

# FLORIDA

## **Aviation System Plan (FASP) 2043** *Executive Summary*



2043

**FASP**

FLORIDA  
AVIATION  
SYSTEM  
PLAN



Florida Aviation  
System Plan 2043

**THE FLORIDA  
AVIATION  
SYSTEM**

**public-use  
airports**

106

 **19** commercial  
service

 **87** general  
aviation

**THE FLORIDA AVIATION SYSTEM** encompasses 106 public-use airports, consisting of 19 commercial service airports and 87 general aviation airports. 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.***

# Florida

## Aviation System Plan 2043

The FDOT AO upholds §332.006 of the Florida Statutes through periodic updates of the FASP. The FASP 2043 served as an opportunity for the FDOT AO to assess the condition of certain facilities, their equipment, operational needs, and activity demands. 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 focuses primarily on reviewing whether the goals, objectives, and performance measures from the 2035 system plan remain applicable to support two primary goals:

1. Provide for more efficiency in decision-making within FDOT 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.

**The FASP 2043 focuses on primarily reviewing whether the goals, objectives, and performance measures from the 2035 system plan remain applicable.**



### FASP Update 2043 Process

The FASP 2043 occurred in three phases with a methodical approach that built on the 2035 System Plan. The core elements of the FASP were guided by the Federal Aviation Administration (FAA) Advisory Circular 150/5070-7, *The Airport System Planning Process*. Consideration of criteria from the *National Plan of Integrated Airport Systems (NPIAS)* and associated NPIAS roles was also key in the analysis.

#### PHASE 1

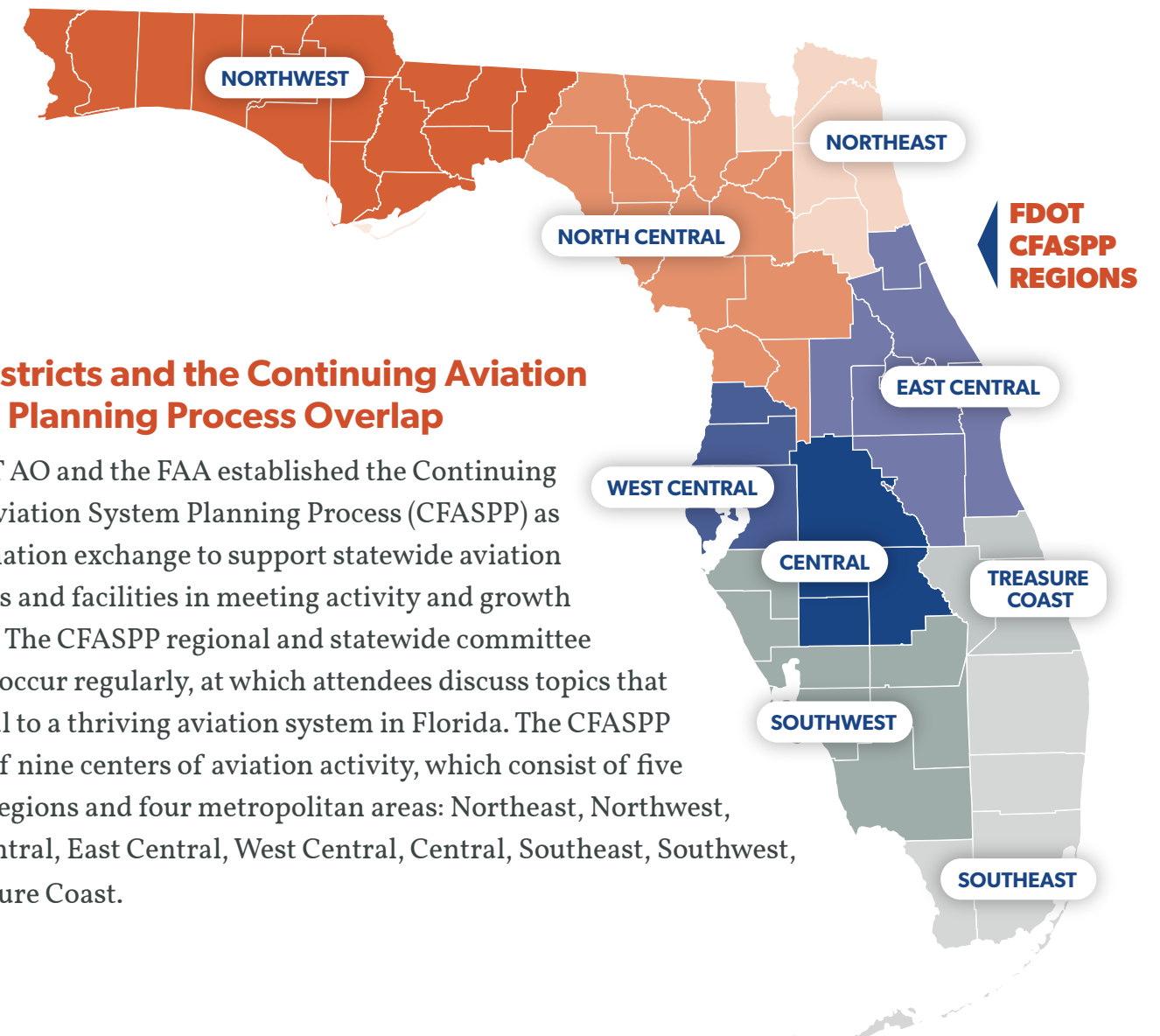
Established the strategic direction for the system plan and stakeholder engagement. Specific goals, objectives, and performance measures/ indicators (PMs/PIs) were identified.

#### PHASE 2

Analyzed the PMs and PIs using data collected from airports and industry resources. A review of how airports become eligible for the NPIAS was completed, along with development of forecasts of aviation activity.

#### PHASE 3

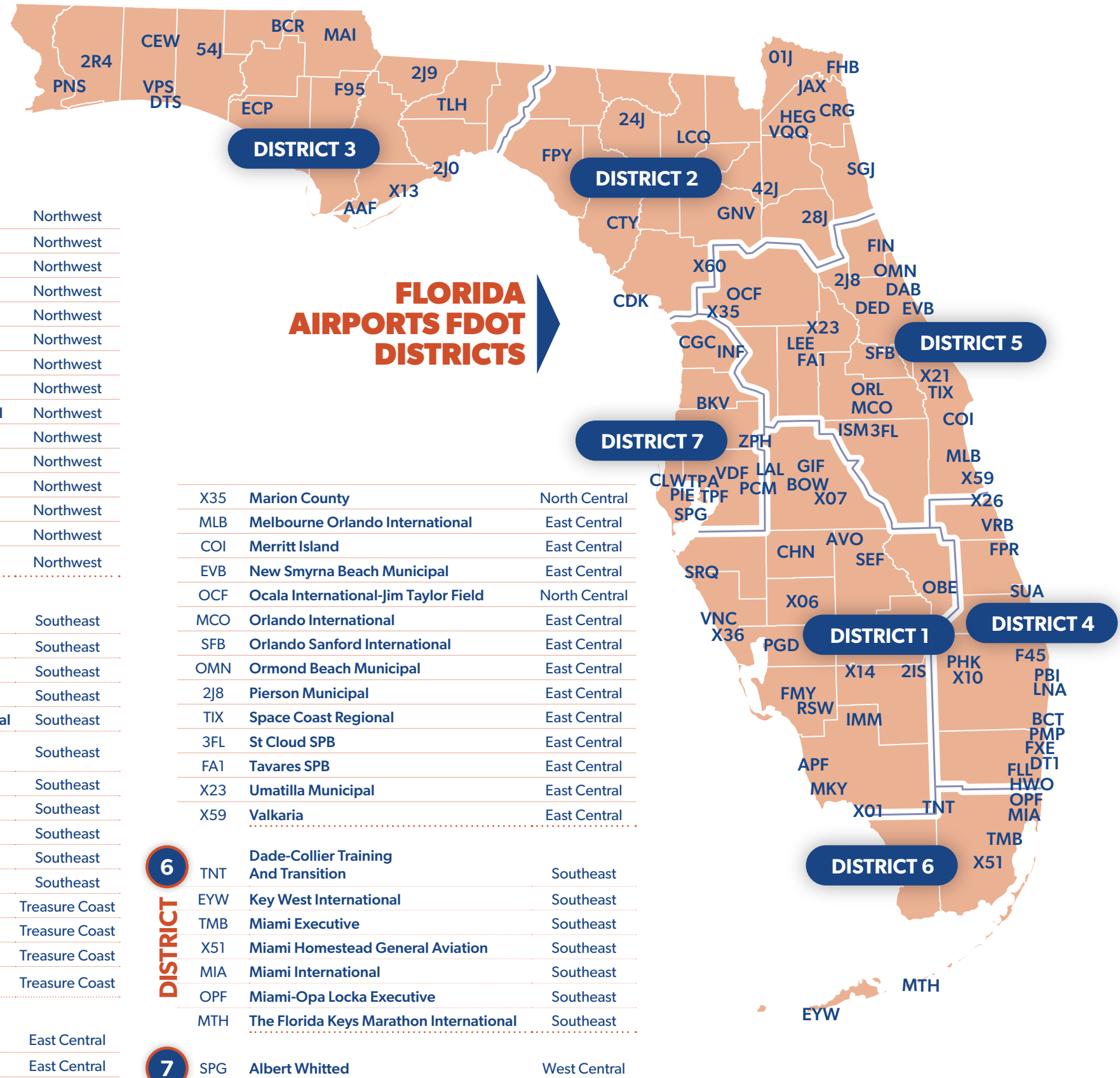
Centered on reviewing funding availability, analysis of the emerging trends, and development of final deliverables.



