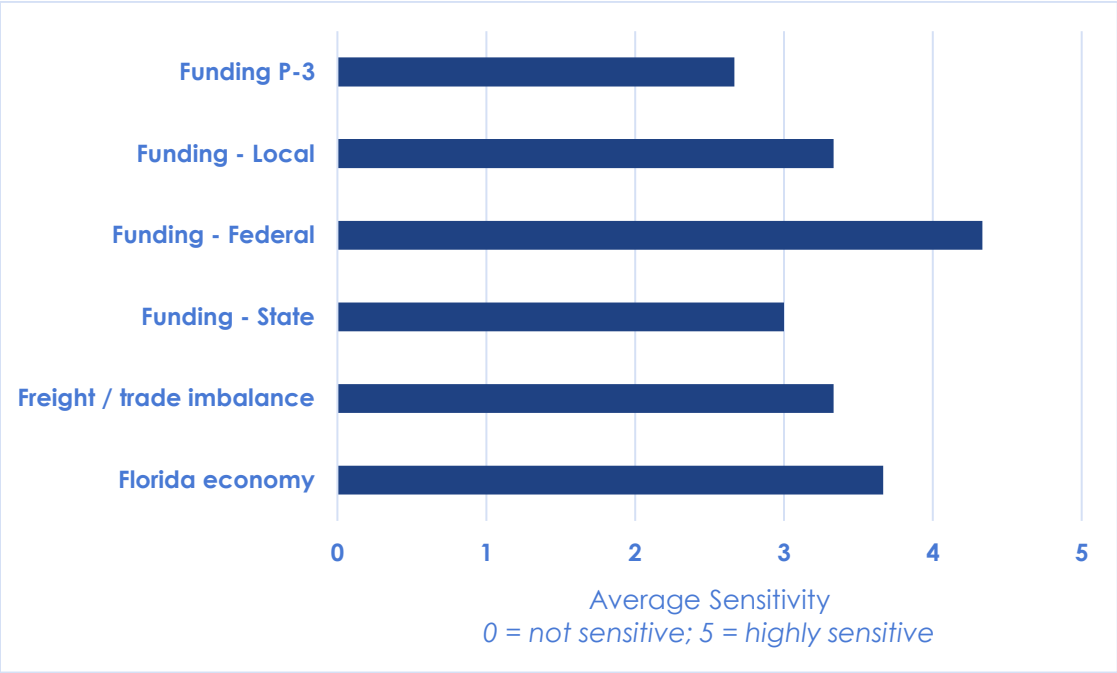


Note: Impact timeframes are defined as follows: Immediate (0 – 1 year); short-term (1 – 5 years); mid-term (5 – 10 years); and long-term (10+ years).

Sensitivity to Issues

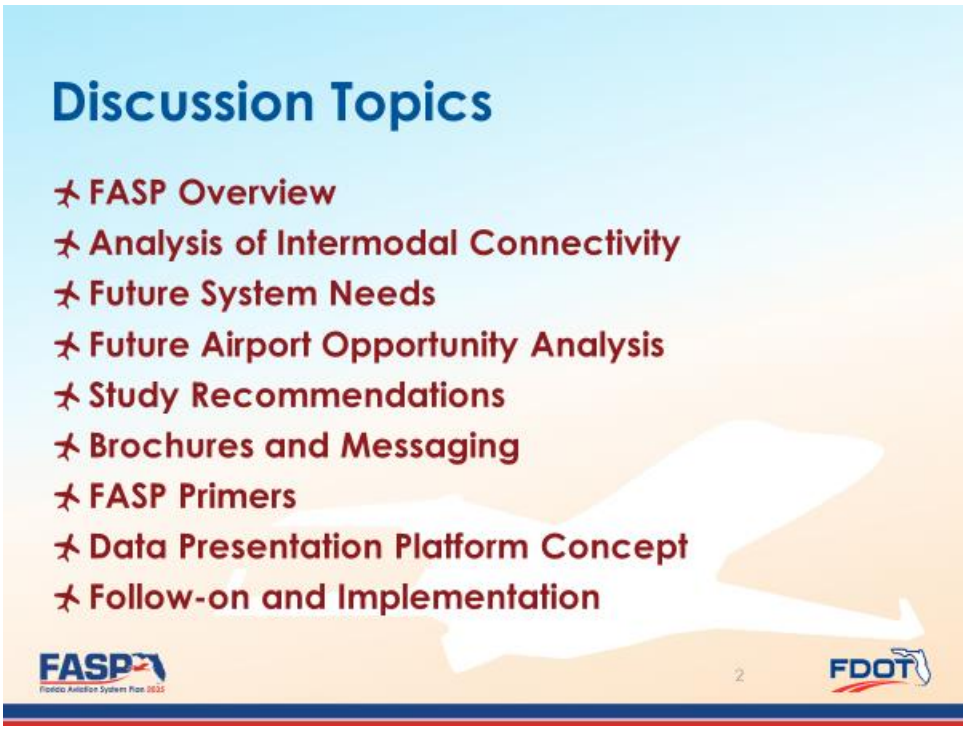
Figure 2. Sensitivity to Trends and Issues depicts the average sensitivity of Florida's modes of travel to key issues facing the state. A total of three responses were received for this question.

Figure 2. Sensitivity to Trends and Issues



A.3.2 Meeting #2 – Strategic Development Coordination Meeting – June 28, 2017

A.3.2.1 Presentation



Highway
Freight
Strategic Intermodal System
Florida Transportation Plan
FDOT
CENTRAL OFFICE
Transit
Aviation
Spaceports
Seaports
Rail and Motor Carrier
FASP
FDOT

Alignment with Other Statewide Plans
2015
2020
Florida Transportation Plan (December 2015)
SIS Policy Plan (March 2016)
Freight Mobility and Trade Plan (June 2013)
Strategic Highway Safety Plan (October 2016)
Seaport and Waterways Plans (August 2016)
Motor Carrier System Plan (Spring 2017)
Rail System Plan (Spring 2017)
Spaceport System Plan (Spring 2017)
Aviation System Plan (Mid-2017)
FASP
FDOT

FASP
Florida Aviation System Plan 2035
Project Overview
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FASP Overview - Phases
PHASE 1
» State, Regional, and Local Airport Issues
» Goals, Objectives & Performance Measures
» Inventory
» Stratification Methodology Evaluation
» Regional and State Overviews
» Aviation Industry Trends
» Forecasts
» Demand/Capacity
» SSGAT Update
PHASE 2
» Data Collection (Additional)
» Existing System Evaluation (Baseline Performance Measurement)
» Future System Needs (including Updated Forecasts)
» Alternative Scenarios
» Recommendations
» Public Engagement Mechanism (CFASPP Website Update)
» Final Deliverables
MEETINGS/COORDINATION
FAA » FASP Review Team (FASPRT) » Comprehensive Review Team (CRT)
Other FDOT Representatives » MPOs
FASP
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FDOT

FASP Goals
Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.
Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment.
Support and enhance the position of leadership and prominence held by Florida's aviation industry.
Protect airspace and promote compatible land uses around public airports.
Foster technological innovation and support implementation of new technologies.
Promote support for aviation from business, government, and the public.
Foster Florida's reputation as a military-friendly state.
FASP
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FDOT

FASP
Florida Aviation System Plan 2035
Analysis of Intermodal Connectivity
8

Transit Access

- 13 out of 20 SIS airports have direct bus service
  - 1 out of 2 GA SIS airports
  - 12 out of 18 SIS commercial service airports

FASP Florida Aviation System Plan 2035

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FDOT

FDOT District	Number of Airports with Rental Car Service	Percent of Total Airports Within the District
1	18	64.3%
2	13	72.2%
3	14	70.0%
4	12	70.6%
5	17	68.0%
6	7	100.0%
7	12	92.3%
Total	93	72.7%

FDOT District	Number of Airports with Courtesy Car Services	Percent of Total Airports Within the District
1	9	32.1%
2	7	38.9%
3	3	15.0%
4	0	0.0%
5	5	20.0%
6	1	14.3%
7	5	38.5%
Total	30	23.4%

FASP Florida Aviation System Plan 2035

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FDOT

Connections to SIS Airports

Intermodal Service

Intermodal Service	Number of SIS Airports Where Service is Provided	Percent of Total
Rental Car Service	20	100%
Bus Transit	13	65%
Passenger Rail	2	10%

Highway Connections

Number of Lanes	Number of Roadways
2-3	3
4-5	12
6 +	14
Total	29

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FASP Florida Aviation System Plan 2035

Review of SIS-Funded Projects

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Overview of Strategic Intermodal System (SIS) Funding

- Evaluated previous (FY 13-17) and next (FY 18-22) 5 years of SIS funding
  - Project type
  - Airport
  - FDOT District
- Evaluated non-aviation SIS projects (FY 17-21)
  - Within 1 mile of airports
  - Within 5 miles of airports
- Case studies at MIA and ECP

FASP Florida Aviation System Plan 2035

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FDOT

SIS Funding

- Evaluation of funds based on project type, FDOT District, and Airport

SIS Funds by Project Type

Project Type	Amount	Percent
Automated People Mover	$ 156,500,000	47%
Terminal	$ 90,812,200	28%
Runway	$ 27,774,889	8%
Aviation Manufacturing	$ 22,000,000	7%
Taxiway	$ 8,799,300	3%
Access Road	$ 7,553,768	2%
Air Commerce Park	$ 7,000,000	2%
Terminal Shuttle Cars	$ 5,400,000	2%
Cargo Facility	$ 3,031,546	1%
Apron	$ 1,000,000	0.3%
Total:	$ 329,871,703	100%

SIS Funds by Airport

Airport	Amount	Percent
Tampa International	$ 178,811,500	54%
Orlando International	$ 90,214,577	27%
Ft. Lauderdale/Hollywood International	$ 27,774,889	8%
Melbourne International	$ 23,500,000	7%
Pensacola International	$ 8,531,546	3%
Palm Beach International	$ 1,000,000	0.3%
Destin-Ft. Walton Beach	$ 39,191	0.01%
Total:	$ 329,871,703	100%

SIS Funds by FDOT District

FDOT District	Amount	Percent
District 7	$ 178,811,500	54%
District 5	$ 113,714,577	34%
District 4	$ 28,774,889	9%
District 3	$ 8,570,737	3%
Total:	$ 329,871,703	100%

FASP Florida Aviation System Plan 2035

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FDOT

SIS Case Studies

- **Northwest FL Beaches**
  - SIS funds used to keep project ahead of schedule
  - Allowed for a 1,600 ft. runway extension
    - Resulted in an expansion of service offerings
    - Resulted in increased passengers
    - Resulted in increased tourism and economic development opportunities
    - Improved community perception
- **Miami Intermodal Center**
  - SIS funds used for ROW and site development
  - Allowed for streamlined construction
    - Provides increased transportation options
    - Reduced congestion in and around airport
    - Encouraged tourism
    - Encouraged job creation and economic development

FASP Florida Aviation System Plan 2035

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FDOT

FASP Florida Aviation System Plan 2035

Future System Needs

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Future System Needs-Forecasts

- FDOT has forecasting tool that is being updated
- Activity indicators forecasted include:
  - Based Aircraft
  - Operations
- Forecasts are important to determine any capacity needs

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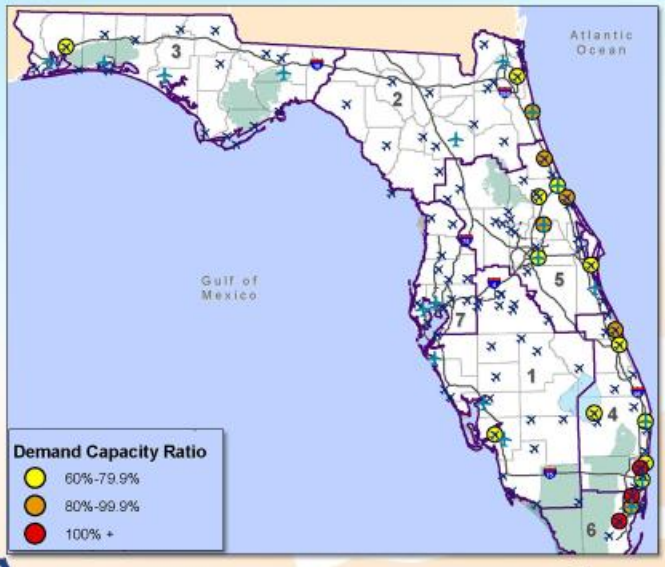
Future System Needs-Capacity



20

Future System Needs – Type of Activity

21

Future Airport Opportunity Analysis

Analyzed current and future population based on 24 different criteria, including:

- Airports with air traffic control towers (ATCTs)
- Airports with fuel (100LL and Jet A)
- Airports by NPIAS and ASSET categorization
- Airports with flight training activity
- Airports with weather reporting systems
- Airports with runways of various lengths
- Airports with at least one precision approach

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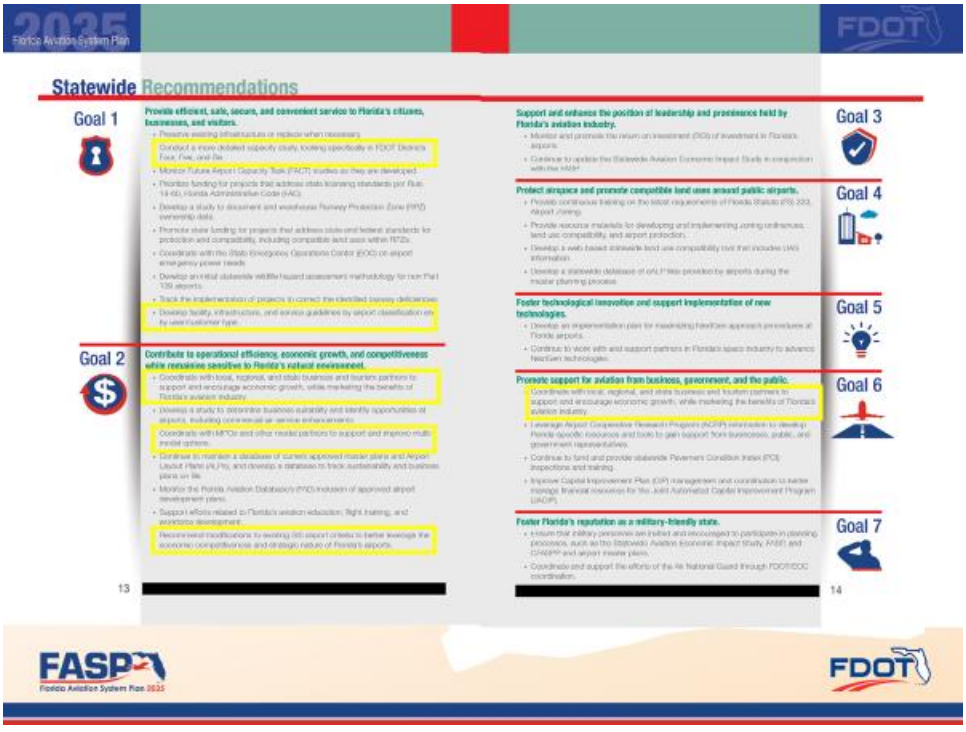
FASP
Florida Aviation System Plan 2035
Study
Recommendations
23


