

What Does the FASP Mean to You?

The FASP provides a link between federal planning efforts and airport-specific master plans. FDOT and the FAA use the results of the FASP to identify future system demand, guide decision-making processes, and responsibly apply resources to the development of Florida's airport system to meet existing and future needs. Airports can use FASP goals in evaluating master planning analyses and proactively contribute to the performance of the state aviation system.³ At the local level, airport master plans and projects funded through FDOT's Aviation Grant Program must be consistent with the FASP, both the statewide and regional goals and objectives as well as the individual airport's role as identified in the FASP. More details on the FASP's relationship to local airport planning and development can be found in FDOT's *Guidebook for Airport Master Planning*.⁴

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

FASP Goals and Performance Measures

A total of 13 performance measures were validated to assess progress on system-wide objectives developed in association with the goals of the FASP. FDOT uses these performance measures as a tool to better understand the ability of the system to meet existing and future needs, develop system recommendations, and guide funding and planning decisions. Goals and performance measures provide important insight into FDOT's funding priorities. Because performance measures can be influenced through funding, planning efforts, or policies or procedures, they should be taken into consideration during the development of capital improvement plans and master planning processes.

Design and Capacity Constraints

The FASP 2035 Update examined operational activity at Florida's airports relative to the need to increase capabilities and serve current and future demand with appropriate capacity in the right areas of the state.

- The analysis identified 14 airports that experience substantial operational activity beyond what the airports are designed to accommodate. These airports may need to closely examine their activity and ability to meet greater design standards.
- Airports along Florida's Atlantic Coast are at greatest risk for exceeding the FAA's recommended annual capacity thresholds in the future. The airports along the southeast coast will experience the most severe capacity constraints, although airports along the entire eastern coastline are trending towards reaching capacity 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 by balancing capacity with demand so the needs of aviation activities are met when and where required.

More information and additional resources about the FASP 2035 Update are available at fdot.gov/aviation/FASP_details.shtm.

³ AC 150/5070-7, change 1, The Airport System Planning Process, provides further details about the relationship between federal planning efforts, including the NPIAS, state system planning, and airport master plans.
⁴ The Airport Master Planning Guidebook is available for download at fdot.gov/aviation/flpub.shtm.

Economic Self-Sufficiency

FDOT developed the *General Aviation Airport Business Plan Guidebook* to help airports develop implementable business plans to improve the financial health of their operations. Economic self-sufficiency and diversification helps airports:

- ♦ Reduce/eliminate dependency on state and federal subsidies
- ♦ Improve budget flexibility
- ♦ Create jobs
- ♦ Increase economic impact
- ♦ Serve as public enterprises and stewards of tax dollars

Sustainability

FDOT developed the *Airport Sustainability Guidebook* to lead airports into a successful and sustainable future. Airports have the opportunity to incorporate sustainability through targeted strategies and policies, enhancements to capital improvements, and stand-alone sustainability projects. The *Guidebook* helps airports to increase economic viability, operational efficiency, natural resource conservation, and social responsibility.

Both guidebooks are available at fdot.gov/aviation/flpub.shtm.

Introduction for Consultants and Airport Managers

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, 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), Florida's statewide plan guiding Florida'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 a tool to help FDOT 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.

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Florida Aviation System Plan 2035 Update