### How Districts and the Continuing Aviation System Planning Process Overlap

The FDOT AO and the FAA established the Continuing Florida Aviation System Planning Process (CFASPP) as an information exchange to support statewide aviation operations and facilities in meeting activity and growth demands. The CFASPP regional and statewide committee meetings occur regularly, at which attendees discuss topics that are critical to a thriving aviation system in Florida. The CFASPP consists of nine centers of aviation activity, which consist of five aviation regions and four metropolitan areas: Northeast, Northwest, North Central, East Central, West Central, Central, Southeast, Southwest, and Treasure Coast.

# FDOT Districts Florida Airport System



## FLORIDA AIRPORTS FDOT DISTRICTS

DISTRICT	Airport ID	Airport Name	CFASPP Region
1	2IS	Airglades	Southwest
	X06	Arcadia Municipal	Central
	AVO	Avon Park Executive	Central
	BOW	Bartow Executive	Central
	X36	Buchan	Southwest
	X01	Everglades Airpark	Southwest
	IMM	Immokalee Regional	Southwest
	X14	La Belle Municipal	Southwest
	X07	Lake Wales Municipal	Central
	LAL	Lakeland Linder International	Central
	MKY	Marco Island Executive	Southwest
	APF	Naples Municipal	Southwest
	OBE	Okeechobee County	Treasure Coast
	FMY	Page Field	Southwest
	PGD	Punta Gorda	Southwest
	SRQ	Sarasota/Bradenton International	Southwest
	SEF	Sebring Regional	Central
	RSW	Southwest Florida International	Southwest
VNC	Venice Municipal	Southwest	
CHN	Wauchula Municipal	Central	
GIF	Winter Haven Regional	Central	
2	VQQ	Cecil	Northeast
	CTY	Cross City	North Central
	FHB	Fernandina Beach Municipal	Northeast
	GNV	Gainesville Regional	North Central
	CDK	George T Lewis	North Central
	HEG	Herlong Recreational	Northeast
	01J	Hilliard Airpark	Northeast
	CRG	Jacksonville Executive At Craig	Northeast
	JAX	Jacksonville International	Northeast
	42J	Keystone Heights	Northeast
	LCQ	Lake City Gateway	North Central
	SGJ	Northeast Florida Regional	Northeast
	28J	Palatka Municipal Airport - Lt. Kay Larkin Field	Northeast
	FPY	Perry-Foley	North Central
	24J	Suwannee County	North Central
	X60	Williston Municipal	North Central

DISTRICT	Airport ID	Airport Name	Region
3	AAF	Apalachicola Regional-Cleve Randolph Field	Northwest
	CEW	Bob Sikes Airport	Northwest
	F95	Calhoun County Airport	Northwest
	X13	Carrabelle-Thompson	Northwest
	54J	Defuniak Springs	Northwest
	DTS	Destin Executive	Northwest
	VPS	Eglin AFB/Destin-Ft Walton Beach	Northwest
	MAI	Marianna Municipal	Northwest
	ECP	Northwest Florida Beaches International	Northwest
	PNS	Pensacola International	Northwest
	2R4	Peter Prince Field	Northwest
	2J9	Quincy Municipal	Northwest
TLH	Tallahassee International	Northwest	
BCR	Tri-County	Northwest	
2J0	Wakulla County	Northwest	

DISTRICT	Airport ID	Airport Name	Region
4	X10	Belle Glade State Municipal	Southeast
	BCT	Boca Raton	Southeast
	DTI	Downtown Fort Lauderdale	Southeast
	FXE	Fort Lauderdale Executive	Southeast
	FLL	Fort Lauderdale/Hollywood International	Southeast
	F45	North Palm Beach County General Aviation	Southeast
	HWO	North Perry	Southeast
	PHK	Palm Beach County Glades	Southeast
	LNA	Palm Beach County Park	Southeast
	PBI	Palm Beach International	Southeast
	PMP	Pompano Beach Airpark	Southeast
	X26	Sebastian Municipal	Treasure Coast
FPR	Treasure Coast International	Treasure Coast	
VRB	Vero Beach Regional	Treasure Coast	
SUA	Witham Field	Treasure Coast	

DISTRICT	Airport ID	Airport Name	Region
5	X21	Arthur Dunn Air Park	East Central
	DAB	Daytona Beach International	East Central
	DED	Deland Muni-Sidney H Taylor Field	East Central
	ORL	Executive	East Central
	FIN	Flagler Executive	East Central
	ISM	Kissimmee Gateway	East Central
	LEE	Leesburg International	East Central

X35	Marion County	North Central
MLB	Melbourne Orlando International	East Central
COI	Merritt Island	East Central
EVB	New Smyrna Beach Municipal	East Central
OCF	Ocala International-Jim Taylor Field	North Central
MCO	Orlando International	East Central
SFB	Orlando Sanford International	East Central
OMN	Ormond Beach Municipal	East Central
2J8	Pierson Municipal	East Central
TIX	Space Coast Regional	East Central
3FL	St Cloud SPB	East Central
FA1	Tavares SPB	East Central
X23	Umatilla Municipal	East Central
X59	Valkaria	East Central

DISTRICT	Airport ID	Airport Name	Region
6	TNT	Dade-Collier Training And Transition	Southeast
	EYW	Key West International	Southeast
	TMB	Miami Executive	Southeast
	X51	Miami Homestead General Aviation	Southeast
	MIA	Miami International	Southeast
	OPF	Miami-Opa Locka Executive	Southeast
	MTH	The Florida Keys Marathon International	Southeast

DISTRICT	Airport ID	Airport Name	Region
7	SPG	Albert Whitted	West Central
	BKV	Brooksville-Tampa Bay Regional	West Central
	CLW	Clearwater Air Park	West Central
	CGC	Crystal River-Capt Tom Davis Field	North Central
	INF	Inverness	North Central
	TPF	Peter O Knight	West Central

PCM	Plant City	West Central
PIE	St Pete-Clearwater International	West Central
VDF	Tampa Executive	West Central
TPA	Tampa International	West Central
ZPH	Zephyrhills Municipal	West Central



# System Goals



**GOAL 1:**  
Provide efficient, safe, secure, and convenient service to Florida's citizens, businesses, and visitors.

# 1

System Goals set the direction for airport and aviation-related development needs for both the short- and long-term development.