2035 Florida Aviation System Plan
FDOT
Statewide Recommendations
Goal 1
Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.
Goal 2
Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment.
Goal 3
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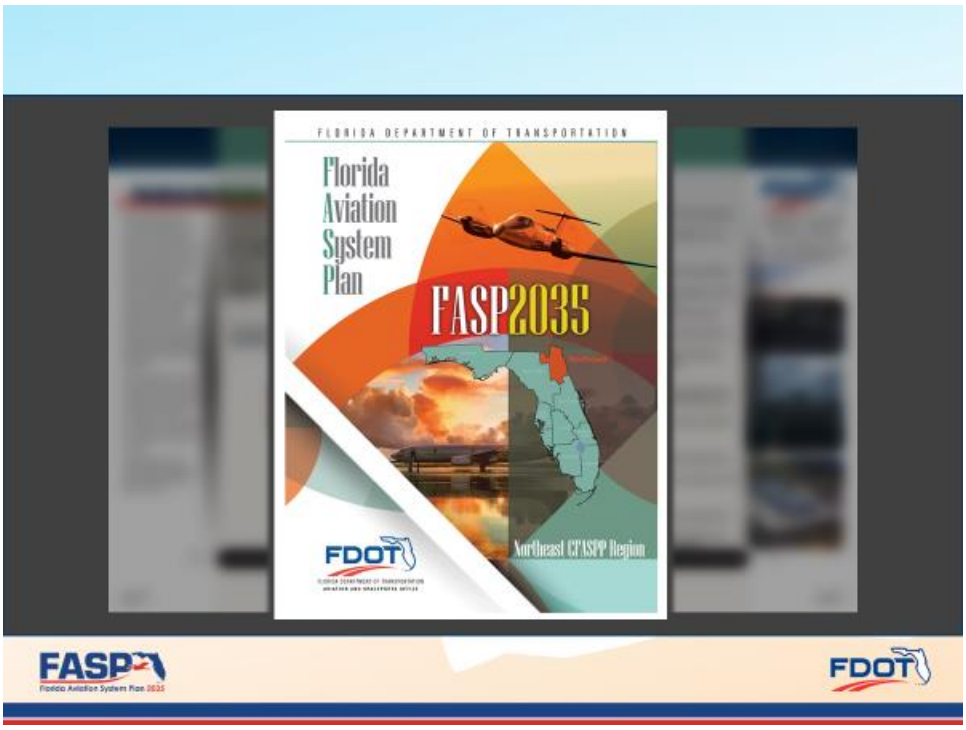
Goal 4
Protect airspace and promote compatible land uses around public airports.
Goal 5
Foster technological innovation and support implementation of new technologies.
Goal 6
Promote support for aviation from business, government, and the public.
Goal 7
Foster Florida's reputation as a military-friendly state.
13
14
FASP
Florida Aviation System Plan 2035
FDOT

Final Brochure and Deliverables

- CFASPP Regional Brochures (9)
- Executive Summaries
  - Long Version
  - Short Version
- Final Technical Report
- Summary Primers (4)

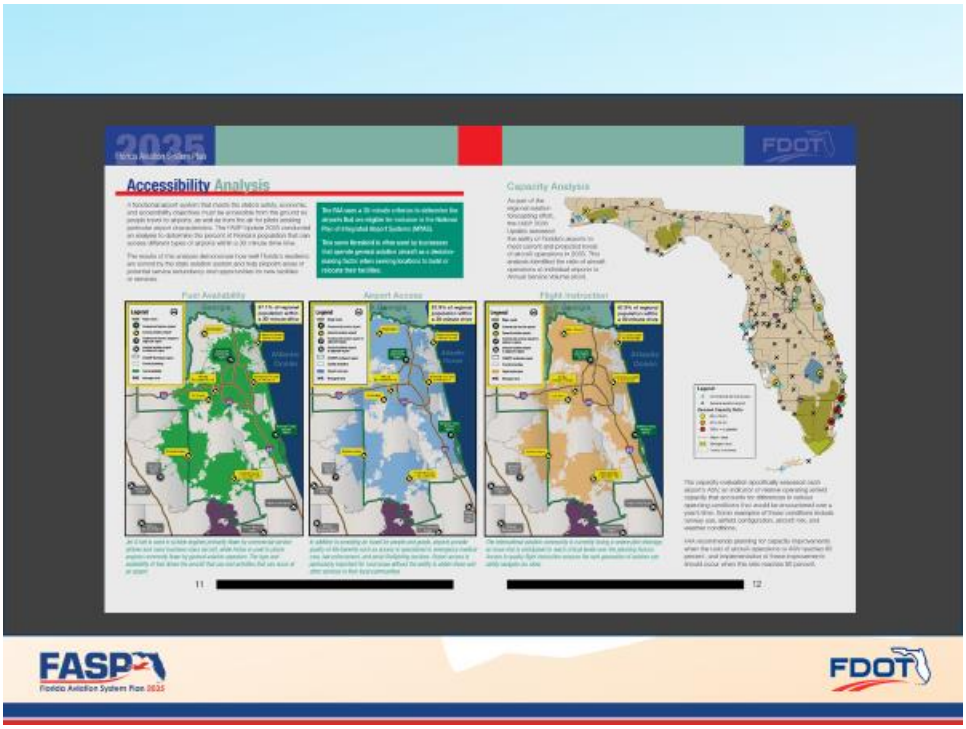

FLORIDA DEPARTMENT OF TRANSPORTATION
Florida Aviation System Plan
FASP2035
FDOT
Northeast CFASPP Region
FASP
Florida Aviation System Plan 2035
FDOT

2035
FDOT
Florida Aviation System Plan 2035 Update
Florida by the Numbers
Northeast Florida CFASPP Region
Georgia
Atlantic Ocean
FASP
Florida Aviation System Plan 2035
FDOT

2035
FDOT
Northeast Florida CFASPP Region Background
Top 5 industries in the region
2014 Economic Impacts
95
Major Interstates
FASP
Florida Aviation System Plan 2035
FDOT

2035
FDOT
Intermodal Connectivity
Intermodal Services at Florida's 20 SIS Airports
Intermodal Service
Regional SIS Facilities
Georgia
Atlantic Ocean
Baker
Clay
FASP
Florida Aviation System Plan 2035
FDOT

2035
Florida Aviation System Plan
FDOT
Aviation Drivers
Aviation Services
Regional Forecast
2035 GA Operations
2035 GA Operations by Airport
2035 Based Aircraft
2035 Based Aircraft by Airport
8
10
FASP
Florida Aviation System Plan 2035
FDOT


2035
Florida Aviation System Plan
FDOT
Accessibility Analysis
Capacity Analysis
Fuel Availability
Airport Access
Flight Instruction
11
12
FASP
Florida Aviation System Plan 2035
FDOT

FASP Primers

- Set of 4 primers developed to inform various stakeholders how to use the FASP
  - Airport Managers and Consultants
  - Airport Boards/Authorities and Elected Officials
  - FDOT District and other Modal Staff
  - General Public
- Of all the messages being conveyed, what's most important to all modal offices?
  - (ex: intermodal connectivity)

FASP Florida Aviation System Plan 2035

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FDOT

FASP Florida Aviation System Plan 2035

Data Presentation Platform Concept

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Data Presentation Platform Concept

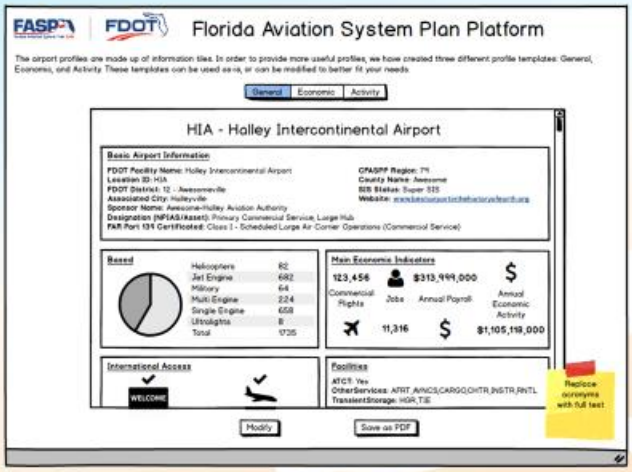
- Database that houses information collected as part of the FASP and on an ongoing basis
- Will allow for customizable reports that allow for an airport to report needed information

General
- Airport Usage
- Based Group
- Basic Airport Information
- Facilities
- International Access
- Main Economic Indicators
- Operations Group

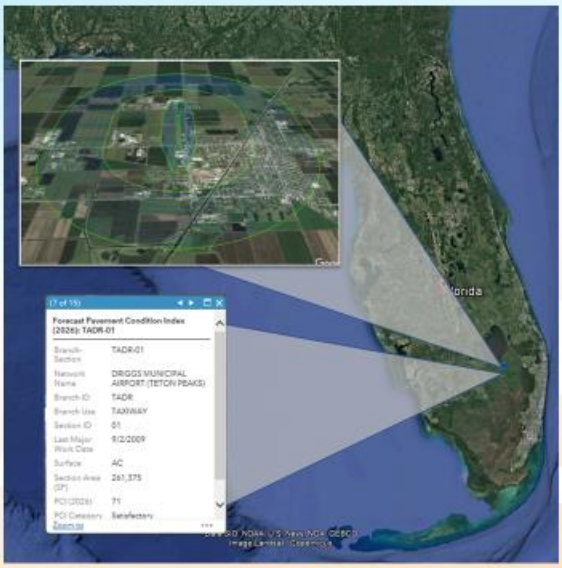
Economic
- Airport Usage
- Based Group
- Basic Airport Information
- Detailed Economic Indicators
- Economic Development Regions
- Main Economic Indicators
- Operations Group

Activity
- Airport Usage
- Based Group
- Basic Airport Information
- Facilities
- International Access
- Operations Group

Sample Airport Profile



Statewide Asset Management



Data Platform Concept

Is there any data or information that could be collected as part of this to support your office?

Is there anything you want to provide for potential inclusion?

FASP
Florida Aviation System Plan 2035

Follow-on and Implementation

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Follow-on Efforts

- Automated inventory process
- Comprehensive asset/data management
- Develop statewide wildlife hazard mitigation training
- Develop facility, infrastructure, and service guidelines
- Develop a business suitability study
- ANY OTHERS???

FASP Florida Aviation System Plan 2035

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FDOT

Follow-on Efforts

Are there any studies (or types of projects) that would assist in supporting multi-modal development?

How can these planning efforts be better aligned/coordinated across modes?

From your perspective, did we miss anything?

41

Thank You

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A.3.2.2 Meeting Summary

On June 28, 2017, a second meeting was held for the Florida Aviation System Plan (FASP) with representatives of the modal offices of the Florida Department of Transportation (FDOT), as well as the Office of Policy Planning and the Systems Planning Office. This meeting was held to obtain input and general consensus on the goals and recommendations that have been developed as part of the FASP. Input on the outreach brochures that were developed was also sought during the meeting.

Meeting participants included:

- Regina Colson – FDOT Office of Policy Planning
- Ed Coven – FDOT Public Transit Office
- Todd Cox – FDOT Aviation and Spaceports Office
- Tom Duncan – FDOT Aviation and Spaceports Office
- Bob Emerson – FDOT Seaport Office
- Andy Keith – FDOT Aviation and Spaceports Office
- Gabe Matthews – FDOT Public Transit Office
- Gerard O'Rourke – FDOT Office of Freight, Logistics, and Passenger Operations
- Maria Overton – FDOT Systems Planning Office
- Dana Reiding – FDOT Office of Policy Planning
- Aaron Smith – FDOT Aviation and Spaceports Office
- Jim Wood – FDOT Chief Planner, Transportation Development

Meeting Summary

FASP 2035 Goals and Recommendations

Following a brief welcome, the project team gave an overview of the FASP 2035 Update that included a sample of selected deliverables that have been developed as part of the project. Following this overview, a set of FASP 2035 Update Recommendations was distributed to all attendees for their input. The changes that were suggested based on this meeting are provided in Appendices 1 and 2. Appendix 1 includes the original FASP 2035 Update Goals and Recommendations and Appendix 2 highlights the changes that were suggested.

Review of CFASPP Brochures

Following the discussion on the Goals and Recommendation, there was a discussion on the CFASPP brochures that are being developed as part of the project. To facilitate the discussion, each attendee was given a draft CFASPP brochure to review and provide comments on. Comments received included:

- Don't use too many acronyms
- Soften language, don't say things like "Only 11 percent…"
- Remove mention on an FDOT runway hot spot standard
- Reevaluate what data/information is put into callout boxes
- Mention FTP in the beginning of the brochures

Review of FDOT Primer

As part of the FASP 2035 Update, a series of four project primers are being developed, each with a specific target audience. One audience is FDOT employees. As such, attendees were asked what information would be helpful to them to include in the FDOT employee primer. Comments included:

- Develop a separate primer for the Modal offices of FDOT
- Provide information on types of non-aviation airport projects being funded (like SIS Policy Plan examples) and provide contact for their role in aviation
- Ex: SIS projects that connect to airports
- Provide a connection between regional/local transportation plans and airport master plans
- Provide a connection to the FTP

Additional Comments and Discussion

Following the discussion on the Goals and Recommendations, brochures, and primers, attendees were given the opportunity to provide any additional input on what they would like to see as part of the FASP 2035 Update. It was noted that having data on who's coming to airports, where they're coming from, and a differentiation employees and/or visitors, local travelers would be helpful. It was also recommended that a study be looked at that would look at freight connections between airports and seaports.

A.4 Federal Aviation Administration (FAA)

Throughout the duration of the development of the Florida Aviation System Plan (FASP) 2035, two meetings with the FAA's Orlando Airports District Office staff were held to discuss project status and results, guide upcoming efforts, and maintain the FAA's involvement throughout the project.

