

# 1

## *Study Introduction*

## Chapter 1 Contents

1.1	Florida Aviation System Plan 2043 Purpose.....	1
1.2	Roles of the Districts and the Continuing Florida Aviation System Planning Process (CFASPP)....	1
1.3	FASP 2043 Process.....	6
1.3.1	Phase 1 .....	6
1.3.2	Phase 2 .....	6
1.3.3	Phase 3 .....	6
1.4	Stakeholder Engagement Plan .....	7
1.5	Summary .....	7

### Table of Figures

Figure 1-1.	Florida Airports and Districts .....	2
Figure 1-2.	Florida Airports and CFASPP Regions .....	3
Figure 1-3.	System Plan Process Phases and Work Efforts .....	7

### Table of Tables

Table 1-1.	Airports Identified by District and Location .....	3
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# Chapter 1

## Study Introduction

The State of Florida establishes its long-range transportation goals and objectives for the overall statewide transportation system in the Florida Transportation Plan (FTP). The Florida Department of Transportation (FDOT) Aviation Office (AO) uses the Florida Aviation System Plan (FASP) process to evaluate how the existing aviation system is performing and what changes or improvements are necessary over the long term to meet current aviation demands and those anticipated for the future. Through its commitment to these comprehensive and consistent planning efforts, Florida strengthens its reputation as one of the most comprehensive and progressive airport systems in the country.

### 1.1 Florida Aviation System Plan 2043 Purpose

The FDOT AO upholds §332.006 of the Florida Statutes through periodic updates of the FASP. The updates focus on the needs of Florida airports as well as the entire Florida aviation system to remain consistent with FTP goals. The FASP 2043 served as an opportunity for the FDOT AO to assess the condition of certain facilities, the equipment at those facilities, operational needs, and activity demands. As a result of the effort, the FDOT AO has a clearer picture of the existing and future aviation needs of the state. With this information, the FDOT AO can promote further development and improvement of air routes, airport facilities and landing fields, protect airport approaches, and stimulate the development of aviation commerce and air facilities. The FASP 2043 focused primarily on Florida’s 106 publicly owned, public-use airports, reviewing whether the goals, objectives, and performance measures (PMs) from the 2035 system plan remain applicable to support two primary goals:

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***The FASP 2043 focuses on supporting more efficient decision-making and supplying system airports with useful recommendations for development that supports airport’s individual missions and the whole system.***

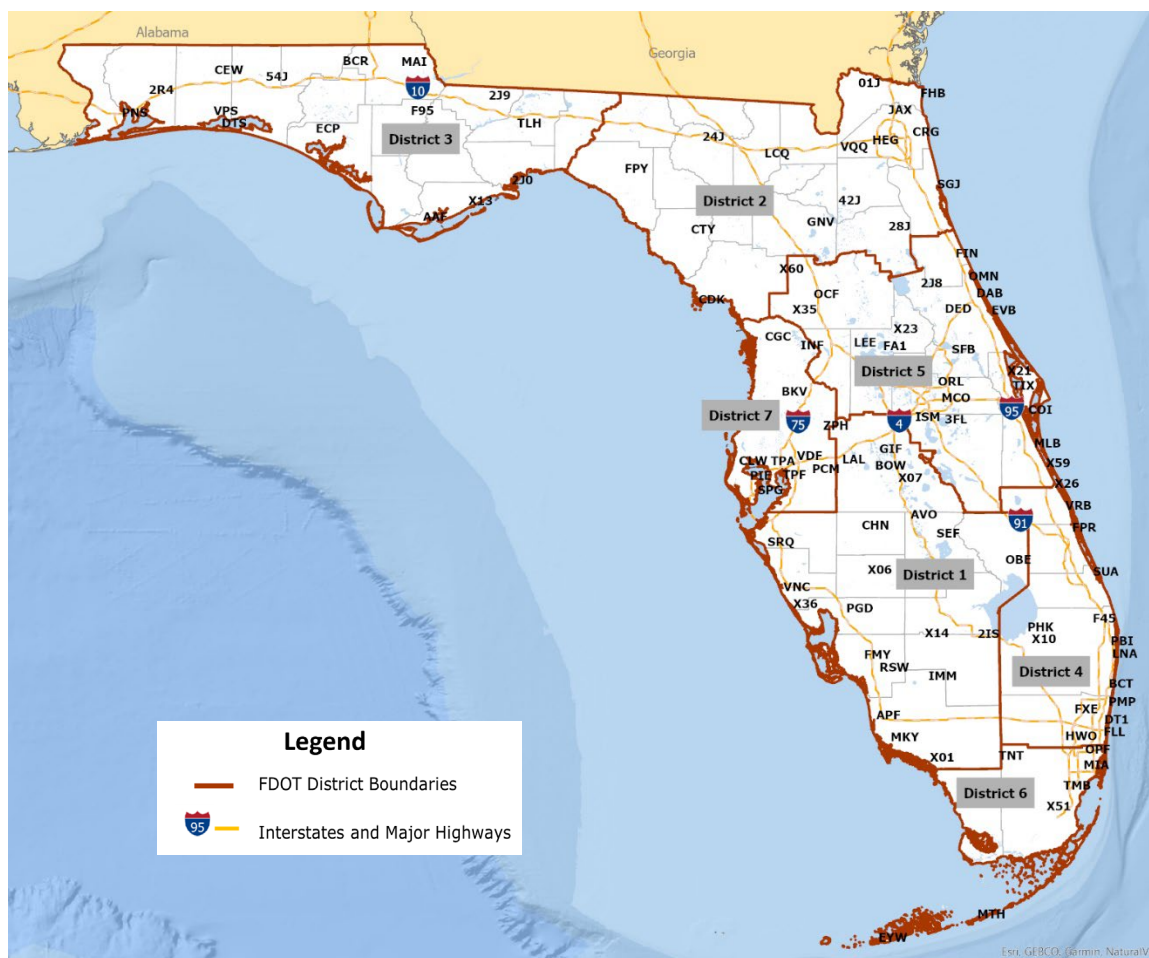
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1. Provide for more efficiency in decision-making within the FDOT AO to support funding and development decisions.
2. Provide airports within the system with recommendations for development that support their individual missions while contributing to the overall strength and health of the Florida airport system.

