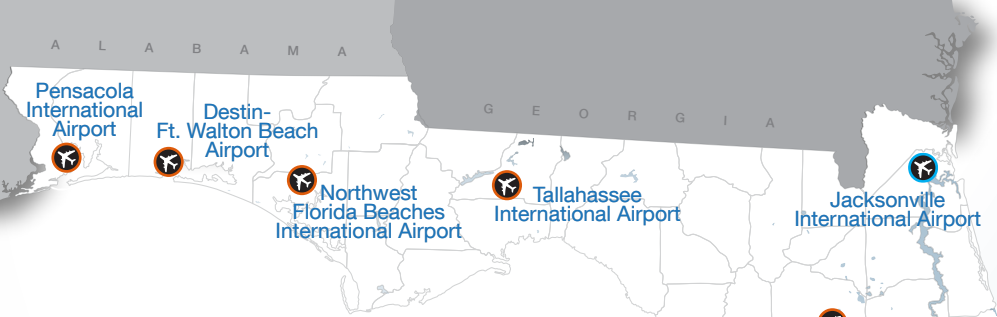


What Does the FASP Mean to You?



The FASP 2035 resulted in several key take-aways for FDOT applicable to future planning and design efforts, consistent with current FAA guidance.

Future Demand and Capacity Constraints

The study updated forecasts of annual general aviation operations and based aircraft and assessed the ability of Florida's airports to meet projected levels of aircraft operations over the 20-year planning horizon. By 2035:

- ➔ Annual general aviation operations are anticipated to increase by 23.8 percent to reach 8,204,503 per year.
- ➔ Based aircraft² are projected to increase by 31.1 percent to reach a total of 16,580 by 2035.
- ➔ The demand capacity ratios at 20 of Florida's airports, including seven commercial service facilities, are anticipated to meet or exceed the FAA's recommended thresholds for capacity improvements. The southeast coast will experience the most severe capacity constraints, although airports along the entire Atlantic coastline are trending towards constraints.

The FASP 2035 Update determined that 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 comprises those facilities deemed critical to the state's economic competitiveness and mobility and serves as one of the primary tools for implementing the FTP. Twenty of Florida's 128 airports are SIS or Emerging SIS facilities, including 18 commercial service and two general aviation reliever airports. Commercial service airports require more connections to facilitate passenger access to scheduled airline service, while general aviation reliever airports typically serve a high level of general aviation demand in metropolitan areas, relieving the pressures of the demand at nearby commercial service airports.



How to Get Involved

A central purpose of aviation system planning is to develop an interconnected transportation network that serves the needs of residents, visitors, and businesses based on existing conditions and projected future demands. The creation of such an intermodal network requires active and ongoing cooperation between all FDOT modal offices, as well as a joint commitment to maintaining Florida's prominence as a global transportation leader. Key ways to get involved include:

- ➔ Participate in the CFASPP. The CFASPP is a method for continually monitoring and improving Florida's aviation system (more information at www.cfaspp.com)
- ➔ Support coordinated planning efforts at federal, state, and local levels via the National Plan of Integrated Airport Systems (NPIAS)³; FASP; and local efforts including airport master plans, community master plans, and zoning
- ➔ Prioritize improving the connections between modes during mode-specific planning efforts

² A based aircraft is an operational and air-worthy aircraft based at a specific facility for the majority of the year.

³ The NPIAS is the Federal Aviation Administration's (FAA's) comprehensive planning document that identifies those airports deemed significant to national air transportation.

More information about the FASP 2035 Update is available at fdot.gov/aviation/FASP_details.shtm.

Introduction for FDOT

Florida's 128 public-use commercial service and general aviation airports are a cornerstone of the state's global economy and essential to the safety, resiliency, mobility, 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 development of the FASP is grounded on the framework of the Florida Transportation Plan (FTP), the statewide plan guiding Florida's transportation future.

The FASP 2035 Update is used by FDOT as a tool to maintain a safe, efficient, secure, 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.

FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

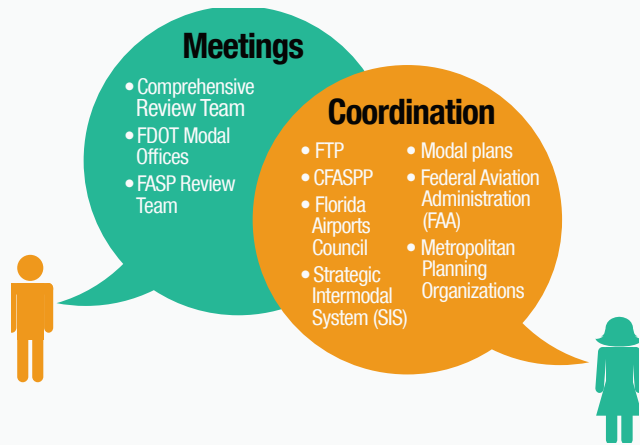
November 2017

Florida Aviation System Plan 2035 Update

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 process included analyses of the facilities, aviation activities, and future demands statewide and within each CFASPP region or metropolitan area. The process encompassed a variety of interrelated technical tasks to ensure the aviation system continues to effectively serve the evolving needs of businesses, citizens, and visitors through the 20-year planning horizon.

The seven goals established during previous FASP efforts and validated by the FASP 2035 Update were designed to complement the FTP while addressing the needs specific to aviation. Ensuring a link between the FTP and FASP helps implement FDOT’s funding priorities, identify those projects that advance the state’s vision for its transportation future, and create an interconnected intermodal system. The FDOT ASO also developed system objectives associated with each of these goals.

FDOT used a comprehensive public outreach and stakeholder engagement process to ensure the FASP 2035 Update was developed with the input of many audiences.



FASP 2035 Update Goals

Based on these goals, the FASP 2035 Update offers policy and development recommendations for the continuing improvement of the state aviation system. The recommendations associated with each of the following goals are available at www.fdot.gov/FASP.

1. Provide safe, efficient, 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 national 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- and aerospace-friendly state.



FASP Performance Measures and Indicators

The FASP 2035 Update identified 13 performance measures and 31 performance indicators to assess the system’s performance in each of the FASP goal categories. Performance measures can be quantitatively evaluated and influenced through funding, planning efforts, or policies and procedures. Performance indicators serve as reporting mechanisms to gather data on those aspects of system performance that cannot be directly impacted by FDOT action. A representative sample of performance measures and indicators with statewide results are provided below.

This analysis is used to quantify the ability of the existing system to achieve FASP goals and provides important insight to guide the development of system recommendations and, ultimately, funding and other planning decisions.

Multimodal Performance

In addition to conducting mode-specific assessments like the FASP 2035 Update, FDOT annually assesses the ability of Florida’s transportation system to effectively move people and freight in the *Florida Multimodal Mobility Performance Measures Source Book* (Source Book). Intended to be the primary source of mobility performance measures for the state, the Source Book looks at four dimensions of travel in three categories for all major modes of transportation. Seven of the FASP performance measures and indicators are documented in the Source Book.¹

Category	Performance Criteria	Results (Data Year)	Dimension
People	Passengers: Total number of revenue passengers boarding aircraft (enplanements)	74.0 million (2015)	Quantity
	Departure reliability: Percent of flights departing less than 15 minutes after the scheduled time	82.6% (2015)	Quality
	Demand capacity (D/C) ratios: Ratio of the annual operational demand to service operations ¹	29.0% (2014)	Utilization
People and Freight	Highway adequacy (level of service [LOS]): LOS on SIS Highway Airport Connectors	5% at LOS A (2013)	Accessibility
Freight	Tonnage: Weight of all air cargo landed at public airports	2.7 million tons (2015)	Quantity
	Value: Value of air cargo as extracted from the Freight Analysis Framework	\$246.3 billion (2015)	Quantity

Source: FDOT Multimodal Performance Measures Source Book (2016), FASP 2035 Update (2017)

¹ The Source Book documents the D/C ratio of the FDOT airport system. The FASP 2035 evaluated the number of FASP airports with annual D/C ratios of 60 percent or more and 80 percent or more.

*Note: Further guidance on eALPs is available at faa.gov/airports/planning_capacity/airports_gis_electronic_alp.

Sample Performance Measures