A.4.1 Meeting #1 – FAA Coordination Meeting – December 5, 2016

A.4.1.1 Agenda

- Study Tasks
  - Stakeholder Engagement Mechanism Development
  - Data Collection and Existing System Evaluation of Goals, Objectives, Performance Measures, and Indicators
  - Future System Needs
  - Alternative Scenarios
  - Recommendations
  - Internal Coordination and Meetings

- FAA Input/Assistance Requested
  - Master plan data/copies for use in analysis of Performance Measures and Indicators
  - Thoughts on aviation demand drivers
  - Latest on TAF and other forecast-related changes

FASP Phase 2B Project Schedule

Task		2016			2017							
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug
1	Stakeholder Engagement and Mechanism Development											
2	Data Collection and Existing System Evaluation											
3	Future System Needs											
4	Alternative Scenarios											
5	Recommendations											
6	Internal Coordination and Meetings											
7	Final Deliverables											

A.4.1.2 Meeting Summary

On December 5th, staff from the Florida Department of Transportation (FDOT), the Federal Aviation Administration (FAA) Orlando Airports District Office (ADO), and Kimley-Horn and Associates (KHA) met in person to review and discuss ongoing efforts of the FASP 2035. The purpose of this meeting was to present a status of tasks that had been completed, those underway, and to seek FAA's input and assistance on elements of the project. Meeting participants included:

- Rebecca Henry, FAA ADO
- Stephen Wilson, FAA ADO
- Pedro Blanco, FAA ADO
- Jim Halley, FDOT ASO
- Pam Keidel-Adams, Kimley-Horn
- Jon Sewell, Kimley-Horn
- Colin Wheeler, Kimley-Horn
- Zach DeVeau, Kimley-Horn

The following is a summary of the input received from the discussion.

- Provided overview on FASP 2035 tasks including proposed updates to CFASPP website

- Discussed need for data collection including projects through JACIP
    - FAA provided a CD with the latest master plans and ALPs on file for use in the study
    - FAA is most concerned about updating JACIP and its presentation of an accurate depiction of project needs
    - FAA is getting project requests that do not match any projects that are currently in JACIP
    - Prior meeting between FAA, FDOT, and FDOT consultant Panther to discuss JACIP update needs, Rebecca stressed the need for JACIP to be accurate and properly maintained by airports

- Discussed analysis of needs
    - FAA asked if the analysis will be by CFASPP region/district or by airport
        - Discussed it will be a combination
    - Comparing FAD/JACIP to projects funded through existing and prior work programs
    - Noted that needs are different by district

- Discussed FDOT and FAA project funding including SSGAT and potential prioritization of projects that can't get FAA funding
    - This is almost "reverse prioritization" and does support FDOT's highest priority which is to maximize the allocation of federal funds since FAA's priorities and therefore FDOT matching funds first go to safety projects
    - FDOT and FAA stressed the importance of proper prioritization so projects "make sense". Example given was a desired but not necessary elaborate terminal vs. a necessary safety project.

- Discussed SIS funding and changes coming to SIS classifications including new "strategic opportunities facilities"

- FAA asked if there an assessment of Florida's competitiveness with other states – noted that this is included in Performance Indicators

- FAA noted that TAF will be published in early February; Kimley-Horn noted that FAA HQ has TAF (M) for modified that is supposed to be available

- Discussed improving coordination with Enterprise Florida and how some of GIS and other tools could help them to develop available land at airports; identifying these properties could be a potential follow-on GIS-related project

- Discussed internal FDOT disconnect related to airports vs. planning for other infrastructure such as road design and PD&E

Action Items

- Need summary of meeting that Todd Cox held with FAA and Panther regarding updates to JACIP

- Kimley-Horn (Pam) to provide information on TAF (M) to FAA

A.4.2 Meeting #2 – FAA Coordination Meeting – June 26, 2017

A.4.2.1 Agenda

- Project Overview and Update
- Future System Needs (Forecasts)
- Study Recommendations
- Data Presentation Platform Concept
- Follow-on Studies

A.4.2.2 Presentation

FASP
Florida Aviation System Plan 2035
Project Overview
2

FASP Overview - Phases
PHASE 1
» State, Regional, and Local Airport Issues
» Goals, Objectives & Performance Measures
» Inventory
» Stratification Methodology Evaluation
» Regional and State Overviews
» Aviation Industry Trends
» Forecasts
» Demand/Capacity
» SSGAT Update
PHASE 2
» Data Collection (Additional)
» Existing System Evaluation (Baseline Performance Measurement)
» Future System Needs (including Updated Forecasts)
» Alternative Scenarios
» Recommendations
» Public Engagement Mechanism (CFASPP Website Update)
» Final Deliverables
MEETINGS/COORDINATION
FAA » FASP Review Team (FASPRT) » Comprehensive Review Team (CRT)
Other FDOT Representatives » MPOs
FASP
3
FDOT

FASP Goals
Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.
Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment.
Support and enhance the position of leadership and prominence held by Florida's aviation industry.
Protect airspace and promote compatible land uses around public airports.
Foster technological innovation and support implementation of new technologies.
Promote support for aviation from business, government, and the public.
Foster Florida's reputation as a military-friendly state.
FASP
4
FDOT

FASP
Florida Aviation System Plan 2035
Future System Needs (Forecasts)
5

Future System Needs (Forecasts)

- 2014 as base year
- Based Aircraft Methodologies
  - TAF/Straight-Line
  - County Population Growth
  - FAA Aerospace Forecast
- GA Operations (includes GA and Military) Methodologies
  - Airport Master Plan
  - TAF/Straight-Line
  - County Population Growth
  - FAA Aerospace Forecast

FASP Florida Aviation System Plan 2035

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FDOT

Future System Needs – Based Aircraft

- Commercial Service: FAA TAF/Straight-Line Methodology
- General Aviation: High Activity - FAA TAF/Straight-Line Methodology
- General Aviation: Medium Activity - County Population Growth Rate Methodology
- General Aviation: Low Activity - County Population Growth Rate Methodology

Airport Category	2014 Based Aircraft	2020 Based Aircraft	2025 Based Aircraft	2035 Based Aircraft	Avg. Annual Growth Rate
Based Aircraft Forecast: Preferred Methodology					
Commercial Service	2,843	2,980	3,222	3,734	1.49%
GA-High Activity	4,101	4,265	4,592	5,305	1.40%
GA-Medium Activity	4,722	5,118	5,476	6,276	1.57%
GA-Low Activity	963	1,040	1,110	1,265	1.49%
STATE TOTAL	12,629	13,403	14,399	16,580	1.49%

Sources: FAA TAF issued January 2017, 5010 Airport Master Record, Woods & Poole, Inc. FAA Aerospace Forecast 2017-2037. Kimley-Horn. Prepared April 2017.

FASP Florida Aviation System Plan 2035

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FDOT

Future System Needs – GA Operations

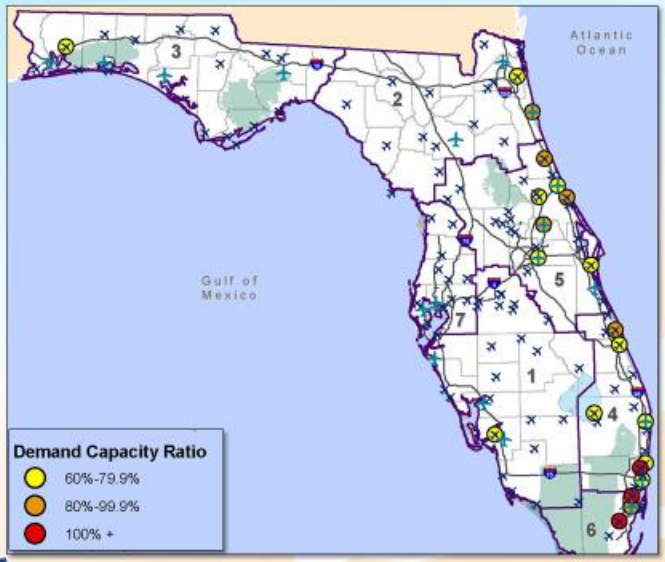
- Commercial Service: FAA TAF/Straight-Line Methodology
- General Aviation: ATCT - County Population Growth Rate Methodology
- General Aviation: High Activity - County Population Growth Rate Methodology
- General Aviation: Medium Activity - County Population Growth Rate Methodology
- General Aviation: Low Activity - FAA Aerospace Forecast Methodology

Airport Classification	2014 GA Operations	2020 GA Operations	2025 GA Operations	2035 GA Operations	Avg. Annual Growth Rate
GA Operations Forecast: Preferred Methodology					
Commercial Service	1,416,983	1,346,668	1,364,094	1,400,416	-0.06%
GA-ATCT	2,751,866	2,984,955	3,195,836	3,668,477	1.59%
GA-High Activity	1,355,121	1,456,393	1,547,462	1,749,867	1.39%
GA-Medium Activity	792,784	861,555	923,831	1,063,549	1.63%
GA-Low Activity	312,210	315,030	317,400	322,194	0.15%
STATE TOTAL	6,628,964	6,964,602	7,348,623	8,204,503	1.13%

Sources: FAA TAF issued January 2017. 5010 Airport Master Record. Kimley-Horn. FAA Aerospace Forecast 2017-2037. Woods & Poole, Inc. Prepared April 2017.

8

Future System Needs (Capacity)



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Future System Needs (Operations Above ARC)

FASP Florida Aviation System Plan 2035

10

FDOT

Future Airport Opportunity Analysis

Analyzed current and future population based on 24 different criteria, including:

- Airports with air traffic control towers (ATCTs)
- Airports with fuel (100LL and Jet A)
- Airports by NPIAS and ASSET categorization
- Airports with flight training activity
- Airports with weather reporting systems
- Airports with runways of various lengths
- Airports with at least one precision approach

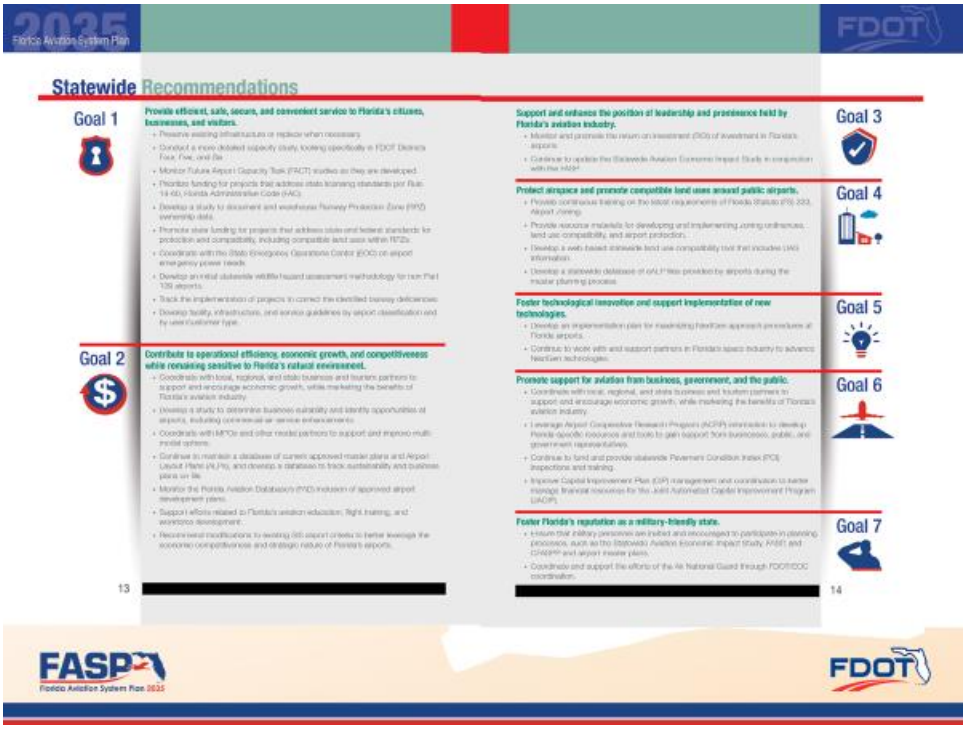
FASP Florida Aviation System Plan 2035

11

FDOT

FASP Florida Aviation System Plan 2035 | FDOT

FASP
Florida Aviation System Plan 2035
Study
Recommendations
12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FDOT
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13
14
FASP
Florida Aviation System Plan 2035
FDOT

Data Presentation Platform Concept

- Online database that houses information collected as part of the FASP and on an ongoing basis
- Will utilize GIS to allow for customizable reports that allow for an airport to report needed information

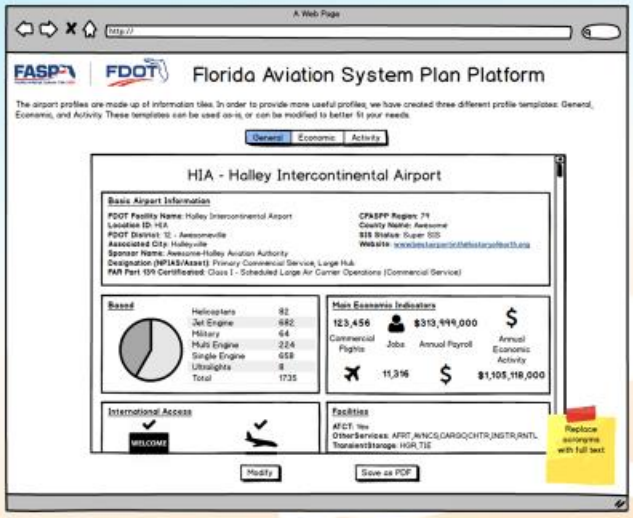
General
- Airport Usage
- Based Group
- Basic Airport Information
- Facilities
- International Access
- Main Economic Indicators
- Operations Group

Economic
- Airport Usage
- Based Group
- Basic Airport Information
- Detailed Economic Indicators
- Economic Development Regions
- Main Economic Indicators
- Operations Group

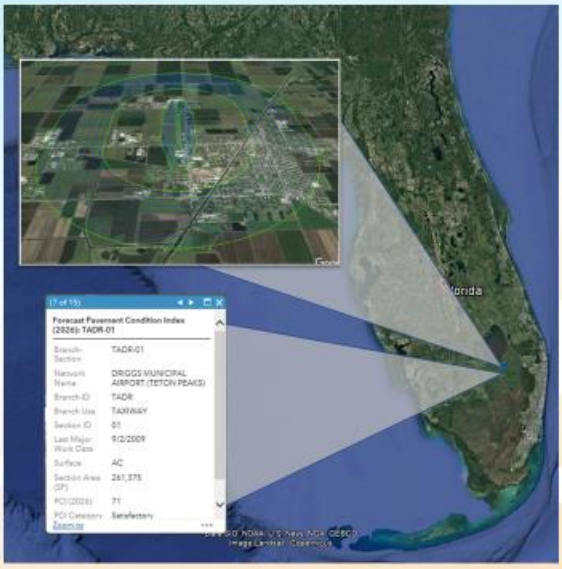
Activity
- Airport Usage
- Based Group
- Basic Airport Information
- Facilities
- International Access
- Operations Group

15

Sample Airport Profile



GIS for Statewide Asset Management



Follow-on Efforts

- Airport Development Guidelines
- Automated inventory process
- Using GIS as asset/data management
- Linking APMS to FASP 2035
- Technology solutions to accommodate UAS
- Conduct a capacity analysis (Districts 4, 5, & 6)
- Study to document RPZ ownership
- Develop statewide wildlife hazard assessment methodology
- Develop facility, infrastructure, and service guidelines
- Develop a business suitability study
- Develop a statewide eALP database
- ANY OTHERS???

