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*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 3: Support and enhance the position of leadership and prominence held by Florida's aviation industry.

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, seven different objectives were evaluated. These objectives are as follows:

- 3.1 - Protect and preserve Florida's existing public airports
- 3.2 - Preserve private, public use airports
- 3.3 - Over time, evaluate and refine the aviation strategic planning framework
- 3.4 - Ensure that business airports in the State System have some type of on-site ground transportation services
- 3.5 - Annually review aviation trends within the State
- 3.6 - Safeguard current, and position for the future growth in, funding levels for the State's Aviation Capital Improvement Program fund
- 3.7 - Enhance Florida airports fiscal planning

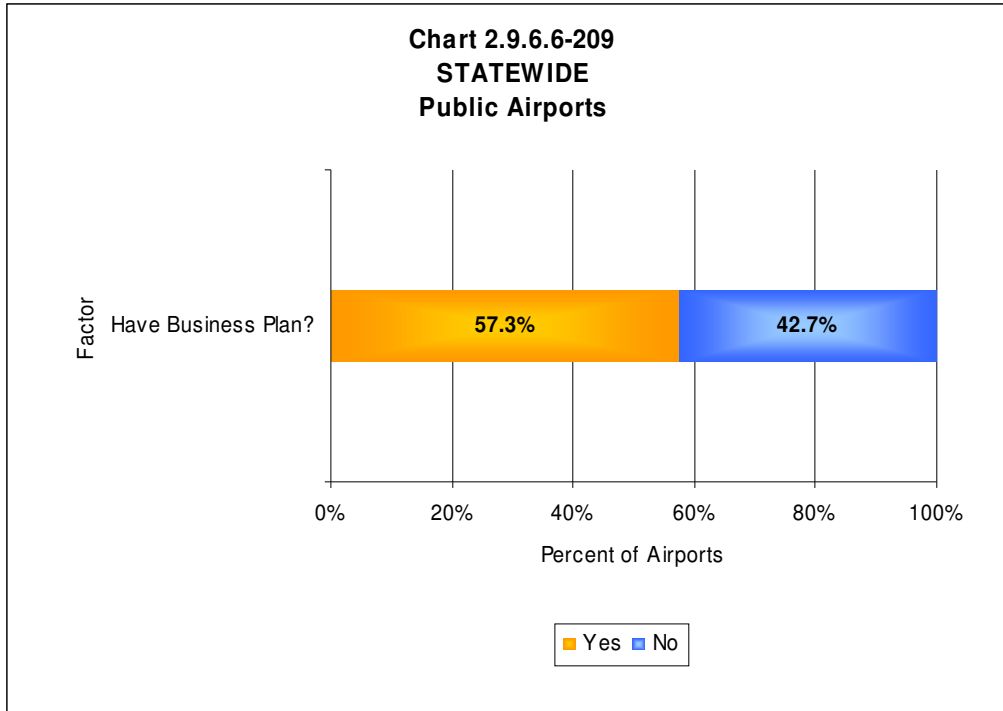
In order for the state of Florida to enhance its role and prominence in the aviation industry, it is critical to preserve its system of airports. Florida airports should be supported by effective ground transportation services. FDOT should monitor changing demand levels at Florida airports to respond to emerging needs. To ensure that Florida has a system of airports that can meet transportation and economic needs in 2035, sound fiscal and business planning should be promoted for all Florida airports. Many of Florida's airports report that their ability to implement needed development is hampered by funding shortfalls.

3.1 System Objective: Protect and preserve Florida's existing public airports

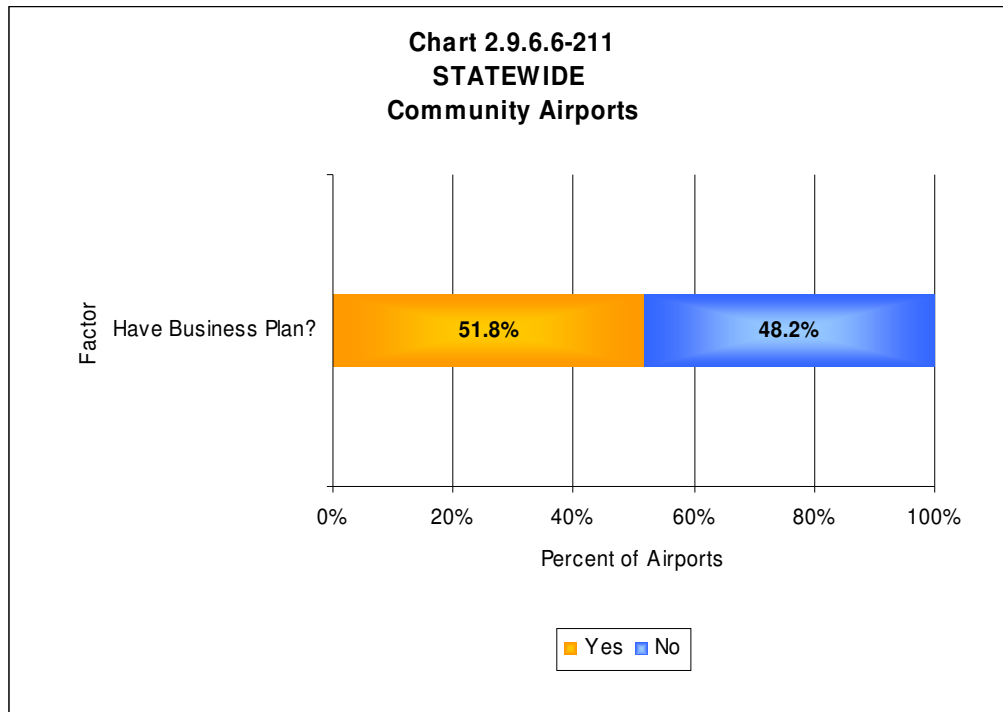
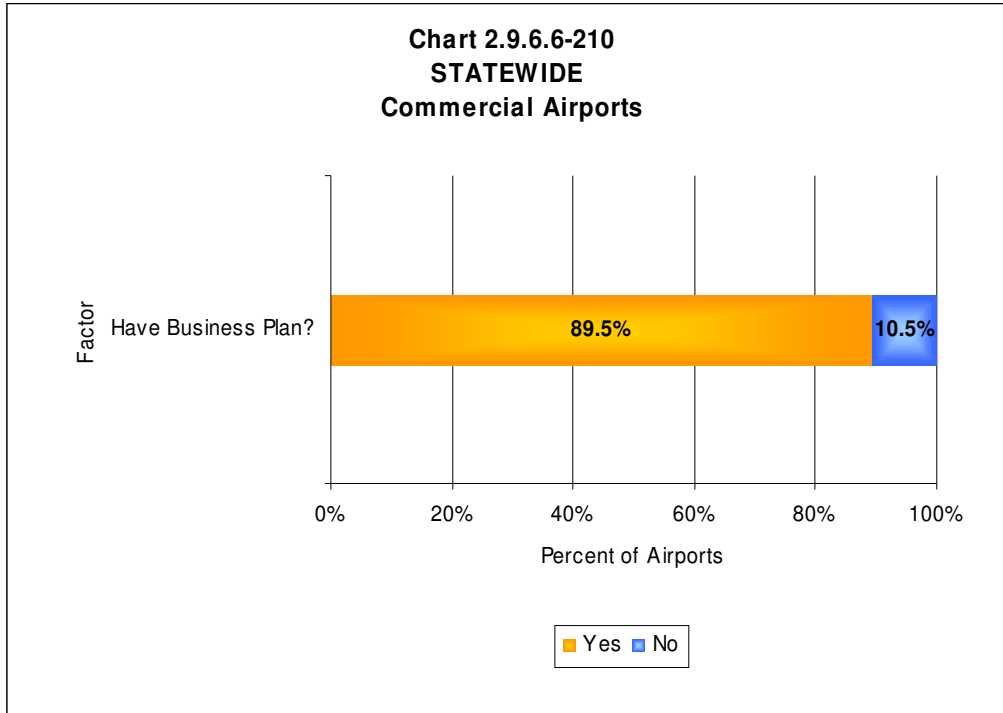
In order to meet this objective, information from each airport was examined to determine whether airports reported they have a business plan. The system performance in regard to this measure is summarized for all commercial and community airports in the state and by CFASPP region in the following sections. Additionally, the system evaluation is summarized to separate performance of commercial and community airports in the state and by CFASPP region. Airports that have business plans may be more financially self-sufficient; this could help to protect the long term viability of the statewide airport system.

Statewide Summary

As indicated in **Chart 2.9.6.6-209**, approximately 57 percent of all public airports in the state report they have a business plan. The remaining 43 percent of all public airports in the state report they do not have a business plan.



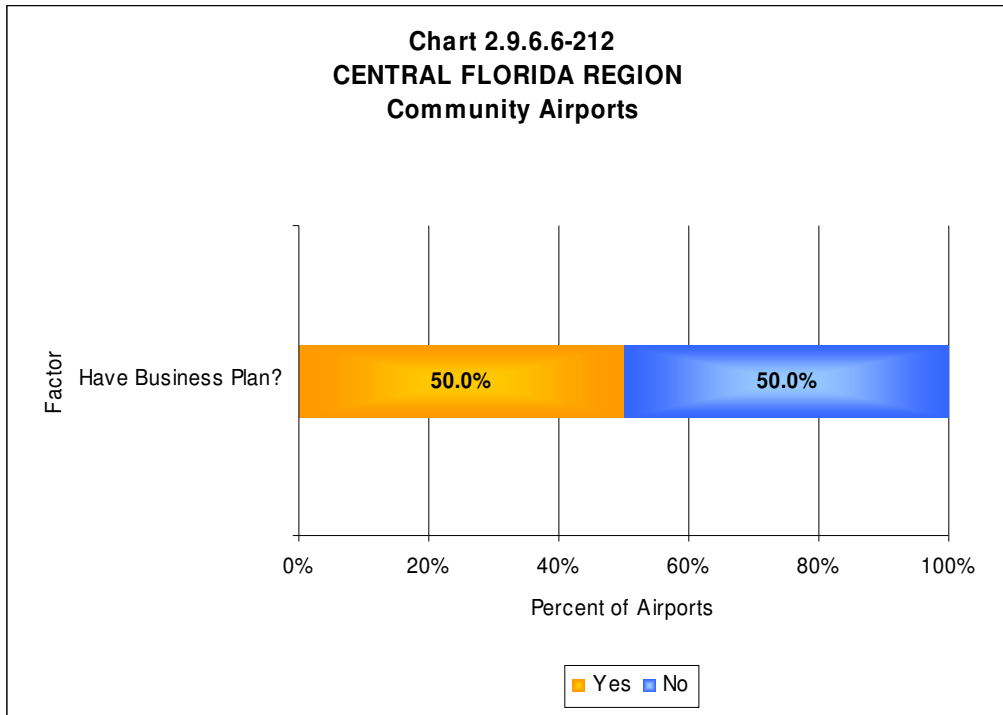
As shown in **Charts 2.9.6.6-210** and **2.9.6.6-211**, a higher percentage of all commercial airports in the state report having business plans than all community airports. Approximately 90 percent of all commercial airports in the state report having a business plan, while 52 percent of all community airports in the state report having a business plan. The remaining 10 percent of all commercial airports and 48 percent of all community airports in the state report they do not have a business plan.



Regional Summaries

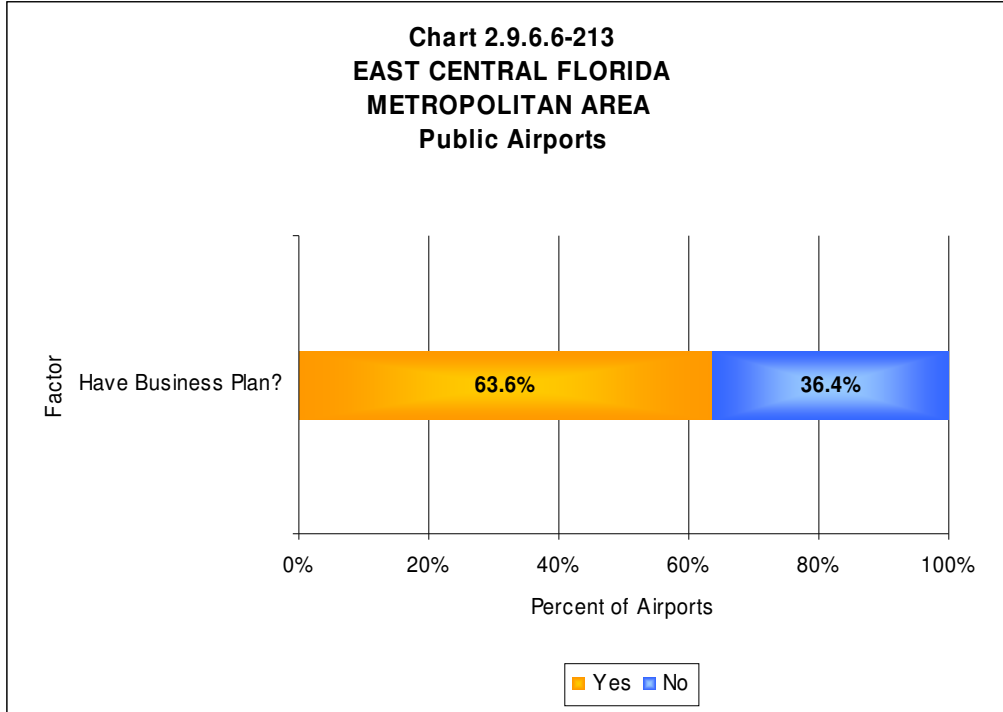
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-212**, approximately 50 percent of all community airports in the Central Florida Region report they have a business plan. The remaining 50 percent of all community airports in this region report they do not have a business plan.

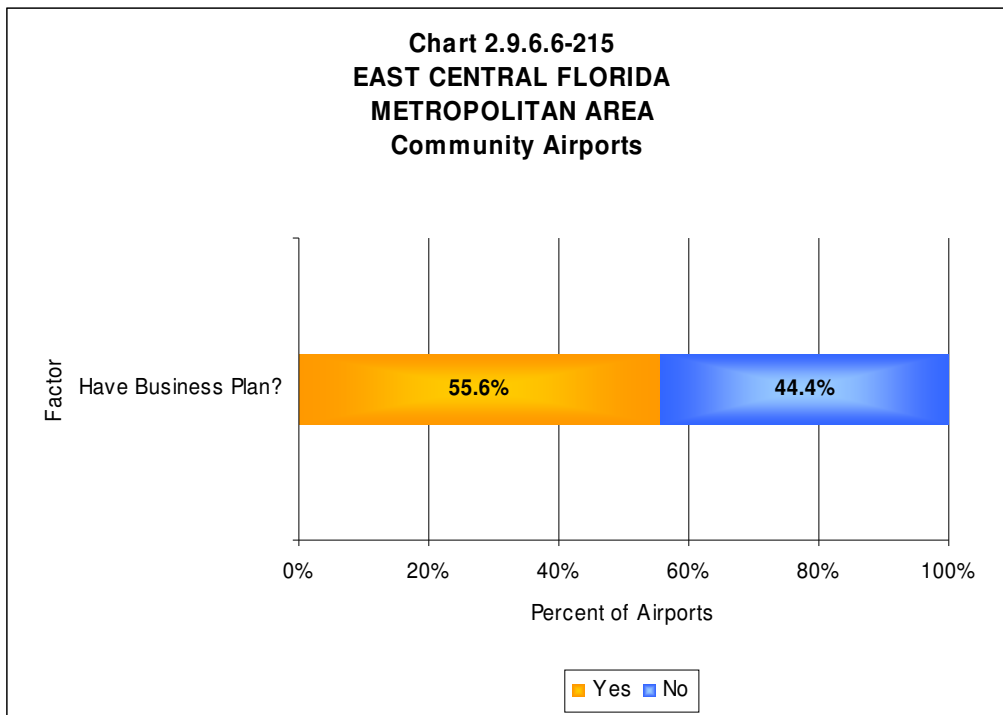
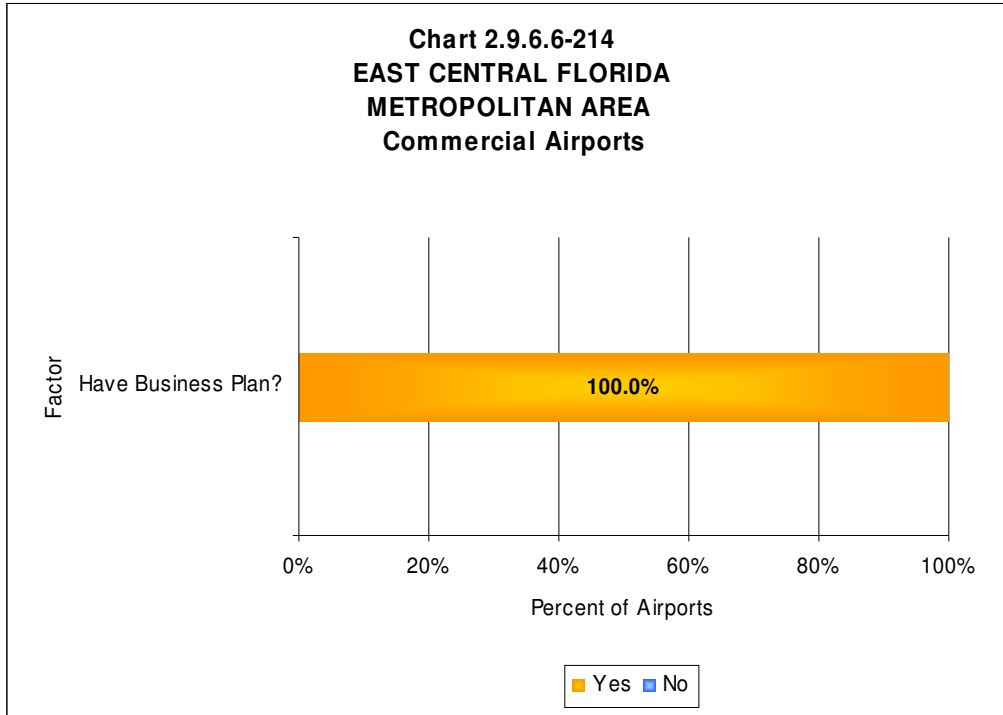


East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-213**, approximately 64 percent of all public airports in the East Central Florida Metropolitan Area report they have a business plan. The remaining 36 percent of all public airports in this region report they do not have a business plan.

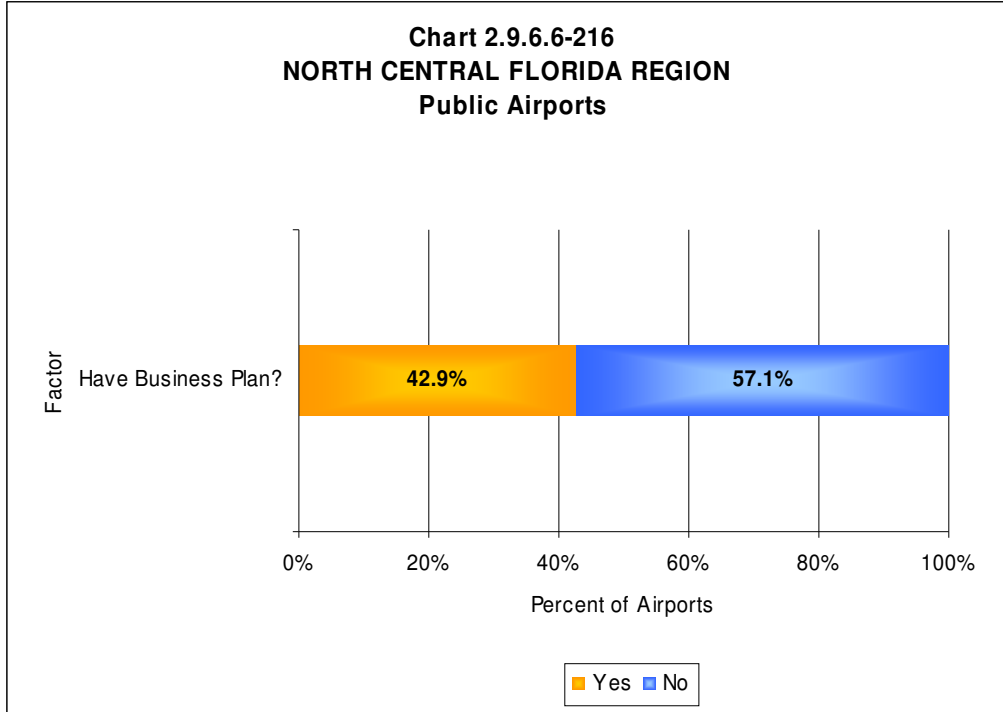


As shown in **Charts 2.9.6.6-214** and **2.9.6.6-215**, a higher percentage of all commercial airports in the East Central Florida Metropolitan Area report having business plans than all community airports. All commercial airports in this region report having a business plan, while 56 percent of all community airports in the East Central Florida Metropolitan Area report having a business plan. The remaining 44 percent of all community airports in this region report they do not have a business plan.

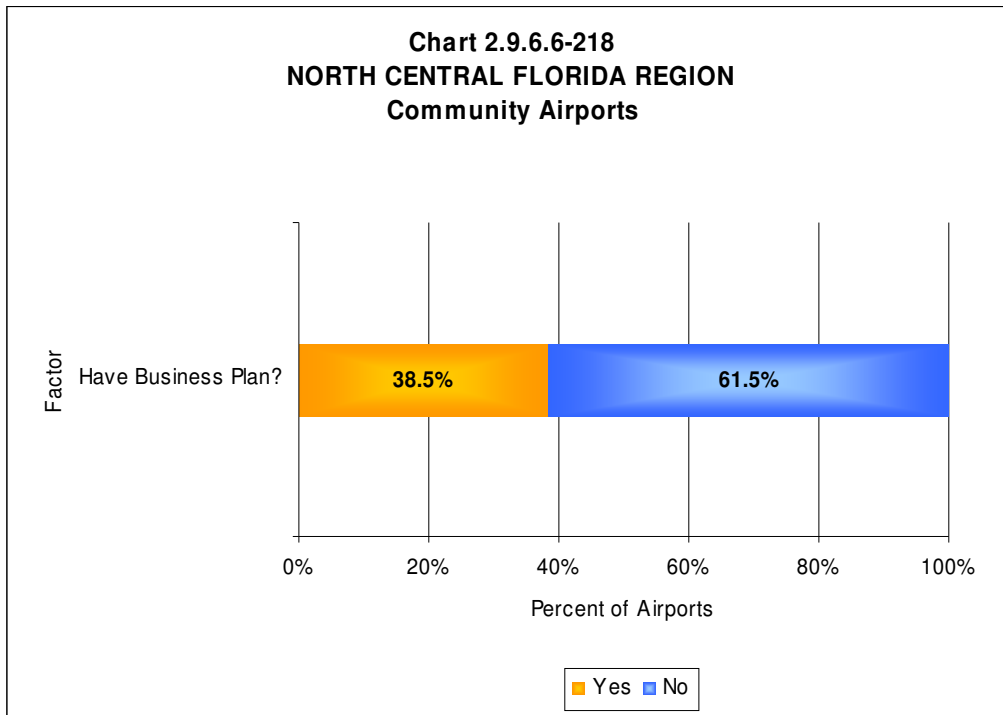
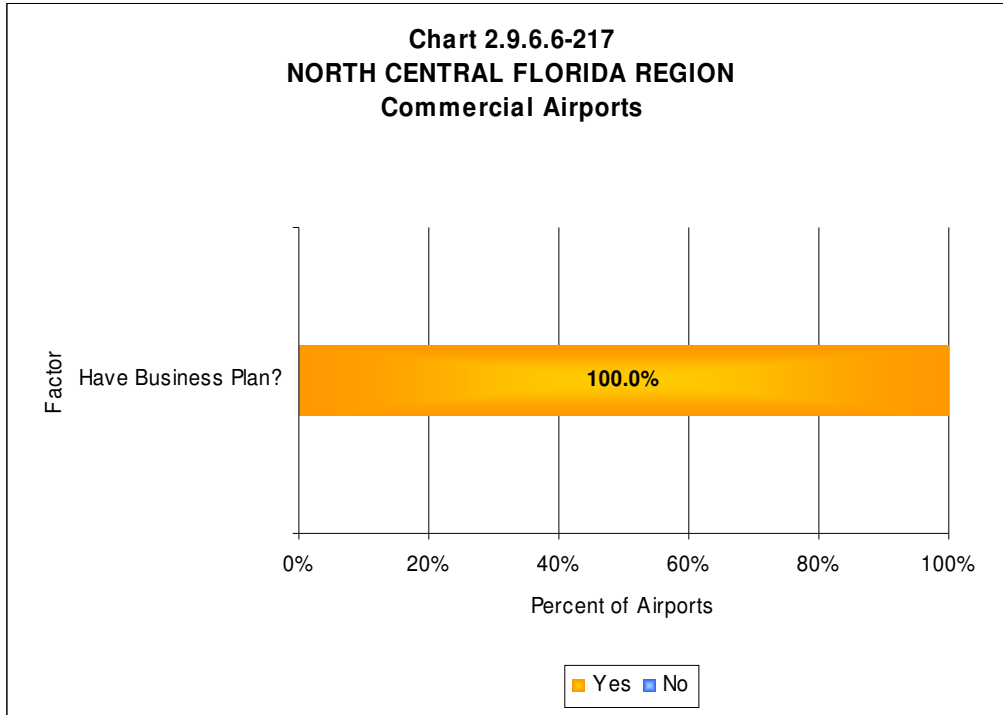


North Central Florida Region

As indicated in **Chart 2.9.6.6-216**, approximately 43 percent of all public airports in the North Central Florida Region report they have a business plan. The remaining 57 percent of all public airports in this region report they do not have a business plan.

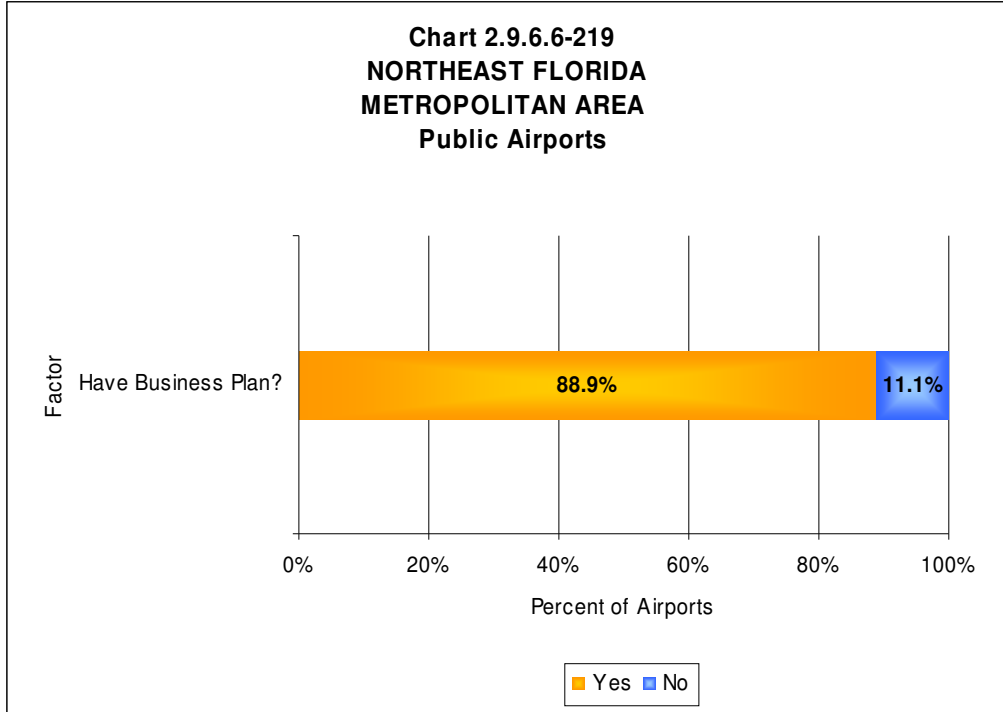


As shown in **Chart 2.9.6.6-217**, a higher percentage of all commercial airports in the North Central Florida Region report having business plans than all community airports. All commercial airports in this region report having a business plan, while 39 percent of all community airports in the North Central Florida Region report having a business plan. The remaining 62 percent (see **Chart 2.9.6.6-218**) of all community airports in this region report they do not have a business plan.

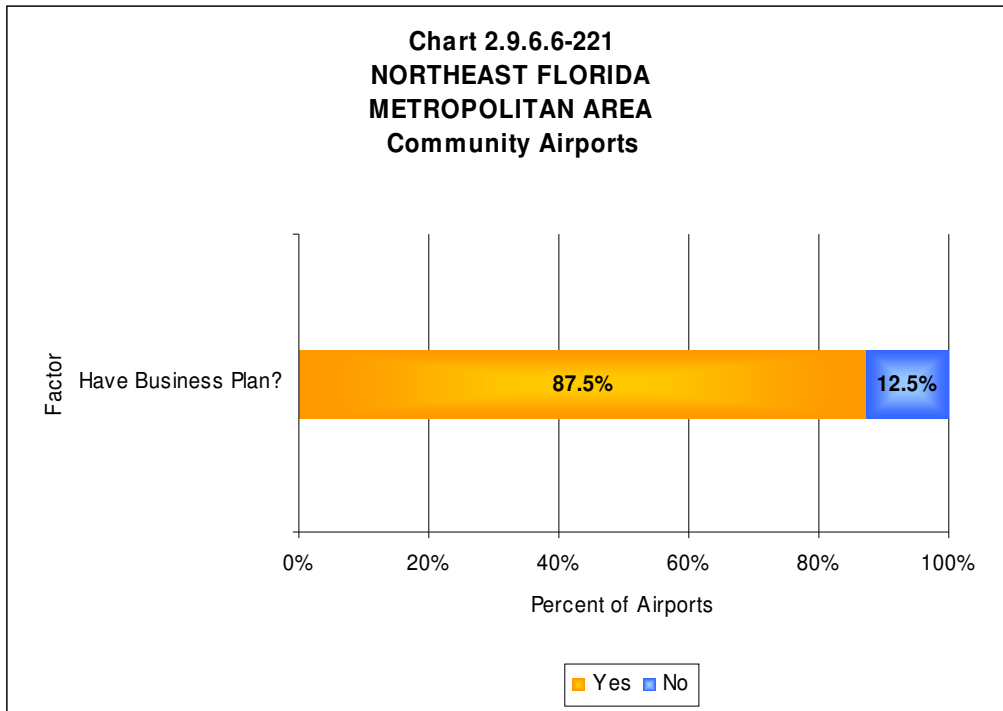
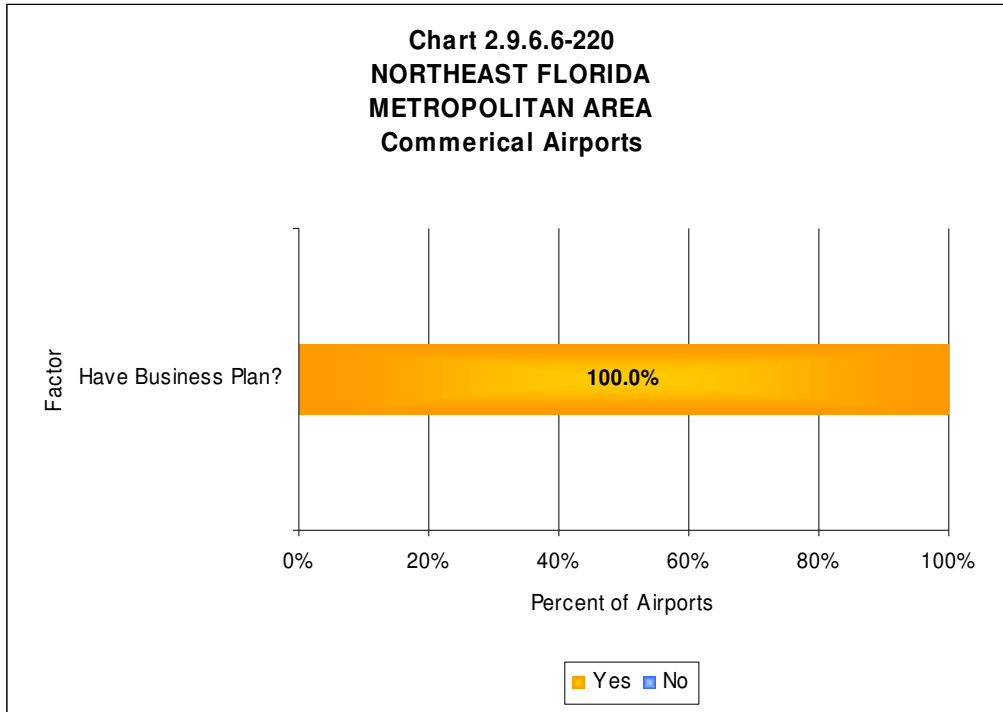


Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-219**, approximately 89 percent of all public airports in the Northeast Florida Metropolitan Area report they have a business plan. The remaining 11 percent of all public airports in this region report they do not have a business plan.

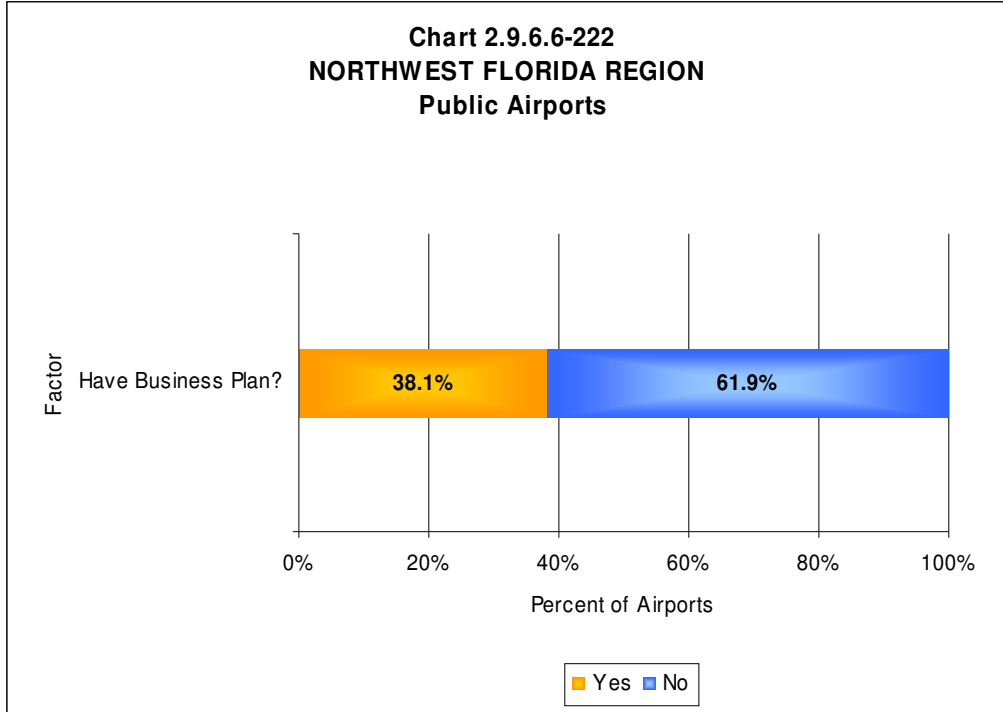


As shown in **Chart 2.9.6.6-220**, a higher percentage of all commercial airports in the Northeast Florida Metropolitan Area report having business plans than all community airports. Approximately 100 percent of all commercial airports in this region report having a business plan, while 88 percent of all community airports (see **Chart 2.9.6.6-221**) in the Northeast Florida Metropolitan Area report having a business plan. The remaining 12 percent all community airports in this region report they do not have a business plan.

