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Charts

Tables

*Please Note:

Orlando Country changed to Orlando/Apopka Country Airport
Avon Park changed to Avon Park Executive Airport
Kay Larkin changed to Palatka Municipal-LT Kay Larkin Field
Panama City changed to Panama City-Bay County International Airport
Orlando Executive changed to Executive Airport

Goal 5: Foster technological innovation and support implementation of new technologies

For Florida airports to fulfill their role in Florida's multi-modal transportation system, they must be efficient and safe. Further, airports in Florida should be convenient to the state's residents, businesses, and visitors. For this goal, three different objectives were evaluated. These objectives are as follows:

- 5.1 - Modernize airport technology
- 5.2 - Encourage the implementation of SATS related technologies at selected Florida airports
- 5.3 - Encourage public/private partnerships to enhance technology development within the State aviation system

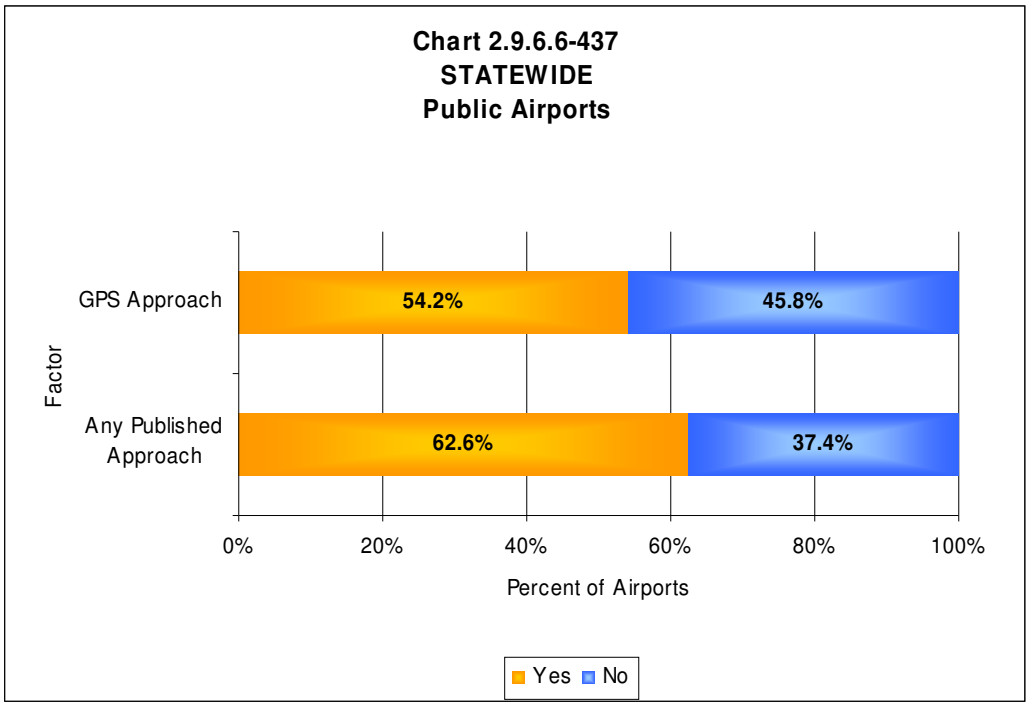
Florida is a leader in aviation innovation and in supporting new aviation technologies. The Southeast SATS Lab is instrumental in promoting the Small Aircraft Transportation Systems (SATS). This federally funded NASA initiative is supporting emerging technologies that foster safer, more reliable, and more affordable air transportation. SATS will ultimately enable Florida to make better use of its extensive system of community airports. In addition, FDOT's planned Test Center at Tallahassee Regional Airport will help support emerging technologies related to aircraft movement, passenger flow enhancement, and general security. Almost 63 percent of Florida airports have some type of published approach; over 54 percent of the airports have a published GPS approach. Florida's high percentage of VFR weather helps to augment air accessibility to all Florida airports.

5.1 System Objective: Modernize airport technology

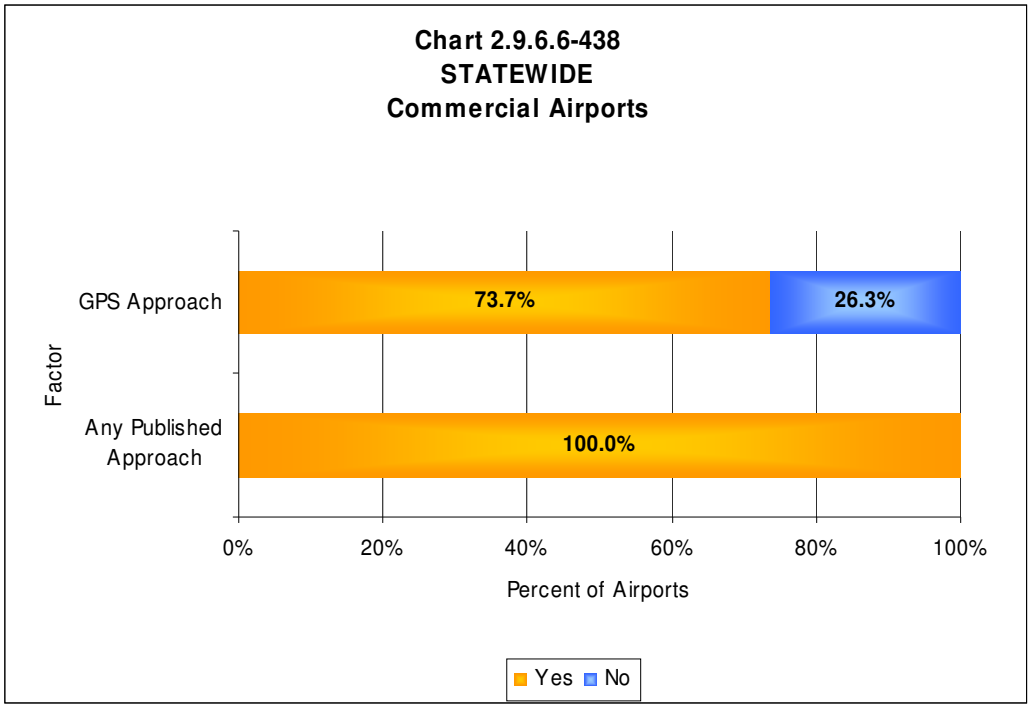
In order to measure this objective, information provided by each airport was examined to determine whether airports reported a published approach or a GPS approach. The system performance in regard to these factors is summarized for all commercial and community airports in the state and by CFASPP region in the following sections.

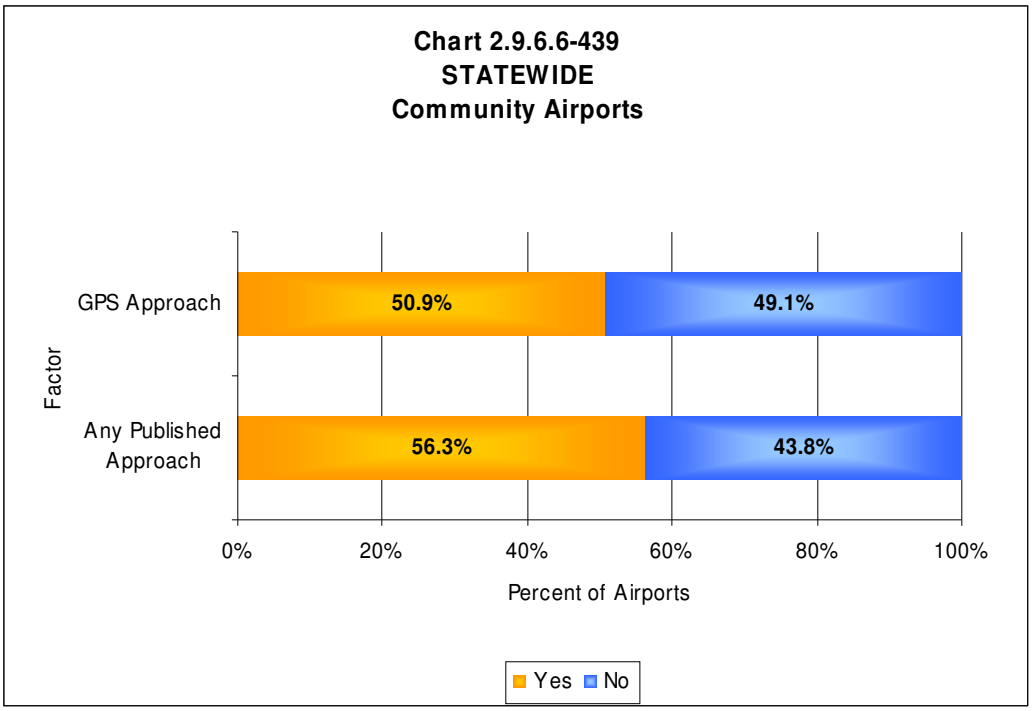
Statewide Summary

As indicated in **Chart 2.9.6.6-437**, approximately 54 percent of all public airports in the state have a GPS approach, and 63 percent of all public airports in the state have a published precision or non-precision approach. The remaining 37 percent of all public airports do not have any published approach.



As indicated in **Charts 2.9.6.6-438** and **2.9.6.6-439**, approximately 74 percent of all commercial airports and 51 percent of all community airports in the state have a GPS approach. Additionally, 100 percent of all commercial airports and 56 percent of all community airports in the state have a published precision or non-precision approach. The remaining 44 percent of all community airports report they do not have any published approach.