## Stakeholder Engagement

**FDOT staff, airport managers, and Florida Airports Council members, among others, participated in data collection and system analysis that helped identify key priorities for the Florida Aviation System.**

The FDOT AO values involvement from airport managers, sponsors, and the general public, all considered to be stakeholders, in planning activities. A combination of in-person and online opportunities, across all three phases, provided plentiful opportunities for stakeholder input. These included: airport

and internal FDOT AO surveys, seven meetings with the FASP Input Team (FIT) comprised of representatives from 18 different airports, presentations at the 2022 and 2023 Florida Airports Council (FAC) Conference, two informational webinars, and FASP updates during numerous CFASPP meetings.

### OBJECTIVE

Support FASP airports in meeting FAA airfield geometric design criteria to promote operational safety.

Support FASP airports in achieving greater capacity.

### PERFORMANCE MEASURES

The number/percentage of FAA-Obligated FASP airports:

- That meet current FAA runway design standards.
- That meet current FAA taxiway design standards.
- That have FAA designated airfield hot spots.

The number/percentage of airports with:

- 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 Joint Automated Capital Improvement Program (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.

# 2

### OBJECTIVE

Encourage operational efficiency and economic growth.

### PERFORMANCE MEASURES

The number/percentage of airports providing pilot support:

- Broadband access.
- Fuel service:
  - Types of Fuel (100LL, JetA, Unleaded AVGAS, SAF, other).
  - Methods of Delivery (Self-fuel, Full-service, Credit Card Readers, Truck vs. Fuel Farm).
- Back-up generators for: Fueling, airfield lighting, terminal building.
- 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 system airports.
- The tonnage of air cargo shipped within the system.

The number/percentage of airports with:

- 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.

The number/percentage of airports with:

- Disadvantaged Business Enterprise (DBE) Plan updated in the past 5 years, 10 years, more than 20 years, no DBE plan.
- Airport Minimum Standards updated in the past 5 years, 10 years, more than 20 years, or no minimum standards.
- 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.

# 3

### 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

- The number/percentage of municipalities:
- Enacting Zoning Ordinances under F.S. Chapter 333.
- The number/percentage of airports with:
- A Wildlife Hazard Management Plan (WHMP) 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.

# 4

### 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:
- 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 (sustainable aviation fuel [SAF] or unleaded AVGAS).

# System GOALS

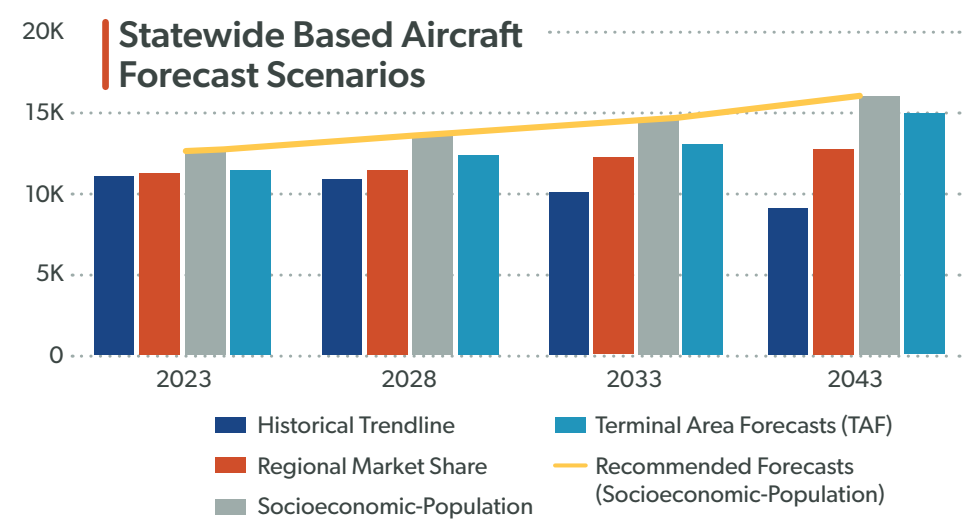


# Aviation Activity Forecasts

Forecasting aviation activity is crucial for understanding the potential strains and demands that the Florida Aviation System may face in the future. FDOT's seven regional districts will use these projections to assess development needs to ensure future functionality and to appropriately serve in their role. The forecasts evaluated historical growth and trends using trend analysis, regression analysis, and market share analysis for the years 2023, 2028, 2033, and 2043.

## Based Aircraft

The recommended socioeconomic-population forecast scenario yielded the most aggressive growth rate, a compound annual growth rate (CAGR) of 1.2 percent annually over the forecast period, compared to the other scenarios. This mirrors the strong correlation between based aircraft and population over the past 10 years, providing an estimate of over 16,000 based aircraft by 2043.



## General Aviation (GA) Operations

The recommended historical trendline forecast was the most aggressive forecast in the analysis but represents consistent growth in GA operations over the past decade. This has a CAGR of 1.0 percent annually, generating an estimate of over 8 million GA operations by 2043.

FORECAST SCENARIOS	2023	2028	2033	2043	CAGR
<b>Historical Trendline</b>	6,884,315	7,277,803	7,658,240	8,322,191	1.0%
<b>Regional Market Share</b>	6,349,310	6,617,576	6,741,660	7,015,799	0.5%
<b>Socioeconomic-Population</b>	5,979,445	6,344,369	6,573,862	6,937,903	0.8%
<b>Terminal Area Forecasts (TAF)</b>	6,704,703	7,286,087	7,531,358	8,078,515	0.9%

NOTE: Recommended Forecast Scenario Shown in Italics. SOURCE: FASP 2043 Airport Survey.

## Commercial/Air Taxi Operations

The socioeconomic-employment based forecast was selected for the preferred commercial/air taxi operations forecast. The correlation between employment and commercial/air taxi operations is 0.93, which provides a high-level of confidence. This forecast represents a moderate growth rate with a CAGR of 2.3 percent, reaching an estimate of 3.7 million operations by 2043.

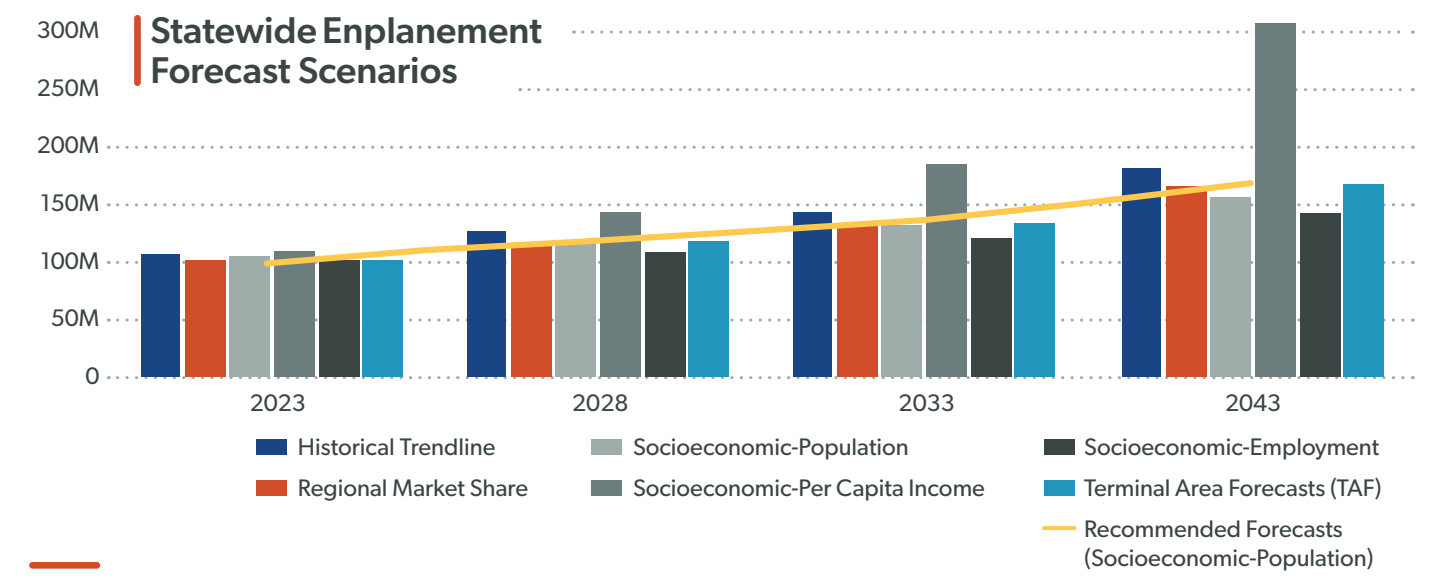
### Commercial/Air Taxi Operations Forecast Scenarios

FORECAST SCENARIOS	2023	2028	2033	2043	CAGR
<b>Historical Trendline</b>	2,654,246	3,128,836	3,603,498	4,553,028	2.7%
<b>Regional Market Share</b>	2,108,798	2,484,125	2,709,540	3,248,654	2.2%
<b>Socioeconomic-Population</b>	2,276,900	2,519,084	2,734,501	3,080,662	1.5%
<b>Socioeconomic-Per Capita Income</b>	2,797,274	3,707,910	4,873,159	8,195,982	5.5%
<b>Socioeconomic-Employment</b>	2,396,624	2,726,598	3,063,478	3,766,544	2.3%
<b>Terminal Area Forecasts (TAF)</b>	2,233,413	2,622,319	2,859,028	3,399,001	2.1%

NOTE: Recommended Forecast Scenario Shown in Italics. SOURCE: FASP 2043 Airport Survey.

