

4 *System Goals*

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Chapter 4

System Goals

The Florida Department of Transportation Aviation Office (FDOT AO) used the Florida Aviation System Plan (FASP) 2043 Update as the opportunity to assess goals, objectives, and performance measures established in the previous system plan update and maintain or add new ones as appropriate. For this update, two primary goals remained top of mind:

- Provide for more efficiency in decision-making within the FDOT AO to support funding and development decisions.
- 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.

The FDOT AO developed a renewed set of goals, objectives, performance measures, and targets that guide elements of the system plan. Terminology was defined to make sure all stakeholders shared the same understanding of what was being addressed throughout the process. Steps in the process consisted of a document review of previous FDOT AO FASPs, other documents pertaining to planning transportation in Florida, comparable other states, and industry documents such as the Airport Cooperative Research Program research reports.

Stakeholder engagement was also a critical element to determining the goals, objectives, and PMs. Steps in the process consisted of participation in the Florida Airports Council (FAC) Conferences in 2021, 2022 and 2023, numerous meetings with the FASP Input Team (FIT) at key decision points, and several webinars for public input, as discussed in **Appendix A – Stakeholder Engagement**.

4.1 Definition of Goals, Objectives, and Performance Measures

For the FASP 2043, the FDOT AO aimed to develop a set of goals, objectives, performance measures, and targets that will guide certain elements of the system plan. This process began by first clearly defining the meaning and intent of the terms goals, objectives, performance measures, and targets.

4.1.1 Goals

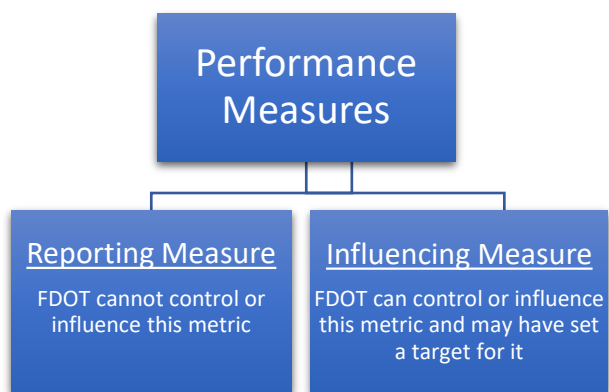
These are broad targets or aims that FDOT would like the system plan to achieve. The goals will also collaborate with the current goals of the Florida Transportation Plan, where feasible. An example could be that a goal of the FASP is to enhance the safety of the Florida airport system.

4.1.2 Objectives

Objectives are more detailed and quantifiable than goals. They define specific areas where progress is desired to achieve the goal and may include timeframes for accomplishment of objectives. Because goals tend to be broad in nature, multiple objectives are usually needed to support the achievement of each goal. An example of an objective that supports the goal previously noted may be for airports to meet critical Federal Aviation Administration (FAA) design standards.

4.1.3 Performance Measures/Targets

Performance measures (PMs) quantitatively assess a particular objective. Each objective needs one or more performance measures that are used to determine if the objective has been achieved or not. These PMs can evaluate specific aspects of each airport, or the collective performance of the airport system as a whole, depending upon the objective. Continuing our example, the performance measure for the objective of



Source: Mead & Hunt, ACRP Report 223

of FAA design standards of Florida’s airport system could assess the adequacy of each airport’s runway safety area (RSA) dimensions and tabulate which airports do or do not meet the FAA RSA design standard. For the system as a whole, a performance measure reporting the percentage of system airports meeting their FAA design standard could be tracked by FDOT.

Simply measuring performance without knowing what is or is not acceptable performance is not useful. To properly evaluate certain objectives and PMs, there needs to be a target against which the actual measurement can be compared. If the PM surpasses this target, then the associated objective is met.

4.2 Recommended Goals, Objectives, and Performance Measures

The following pages summarize the recommended goals, objectives, performance measures (PMs), and performance indicators (PIs) for the FASP 2043. The focus was on developing PMs that provide actionable items to support decision-making. Several past FASP goals were removed from consideration. **Appendix B – Goals and Performance Measures** summarizes the process and evaluation of the goals, objectives, and PMs in greater detail in addition to the other activities undertaken in Phase 1.