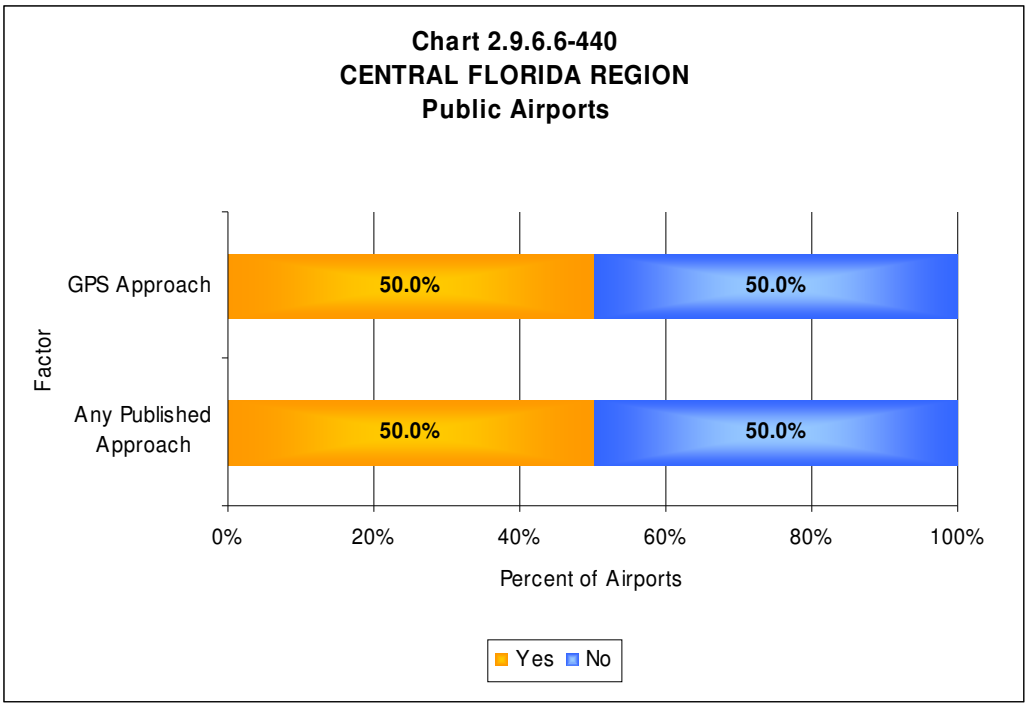




Regional Summaries

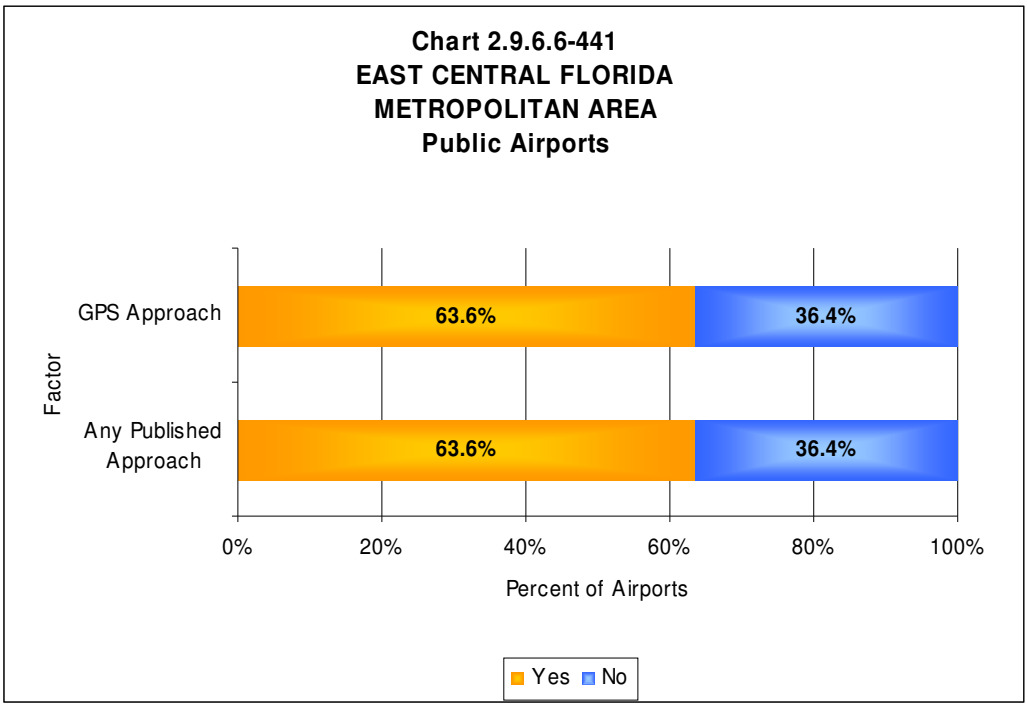
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-440**, approximately 50 percent of all public airports in this region have a GPS approach, and 50 percent of all public airports in the Central Florida Region have a published precision or non-precision approach. The same percentage of all public airports do not have any published approach.

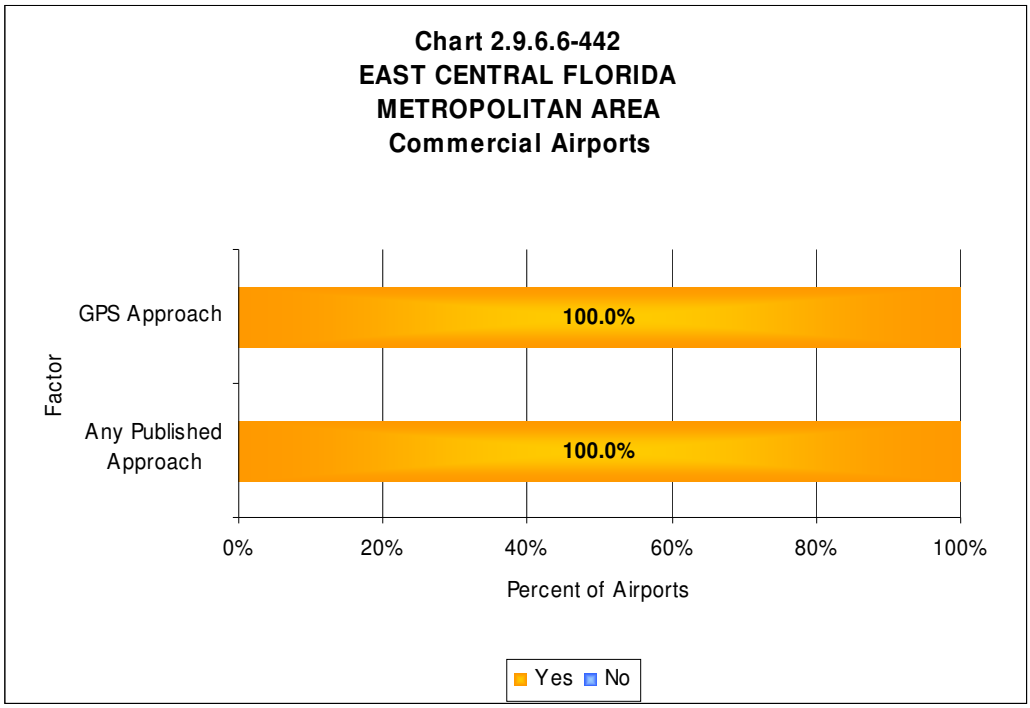


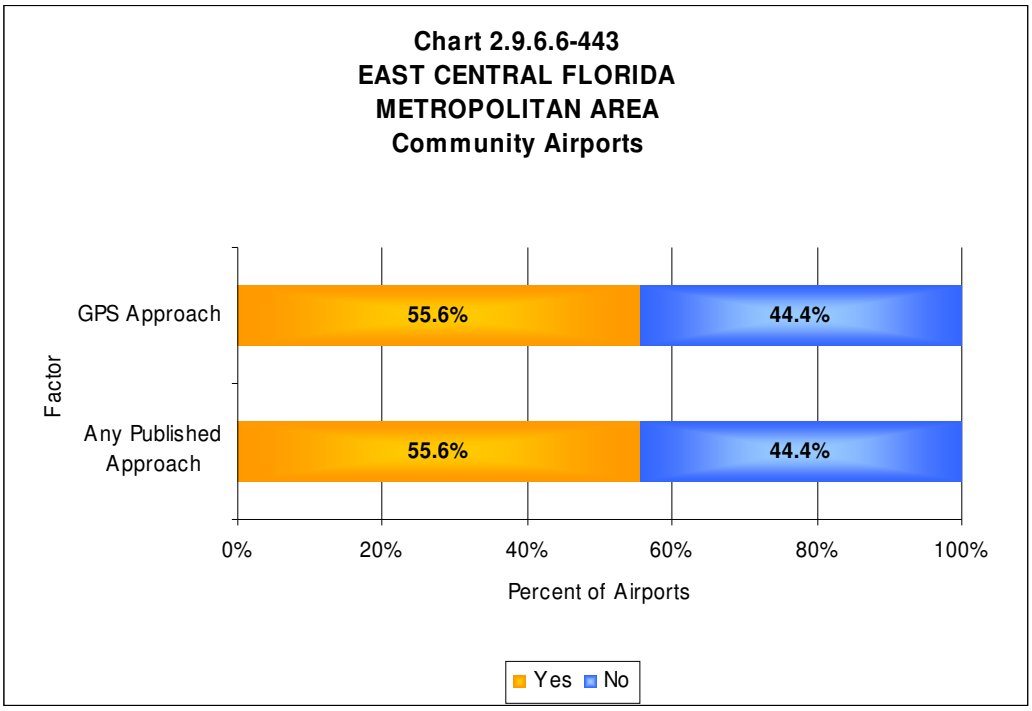
East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-441**, approximately 64 percent of all public airports in the East Central Florida Metropolitan Area have a GPS approach, and 64 percent of all public airports in this region have a published precision or non-precision approach. The remaining 36 percent of all public airports do not have any published approach.



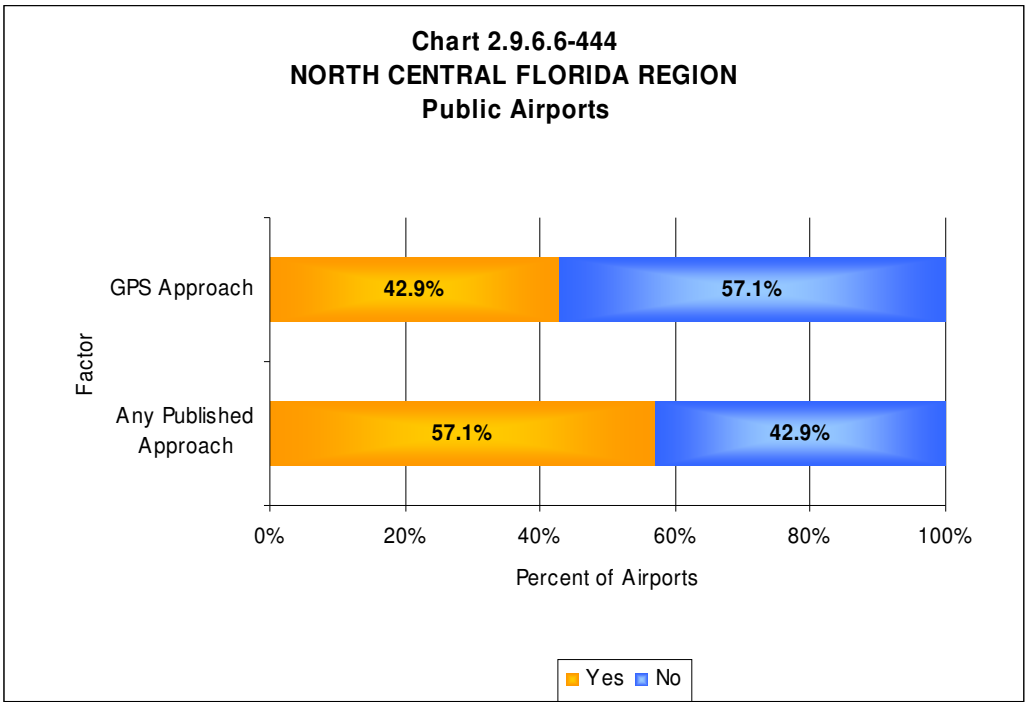
As indicated in **Chart 2.9.6.6-442**, the four commercial airports in the East Central Florida Metropolitan Area have a published precision and/or non-precision approach. The commercial airports also have GPS approaches. As indicated in **Chart 2.9.6.6-443**, approximately 56 percent of all community airports in this region have a published precision and/or non-precision approach. The same percentage of all community airports has a GPS approach.





North Central Florida Region

As indicated in **Chart 2.9.6.6-444**, approximately 43 percent of all public airports in the North Central Florida Region have a GPS approach. 57 percent of all public airports in this region have a published precision or non-precision approach. Approximately 43 percent of all public airports do not have any published approach.