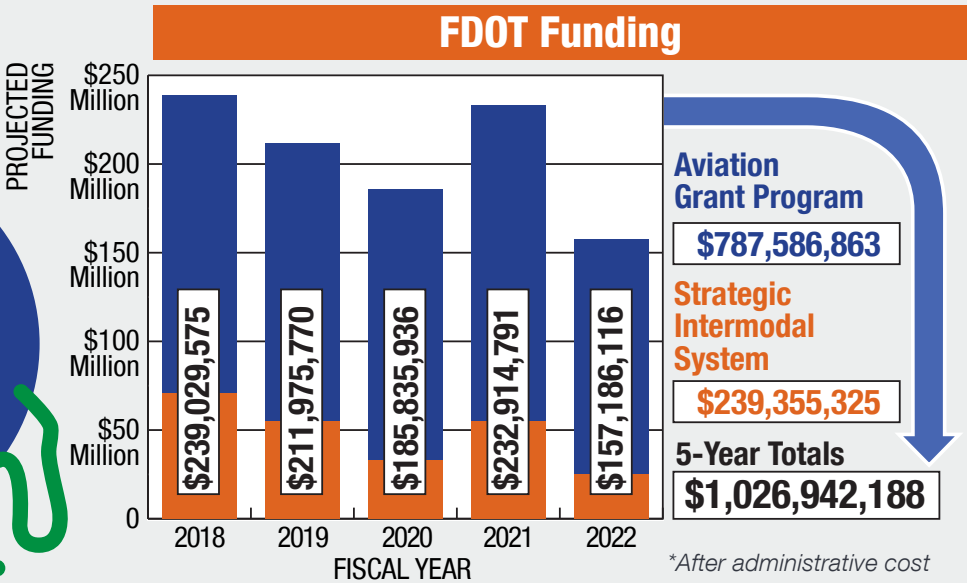
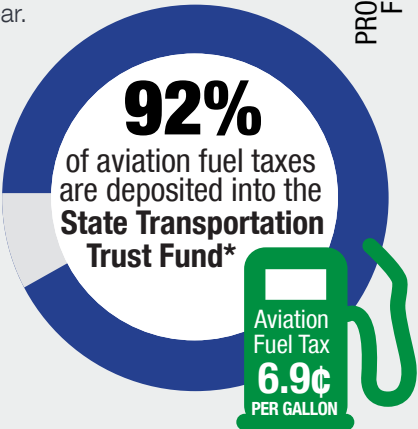
Aviation Funding

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 programs. FDOT allocates funds at the state level through the Florida Aviation Grant Program, Strategic Intermodal System (SIS), and several other mechanisms. These programs allocate state and federal funds to airport projects through specific eligibility criteria and decision-making processes.

Florida Aviation Grant Program Allocations

The Florida Aviation Grant Program is designed to help provide a safe, cost-effective, and efficient statewide aviation system. FDOT grant funds help airports build and maintain runways and taxiways, eliminate airport hazards, protect airspace, develop plans, acquire land, build terminals and other facilities, and complete other types of airport improvement projects.

The Florida Aviation Grant Program is funded from the State Transportation Trust Fund (STTF). By statute, at least 15 percent of STTF revenues must be earmarked for the Office of Freight, Logistics, and Passenger Operations (FLP). The FLP Office then allocates funding to the four FDOT modal offices, including the ASO. Aviation program allocations vary each year.



* SIS or Emerging SIS Airports comprise 18 commercial service and two general aviation reliever airports deemed critical to the state's economic competitiveness or transportation mobility.

Additional information about aviation funding is available in the Florida Aviation Project Handbook at fdot.gov/aviation/flpub.shtm.