## Enplanements

The selected forecast scenario for enplanements is the regional market share forecast. Since 2012, Florida enplanements consistently represented more than 40 percent of the market share in the Southern Region. The market share forecast predicts that enplanements are going to grow to exceed 166 million in the State of Florida by 2043, yielding a CAGR of 2.6 percent.



### FASP 2043 Forecast Summary

AVIATION ACTIVITY	2023	2028	2033	2043	CAGR
<b>Based Aircraft</b>	12,629	13,748	14,556	16,118	1.2%
<b>GA Operations</b>	6,884,315	7,277,803	7,658,240	8,322,191	1.0%
<b>Commercial/Air Taxi Operations</b>	2,396,624	2,726,598	3,063,478	3,766,544	2.3%
<b>Enplanements</b>	100,414,423	119,467,756	133,898,928	166,052,220	2.6%

SOURCE: FASP 2043 Airport Survey.

# System Performance

The review of Florida’s airport system looks at three of the system’s key elements. The first element is an analysis of the airport system from the perspective of the NPIAS. The analysis summarizes the criteria for inclusion in the NPIAS, which is a prerequisite for eligibility for FAA grant programs, and assesses airports not currently in the NPIAS, along with those airports at risk of possibly losing their NPIAS designation.

The second element looks at the goals and performance metrics established by the FDOT AO for this system plan. These metrics cover a variety of topics, including safety, airport facilities, and economic development. Since this document is a broad overview of airport system performance, each metric is evaluated at the FDOT District level or by NPIAS airport role, depending upon the metric.

The final element includes assessment of various metrics that are based on drive time that quantifies the coverage provided by the airport system. This coverage is assessed for the entire airport system.

**These metrics cover a variety of topics, including safety, airport facilities, and economic development.**

More than 25 different metrics were evaluated to support the goals previously discussed. Several of these metrics are summarized here to showcase various aspects of the system.

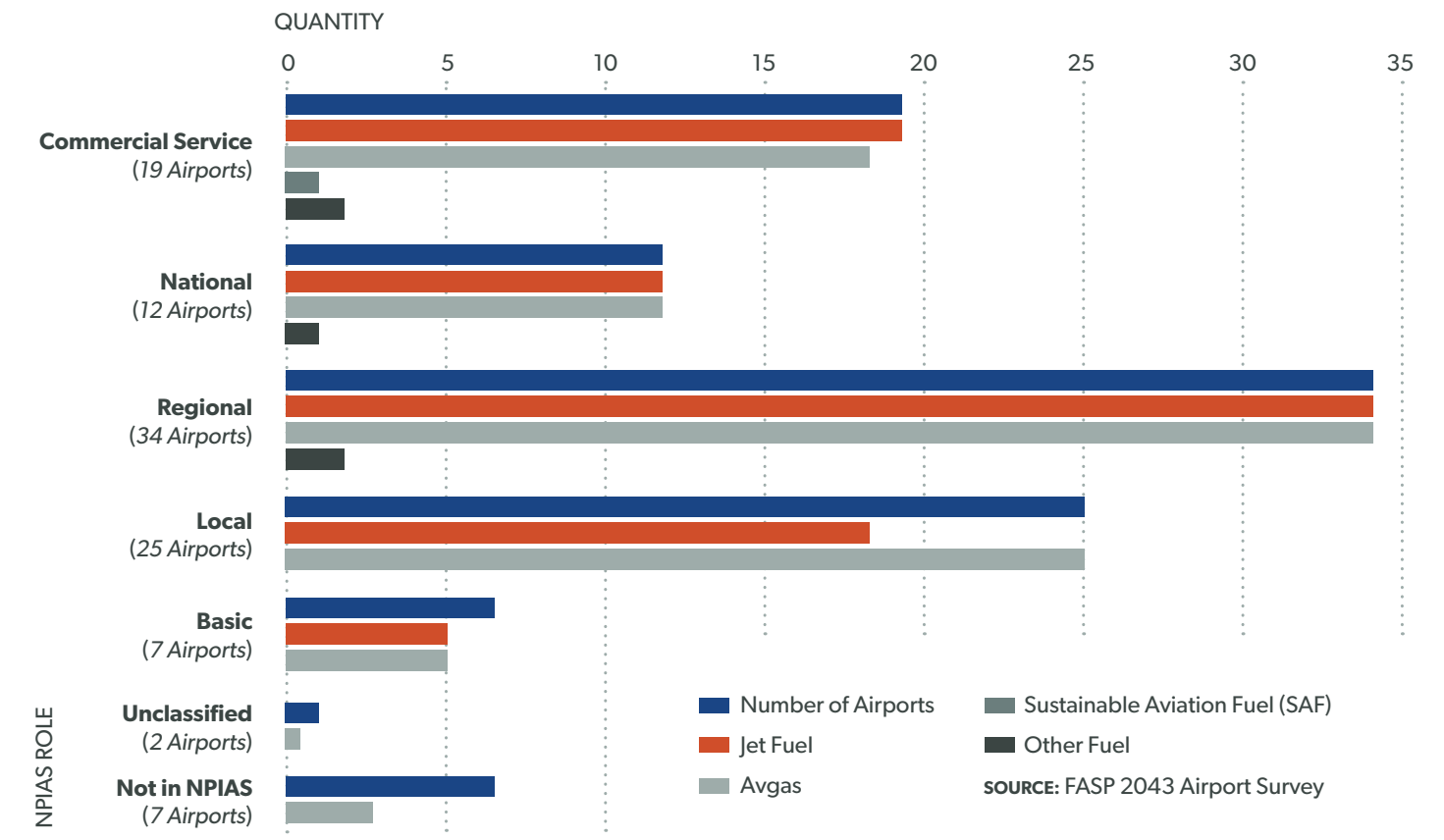


## Fuel Availability

Continuing concerns about climate change and commitments to addressing it are leading to the adoption of sustainable aviation fuel (SAF) to power aircraft. The FDOT AO established performance measures for the types of fuel and the methods of delivery available at its system airports. When assessed by NPIAS role, nearly every Commercial Service, National, and Regional Airport provide both jet fuel and AVGAS with a limited number of airports providing SAF or other fuel options.