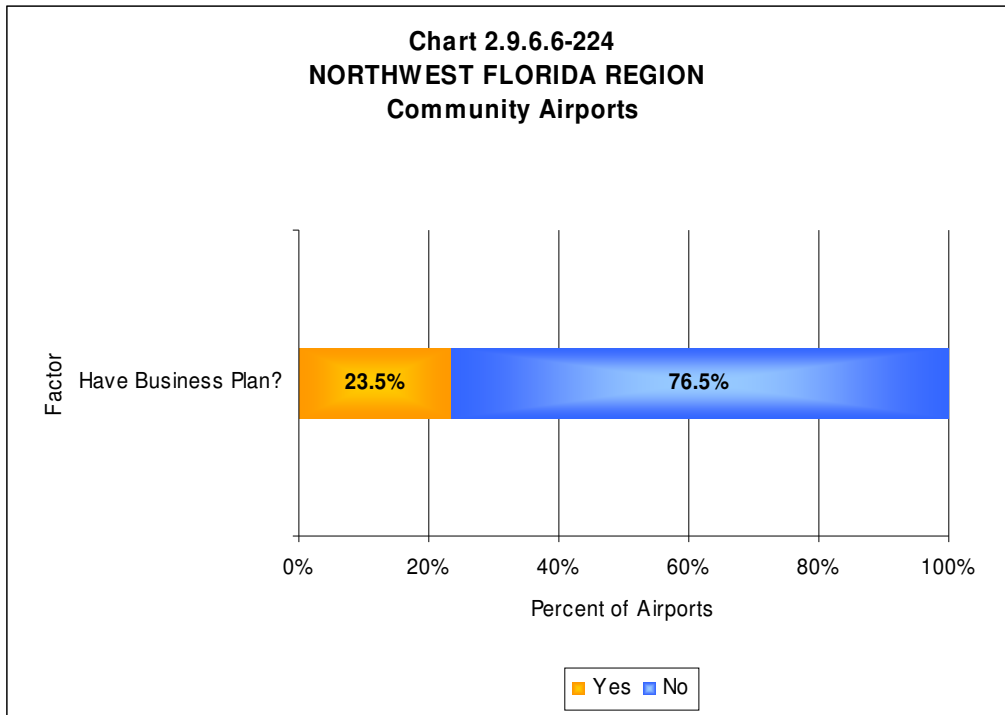
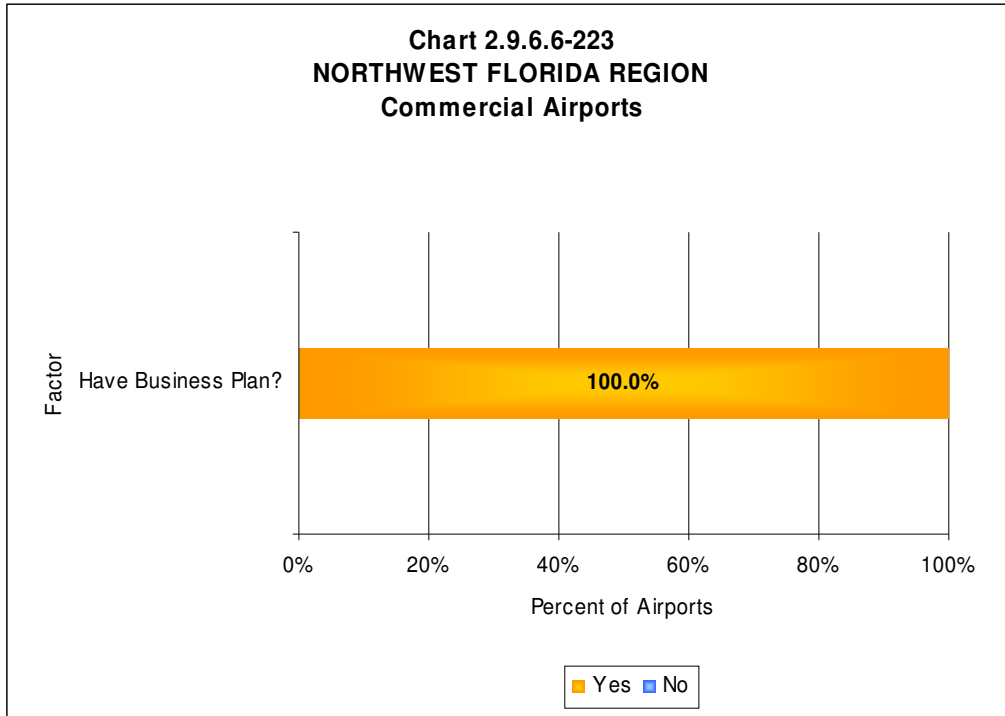


Northwest Florida Region

As indicated in **Chart 2.9.6.6-222**, approximately 38 percent of all public airports in the Northwest Florida Region report they have a business plan. The remaining 62 percent of all public airports in this region report they do not have a business plan.

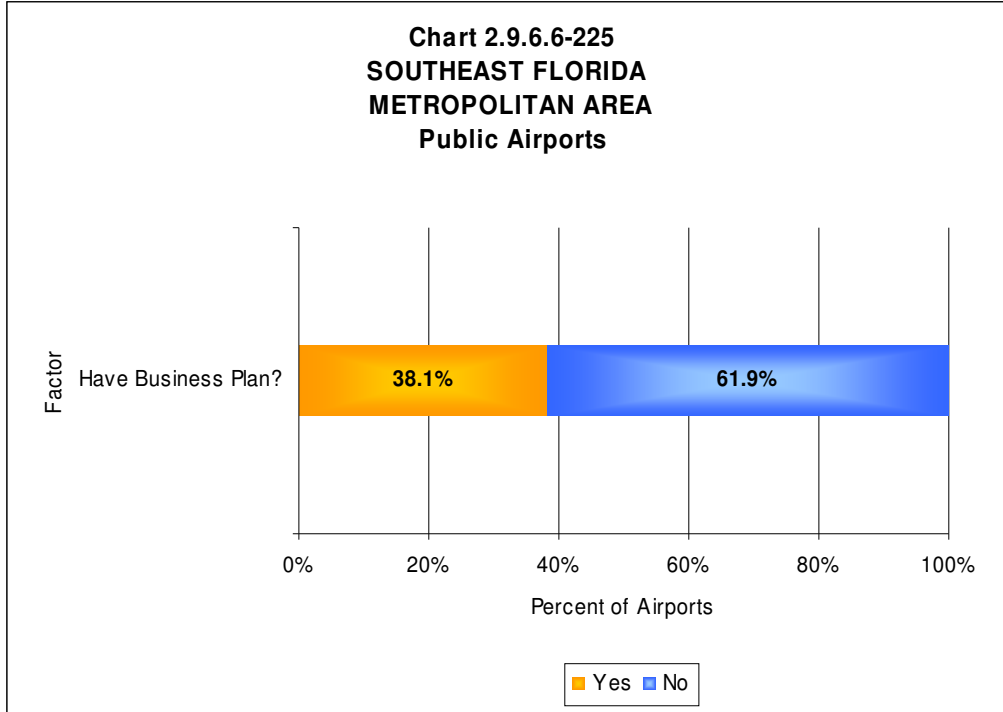


As shown in **Chart 2.9.6.6-223**, a higher percentage of all commercial airports in the Northwest Florida Region report having business plans than all community airports. Approximately 100 percent of all commercial airports in this region report having a business plan, while 24 percent of all community airports in the Northwest Florida Region report having a business plan. The remaining 76 percent of all community airports (see **Chart 2.9.6.6-224**) in this region report they do not have a business plan. The percent of all community airports in this CFASPP region that report having a business plan is the lowest in the state.

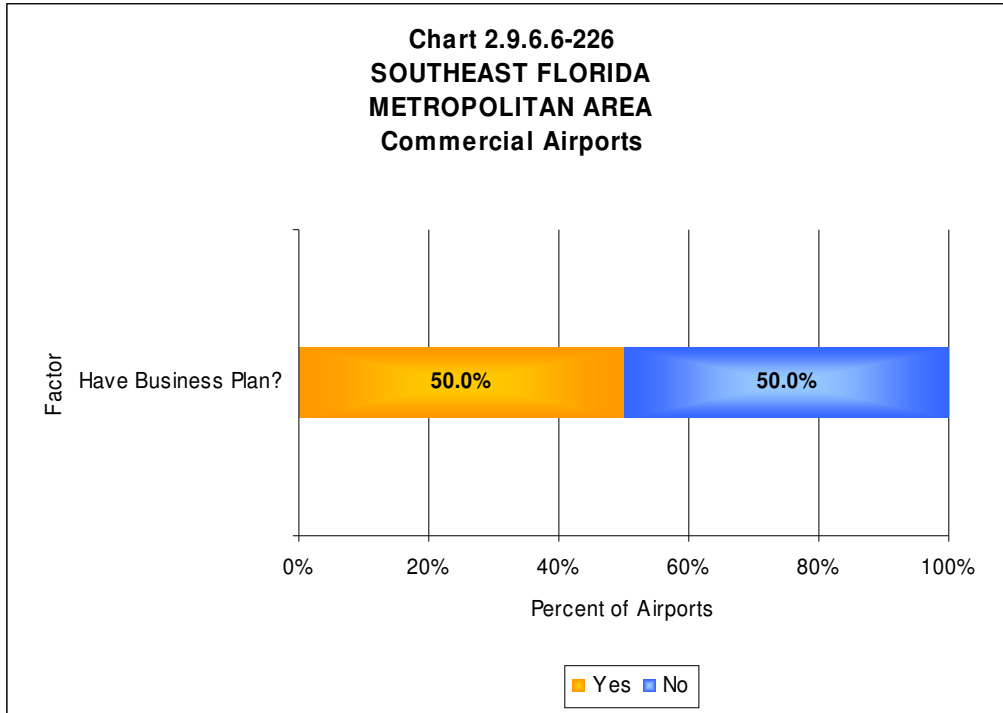


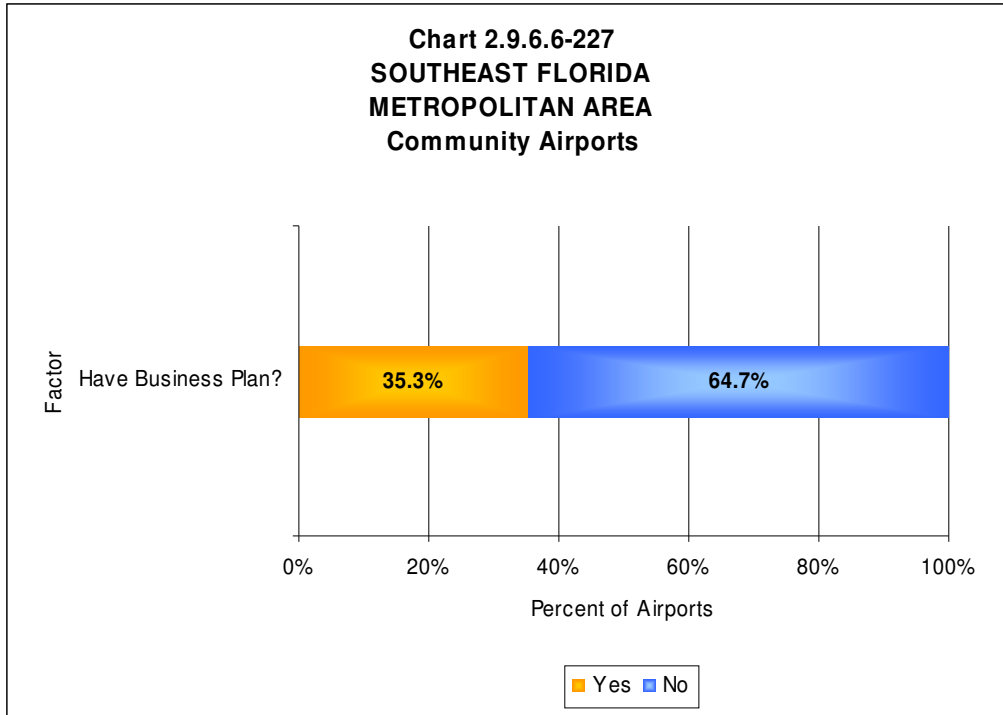
Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-225**, approximately 38 percent of all public airports in the Southeast Florida Metropolitan Area report they have a business plan. The remaining 62 percent of all public airports in this region report they do not have a business plan.



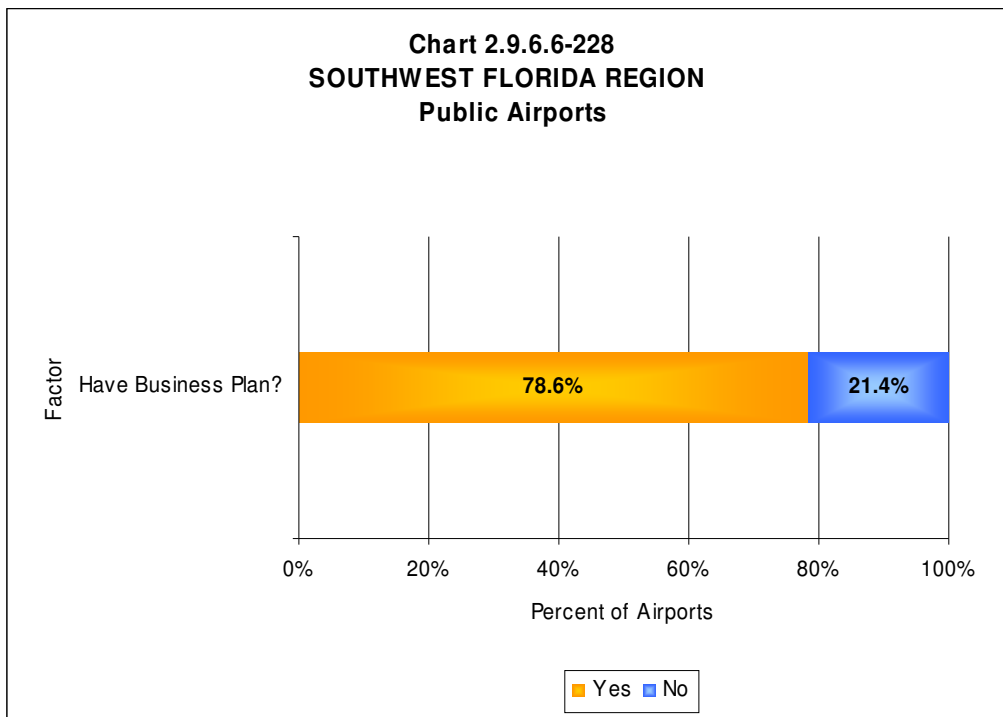
As shown in **Chart 2.9.6.6-226**, a higher percentage of all commercial airports in the Southeast Florida Metropolitan Area report having business plans than all community airports. Approximately 50 percent of all commercial airports in this region report having a business plan, while 35 percent of all community airports (see **Chart 2.9.6.6-227**) in the Southeast Florida Metropolitan Area report having a business plan. The remaining 50 percent of all commercial airports and 65 percent of all community airports in this region report they do not have a business plan. This is the only CFASPP region in which 100 percent of all commercial airports do not report having a business plan.



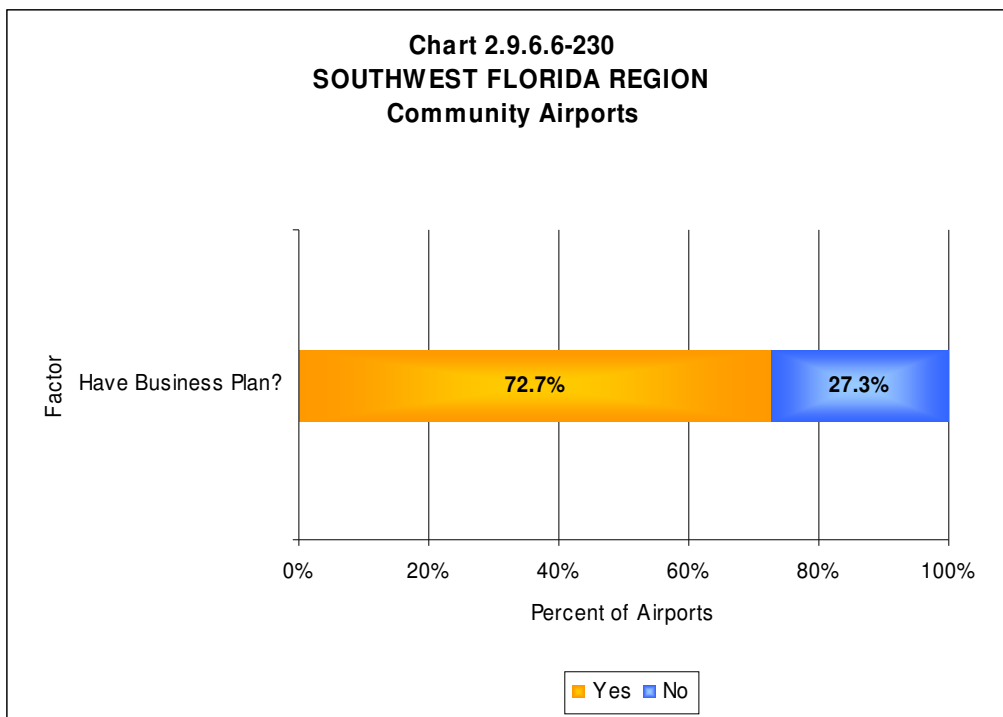
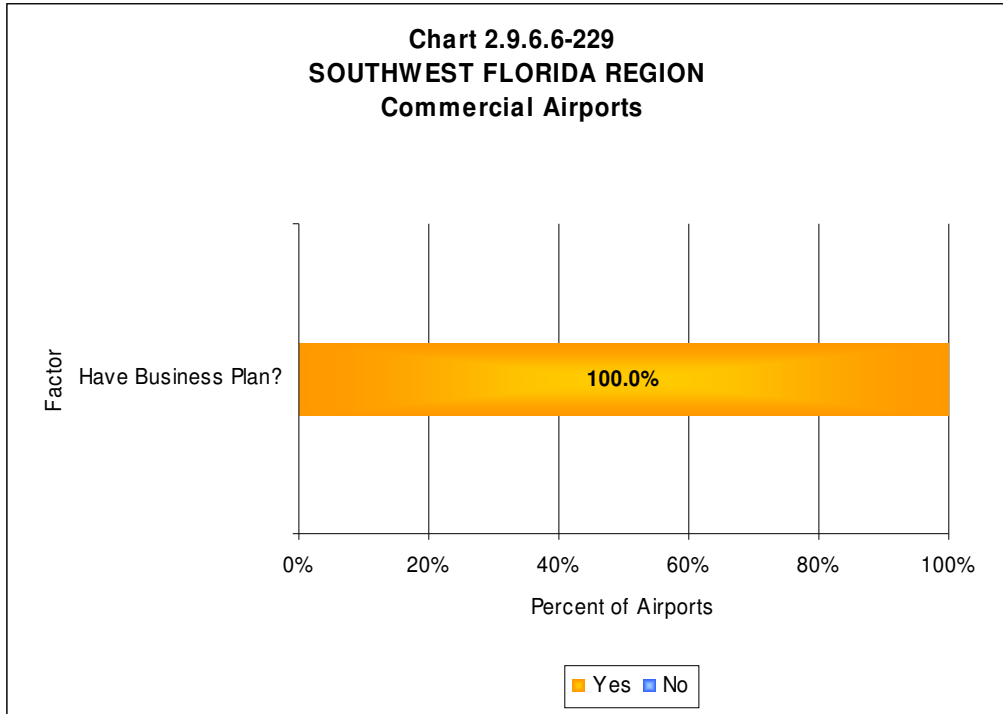


Southwest Florida Region

As indicated in **Chart 2.9.6.6-228**, approximately 79 percent of all public airports in the Southwest Florida Region report they have a business plan. The remaining 21 percent of all public airports in this region report they do not have a business plan.

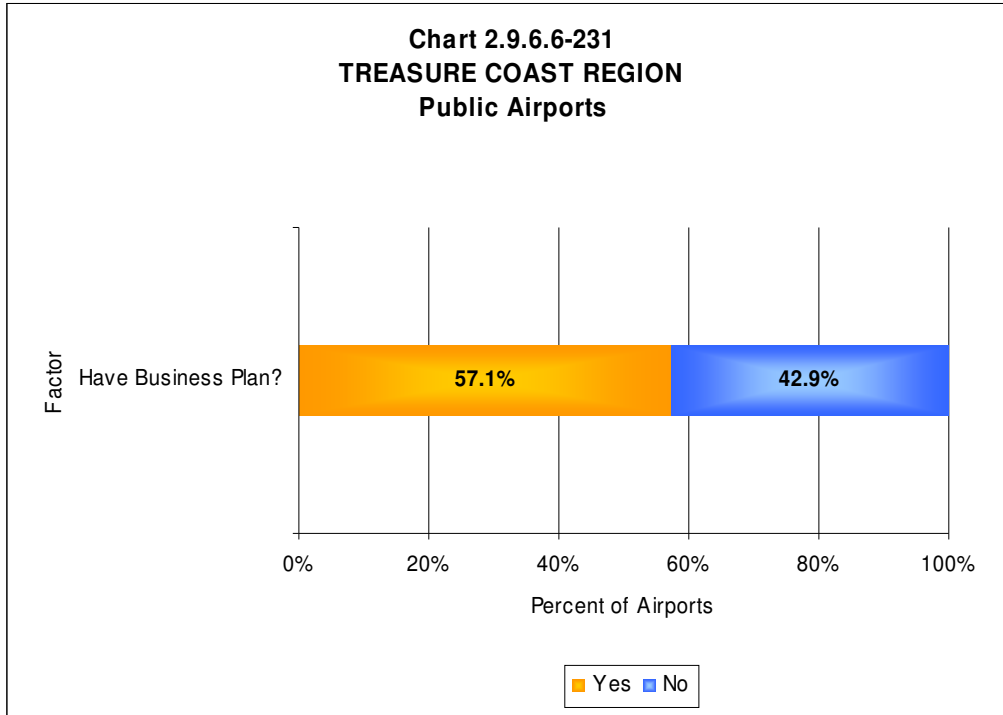


As shown in **Chart 2.9.6.6-229**, a higher percentage of all commercial airports in the Southwest Florida Region report having business plans than all community airports. All commercial airports in this region report having a business plan, while 73 percent of all community airports (see **Chart 2.9.6.6-230**) in the Southwest Florida Region report having a business plan. The remaining 27 percent of all community airports in this region report they do not have a business plan.



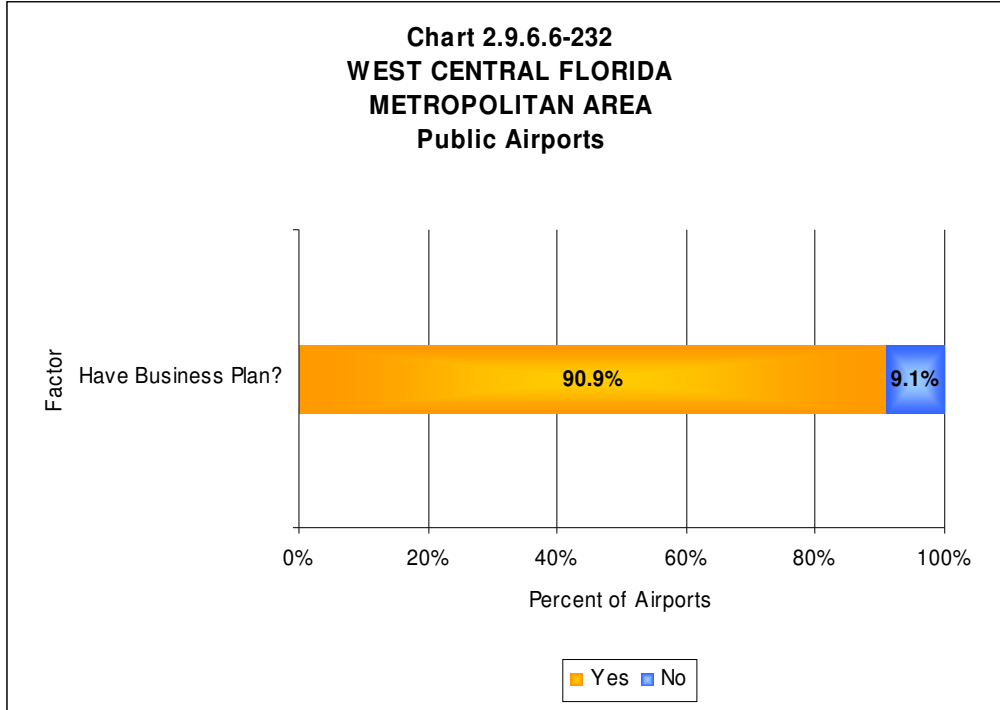
Treasure Coast Region

The Treasure Coast Region contains seven public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-231**, approximately 57 percent of all public airports in the Treasure Coast Region report they have a business plan. The remaining 43 percent of all public airports in this region report they do not have a business plan.

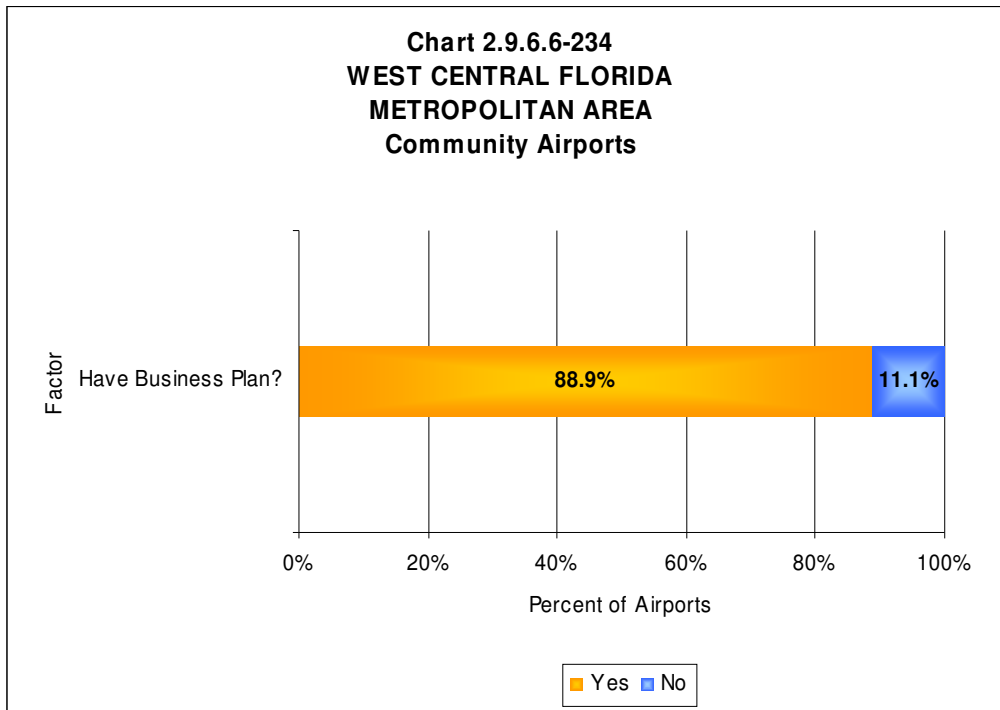
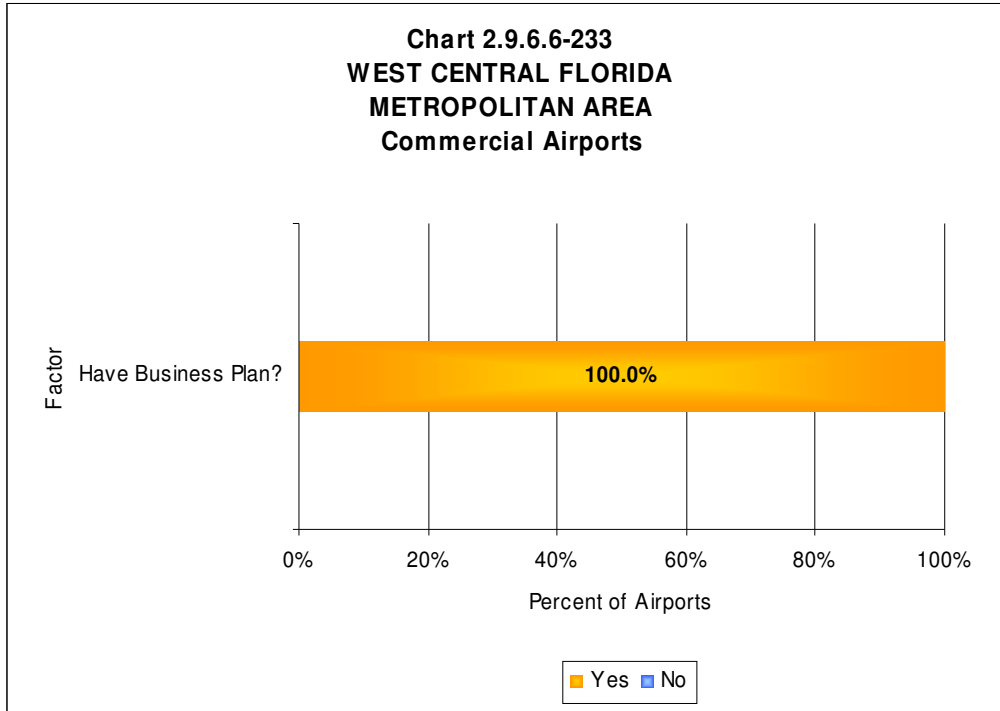


West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-232**, approximately 91 percent of all public airports in the West Central Florida Metropolitan Area report they have a business plan. The remaining nine percent of all public airports in this region report they do not have a business plan.



As shown in **Chart 2.9.6.6-233**, a higher percentage of all commercial airports in the West Central Florida Metropolitan Area report having business plans than all community airports. All commercial airports in this region report having a business plan, while 89 percent of all community airports (see **Chart 2.9.6.6-234**) in the West Central Florida Metropolitan Area report having a business plan. The remaining 11 percent of all community airports in this region report they do not have a business plan.



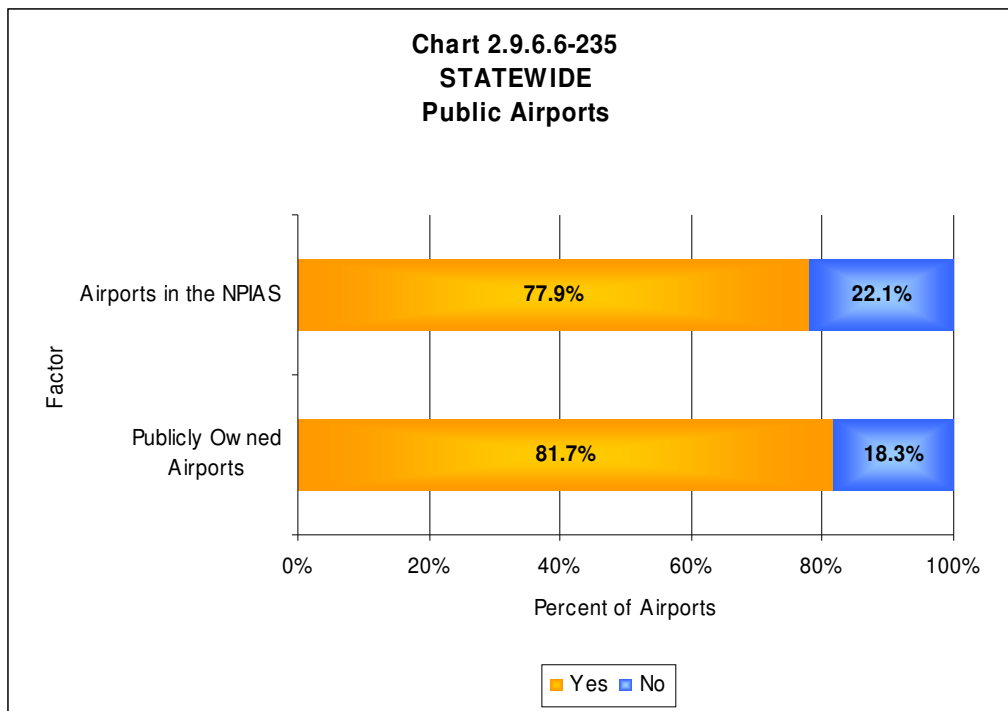
3.2 System Objective: Preserve private, public use airports

In order to measure this objective, information from each CFASPP region was examined to determine whether airports are privately owned or publicly owned. Additionally, it was determined which airports were included in the National Plan of Integrated Airport Systems (NPIAS). The system performance in regard to this measure is summarized for all airports in the state and by CFASPP region in the following sections.

Airports in Florida that are included in the NPIAS are eligible for funding from the FAA, whereas non-NPIAS airports are not eligible for Federal funds. Generally speaking most publicly-owned airports in Florida are included in the NPIAS. Statewide, roughly 18 percent of the public airports are privately owned. Privately owned airports, unless encumbered by state grant acceptance, are sometimes regarded as an airport resource that may not be available long term.

Statewide Summary

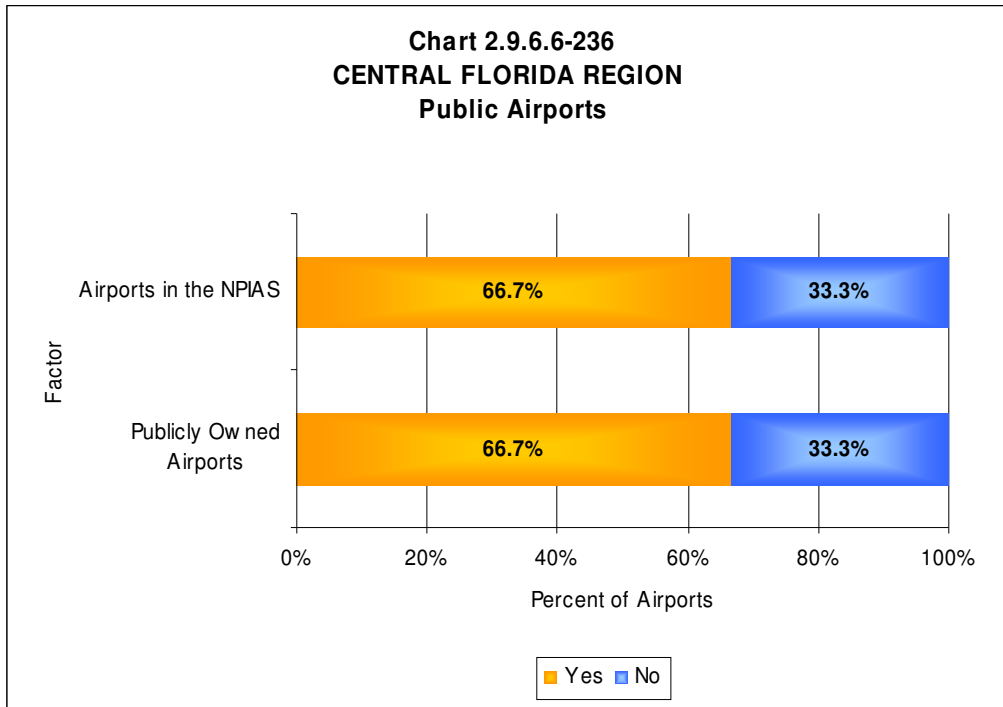
As indicated in **Chart 2.9.6.6-235**, approximately 78 percent of all public airports in the state are included in the NPIAS, and approximately 82 percent of all airports are publicly owned. The remaining 22 percent of all public airports in the state are not included in the NPIAS and are publicly owned, and 18 percent of all airports are publicly owned.