FASP Florida Aviation System Plan 2035

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FDOT

A.4.2.3 Meeting Summary

On June 26th, staff from the Florida Department of Transportation (FDOT), the Federal Aviation Administration (FAA) Orlando Airports District Office (ADO), and Kimley-Horn and Associates (KHA) met in person to review and discuss ongoing efforts of the FASP 2035. The purpose of this second meeting was to present a status of tasks that had been completed, those underway, and to seek FAA's input and assistance on elements of the project. Meeting participants included:

- Zach DeVeau, Kimley-Horn
- Marisol Elliot, FAA ADO
- Jim Halley, FDOT ASO
- Rebecca Henry, FAA ADO
- Jenny Iglesias-Hamann, FAA ADO
- Pam Keidel-Adams, Kimley-Horn
- Jon Sewell, Kimley-Horn
- Stephen Wilson, FAA ADO

The following is a summary of the input received from the discussion.

- As part of the project overview, it was noted that prior FASP updates had Goals, but that the FASP 2035 Update is using them more effectively by tying them into the recommendations
    - As part of this Update, we are going to be tracking the performance measures/indicators to monitor the performance of the plan

- The FAA indicated that they use the FASP forecasts for many of the smaller airports in the state and that many consultants do compare their forecasts to the FASP
    - Using this comparison removes conflict of interest from their forecasts

- The FAA indicated that they were interested in the implementation of projects to monitor and track runway protection zone ownership as well as the development of a wildlife hazard assessment methodology
    - A question was asked regarding if the FAA would make reporting wildlife strikes a mandatory requirement at GA airports instead of just Part 139 airports

- It was noted by the FAA that there are differences in how airports are submitting ALP sets, there should be one sheet with existing and future layouts (not separate sheets)

- It was noted by the FAA that tracking airports with eALPs that have been uploaded will difficult because so few have done these projects; they recommended removing this performance measure
    - It was noted that eALPs have lots of data but that they aren't be effectively used and people don't know how to use

- The FAA noted that focusing on PCI and the APMS data is helpful to them in decision making regarding pavement projects
    - FAA's Business Plan goal – 93% of pavements in good or better condition
    - It is easier to rehab than replace pavement

- The FAA also noted that airports need to focus on the timing of funding requests and that there is a big focus on CIPs by the FAA
    - Airports need to update and clean up JACIP more frequently

A.5 FASP Review Team (FASPRT)

During Phase 1, the FASPRT was established to get input and feedback on the study's process, analyses, and draft deliverables providing an opportunity for discussion with a subset of people from other groups.

A.5.1 Meeting #1 – FASPRT Meeting – February 19, 2016

A.5.1.1 Agenda

Meeting Purpose: Brief the FASPRT on the progress of the Florida Aviation System Plan (FASP) 2035 project and obtain their feedback on outstanding tasks.

Attendees:
Jim Halley – FDOT ASO
Todd Cox – FDOT ASO
Mike McClure – FDOT ASO
Daniel Afghani – DA Consulting
George Boyle – FDOT District 7
Raymond Clark – FDOT District 7
Barbara Cloud – FDOT District 2
Arlene Davis – FDOT District 4
Philip Deal – FDOT District 3
Amie Goddeau – FDOT District 4
Doreen Joyner-Howard – FDOT District 2
Luis Macias – FDOT District 6
Allison McCuddy – FDOT District 5
Laurie McDermott – FDOT District 4
Dionne G. Richardson – FDOT District 6
Susan Sadighi – FDOT District 5
Wendy Sands – FDOT District 1
Paul Simmons – FDOT District 1
Kristi Smith – FDOT District 1
Scott Walters – FDOT District 3
James Wikstrom – FDOT District 5
Harry Downing – CDM Smith
Scott Sanders – CDM Smith
Mike Maynard – CDM Smith
Eric Laing – CDM Smith
Zach Duvall – CDM Smith

Call-in number/access: 646-749-3122/994-273-293

Agenda:

- Welcome and Introductions

- FASP 2035 Accomplishments
    - Goals, objectives and performance measures
    - Airport issues

- Review of airport stratification methods
- Review of air service studies

- Update on Tasks
  - Inventory
  - FASP Criteria
  - Regional overviews
  - Aviation industry trends
  - Aviation forecasts
  - Airport identification of intermodal requirements
  - Demand/capacity analysis

- Next Steps
  - CRT meeting – March 22, 2016

- Adjourn

A.5.1.2 Briefing Materials

Deliverables Status

- Inventory – An online survey of airport facilities, conditions, and data
  - Used to:
    - Collect airport information not available from FDOT ASO or FAA
    - Confirm airport data obtained from FDOT ASO or FAA
  - Sent to all 128 study airports
  - Received 48 responses to date
  - Reminders sent three times

- FASP Criteria – Guidelines for whether an airport should or should not be included in the FASP
  - Draft of analysis of study airports
    - Process for new airports to enter the FASP
    - Reasons for wanting to be in the FASP
  - Proposed screening criteria for FASP airports

- Regional Overviews – Summaries of demographic, economic, transportation, and historical conditions in each of Florida's nine regions

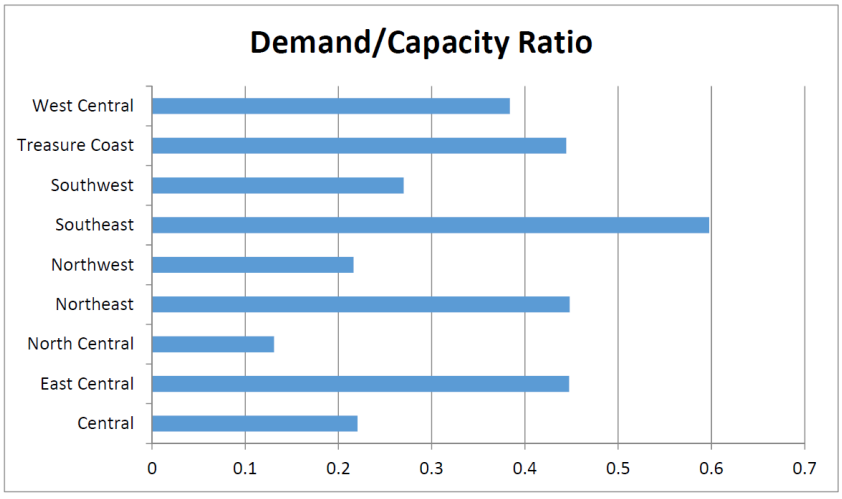
- Aviation Industry Trends
  - NextGen technology
    - Numerous components to NextGen
    - Benefits for general aviation and commercial aviation
  - Unmanned vehicles
    - Aerial
      - FAA working to integrate UAVs
      - Technology advancing rapidly

        - Ground
            - Implications for airlines
            - Accommodating self-driving vehicles at terminals
            - Impacts on parking revenues for commercial service airports
    - Growth in Florida's commercial air service since 2010
        - 2014 enplanements = 74.5 million, up 2.25% from 2010
        - 2014 international enplanements = 14.6 million, up 5.41% from 2010
        - 2014 air cargo = 2.7 million short tons, up 2.1% from 2010
    - Declining pilot population
    - Review of Boeing and Airbus industry outlooks

- Aviation Forecasts
    - Draft forecast completed
        - 20-year forecast of GA operations and based aircraft
    - Validating current operational data
    - Adding new forecast scenario with declining operations at select airports

- Airport Identification of Intermodal Requirements
    - Undergoing revisions to reflect changes in SIS

- Demand/Capacity Analysis – evaluates current and future airport capacity to handle current and future aircraft operations
    - Consistent methodology used since 2004
    - Planning efforts should begin when demand/capacity ratio hits 0.6
    - Vast majority of general aviation airports are below the 0.6 threshold throughout the planning period
    - Regional capacity expected to be adequate



- Next Steps
    - CRT meeting – March 22, 2016

- Adjourn

A.5.2 Meeting #2 – FASPRT Meeting – December 5, 2016

A.5.2.1 Agenda

- Introductions
- FASP Overview
- Existing System Evaluation
- Performance Measures and Indicators (Exercise #1)
- Public Engagement Mechanism (CFASPP website) Review
- Break
- Aviation Demand Driver Discussion
- SIS Program Review
- FASP Deliverables
- Guidance, Products, Tools, and Resources Dialogue
- Next Steps
- Round-Table Wrap-Up

A.5.2.2 Presentation

FASP Overview - Phases
PHASE 1
» State, Regional, and Local Airport Issues
» Goals, Objectives & Performance Measures
» Inventory
» Stratification Methodology Evaluation
» Regional and State Overviews
» Aviation Industry Trends
» Forecasts
» Demand/Capacity
» SSGAT Update
PHASE 2
» Data Collection (Additional)
» Existing System Evaluation (Baseline Performance Measurement)
» Future System Needs (including Updated Forecasts)
» Alternative Scenarios
» Recommendations
» Public Engagement Mechanism (CFASPP Website Update)
» Final Deliverables
MEETINGS/COORDINATION
FAA » FASP Review Team (FASPRT) » Comprehensive Review Team (CRT)
Other FDOT Representatives » MPOs
FASP
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Phase 2 Tasks
Existing System Evaluation
Future System Needs (including Updated Forecasts)
Alternative Scenarios
Recommendations
Public Engagement Mechanism (CFASPP Website Update)
Final Deliverables
FASP
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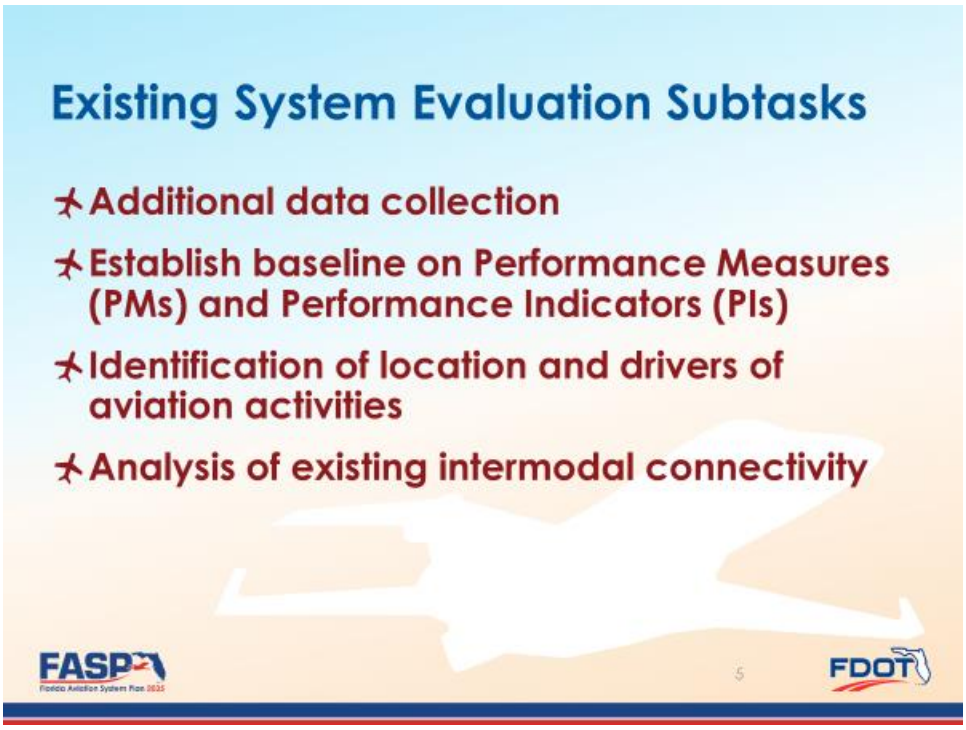
Existing System Evaluation Subtasks
Additional data collection
Establish baseline on Performance Measures (PMs) and Performance Indicators (PIs)
Identification of location and drivers of aviation activities
Analysis of existing intermodal connectivity
FASP
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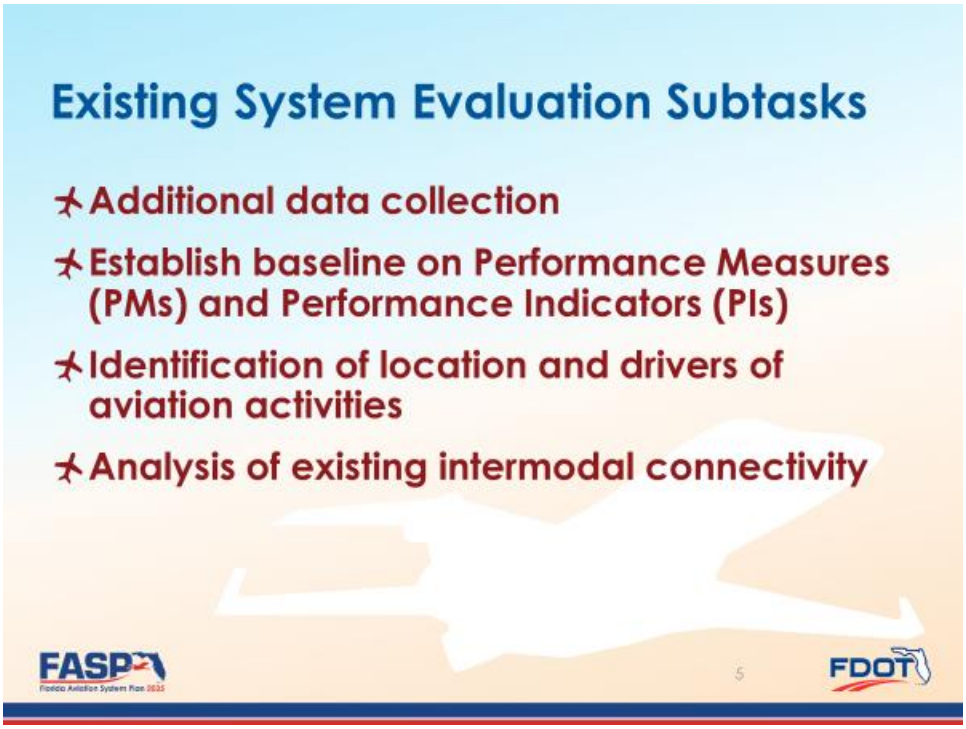
FDOT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Additional data collection
Establish baseline on Performance Measures (PMs) and Performance Indicators (PIs)
Identification of location and drivers of aviation activities
Analysis of existing intermodal connectivity
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Data Collection

