

Community Benefits and Takeaways

General Aviation

Florida's dynamic network of 108 general aviation airports provides our communities with some of the most important benefits associated with air service. General aviation airports in Florida generate \$7.7 billion in annual economic activity, as well as support 64,000 jobs with \$2.5 billion in annual payroll. The state is ranked third in the U.S. for total gross domestic product and jobs attributable to general aviation. Yet the benefits of general aviation extend farther than economics. These facilities improve the quality of life for millions of Floridians by making our communities safer, more secure, and more resilient when the unexpected occurs.

Commercial, Industrial, and Economic Activities

General aviation airports provide the facilities and services to support a range of business endeavours such as aviation and aerospace research, development, and manufacturing; agricultural support; aerial surveying and observation; air cargo; and flight instruction. Many of these types of activities support high-skill, high-wage jobs critical for Florida's continued economic growth. In just one example, Lake City Gateway Airport (LCQ) supports a 12-acre industrial park anchored by a large maintenance, repair, and overhaul operation with over 1,900 skilled employees.

Emergency Preparedness and Response

When disaster strikes, general aviation airports often offer the quickest access to aid as first responders arrive on the scene or residents are transported to medical care. General aviation airports support aeromedical flights; serve as a base to enforce local, state, and federal laws; and provide staging areas for disaster-recovery efforts. Additionally, over 390 aviation facilities (including six in Florida) are designated by the federal government to support the critical services of U.S. Customs and Border Protection, U.S. Forest Service, U.S. Marshals Service, and other agencies.



Fort Lauderdale Executive Airport (FXE) served as a critical base to transport supplies and personnel between the U.S. and Haiti following the devastating earthquakes in late 2009. General aviation aircraft were able to land at small airports and in very rural areas inaccessible to many large aircraft with the flexibility to provide immediate aid to the areas where it was most needed.

What FASP 2035 Means to You

The FASP 2035 resulted in several key takeaways directly applicable to the general public. These issues will be important considerations for future planning and design efforts, consistent with current FAA guidance.

Design and Capacity Constraints

The FASP 2035 Update examined operational activity at Florida's airports relative to the need to increase capabilities and serve the demand with appropriate capacity.

- Airports along the southeast coast are expected to experience the most severe capacity constraints through 2035, although all airports along the Atlantic Coast are at risk.
- Florida does not require any new airports; instead, the existing airport system can be leveraged to meet current and future demand.

Intermodal Connectivity

The SIS includes the transportation facilities in Florida that are deemed critical to the state's mobility and economic competitiveness. As one of the primary tools for implementing the FTP, capacity improvements at SIS facilities are a priority for FDOT to ensure people and goods can efficiently move between the airport and their final destinations.

How to Get Involved

Understanding your needs is critical to ensure Florida's publicly owned, public-use airports serve the needs of the traveling public. To get involved:

- Participate in the development of airport master plans. These strategic plans guide future development and provide a resource for other community planning efforts so airports can serve the needs of users today and into the future. The *FDOT Guidebook for Airport Master Planning* provides details about this important process. The Guidebook can be downloaded at fdot.gov/aviation/flpub.shtm
- Protect your local airport. Planning and development in the vicinity of an airport must be airport-compatible. Support planning efforts, including zoning, permitting, and other regulations, that keep aircraft, their passengers, and people on the ground safe and ensure airports can be good neighbors in the community.

More information about the FASP 2035 Update, including a list of policy and development recommendations, and additional FASP resources are available at fdot.gov/aviation/FASP_details.shtm.

Introduction for the General Public

Florida's 128 public-use commercial service and general aviation airports are a cornerstone of the state's economy and essential to the safety, resiliency, and security of residents, visitors, businesses, and the products that fly through our state. To ensure Florida's airports continue to provide a high level of service to all users, the Florida Department of Transportation (FDOT) Aviation and Spaceports Office (ASO), with the assistance of the Continuing Florida Aviation System Planning Process (CFASPP), updated the Florida Aviation System Plan (FASP). The FASP is grounded on the framework of the Florida Transportation Plan (FTP), Florida's overarching planning document guiding the state's transportation future.

The FASP 2035 Update is a long-term strategic vision plan to comprehensively assess all public-use airports in Florida and evaluate the existing system's ability to achieve current and anticipated future demands. The FASP 2035 Update is used by FDOT as a tool to maintain a safe, efficient, and reliable system; evaluate future funding decisions; and effectively expand capacity in those areas where it is most needed and beneficial for the continuing improvement of the state aviation system.