Regional Summaries

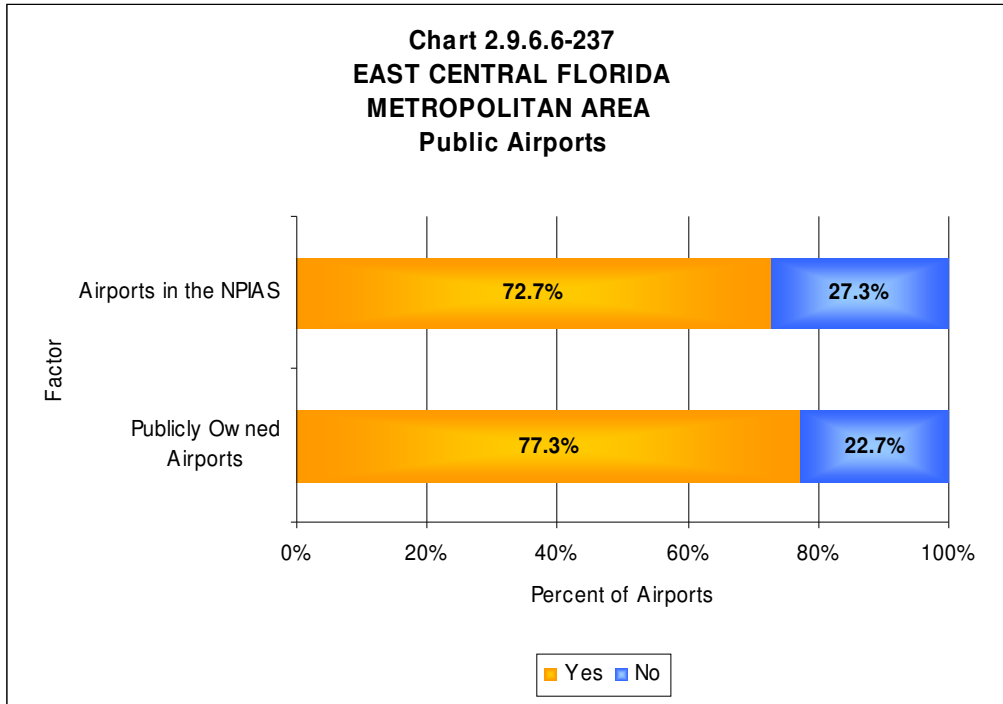
Central Florida Region

As indicated in **Chart 2.9.6.6-236**, approximately 67 percent of all public airports in the Central Florida Region are included in the NPIAS, and approximately 67 percent of all airports are publicly owned. The remaining 33 percent of all public airports in the Central Florida Region are publicly owned, and 33 percent of all airports are not included in the NPIAS. For this region, the percent of public and NPIAS owned airports parallel one another.



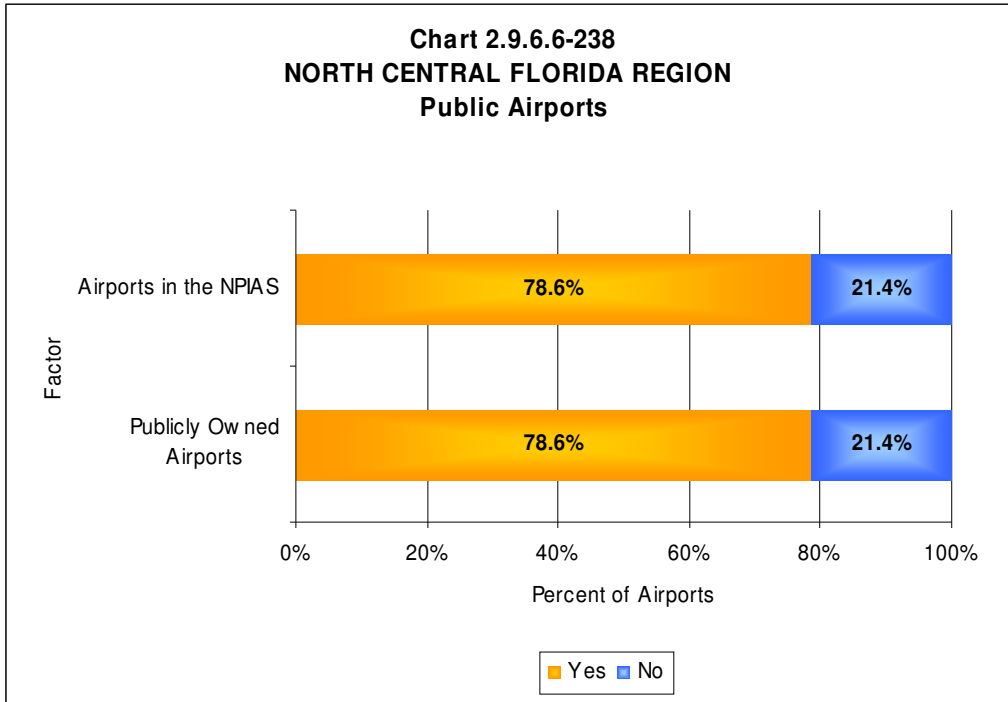
East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-237**, approximately 73 percent of all public airports in the East Central Florida Metropolitan Area are included in the NPIAS, and approximately 77 percent of all airports are publicly owned. The remaining 23 percent of all public airports in the East Central Florida Metropolitan Area are privately owned, and 27 percent of all airports in this region are non-NPIAS airports.



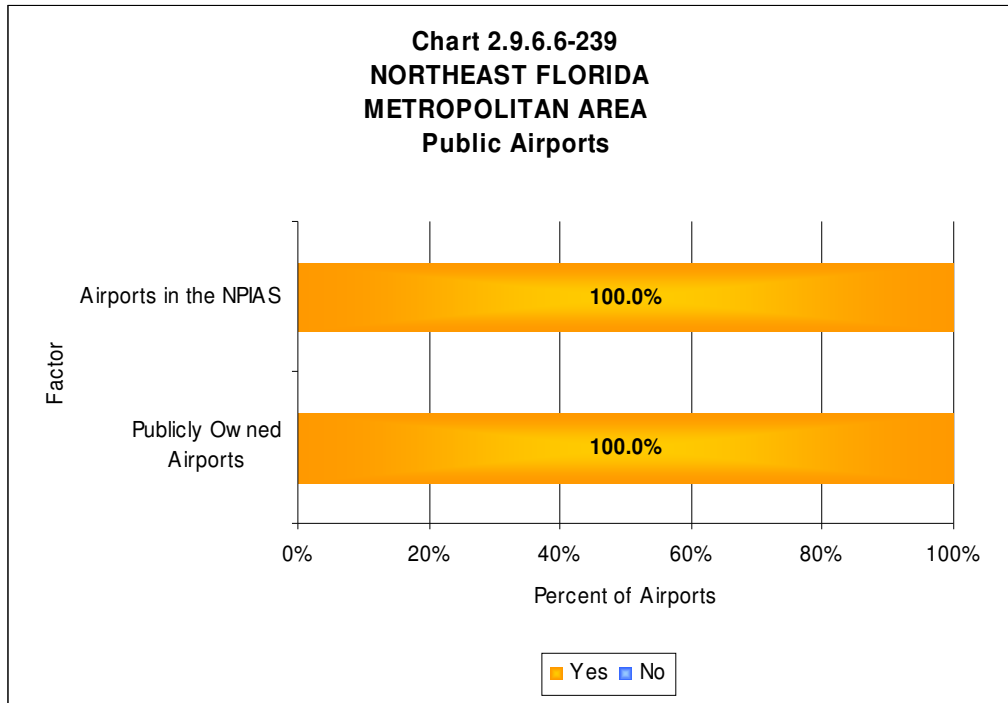
North Central Florida Region

As indicated in **Chart 2.9.6.6-238**, approximately 79 percent of all public airports in the North Central Florida Region are included in the NPIAS, and approximately 79 percent of all airports are publicly owned. The remaining 21 percent of all public airports in the North Central Florida Region are privately owned. The percent of public airports and NPIAS airports in this region are the same.



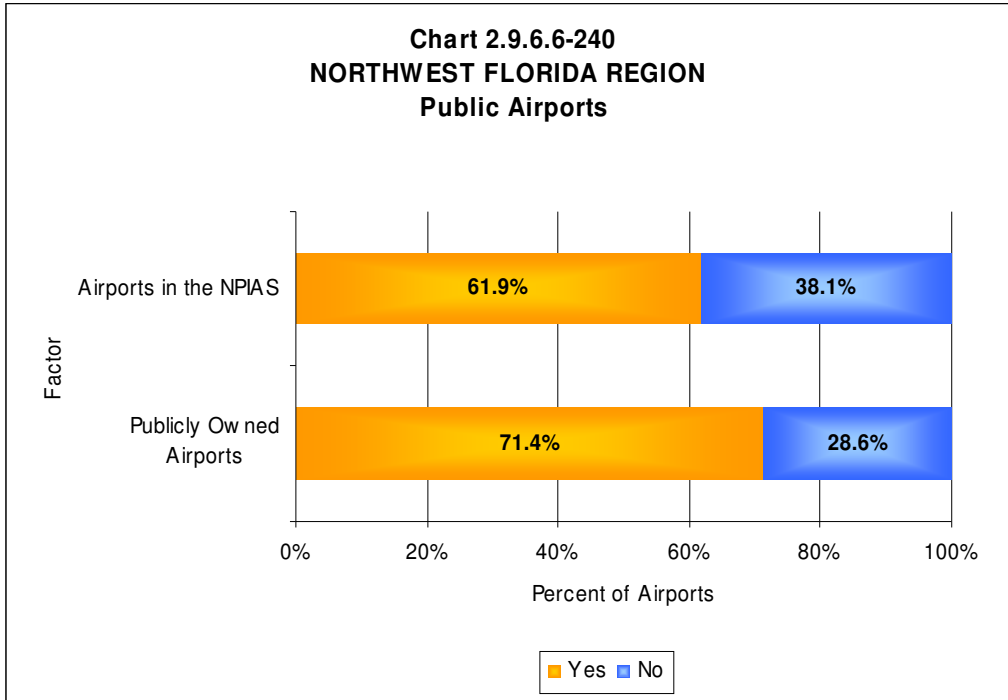
Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-239**, 100 percent of all public airports in the Northeast Florida Metropolitan Area are included in the NPIAS and 100 percent of all airports are publicly owned.



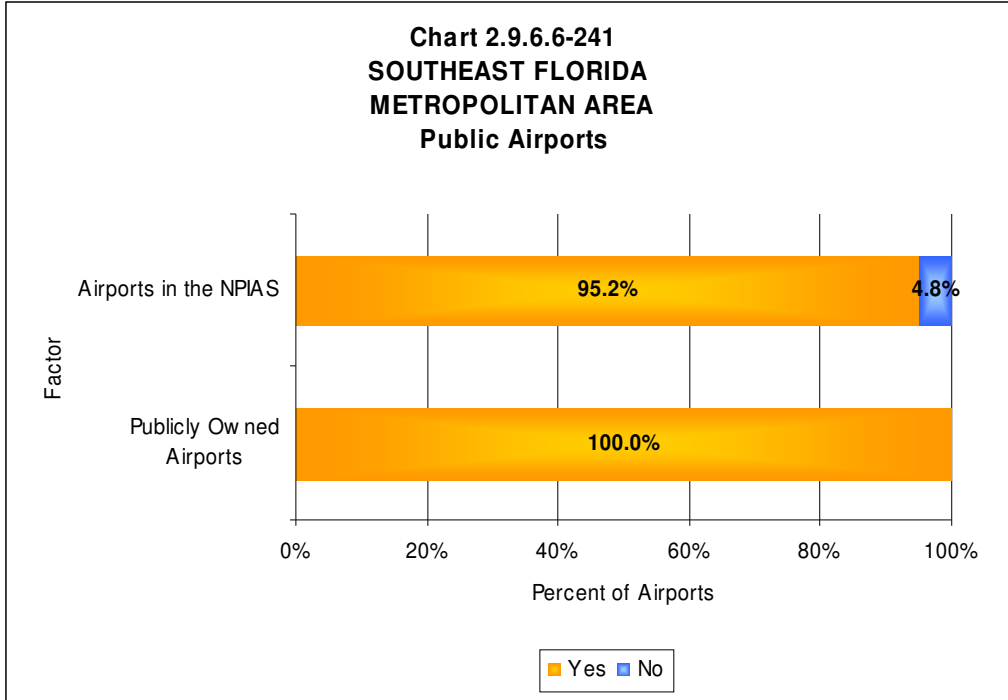
Northwest Florida Region

As indicated in **Chart 2.9.6.6-240**, approximately 62 percent of all public airports in the Northwest Florida Region are included in the NPIAS, and approximately 71 percent of all airports are publicly owned. The remaining 29 percent of all public airports in the Northwest Florida Region are privately owned, and 38 percent of all public airports are not included in the NPIAS.



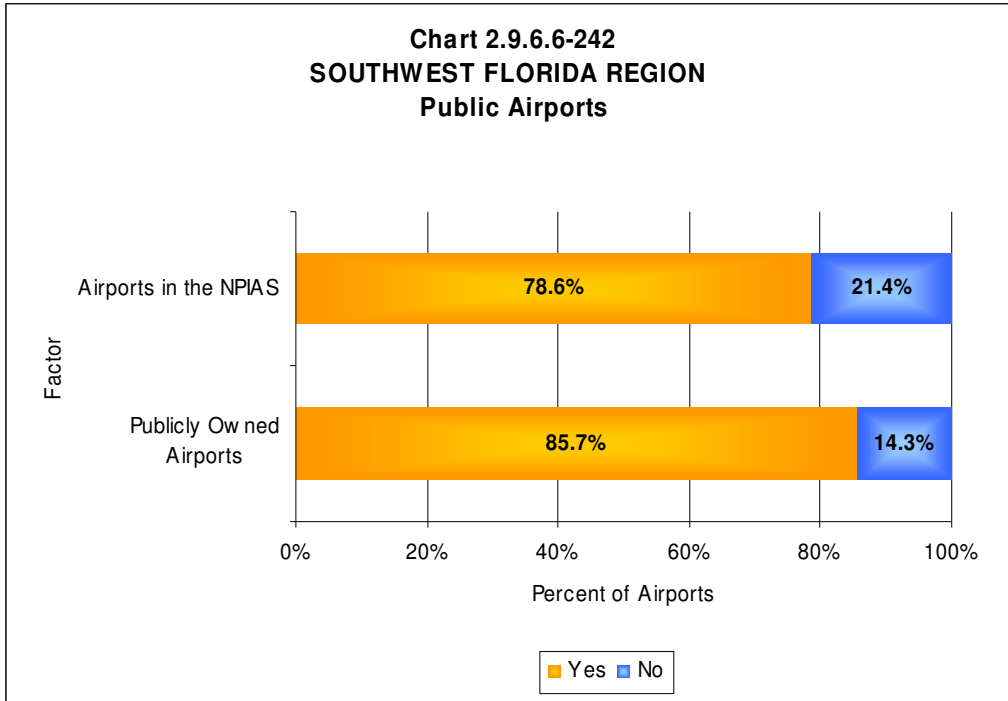
Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-241**, approximately 95 percent of all public airports in the Southeast Florida Metropolitan Area are included in the NPIAS, and 100 percent of all airports in this region are publicly owned.



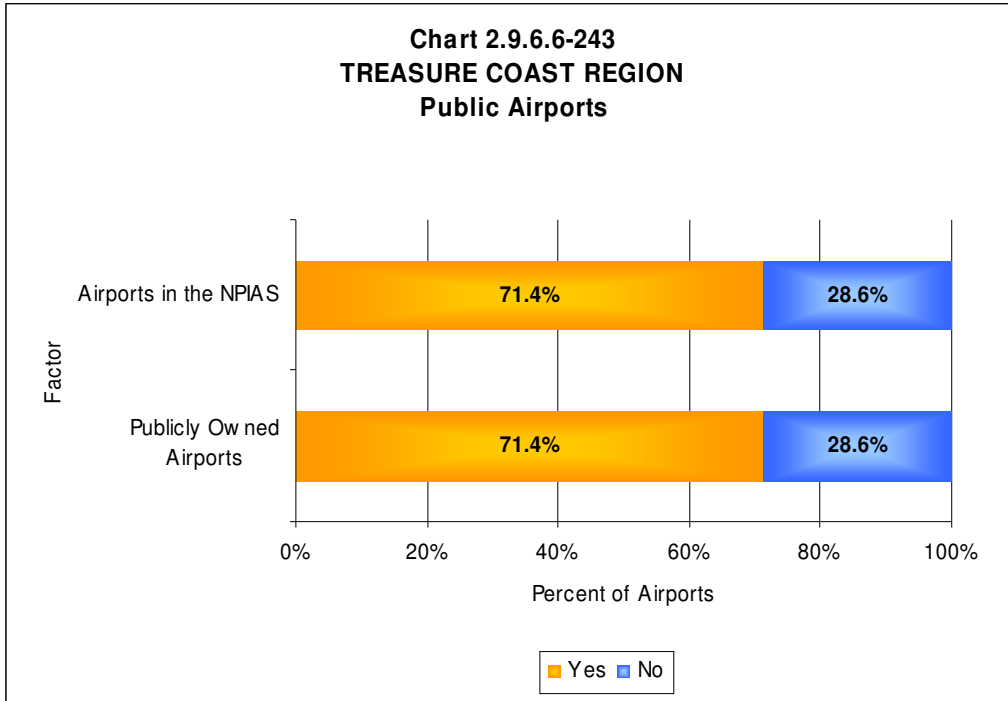
Southwest Florida Region

As indicated in **Chart 2.9.6.6-242**, approximately 79 percent of all public airports in the Southwest Florida Region are included in the NPIAS, and approximately 86 percent of all public airports are publicly owned. The remaining 14 percent of all public airports in the Southwest Florida Region are privately owned and 21 percent of all airports in this region are not included in the NPIAS.



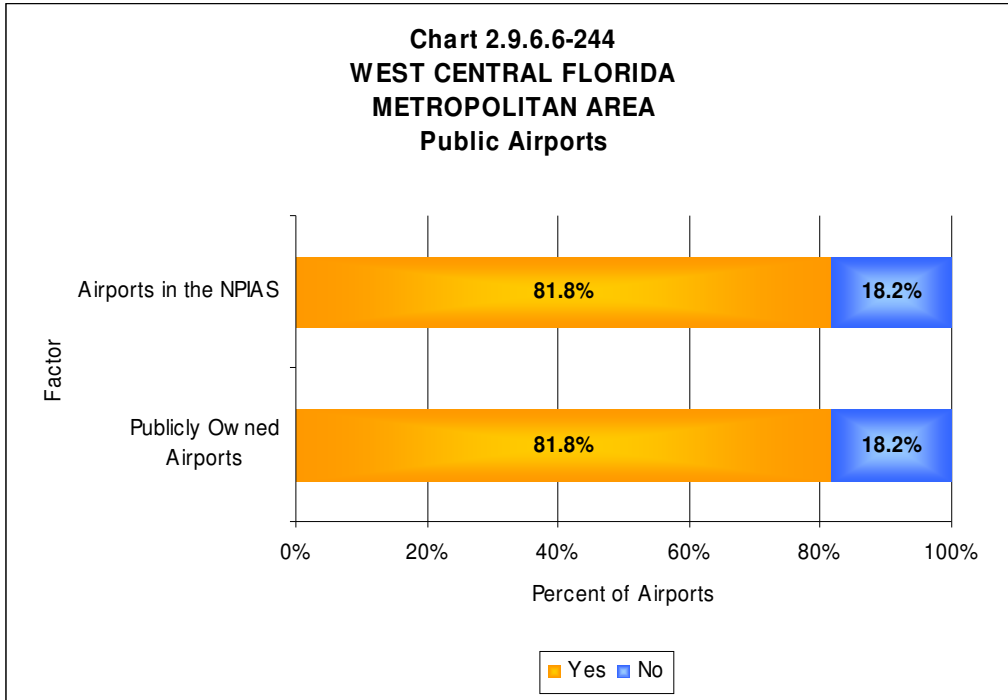
Treasure Coast Region

As indicated in **Chart 2.9.6.6-243**, approximately 71 percent of all public airports in the Treasure Coast Region are included in the NPIAS, and the same percent of all airports are privately owned. Approximately 29 percent of all public airports in the Treasure Coast Region are privately owned and are not included in the NPIAS.



West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-244**, approximately 82 percent of all public airports in the West Central Florida Metropolitan Area are included in the NPIAS, and the same percent of all airports are publicly owned. The remaining 18 percent of all public airports in the West Central Florida Metropolitan Area are privately owned and are not part of the NPIAS.



3.3 System Objective: Over time, evaluate and refine the aviation strategic planning framework

Aviation is perhaps one of the nation's most cyclical, dynamic and fluid industries. Recognizing this, FDOT as a companion effort to FASP 2004 undertook a strategic planning process.

FDOT's strategic planning effort was initially undertaken as part of FASP. During winter of 2000, strategic planning efforts were initiated as part of the CFAPP process. At a statewide CFASPP meeting, Florida airports and others interested in Florida aviation provided input on a vision for the Florida airport system. Discussion was also initiated on specific goals and objectives considered desirable to enable the state airport system to achieve its established vision. Through the CFASPP committees, the initial vision for the Florida airport system was refined, as were preliminary goals and objectives for airports in Florida. This initial strategic outlook for the Florida airports was adopted as part of a statewide CFASPP meeting in August of 2000.

The initial strategic planning efforts completed as part of FASP and CFASPP formed the basis for follow-on strategic planning efforts. Section 2.9.6.1 of this report provided a summary of FDOT's evolving strategic planning process. It is anticipated that working through CFASPP, goals and objectives for Florida airports will continue to be refined and the new goals and objectives may be added. Baseline goals and objectives identified thorough FASP and its companion strategic planning process will also most likely be adopted and modified to best reflect the individual needs of each of the CFAPP regions.

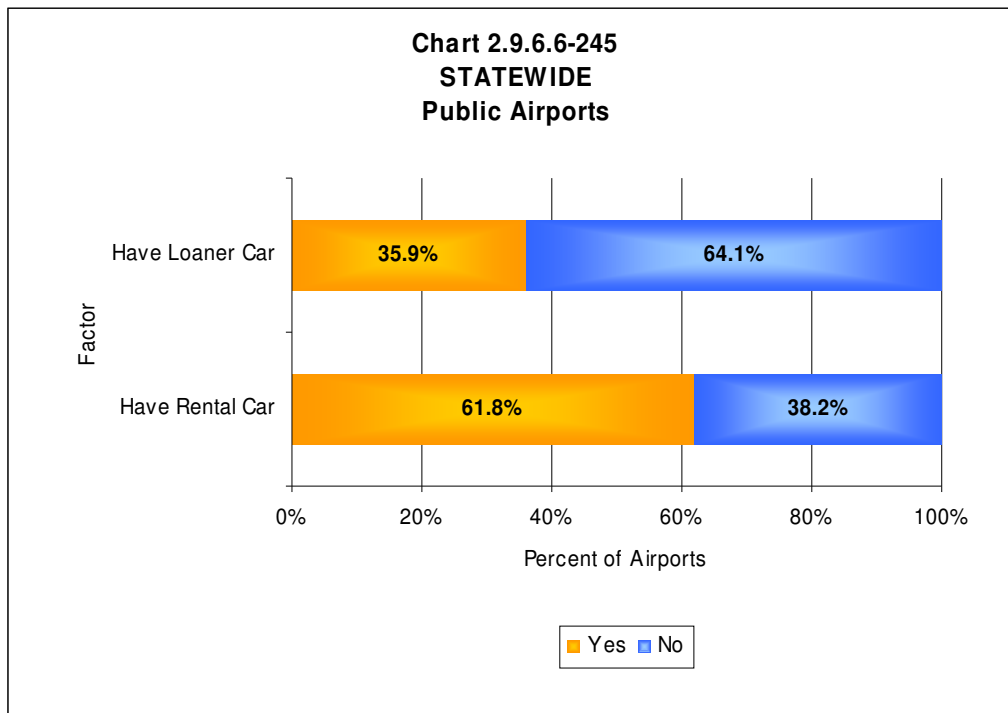
Information summarized in this report helps FDOT, FDOT Districts, and the CFASPP committees to understand how different airports and different regions of Florida are now performing relative to one set of possible goals and objectives for the Florida airport system. This information helps those charged with improving and developing the Florida airports to understand where Florida's airport system is currently adequate, where it may be deficient, and where duplications or redundancies may be occurring. With this information in hand, future planning initiatives will be able to take advantage of this effort so that, over time, the strategic planning framework can be re-evaluated and refined.

3.4 System Objective: Ensure that business airports in the State System have some type of on-site ground transportation services

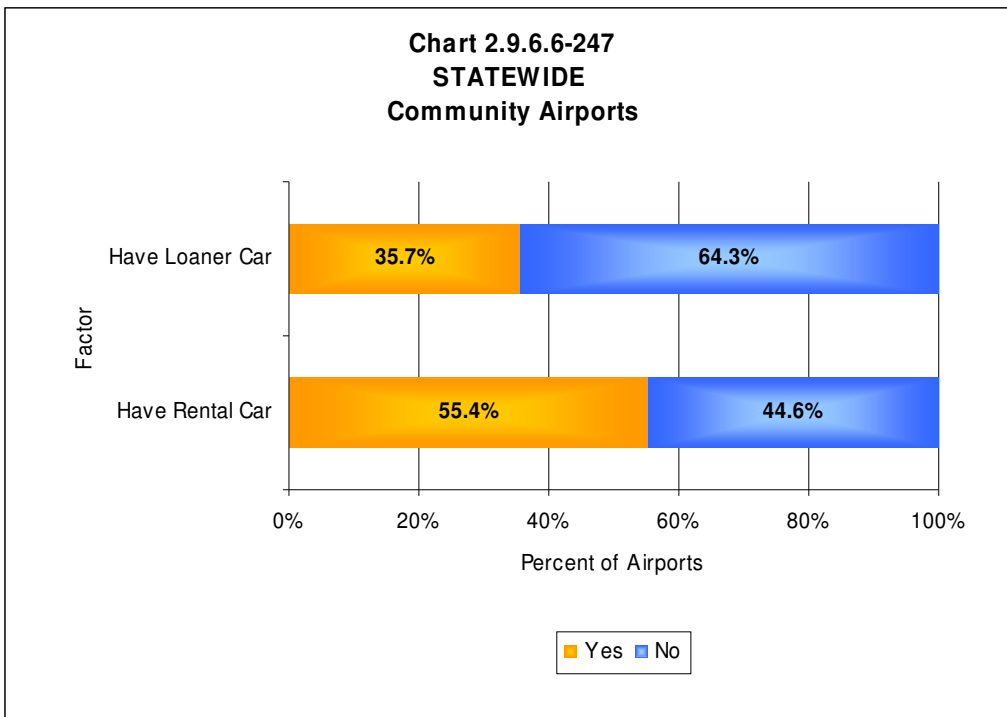
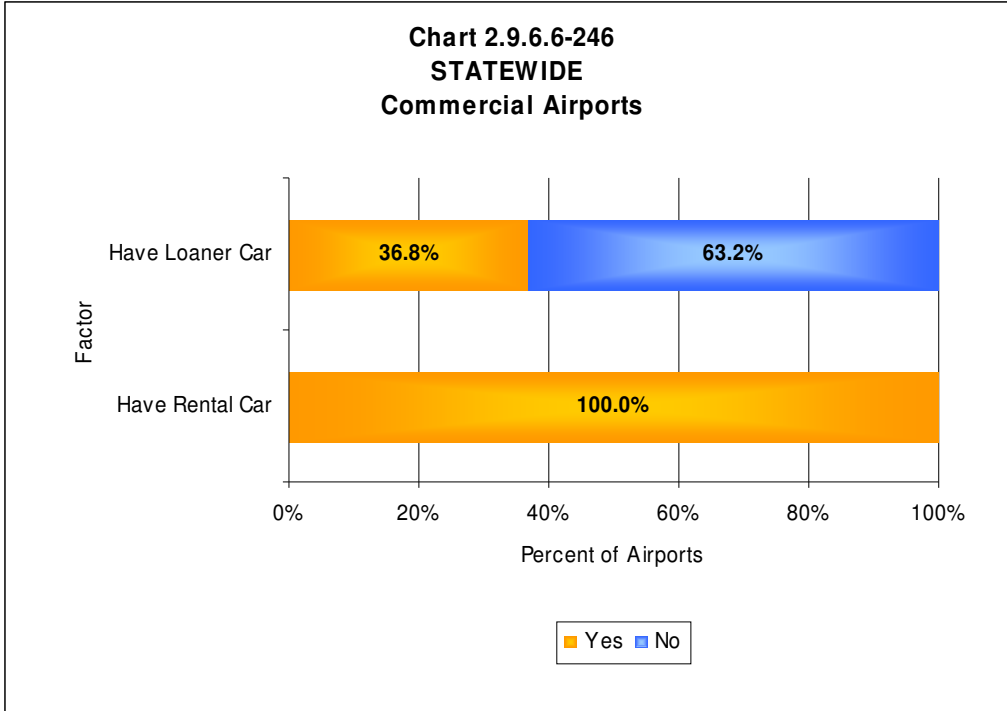
In order to meet this objective, information from each airport was examined to determine whether airports reported either a loaner car or rental car services. The system performance in regard to this measure is summarized for all commercial and community airports in the state and by CFASPP region in the following sections. Additionally, the system is also evaluated to determine the availability of on-site ground transportation services at airports with business, business-recreational, or corporate service categories.

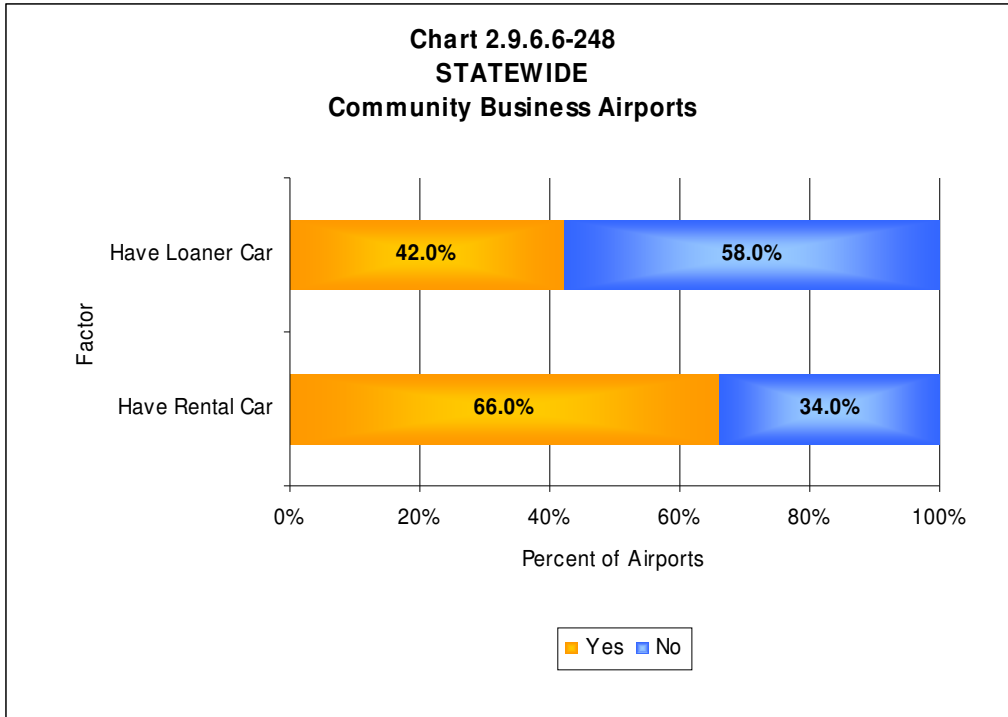
Statewide Summary

As indicated in **Chart 2.9.6.6-245**, approximately 36 percent of all public airports in the state report they have a loaner car available for use, and 62 percent of all public airports have rental car services. The remaining 64 percent of all public airports in the state report they do not have a loaner car, and 38 percent of all public airports report they do not have rental car services.



As indicated in **Chart 2.9.6.6-246** and **2.9.6.6-247**, approximately 37 percent of all commercial airports in the state report they have a loaner car available for use, while 36 percent of all community airports report they have a loaner car. All commercial airports report they have rental car services, and 55 percent of all community airports report they have rental car services. **Chart 2.9.6.6-248** indicates the performance of community airports in the state that have a business-related service category. As shown, 42 percent of all community airports with a business-related service category in the state report they have a loaner car, and 66 percent of these airports report they have rental car services. Ideally, a higher percentage of community airport with a business related service categories should have on-site ground transportation.





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 2.9.6.6-249**, approximately 42 percent of all community airports in the Central Florida Region report they have a loaner car available for use, and 58 percent of all community airports in this region have rental car services. The remaining 58 percent of all community airports in the Central Florida Region report they do not have a loaner car, and 42 percent of all community airports in this region report they do not have rental car services.