### 1.2 Roles of the Districts and the Continuing Florida Aviation System Planning Process (CFASPP)

The Florida aviation system is comprised of 106 public-use airports including 19 commercial service airports and 87 general aviation airports. The State of Florida demonstrates its commitment to a healthy and robust aviation system through dual administrative organization. The Florida aviation system makes use of the decentralized FDOT district system (**Figure 1-1**), where local administrators manage, maintain, and implement maintenance and development projects daily and administrate funding, expenditures, and planning.

Figure 1-1. Florida Airports and Districts



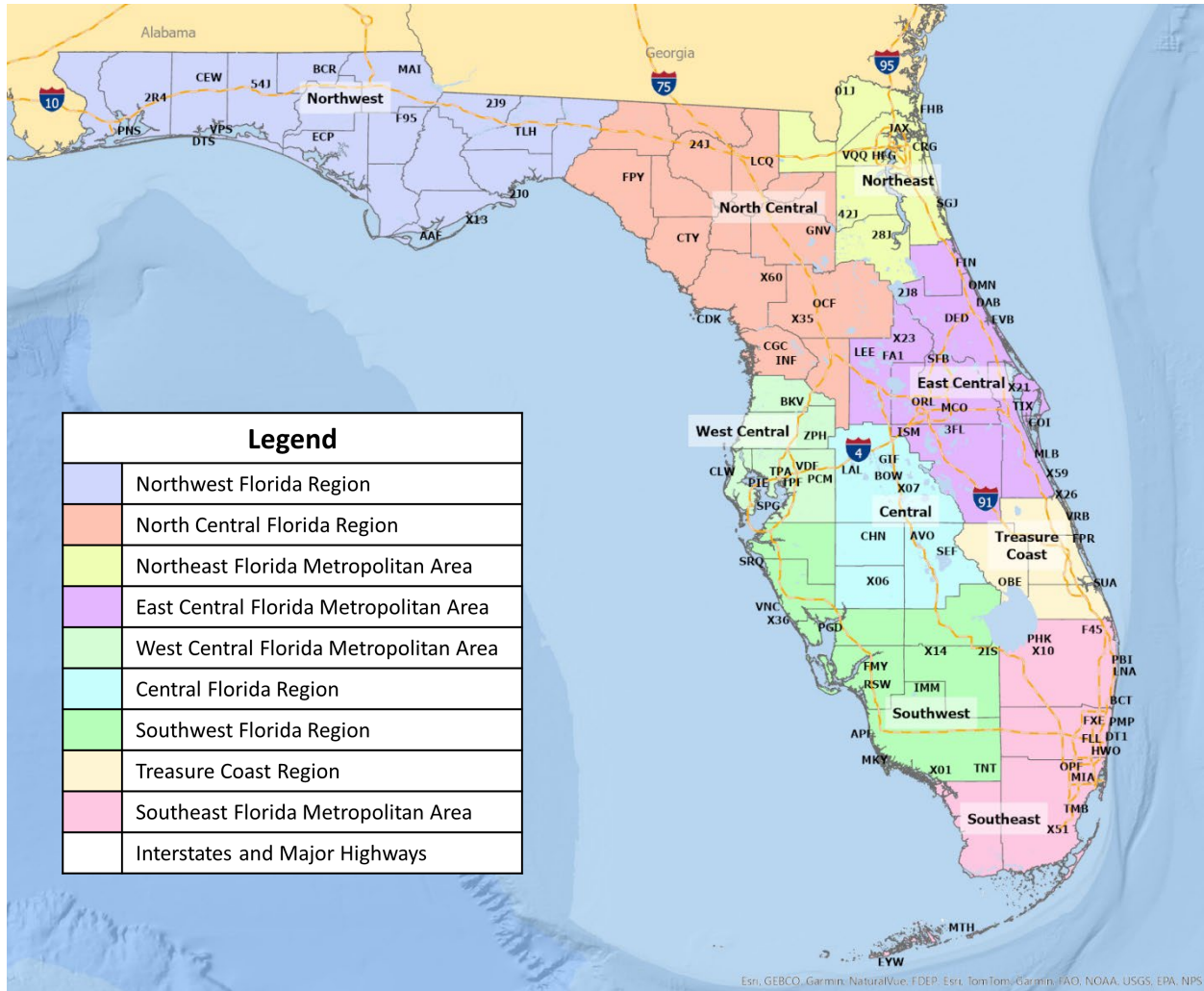
Source: Cignus, 2023

In addition, the Florida aviation system leverages the CFASPP. The FDOT AO and the Federal Aviation Administration (FAA) established the CFASPP as an information exchange to support statewide aviation operations and facilities in meeting activity and growth demands. The CFASPP administrator holds regularly scheduled regional and statewide committee meetings at which attendees discuss topics that are critical to a thriving aviation system in Florida. **Figure 1-2** shows the nine CFASPP regions and the system airports located within each CFASPP region. Topics include changes to