Attachment 1

EIGHT STEPS
to
BUILDING A NEW AIRPORT
With Federal and State Funding

STEP 1. AIRPORT SPONSOR

To be eligible for public funding, every airport that is proposed to be part of Florida's public airport system must be sponsored by a grant-eligible public agency. A grant-eligible agency is a Florida unit of local government (i.e. a city or a county) or an authority defined in Florida law. In most cases, a new airport will have to be constructed. However, a proposed public airport may be an existing airport to be purchased by or conveyed to an eligible sponsor.

Ultimately, a proposed airport must be publicly owned and must be available for public use to be eligible for federal and state funding. State funding is dependent on annual legislative appropriations and eligibility does not guarantee state funding.

STEP 2. FEASIBILITY STUDY

A proposed airport must be included in the Florida Aviation System Plan (FASP) to be eligible for state funding and in the National Plan of Integrated Airport Systems (NPIAS) to be eligible for federal funding. The FASP is Florida's long-range needs plan for aviation facilities. Likewise, the NPIAS is the FAA's long-range national needs plan for aviation facilities. Prior to entry into the FASP and/or the NPIAS, a feasibility study must be completed by the sponsor. The requirements for a feasibility study are described in Florida Department of Transportation Procedure No. 725-040-210.

A feasibility study is a preliminary planning project that develops basic operational, financial and environmental information about a proposed airport and justifies bringing an airport into the Florida Aviation System Plan (FASP). At this stage of new airport development, alternatives must be examined rather than focusing on a single site or existing airport for purchase. A feasibility study must demonstrate:

a. A transportation need for a new airport. Typically, a transportation need means no airport exists within a thirty minute drive of the proposed location for a new airport and there is a significant demand for airport facilities in the region. Transportation need can be demonstrated by showing that existing nearby airports are over-crowded;

b. The proposed airport or site will not be constrained from future expansion from both a land use and an airspace perspective. Ideally, this means that approximately 1,000 acres are available at the proposed airport sites and that there are no significant airspace obstructions within ten nautical miles. However, the amount of acreage required should be driven by the sponsor's long range plan for the airport;

c. The capital and operating costs that the airport sponsor will assume in a clear and factual format. If federal funding is anticipated to be part of the development costs, the feasibility report must clearly present the federal funding priority system and factually explain the likelihood of receiving federal funding for a new airport. Likewise, the report must factually present the availability of state funds for new airport development;

d. General public aviation benefit and a positive benefit to the local economy. The airport must provide services for traveling and resident citizens, not an exclusive group of individuals;

e. Significant additional aviation system capacity in terms of both aviation operational capacity and aircraft storage capacity;

f. The airport will meet state licensing standards for airports with instrument approaches;

g. The airport sponsor will be able to comply with state and federal grant assurances over the long term;

h. The airport will be able to operate with a revenue to expense ratio greater than 1.0 within five years of completion; and

i. The airport will be able to serve very light jet (VLJ) passenger service.

STEP 3. FASP and NPIAS

Entry into the Florida Aviation System Plan (FASP) and corresponding eligibility to receive state funds is approved by the Florida Department of Transportation Aviation Office. The decision is based on the results of a feasibility study, the capability and willingness of a proposed airport sponsor to assume long-term financial and legal commitments to establishing and maintaining a new airport, a recommendation from the appropriate regional Continuing Florida Aviation System Planning Process (CFASPP) steering committee and a recommendation from the appropriate department district office.

Entry into the FAA National Plan of Integrated Airport Systems (NPIAS) is approved by the FAA Orlando Airports District Office. The decision is influenced by the results of the feasibility study and is based on the proposed role of the new airport in the national aviation system. In cases of marginal justification for a new airport, a FASP recommendation is the basis of entry into the NPIAS.

STEP 4. AIRPORT SITE SELECTION AND PRELIMINARY ENVIRONMENTAL PLANNING

A proposed new airport may require several environmental studies prior to facility design and construction. A key federal and state requirement is a site selection study. A site selection study not only evaluates the aeronautical suitability of potential new airport sites, but also examines impacts of the proposed facility on the social and natural environments and possible mitigations to satisfy the requirements of federal and state environmental laws. Alternative sites are examined and compared. The complexity of the site selection study is dependent on the environmental complexity of the proposed area where the airport will be located. In geographic areas of environmental sensitivity, additional environmental studies may be required to supplement the site selection study. The FAA and the U.S. Department of Environmental Protection are the approval agencies for the site selection and related studies.

The Florida Department of Transportation Aviation Office must approve the proposed new airport site prior to capital funding.

STEP 5. FACILITY PLANNING

Prior to capital funding, the airport sponsor must develop an airport master plan and an airport layout plan. The airport master plan develops detailed near-term and long-range facility needs, justification, cost estimates and construction schedules. The FAA must approve the airport layout plan for federal funding eligibility of the planned capital projects. The Department must approve both

the airport master plan and the airport layout plan for funding eligibility.

The financial component of the airport master plan that includes all airport development projects must be prioritized and programmed into the FAA capital improvement program by the FAA Orlando Airports District Office and/or into the Florida Department of Transportation Five Year Transportation Work Program by a Department district office prior to funding. Both the FAA and the Florida Department of Transportation processes are initiated by the airport sponsor by means of an on-line data entry system called the Joint Automated Capital Improvement Program (JACIP). A new airport sponsor is granted access to the JACIP Web site upon acceptance into the FASP.

STEP 6. LOCAL GOVERMNET PLANNING

Prior to proceeding with airport development, the airport sponsor must have the airport master plan incorporated into the local government comprehensive plan. The appropriate Metropolitan Planning Organization (MPO) and the Florida Department of Community Affairs are the approval agencies for the local government comprehensive plan.

Further, the MPO must include proposed airport development funding needs in their long-range transportation plan and their transportation improvement program. The Regional Planning Council may also need to review the proposed airport and consider regional impact.

STEP 7. ENVIRONMENTAL IMPACT ANALYSIS

Most new airport proposals will be subject to a detailed environmental impact analysis based on development specified in the airport master plan and the airport layout plan. The environmental analysis will result in any environmental impact statement that will specify the acceptability of the proposed projects and any required environmental mitigations. The FAA conducts the environmental analysis and issues a record of decision upon completion of the study.

In addition to a favorable FAA record of decision, an airport sponsor must obtain all construction permits required by the regional water management district, the Army Corps of Engineers, the Florida Department of Environmental Protection and the local government.

STEP 8. AIRPORT CONSTRUCTION

Finally, engineering design and construction of airport development projects described in the airport master plan and layout plan are accomplished according to the airport master plan schedule, but within the funding constraints of the sponsor, state and federal budgets.

Typically, it requires more than five years to complete these eight steps for a simple general aviation airport. More complex airport configurations or environmentally sensitive sites require more time for development.

The new airport must be inspected and licensed by the Florida Department of Transportation Aviation Office prior to opening.