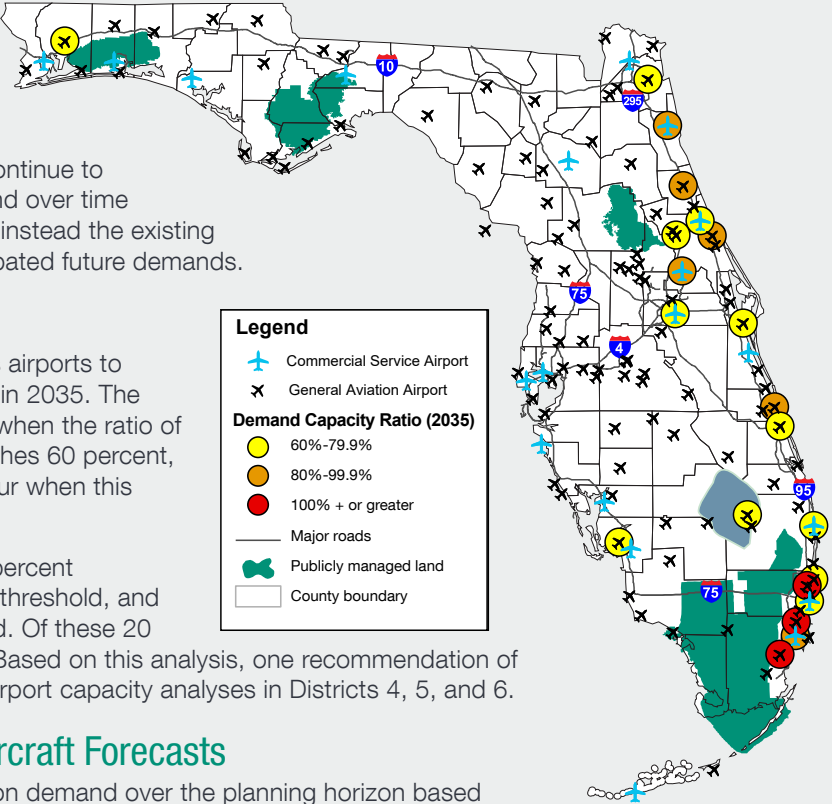
Aviation's Future

FDOT, the FAA, airport sponsors, and the many communities our airports serve are jointly tasked with ensuring Florida's aviation infrastructure and services continue to meet the needs of all users. Analyses of aviation demand over time reveal that Florida does not need any new airports, but instead the existing system should be leveraged to meet current and anticipated future demands.

Demand Capacity Analysis

The FASP 2035 Update assessed the ability of Florida's airports to meet current and projected levels of aircraft operations in 2035. The FAA recommends planning for capacity improvements when the ratio of aircraft operations to Annual Service Volume (ASV) reaches 60 percent, and implementation of these improvements should occur when this ratio reaches 80 percent.

By 2035, 11 airports are anticipated to exceed the 60 percent threshold, six are anticipated to exceed the 80 percent threshold, and three are anticipated to reach the 100 percent threshold. Of these 20 airports, seven are designated as commercial service. Based on this analysis, one recommendation of the FASP 2035 Update is to conduct District-specific airport capacity analyses in Districts 4, 5, and 6.

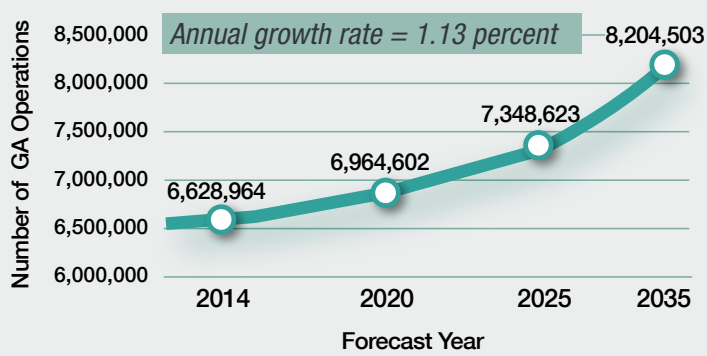


General Aviation Operations and Based Aircraft Forecasts

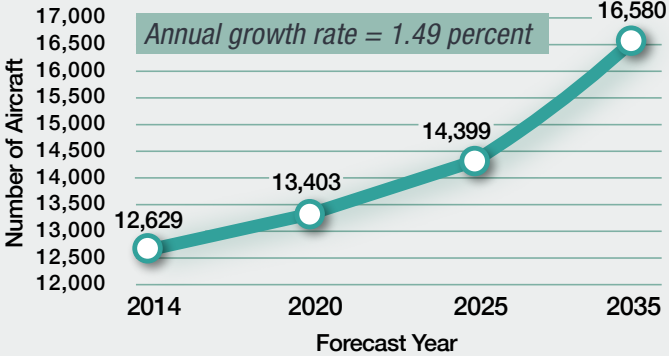
Aviation forecasts determine anticipated levels of aviation demand over the planning horizon based on historical activity, population trends, FAA and state activity forecasts, and regional and statewide aviation drivers. The FASP 2035 Update updated projections of general aviation operations and based aircraft; commercial operations were excluded from this evaluation because drivers of commercial activity at airports can significantly vary, often based on factors outside of an airport's control.

From 2014 to 2035, over 3,950 new based aircraft are anticipated to be located at Florida's airports, and an additional 1.6 million annual general aviation operations are forecast statewide.² Much of this growth is anticipated to occur within Florida's southern and central Atlantic coastal areas as new residents and businesses move to historically less-populated areas.

2014 – 2035 Annual General Aviation Operations



2014 – 2035 Based Aircraft



Sources: FAA Terminal Area Forecast and 5010 Airport Master Records.

² 2014 is the base year because it was the last full year of data available from the FAA when the study was initiated in 2015.