state regulations, legislative activity in the house and senate that applies to aviation, any updates to FDOT and FAA funding programs, available training, the Florida Aviation Database, and status reports for ongoing projects as well as those nearing completion or just kicking off at individual airports.

Meeting attendees discuss emerging trends and needs at the meeting, which in turn become integrated into current initiatives at their regional airports or are incorporated into future plans, including system plan efforts such as this one.

**Table 1-1** shows all 106 system airports by district and identifies their associated CFASPP Region.

Figure 1-2. Florida Airports and CFASPP Regions



Source: Cignus, 2024

Table 1-1. Airports Identified by District and Location

Florida DOT District	Airport ID	Airport Name	Location	CFASPP* Region
1	2IS	Airglades	Clewiston	Southwest
1	X06	Arcadia Municipal	Arcadia	Central
1	AVO	Avon Park Exec	Avon Park	Central
1	BOW	Bartow Exec	Bartow	Central
1	X36	Buchan	Englewood	Southwest
1	X01	Everglades Airpark	Everglades	Southwest
1	IMM	Immokalee Rgnl	Immokalee	Southwest
1	X14	La Belle Muni	La Belle	Southwest
1	X07	Lake Wales Muni	Lake Wales	Central
1	LAL	Lakeland Linder Intl	Lakeland	Central
1	MKY	Marco Island Exec	Marco Island	Southwest
1	APF	Naples Muni	Naples	Southwest