As indicated in **Chart 2.9.6.6-445**, the one commercial airport in the North Central Florida Region has a published precision and/or non-precision approach; this commercial airport does not have a GPS approach. As indicated in **2.9.6.6-446**, approximately 46 percent of all community airports in this region have a GPS approach, and 54 percent of all community airports have a published precision and/or non-precision approach.

Chart 2.9.6.6-445
NORTH CENTRAL FLORIDA REGION
Commercial Airports

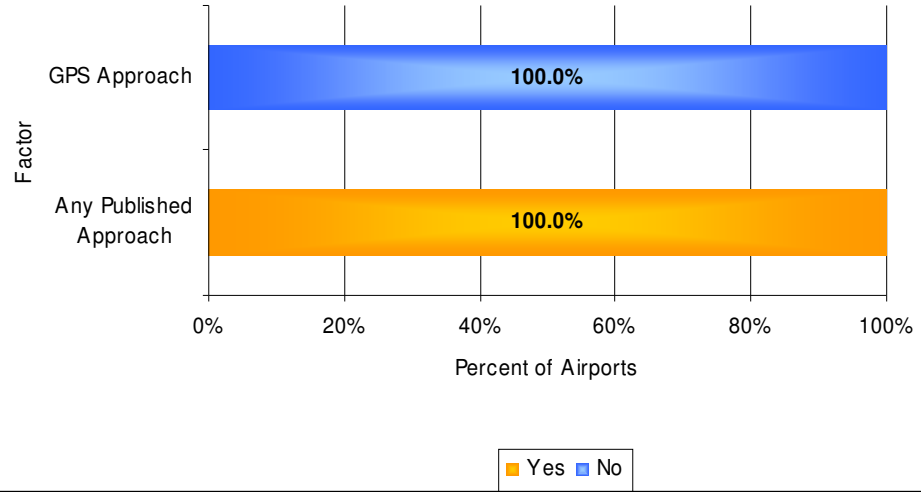
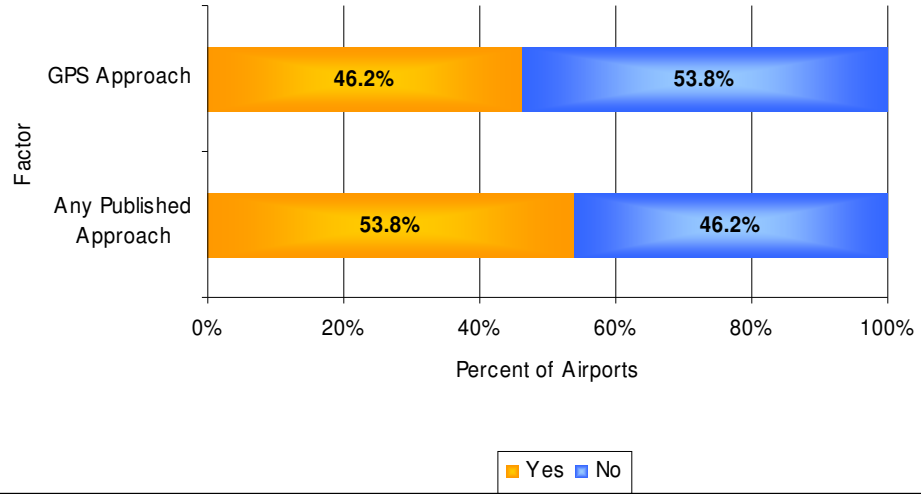
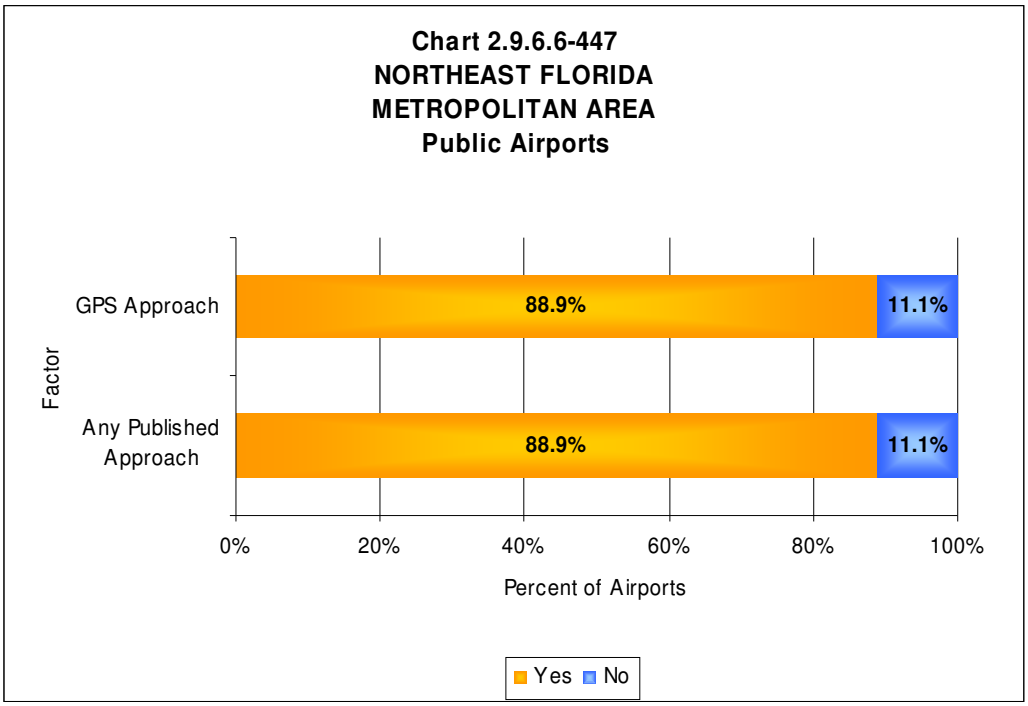


Chart 2.9.6.6-446
NORTH CENTRAL FLORIDA REGION
Community Airports



Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-447**, approximately 89 percent of all public airports in the Northeast Florida Metropolitan Area have a GPS approach, and the same percentage of all public airports in this region have a published precision or non-precision approach. The remaining 11 percent of all public airports do not have any published approach.



As indicated in **Chart 2.9.6.6-448**, the one commercial airport in the Northeast Florida Metropolitan Area has a published precision and/or non-precision approach; this commercial airport also has a GPS approach. As indicated in **2.9.6.6-449**, approximately 88 percent of all community airports in this region have a GPS approach, and the same percentage of all community airports have a published precision and/or non-precision approach.

Chart 2.9.6.6-448
NORTHEAST FLORIDA METROPOLITAN AREA
Commercial Airports

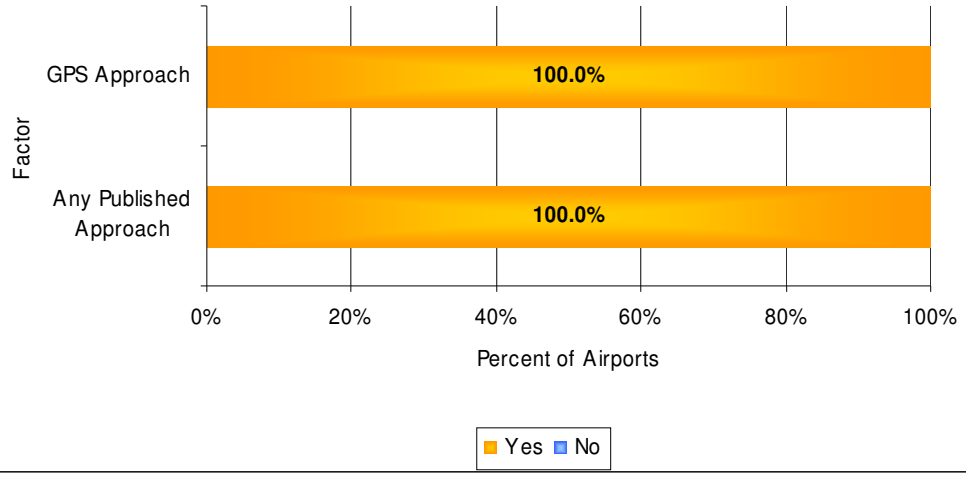
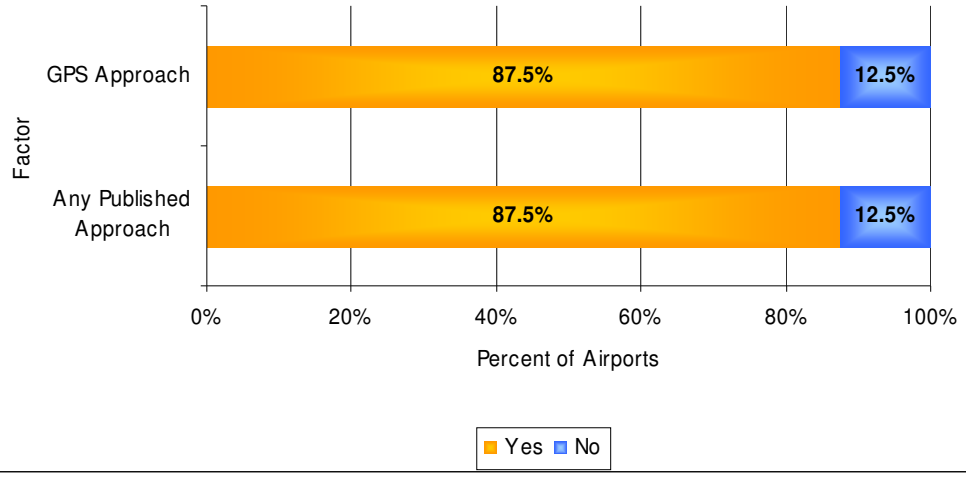
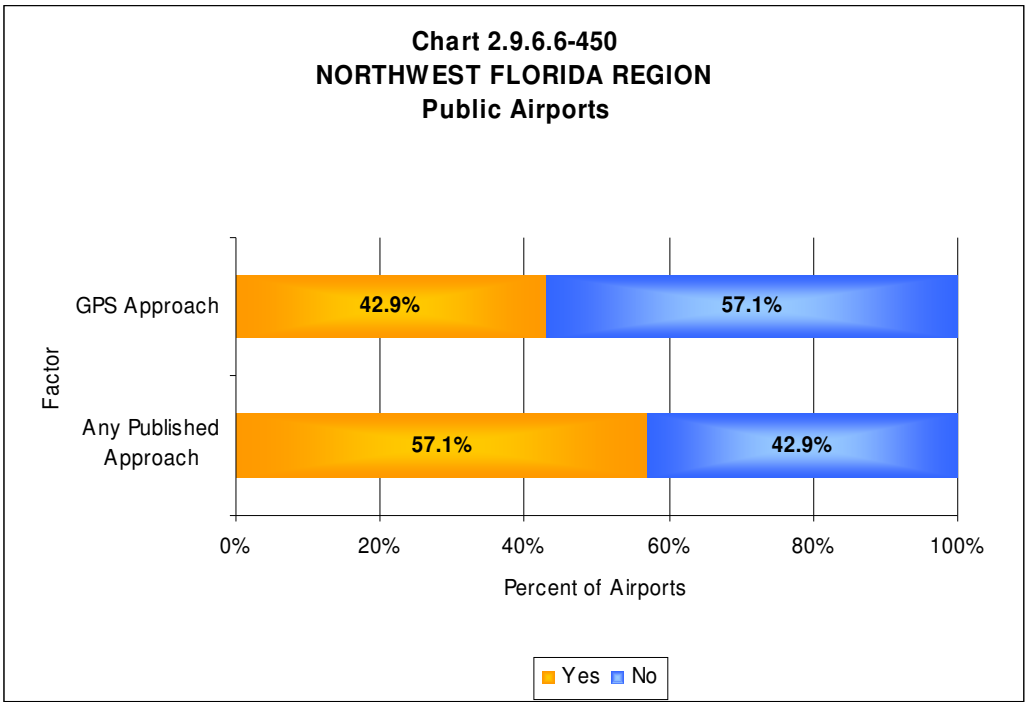


Chart 2.9.6.6-449
NORTHEAST FLORIDA METROPOLITAN AREA
Community Airports



Northwest Florida Region

As indicated in **Chart 2.9.6.6-450**, approximately 43 percent of all public airports in the Northwest Florida Region have a GPS approach, and 57 percent of all public airports in this region have a published precision or non-precision approach. The remaining 43 percent of all public airports do not have any published approach.