**More than 25 different metrics were evaluated to support the goals previously discussed. Several of these metrics are summarized here to showcase various aspects of the system.**

## Types of Fuel Available at Florida System Airports by NPIAS Role



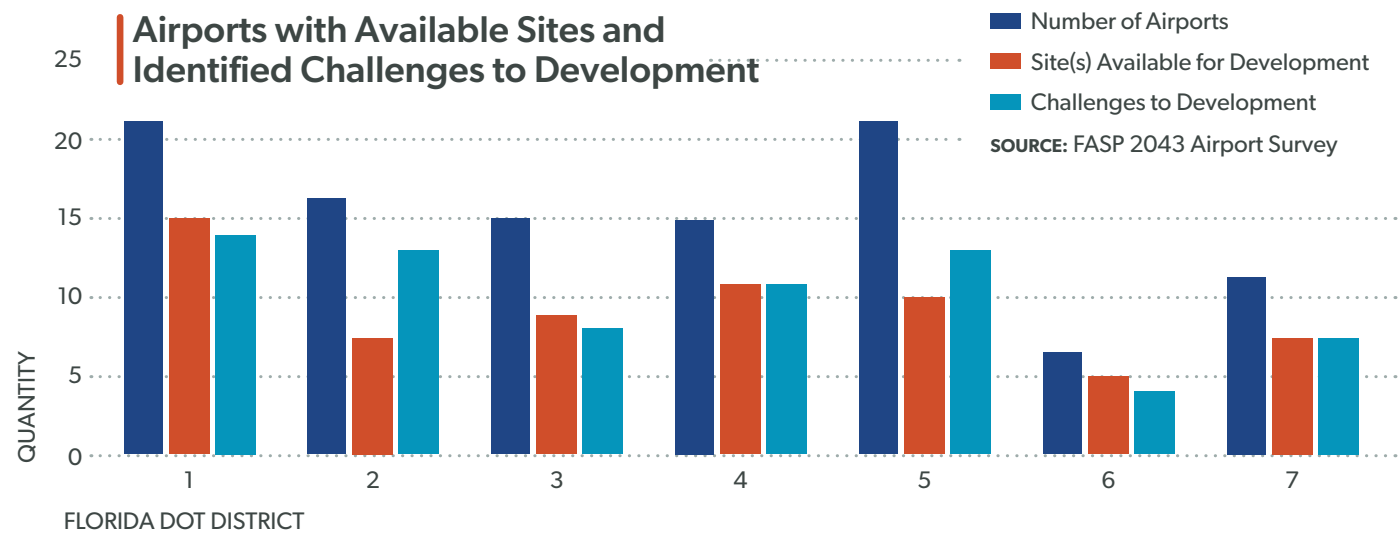




### Airports' Development Sites

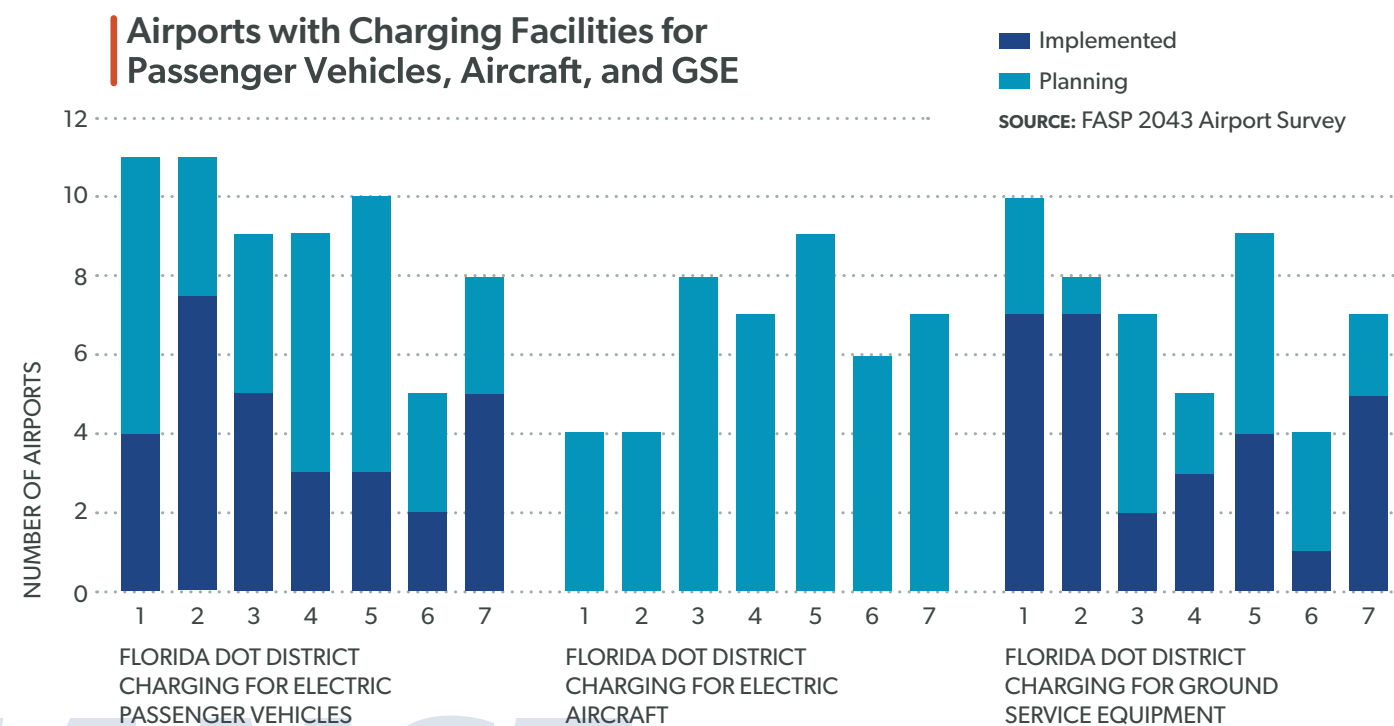
There is often a desire for new development at airports, which can be for both aeronautical and non-aeronautical uses. Among the system's 106 airports, 65 sites are available for development, and notably, the number of challenges to development is 70. In other words, some sites have more than one challenge complicating the need for development. These challenges range from funding and land use to regulatory impacts, which may limit the proactive development of these sites.