Florida DOT District	Airport ID	Airport Name	Location	CFASPP* Region
1	OBE	Okeechobee County	Okeechobee	Treasure Coast
1	FMY	Page Fld	Fort Myers	Southwest
1	PGD	Punta Gorda	Punta Gorda	Southwest
1	SRQ	Sarasota/Bradenton Intl	Sarasota/Bradenton	Southwest
1	SEF	Sebring Regional	Sebring	Central
1	RSW	Southwest Florida Intl	Fort Myers	Southwest
1	VNC	Venice Muni	Venice	Southwest
1	CHN	Wauchula Municipal	Wauchula	Central
1	GIF	Winter Haven Regional	Winter Haven	Central
2	VQQ	Cecil	Jacksonville	Northeast
2	CTY	Cross City	Cross City	North Central
2	FHB	Fernandina Beach Muni	Fernandina Beach	Northeast
2	GNV	Gainesville Rgnl	Gainesville	North Central
2	CDK	George T Lewis	Cedar Key	North Central
2	HEG	Herlong Recreational	Jacksonville	Northeast
2	01J	Hilliard Airpark	Hilliard	Northeast
2	CRG	Jacksonville Exec at Craig	Jacksonville	Northeast
2	JAX	Jacksonville Intl	Jacksonville	Northeast
2	42J	Keystone Heights	Keystone Heights	Northeast
2	LCQ	Lake City Gateway	Lake City	North Central
2	SGJ	Northeast Florida Rgnl	St Augustine	Northeast
2	28J	Palatka Muni - Lt Kay Larkin Fld	Palatka	Northeast
2	FPY	Perry-Foley	Perry	North Central
2	24J	Suwannee County	Live Oak	North Central
2	X60	Williston Muni	Williston	North Central
3	AAF	Apalachicola Rgnl-Cleve Randolph Fld	Apalachicola	Northwest
3	CEW	Bob Sikes Airport	Crestview	Northwest
3	F95	Calhoun County Airport	Blountstown	Northwest
3	X13	Carrabelle-Thompson	Carrabelle	Northwest
3	54J	Defuniak Springs	Defuniak Springs	Northwest
3	DTS	Destin Exec	Destin	Northwest
3	VPS	Eglin AFB/Destin-Ft Walton Beach	Valparaiso/Destin-Ft Walton Beach	Northwest
3	MAI	Marianna Muni	Marianna	Northwest
3	ECP	Northwest Florida Beaches Intl	Panama City	Northwest
3	PNS	Pensacola Intl	Pensacola	Northwest
3	2R4	Peter Prince Fld	Milton	Northwest
3	2J9	Quincy Muni	Quincy	Northwest
3	TLH	Tallahassee Intl	Tallahassee	Northwest
3	BCR	Tri-County	Bonifay	Northwest
3	2J0	Wakulla County	Panacea	Northwest
4	X10	Belle Glade State Muni	Belle Glade	Southeast
4	BCT	Boca Raton	Boca Raton	Southeast

Florida DOT District	Airport ID	Airport Name	Location	CFASPP* Region
4	DT1	Downtown Fort Lauderdale	Fort Lauderdale	Southeast
4	FXE	Fort Lauderdale Exec	Fort Lauderdale	Southeast
4	FLL	Fort Lauderdale/Hollywood Intl	Fort Lauderdale	Southeast
4	F45	North Palm Beach County General Aviation	West Palm Beach	Southeast
4	HWO	North Perry	Hollywood	Southeast
4	PHK	Palm Beach County Glades	Pahokee	Southeast
4	LNA	Palm Beach County Park	West Palm Beach	Southeast
4	PBI	Palm Beach Intl	West Palm Beach	Southeast
4	PMP	Pompano Beach Airpark	Pompano Beach	Southeast
4	X26	Sebastian Muni	Sebastian	Treasure Coast
4	FPR	Treasure Coast Intl	Fort Pierce	Treasure Coast
4	VRB	Vero Beach Rgnl	Vero Beach	Treasure Coast
4	SUA	Witham Fld	Stuart	Treasure Coast
5	X21	Arthur Dunn Air Park	Titusville	East Central
5	DAB	Daytona Beach Intl	Daytona Beach	East Central
5	DED	Deland Muni-Sidney H Taylor Fld	Deland	East Central
5	ORL	Exec	Orlando	East Central
5	FIN	Flagler Exec	Palm Coast	East Central
5	ISM	Kissimmee Gateway	Orlando	East Central
5	LEE	Leesburg Intl	Leesburg	East Central
5	X35	Marion County	Dunnellon	North Central
5	MLB	Melbourne Orlando Intl	Melbourne	East Central
5	COI	Merritt Island	Merritt Island	East Central
5	EVB	New Smyrna Beach Muni	New Smyrna Beach	East Central
5	OCF	Ocala Intl-Jim Taylor Fld	Ocala	North Central
5	MCO	Orlando Intl	Orlando	East Central
5	SFB	Orlando Sanford Intl	Orlando	East Central
5	OMN	Ormond Beach Muni	Ormond Beach	East Central
5	2J8	Pierson Muni	Pierson	East Central
5	TIX	Space Coast Rgnl	Titusville	East Central
5	3FL	St Cloud	St Cloud	East Central
5	FA1	Tavares	Tavares	East Central
5	X23	Umatilla Muni	Umatilla	East Central
5	X59	Valkaria	Valkaria	East Central
6	TNT	Dade-Collier Training And Transition	Miami	Southeast
6	EYW	Key West Intl	Key West	Southeast
6	TMB	Miami Exec	Miami	Southeast
6	X51	Miami Homestead General Aviation	Homestead	Southeast
6	MIA	Miami Intl	Miami	Southeast
6	OPF	Miami-Opa Locka Exec	Miami	Southeast
6	MTH	The Florida Keys Marathon Intl	Marathon	Southeast
7	SPG	Albert Whitted	St Petersburg	West Central
7	BKV	Brooksville-Tampa Bay Rgnl	Brooksville	West Central