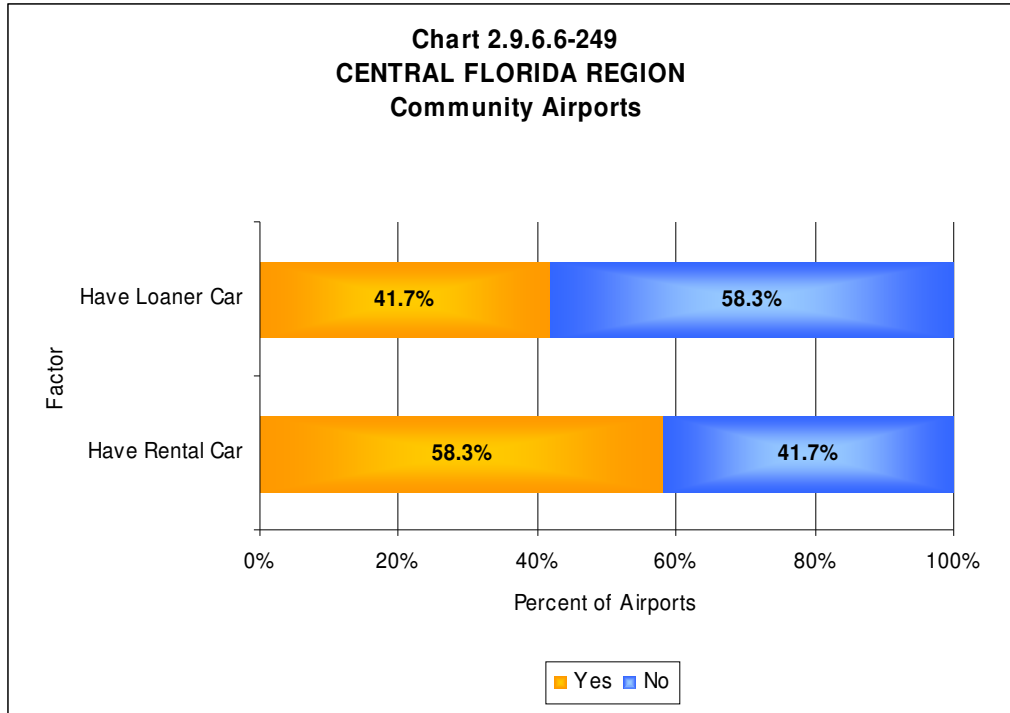
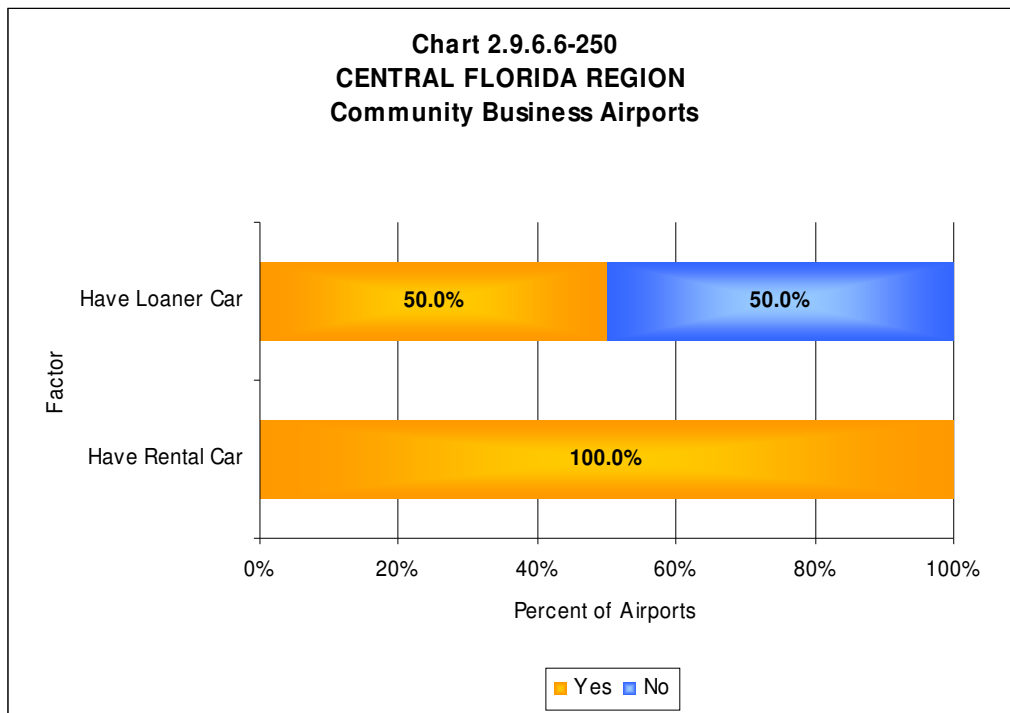
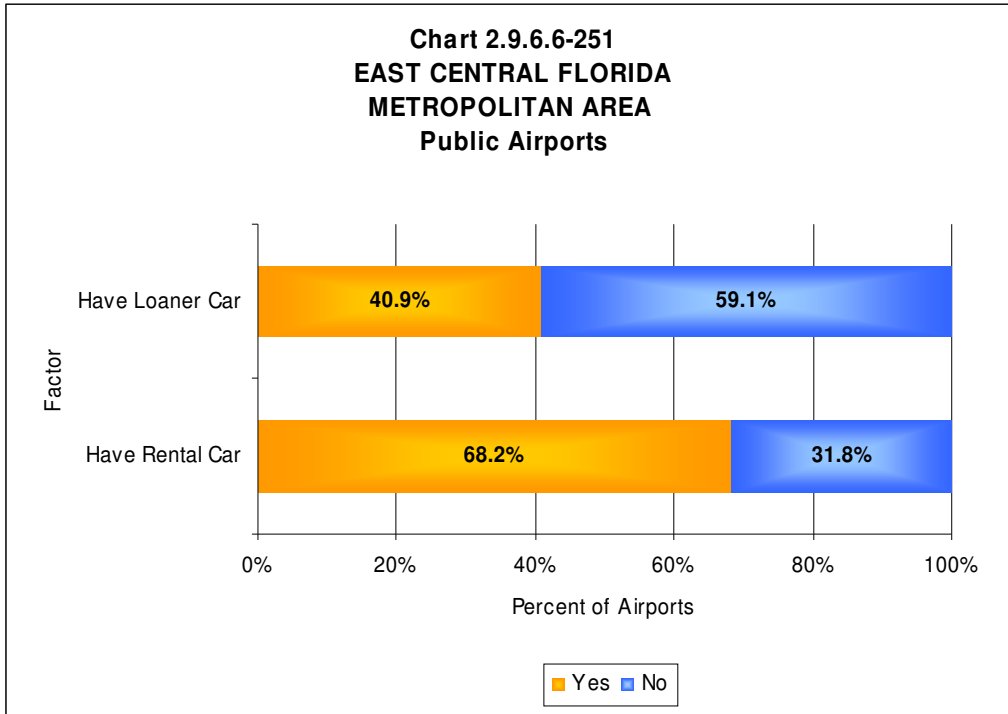


Chart 2.9.6.6-250, indicates the performance of community airports in the Central Florida Region that have a business-related service category. As shown, approximately 50 percent of all community airports with a business-related service category in this region report they have a loaner car, and 100 percent of these airports report they have rental car services. Ideally, a high percentage of community airports with a business-related service category should have on-site ground transportation services.



East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-251**, approximately 41 percent of all public airports in the East Central Florida Metropolitan Area report they have a loaner car available for use, and 68 percent of all public airports in this region have rental car services. The remaining 59 percent of all public airports in the East Central Florida Metropolitan Area report they do not have a loaner car, and 32 percent of all public airports in this region report they do not have rental car services.



As indicated in **Chart 2.9.6.6-252 and 2.9.6.6-253**, approximately 50 percent of all commercial airports in the East Central Florida Metropolitan Area report they have a loaner car available for use, while 39 percent of all community airports report they have a loaner car. All commercial airports in this region report they have rental car services, and 61 percent of all community airports in the East Central Florida Metropolitan Area report they have rental car services.

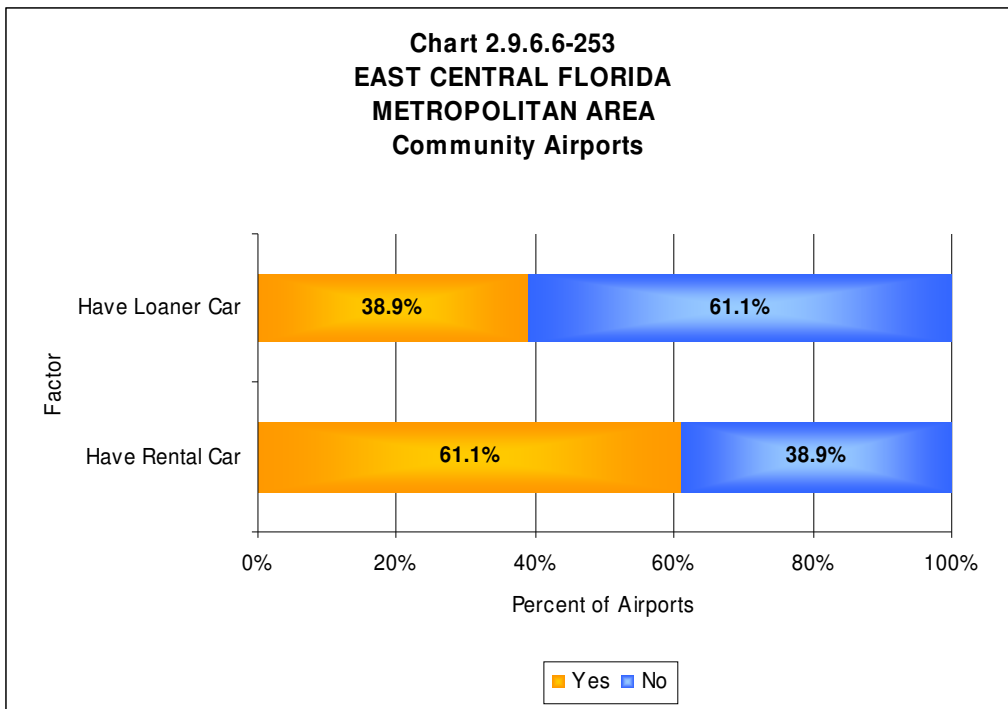
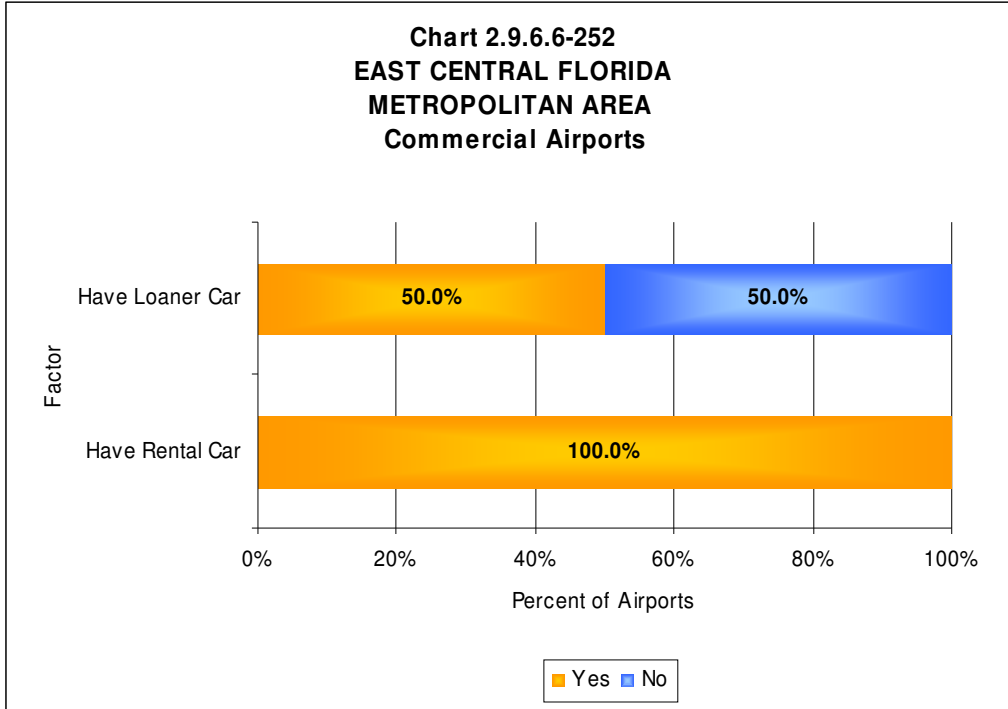
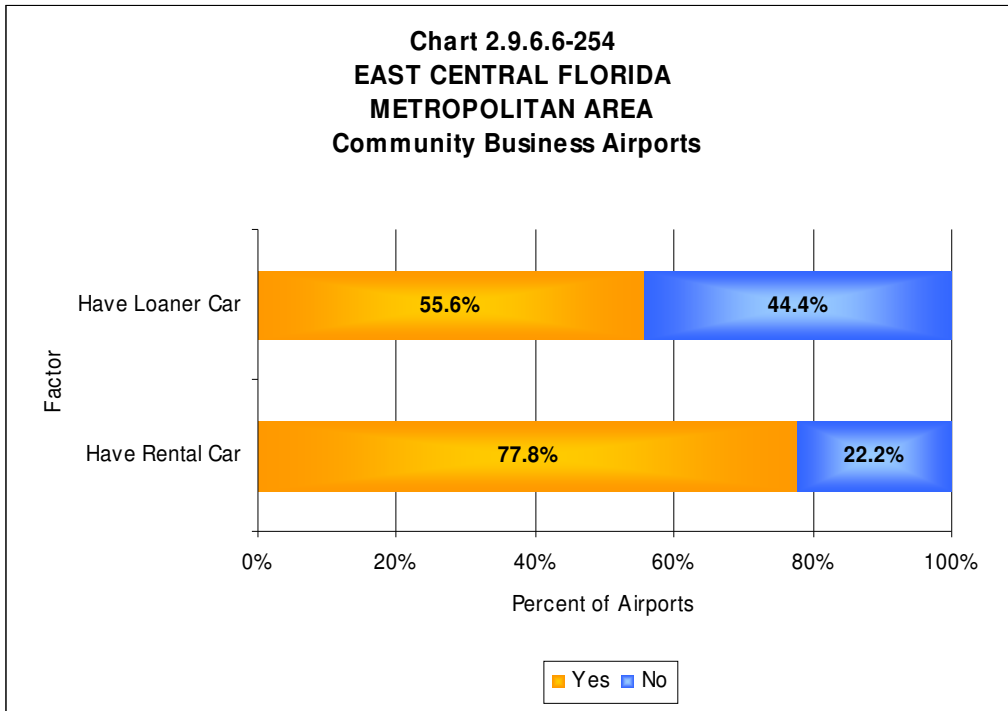
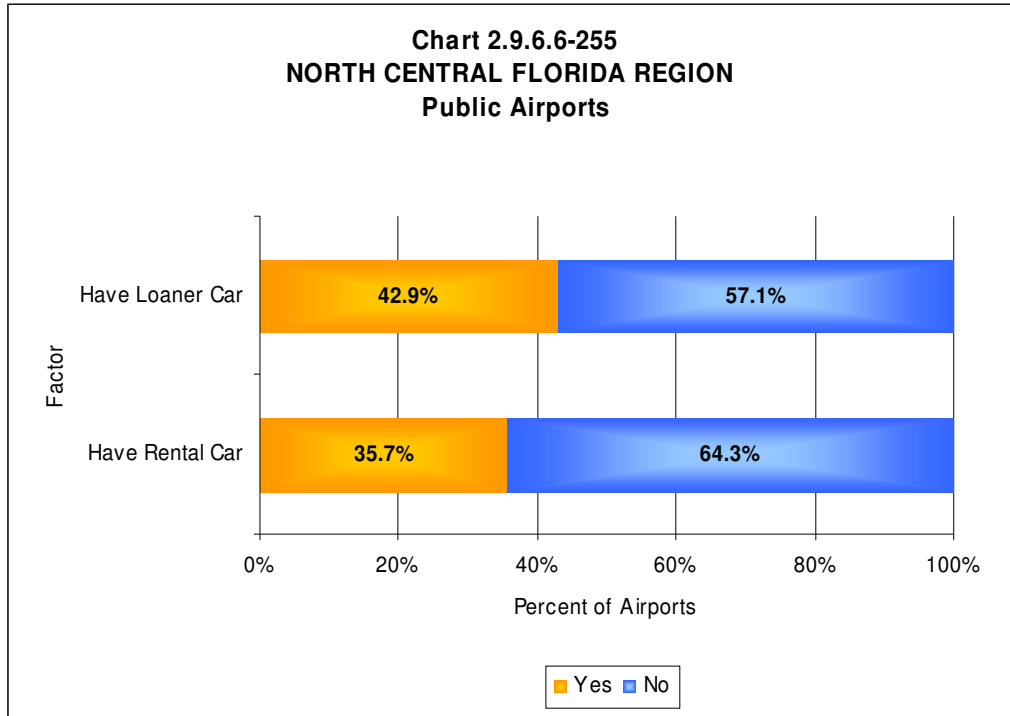


Chart 2.9.6.6-254 indicates the performance of community airports in the East Central Florida Metropolitan Area that have a business-related service category. As shown, approximately 56 percent of all community airports with a business-related service category in this region report they have a loaner car, and 78 percent of these airports report they have rental car services.



North Central Florida Region

As indicated in **Chart 2.9.6.6-255**, approximately 43 percent of all public airports in the North Central Florida Region report they have a loaner car available for use, and 36 percent of all public airports in this region have rental car services. The remaining 57 percent of all public airports in the North Central Florida Region report they do not have a loaner car, and 64 percent of all public airports in this region report they do not have rental car services.



As indicated in **Chart 2.9.6.6-256 and 2.9.6.6-257**, the one commercial airport in the North Central Florida Region reports it has a loaner car available for use, while 39 percent of all community airports report they have a loaner car. The one commercial airport in this region reports it has rental car services, and 31 percent of all community airports in the North Central Florida Region report they have rental car services. The remaining 69 percent of all community airports in this region report they have no on-site rental car services.

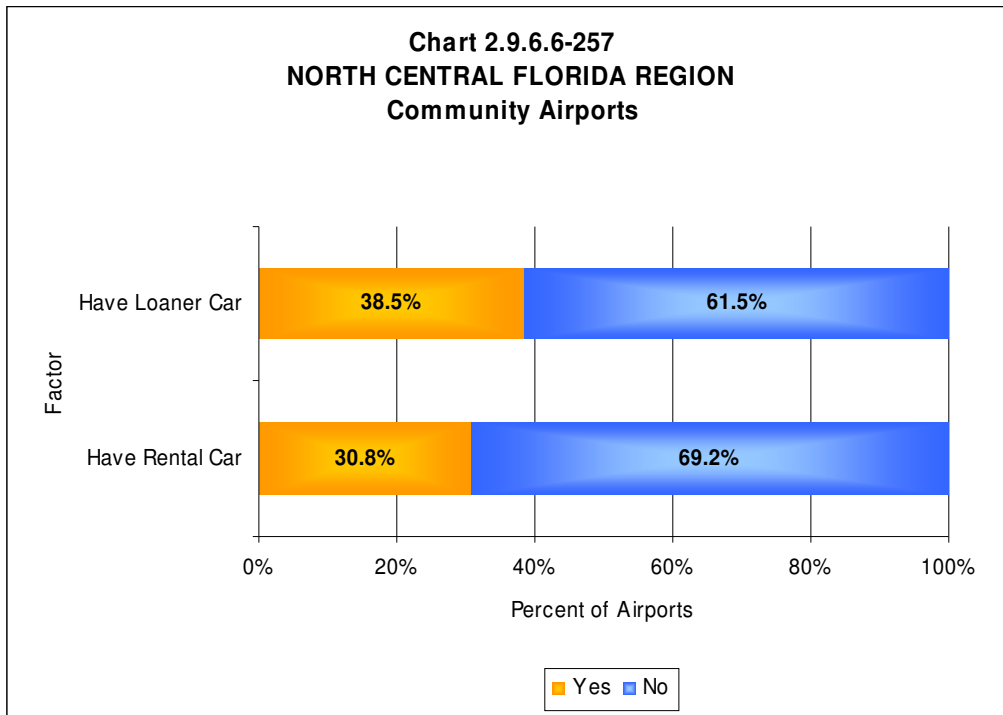
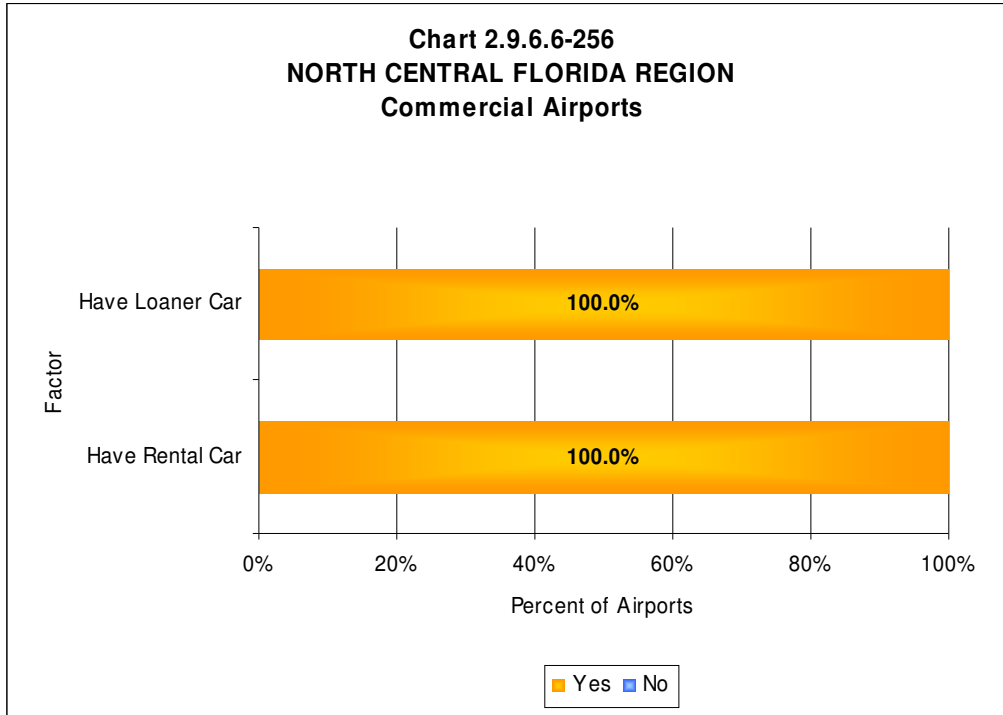
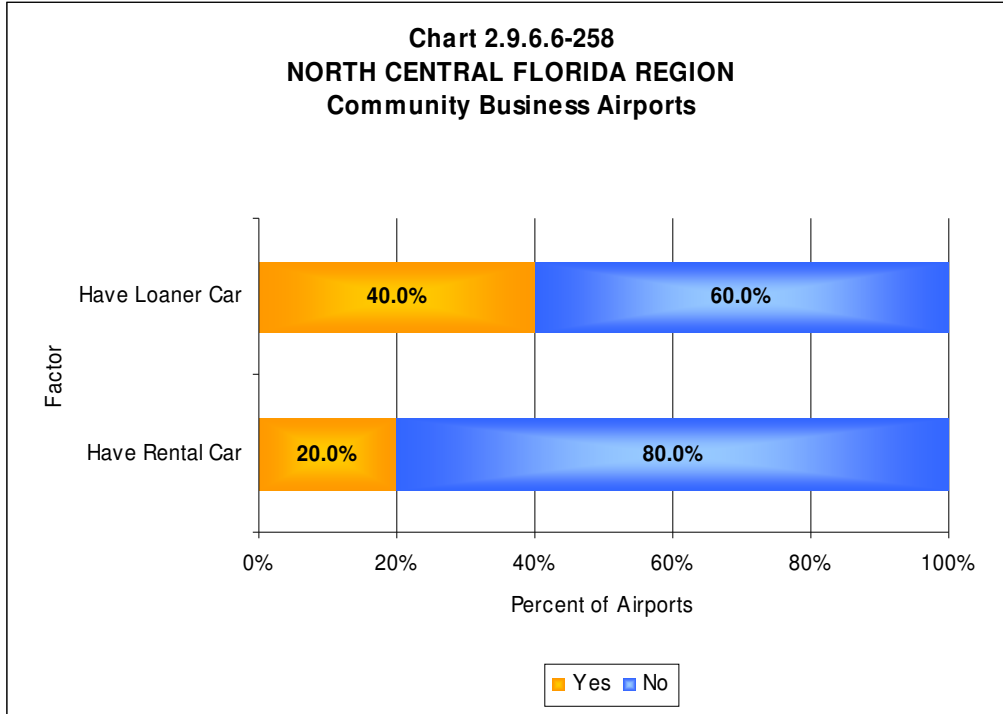
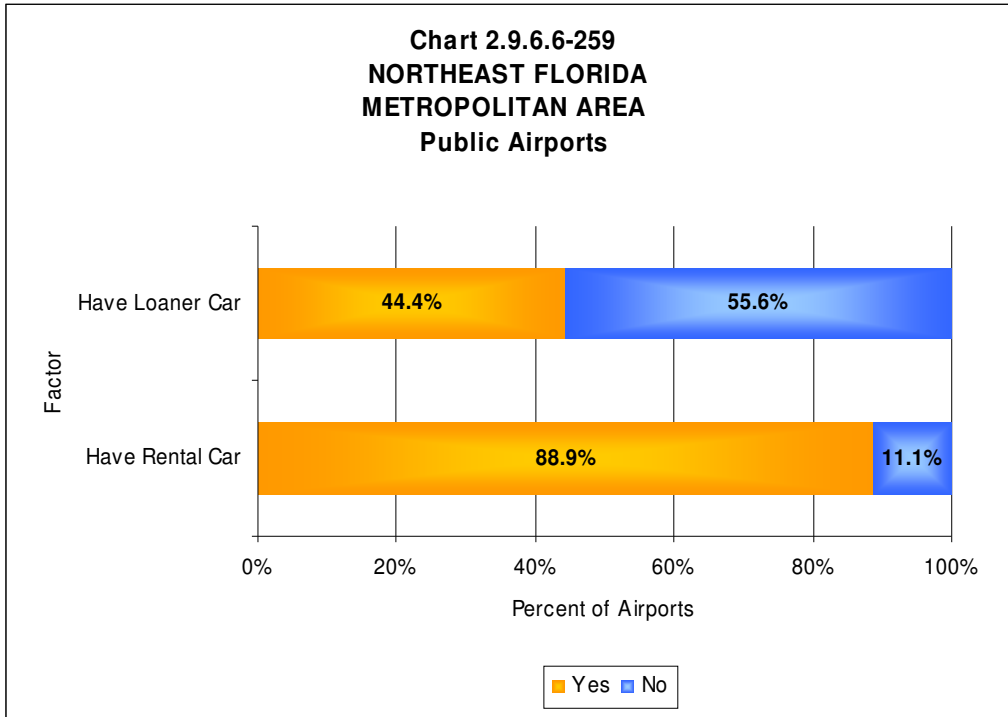


Chart 2.9.6.6-258 indicates the performance of community airports in the North Central Florida Region that have a business-related service category. As shown, 40 percent of all community airports with a business-related service category in this region report they have a loaner car, and approximately 20 percent of these airports report they have on-site rental car services.



Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-259**, approximately 44 percent of all public airports in the Northeast Florida Metropolitan Area report they have a loaner car available for use, and 89 percent of all public airports in this region have rental car services. The remaining 56 percent of all public airports in the Northeast Florida Metropolitan Area report they do not have a loaner car, and 11 percent of all public airports in this region report they do not have rental car services.



As indicated in **Chart 2.9.6.6-260**, the one commercial airport in the Northeast Florida Metropolitan Area reports it does not have a loaner car available for use, while this airport does report that it has on-site rental car services. As shown in **Chart 2.9.6.6-261**, 50 percent of all community airports report they have a loaner car, and 88 percent of all community airports in the Northeast Florida Metropolitan Area report they have on-site rental car services.

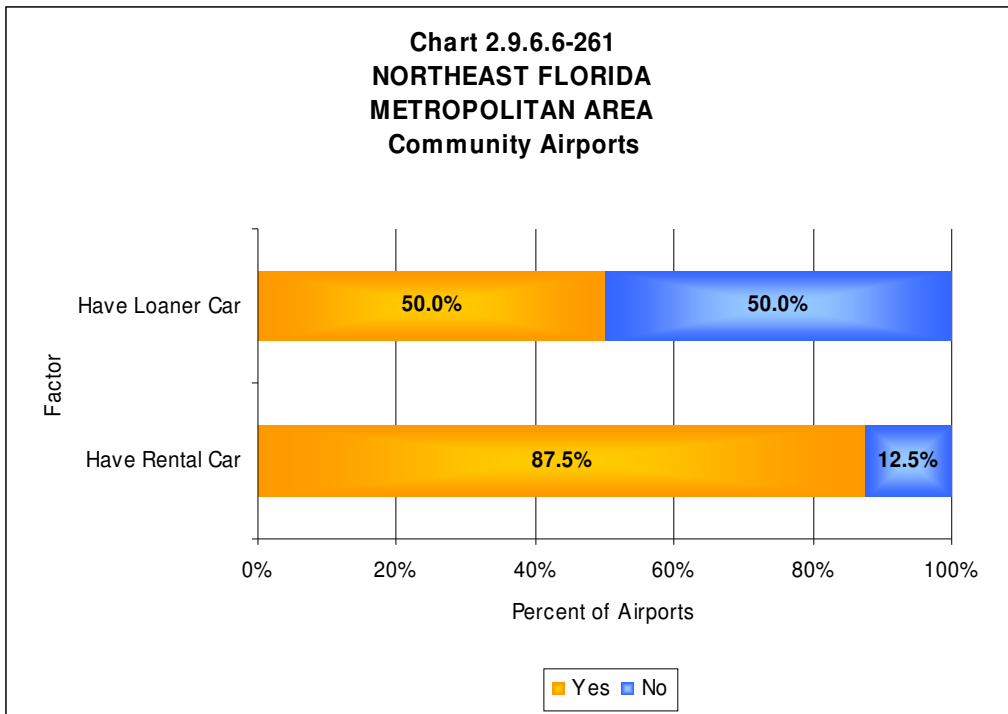
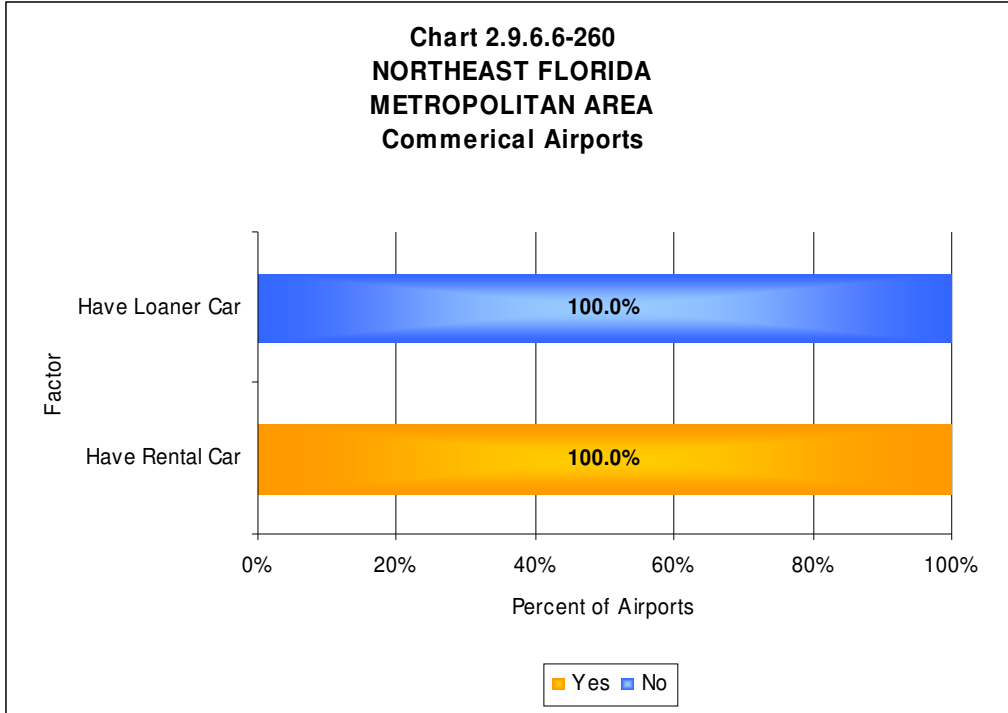
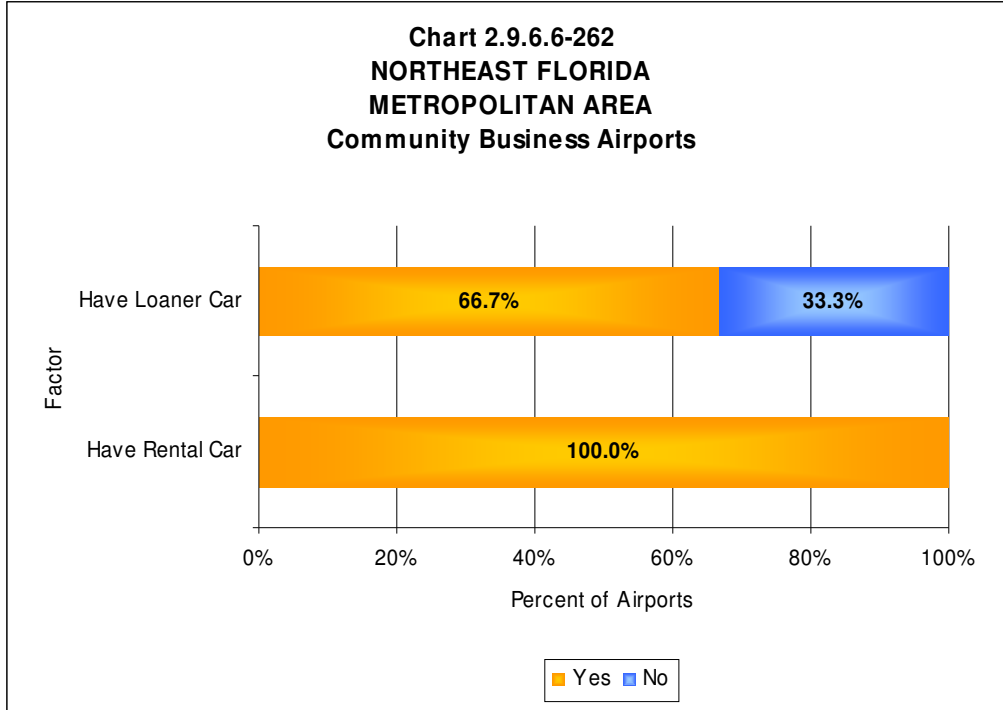
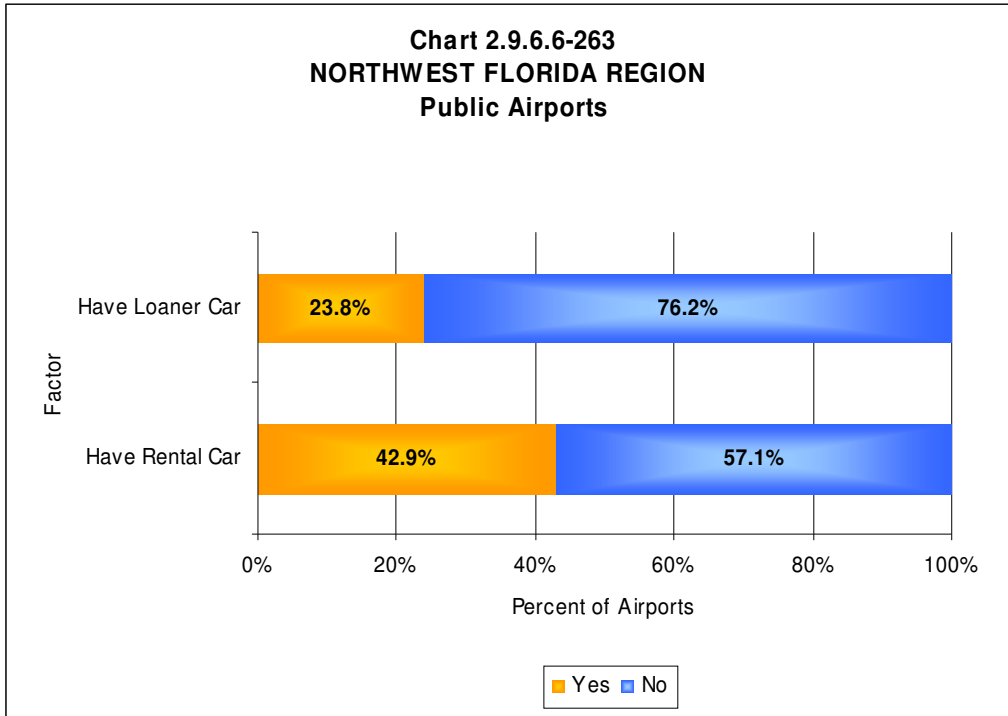


Chart 2.9.6.6-262 indicates the performance of community airports in the Northeast Florida Metropolitan Area that have a business-related service category. As shown, approximately 67 percent of all community airports with a business-related service category in this region report they have a loaner car, and 100 percent of these airports report they have on-site rental car services.