Goal 1:



Provide efficient, safe, secure, and convenient service to Florida’s citizens, businesses, and visitors

Table 4-1. Goal 1 Objectives and Associated Performance Measures

Objective: Support FASP airports in meeting FAA airfield geometric design criteria to promote operational safety.	Objective: Support FASP airports in achieving greater capacity
<i>Performance Measures</i>	<i>Performance Measures</i>
<p>The number/percentage of FAA-obligated FASP airports:</p> <ul style="list-style-type: none"> • That meet current FAA runway design standards. • That meet current FAA taxiway design standards. • That have FAA designated airfield "hot spots." 	<p>The number/percentage of airports with:</p> <ul style="list-style-type: none"> • Pavement Condition Index (PCI) ratings of 70 or greater (currently or forecast within next 5-10 years) on their primary runway. • PCI ratings of 70 or greater (currently or forecast within next 5-10 years) on their primary taxiway. • A non-precision approach to at least one runway end. • A precision approach to at least one runway end. • Capacity related projects (runways, taxiways, aprons, and hangars) planned in their JACIP within the next 2 years, 3 years, 5 years, or more than 5 years out.

Goal 2:



Contribute to operational efficiency, economic growth, and competitiveness while remaining sensitive to Florida’s natural environment and exhibiting social responsibility

Table 4-2. Goal 2 Objectives and Associated Performance Measures and Performance Indicators

Objective: Encourage operational efficiency and economic growth	
Performance Measures	Performance Indicators
<p>The number/percentage of airports providing pilot support:</p> <ul style="list-style-type: none"> • Broadband access. • Fuel service: <ul style="list-style-type: none"> ○ Types of fuel (100 low lead [LL], Jet A, unleaded aviation gas [avgas], sustainable aviation fuel [SAF], other). ○ Methods of delivery: <ul style="list-style-type: none"> ▪ Self-fuel, full-service, credit card readers. ▪ Truck vs. fuel farm. • Back-up generators for: <ul style="list-style-type: none"> ○ Fueling, airfield lighting, terminal building. 	<ul style="list-style-type: none"> • The number of based aircraft across system airports. • The number of annual operations across system airports. • The number of annual enplanements across system airports. • The hangar occupancy rate across the system airports. • The tonnage of air cargo shipped within the system.
Objective: Encourage environmental and community sustainability planning for FASP airports.	
Performance Measures	Performance Indicators
<p>The number/percentage of airports with:</p> <ul style="list-style-type: none"> • Master Plans updated in the past 5 years, 10 years, more than 20 years, or none. • Airport Layout Plans (ALPs) updated in the past 5 years, 10 years, more than 20 years, or none. • An Exhibit ‘A’ Property Plan updated in the past 5 years, 10 years, more than 20 years, or none. • A Stormwater Management Plan. 	<p>The number/percentage of airports:</p> <ul style="list-style-type: none"> • With a DBE Plan updated in the past 5 years, 10 years, more than 20 years, no DBE plan. • With Airport Minimum Standards updated in the past 5 years, 10 years, more than 20 years, or no minimum standards. • With Airport Rules and Regulations updated in the past 5 years, 10 years, more than 20 years, or no rules and regulations.

Goal 3:



Protect airspace and promote compatible land uses around public airports

Table 4-3. Goal 3 Objectives and Associated Performance Measures and Performance Indicators

Objective: Encourage FASP airports to work with communities to enact airport zoning ordinances compatible with F.S. Chapter 333 and FDOT's Florida Airport Compatible Land Use Guidebook.	
Performance Measures	Performance Indicators
The number/percentage of municipalities: <ul style="list-style-type: none"> Enacting Zoning Ordinances under F.S. Chapter 333. 	The number/percentage of airports with: <ul style="list-style-type: none"> A Wildlife Hazard Management Plan (WHMPs) updated in the past 5 years, 10 years, more than 20 years, or no WHMP.

Goal 4:



Foster technological innovation and support implementation of new technologies

Table 4-4. Goal 4 Objectives and Associated Performance Measures

Objective: Encourage FASP airports to provide infrastructure and technologies that support innovation and the implementation of new technologies
Performance Measures
The number/percentage of airports <ul style="list-style-type: none"> Providing charging opportunities for electric passenger vehicles. Providing or planning for charging of electric aircraft. Utilizing solar infrastructure on their airfield. Utilizing geothermal infrastructure on their airfield. Providing alternative weather reporting. Providing alternative fuel options (SAF or unleaded avgas).

The goals stated above, along with the performance measures and indicators provided the basis to evaluate the entire Florida aviation system performance, which is discussed in **Chapter 7 – System Analysis**.