- Requested information from airports to supplement previous effort
- Included questions in combined electronic survey to airports on operations counting
- Other data necessary to measure performance that will be obtained from other sources
  - Master Plans/ALPs
  - FAA
  - FAD

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Goals and Objectives

- Goals are widely used in FASP
  - Relate to ASO's mission
  - Relate Aviation to Florida Transportation Plan (FTP)
- CRT previously contributed to development in Phase 1 through survey and prior meeting
- No substantive changes to Goals or Objectives
- Emphasis in Phase 2 on measuring PMs and PIs to allow for evaluation of ASO and Aviation Work Program

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FASP Goals

- Provide **efficient, safe, secure,** and **convenient service** to Florida's citizens, businesses, and visitors.
- Contribute to **operational efficiency, economic growth,** and **competitiveness** while remaining sensitive to Florida's natural environment.
- Support and enhance the position of **leadership and prominence** held by Florida's aviation industry.
- **Protect airspace** and promote **compatible land uses** around public airports.
- Foster technological **innovation** and support implementation of **new technologies.**
- Promote **support for aviation** from business, government, and the public.
- Foster Florida's reputation as a **military-friendly state.**

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FASP and FTP Goal Comparison

○ = Low relationship
◒ = Medium relationship
● = High relationship

FTP	FASP: Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses,	Contribute to economic growth and competitiveness while remaining sensitive to Florida's natural environment	Support and enhance the position of leadership and prominence held by Florida's aviation	Protect airspace and promote compatible land uses around public airports	Foster techno-logical innovation and support	Promote support for aviation from business, government, and the public	Foster Florida's reputation as a military-friendly state
Safety and security for residents, visitors, and businesses	●	◒	○	●	◒	◒	◒
Agile, resilient, and quality infrastructure	●	◒	○	◒	◒	●	◒
Efficient and reliable mobility for people and freight	●	◒	◒	○	◒	◒	◒
More transportation choices for people and freight	◒	●	◒	○	◒	◒	○
Transportation solutions that support Florida's global economic competitiveness	◒	●	●	○	◒	◒	○
Transportation solutions that support quality places to live, learn, work, and play	◒	●	◒	◒	◒	◒	◒
Transportation solutions that enhance Florida's environment and conserve energy	◒	●	◒	◒	◒	○	○

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State Strategic Goal Analysis Tool (SSGAT) – Relationship to Goals

- Relates FDOT project funding to FASP goals
- Developed to provide additional tool for Districts to use in project evaluation
- Spreadsheet model integrated into JACIP
- Ties FAA project categories to FASP goals

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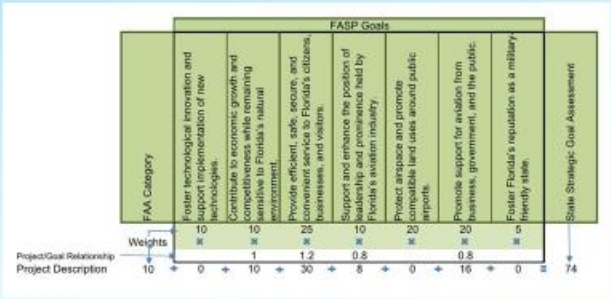

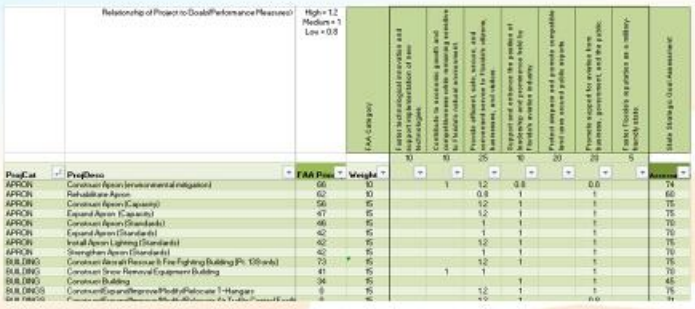

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SSGAT Application in Phase 2

- **SSGAT updated in Phase 1**
  - Revised weights assigned to FAA categories
  - Revised based on updated FASP goals
- **Comparison of JACIP project requests and SSGAT results to Work Program**
  - Review current and past 5 years of Work Programs
  - How have funded projects helped achieve FASP and FTP goals?
- **One measurement of ASO's performance in meeting goals**
- **Helps to answer previous question: "Is the State funding the right airport projects?"**

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Performance Measures and Indicators (PMs and PIs)

- **Provide another mechanism to evaluate ASO's achievement of goals**
- **More detailed look at system, not just projects**
- **In Phase 2, re-evaluated PMs and created PIs**
  - Performance Measure: Action could be taken by FDOT or airports to influence results
  - Performance Indicator: Can't really be influenced but still important to track
  - Removed PMs that could not be measured or even reported
  - Also incorporated FDOT Mobility Performance Measures relative to Aviation as required in MAP-21

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Examples of PMs and PIs

Goal 1:		Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.			
	Objective		Performance Measure (PM)		Performance Indicator (PI)
	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	The number of FASP airports with terminal-related development projects (building, rental car, parking) and the amount of JACIP funding identified for these projects.
	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.		
Goal 2:		Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida's natural environment.			
	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 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.

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Group Exercise #1
PMs and PIs

- Seeking input on collection and use of data for measuring system's performance
- Use results in considering best uses for PMs and PIs and timing for updating data

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Good, Better, Best Exercise

What can you do related to the collection, upkeep, and use of the data in the Performance Measures and Performance Indicators to better support airports, your community and elected officials, and FDOT?

Commons themes, ideas, and words:

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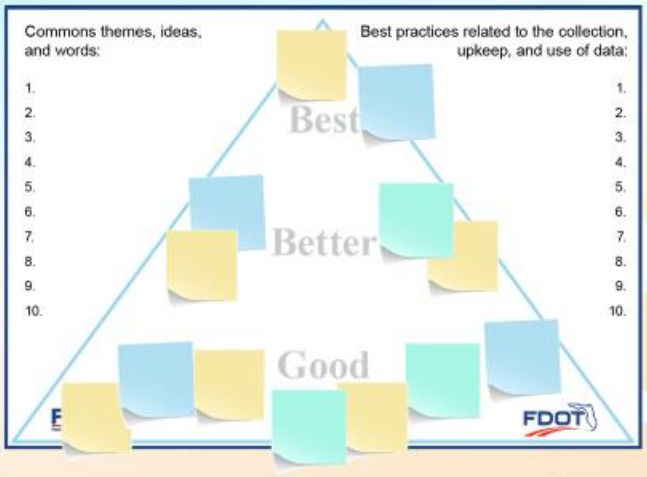

Best practices related to the collection, upkeep, and use of data:

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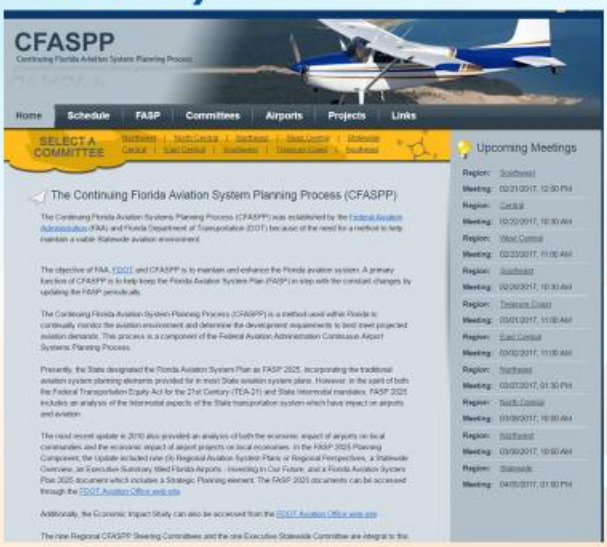
Public Engagement Mechanism (CFASPP Website)



Initial Proposed CFASPP Website Changes

- Several new tabs
- Redesigned FASP tab specifically for the FASP 2035 project information; repository of draft and final deliverables, past archived FASP files, and other general information; new brand
- Revisions to Administrative section to allow easier management of files
- Changes to the photos displayed on the site

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Initial Proposed CFASPP Website Changes

- "New" Contacts Tab: Changes to administrative functions including functionality of contact updates and link to FAD Contact Management Module
- "New" News Tab: Provide information such as news, events, and/or job postings with option for users to request to add items
- "New" Calendar Tab: Display all meetings, events, and important dates in the system, with current calendar month and ability to move between current, future, and past months and active links to details
- Projects Tab: Changes to internal data entry processes, add separate section for "FDOT Sponsored Training" to display time/date/registration information
- Committees Tab: Modify to add the current contact info for each CFASPP Chair and Vice-chair on their respective committee tabs
- CFASPP Schedule Tab: Allow more flexibility in displaying upcoming meetings, monthly calendar display options, links to more details about meetings, allow importing meetings to calendars, RSVPs

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CFASPP Survey Input

- **Survey goals:**
  - Determine how website is used
  - What existing features need to be maintained
  - What else is needed on website
- **Survey to be distributed to CFASPP contact list**
- **Initial thoughts on website needs?**
  - How do you use now
  - Suggestions beyond what is anticipated

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Aviation Demand Drivers

- System's needs are determined by types of activities at airports and in communities
- Some activities impact aviation and infrastructure needs more than others
  - Business aviation
  - High aviation training levels
  - Population levels and other demographic factors
  - Air cargo
  - Tourism

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Examination of Drivers

- Use drivers in updated forecasting
- Develop mapping to reflect the drivers/factors
- Identify "clusters" that have potential to impact future facility needs
- Analysis can be used to examine if/where new airports might be needed

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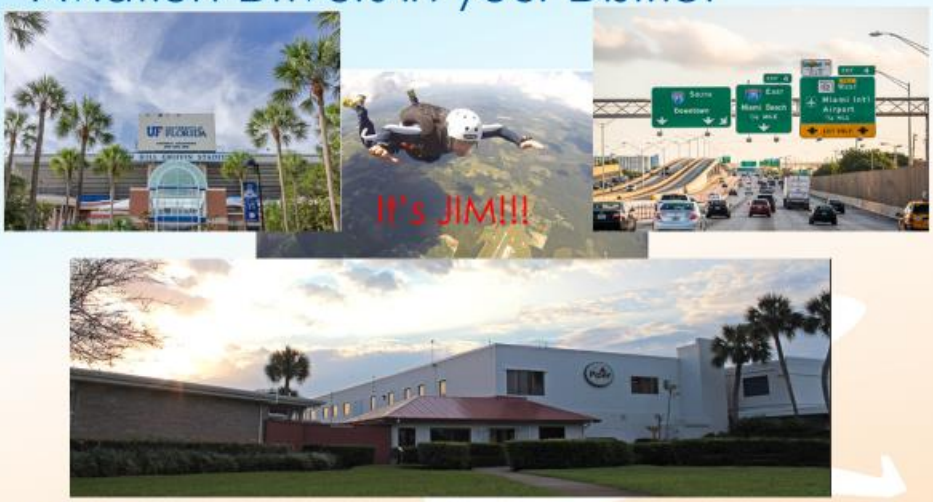
Group Exercise #2
Aviation Drivers in your District



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Group Exercise #2
Aviation Drivers in your District

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SIS Program Review

- FDOT has identified certain airports for inclusion as "largest and most strategic facilities"
- Update of SIS criteria and classification is underway
  - Will be finalized in mid 2017
- Classifications will have different funding availability
- Classifications will be based on activity levels
  - SIS Airports
  - Strategic Growth Facilities

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Existing and Proposed SIS Criteria
CURRENT CLASSIFICATIONS
>> SIS Commercial Service Airport
>> Emerging SIS Commercial Service Airport
>> SIS General Aviation Reliever Airport
PROPOSED CLASSIFICATIONS
>> SIS Airport
>> Strategic Growth Facilities
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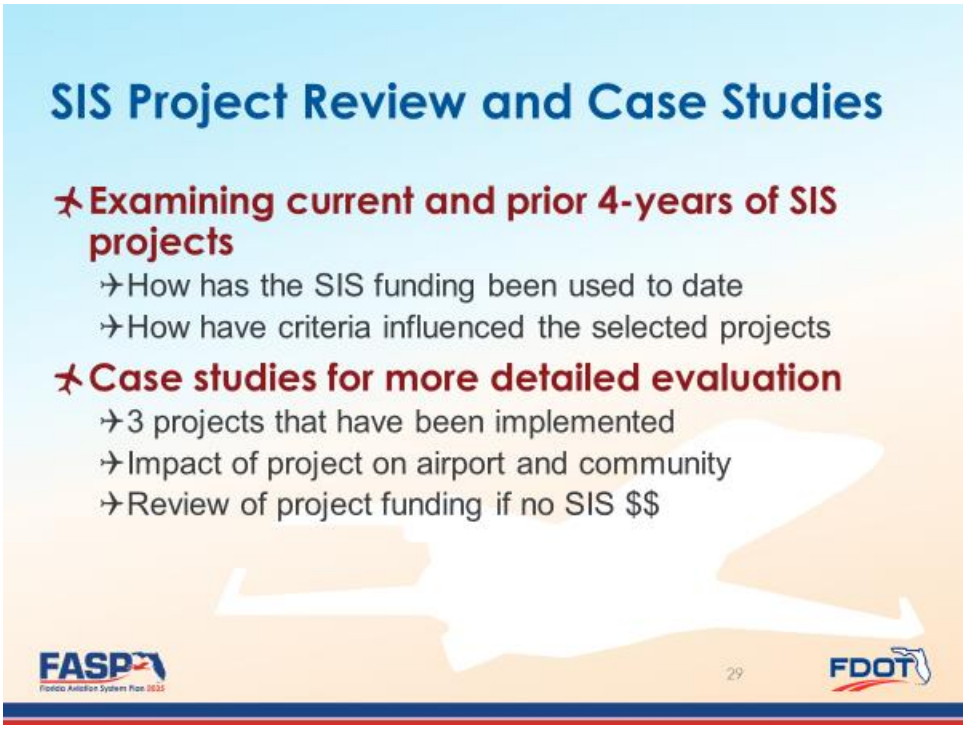
SIS Project Review and Case Studies
Examining current and prior 4-years of SIS projects
How has the SIS funding been used to date
How have criteria influenced the selected projects
Case studies for more detailed evaluation
3 projects that have been implemented
Impact of project on airport and community
Review of project funding if no SIS $$
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SIS Projects: Potential Case Studies

- Fort Lauderdale-Hollywood Runway Expansion
- Miami Intermodal Center
- Northwest Florida Beaches
- List some potential projects
  - One airside and one landside
  - Maybe one 'non-airport' multi-modal project

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FASP Deliverables

- Final Technical Report
- Executive Summary
  - Short Version
  - Long Version
- Five Videos
  - Each 30-60 seconds long
  - Each highlighting a different facet of Florida aviation (cargo, flight training, air service, etc.)
- Brochures by District and CFASPP region
- Executive Summary Primers – What does the FASP mean to you and how should you use it?
  - Legislative/elective officials
  - Airport management and consultants
  - General public audience
  - FDOT (ASO, District, other offices)

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Guidance, Products, Tools, and Resources – What Else Is Needed?