As indicated in **Charts 2.9.6.6-451** and **2.9.6.6-452**, approximately 50 percent of all commercial airports and 41 percent of all community airports in the Northwest Florida Region have a GPS approach. Additionally, 100 percent of all commercial airports and 47 percent of all community airports in this region have a published precision or non-precision approach. Approximately 53 percent of all community airports do not have any published approach.

Chart 2.9.6.6-451
NORTHWEST FLORIDA REGION
Commercial Airports

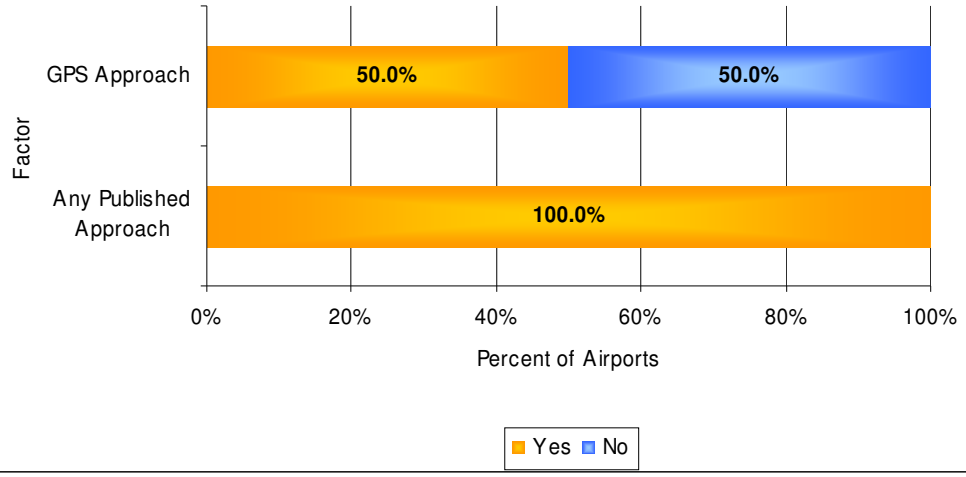
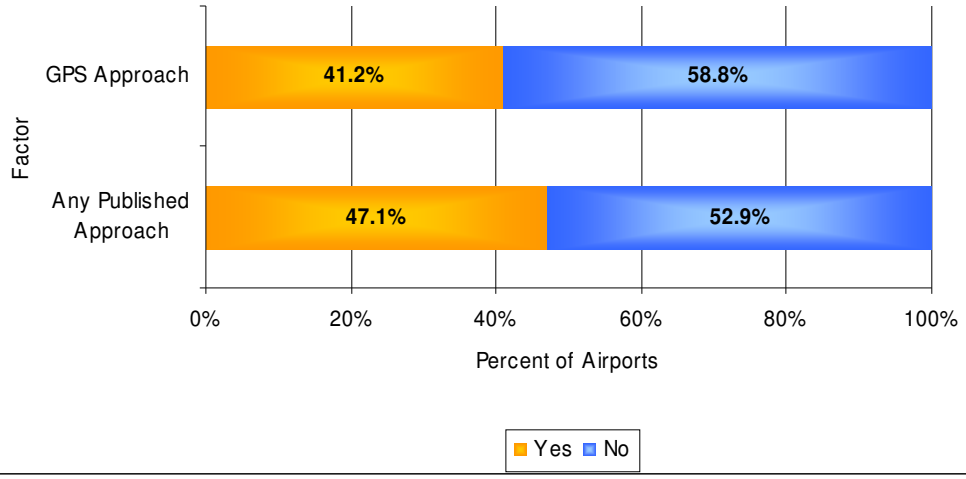
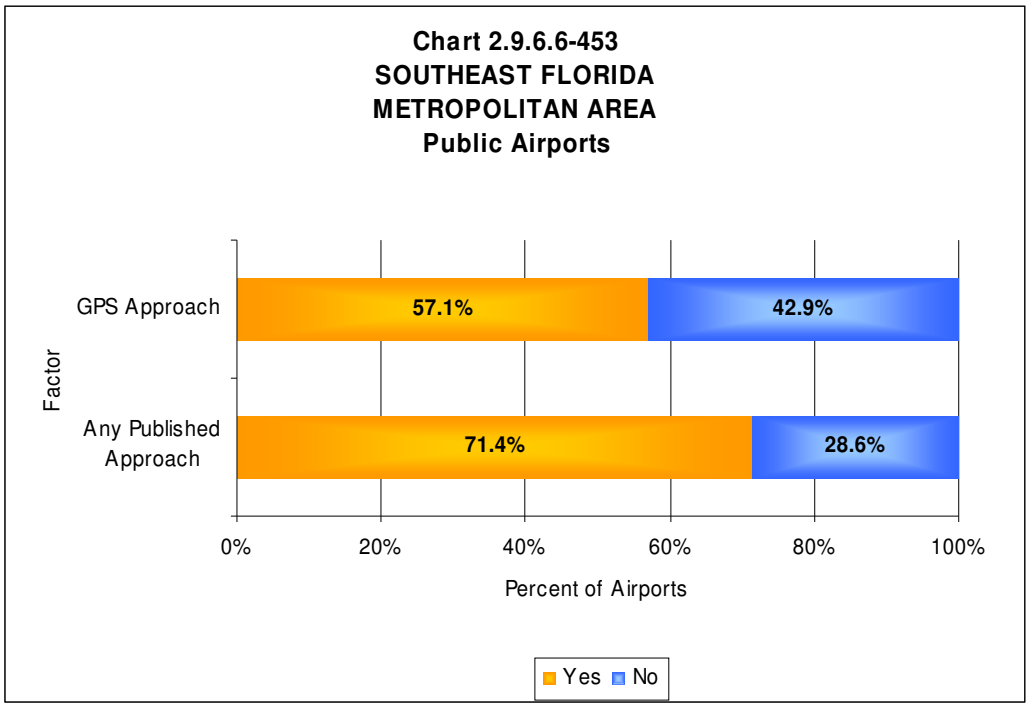


Chart 2.9.6.6-452
NORTHWEST FLORIDA REGION
Community Airports



Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-453**, approximately 57 percent of all public airports in the Southeast Florida Metropolitan Area have a GPS approach, and 71 percent of all public airports in this region have a published precision or non-precision approach. The remaining 29 percent of all public airports do not have any published approach.



As indicated in **Charts 2.9.6.6-454** and **2.9.6.6-455**, approximately 75 percent of all commercial airports and 53 percent of all community airports in the Southeast Florida Metropolitan Area have a GPS approach. Additionally, 100 percent of all commercial airports and 65 percent of all community airports in this region have a published precision or non-precision approach. The remaining 35 percent of all community airports report they do not have any published approach.

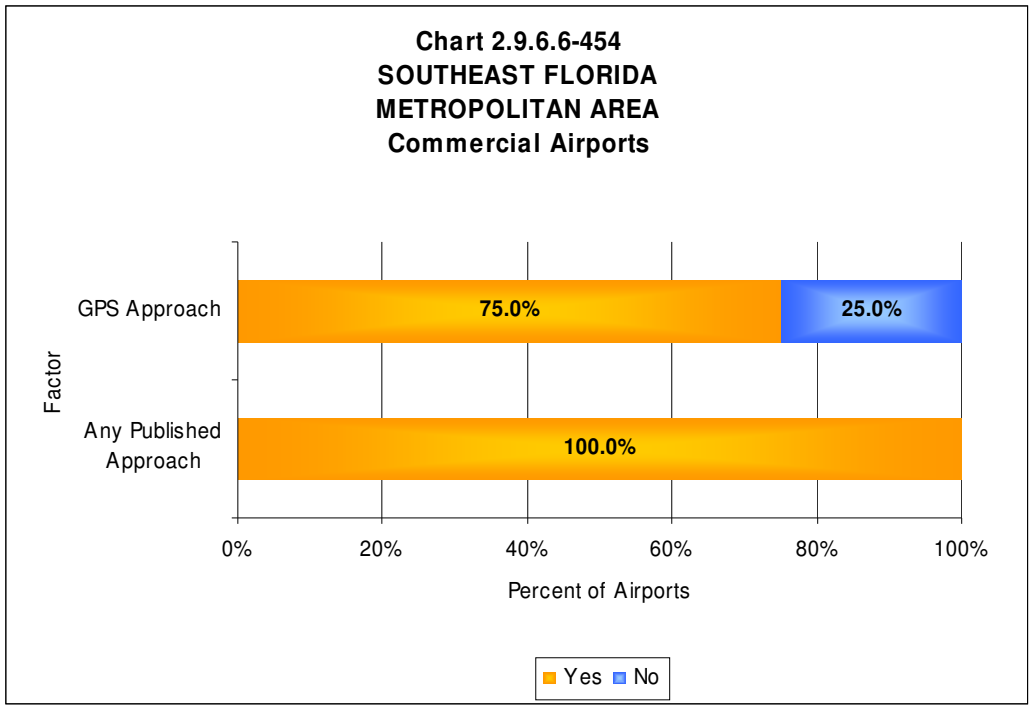


Chart 2.9.6.6-454
SOUTHEAST FLORIDA
METROPOLITAN AREA
Commercial Airports
GPS Approach
Any Published Approach
Factor
75.0%
25.0%
100.0%
0%
20%
40%
60%
80%
100%
Percent of Airports
Yes
No