Florida DOT District	Airport ID	Airport Name	Location	CFASPP* Region
7	CLW	Clearwater Air Park	Clearwater	West Central
7	CGC	Crystal River-Capt Tom Davis Fld	Crystal River	North Central
7	INF	Inverness	Inverness	North Central
7	TPF	Peter O Knight	Tampa	West Central
7	PCM	Plant City	Plant City	West Central
7	PIE	St Pete-Clearwater Intl	St Petersburg-Clearwater	West Central
7	VDF	Tampa Exec	Tampa	West Central
7	TPA	Tampa Intl	Tampa	West Central
7	ZPH	Zephyrhills Muni	Zephyrhills	West Central

\*CFASPP-Continuing Florida Aviation System Planning Process

### 1.3 FASP 2043 Process

The FASP 2043 occurred in three phases (**Figure 1-3**) with a methodical approach that built on the 2035 System Plan. The core elements of the FASP 2043 were guided by FAA Advisory Circular 150/5070-7, *The Airport System Planning Process*.

#### 1.3.1 Phase 1

The first phase established the strategic direction for the system plan and stakeholder engagement, beginning with the broadest analysis of the system that narrowed to very focused elements to be reviewed as part of the Phase 2 and Phase 3 activities.

#### 1.3.2 Phase 2

Based on decisions from the findings in Phase 1 and the framework provided by the goals, objectives, PMs, and performance indicators (PIs), deeper analysis for the selected topics and the collected survey data occurred in Phase 2. A critical element of Phase 2 was the actual data inventory effort, along with its analysis for system performance. A review of the non-National Plan of Integrated Airport Systems (NPIAS) airports for possible eligibility was addressed, along with the development of forecasts of aviation activity for operations, enplanements and based aircraft.

#### 1.3.3 Phase 3

Work efforts in Phase 3 centered on reviewing funding availability, further exploration of the potential initiatives the FDOT AO may consider pursuing for implementation as a result of the FASP 2043, and overall recommendations resulting from the system plan process. The final element of Phase 3 was the generation of the final deliverables, which included the FASP 2043 executive summary, technical report, individual airport profiles, and the appropriate material for posting on the FDOT website.



Figure 1-3. System Plan Process Phases and Work Efforts



## 1.4 Stakeholder Engagement Plan

As part of Phase 1, the Stakeholder Engagement Plan (SEP) was developed and implementation began to guide stakeholder involvement. One resource used to develop the SEP was the FDOT Public Involvement Handbook. Implementing the SEP outreach efforts over the course of the project carried out the essential task of providing information, updating study progress, and allowing for comments and feedback.

Stakeholder engagement created an opportunity for a combination of stakeholders to contribute to the development of appropriate and influenceable performance measures for the FASP 2043. FDOT staff, airport managers, and Florida Airports Council members, among others, participated in data collection and helped identify key priorities for the Florida aviation system. Stakeholder engagement occurred through a combination of in-person and online opportunities, across all three phases, which included: several surveys, creation of and numerous meetings with the FASP Input Team (FIT), a presentation at the 2023 Florida Airports Council (FAC) Annual Conference, several informational webinars, and FASP updates as part of the CFASPP meetings over the course of the project.

**Appendix A – Stakeholder Engagement**, contains the SEP in its entirety, including greater detail about the content covered, the format, and the attendance for each outreach event.

## 1.5 Summary

The FASP 2043 technical report summarizes the work effort undertaken through the three phases of work. The technical report uses brief chapters that contain the highlights and key themes and findings of each aspect of the study. Numerous appendices in support of the findings contain the more robust analysis upon which the key highlights, key themes, and recommendations are based. Appendices include numerous working papers generated within each phase.