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Next Steps

- Distribute CFASPP website survey
- Analyze baseline performance
- Update forecasts
- Engage MPO Advisory Committee, FDOT modal groups, FDOT Policy Planning and Systems Planning
- Next meeting - Webinar in February

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Round-Table Wrap-Up

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Thank You

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A.5.2.3 Meeting Summary

On December 5th, staff from the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO), FDOT District Representatives, and Kimley-Horn and Associates (KHA) met in person to review and discuss ongoing efforts of the FASP 2035. The purpose of this meeting was to present a status of tasks that had been completed, those underway, and to seek input and assistance on elements of the project. Meeting participants included:

- Jim Halley, FDOT – ASO
- Todd Cox, FDOT – ASO
- Andy Keith, FDOT – ASO
- Donna Whitney, FDOT – District 2
- Barbara Cloud, FDOT – District 2
- Laurie McDermott, FDOT – District 4
- Jim Wikstrom, FDOT – District 5
- Christie Darrell, FDOT – District 5
- Allison McCuddy, FDOT – District 5
- Ray Clark, FDOT – District 7
- Pam Keidel-Adams, Kimley-Horn
- Jon Sewell, Kimley-Horn
- Colin Wheeler, Kimley-Horn
- Zach DeVeau, Kimley-Horn
- Dan Afghani, DA Consulting

The following is a summary of the input received from the discussion. (Note: as part of this FASPRT meeting, two interactive exercises were conducted. The summary of these exercised is provided as a separate document).

- The meeting began with a broad overview of the FASP as well the overall schedule for the project

- As part of the presentation, a comparison matrix of the goals of the FASP and Florida Transportation Plan (FTP) was presented. Comments on the comparison matrix included:
    - "Preservation of the System" had been a goal that was previously in the FTP, but it is now covered by numerous other FTP goals
    - The FASP goal of "Foster Technological Innovation and Support" should have a high relationship with the FTP goal of "Safety and Security for residents, visitors, and businesses"
    - Other transportation modes merely follow FTP goals and aviation is the only mode to develop their own goals – the outcome of the FASP will be used to influence the next FTP
    - Previous studies were more focused on objectives, the current FTP provides for "Areas of Influence" that act as their objectives

- The next topic of discussion was on the State Strategic Goal Analysis Tool (SSGAT). Comments on the SSGAT included:
    - To begin the discussion, it was asked when and why the SSGAT was first developed

        - FDOT ASO staff indicated that it was develop as a tool for FDOT to assist in making decisions on how projects are funded. It also was developed to help identify which projects fulfill "more goals"
    - It was then discussed how it is important to identify goals
        - SSGAT supports and drives project funding and justification
        - It is important to see if or how the SSGAT is being used to support FASP goals
        - The SSGAT may need to be modified to better support the overall goals of the FASP

- The final topic of discussion was on the CFASPP website. The following is a summary of the discussion:
    - Districts typically use website quarterly for meetings (only look at it to prepare for regional CFASPP meetings)
    - Suggested that modeling the site after "Freight Moves Florida" or another similar site would help make it more user friendly – needs to be updated to expand website and leverage for public input
        - It was also suggested that information be provided for individual FDOT Districts and CFASPP Regions
    - The primary suggestion was for an enhanced calendar that includes events from around the state
        - Provide the ability to query by CFASPP Region or FDOT District to make as customizable as possible

- To end the meeting, attendees were asked if there were any deliverables or tools that could be included into the FASP. The following were noted by attendees:
    - Videos like the one developed by the Aircraft Owners and Pilots Association (AOPA) may be beneficial
    - Completing a comparison of the data collected for the FASP performance measures and indicators against other state systems around the country
        - Ex: comparison of the percentage of airports in Florida's system that have completed business plans vs. the percentage of airports in another state system that have completed business plans
    - Compiling information into a GIS database that can be easily updated

A.6 Continuous Florida Aviation System Planning Process (CFASPP)

The CFASPP was utilized as a venue to obtain input and present the findings and recommendations of the Florida Aviation System Plan (FASP) 2035. During regional CFASPP meetings in February 2017, the Consultant Team and the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO) conducted sessions to obtain input and feedback on draft plan recommendations. During the meetings, all members of the aviation public were given the opportunity to express their opinions and provide feedback regarding the FASP 2035 recommendations and findings. These included members of the military, airport staff, consultants, and other aviation professionals that were not participants of the previously described review teams.

A.6.1 Meeting #1 – CFASPP Update Meeting – February 2017

A.6.1.1 Presentation

Aviation in Florida

- 8.5% of Florida's GSP is from aviation-dependent businesses
- Both the first scheduled airline flight and the first international flight took off in Florida
- #1 state for aerospace manufacturing attractiveness
- 128 public use and 650+ private use facilities
- High return on investment
  - 2013/2014 to 2015/2016: 1.37
  - 2014/2017 to 2020/2021: 1.72
- High economic impact
  - $144.0 billion in annual economic activity
  - Supports 1.3 million jobs with an annual payroll of $44.5 billion

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What Does Aviation Do in Florida?

3

Today's Flight Plan

- Overview of outreach
- FASP itinerary
- FASP deliverables
- Guidance, products, tools, and resources
- Next steps

4

FASP Goals

- Provide **efficient, safe, secure,** and **convenient service** to Florida's citizens, businesses, and visitors.
- Contribute to **operational efficiency, economic growth,** and **competitiveness** while remaining sensitive to Florida's natural environment.
- Support and enhance the position of **leadership and prominence** held by Florida's aviation industry.
- **Protect airspace** and promote **compatible land uses** around public airports.
- Foster technological **innovation** and support implementation of **new technologies.**
- Promote **support for aviation** from business, government, and the public.
- Foster Florida's reputation as a **military-friendly state.**

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Overview of Outreach So Far

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Florida's airports are _____

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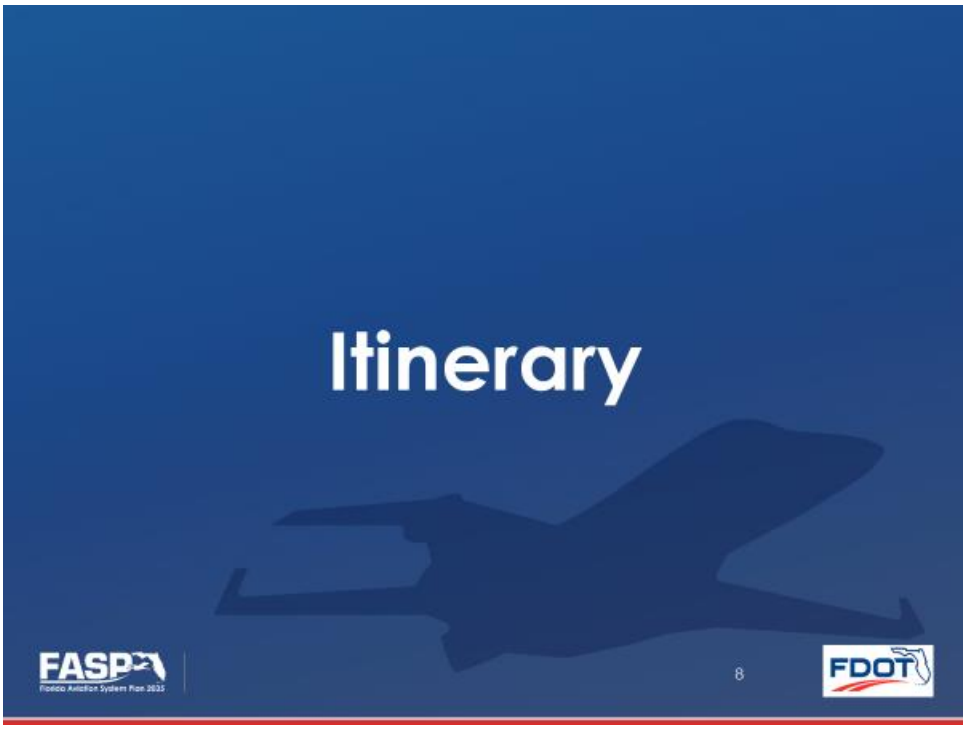
Itinerary
FASP
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FASP – Phase Overview
PHASE 1
» State, Regional, and Local Airport Issues
» Goals, Objectives & Performance Measures
» Inventory
» Stratification Methodology Evaluation
» Regional and State Overviews
» Aviation Industry Trends
» Forecasts
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» Recommendations
» Public Engagement Mechanism (CFASPP Website Update)
» Final Deliverables
MEETINGS/COORDINATION
FAA » FASP Review Team (FASPRT) » Comprehensive Review Team (CRT)
Other FDOT Representatives » MPOs
FASP
Florida Aviation System Plan 2035
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Progress of the FASP

Still at the gate

- Recommendations
- Final deliverables

Cleared for departure

- Future system needs
- ID alternative scenarios

On short final

- Analysis of existing intermodal connectivity
- Analysis of historical SIS-funded projects
- Air Service and Air Cargo Studies review
- Mapping analysis

Enroute

- Data collection
- Establish PM/PI baseline
- ID demand drivers
- Apply SSGAT to JACIP

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Sample Deliverable

- **30 minute drive time buffers around airports with ATCTs**
  - ≈ 90% of FL population is within a 30 minute drive

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Sample Deliverable

- Analysis of SIS funds used at airports (FY13-17)

Project Type		Amount	Percent
Automated People Mover	$	156,500,000	47%
Terminal	$	90,812,200	28%
Runway	$	27,774,889	8%
Aviation Manufacturing	$	22,000,000	7%
Taxiway	$	8,799,300	3%
Access Road	$	7,553,768	2%
Air Commerce Park	$	7,000,000	2%
Terminal Shuttle Cars	$	5,400,000	2%
Cargo Facility	$	3,031,546	1%
Apron	$	1,000,000	0%
Total:	$	329,871,703	100%

- 90% of SIS highway funds are programmed for managed lane projects (FY17-21)

Project Type		Amount	Percent
Managed Lanes	$	11,162,526,000	90%
Add 4 to Build 6 Lanes	$	558,236,000	5%
Add 2 to Build 4 Lanes	$	193,382,000	2%
New Road	$	110,124,000	1%
Preliminary Engineering	$	102,150,000	1%
Project Dev. & Env.	$	95,482,000	1%
Add 2 to Build 6 Lanes	$	67,330,000	1%
Add Turn Lane	$	23,810,000	0.2%
Right Of Way	$	13,594,000	0.1%
Add 2 to Build 8 Lanes	$	10,266,000	0.1%
Total:	$	12,336,900,000	100%

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Next Steps

- Analyze baseline performance
- Future system needs
- Identify alternative scenarios
- CRT webinar on March 1st
- We need…
  - Your data
  - Your input on the CFASPP website
  - Your review of draft deliverables

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FASP Deliverables
Technical report
Executive summaries
Videos
Brochures
Executive summary primers
FASP
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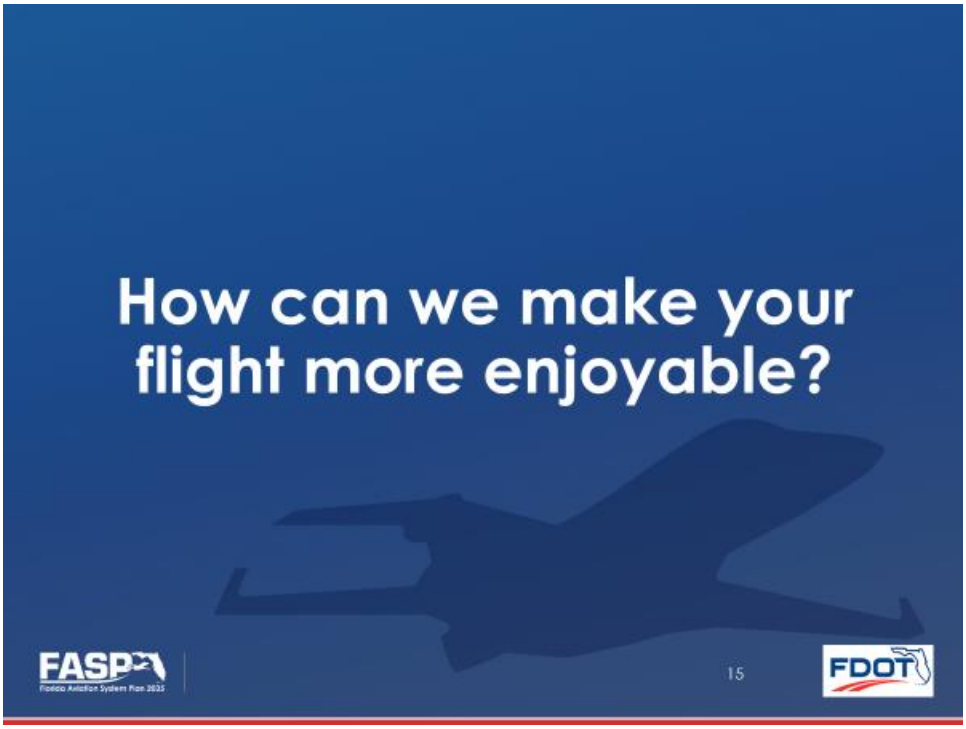
How can we make your flight more enjoyable?
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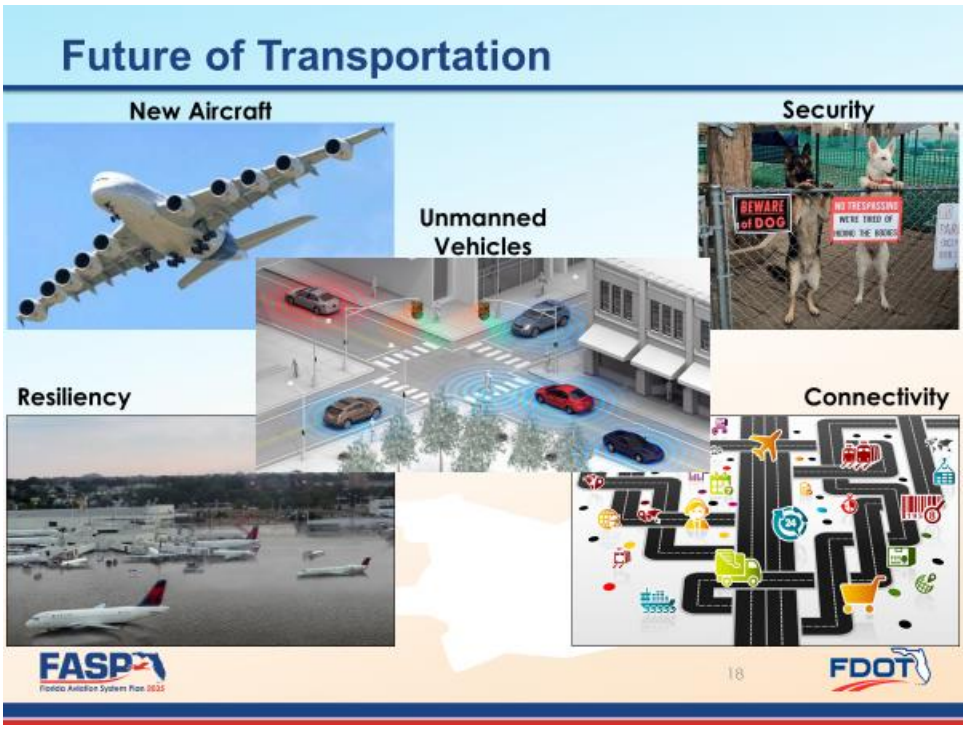
Southwest Florida's airports are _____
Development
Business
Training
Taking Flight
Booming
Expanding
Growth
FASP
Florida Aviation System Plan 2035
FDOT