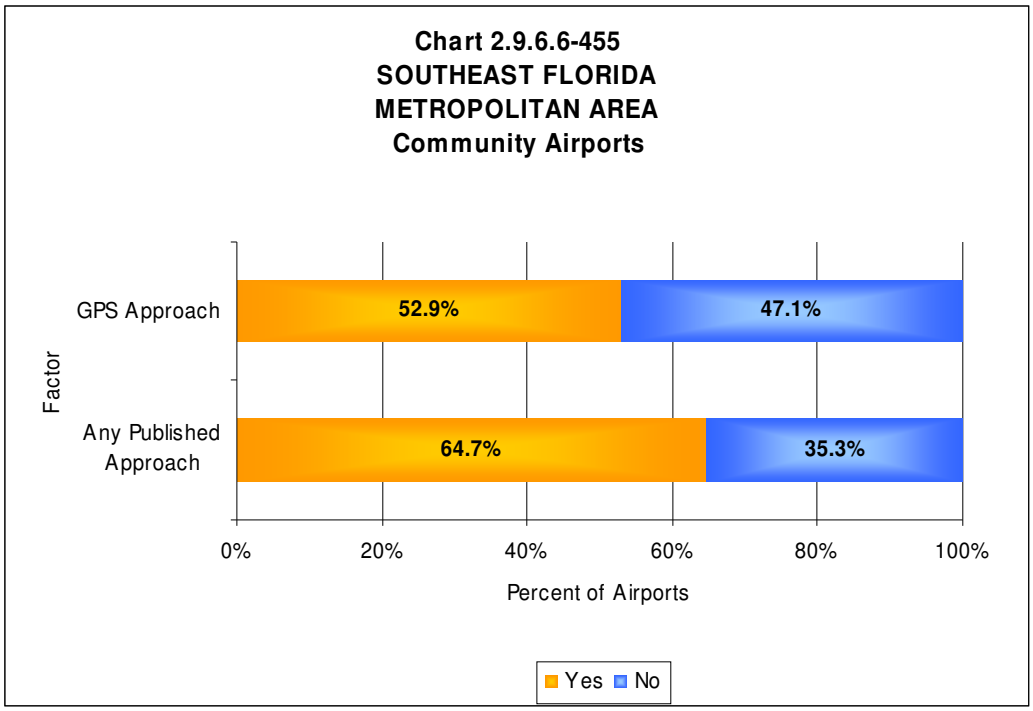
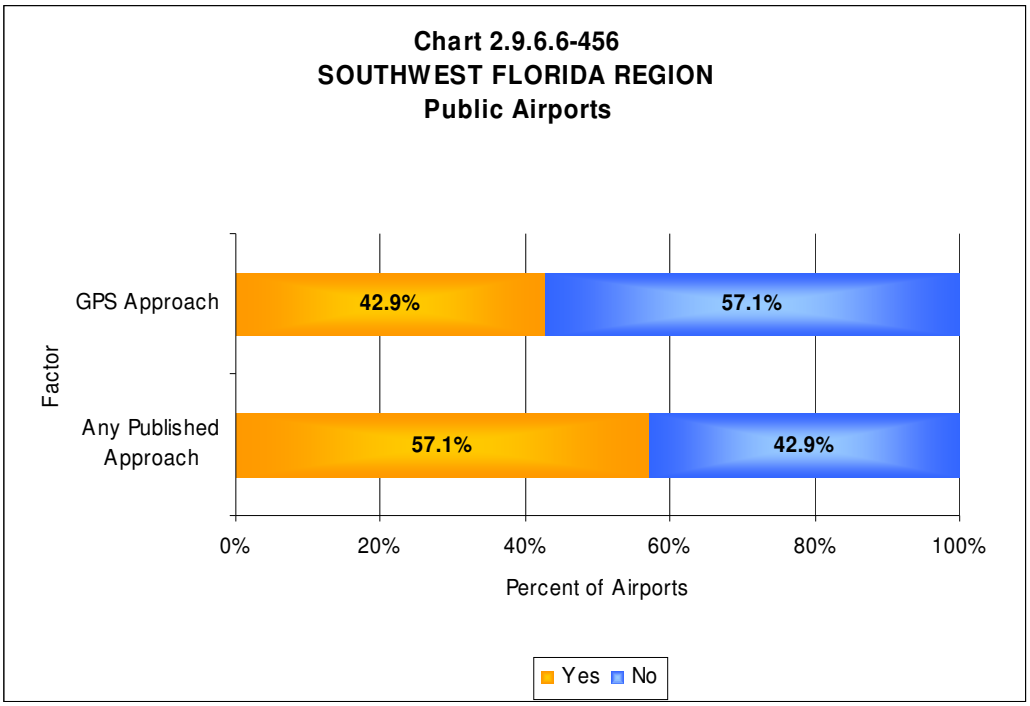


Chart 2.9.6.6-455
SOUTHEAST FLORIDA
METROPOLITAN AREA
Community Airports
GPS Approach
Any Published Approach
Factor
52.9%
47.1%
64.7%
35.3%
0%
20%
40%
60%
80%
100%
Percent of Airports
Yes
No

Southwest Florida Region

As indicated in **Chart 2.9.6.6-456**, approximately 43 percent of all public airports in the Southwest Florida Region have a GPS approach, and 57 percent of all public airports in this region have a published precision or non-precision approach. The remaining 43 percent of all public airports do not have any published approach.



As indicated in **Charts 2.9.6.6-457** and **2.9.6.6-458**, approximately 67 percent of all commercial airports and 36 percent of all community airports in the Southwest Florida Region have a GPS approach. Additionally, 100 percent of all commercial airports and 46 percent of all community airports in this region have a published precision or non-precision approach. The remaining 54 percent of all community airports report they do not have any published approach.

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Chart 2.9.6.6-457
SOUTHWEST FLORIDA REGION
Commercial Airports

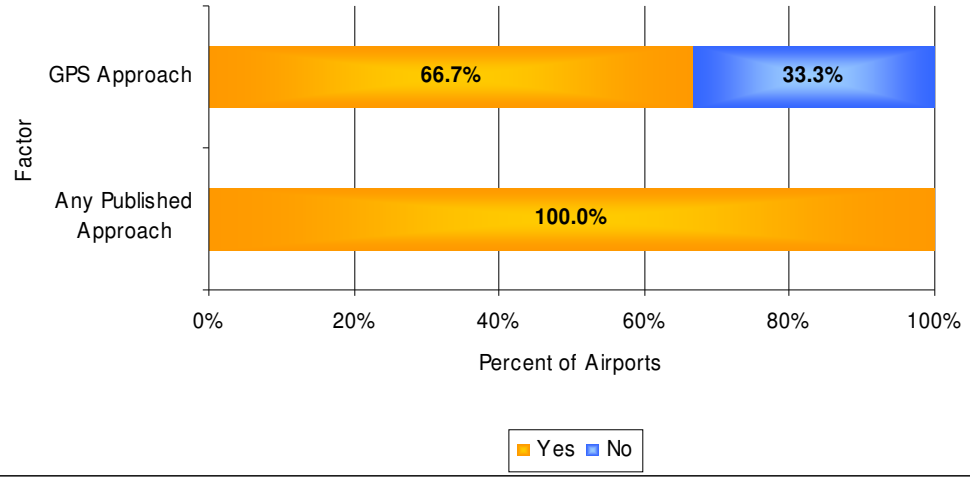
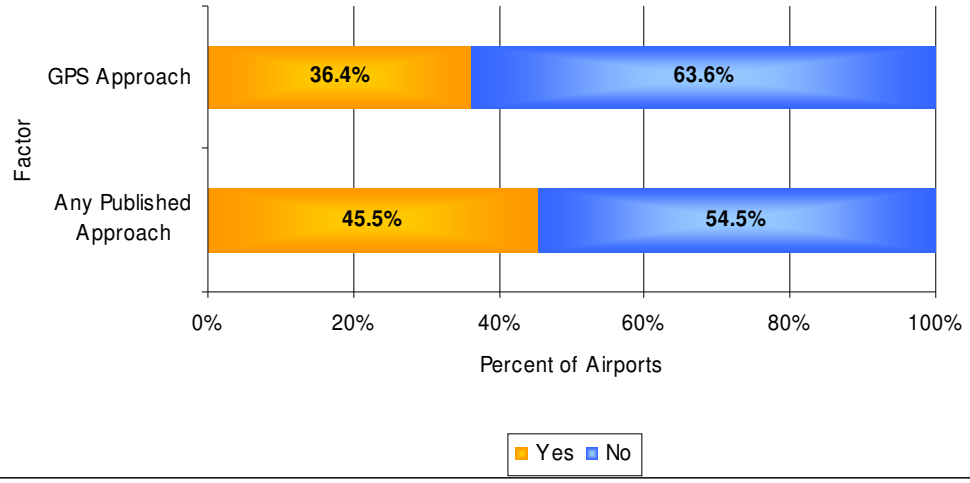
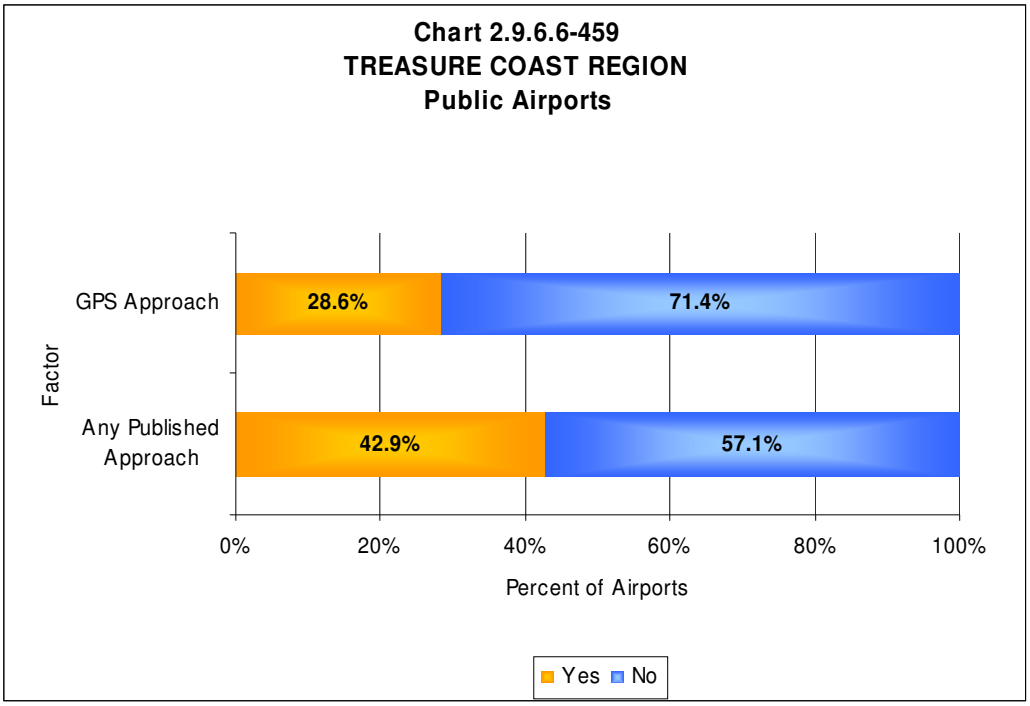