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Consultants and Airport Managers

FDOT

General Public

Policymakers

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Florida Aviation System Plan 2035 Update

Florida's Airports: A Global Asset

Florida offers the most dynamic and progressive aviation system in the world. Commercial service and general aviation airports serve as a backbone of the state's global economy and provide critical community services in times of emergency. In 2015, aircraft conducted nearly nine million operations in Florida, and that number is anticipated to grow over the next 20 years. International air cargo is a multi-billion dollar industry with over \$64 billion in total air trade value in 2014. 2.7 million tons of domestic and international air cargo passed through Florida's airports in 2014. Florida is also the leading provider of flight instruction in the U.S., with training offered at over 80 airports statewide. The state also leads the nation in four categories of pilot certifications including student, sport, airline transport, and flight instructor.

Aviation Makes the State Money!

For every dollar spent on the Florida Aviation Program, the state receives **\$1.37 in tax revenue in return.**¹ In total, aviation contributes \$144.0 billion to the state.

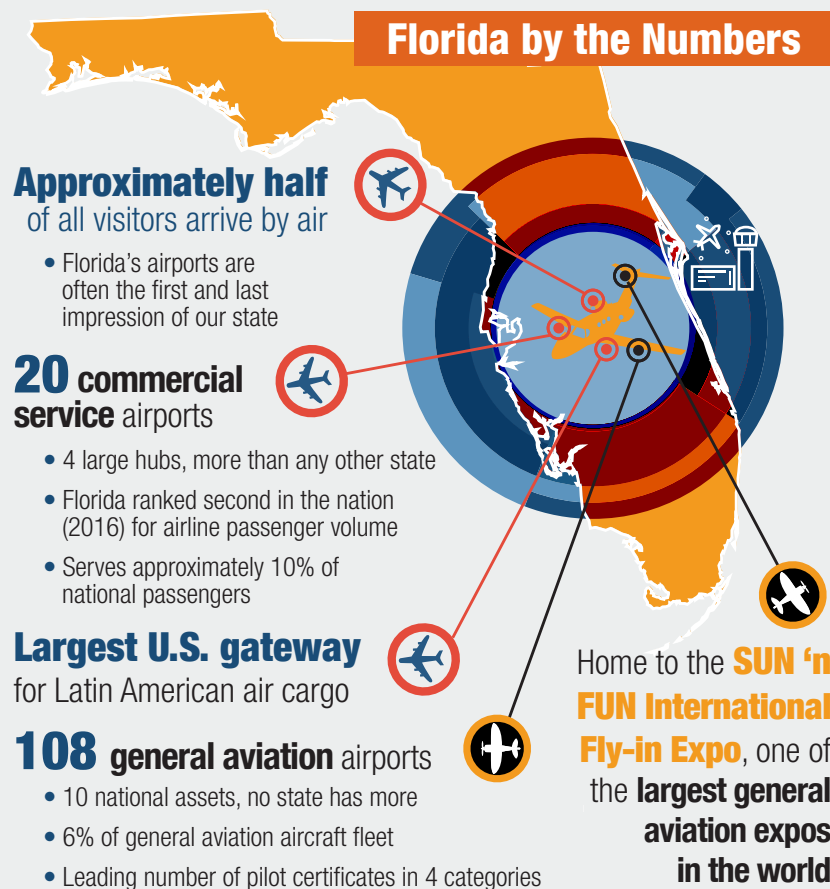
Taxpayer Dollars at Work

Investing in our airports pays dividends. The 2014 Statewide Aviation Economic Impact analyzed the economic contribution of Florida's aviation industry focusing on specific aviation activities including commercial and general aviation airports, air cargo, aviation education, military aviation, and federal agency usage. Together, these and other aviation activities support more than 1.3 million jobs with an annual payroll of \$44.5 billion. In total, the annual economic impact of aviation-related activities in Florida is an estimated \$144.0 billion.