Northwest Florida Region

As indicated in **Chart 2.9.6.6-263**, approximately 24 percent of all public airports in the Northwest Florida Region report they have a loaner car available for use, and 43 percent of all public airports in this region have on-site rental car services. The remaining 76 percent of all public airports in the Northwest Florida Region report they do not have a loaner car, and 57 percent of all public airports in this region report they do not have rental car services.



As indicated in **Chart 2.9.6.6-264**, none of the commercial airports in the Northwest Florida Region report they have a loaner car; but all commercial airports report they have on-site rental car services. As shown in **Chart 2.9.6.6-265**, 29 percent of all community airports report they have a loaner car, and 29 percent of all community airports in the Northwest Florida Region report they have on-site rental car services.

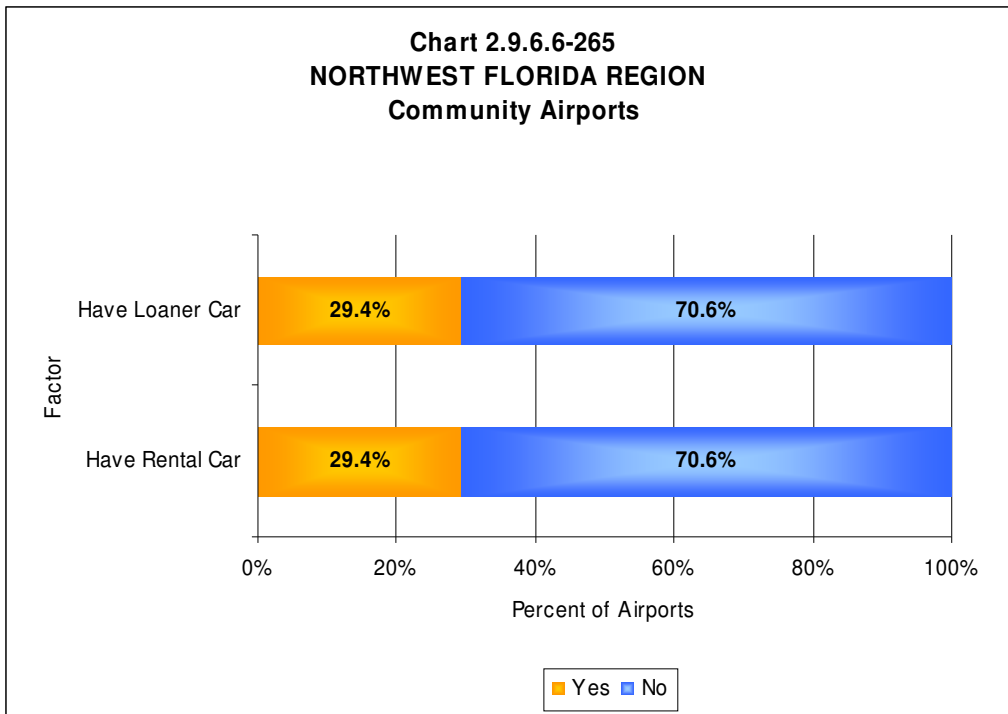
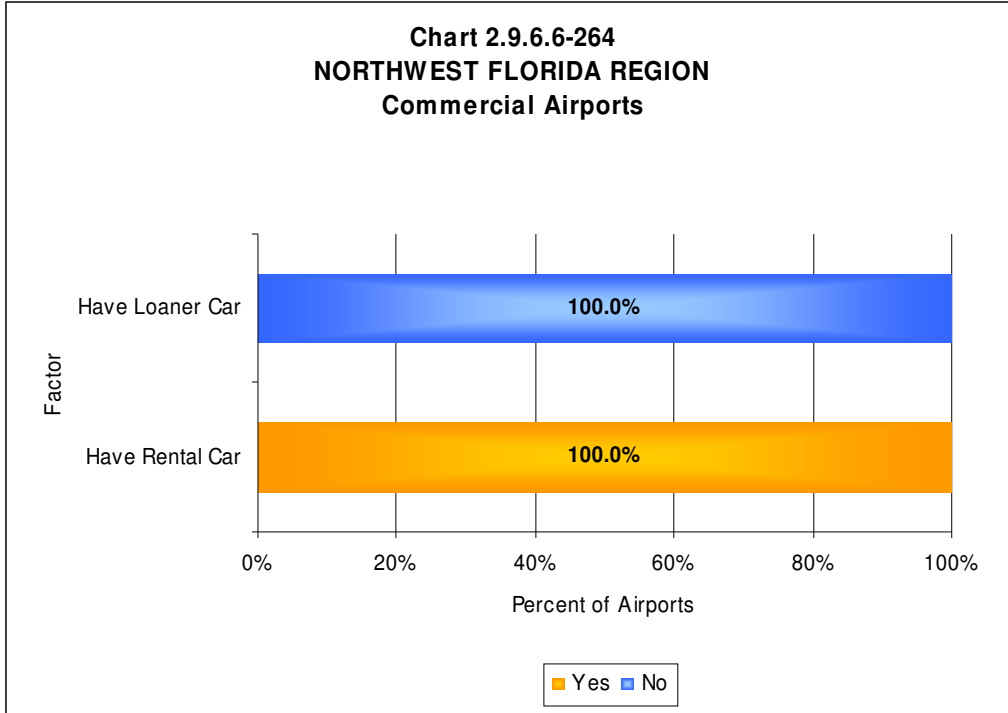
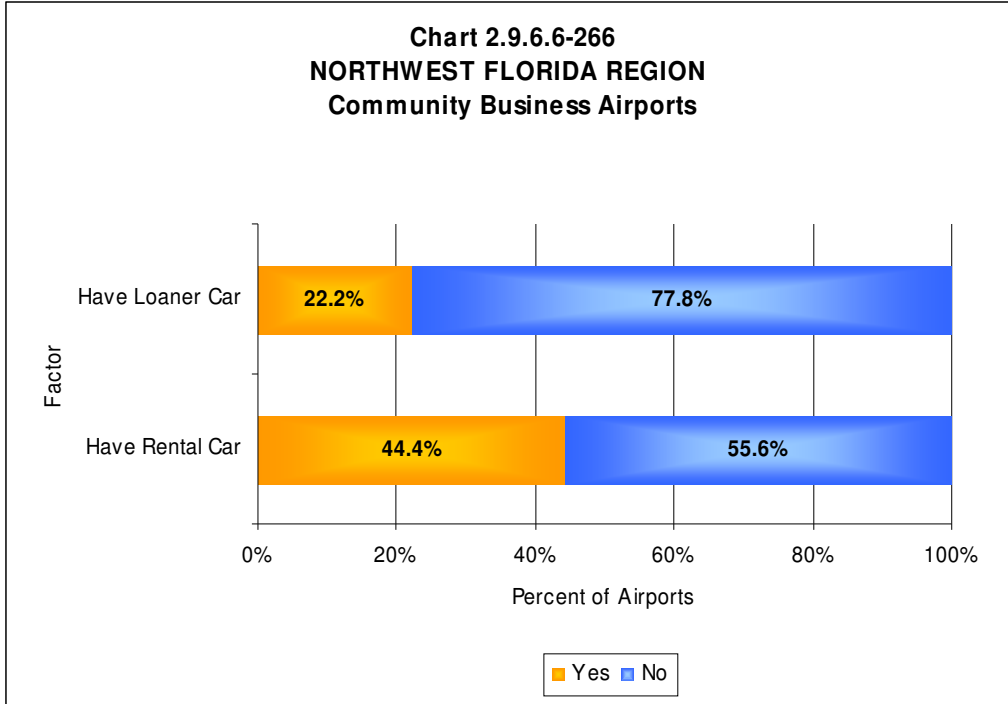
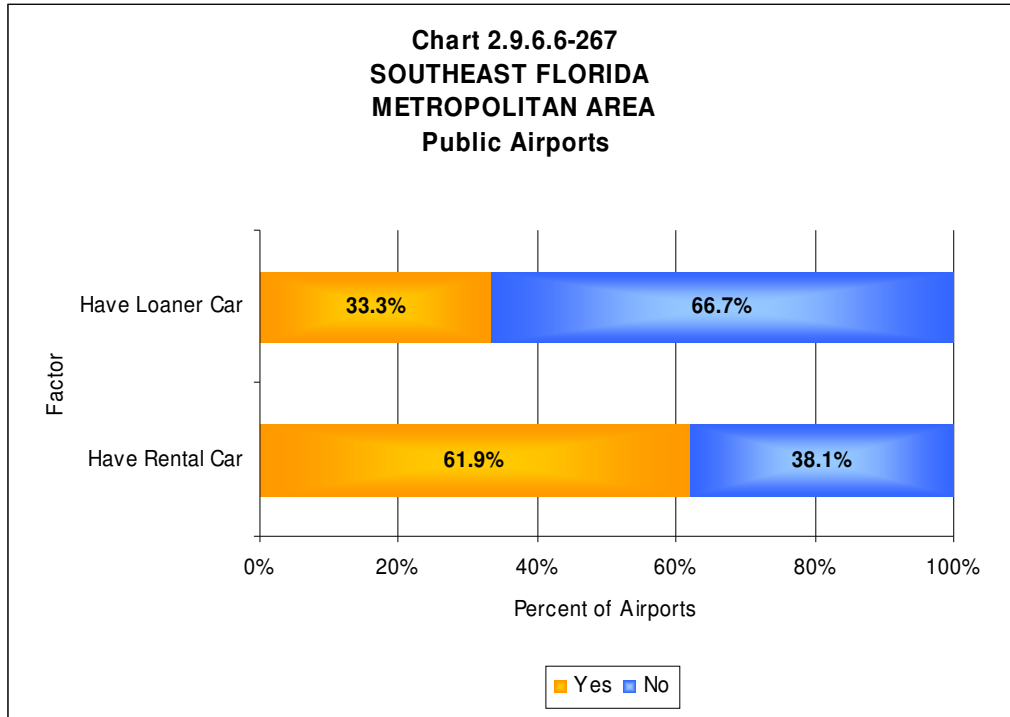


Chart 2.9.6.6-266 indicates the performance of community airports in the Northwest Florida Region that have a business-related service category. As shown, approximately 22 percent of all community airports with a business-related service category in this region report they have a loaner car, and approximately 44 percent of these airports report they have on-site rental car services.



Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-267**, approximately 33 percent of all public airports in the Southeast Florida Metropolitan Area report they have a loaner car available for use, and 62 percent of all public airports in this region have on-site rental car services. The remaining 67 percent of all public airports in the Southeast Florida Metropolitan Area report they do not have a loaner car, and 38 percent of all public airports in this region report they do not have rental car services.



As indicated in **Chart 2.9.6.6-268**, 50 percent of all commercial airports in the Southeast Florida Metropolitan Area report they have a loaner car available for use; all commercial airports report they have on-site rental car services. As shown in **Chart 2.9.6.6-269**, 29 percent of all community airports report they have a loaner car, and 53 percent of all community airports in the Southeast Florida Metropolitan Area report they have on-site rental car services.

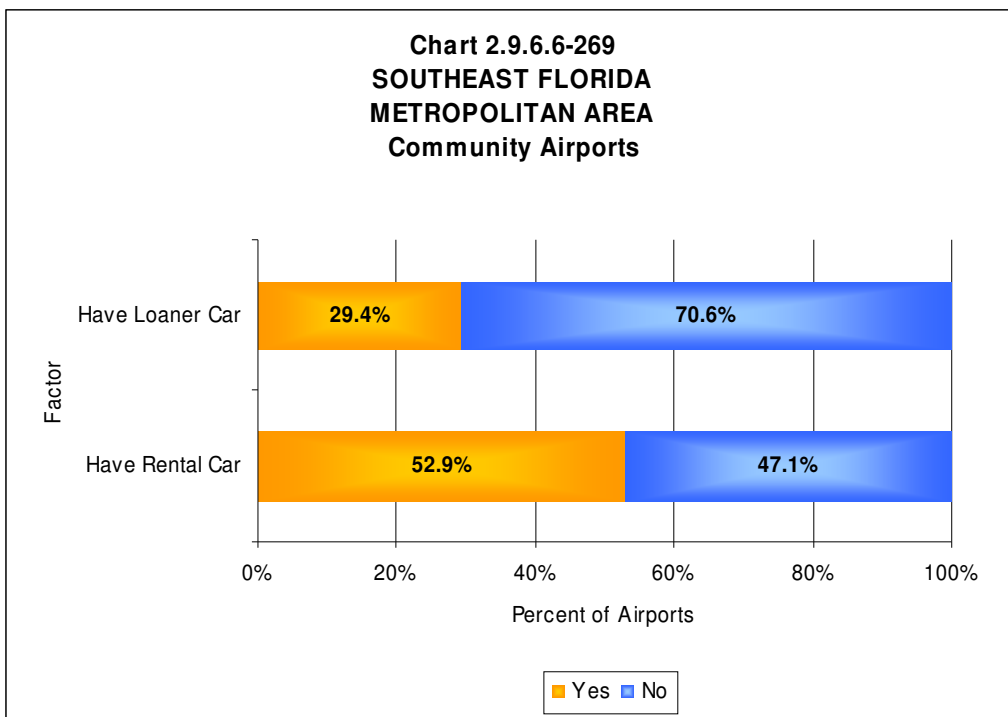
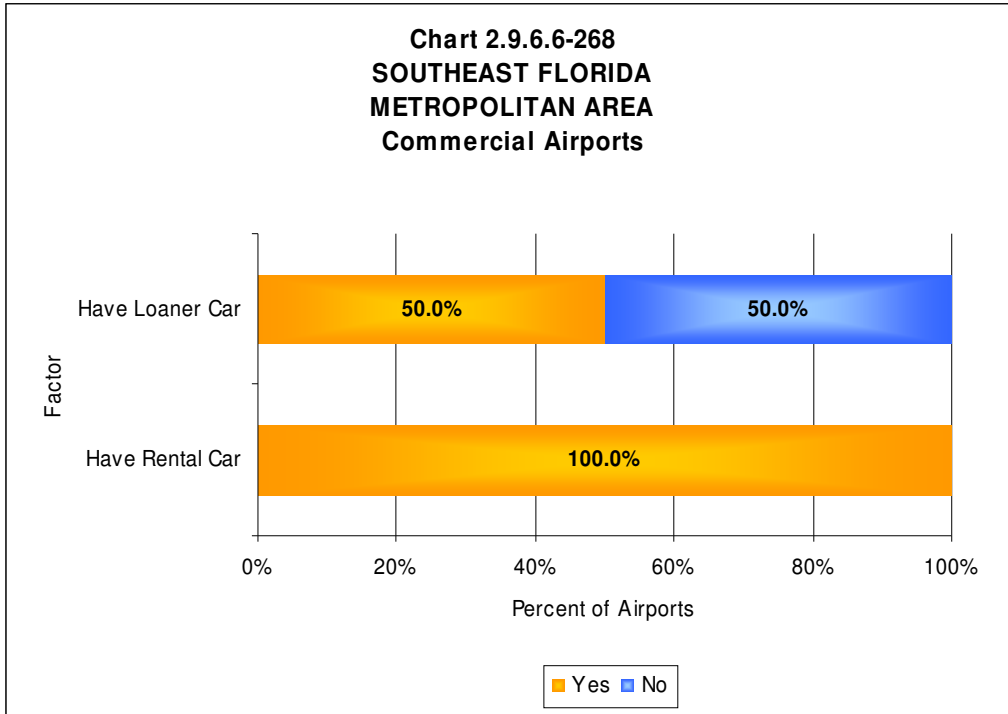
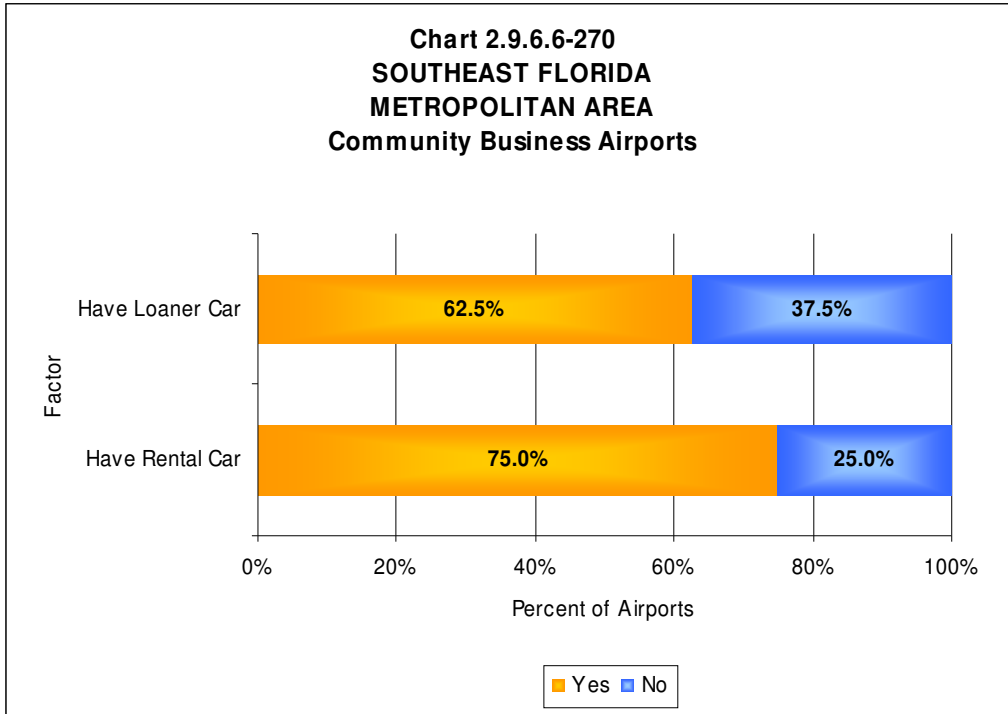
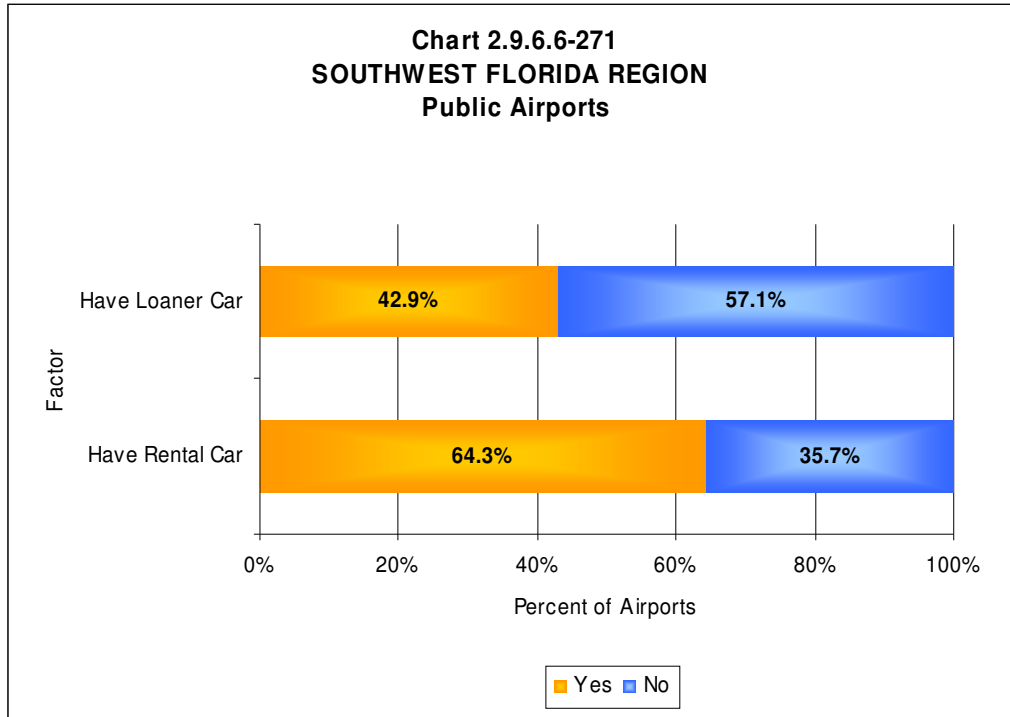


Chart 2.9.6.6-270 indicates the performance of community airports in the Southeast Florida Metropolitan Area that have a business-related service category. As shown, approximately 63 percent of all community airports with a business-related service category in this region report they have a loaner car, and 75 percent of these airports report they have on-site rental car services.



Southwest Florida Region

As indicated in **Chart 2.9.6.6-271**, approximately 43 percent of all public airports in the Southwest Florida Region report they have a loaner car available for use, and 64 percent of all public airports in this region have on-site rental car services. The remaining 57 percent of all public airports in the Southwest Florida Region report they do not have a loaner car, and 36 percent of all public airports in this region report they do not have rental car services.



As indicated in **Chart 2.9.6.6-272**, approximately 33 percent of all commercial airports in the Southwest Florida Region report they have a loaner car available; all commercial airports report they have rental car services. As shown in **Chart 2.9.6.6-273**, approximately 46 percent of all community airports report they have a loaner car, and 55 percent of all community airports in the Southeast Florida Metropolitan Area report they have on-site rental car services.

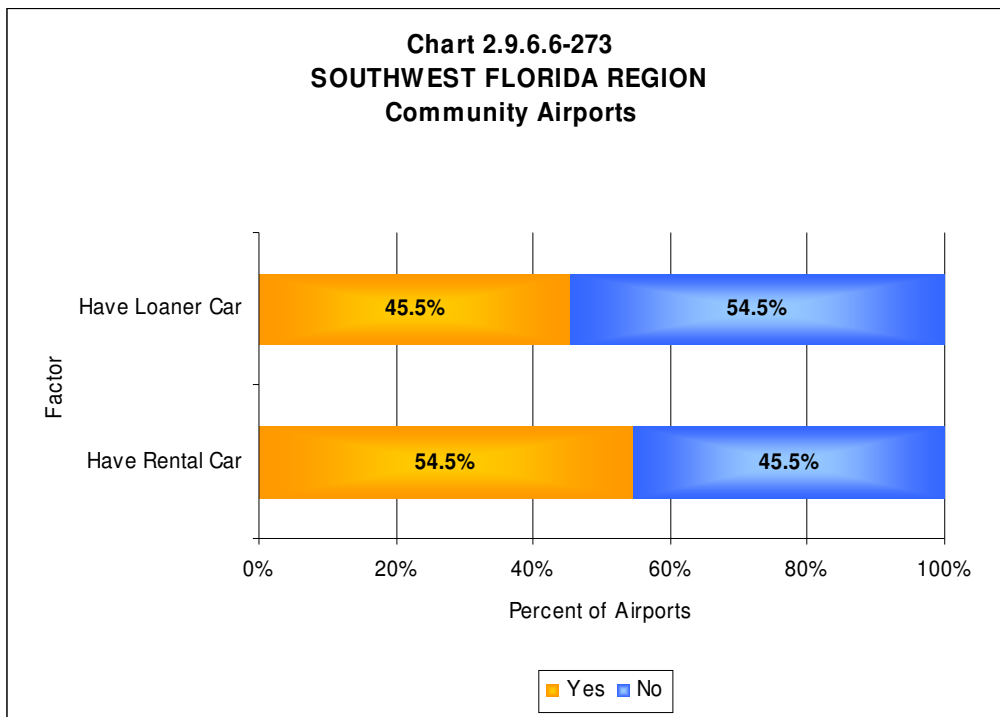
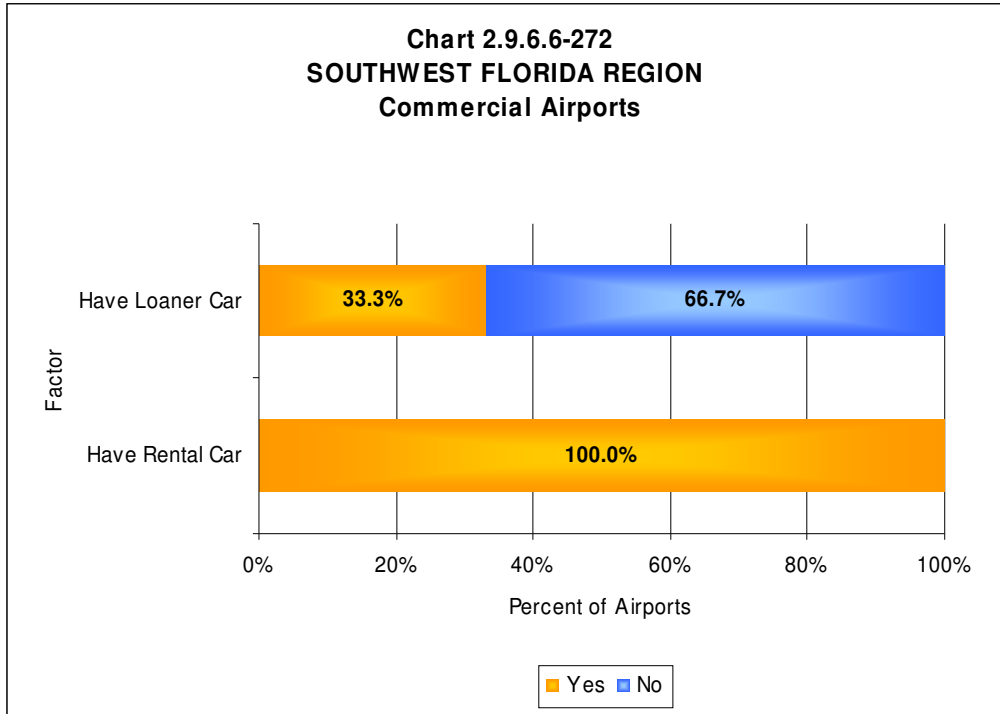
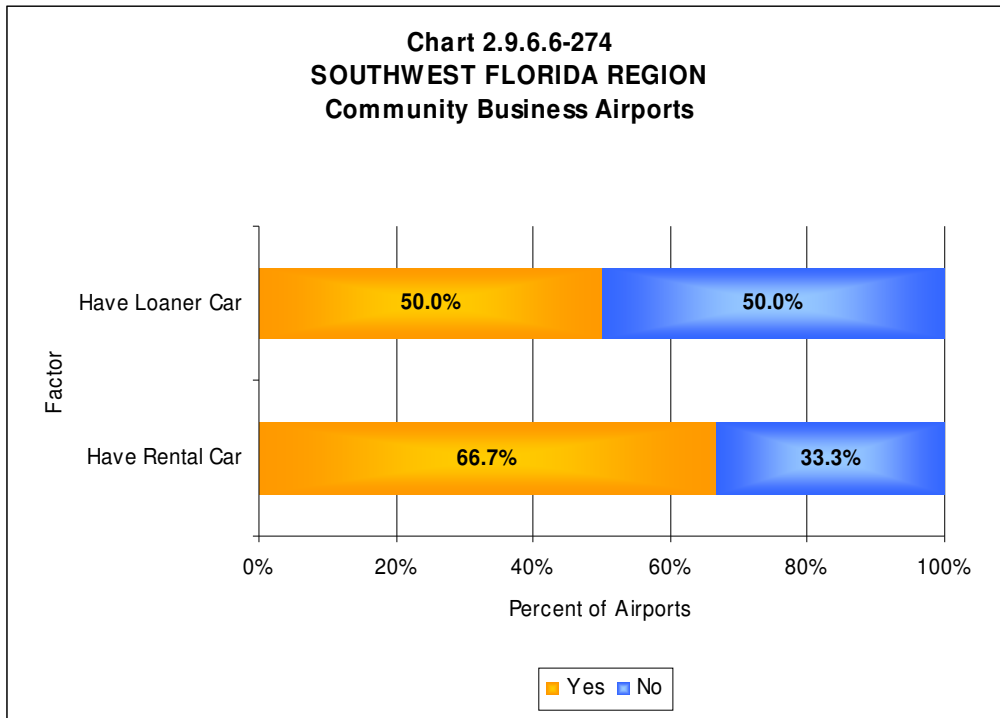


Chart 2.9.6.6-274 indicates the performance of community airports in the Southwest Florida Region that have a business-related service category. As shown, 50 percent of all community airports with a business-related service category in this region report they have a loaner car, and approximately 67 percent of these airports report they have on-site rental car services.



Treasure Coast Region

There are seven public airports in the Treasure Coast Region, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-275**, approximately 29 percent of all public airports in the Treasure Coast Region report they have a loaner car available for use, and 57 percent of all public airports in this region have rental car services. The remaining 71 percent of all public airports in the Treasure Coast Region report they do not have a loaner car, and 43 percent of all public airports in this region report they do not have on-site rental car services.

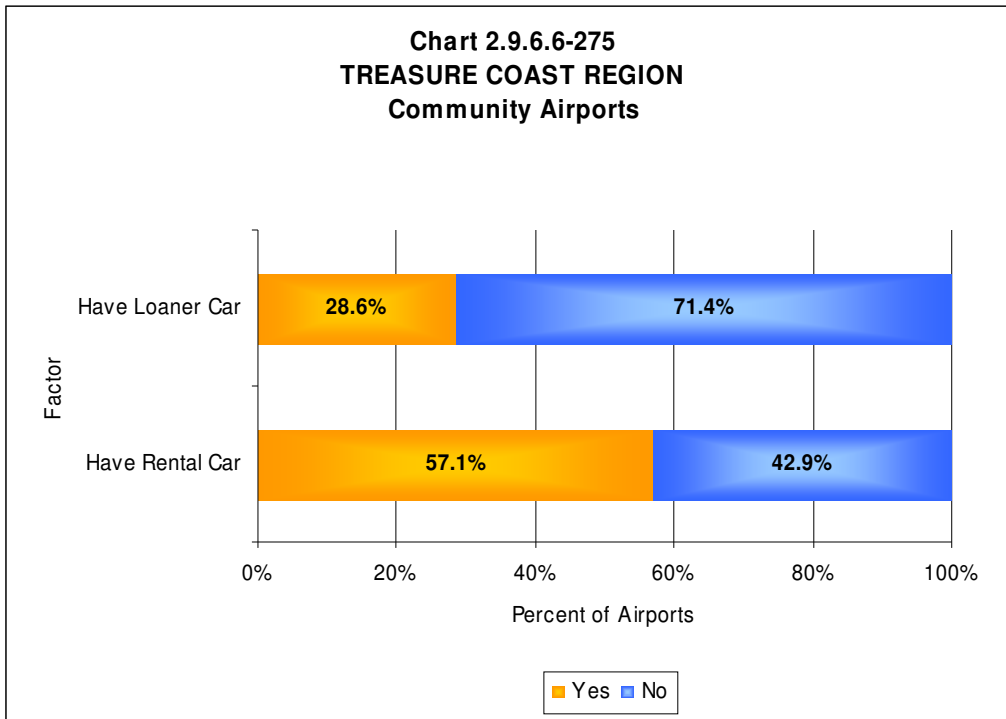
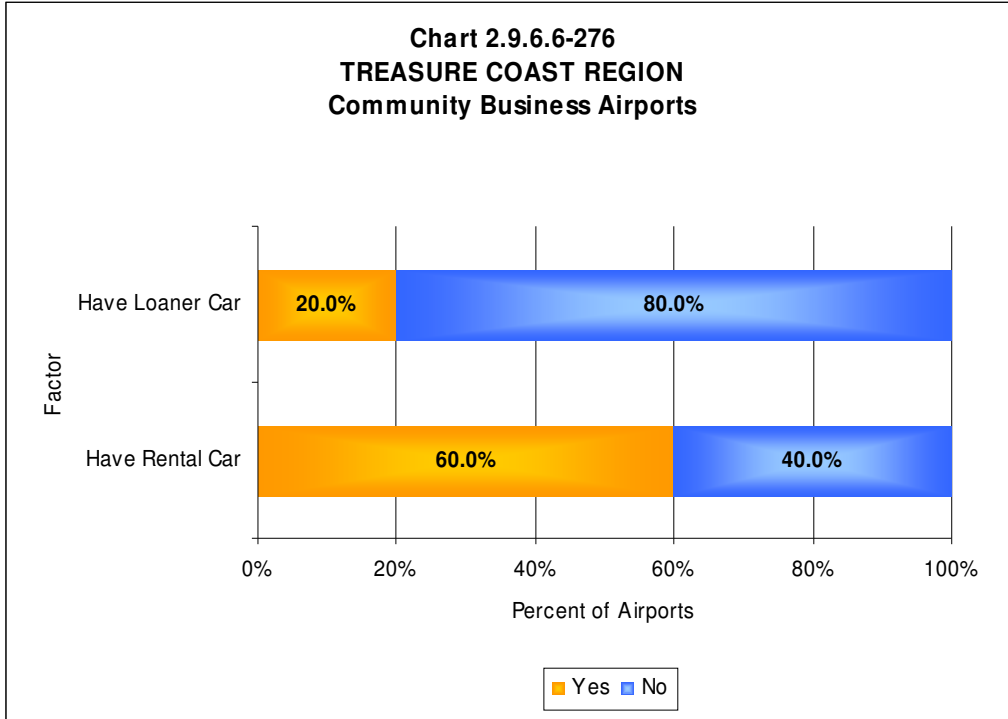
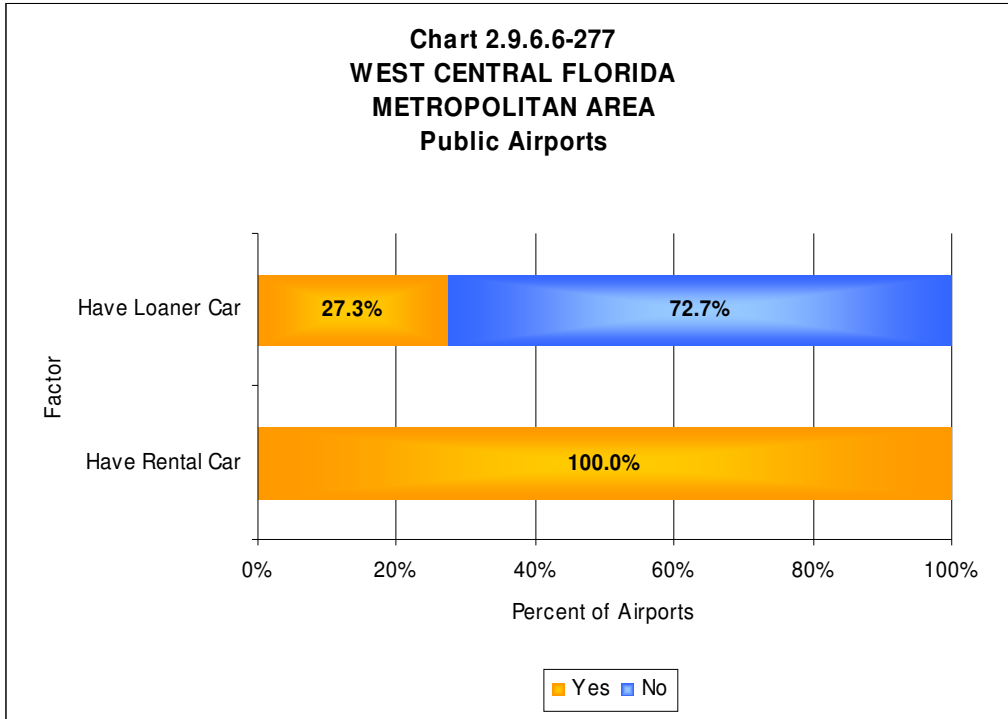


Chart 2.9.6.6-276, indicates the performance of community airports in the Treasure Coast Region that have a business-related service category. As shown, 20 percent of all community airports with a business-related service category in this region report they have a loaner car, and 60 percent of these airports report they have rental car services.



West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-277**, approximately 27 percent of all public airports in the West Central Florida Metropolitan Area report they have a loaner car; the remaining 73 percent of all public airports in this region report they do not have a loaner car. All public airports in West Central Florida Metropolitan Area report they have on-site rental car services. .