Chart 2.9.6.6-458
SOUTHWEST FLORIDA REGION
Community Airports



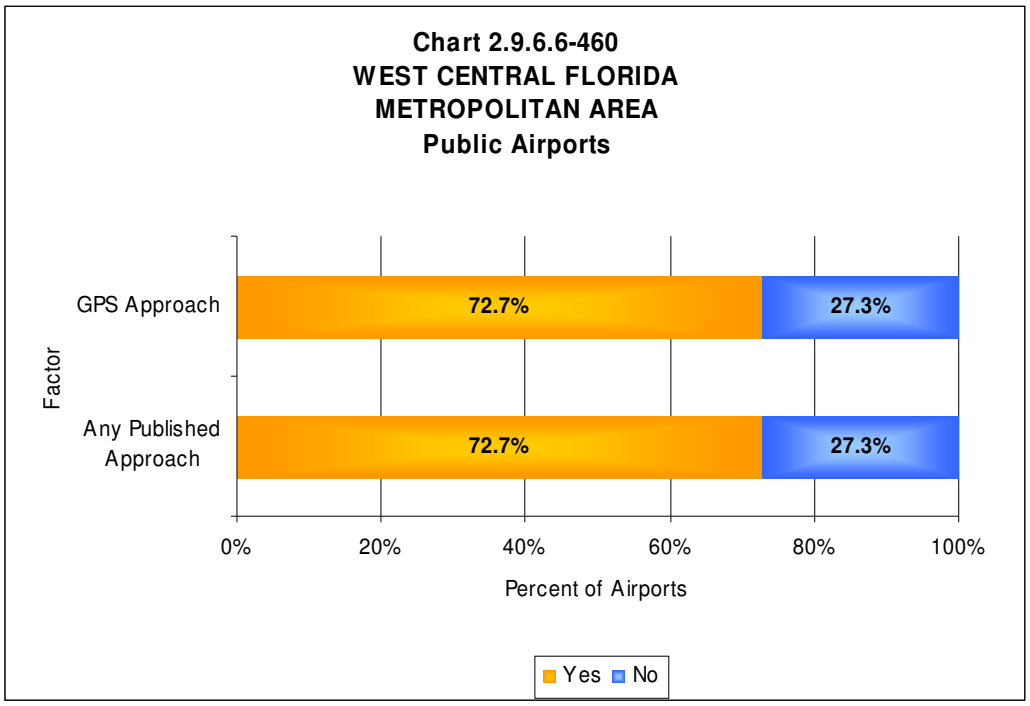
Treasure Coast Region

There are seven public airports located in the Treasure Coast Region, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-459**, approximately 29 percent of all public airports in the Treasure Coast Region have a GPS approach, and 43 percent of all public airports in this region have a published precision or non-precision approach. The remaining 57 percent of all public airports do not have any published approach.



West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-460**, approximately 73 percent of all public airports in the West Central Florida Metropolitan Area have a GPS approach, and the same percentage of all public airports in this reason have a published precision or non-precision approach. The remaining 27 percent of all public airports do not have any published approach.



As indicated in **Charts 2.9.6.6-461** and **2.9.6.6-462**, approximately 100 percent of all commercial airports and 67 percent of all community airports in the West Central Florida Metropolitan Area have a GPS approach. Additionally, 100 percent of all commercial airports and 67 percent of all community airports in this region have a published precision or non-precision approach. The remaining 33 percent of all community airports report they do not have any published approach.

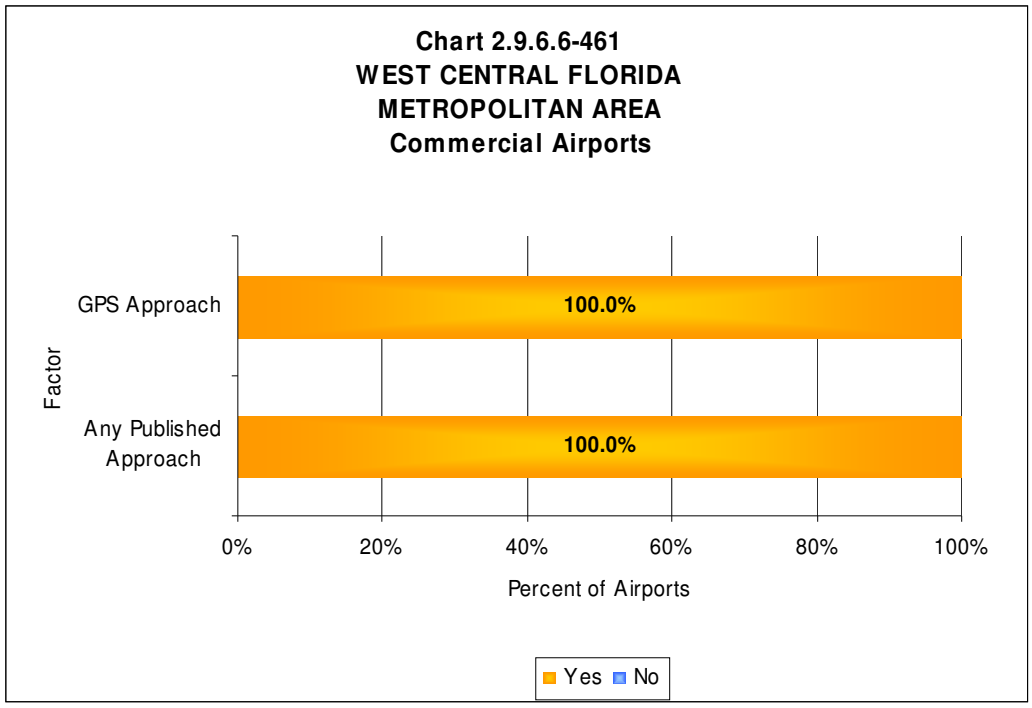


Chart 2.9.6.6-461
WEST CENTRAL FLORIDA
METROPOLITAN AREA
Commercial Airports
GPS Approach
Any Published Approach
Factor
100.0%
100.0%
0%
20%
40%
60%
80%
100%
Percent of Airports
Yes
No

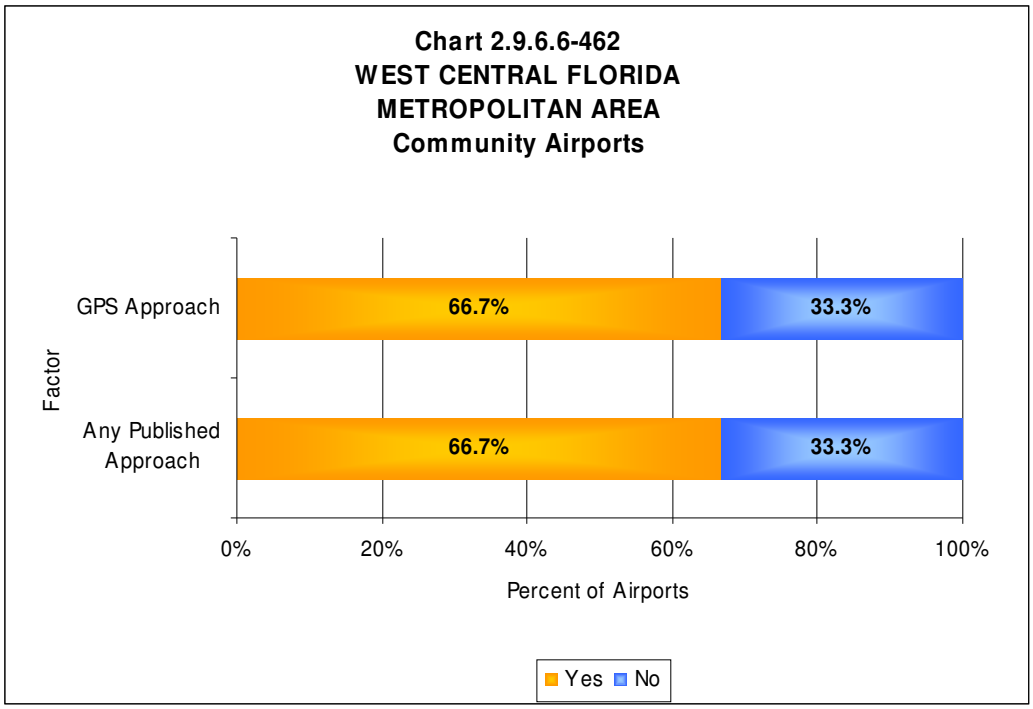


Chart 2.9.6.6-462
WEST CENTRAL FLORIDA
METROPOLITAN AREA
Community Airports
GPS Approach
Any Published Approach
Factor
66.7%
33.3%
66.7%
33.3%
0%
20%
40%
60%
80%
100%
Percent of Airports
Yes
No

5.2 System Objective: Encourage the implementation of SATS related technologies at selected Florida airports.

The Small Aircraft Transportation System (SATS) is a research program funded by NASA to explore new technologies for general aviation. Over 98 percent of the nation's population lives within 30 minutes of a small airport. The SATS system will provide an alternative to road congestion and airport delays. The research being done in this program will allow new technology to be put in aircraft that will make it easier and safer to fly. Community airports in Florida airports will have the ability to handle more traffic than ever before. New manufacturing techniques, engines and technologies will provide consumers with aircraft that have jet-like performance at very low prices.

The Southeast SATSLab is one of four Labs operating in the country performing research for NASA, DOT and FAA. The Southeast SATSLab (of which Florida is a member) is a consortium of over 65 different industry members all offering their expertise and doing research in: avionics, simulation, aircraft manufacturing, navigation and smart airport technology, airborne internet and air transportation. Local government, airports and trade associations are also involved in support of this research and the future economic benefit it provides.

The Southeast SATSLab Consortium supports, and provides leadership, and organizes and assists the conduct of studies, technical research, product development, experiments and demonstrations for the development of SATS. The group also works to secure public and private funding to enable economic growth and business opportunities for the Consortium. The Consortium participates with companies, government agencies, and other not-for-profit institutions in ongoing research, technology development, and awareness campaigns for the continued development and demonstration of the system.

The Southeast SATSLab Consortium was established in Florida in partnership with NASA, government industry and academic partners who share a vision of improved personal transportation enabled by the convergence of aviation, air traffic management and information technologies into a revolutionary small aircraft transportation system (SATS).

Through the Southeast SATSLab Consortium's efforts, SATS will provide the Southeastern U.S. with a safe and affordable travel alternative to free people and products from the constraints of today's ground and air transportation systems while providing on-demand, widely distributed access to more communities in less time. SATS will bring significant economic benefits to areas of Florida that are not currently serviced by the hub-and-spoke system. These economic benefits will include local and out-of-state investment, new business opportunities and jobs, new land development, and increased tourism.

Objectives of the Southeast SATSLab Consortium of which Florida is a member, are as follows:

- To develop state-of-the-art technology and procedures for improving the efficiency and safety of air transportation at a reduced cost to the consumer;
- To demonstrate that a SATS infrastructure is an affordable option for national transportation system investments;
- To assist the public sector and other stakeholders in the safe transition to an improved air transportation system as new technologies are introduced;
- To demonstrate that SATS will benefit all communities, large and small, with improved accessibility, mobility, economic opportunity, environmental compatibility, and quality of life;

- To demonstrate that there is an increased market demand for safe and convenient air transportation that is associated with the introduction of these new technologies and procedures;

- To provide a platform for participating members to be first-to-market in this paradigm shift of the air transportation system.

Florida has 19 commercial airports, 112 smaller community and 346 private airports. SATS technology would help utilize these airports in all-weather conditions and integrate more traffic flow into these airports. This will allow tourists, business travelers and Florida residents faster and more direct access to their destinations. The SATS system will allow community airports to be utilized, which can in turn avoid the congestion of the traditional commercial airports and roadways. Over 98 percent of the population in the United States lives within 20 miles of a small airport, general aviation or community airport.

While exact criteria for a SATS capable or ready airport have yet to be established, as the SATS technology continues to evolve community airports in Florida will be positioned to meet the needs of aircraft employing this new technology.

While no specific facility objectives have been set for SATS capable airports, current thinking is that a runway length between 3,000 and 4,000 feet will most likely be needed to accommodate SATS aircraft. The following sections provide an overview for each CFAPP region related to current runway lengths. It is important to note that information presented in these tables shows the longest runway currently available. The information presented in these tables does not reflect new runways or runway extensions that are planned or under construction.