**Of the 106 system airports, 65 sites are identified for availability for development.**

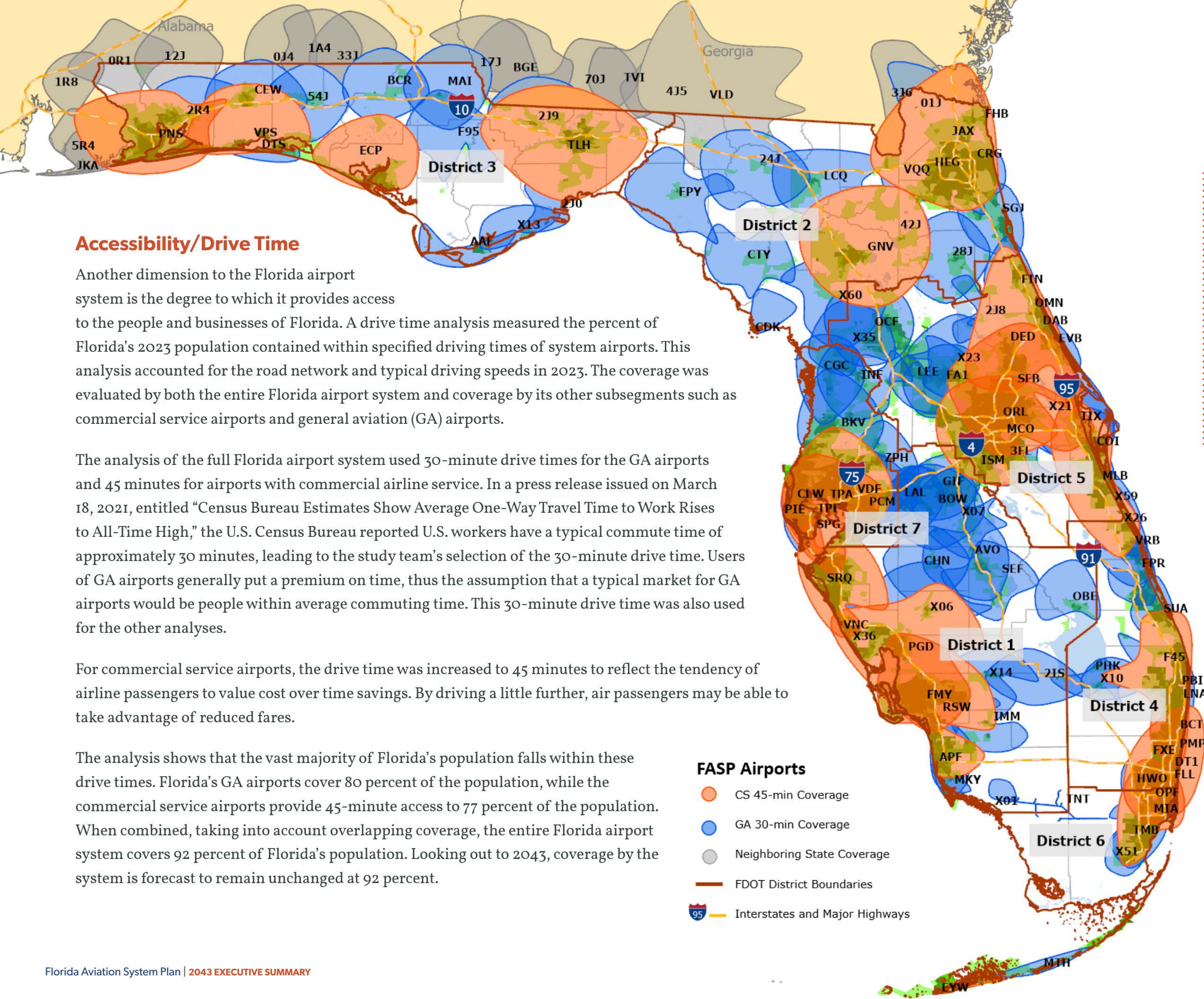


### Airport Electrification

With the ever-advancing call for charging capabilities for electric passenger vehicles, aircraft, and Ground Service Equipment (GSE), the FDOT AO established a performance measure to track the status of the charging capabilities at its system airports. Florida airports are well on their way as far as vehicle charging stations, either already installed or planned, with charging stations for electric aircraft identified as a development opportunity for many airports.



*System* **PERFORMANCE** Florida airports are well on their way as far as vehicle charging stations, either already installed or planned.



**Accessibility/Drive Time**

Another dimension to the Florida airport system is the degree to which it provides access to the people and businesses of Florida. A drive time analysis measured the percent of Florida’s 2023 population contained within specified driving times of system airports. This analysis accounted for the road network and typical driving speeds in 2023. The coverage was evaluated by both the entire Florida airport system and coverage by its other subsegments such as commercial service airports and general aviation (GA) airports.

The analysis of the full Florida airport system used 30-minute drive times for the GA airports and 45 minutes for airports with commercial airline service. In a press release issued on March 18, 2021, entitled “Census Bureau Estimates Show Average One-Way Travel Time to Work Rises to All-Time High,” the U.S. Census Bureau reported U.S. workers have a typical commute time of approximately 30 minutes, leading to the study team’s selection of the 30-minute drive time. Users of GA airports generally put a premium on time, thus the assumption that a typical market for GA airports would be people within average commuting time. This 30-minute drive time was also used for the other analyses.

For commercial service airports, the drive time was increased to 45 minutes to reflect the tendency of airline passengers to value cost over time savings. By driving a little further, air passengers may be able to take advantage of reduced fares.

The analysis shows that the vast majority of Florida’s population falls within these drive times. Florida’s GA airports cover 80 percent of the population, while the commercial service airports provide 45-minute access to 77 percent of the population. When combined, taking into account overlapping coverage, the entire Florida airport system covers 92 percent of Florida’s population. Looking out to 2043, coverage by the system is forecast to remain unchanged at 92 percent.

- FASP Airports**
- CS 45-min Coverage
  - GA 30-min Coverage
  - Neighboring State Coverage
  - FDOT District Boundaries
  - Interstates and Major Highways

**92 percent of the population is located within a combined coverage of 45-minute or 30-minute drive time from a commercial service or GA airport, respectively.**

SYSTEM PERFORMANCE



# Aviation Office Initiatives

Evaluating emerging trends that may impact airports within the State of Florida was a key element of the FASP 2043. Based upon FDOT AO, FIT, and airport manager input, four specific areas were identified for analysis.

## Alternative Weather Reporting

Florida airports have significant weather reporting coverage with only 15 airports lacking automated weather reporting. Eight airports are recommended candidates for automated weather reporting equipment because they are more than 15 miles from the closest airport with weather reporting. Another way to improve coverage is installing non-certified emerging technology systems. Although these cannot be used for official flight planning, they are useful for preliminary flight planning. To enhance system weather coverage, the installation of weather reporting equipment is recommended for consideration at the eight airports located more than 15 miles from the closest FAA-certified weather station.

### Florida System Airports Without a Weather Reporting System

IDENTIFIER	AIRPORT	CITY	NEAREST FAA-CERTIFIED WEATHER STATION	DISTANCE (NAUTICAL MILES)
X10	Belle Glade State Municipal	Belle Glade	2IS - Airglades	21
X36	Buchan	Englewood	VNC - Venice Municipal	6
X13	Carrabelle-Thompson	Carrabelle	AAF - Apalachicola Regional	18
DT1	Downtown Fort Lauderdale	Fort Lauderdale	FLL - Fort Lauderdale/Hollywood International	3
X01	Everglades Airpark	Everglades	MKY - Marco Island Executive	18
01J	Hilliard Airpark	Hilliard	JAX - Jacksonville International	16
X14	La Belle Municipal	La Belle	IMM - Immokalee Regional	18
PHK	Palm Beach County Glades	Pahokee	2IS - Airglades	19
2R4	Peter Prince Field	Milton	PNS - Pensacola International	14
2J8	Pierson Municipal	Pierson	DED - Deland Municipal	14
3FL	St Cloud SPB	St Cloud	ISM - Kissimmee Gateway	8
FA1	Tavares SPB	Tavares	LEE - Leesburg International	4
X23	Umatilla Municipal	Umatilla	LEE - Leesburg International	10
2J0	Wakulla County	Panacea	TLH - Tallahassee International	25
CHN*	Wauchula Municipal	Wauchula	AVO - Avon Park Executive	19

SOURCE: FASP 2043 Airport Survey. \*Airport is in process of obtaining a weather reporting system.

## Airport Electrification

Preparations for charging electric vehicles and aircraft are current opportunities for the Florida aviation system, as shown on page 9. Roughly 27 percent of Florida airports already have passenger vehicle charging stations with approximately 32 percent planning to do so in the future. Similarly, 27 percent of airports already provide charging for GSE. While no airports have charging stations for electric aircraft, 42 percent are planning for their installation.

## Hangar Demand

Analysis of hangar occupancy confirmed what the waiting lists at Florida airports show—capacity is essentially exhausted. The forecasts indicate demand will likely be at least 1,509 T-hangar units and 276 box hangar units by 2043.

### Forecast of Additional T-Hangar & Box Hangar Needs by 2043

FDOT DISTRICT	2043 NEW T-HANGAR UNITS	2043 NEW BOX HANGAR UNITS
1	435	66
2	113	16
3	80	23
4	386	67
5	315	84
6	28	6
7	151	15
<b>TOTAL</b>	<b>1,509</b>	<b>276</b>

SOURCE: FASP 2043 Airport Survey

## Stormwater Management Plans (SWMPs)

Florida is vulnerable to the impacts from stormwater with its extensive coastline, rainy summers, history of hurricanes, rapid growth, and low elevations. Consequently, having up-to-date SWMPs are a critical tool for safety, operations, and resilience. Only 54 percent of the system airports report having a SWMP. During SWMP updates or the creation of new SWMPs, airports should consider the potential long-term vulnerabilities together with the demand for future aviation development.