As indicated in **Charts 2.9.6.6-278** and **Chart 2.9.6.6-279**, approximately 50 percent of all commercial airports in the West Central Florida Metropolitan Area report they have a loaner car while approximately 22 percent of all community airports report they have a loaner car. As shown, 100 percent of all commercial and community airports in the West Central Florida Metropolitan Area report they have rental car services.

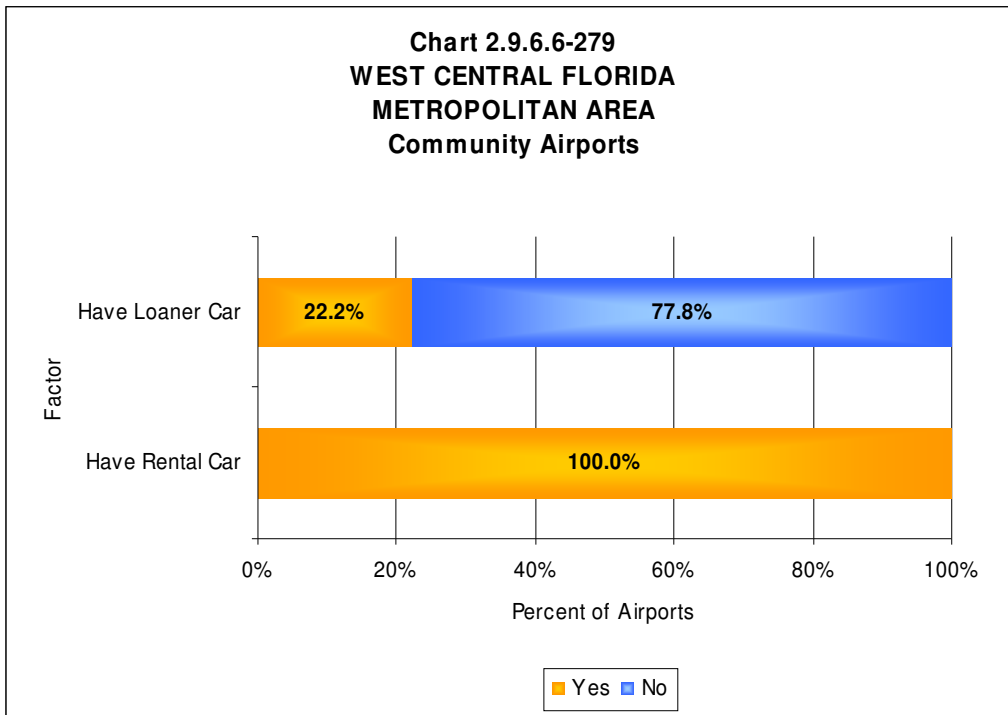
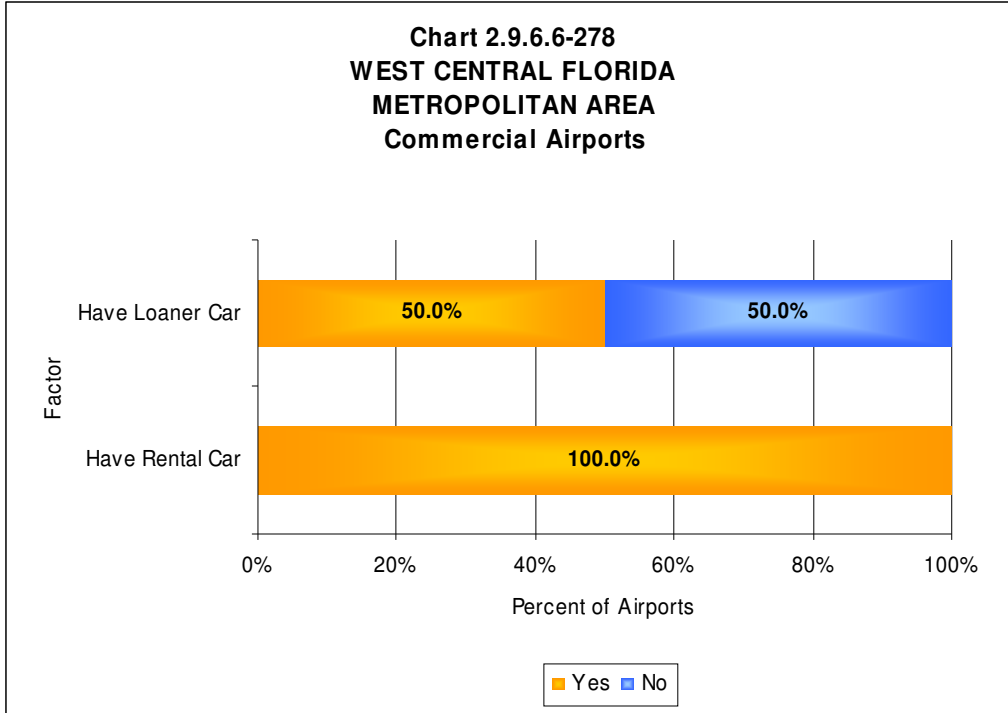
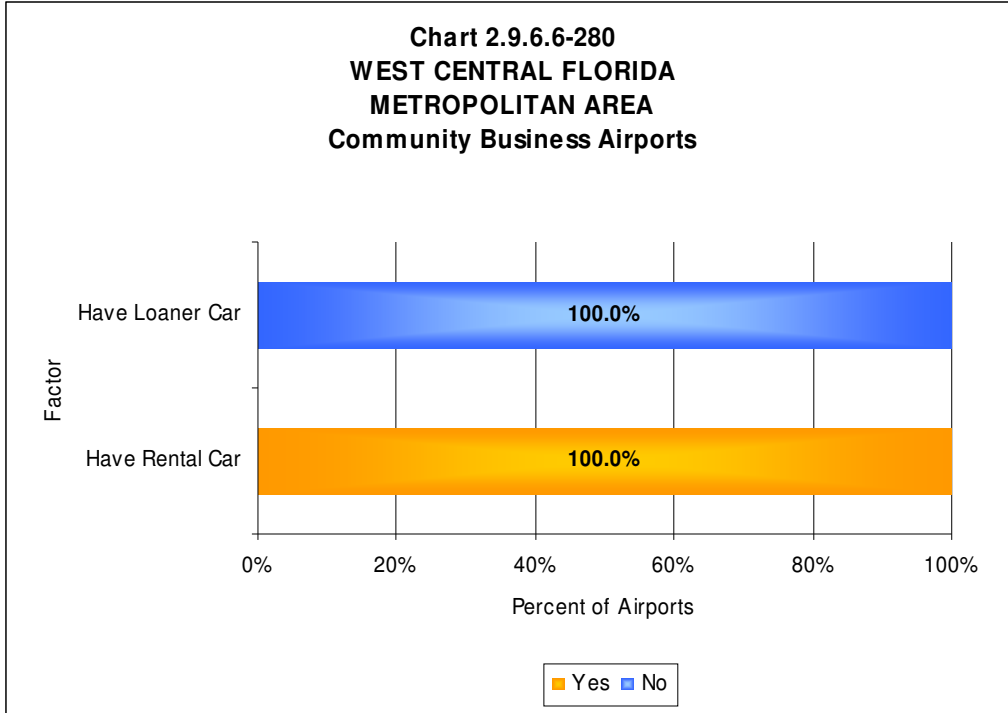


Chart 2.9.6.6-280 indicates the performance of community airports in the West Central Florida Metropolitan Area that have a business-related service category. As shown, 100 percent of community airports with a business-related service category report they do not have a loaner car; however, 100 percent of these airports in the West Central Florida Metropolitan Area report they have rental car services.



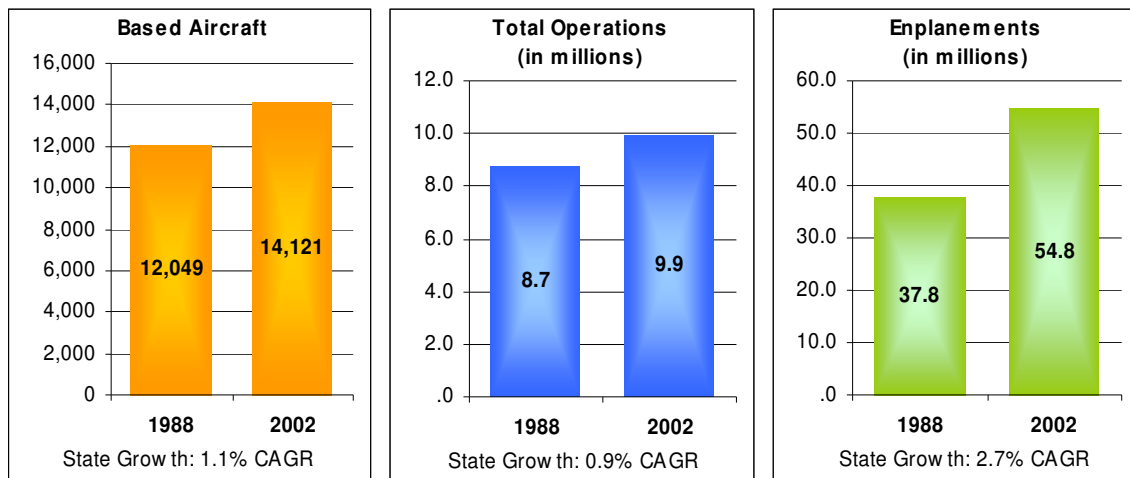
3.5 System Objective: Annually review aviation trends within the State

Based aircraft, total operations, and enplanements are all indicators of historic aviation activity in Florida. Each year historic aviation growth or declines should be analyzed on a statewide and regional basis in order to note the changes that have occurred. These changes may indicate fundamental shifts in aviation activity. A review of aviation trends also helps predict future aviation activity. Statewide and CFASPP region historic aviation trends between 1988 and 2002 are presented below. How each region’s growth compares to the overall growth in the state is discussed.

Statewide Summary

Chart 2.9.6.6-281 presents historic aviation growth trends for all Florida public airports between 1988 and 2002. Based aircraft grew at a compound average annual rate of 1.9 percent, increasing from 12,049 in 1988 to 14,121 in 2002. Total operations increased 0.9 percent per year on average. In 1988, 8.7 million operations occurred at Florida’s airports. By 2002, 9.9 million annual takeoffs and landings took place in Florida. Commercial enplanements grew at an average annual rate of 2.7 percent, increasing from 37.8 million in 1998 to 54.8 million in 2002.

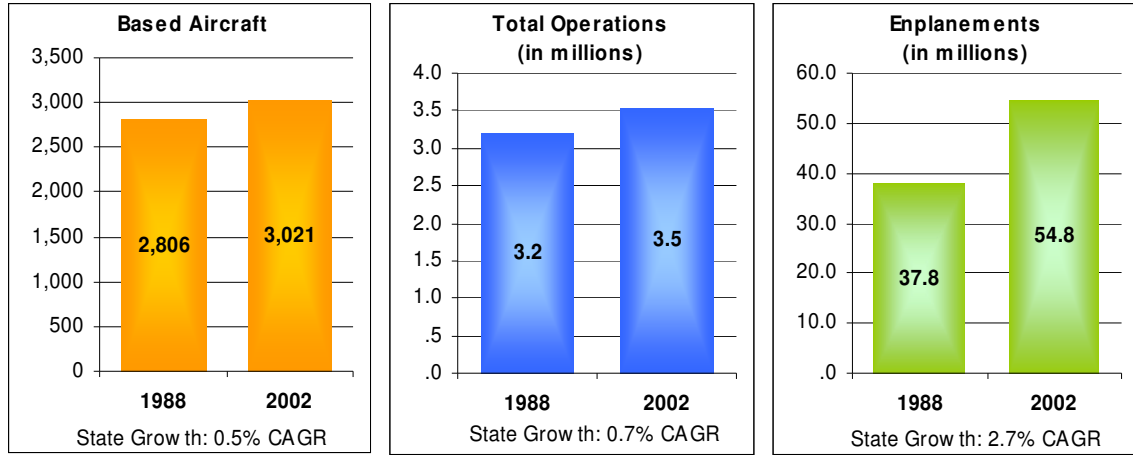
**Chart 2.9.6.6-281
STATEWIDE HISTORIC AVIATION ACTIVITY
Public Airports**



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Between 1988 and 2002, based aircraft and total operations at Florida’s commercial service airports grew at a rate slightly below the statewide average annual rate of growth. As shown in **Chart 2.9.6.6-282**, based aircraft at all of Florida’s commercial airports grew at a compound average annual rate of 0.5 percent between 1988 and 2002. Total operations were up 0.7 percent per year on average over the historic period. As mentioned above, enplanements at commercial service airports increased 2.7 percent per year on average.

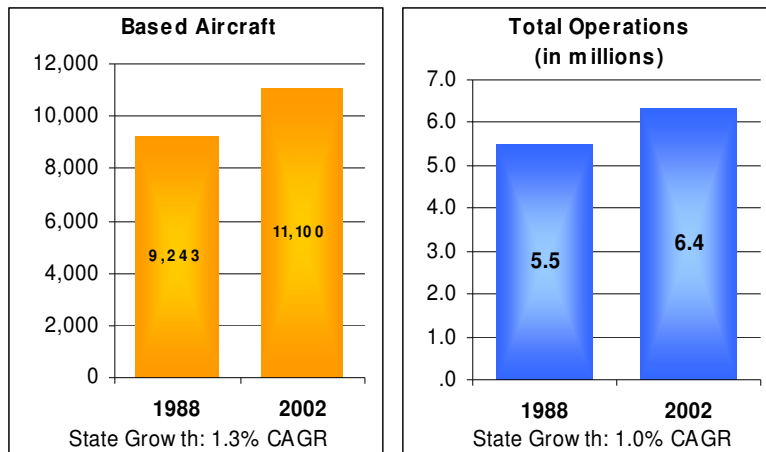
Chart 2.9.6.6-282
STATEWIDE HISTORIC AVIATION ACTIVITY
Commercial Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Aviation activity at Florida’s community airports exceeded the overall state growth between 1988 and 2002. (See **Chart 2.9.6.6-283**) Based aircraft grew at an average annual rate of 1.3 percent per year. Based aircraft increased from 9,243 to 11,100 over 14-year historic period. Total operations at community airports were up 1.0 percent per year on average between 1988 and 2002, reaching 6.4 million by 2002.

Chart 2.9.6.6-283
STATEWIDE HISTORIC AVIATION ACTIVITY
Community Airports



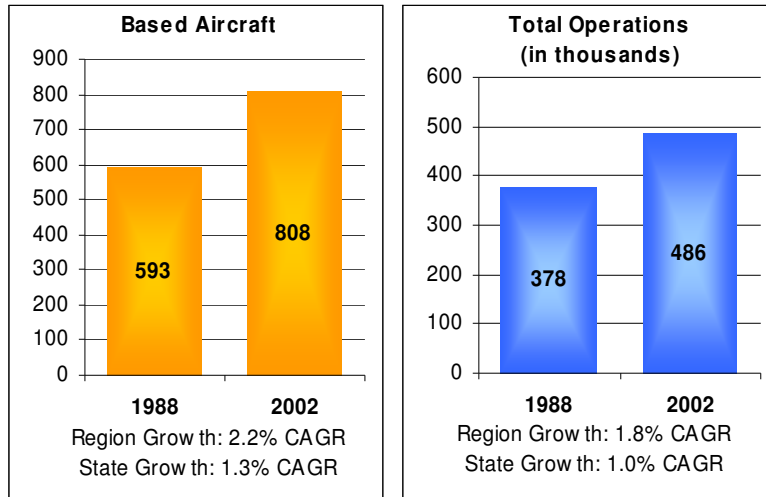
Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Regional Summaries

Central Florida Region

Chart 2.9.6.6-284 presents historic aviation activity growth in the Central Florida Region. The average annual growth rate between 1988 and 2002 for based aircraft (2.2 percent) and total operations (1.8 percent) in the region exceeds Florida’s statewide rate of growth in these indicators. There are no commercial airports in this CFASPP region.

Chart 2.9.6.6-284
CENTRAL FLORIDA REGION HISTORIC AVIATION ACTIVITY
Community Airports

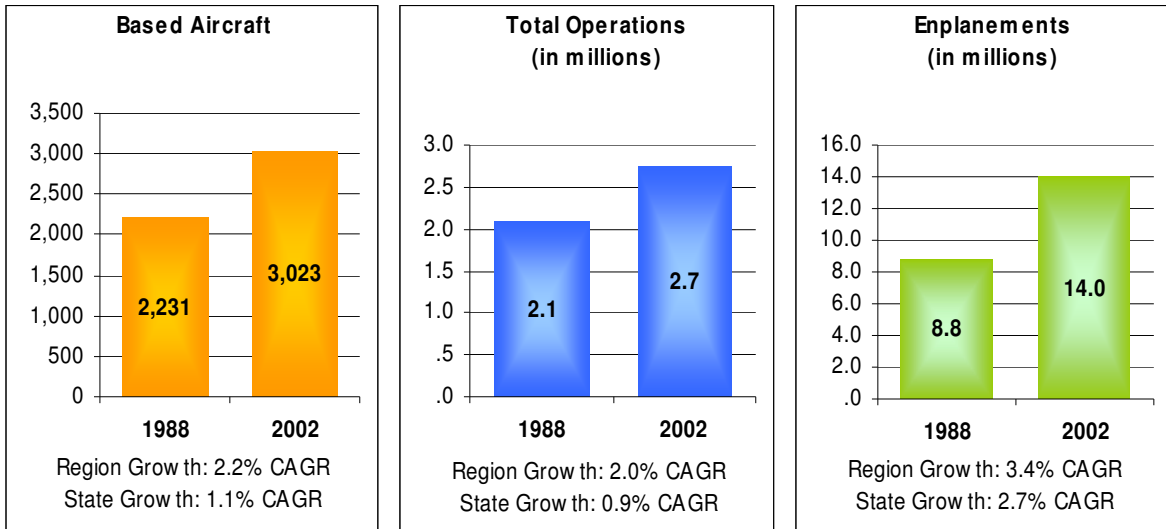


Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

East Central Florida Metropolitan Area

All public airports in the East Central Florida Metropolitan Area experienced large historic growth in aviation activity. (See **Chart 2.9.6.6-285**) Based aircraft increased 2.2 percent per year on average while total operations increased at a compound average annual rate of 2.0 percent. Enplanements grew at 3.4 percent per year on average, increasing from 8.8 million in 1988 to 14.0 million in 2002. The growth in based aircraft, total operations, and enplanements at all airports in the East Central Florida Metropolitan Area all exceeded the historic rate of growth experienced by all airports in Florida.

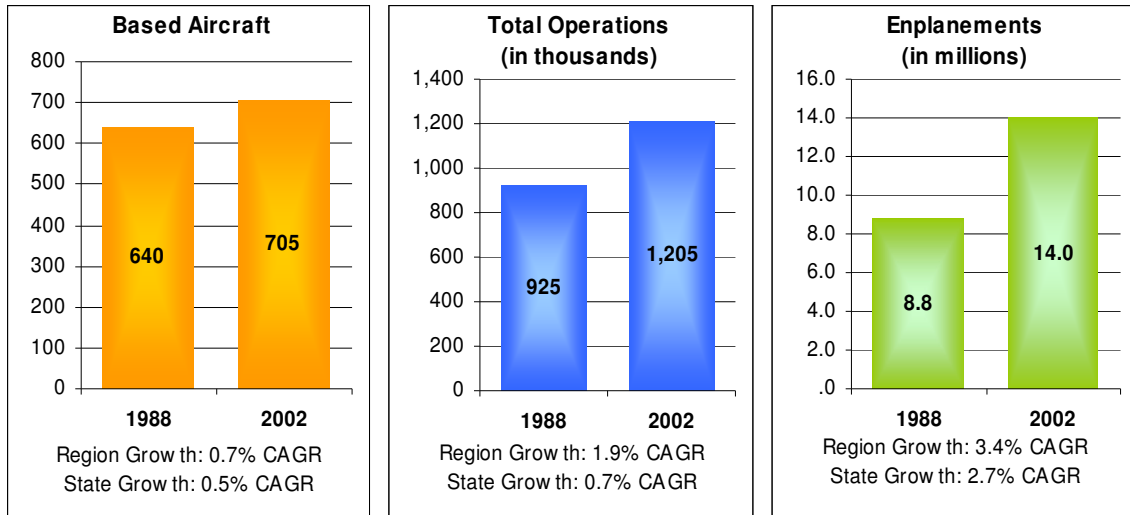
Chart 2.9.6.6-285
EAST CENTRAL FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Public Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

The historic rates of growth in based aircraft, total operations, and enplanements at the commercial airports in the East Central Florida Metropolitan Area exceeded the growth experienced by all commercial airports in the state. As shown in **Chart 2.9.6.6-286**, based aircraft at commercial airports the region grew at an average annual rate of 0.7 percent, compared to 0.5 percent for the State. Total operations in the region increased at an average of 1.9 percent per year, compared to 0.7 percent in the state. Regional enplanements grew at an average annual rate of 3.4 percent, compared to the 2.7 percent average rate of growth in the state.

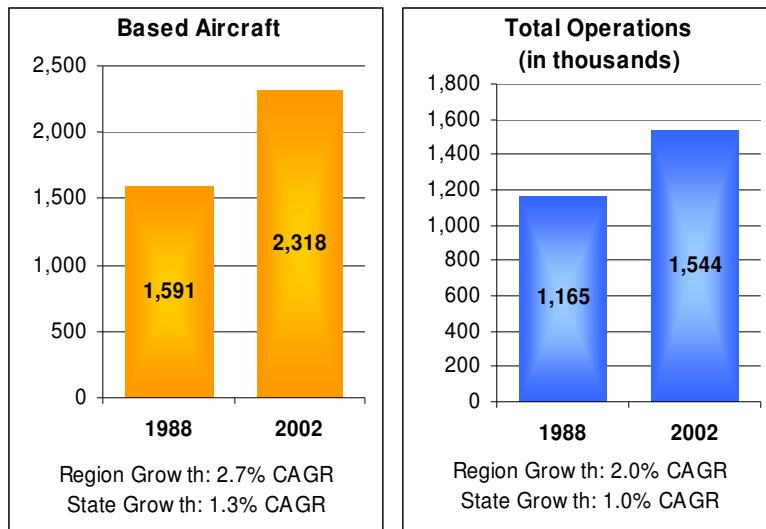
Chart 2.9.6.6-286
EAST CENTRAL FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Commercial Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Chart 2.9.6.6-287 presents historic aviation activity growth at community airports in the East Central Florida Metropolitan Area. The average annual growth rate between 1988 and 2002 for based aircraft (2.7 percent) and total operations (2.0 percent) at the community airports in the region exceeds Florida’s statewide rate of growth in these indicators.

Chart 2.9.6.6-287
EAST CENTRAL FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Community Airports

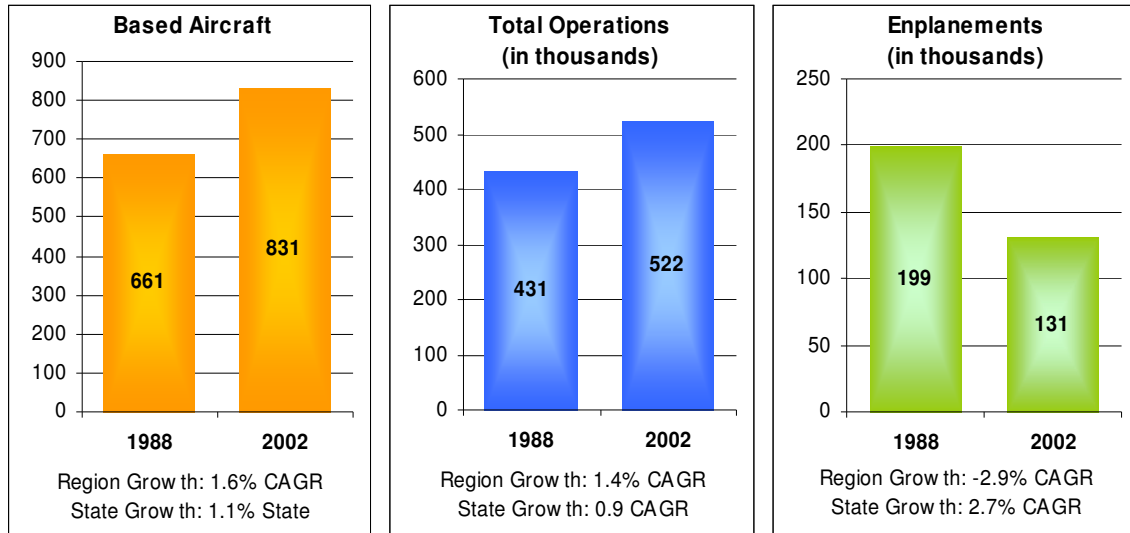


Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

North Central Florida Region

All public airports in the North Central Florida Region experienced historic growth in based aircraft and total operations. (See **Chart 2.9.6.6-288**) Based aircraft increased 1.6 percent per year, on average, while total operations increased at an average annual rate of 1.4 percent between 1988 and 2002. The rate of growth in based aircraft and total operations at all airports in the North Central Florida Region exceeds the historic rate of growth experienced by all public airports in Florida. However, enplanements in the region fell 2.9 percent per year on average, decreasing from 199,000 in 1988 to 131,000 in 2002. Statewide, enplanements grew at 2.7 percent per year.

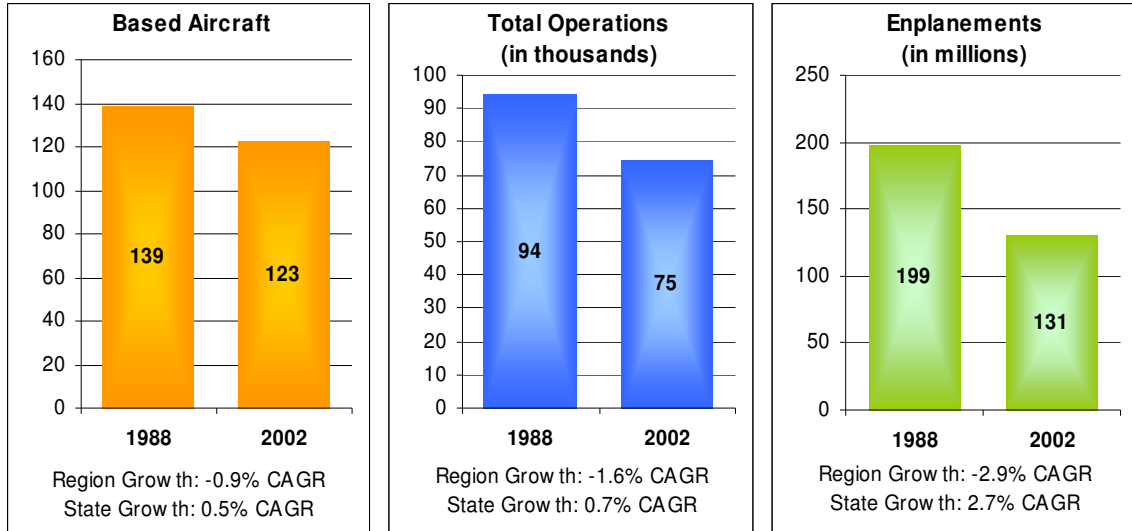
Chart 2.9.6.6-288
NORTH CENTRAL FLORIDA REGION HISTORIC AVIATION ACTIVITY
Public Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

The historic rates of growth in based aircraft, total operations, and enplanements at the commercial airports in the North Central Florida Region fell over the 14-year historic period (1988-2002). As shown in **Chart 2.9.6.6-289**, based aircraft at commercial airports in the region declined an average annual rate of 0.9 percent, compared to 0.5 percent increase for the state. Total operations in the region decreased at an average of 1.6 percent per year, compared to a 0.7 percent increase at all commercial airports in the state. Regional enplanements fell at an average annual rate of 2.9 percent, compared to the 2.7 percent historic rate of growth in the state.

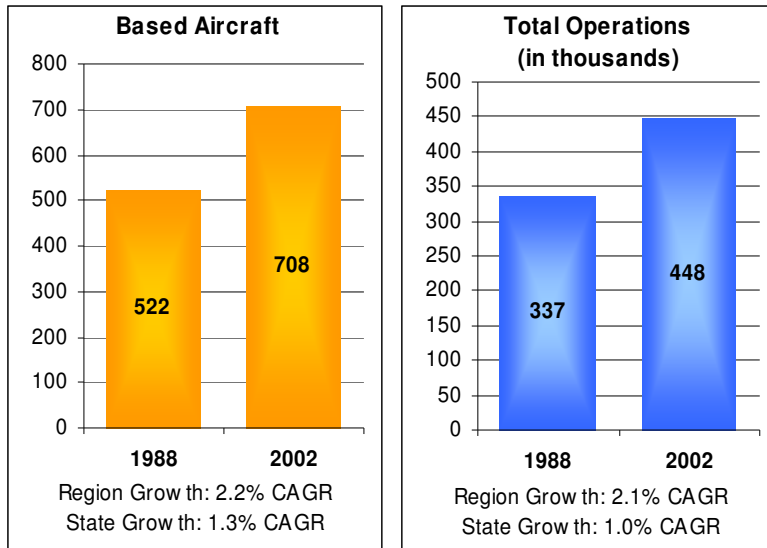
Chart 2.9.6.6-289
NORTH CENTRAL FLORIDA REGION HISTORIC AVIATION ACTIVITY
Commercial Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Chart 2.9.6.6-290 presents historic aviation activity growth at community airports in the North Central Florida Region. The average annual growth rate between 1988 and 2002 for based aircraft (2.2 percent) and total operations (2.1 percent) at the community airports in the region exceeds Florida’s statewide rate of growth for these indicators.

Chart 2.9.6.6-290
NORTH CENTRAL FLORIDA REGION HISTORIC AVIATION ACTIVITY
Community Airports

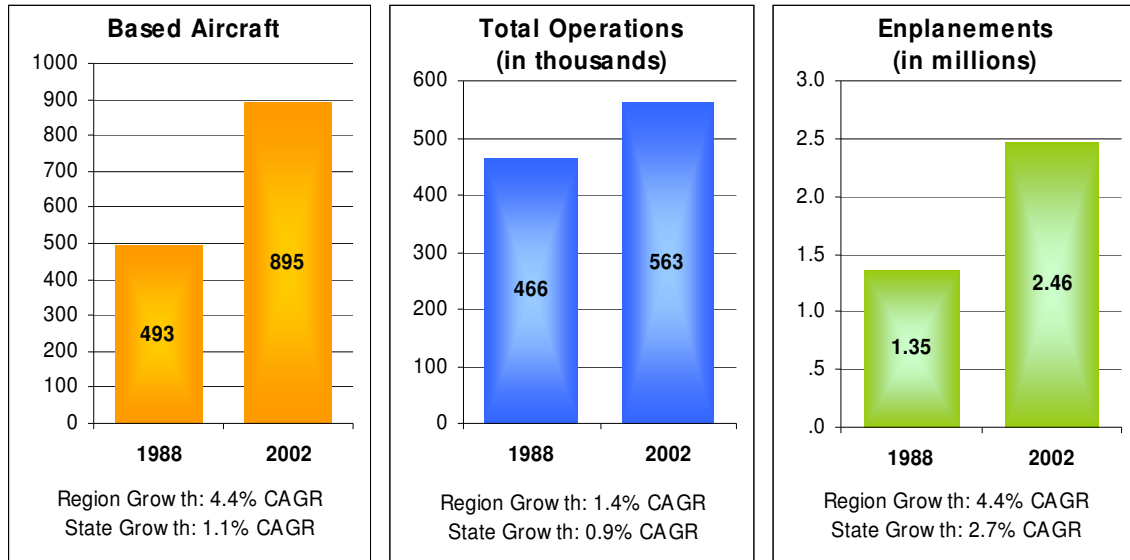


Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Northeast Florida Metropolitan Area

All public airports in the Northeast Florida Metropolitan Area experienced historic growth in aviation activity. (See **Chart 2.9.6.6-291**) Based aircraft at all airports increased 4.4 percent per year on average while total operations increased at an average annual rate of 1.4 percent. Enplanements grew at 4.4 percent per year on average, increasing from 1.35 million in 1988 to 2.46 million in 2002. The rate of growth in based aircraft, total operations, and enplanements at all airports in the Northeast Florida Metropolitan Area exceeded the historic rate of growth experienced by all airports in Florida.

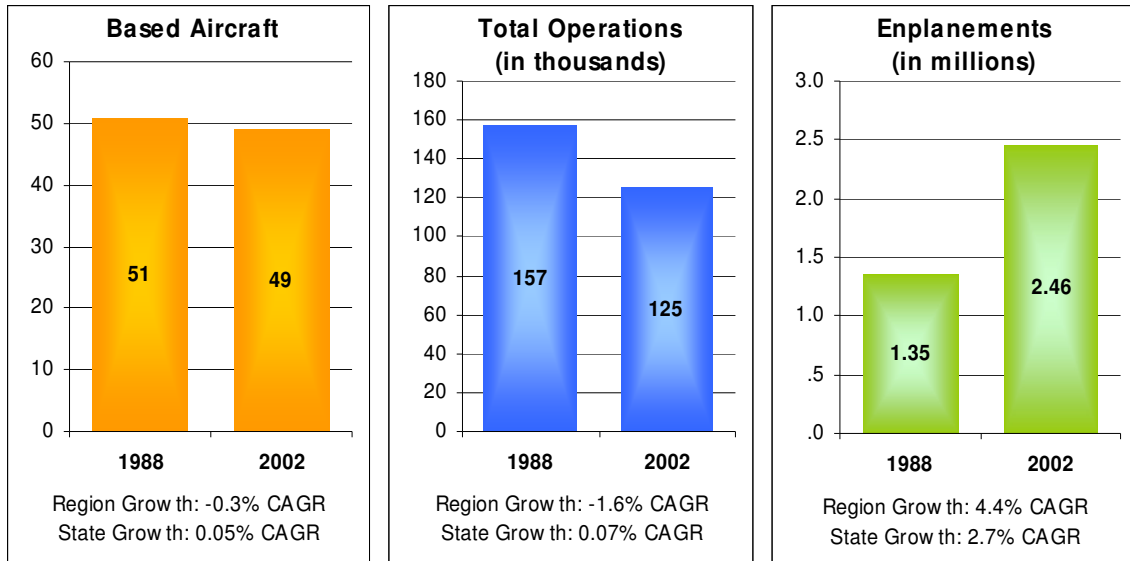
Chart 2.9.6.6-291
NORTHEAST FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Public Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

While the historic rates of growth in enplanements at the commercial airport in the Northeast Florida Metropolitan Area exceeded the growth experienced by all commercial airports in the state, based aircraft and total operations declined between 1988 and 2002 at the commercial airport in this CFASPP region. As shown in **Chart 2.9.6.6-292**, based aircraft at the commercial airport in the region fell at an average annual rate of 0.3. Total operations in the region at the commercial airport declined at an average of 1.6 percent per year. Enplanements, however, grew at an average annual rate of 4.4 percent, compared to the 2.7 percent compound average annual rate of growth in the state.