Central Florida Region

Of the 9 community airports in this region, 2 of the airports (22 percent) currently have runway lengths that are less than 4,000 feet. All of the airports in this CFASPP region have a runway that is at least 3,000 feet long. Current runway length information for the airports in this CFASPP region is presented in **Table 2.9.6.6-22**.

Table 2.9.6.6-22
CENTRAL FLORIDA REGION
LONGEST RUNWAY (2004)

CFASP Region	Airport Name	Runway Length	Runway Headings
Central Florida Region	Arcadia Municipal	3,700	05/23
Central Florida Region	Avon Park Executive	5,364	04/22
Central Florida Region	Avon Park Executive	3,825	09/27
Central Florida Region	Bartow Municipal	5,001	09L/27R
Central Florida Region	Bartow Municipal	5,000	05/23
Central Florida Region	Bartow Municipal	4,400	09R/27L
Central Florida Region	Lake Wales Municipal	3,999	17/35
Central Florida Region	Lake Wales Municipal	3,999	06/24
Central Florida Region	Lakeland Linder Regional	8,500	09/27
Central Florida Region	Lakeland Linder Regional	5,000	05/23
Central Florida Region	River Ranch Resort	4,950	16/34
Central Florida Region	Sebring Regional	5,190	14/32
Central Florida Region	Sebring Regional	5,190	18/36
Central Florida Region	Wauchula Municipal	4,000	18/36
Central Florida Region	Winter Havens Gilbert	5,006	04/22
Central Florida Region	Winter Havens Gilbert	3,999	11/29

East Central Florida Metropolitan Area

There are 18 commercial and/or community airports in this CFAPP region; 5 of the airports currently have runway lengths that are less than 4,000 feet. Two of the airports in this CFASPP region have a runway that is less than 3,000 feet. Current runway length information for the airports in this CFASPP region is presented in **Table 2.9.6.6-23**.

Table 2.9.6.6-23
EAST CENTRAL FLORIDA METROPOLITAN AREA
LONGEST RUNWAY (2004)

CFASP Region	Airport Name	Runway Length	Runway Headings
East Central Florida Metropolitan Area	Daytona Beach International	10,500	07L/25R
East Central Florida Metropolitan Area	Daytona Beach International	6,001	16/34
East Central Florida Metropolitan Area	Daytona Beach International	3,195	07R/25L
East Central Florida Metropolitan Area	Melbourne International	10,181	09R/27L
East Central Florida Metropolitan Area	Melbourne International	6,000	09L/27R
East Central Florida Metropolitan Area	Melbourne International	3,001	04/22
East Central Florida Metropolitan Area	Orlando International	12,005	18L/36R
East Central Florida Metropolitan Area	Orlando International	12,004	18R/36L
East Central Florida Metropolitan Area	Orlando International	10,000	17R/35L
East Central Florida Metropolitan Area	Orlando International	9,000	17L/35R
East Central Florida Metropolitan Area	Orlando Sanford	9,600	09L/27R
East Central Florida Metropolitan Area	Orlando Sanford	6,002	18/36
East Central Florida Metropolitan Area	Orlando Sanford	3,578	09C/27C
East Central Florida Metropolitan Area	Orlando Sanford	3,500	09R/27L
East Central Florida Metropolitan Area	Arthur Dunn Airpark	3,000	15/33
East Central Florida Metropolitan Area	DeLand Municipal-Sidney H Taylor Field	6,000	12/30
East Central Florida Metropolitan Area	DeLand Municipal-Sidney H Taylor Field	3,984	05/23
East Central Florida Metropolitan Area	Executive	6,003	07/25
East Central Florida Metropolitan Area	Executive	4,638	13/31
East Central Florida Metropolitan Area	Flagler County	5,000	06/24
East Central Florida Metropolitan Area	Flagler County	4,999	11/29
East Central Florida Metropolitan Area	Kissimmee Gateway	6,000	15/33
East Central Florida Metropolitan Area	Kissimmee Gateway	5,000	06/24
East Central Florida Metropolitan Area	Leesburg Regional	5,000	13/31
East Central Florida Metropolitan Area	Leesburg Regional	4,960	03/21
East Central Florida Metropolitan Area	Massey Ranch Airpark	3,845	18/36
East Central Florida Metropolitan Area	Merritt Island	3,601	11/29
East Central Florida Metropolitan Area	New Smyrna Beach Municipal	5,000	06/24
East Central Florida Metropolitan Area	New Smyrna Beach Municipal	4,299	11/29
East Central Florida Metropolitan Area	New Smyrna Beach Municipal	4,000	02/20
East Central Florida Metropolitan Area	Orlando Country	2,675	15/33
East Central Florida Metropolitan Area	Ormond Beach Municipal	4,004	08/26
East Central Florida Metropolitan Area	Ormond Beach Municipal	3,701	17/35
East Central Florida Metropolitan Area	Space Coast Regional	7,319	18/36

Table 2.9.6.6-23
EAST CENTRAL FLORIDA METROPOLITAN AREA
LONGEST RUNWAY (2004), CONTINUED

CFASP Region	Airport Name	Runway Length	Runway Headings
East Central Florida Metropolitan Area	Space Coast Regional	5,000	09/27
East Central Florida Metropolitan Area	Umatilla Municipal	2,290	18/36
East Central Florida Metropolitan Area	Valkaria	4,000	14/32
East Central Florida Metropolitan Area	Valkaria	4,000	09/27

North Central Florida Region

There are 11 commercial and/or community airports in this CFAPP region; 2 of the airports (18 percent) currently have runway lengths that are less than 4,000 feet. One of the airports in this CFASPP region has a runway that is less than 3,000 feet long. Current runway length information for the airports in this CFASPP region is presented in **Table 2.9.6.6-24**.

Table 2.9.6.6-24
NORTH CENTRAL FLORIDA REGION
LONGEST RUNWAY (2004)

CFASP Region	Airport Name	Runway Length	Runway Headings
North Central Florida Region	Gainesville Regional	7,501	10/28
North Central Florida Region	Gainesville Regional	4,158	06/24
North Central Florida Region	Cross City	5,005	04/22
North Central Florida Region	Cross City	5,001	13/31
North Central Florida Region	Crystal River	4,555	09/27
North Central Florida Region	Dunnellon/Marion County & Park of Commerce	4,941	05/23
North Central Florida Region	Dunnellon/Marion County & Park of Commerce	4,702	09/27
North Central Florida Region	George T. Lewis	2,355	05/23
North Central Florida Region	Inverness	3,762	01/19
North Central Florida Region	Lake City Municipal	8,003	10/28
North Central Florida Region	Lake City Municipal	4,001	05/23
North Central Florida Region	Ocala International - Jim Taylor Field	6,907	18/36
North Central Florida Region	Ocala International - Jim Taylor Field	3,010	08/26
North Central Florida Region	Perry-Foley	4,987	18/36
North Central Florida Region	Perry-Foley	4,879	12/30
North Central Florida Region	Perry-Foley	4,378	06/24
North Central Florida Region	Suwannee County	4,000	07/25
North Central Florida Region	Williston Municipal	6,390	05/23
North Central Florida Region	Williston Municipal	4,330	14/32

Northeast Florida Metropolitan Area

There are 8 commercial and/or community airports in this CFAPP region; all of the airports in this CFASPP region currently have runway lengths that are 4,000 feet or greater. Current runway length information for the airports in this CFASPP region is presented in **Table 2.9.6.6-25**.

Table 2.9.6.6-25
NORTHEAST FLORIDA METROPOLITAN AREA
LONGEST RUNWAY (2004)

CFASP Region	Airport Name	Runway Length	Runway Headings
Northeast Florida Metropolitan Area	Jacksonville International	10,000	07/25
Northeast Florida Metropolitan Area	Jacksonville International	7,701	13/31
Northeast Florida Metropolitan Area	Cecil Field	12,500	18L/36R
Northeast Florida Metropolitan Area	Cecil Field	8,000	09R/27L
Northeast Florida Metropolitan Area	Cecil Field	8,000	09L/27R
Northeast Florida Metropolitan Area	Cecil Field	8,000	18R/36L
Northeast Florida Metropolitan Area	Craig Municipal	4,004	05/23
Northeast Florida Metropolitan Area	Craig Municipal	3,998	14/32
Northeast Florida Metropolitan Area	Fernandina Beach Municipal	5,300	04/22
Northeast Florida Metropolitan Area	Fernandina Beach Municipal	5,152	13/31
Northeast Florida Metropolitan Area	Fernandina Beach Municipal	4,999	08/26
Northeast Florida Metropolitan Area	Fernandina Beach Municipal	3,580	18/36
Northeast Florida Metropolitan Area	Herlong	4,000	07/25
Northeast Florida Metropolitan Area	Herlong	3,500	11/29
Northeast Florida Metropolitan Area	Kay Larkin	6,005	09/27
Northeast Florida Metropolitan Area	Kay Larkin	3,500	17/35
Northeast Florida Metropolitan Area	Kay Larkin	3,000	12/30
Northeast Florida Metropolitan Area	Keystone Airpark	5,044	04/22
Northeast Florida Metropolitan Area	Keystone Airpark	4,899	10/28
Northeast Florida Metropolitan Area	St. Augustine	7,996	13/31
Northeast Florida Metropolitan Area	St. Augustine	2,701	06/24
Northeast Florida Metropolitan Area	St. Augustine	2,614	02/20

Northwest Florida Region

There are 13 commercial and/or community airports in this CFAPP region; 4 of the airports (31 percent) currently have runway lengths that are less than 4,000 feet. One of the airports in this CFASPP region has a runway that is less than 3,000 feet long. Current runway length information for the airports in this CFASPP region is presented in **Table 2.9.6.6-26**.

Table 2.9.6.6-26
NORTHWEST FLORIDA REGION
LONGEST RUNWAY (2004)

CFASP Region	Airport Name	Runway Length	Runway Headings
Northwest Florida Region	Eglin AFB (Okaloosa)	12,005	12/30
Northwest Florida Region	Eglin AFB (Okaloosa)	10,012	01/19
Northwest Florida Region	Panama City-Bay County International	6,308	14/32
Northwest Florida Region	Panama City-Bay County International	4,884	05/23
Northwest Florida Region	Pensacola Regional	7,004	17/35
Northwest Florida Region	Pensacola Regional	5,999	08/26
Northwest Florida Region	Tallahassee Regional	8,000	09/27
Northwest Florida Region	Tallahassee Regional	6,076	18/36
Northwest Florida Region	Apalachicola Municipal	5,350	13/31
Northwest Florida Region	Apalachicola Municipal	5,265	18/36
Northwest Florida Region	Apalachicola Municipal	5,070	06/24
Northwest Florida Region	Bob Sikes	8,005	17/35
Northwest Florida Region	Carrabelle-Thompson	4,000	05/23
Northwest Florida Region	DeFuniak Springs	4,100	09/27
Northwest Florida Region	Destin-Ft Walton Beach	4,999	14/32
Northwest Florida Region	Marianna Municipal	4,896	18/36
Northwest Florida Region	Marianna Municipal	4,895	08/26
Northwest Florida Region	Peter Prince Field	3,700	18/36
Northwest Florida Region	Quincy Municipal	2,964	14/32
Northwest Florida Region	St. George Island	3,500	14/32
Northwest Florida Region	Tallahassee Commercial	3,249	16/34
Northwest Florida Region	Tri-County	4,000	01/19

Southeast Florida Metropolitan Area

There are 18 commercial and/or community airports in this CFAPP region; 4 of the airports (22 percent) currently have runway lengths that are less than 4,000 feet. None of the airports in this CFASPP region has a runway that is less than 3,000 feet long. Current runway length information for the airports in this CFASPP region is presented in **Table 2.9.6.6-27**.