### Summary of Airports in Florida with SWMPs by FDOT District

FDOT DISTRICT	NUMBER OF AIRPORTS	NUMBER WITH SWMPs	% WITH SWMPs
1	21	10	48%
2	16	6	38%
3	15	9	60%
4	15	7	47%
5	21	11	52%
6	7	6	86%
7	11	8	73%
<b>TOTAL</b>	<b>106</b>	<b>57</b>	<b>54%</b>

SOURCE: FASP 2043 Airport Survey



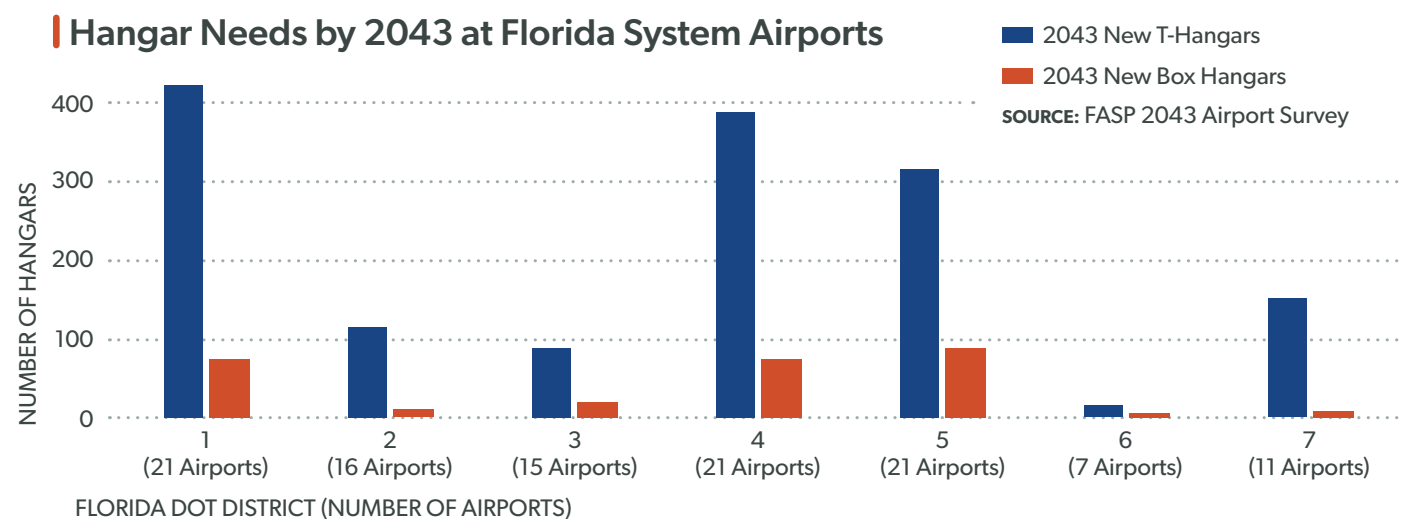
# Aviation System Recommendations

The process of prioritizing airport capital projects is a close collaboration between system airports and their FDOT District Aviation Coordinators. The recommendations stemming from the FASP 2043 kept this process in mind when identifying areas where airport system improvements could be made. The study also raised issues that the District and their airports might discuss together during their collaborative decision-making process.

These recommendations are based on the evaluation of the NPIAS, the analysis of performance measures, geographic coverage, and the four initiatives identified by the FDOT AO. With these recommended improvements based on a system-level analysis, they will need independent analysis at the individual airport level. This is particularly true since any planned airport improvement needs to be on an approved ALP with sufficient justification documented to be eligible for state or federal funding assistance. Inclusion in this system plan can aid in the justification but may not be sufficient on its own. Only two examples of the many recommendations are shown here. A more thorough discussion of recommendations can be found in Chapter 10 - Recommendations of the FASP 2043.

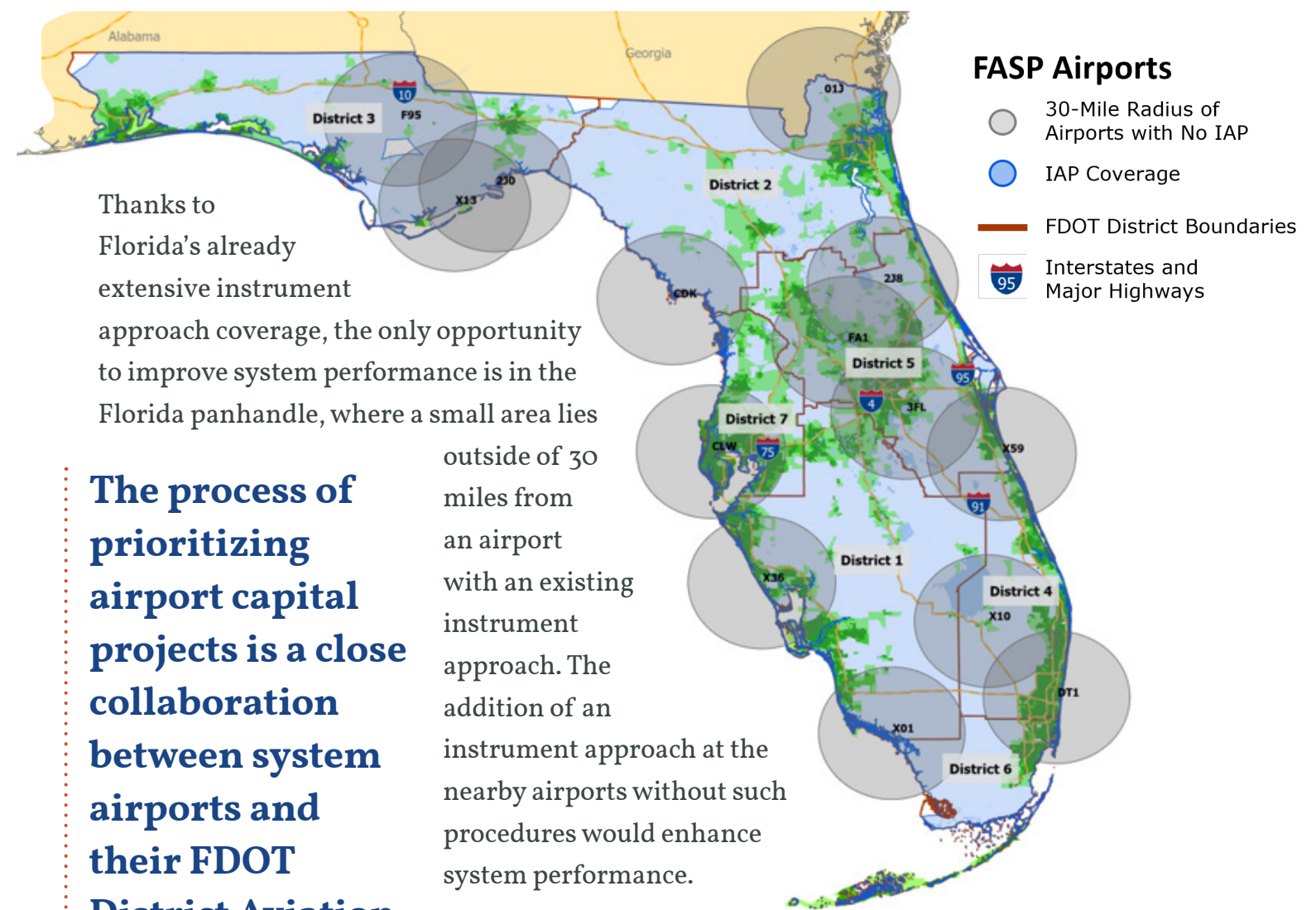
## Hangar Needs

One recommendation focuses on meeting the documented need for additional hangar storage across all seven FDOT Districts.



## Instrument Approach Access

Another recommendation focuses on improving access to instrument approaches. The FASP 2043 recommends focusing efforts on improving instrument approach procedures (IAP) at airports where they would increase coverage.



Thanks to Florida's already extensive instrument approach coverage, the only opportunity to improve system performance is in the Florida panhandle, where a small area lies

**The process of prioritizing airport capital projects is a close collaboration between system airports and their FDOT District Aviation Coordinators.**

outside of 30 miles from an airport with an existing instrument approach. The addition of an instrument approach at the nearby airports without such procedures would enhance system performance.

# Aviation System Funding

# FUNDING

The average requested funding from the state exceeds planned state allocations by more than \$187 million per year for the 2024-2028 timeframe.

## Funding Requests

Florida airports have a variety of capital project funding sources available at the federal, state and local levels. The FAA's Airport Improvement Program (AIP) grants along with supplemental AIP appropriations provide a substantial resource for Florida's airports.