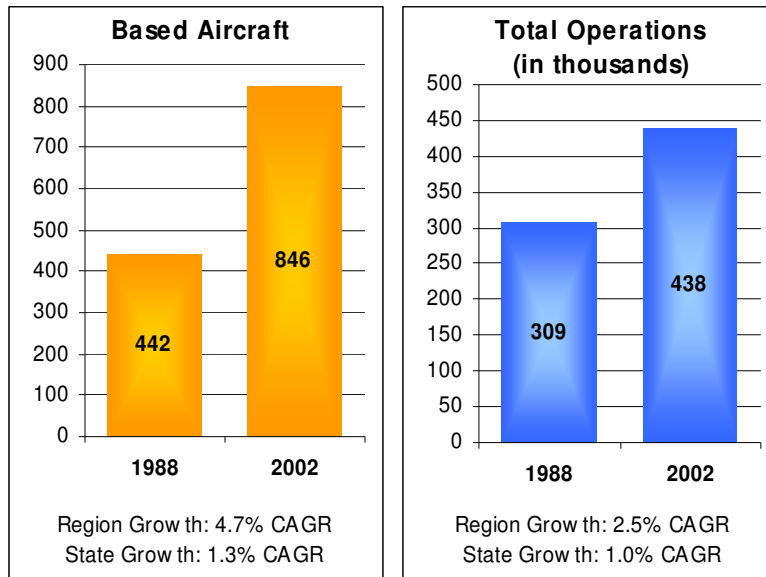
Chart 2.9.6.6-292
NORTHEAST FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Commercial Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Chart 2.9.6.6-293 presents historic aviation activity growth at community airports in the Northeast Metropolitan Florida Metropolitan Area. Based aircraft and total operations at community airports in this region experienced substantial growth between 1988 and 2002. The average annual growth rate for based aircraft (4.7 percent) and total operations (2.5 percent) at the community airports in this region exceeds Florida’s statewide rate of growth for these indicators.

Chart 2.9.6.6-293
NORTHEAST FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Community Airports

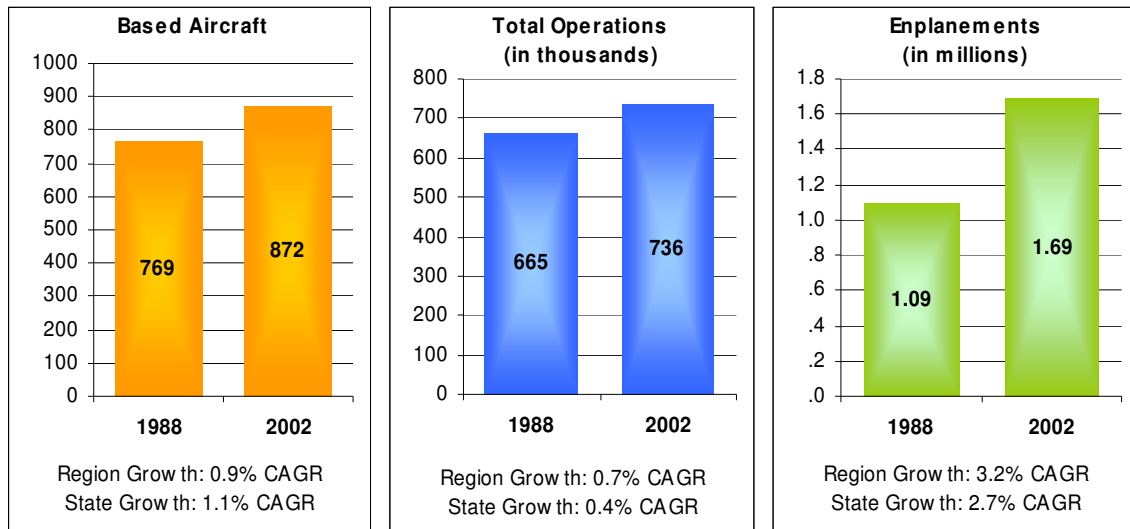


Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Northwest Florida Region

All public airports in the Northwest Florida Region experienced historic growth in aviation activity. (See **Chart 2.9.6.6-294.**) Based aircraft increased 0.9 percent per year on average while total operations increased at an average annual rate of 0.7 percent. Enplanements grew at 3.2 percent per year on average, increasing from 1.09 million in 1988 to 1.69 million in 2002. The rate of growth in based aircraft and total operations at all airports in the Northwest Florida Region was slightly below the historic rate of growth experienced by all public airports in Florida. Enplanement growth in the region exceeded the statewide average annual growth rate.

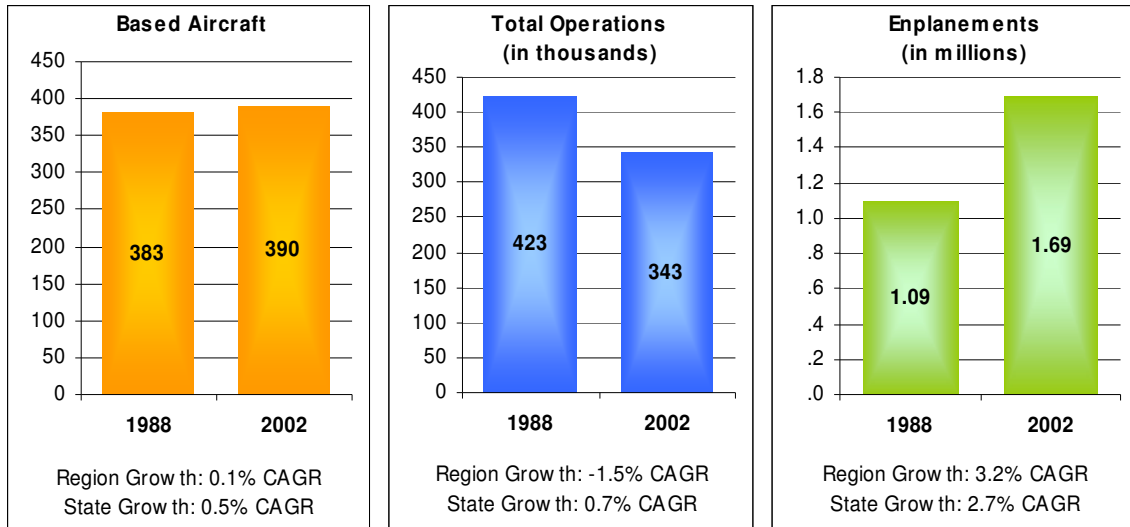
Chart 2.9.6.6-294
NORTHWEST FLORIDA REGION HISTORIC AVIATION ACTIVITY
Public Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

While the historic rates of growth in enplanements at the commercial airports in the Northwest Florida Region exceeded the growth experienced by all commercial airports in the state, the rates of growth in regional based aircraft and total operations at commercial airports between 1988 and 2002 was below the state average rate of growth. As shown in **Chart 2.9.6.6-295**, based aircraft in at commercial airports the region increased slightly, up 0.1 percent per year on average. Total operations in the region declined at an average of 1.5 percent per year. Between 1988 and 2002, enplanements grew at an average annual rate of 3.2 percent, compared to the 2.7 percent rate of growth in the state.

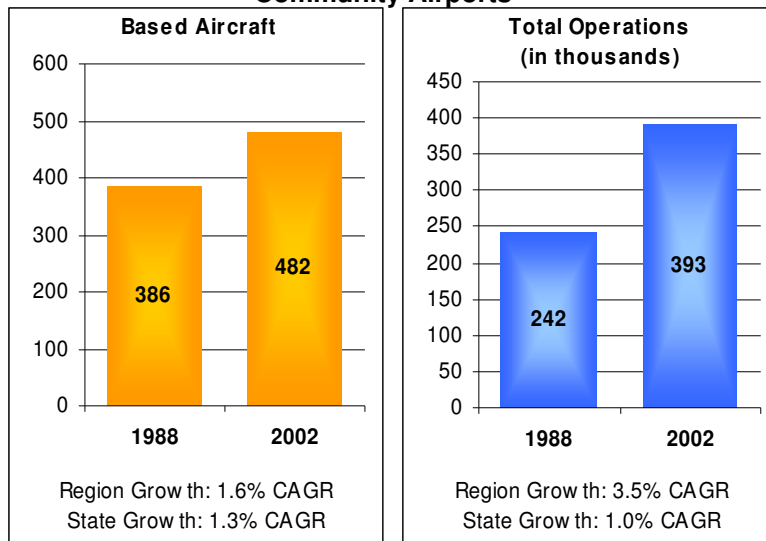
Chart 2.9.6.6-295
NORTHWEST FLORIDA REGION HISTORIC AVIATION ACTIVITY
Commercial Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Chart 2.9.6.6-296 presents historic aviation activity growth at community airports in the Northwest Florida Region. Based aircraft and total operations at community airports in the region experienced above average growth between 1988 and 2002. The average annual growth rate for based aircraft (1.6 percent) and total operations (3.5 percent) at the community airports in the region exceeds Florida’s statewide rate of growth for these indicators.

Chart 2.9.6.6-296
NORTHWEST FLORIDA REGION HISTORIC AVIATION ACTIVITY
Community Airports

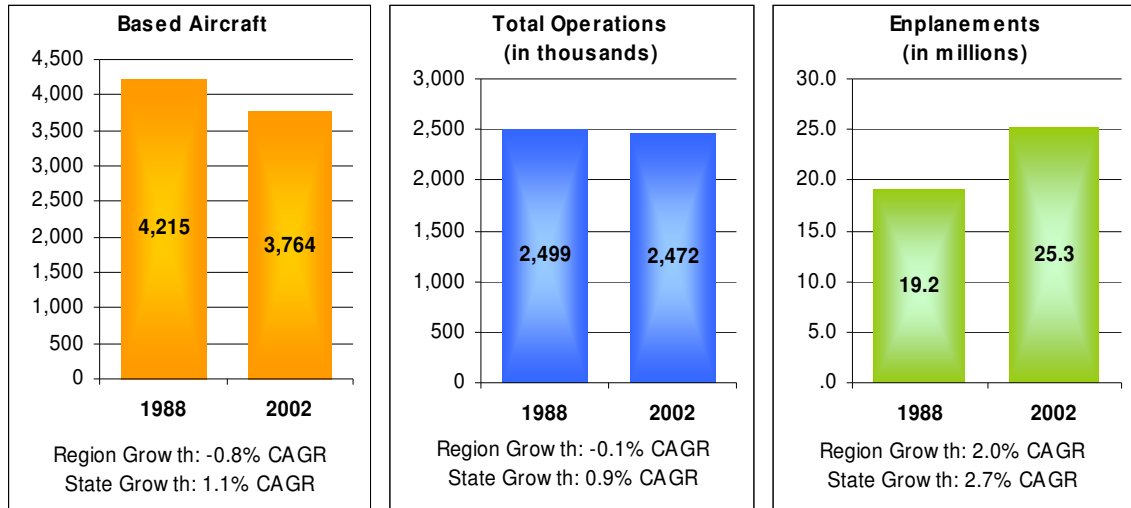


Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Southeast Florida Metropolitan Area

The Southeast Florida Metropolitan Area experienced a decline in based aircraft and total operations between 1988 and 2002. (See **Chart 2.9.6.6-297**) Based aircraft declined 0.8 percent per year on average while total operations remained relatively unchanged between 1988 and 2002. However, enplanements in this CFASPP region were up 2.0 percent per year on average, increasing from 19.2 million in 1988 to 25.3 million in 2002. The historic rate of growth in based aircraft, total operations, and enplanements at all airports in the Southeast Florida Metropolitan Area were below the historic growth rates experienced by all airports in Florida.

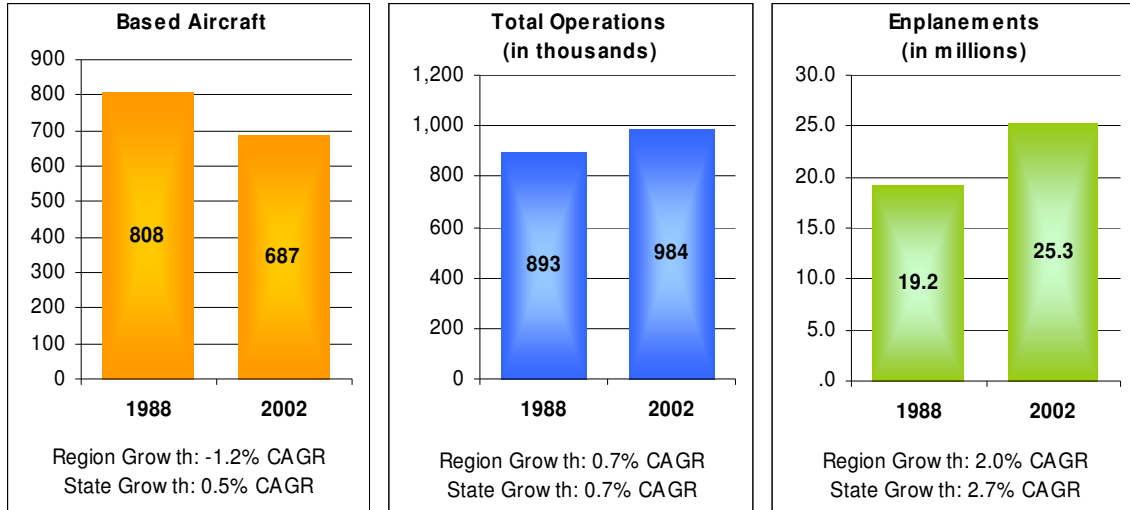
Chart 2.9.6.6-297
SOUTHEAST FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Public Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

The historic rates of growth in based aircraft, total operations, and enplanements at the commercial airports in the Southeast Florida Metropolitan Area were below the rates experienced by all commercial airports in the state between 1988 and 2002. As shown in **Chart 2.9.6.6-298**, based aircraft at commercial airports the region declined, down 1.2 percent per year on average. Total operations in the region increased slightly at an average of 0.7 percent per year. Regional enplanements grew at an average annual rate of 2.0 percent, compared to the 2.7 percent growth in the state.

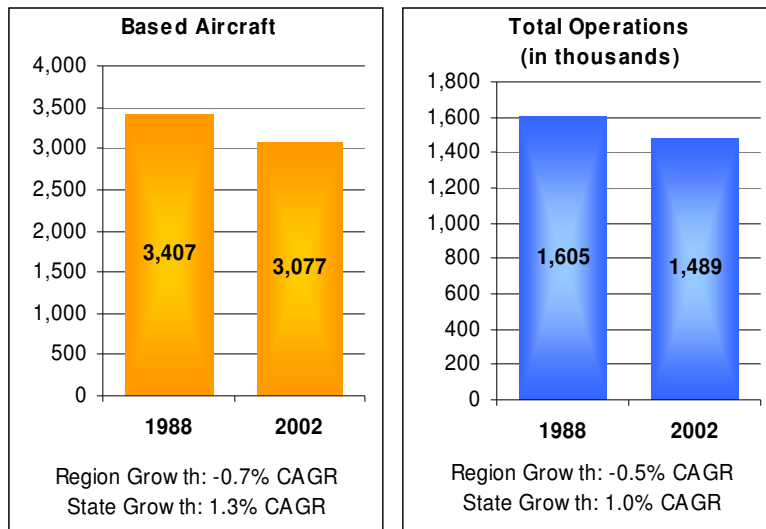
Chart 2.9.6.6-298
SOUTHEAST FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Commercial Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Chart 2.9.6.6-299 presents historic aviation activity growth at community airports in the Southeast Florida Metropolitan Area. Based aircraft and total operations at community airports in the region declined between 1988 and 2002. The average annual growth rates for based aircraft (-0.7 percent) and total operations (-0.5 percent) at the community airports in this region were below Florida’s statewide rate of growth for these indicators.

Chart 2.9.6.6-299
SOUTHEAST FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Community Airports

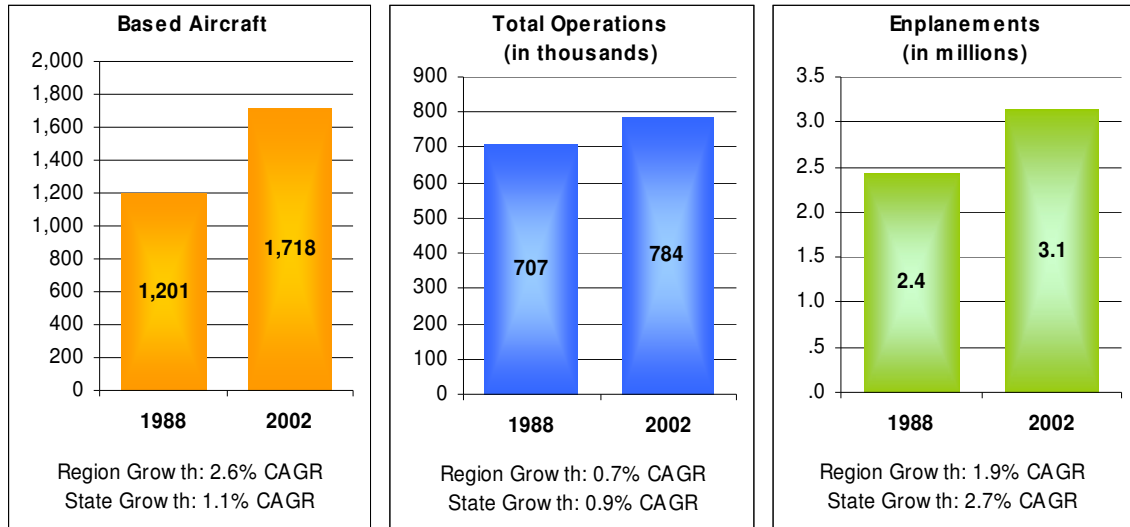


Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Southwest Florida Region

All public airports in the Southwest Florida Region experienced historic growth in aviation activity. (See **Chart 2.9.6.6-300**) Based aircraft increased 2.6 percent per year on average while total operations increased at an average annual rate of 0.7 percent. Enplanements grew at 1.9 percent per year on average, increasing from 2.4 million in 1988 to 3.1 million in 2002. The rate of growth in based aircraft at all airports in the Southwest Florida Region exceeded the historic rate of growth experienced by all airports in Florida, while historic total operations and enplanement growth rates were below the statewide average.

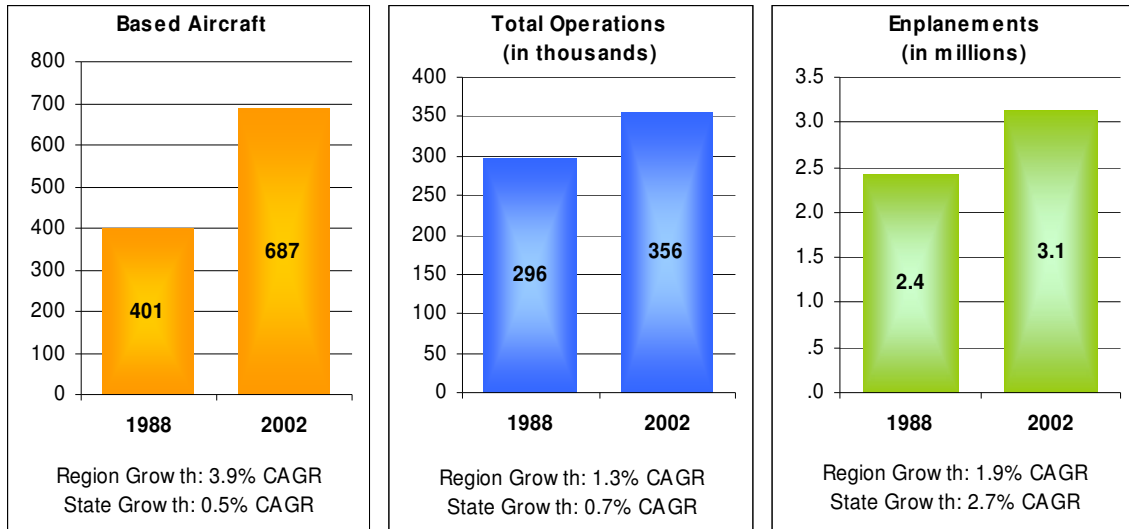
Chart 2.9.6.6-300
SOUTHWEST FLORIDA REGION HISTORIC AVIATION ACTIVITY
Public Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

The historic rates of growth for based aircraft and total operations at the commercial airports in the Southwest Florida Metropolitan Area exceeded the rates of growth experienced by all commercial airports in the state. As shown in **Chart 2.9.6.6-301**, based aircraft at commercial airports in the region grew at an average annual rate of 3.9 percent, compared to 0.5 percent for the State. Total operations at commercial airports in the region increased at an average of 1.3 percent per year, compared to 0.7 percent in the state. Regional enplanements grew at an average annual rate of 1.9 percent, compared to the 2.7 percent growth in the state.

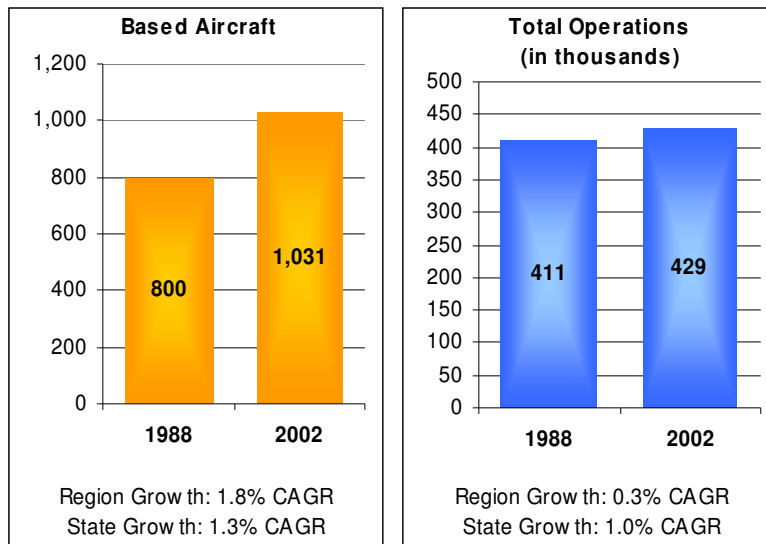
Chart 2.9.6.6-301
SOUTHWEST FLORIDA REGION HISTORIC AVIATION ACTIVITY
Commercial Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Chart 2.9.6.6-302 presents historic aviation activity growth at community airports in the Southwest Florida Region. Based aircraft and total operation at community airports in the region experienced growth between 1988 and 2002. The average annual growth rate for based aircraft (1.8 percent) at the community airports in the region exceeds Florida’s statewide growth in based aircraft (1.3 percent). While the average annual rate of growth for total operations (0.3 percent) in the Southwest Florida region is below the statewide rate of growth between 1988 and 2002 (1.0 percent)

Chart 2.9.6-302
SOUTHWEST FLORIDA REGION HISTORIC AVIATION ACTIVITY
Community Airports

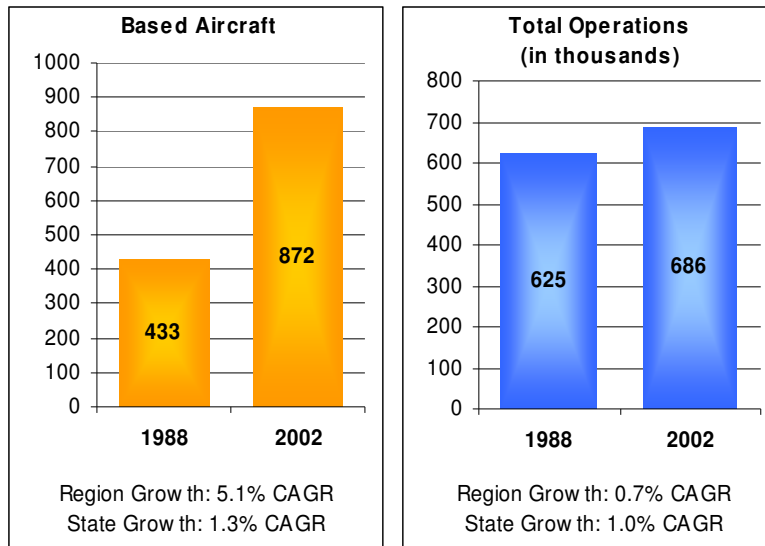


Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Treasure Coast Region

Chart 2.9.6.6-303 presents historic aviation activity growth at community airports in the Treasure Coast Region. There are no commercial airports in this CFASPP region. Based aircraft at community airports in the region experienced above average growth between 1988 and 2002. The average annual growth rate of growth for based aircraft (5.1 percent) at the community airports in the region exceeds Florida’s statewide average annual growth (1.3 percent). Total operations at community airports in the Treasure Coast Region also experienced growth (up 0.7 percent per year on average); however, this rate of growth is below the state average historic rate (1.0 percent) of growth between 1988 and 2002.

Chart 2.9.6.6-303
TREASURE COAST REGION HISTORIC AVIATION ACTIVITY
Community Airports

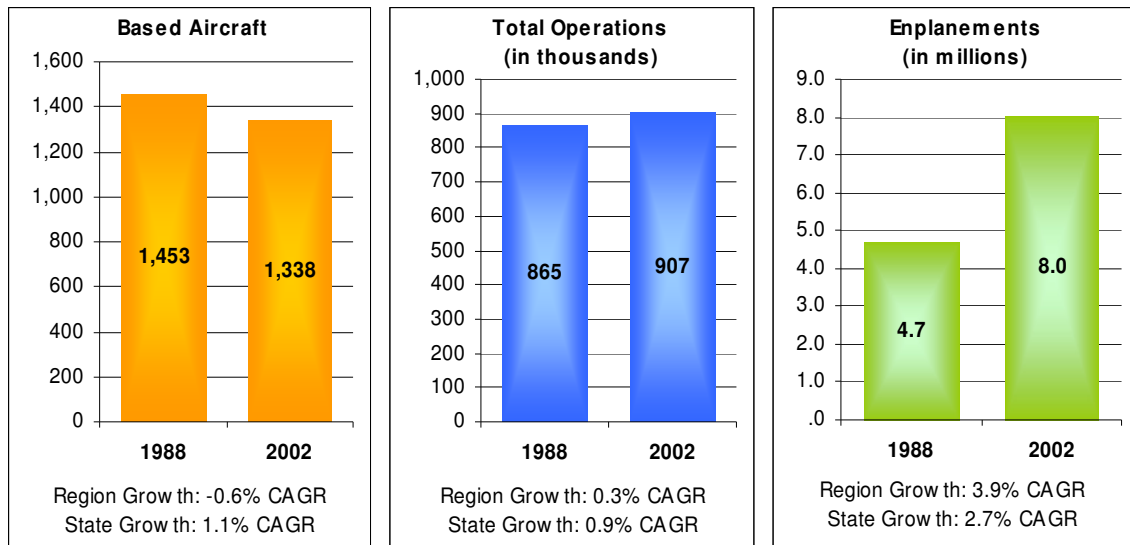


Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

West Central Florida Metropolitan Area

While enplanements in this region grew between 1988 and 2002 at all public airports in the West Central Florida Metropolitan Area, based aircraft fell and total operations experienced relatively no growth. (See **Chart 2.9.6.6-304**) Based aircraft declined 0.6 percent per year on average while total operations grew at an average annual rate of 0.3 percent between 1988 and 2002. Enplanements in the region were up 3.9 percent per year on average, increasing from 4.7 million in 1988 to 8.0 million in 2002. The historic rates of growth in based aircraft and total operations at all airports in the Southeast Florida Metropolitan Area were below the historic growth rates experienced by all airports in Florida. Historic enplanement growth in the region exceeds the statewide rate of growth.

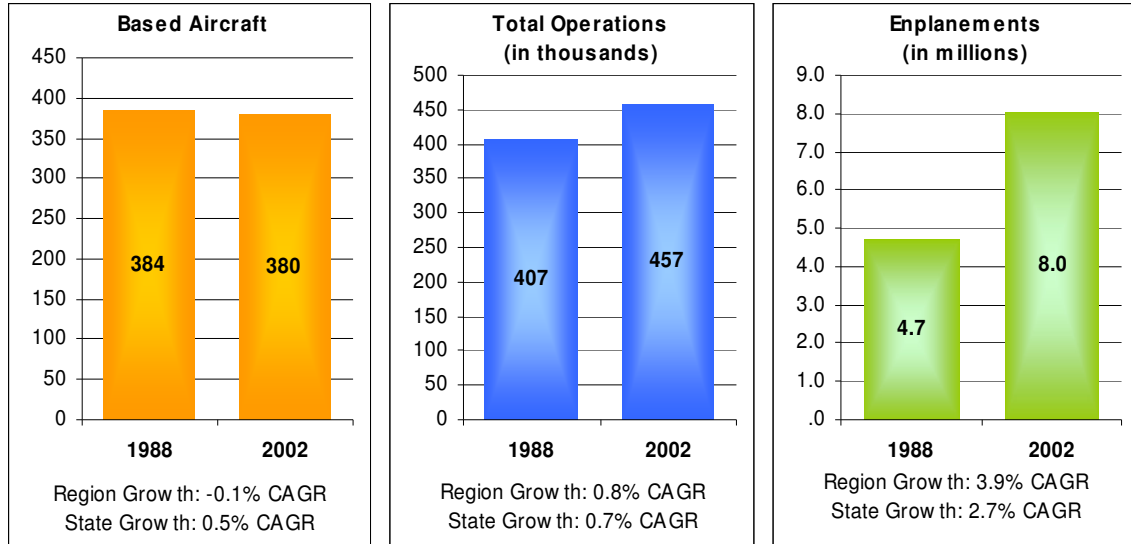
Chart 2.9.6.6-304
WEST CENTRAL FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Public Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

The historic rates of growth for total operations and enplanements at the commercial airports in the West Central Florida Metropolitan Area exceeds the rate of growth experienced by all commercial airports in the state. Growth in based aircraft in the region was below the historic growth rate experience by commercial airports in Florida between 1988 and 2002. As shown in **Chart 2.9.6.6-305**, based aircraft at commercial airports the region fell slightly, down 0.1 percent per year on average. Total operations in the region increased at an average of 0.8 percent per year. Enplanements grew at an average annual rate of 3.9 percent, compared to the 2.7 percent compound average annual growth in the state.

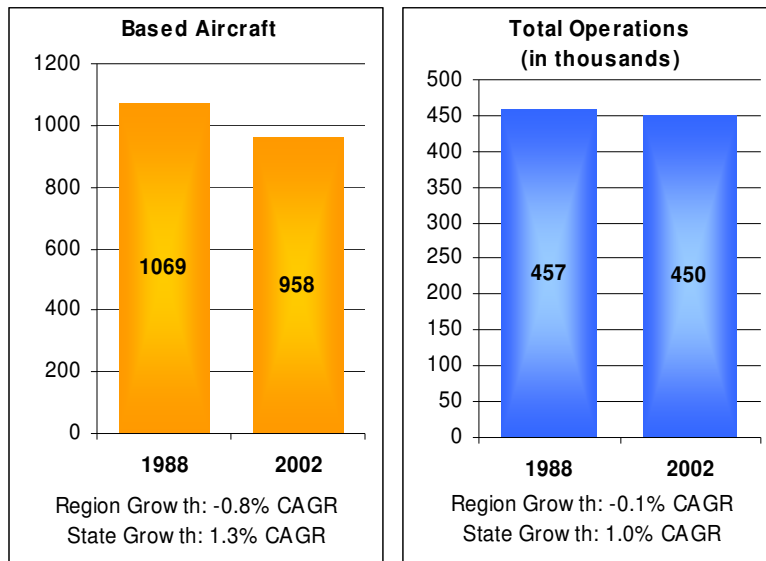
Chart 2.9.6.6-305
WEST CENTRAL FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Commercial Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

Chart 2.9.6.6-306 presents historic aviation activity growth at community airports in the West Central Florida Metropolitan Area. Based aircraft and total operations at community airports in the region declined between 1988 and 2002. The average annual growth rates for based aircraft (-0.8 percent) and total operations (-0.1 percent) at the community airports in this region were below Florida’s statewide rate of growth for these indicators.

Chart 2.9.6.6-306
WEST CENTRAL FLORIDA METROPOLITAN AREA HISTORIC AVIATION ACTIVITY
Community Airports



Source: Florida Department of Transportation
 Note: CAGR=Compound Average Annual Growth Rate

3.6 System Objective: Safeguard current, and position for the future growth in, funding levels for the State's Aviation Capital Improvement Program fund.

Florida airports have many maintenance and development needs. Each year, through the JACIP process, Florida airports identify their development needs to FDOT. Since each airport's requirements can and do change, the validity of funding requests is typically thought to be the highest for the first five years.

Statewide Summary

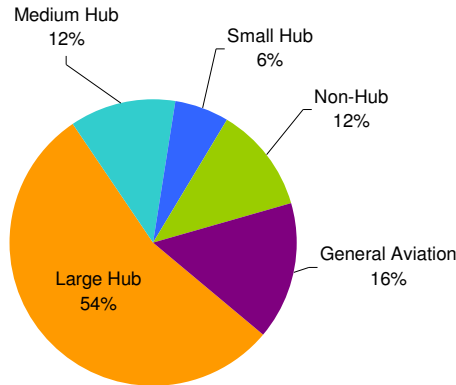
Information shown in **Table 2.9.6.6-12** provides a compilation of funding requests submitted through the JACIP process by each of the public airports. As shown, these requests have been segregated by Large Hub, Medium Hub, Small Hub, and Non-Hub Commercial airports and by general aviation (community) airports. Between 2005 and 2009, a total need of \$6.1 billion has been identified by Florida airports. It is important to note that this figure does not include an estimated \$1 billion in additional funding that is needed by Florida's commercial airport to make them fully compliant with TSA mandates, nor does the \$6.1 billion need contain any estimate of the funds that will be needed to enable Florida's community airports to respond to new TSA security guidelines for general aviation airports issued in May 2004. (New TSA guidelines for general aviation airports were summarized as part of Goal 1: Objective 1.7)

**Table 2.9.6.6-12
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	\$88,601,028	\$9,331,000	\$9,770,000	\$15,300,000	\$36,137,836
Capacity	\$1,254,396,349	\$124,714,375	\$100,371,442	\$158,936,844	\$41,049,627
Environment	\$148,911,193	\$60,491,250	\$9,856,666	\$30,842,000	\$67,534,064
New Airport	\$0	\$0	\$0	\$178,610,350	\$16,100,000
Other	\$376,065,649	\$106,235,500	\$68,562,000	\$173,030,556	\$267,703,169
Reconstruction	\$76,040,872	\$73,665,553	\$46,207,156	\$30,388,212	\$128,422,761
Safety	\$13,462,342	\$1,033,000	\$11,364,000	\$7,556,000	\$41,806,446
Security	\$101,348,000	\$1,500,000	\$27,500,000	\$7,257,158	\$14,335,062
Standards	\$654,248,815	\$73,540,603	\$48,366,500	\$93,861,580	\$299,256,629
Terminal	\$666,656,392	\$295,236,577	\$47,000,000	\$49,236,795	\$50,110,453
Total	\$3,379,730,640	\$745,747,858	\$368,997,764	\$745,019,495	\$962,456,047

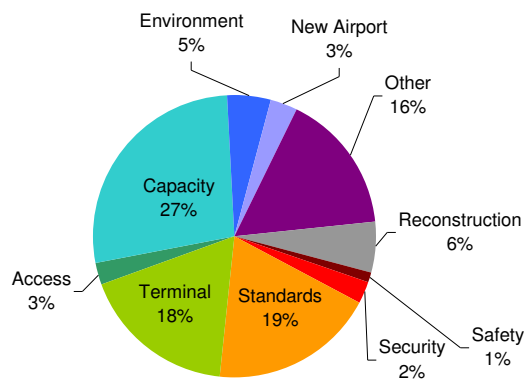
As can be seen from the information presented in **Exhibit 2.9.6.6-50**, 54 percent of the identified funding needs between 2005 and 2009 are for the four large hub airports in the state. The remaining commercial airports account for approximately \$1.86 billion of all funding requests (30 percent of the total). Florida’s community airports have estimated their funding for the 2005-2009 period at \$962.5 million, almost 16 percent of the state total.