Airport Profiles – What do you want?!
AIRPORT MANATEE
FASP
Florida Aviation System Plan 2035


Future of Transportation
New Aircraft
Security
Unmanned Vehicles
Resiliency
Connectivity
BEWARE of DOG
NO TRESPASSING
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Florida Aviation System Plan 2035
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FDOT

Guidance, Products, Tools, and Resources – What Else Is Needed?
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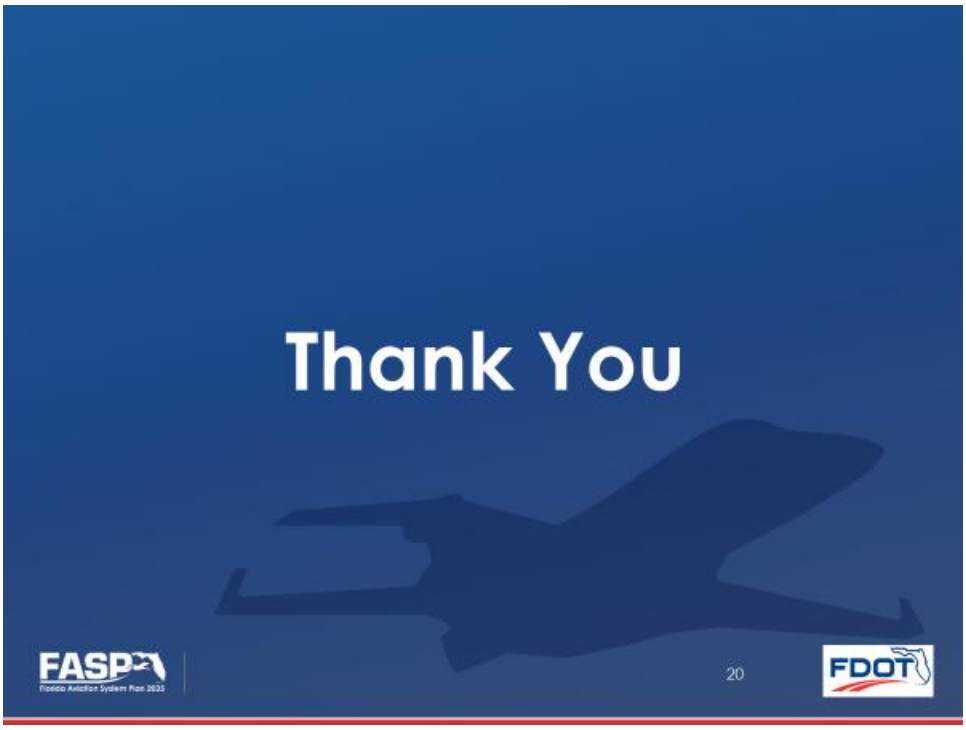

A.6.2 Meeting #2 – Statewide CFASPP Meeting – July 2017

A.6.2.1 Presentation

Thank you for your participation on the

FASP Comprehensive Review Team!!

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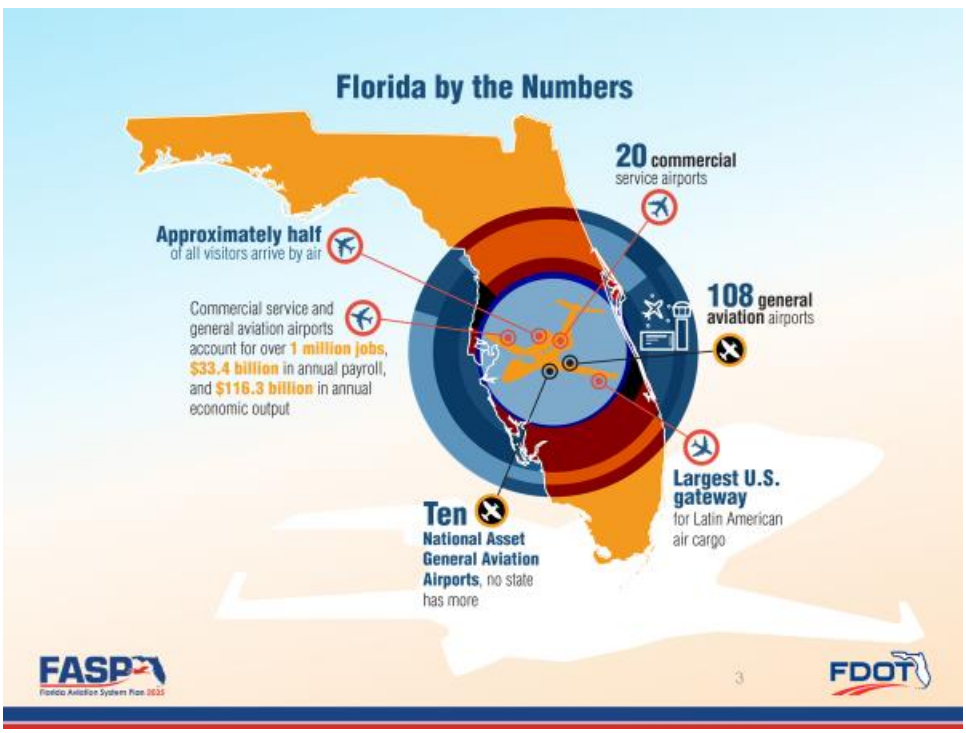

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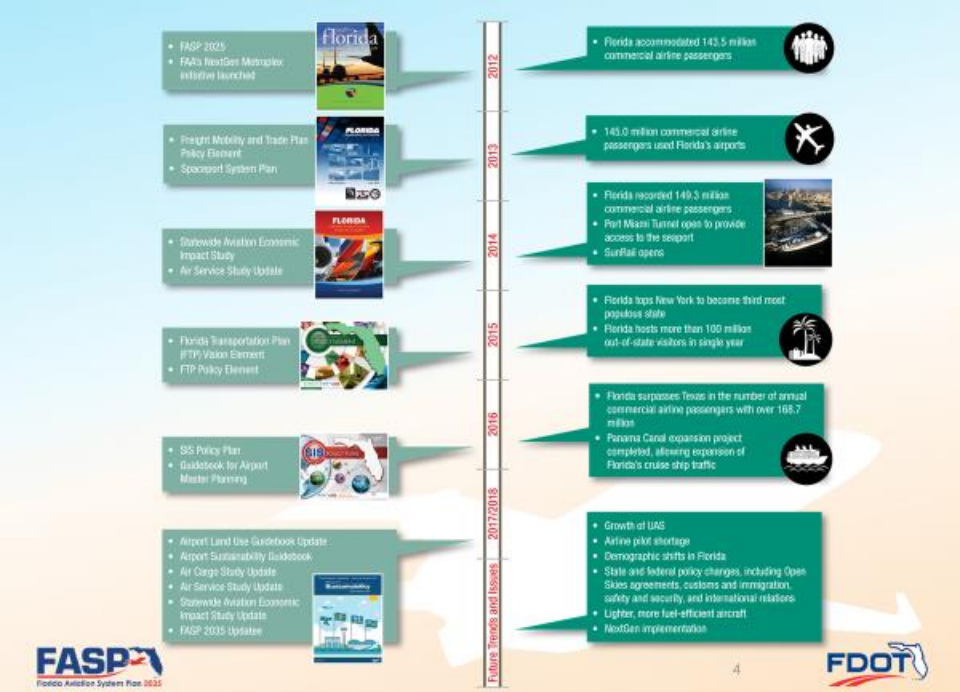
FASP 2025
FAA's NextGen Metroplex initiative launched
Florida
Freight Mobility and Trade Plan Policy Element
Spaceport System Plan
FLORIDA
Statewide Aviation Economic Impact Study
Air Service Study Update
FLORIDA
Florida Transportation Plan (FTP) Vision Element
FTP Policy Element
SIS Policy Plan
Guidebook for Airport Master Planning
Airport Land Use Guidebook Update
Airport Sustainability Guidebook
Air Cargo Study Update
Air Service Study Update
Statewide Aviation Economic Impact Study Update
FASP 2035 Updates
2012
2013
2014
2015
2016
2017/2018
Future Trends and Issues
Florida accommodated 143.5 million commercial airline passengers
145.0 million commercial airline passengers used Florida's airports
Florida recorded 149.3 million commercial airline passengers
Port Miami Tunnel open to provide access to the seaport
SunRail opens
Florida tops New York to become third most populous state
Florida hosts more than 100 million out-of-state visitors in single year
Florida surpasses Texas in the number of annual commercial airline passengers with over 168.7 million
Panama Canal expansion project completed, allowing expansion of Florida's cruise ship traffic
Growth of UAS
Airline pilot shortage
Demographic shifts in Florida
State and federal policy changes, including Open Skies agreements, customs and immigration, safety and security, and international relations
Lighter, more fuel-efficient aircraft
NextGen implementation
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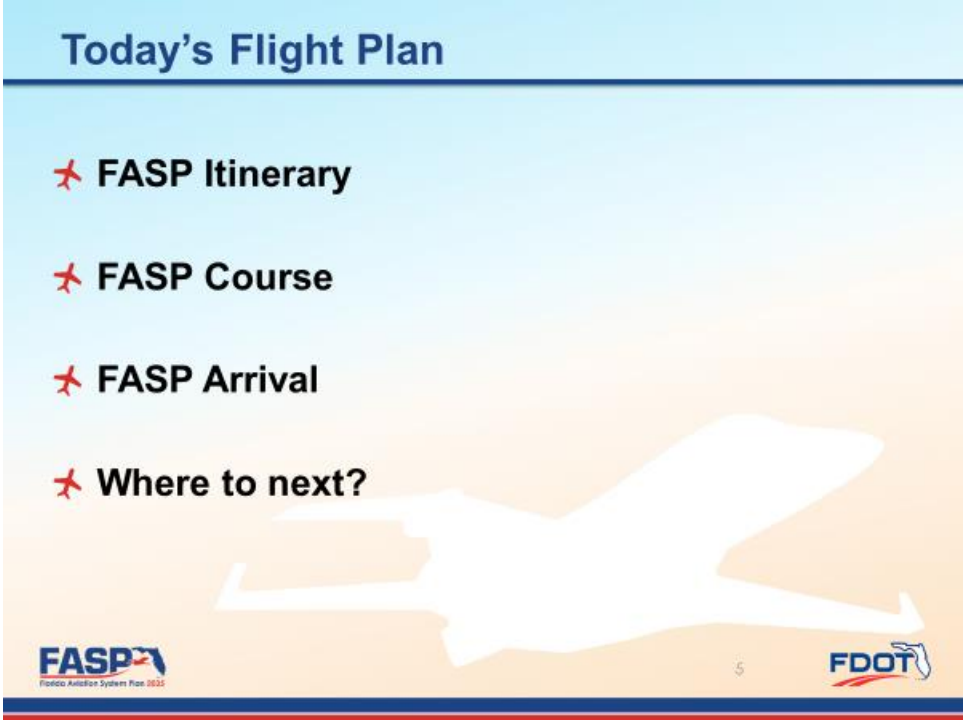
Today's Flight Plan
FASP Itinerary
FASP Course
FASP Arrival
Where to next?
FASP
Florida Aviation System Plan 2035
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FDOT

FASP Itinerary

FASP Process

New FASP Tasks

- Outreach and engagement
  - FDOT Modal Offices and MPOAC
- Historical and future SIS-funded projects
- Airport opportunity analysis (mapping)
- Existing intermodal connectivity
- Alternative scenarios
- Demand drivers

Total Airports Where Service is Provided

8

FASP Course

9

FASP Goals

- Provide **efficient, safe, secure,** and **convenient service** to Florida's citizens, businesses, and visitors.
- Contribute to **operational efficiency, economic growth,** and **competitiveness** while remaining sensitive to Florida's natural environment.
- Support and enhance the position of **leadership and prominence** held by Florida's aviation industry.
- **Protect airspace** and promote **compatible land uses** around public airports.
- Foster technological **innovation** and support implementation of **new technologies.**
- Promote **support for aviation** from business, government, and the public.
- Foster Florida's reputation as a **military-friendly state.**

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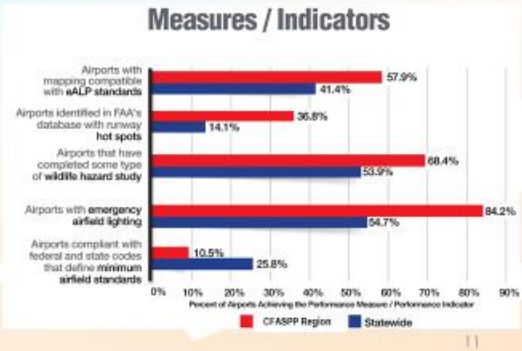
FDOT

Making Progress

- Series of Performance Measures and Performance Indicators
- Track our progress and inform our decision making



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Future System Needs

Capacity

- Continued growth in flight training and commercial service
- No new airports; rather leverage the existing system

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FASP Arrival

FASP Florida Aviation System Plan 2035

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Statewide Recommendations

- **Goals, objectives, performance measures, and performance indicators have been vetted:**
  - Airports
  - FAA
  - FDOT Districts
  - Modal representatives
  - MPOs
- **Recommended actions by goal category**

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FDOT

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

- Conduct a more detailed capacity study, looking specifically in FDOT Districts Four, Five, and Six.
- Prioritize funding for projects that address state licensing standards per Rule 14-60, Florida Administrative Code (FAC).
- Compile Runway Protection Zone (RPZ) ownership data.