Table 2.9.6.6-27
SOUTHEAST FLORIDA METROPOLITAN AREA
LONGEST RUNWAY (2004)

CFASP Region	Airport Name	Runway Length	Runway Headings
Southeast Florida Metropolitan Area	Fort Lauderdale-Hollywood International	9,000	09L/27R
Southeast Florida Metropolitan Area	Fort Lauderdale-Hollywood International	6,930	13/31
Southeast Florida Metropolitan Area	Fort Lauderdale-Hollywood International	5,276	09R/27L
Southeast Florida Metropolitan Area	Key West International	4,801	09/27
Southeast Florida Metropolitan Area	Miami International	13,000	09/27
Southeast Florida Metropolitan Area	Miami International	10,506	08R/26L
Southeast Florida Metropolitan Area	Miami International	9,354	12/30
Southeast Florida Metropolitan Area	Miami International	8,600	08L/26R
Southeast Florida Metropolitan Area	Palm Beach International	10,008	09L/27R
Southeast Florida Metropolitan Area	Palm Beach International	6,931	13/31
Southeast Florida Metropolitan Area	Palm Beach International	3,213	09R/27L
Southeast Florida Metropolitan Area	Belle Glade State Municipal	3,750	09/27
Southeast Florida Metropolitan Area	Boca Raton	6,276	05/23
Southeast Florida Metropolitan Area	Dade-Collier Training and Transition	10,499	09/27
Southeast Florida Metropolitan Area	Fort Lauderdale Executive	6,001	08/26
Southeast Florida Metropolitan Area	Fort Lauderdale Executive	4,000	13/31
Southeast Florida Metropolitan Area	Homestead General Aviation	4,000	18/36
Southeast Florida Metropolitan Area	Homestead General Aviation	3,000	09/27
Southeast Florida Metropolitan Area	Kendall-Tamiami Executive	5,001	09L/27R
Southeast Florida Metropolitan Area	Kendall-Tamiami Executive	4,999	09R/27L
Southeast Florida Metropolitan Area	Kendall-Tamiami Executive	4,001	13/31
Southeast Florida Metropolitan Area	North Palm Beach County General Aviation	4,300	08R/26L
Southeast Florida Metropolitan Area	North Palm Beach County General Aviation	4,300	13/31
Southeast Florida Metropolitan Area	North Perry	3,350	18R/36L
Southeast Florida Metropolitan Area	North Perry	3,260	18L/36R
Southeast Florida Metropolitan Area	North Perry	3,242	09L/27R
Southeast Florida Metropolitan Area	North Perry	3,210	09R/27L
Southeast Florida Metropolitan Area	Opa Locka	8,002	09L/27R
Southeast Florida Metropolitan Area	Opa Locka	6,800	12/30
Southeast Florida Metropolitan Area	Opa Locka	4,394	18/36
Southeast Florida Metropolitan Area	Opa Locka	4,306	09R/27L
Southeast Florida Metropolitan Area	Opa Locka West	3,000	09/27
Southeast Florida Metropolitan Area	Opa Locka West	3,000	18/36

Table 2.9.6.6-27
SOUTHEAST FLORIDA METROPOLITAN AREA
LONGEST RUNWAY (2004), CONTINUED

CFASP Region	Airport Name	Runway Length	Runway Headings
Southeast Florida Metropolitan Area	Palm Beach County Glades	4,116	17/35
Southeast Florida Metropolitan Area	Palm Beach County Park	3,489	09/27
Southeast Florida Metropolitan Area	Palm Beach County Park	3,421	15/33
Southeast Florida Metropolitan Area	Palm Beach County Park	3,256	03/21
Southeast Florida Metropolitan Area	Pompano Beach Airpark	4,418	15/33
Southeast Florida Metropolitan Area	Pompano Beach Airpark	4,001	06/24
Southeast Florida Metropolitan Area	Pompano Beach Airpark	3,502	10/28
Southeast Florida Metropolitan Area	The Florida Keys Marathon	5,008	07/25

Southwest Florida Region

There are 10 commercial and/or community airports in this CFAPP region; 2 of the airports (20 percent) currently have runway lengths that are less than 4,000 feet. One of the airports in this CFASPP region has a runway that is less than 3,000 feet long. Current runway length information for the airports in this CFASPP region is presented in **Table 2.9.6.6-28**.

Table 2.9.6.6-28
SOUTHWEST FLORIDA REGION
LONGEST RUNWAY (2004)

CFASP Region	Airport Name	Runway Length	Runway Headings
Southwest Florida Region	Naples Municipal	5,000	05/23
Southwest Florida Region	Naples Municipal	5,000	14/32
Southwest Florida Region	Sarasota/Bradenton International	9,503	14/32
Southwest Florida Region	Sarasota/Bradenton International	5,009	04/22
Southwest Florida Region	Southwest Florida International	12,000	06/24
Southwest Florida Region	Airglades	5,950	13/31
Southwest Florida Region	Charlotte County	6,580	03/21
Southwest Florida Region	Charlotte County	4,743	15/33
Southwest Florida Region	Charlotte County	4,591	09/27
Southwest Florida Region	Everglades Airpark	2,400	15/33
Southwest Florida Region	Immokalee	5,000	18/36
Southwest Florida Region	Immokalee	5,000	09/27
Southwest Florida Region	La Belle Municipal	3,410	14/32
Southwest Florida Region	Marco Island	5,000	17/35
Southwest Florida Region	Page Field	6,406	05/23
Southwest Florida Region	Page Field	4,912	13/31
Southwest Florida Region	Venice Municipal	5,000	04/22
Southwest Florida Region	Venice Municipal	5,000	13/31

Treasure Coast Region

There are 5 community airports in this CFAPP region; all of the airports in this CFASPP region currently have runway lengths that are 4,000 feet or greater. Current runway length information for the airports in this CFASPP region is presented in **Table 2.9.6.6-29**.

Table 2.9.6.6-29
TREASURE COAST REGION
LONGEST RUNWAY (2004)

CFASP Region	Airport Name	Runway Length	Runway Headings
Treasure Coast Region	Okeechobee County	5,000	05/23
Treasure Coast Region	Okeechobee County	4,000	14/32
Treasure Coast Region	Sebastian Municipal	4,000	13/31
Treasure Coast Region	Sebastian Municipal	4,000	04/22
Treasure Coast Region	St. Lucie County International	6,492	09/27
Treasure Coast Region	St. Lucie County International	4,756	14/32
Treasure Coast Region	Vero Beach Municipal	7,314	11R/29L
Treasure Coast Region	Vero Beach Municipal	4,974	04/22
Treasure Coast Region	Vero Beach Municipal	3,504	11L/29R
Treasure Coast Region	Witham Field	5,826	12/30
Treasure Coast Region	Witham Field	5,000	16/34
Treasure Coast Region	Witham Field	4,652	07/25

West Central Florida Metropolitan Area

There are 11 commercial and/or community airports in this CFAPP region; 6 of the airports (55 percent) currently have runway lengths that are less than 4,000 feet. None of the airports in this CFASPP region has a runway that is less than 3,000 feet long. Current runway length information for the airports in this CFASPP region is presented in **Table 2.9.6.6-30**.

Table 2.9.6.6-30
WEST CENTRAL FLORIDA METROPOLITAN AREA
LONGEST RUNWAY (2004)

CFASP Region	Airport Name	Runway Length	Runway Headings
West Central Florida Metropolitan Area	St. Petersburg-Clearwater International	8,800	17L/35R
West Central Florida Metropolitan Area	St. Petersburg-Clearwater International	5,500	04/22
West Central Florida Metropolitan Area	St. Petersburg-Clearwater International	5,165	09/27
West Central Florida Metropolitan Area	St. Petersburg-Clearwater International	4,000	17R/35L
West Central Florida Metropolitan Area	Tampa International	11,002	18R/36L
West Central Florida Metropolitan Area	Tampa International	8,300	18L/36R
West Central Florida Metropolitan Area	Tampa International	6,999	09/27
West Central Florida Metropolitan Area	Albert Whitted	3,677	06/24
West Central Florida Metropolitan Area	Albert Whitted	2,864	18/36
West Central Florida Metropolitan Area	Clearwater Airpark	3,300	16/34
West Central Florida Metropolitan Area	Hernando County	7,001	09/27
West Central Florida Metropolitan Area	Hernando County	5,015	03/21
West Central Florida Metropolitan Area	Peter O Knight	3,405	03/21
West Central Florida Metropolitan Area	Peter O Knight	2,688	17/35
West Central Florida Metropolitan Area	Pilot Country	3,607	18/36
West Central Florida Metropolitan Area	Plant City Municipal	3,950	10/28
West Central Florida Metropolitan Area	Tampa North Aero Park	3,541	14/32
West Central Florida Metropolitan Area	Vandenberg	5,000	05/23
West Central Florida Metropolitan Area	Vandenberg	3,260	18/36
West Central Florida Metropolitan Area	Zephyrhills Municipal	5,067	18/36
West Central Florida Metropolitan Area	Zephyrhills Municipal	5,001	04/22

5.3 System Objective: Encourage public/private partnerships to enhance technology development within the State aviation system.

The Southeast SATSLab is a public/private partnership aimed at meeting this objective. Current funding for the Southeast SATSLab has come from the following sources:

- NASA - $4.8 million
- Private Industry - $3.7 million
- FDOT - $1.0 million

The Southeast SATSLab, established in Florida, is a partnership of NASA, government, private industry and academic partners. The Consortium's vision is to improve personal transportation. The Consortium has secured public and private funding to support economic and business opportunities for its membership.

Various aviation groups and airports throughout Florida are involved in various SATS related initiatives. Some of the specific goals of the SATS Consortium and airports in Florida that are helping to meet SATS related goals are as follows:

- Support Higher Volume of Operations at Non- Towered and Non-Radar Airports

Progress toward this goal includes co-linear approaches to Dade Collier Training and Transition, two approach offsets at Titusville, and procedural flight checks at Titusville.

- Lower Landing Minimums at Minimally Equipped Airports

Progress toward this goal has been aided by the installation of a Goodrich SmartDeck Display in the Embry Riddle SATS Cessna 310 (Daytona Beach International).

- Increase Single Pilot Crew Safety and Mission Reliability

Progress toward this goal has been aided by single pilot performance data collection flights in progress at Daytona Beach International and Titusville.

- Safe integration of SATS Equipped Aircraft Into the National Airspace System

Florida has aided in progress made toward obtaining this goal by identifying and establishing flight "testbeds" at several airports. These airports have experimental "smart airport" technology. Florida airports included in this program include: Tamiami, Sebring, Melbourne International, Daytona Beach International, Hernando County, Gainesville Regional, and Tallahassee Regional.

Continuing to partner with other state, federal, and local governmental agencies and private industry, FDOT will help to support the attainment of this objective.