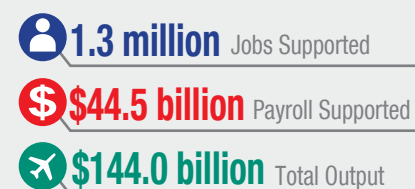
Yet these numbers are only part of the story. In addition to providing a 1.37 return on investment to the state,¹ annual spending on the Aviation Program:

- Increases real disposable personal income by \$9.9 billion
- Increases the gross domestic product by \$9.1 billion
- Supports nearly 72,000 Florida jobs

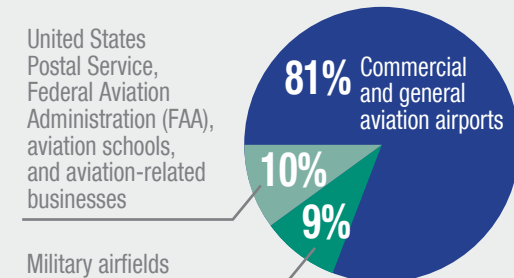
Given that the Florida Legislature has appropriated approximately \$3 billion to the Aviation Program since 1990, investing in Florida's airports only makes sense.



Total Economic Impact



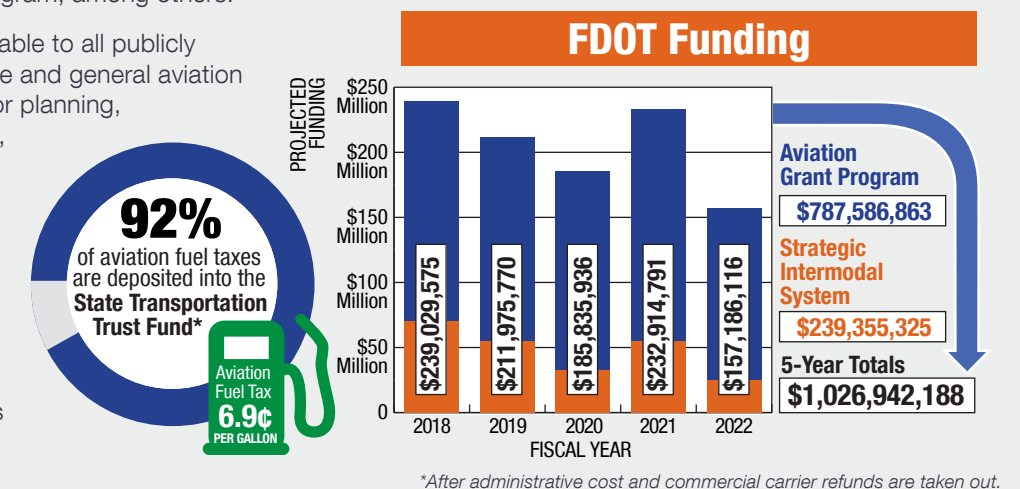
Economic Impact by Activity



Aviation Funding

Maintaining a safe, financially sustainable, and efficient statewide system is the responsibility of the FDOT ASO, the Federal Aviation Administration (FAA), airport sponsors, and local communities. Accordingly, funding for Florida's aviation system is available from a variety of federal, state, and local sources. FDOT allocates funds at the state level through the Florida Aviation Grant Program, Strategic Intermodal System (SIS), and other mechanisms including the State Infrastructure Bank and Transportation Regional Incentive Program, among others.

Florida Aviation Grant Funds are available to all publicly owned, public-use commercial service and general aviation airports in the FDOT airport system for planning, capital improvement, land acquisition, economic development, security, and other types of projects. SIS funds are available to improve capacity at the 20 aviation facilities designated as SIS or Emerging SIS Airports, including 18 commercial service and two general aviation reliever airports. These facilities are deemed critical to the state's economic competitiveness and transportation mobility.



Accessibility

Drive-time Analysis

The FASP 2035 Update analyzed the percent of Florida's population that can access different types of airports and aviation services within a 30-minute drive. These analyses demonstrate how well Florida's residents are served by the aviation system and can identify opportunities for new facilities or services. **Currently, 93 percent of Florida's population lives within a 30-minute drive of an airport.** There is no need for additional airports in Florida; instead, the existing system should be leveraged to continue serving all users through 2035.



Intermodal Connections

Airports provide access to the national air transportation system, but also require links to other modes of transportation to move goods and people to and from the airport. The linkages between airports and other modes of travel such as seaports, railways, and roadways are essential aspects of an airport system's accessibility. Nearly 50% of Florida's out-of-state visitors arrive by air but they are not staying at our airports—they are continuing on to the beaches, their winter homes, amusement parks, and businesses throughout the state. Intermodal connectivity at airports is necessary to help our airport users get from the airport to their final destinations.