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

- Develop a study to determine business suitability and identify opportunities at airports, including commercial air service enhancements.
- Coordinate with MPOs and other modal partners to support and improve intermodal connectivity.
- Recommend modifications to existing SIS airport criteria to better leverage the economic competitiveness and strategic nature of Florida's airports.

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

- Develop a study to determine business suitability and identify opportunities at airports, including commercial air service enhancements.
- Monitor and promote the return on investment (ROI) of investment in Florida's airports.
- Continue to update the Statewide Aviation Economic Impact Study in conjunction with the FASP.

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

- Provide continuous training on the latest requirements of Florida Statute (FS) 333, Airport Zoning.
- Develop a web-based statewide land use compatibility tool that includes UAS information.

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

- Develop an implementation plan for maximizing NextGen approach procedures at Florida airports.
- Continue to work with and support partners in the space industry to advance NextGen technologies.

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

- Continue to fund and provide statewide Pavement Condition Index (PCI) inspections and training.
- Improve Capital Improvement Plan (CIP) management and coordination to better manage financial resources for the Joint Automated Capital Improvement Program (JACIP).

Goal 7: Foster Florida's reputation as a military-friendly state.

- Ensure that military personnel are invited and encouraged to participate in planning processes, such as the Statewide Aviation Economic Impact Study, FASP, and CFASPP and airport master plans.
- Coordinate and support the efforts of the U.S. military in Florida through FDOT/EOC coordination.

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FASP Outreach Tools

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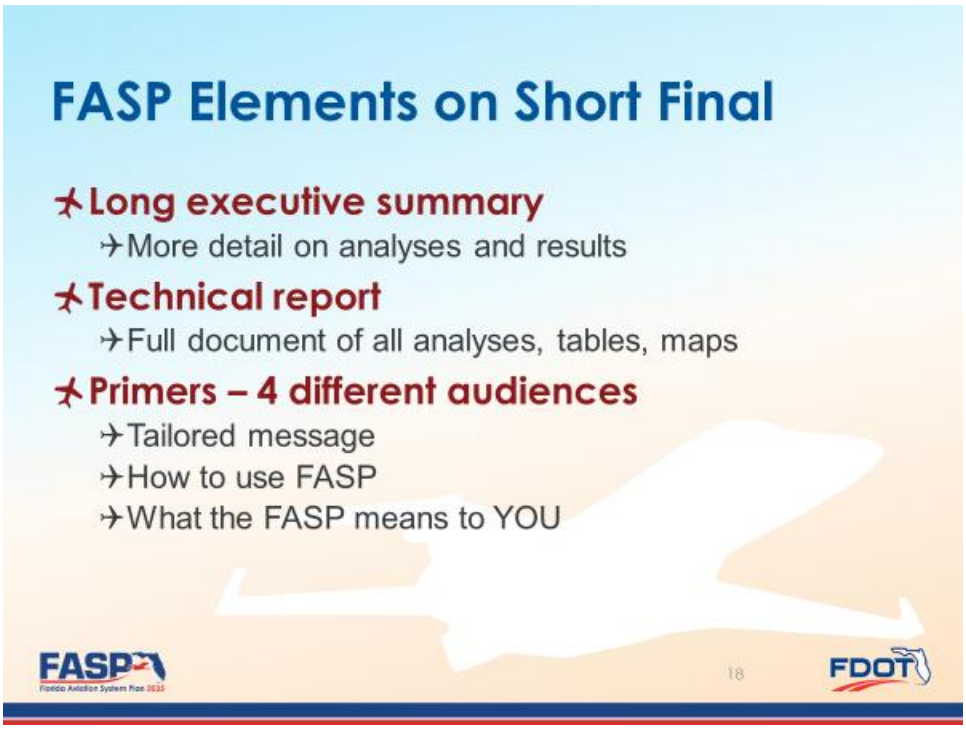
FASP Elements on Short Final
Long executive summary
More detail on analyses and results
Technical report
Full document of all analyses, tables, maps
Primers – 4 different audiences
Tailored message
How to use FASP
What the FASP means to YOU
FASP
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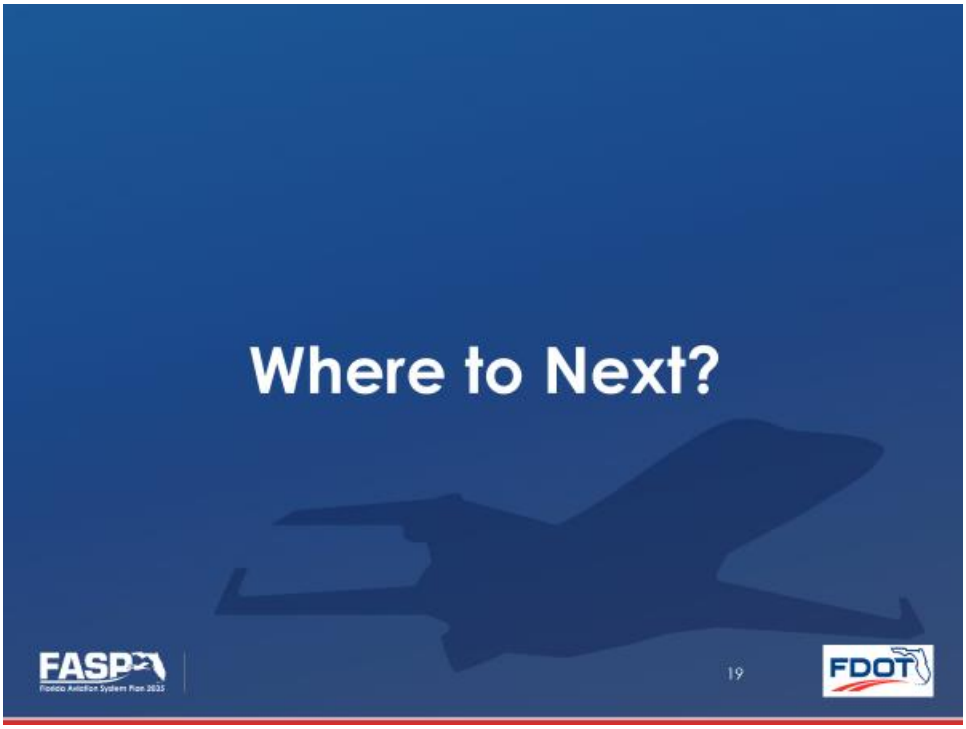
Where to Next?
FASP
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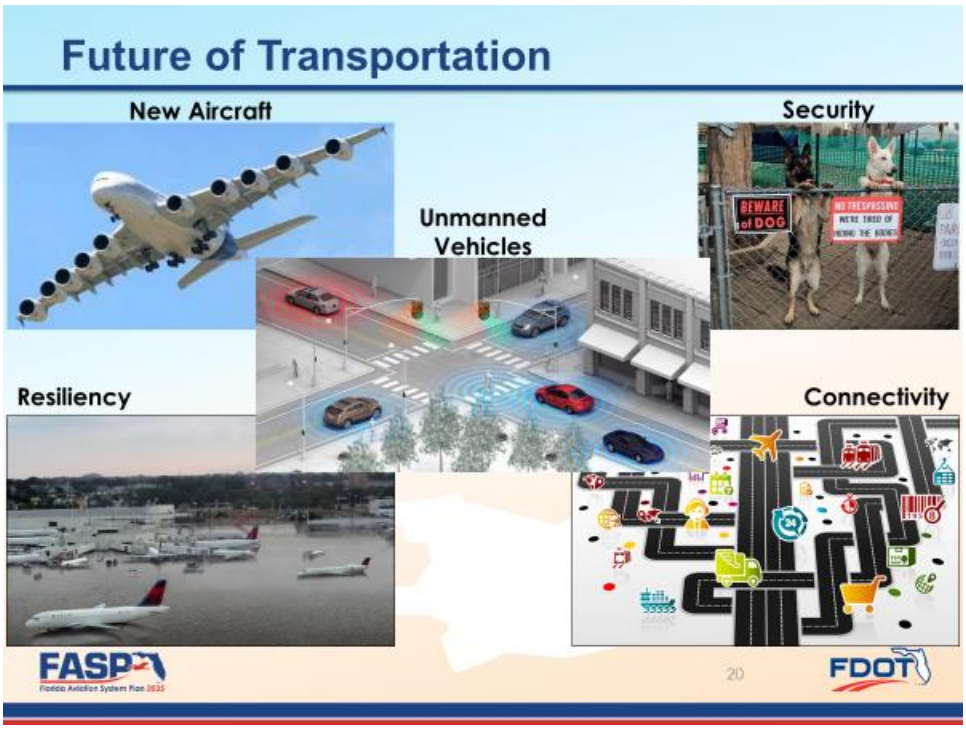
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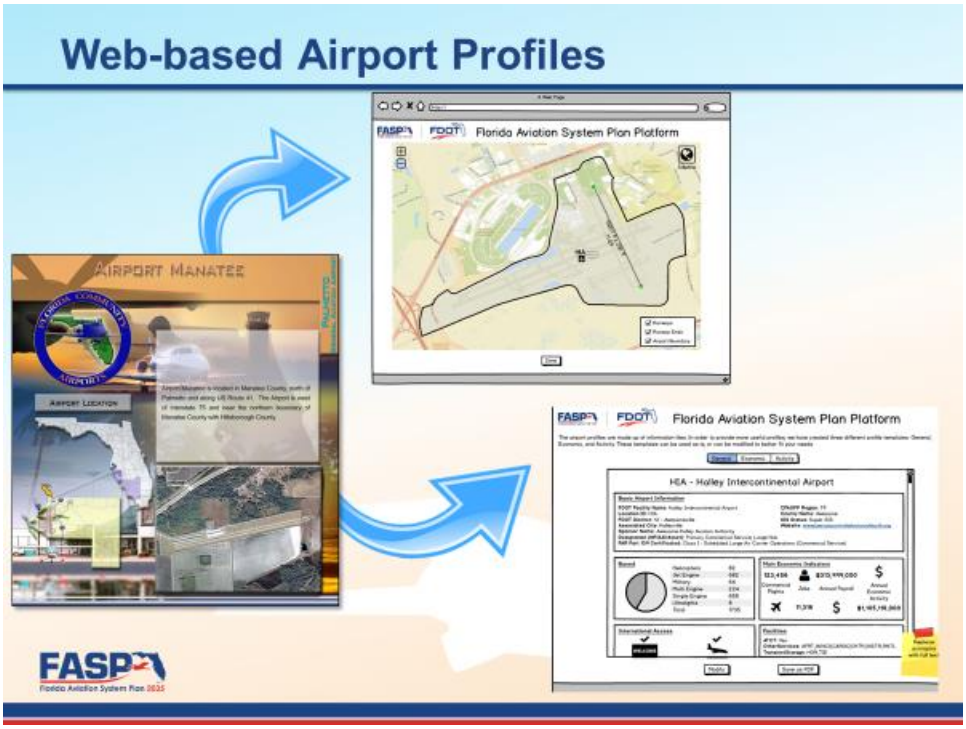
Web-based Airport Profiles
Florida Aviation System Plan Platform
AIRPORT MANATEE
Florida Aviation System Plan Platform
HEA - Holley Intercontinental Airport
FASP
FDOT

Potential Follow-on Efforts

- Automated inventory process
- FAD/JACIP assessment for modernization
- Using GIS as asset/data management
- Linking SAPMP to FASP 2035
- Technology solutions to accommodate UAS
- Conduct a capacity analysis (Districts 4, 5, & 6)
- Study to document RPZ ownership
- Develop statewide wildlife hazard assessment methodology
- Develop facility, infrastructure, and service guidelines
- Develop a business suitability study
- Develop a statewide eALP database

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Florida's airports

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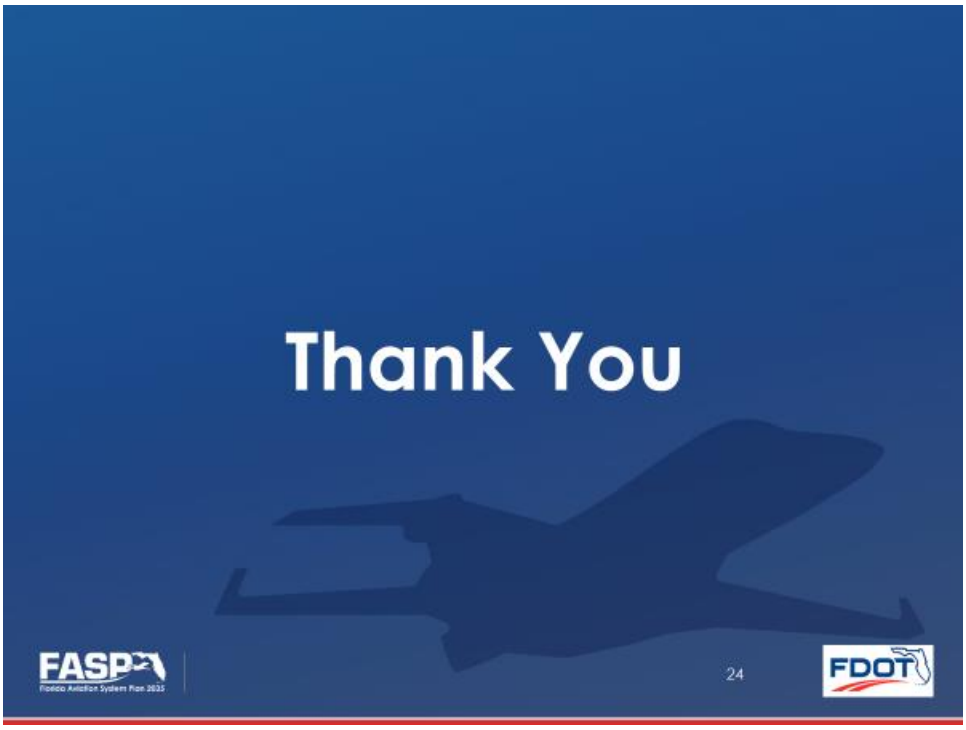
Thank You
FASP
Florida Aviation System Plan 2035
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FDOT