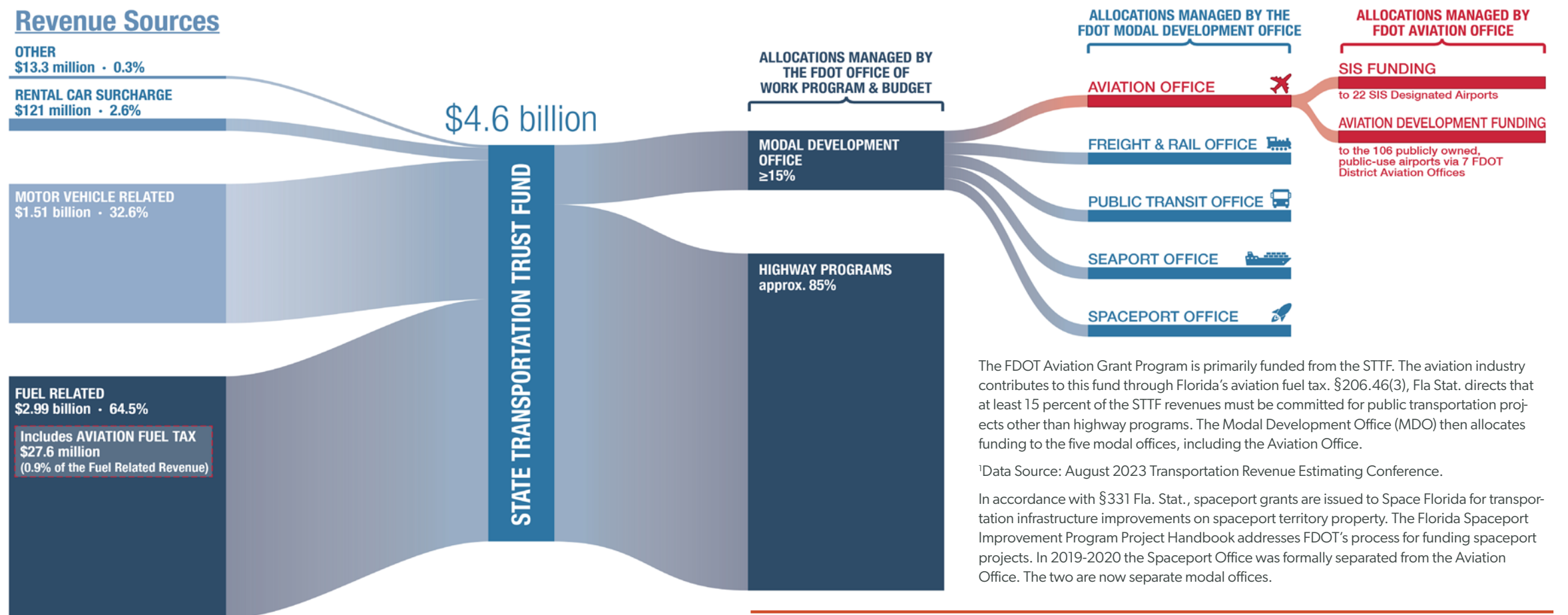
State level funding comes primarily from the FDOT Aviation Development Program (ADP) and Strategic Intermodal System (SIS) grants.

Airport-generated revenues, including passenger facility charges (PFCs) and airport sponsor funds, provide important local sources of capital.

Funding for many of Florida's public transportation projects comes from the State Transportation Trust Fund (STTF). The primary revenue sources for the STTF are fuel and motor vehicle related taxes and fees.

On the distribution side, approximately 85 percent of STTF funds are allocated to highway programs, and a minimum of 15 percent of STTF funds are allocated to the five modal offices, including the FDOT AO, after passing through the FDOT Office of Work Program and Budget and the Modal Development Office. The FDOT AO distributes grants for the Florida ADP and SIS from the STTF. These grants allow airports to build and maintain runways and taxiways, remove airport hazards, protect the airspace around Florida airports, develop airport plans, acquire land for airports, purchase certain airport equipment, and build terminals and other airport facilities.

**State Transportation Trust Fund (STTF)—Revenue Sources & Funding Allocation**  
STTF Major Revenue Categories (\$4.6 Billion Total)—Fiscal Year 2023-2024<sup>1</sup>

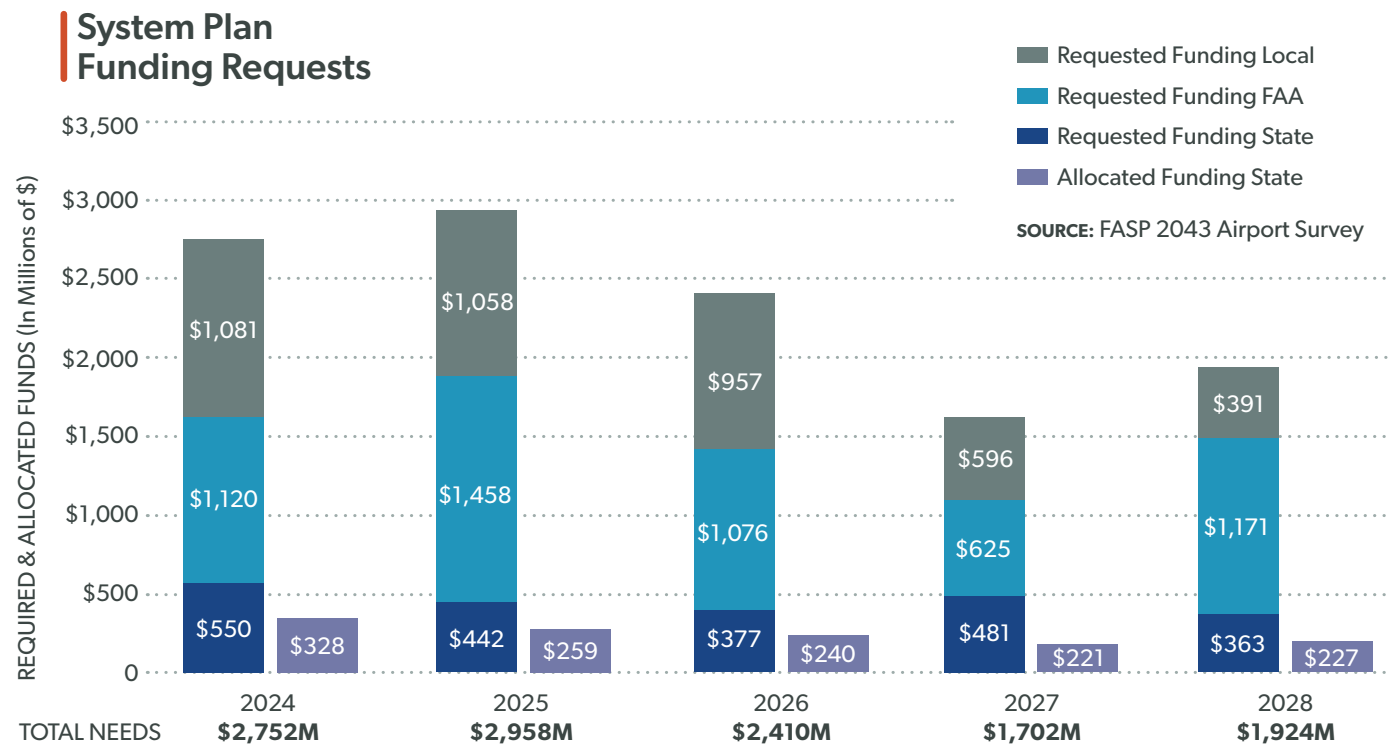


## Funding Requests

Data from the JACIP shows that total airport development needs over the next five years exceed \$11 billion, with requested funding approaching \$3 billion in 2025. As the chart shows, the average requested funding from the state exceeds planned state allocations by more than \$187 million per year for the 2024-2028 timeframe.

The gap between the requested funding shown in the JACIP and what the FDOT AO allocates means either more state funding will be necessary, federal or local sources must be used to make up the difference, or airport development projects will need to be deferred or canceled.

**Florida also makes other financial resources available to airports, including the Economic Development Transportation Fund, the Transportation Regional Incentive Program, Secure Airports for Florida’s Economy funds, the Rural Economic Development Initiative, and the State Infrastructure Bank.**



# FLORIDA

## **Aviation System Plan (FASP) 2043** *Executive Summary*



Florida Department of Transportation Aviation Office  
605 Suwannee St, Tallahassee, FL 32399  
Phone: 850-414-4500  
<https://www.fdot.gov/aviation/FASP2043>