**Exhibit 2.9.6.6-50
FAA/AIP REQUESTED FUNDING BY AIRPORT TYPE
Public Airports**



Information presented in Table 2.9.6.6-12, also shows the type of project for which funding is being requested. Statewide, requests for projects that will enhance capacity account for an estimated 27 percent of all funds. Percentage wise, projects to enable Florida airports to meet FAA standards (19 percent of all project costs) and projects to improve terminal facilities (18 percent of all project costs) account for the next highest need in terms of dollars requested. Shares of funding by type of project for the 2005-2009 timeframe for all Florida airports are reflected in **Exhibit 2.9.6.6-51**.

**Exhibit 2.9.6.6-51
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**



Regional Summaries

Central Florida Region

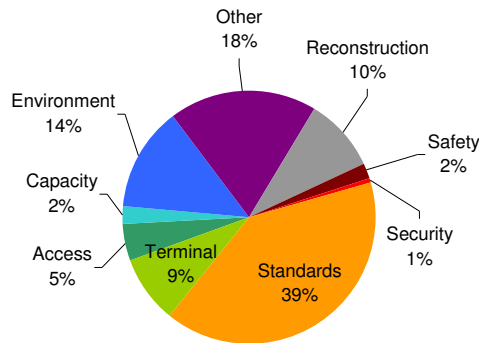
The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. The total requested funds, between 2005 and 2009, for these airports by funding category are shown in **Table 2.9.6.6-13**. These requests amount to a total need of approximately \$152.5 million, for community airports in the Central Florida Region.

**Table 2.9.6.6-13
CENTRAL FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	-	-	-	-	\$7,044,890
Capacity	-	-	-	-	\$3,371,000
Environment	-	-	-	-	\$20,595,666
New Airport	-	-	-	-	-
Other	-	-	-	-	\$28,672,026
Reconstruction	-	-	-	-	\$14,621,182
Safety	-	-	-	-	\$2,597,200
Security	-	-	-	-	\$1,204,500
Standards	-	-	-	-	\$61,208,193
Terminal	-	-	-	-	\$13,156,500
Regional Total					\$152,471,157

Information presented in Table 2.9.6.6-13, also shows the type of project for which funding is being requested. In the Central Florida Region, requests for projects that will enable airports to meet FAA standards account for an estimated 39 percent of all funds. Projects which address environmental (14 percent of all project costs) and other (18 percent of all project costs) improvements account for the next highest need in terms of dollars requested. Shares of funding by type of project for the 2005-2009 timeframe for all airports in the Central Florida Region are reflected in **Exhibit 2.9.6.6-52**.

**Exhibit 2.9.6.6-52
CENTRAL FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY**



East Central Florida Metropolitan Area

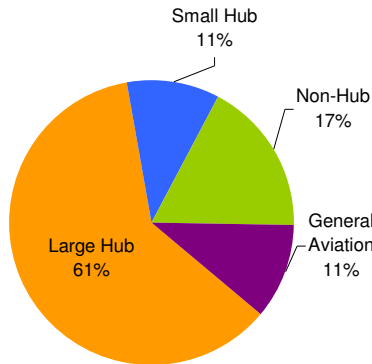
The total requested funds, between 2005 and 2009, for each airport type in the East Central Florida Metropolitan Area by funding category are shown in **Table 2.9.6.6-14**. These requests amount to a total need of approximately \$1.4 billion for public airports in the East Central Florida Metropolitan Area.

**Table 2.9.6.6-14
EAST CENTRAL FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	\$23,255,361	-	\$2,500,000	\$14,300,000	\$5,075,000
Capacity	\$443,931,565	-	\$80,221,442	\$25,400,000	\$8,730,832
Environment	\$79,675,411	-	\$7,926,666	\$4,112,000	\$12,184,516
New Airport	-	-	-	-	-
Other	\$51,029,379	-	\$13,500,000	\$103,610,000	\$38,784,779
Reconstruction	\$39,722,640	-	\$21,920,814	\$4,304,000	\$18,068,300
Safety	\$4,650,499	-	\$1,000,000	\$3,806,000	\$9,800,996
Security	\$95,000,000	-	-	\$4,300,000	\$870,000
Standards	\$32,180,940	-	\$8,000,000	\$65,145,000	\$54,355,494
Terminal	\$95,943,171	-	\$13,700,000	\$21,086,795	\$5,025,000
Regional Total	\$865,388,966		\$148,768,922	\$246,063,795	\$152,894,917

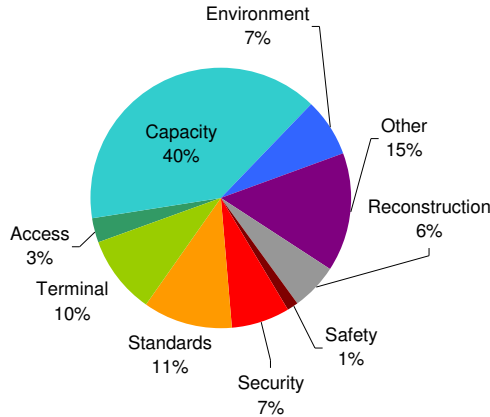
Based on funding requests from all public airports in this region, improvements at Large Hub airports account for 61 percent of all needs in terms of dollars requested. Improvements at other commercial airports are estimated to be 28 percent of all costs, and the remaining 11 percent of all project costs have been requested by General Aviation (community) airports. This information is illustrated in **Exhibit 2.9.6.6-53**.

**Exhibit 2.9.6.6-53
EAST CENTRAL FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY AIRPORT TYPE**



Information presented in Table 2.9.6.6-14, also shows the type of project for which funding is being requested. Shares of funding by type of project for the 2005-2009 timeframe for all airports in the East Central Florida Metropolitan Area are reflected in **Exhibit 2.9.6.6-54**. In this region, requests for projects that will enhance capacity account for an estimated 40 percent of all funds. Projects which will enable airports in this region to meet FAA standards (10 percent of all project costs) and other projects (15 percent of all project costs) account for the next highest need in terms of dollars requested by airports in the East Central Florida Metropolitan Area.

**Exhibit 2.9.6.6-54
EAST CENTRAL FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY CATEGORY**



North Central Florida Region

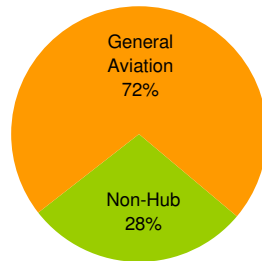
The total requested funds, between 2005 and 2009, for each airport type in the North Central Florida Region by funding category are shown in **Table 2.9.6.6-15**. These requests amount to a total need of approximately \$136.8 million, for public airports in the North Central Florida Region.

**Table 2.9.6.6-15
NORTH CENTRAL FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	-	-	-	\$400,000	\$4,482,146
Capacity	-	-	-	\$4,736,844	\$6,250,001
Environment	-	-	-	\$80,000	\$958,500
New Airport	-	-	-	-	-
Other	-	-	-	\$8,790,556	\$33,097,250
Reconstruction	-	-	-	\$3,155,312	\$5,943,300
Safety	-	-	-	\$3,500,000	\$2,081,500
Security	-	-	-	-	\$408,000
Standards	-	-	-	\$15,631,580	\$43,765,846
Terminal	-	-	-	\$2,650,000	\$895,000
Regional Total				\$38,944,292	\$97,881,543

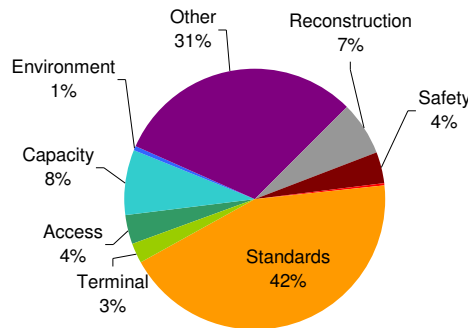
Based on funding requests from all public airports in this region, improvements at General Aviation airports account for 72 percent of all needs in terms of dollars requested. Improvements at Non-Hub airports are estimated to account for the remaining 28 percent of all project costs. This information is illustrated in **Exhibit 2.9.6.6-55**.

Exhibit 2.9.6.6-55
NORTH CENTRAL FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY AIRPORT TYPE



Information presented in Table 2.9.6.6-15, also shows the type of project for which funding is being requested. In the North Central Florida Region, requests for projects that will enable airports in this region to meet FAA standards account for an estimated 42 percent of all funds. The projects included in the other category (31 percent of all project costs) are estimated to account for the next highest need in terms of dollars requested. Shares of funding by type of project for the 2005-2009 timeframe for all airports in the North Central Florida Region are reflected in **Exhibit 2.9.6.6-56**.

Exhibit 2.9.6.6-56
NORTH CENTRAL FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY



Northeast Florida Metropolitan Area

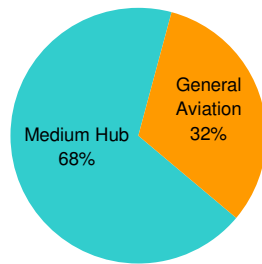
The total requested funds, between 2005 and 2009, for each airport type in the Northeast Florida Metropolitan Area by funding category are shown in **Table 2.9.6.6-16**. These requests amount to a total need of approximately \$409.3 million for public airports in the Northeast Florida Metropolitan Area.

**Table 2.9.6.6-16
NORTHEAST FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	-	\$4,283,000	-	-	\$7,275,000
Capacity	-	\$1,718,375	-	-	\$6,100,000
Environment	-	\$21,190,000	-	-	\$5,120,836
New Airport	-	-	-	-	-
Other	-	\$34,855,500	-	-	\$66,541,166
Reconstruction	-	\$42,509,000	-	-	\$18,649,370
Safety	-	-	-	-	\$4,976,000
Security	-	\$1,500,000	-	-	\$507,500
Standards	-	\$14,295,000	-	-	\$17,023,806
Terminal	-	\$158,347,500	-	-	\$4,365,792
Regional Total		\$278,698,375			\$130,559,470

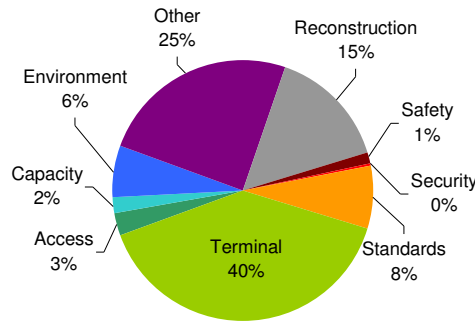
Based on funding requests from all public airports in the Northeast Florida Metropolitan Area, improvements at Medium Hub airports are estimated to account for 68 percent of all needs in terms of dollars requested. Improvements at General Aviation (community) airports are estimated to account for the remaining 32 percent of all project costs. This information is illustrated in **Exhibit 2.9.6.6-57**.

**Exhibit 2.9.6.6-57
NORTHEAST FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY AIRPORT TYPE**



Information presented in Table 2.9.6.6-16, also shows the type of project for which funding is being requested. In the Northeast Florida Metropolitan Area, requests for projects that will enhance terminal facilities account for an estimated 40 percent of all funds. Projects included in the other category (25 percent of all project costs) are estimated to account for the next highest need in terms of dollars requested. Shares of funding by type of project for the 2005-2009 timeframe for all airports in the Northeast Florida Metropolitan Area are reflected in **Exhibit 2.9.6.6-58**.

**Exhibit 2.9.6.6-58
NORTHEAST FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY CATEGORY**



Northwest Florida Region

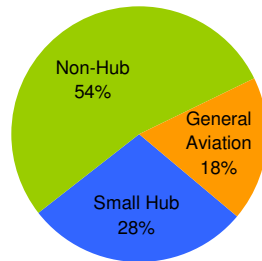
The total requested funds, between 2005 and 2009, for each airport type in the Northwest Florida Region by funding category are shown in **Table 2.9.6.6-17**. These requests amount to a total need of approximately \$457.9 million, for public airports in the Northwest Florida Region.

**Table 2.9.6.6-17
NORTHWEST FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	-	-	\$4,270,000	-	\$1,190,000
Capacity	-	-	\$6,850,000	\$3,700,000	\$2,767,500
Environment	-	-	\$1,930,000	\$6,000,000	\$1,370,000
New Airport	-	-	-	\$178,610,350	-
Other	-	-	\$46,002,000	\$43,690,000	\$20,806,456
Reconstruction	-	-	\$9,038,842	\$11,050,000	\$20,215,950
Safety	-	-	\$4,214,000	-	\$10,027,000
Security	-	-	\$500,000	-	\$150,000
Standards	-	-	\$24,231,500	\$750,000	\$25,162,827
Terminal	-	-	\$33,300,000	-	\$2,028,350
Regional Total			\$130,336,342	\$243,800,350	\$83,718,083

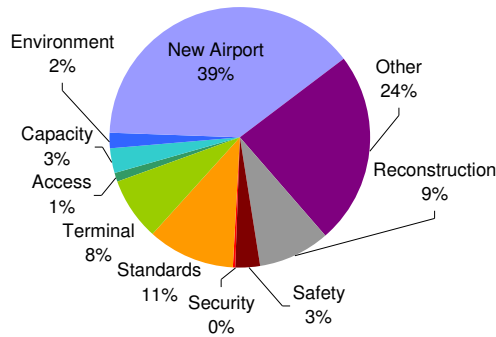
Based on funding requests from all public airports in the Northwest Florida Region, improvements at Non-Hub airports are estimated to account for 54 percent of all needs. Improvements at Small Hub airports are estimated to be 28 percent of all project costs, and improvements at General Aviation (community) airports are estimated to account for the remaining 18 percent of all project costs. This information is illustrated in **Exhibit 2.9.6.6-59**.

Exhibit 2.9.6.6-59
NORTHWEST FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY AIRPORT TYPE



Information presented in Table 2.9.6.6-17, also shows the type of project for which funding is being requested. In the Northwest Florida Region, requests for funds to support new airport projects account for an estimated 39 percent of all funds. Projects which are included in the other category (24 percent of all project costs) are estimated to account for the next highest need in terms of dollars requested. Shares of funding by type of project for the 2005-2009 timeframe for all airports in the Northwest Florida Region are reflected in **Exhibit 2.9.6.6-60**.

Exhibit 2.9.6.6-60
NORTHWEST FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY



Southeast Florida Metropolitan Area

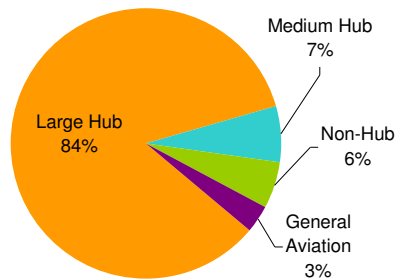
The total requested funds, between 2005 and 2009, for each airport type in the Southeast Florida Metropolitan Area by funding category are shown in **Table 2.9.6.6-18**. These requests amount to a total need of approximately \$2.5 billion, for public airports in the Southeast Florida Metropolitan Area.

**Table 2.9.6.6-18
SOUTHEAST FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	\$45,945,672	-	-	-	\$3,150,000
Capacity	\$698,467,884	\$23,170,000	-	\$112,200,000	\$2,975,000
Environment	\$53,691,982	\$13,616,250	-	\$20,650,000	\$9,208,000
New Airport	-	-	-	-	-
Other	\$169,615,470	\$61,280,000	-	\$9,240,000	\$17,221,219
Reconstruction	\$36,318,232	\$10,260,000	-	-	\$13,732,576
Safety	\$2,467,543	-	-	-	\$4,223,500
Security	\$6,348,000	-	-	\$2,864,158	\$8,675,582
Standards	\$565,897,975	\$22,307,500	-	\$2,785,000	\$22,572,520
Terminal	\$569,963,221	\$36,620,000	-	-	\$300,000
Regional Total	\$2,148,715,979	\$167,253,750		\$147,739,158	\$82,058,397

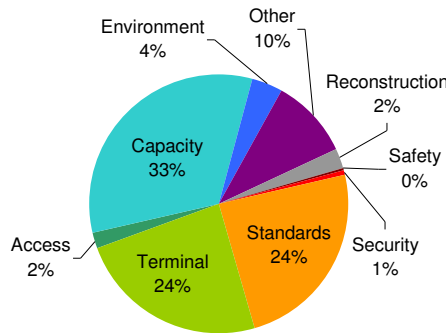
Based on funding requests by all public airports in this region, improvements at Large Hub airports are estimated to account for 84 percent of all needs. Improvements at Medium and Non-Hub commercial airports are estimated to be 13 percent of all project costs, and General Aviation (community) airports are estimated to account for the remaining three percent of all costs. This information is illustrated in **Exhibit 2.9.6.6-61**.

**Exhibit 2.9.6.6-61
SOUTHEAST FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY AIRPORT TYPE**



Information presented in Table 2.9.6.6-18, also shows the type of project for which funding is being requested. In the Southeast Florida Metropolitan Area, requests for funds to support capacity enhancing projects account for an estimated 33 percent of all funds. Funding requests for airports to make terminal improvements and enable airports to meet FAA standards each amount to 24 percent of all project costs. Shares of funding by type of project for the 2005-2009 timeframe for all airports in the Southeast Florida Metropolitan Area are reflected in **Exhibit 2.9.6.6-62**.

**Exhibit 2.9.6.6-62
SOUTHEAST FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY CATEGORY**



Southwest Florida Region

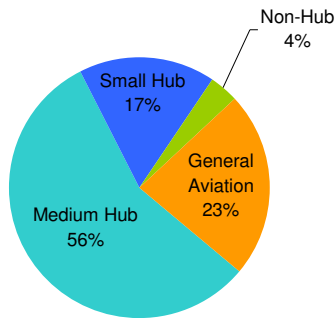
The total requested funds, between 2005 and 2009, for each airport type in the Southwest Florida Region by funding category are shown in **Table 2.9.6.6-19**. These requests amount to a total need of approximately \$530.9 million, for public airports in the Southwest Florida Region.

**Table 2.9.6.6-19
SOUTHWEST FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	-	\$5,048,000	\$3,000,000	\$600,000	\$3,494,000
Capacity	-	\$99,826,000	\$13,300,000	-	\$4,070,400
Environment	-	\$25,685,000	-	-	\$4,899,646
New Airport	-	-	-	-	-
Other	-	\$10,100,000	\$9,060,000	\$4,200,000	\$32,057,273
Reconstruction	-	\$20,896,553	\$15,247,500	\$9,678,900	\$20,613,000
Safety	-	\$1,033,000	\$6,150,000	\$250,000	\$3,772,750
Security	-	-	\$27,000,000	\$93,000	\$580,000
Standards	-	\$36,938,103	\$16,135,000	\$2,000,000	\$31,501,995
Terminal	-	\$100,269,077	-	\$2,000,000	\$21,358,311
Regional Total		\$299,795,733	\$89,892,500	\$18,821,900	\$122,347,375

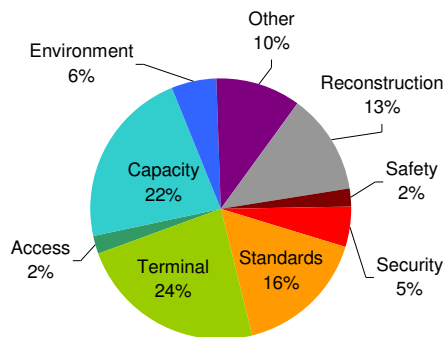
Based on funding requests from all public airports in the Southwest Florida Region, improvements at Medium Hub airports are estimated to account for 56 percent of all needs in terms of dollars requested. Improvements at General Aviation (community) airports are estimated to account for 23 percent of all project costs. The remaining 21 percent of all improvement costs in the Southwest Florida Region are estimated to be needed at Small and Non-Hub commercial airports. This information is illustrated in **Exhibit 2.9.6.6-63**.

Exhibit 2.9.6.6-63
SOUTHWEST FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY AIRPORT TYPE



Information presented in Table 2.9.6.6-19, also shows the type of project for which funding is being requested. In the Southwest Florida Region, requests for funds to support capacity enhancing projects account for an estimated 22 percent of all funds. Funding requests for airports to make terminal improvements are estimated to be 24 percent of all project costs, and projects to enable airports to meet FAA standards amount to 16 percent of all project costs. Shares of funding by type of project for the 2005-2009 timeframe for all airports in the Southwest Florida Region are reflected in **Exhibit 2.9.6.6-64**.

Exhibit 2.9.6.6-64
SOUTHWEST FLORIDA REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY



Treasure Coast Region

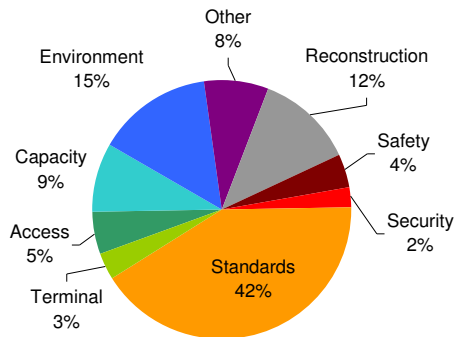
The Treasure Coast Region contains seven public airport facilities, all of which are designated as community airports. The total requested funds, between 2005 and 2009, for these airports by funding category are in **Table 2.9.6.6-20**. These requests amount to a total need of approximately \$70.5 million, for public airports in the Treasure Coast Region.

**Table 2.9.6.6-20
TREASURE COAST REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	-	-	-	-	\$3,642,000
Capacity	-	-	-	-	\$6,052,000
Environment	-	-	-	-	\$10,338,000
New Airport	-	-	-	-	-
Other	-	-	-	-	\$5,599,000
Reconstruction	-	-	-	-	\$8,608,481
Safety	-	-	-	-	\$2,991,000
Security	-	-	-	-	\$1,719,480
Standards	-	-	-	-	\$29,130,103
Terminal	-	-	-	-	\$2,399,500
Regional Total					\$70,479,564

Information presented in Table 2.9.6.6-20, also shows the type of project for which funding is being requested. In the Treasure Coast Region, requests for funds to enable airports to meet FAA standards are estimated to account for 42 percent of all project costs. Funding requests for airports to make environmental improvements (15 percent of all project costs) and to complete reconstruction projects (12 percent of all project costs) indicate the next highest need in this region. Shares of funding by type of project for the 2005-2009 timeframe for all airports in the Southwest Florida Region are reflected in **Exhibit 2.9.6.6-65**.

**Exhibit 2.9.6.6-65
TREASURE COAST REGION
FAA/AIP REQUESTED FUNDING BY CATEGORY**



West Central Florida Metropolitan Area

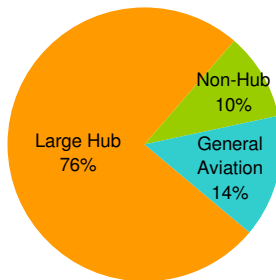
The total requested funds, between 2005 and 2009, for each airport type in the West Central Florida Metropolitan Area by funding category are shown in **Table 2.9.6.6-21**. These requests amount to a total need of approximately \$485.3 million, for public airports in the West Central Florida Metropolitan Area.

**Table 2.9.6.6-21
WEST CENTRAL FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY CATEGORY
Public Airports**

	Large Hub	Medium Hub	Small Hub	Non-Hub	General Aviation
Access	\$19,399,995	-	-	-	\$784,800
Capacity	\$111,996,900	-	-	\$12,900,000	\$732,894
Environment	\$15,543,800	-	-	-	\$2,858,900
New Airport	-	-	-	-	\$16,100,000
Other	\$155,420,800	-	-	\$3,500,000	\$24,924,000
Reconstruction	-	-	-	\$2,200,000	\$7,970,602
Safety	\$6,344,300	-	-	-	\$1,336,500
Security	-	-	-	-	\$220,000
Standards	\$56,169,900	-	-	\$7,550,000	\$14,535,845
Terminal	\$750,000	-	-	\$23,500,000	\$582,000
Regional Total	\$365,625,695			\$49,650,000	\$70,045,541

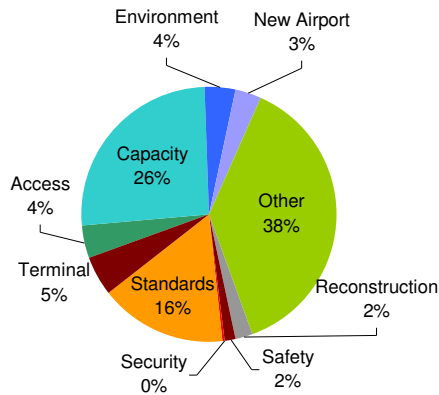
Based on funding requests from all public airports in this region, improvements at Large Hub airports are estimated to account for 76 percent of all needs in terms of dollars requested. Improvements at General Aviation (community) and Non-Hub airports are estimated to account for the remaining 24 percent of all project costs. This information is illustrated in **Exhibit 2.9.6.6-66**.

**Exhibit 2.9.6.6-66
WEST CENTRAL FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY AIRPORT TYPE**



Information presented in Table 2.9.6.6-21, also shows the type of project for which funding is being requested. In the West Central Florida Metropolitan Area, requests for funds to enable airports to conduct projects classified in the other category are estimated to account for 38 percent of all project costs. Funding requests for capacity improvements (26 percent of all project costs) and projects that enable airports to meet FAA standards (16 percent of all project costs) indicate the next highest need in this region. Shares of funding by type of project for the 2005-2009 timeframe for all airports in the Southwest Florida Region are reflected in **Exhibit 2.9.6.6-67**.

Exhibit 2.9.6.6-67
WEST CENTRAL FLORIDA METROPOLITAN AREA
FAA/AIP REQUESTED FUNDING BY CATEGORY

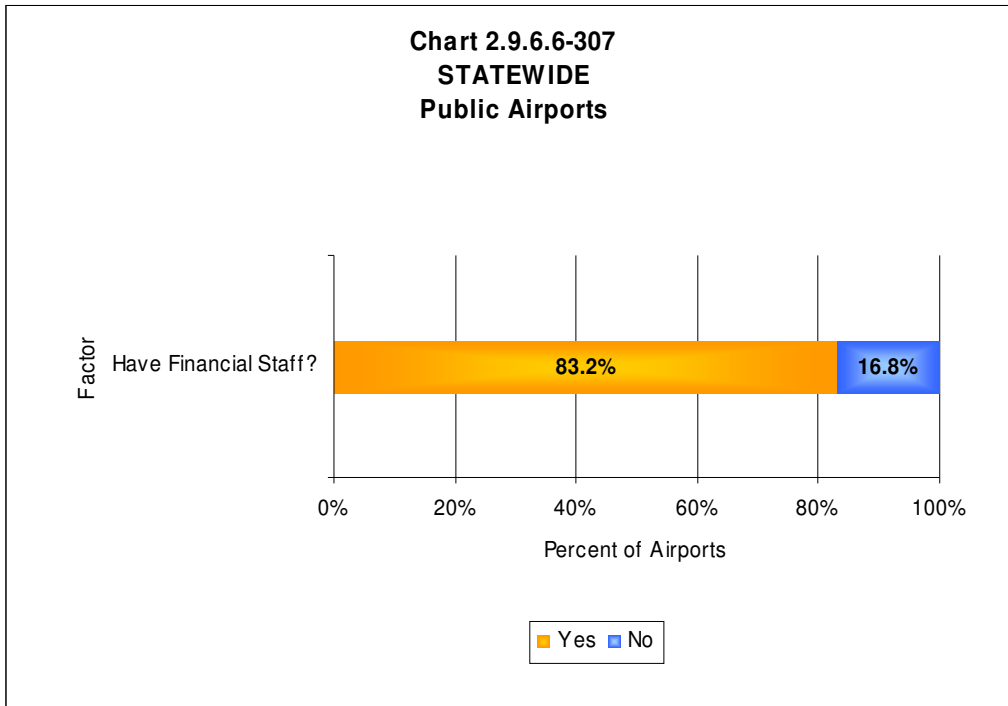


3.7 System Objective: Enhance Florida airports fiscal planning

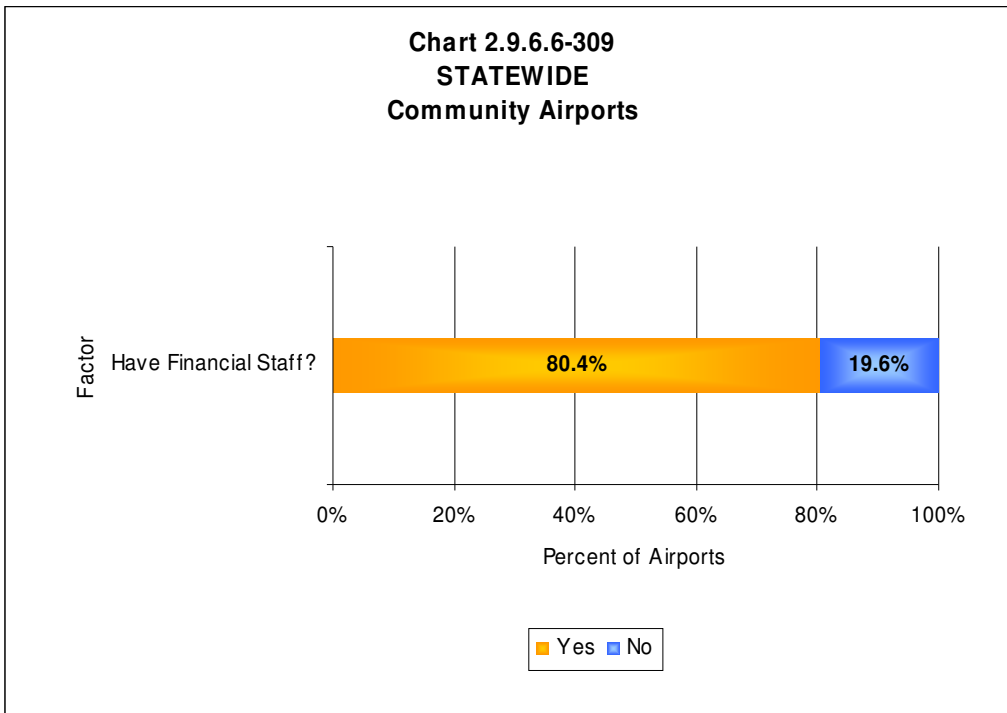
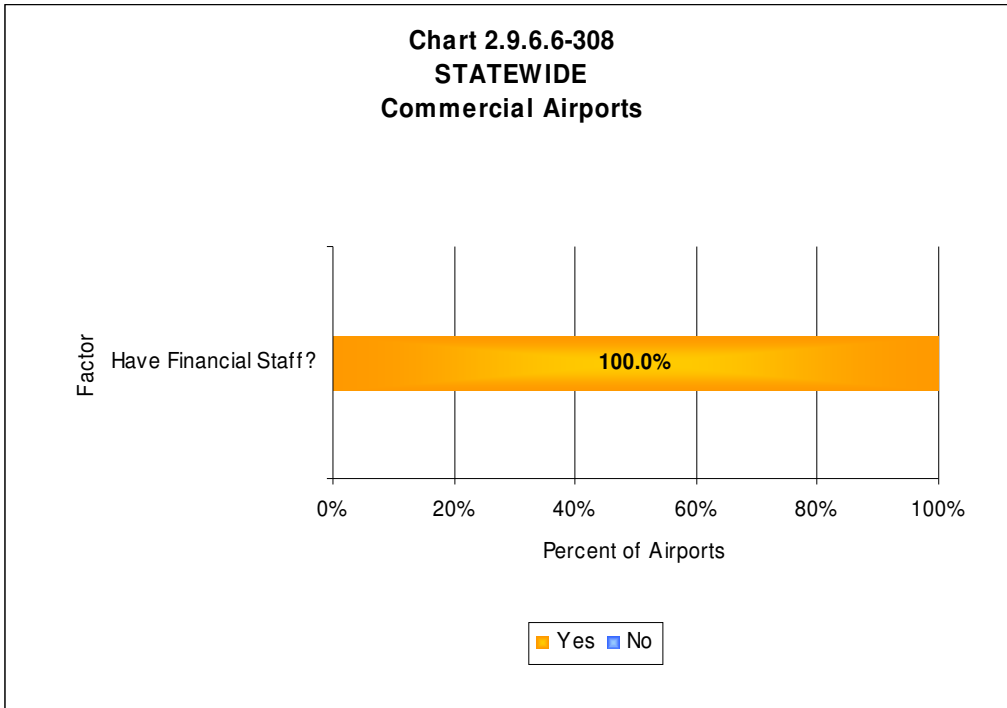
In order to meet this objective, information from each airport was examined to determine whether airports reported they have financial staff. The system performance in regard to this measure is summarized for all commercial and community airports in the state and by CFASPP region in the following sections.

Statewide Summary

As indicated in **Chart 2.9.6.6-307**, approximately 83 percent of all public airports in the state report they have financial staff. The remaining 17 percent of all public airports in the state report they do not have financial staff.



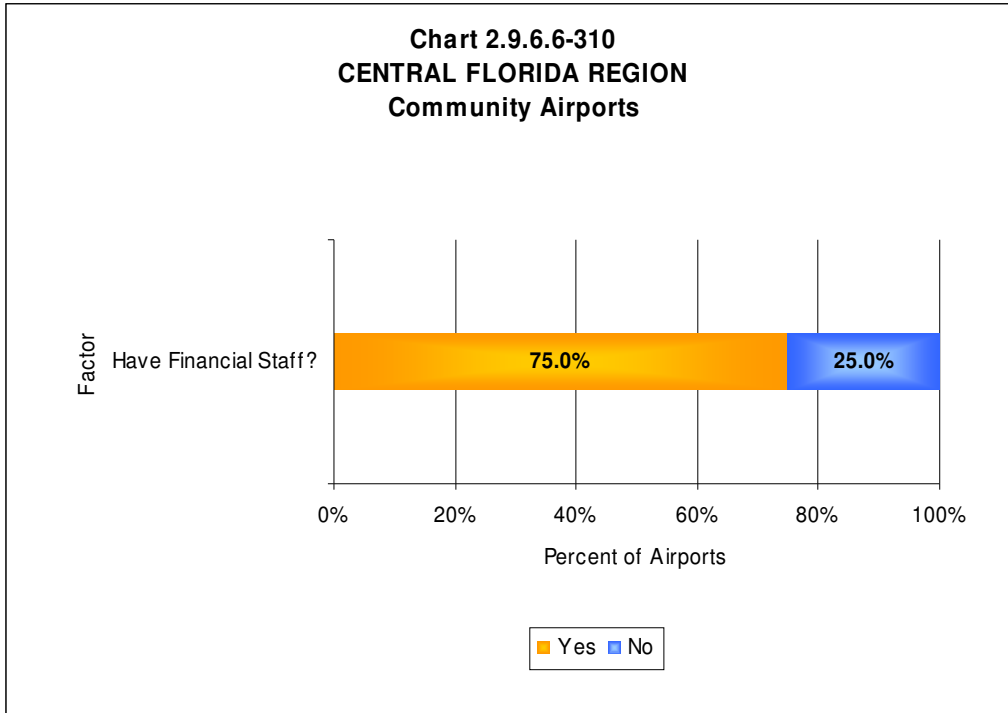
As shown in **Charts 2.9.6.6-308 and 2.9.6.6-309**, all 19 commercial airports in the state report having financial staff, while 80 percent of all community airports report having financial staff. The remaining 20 percent of all community airports in the state report they do not have financial staff.



Regional Summaries

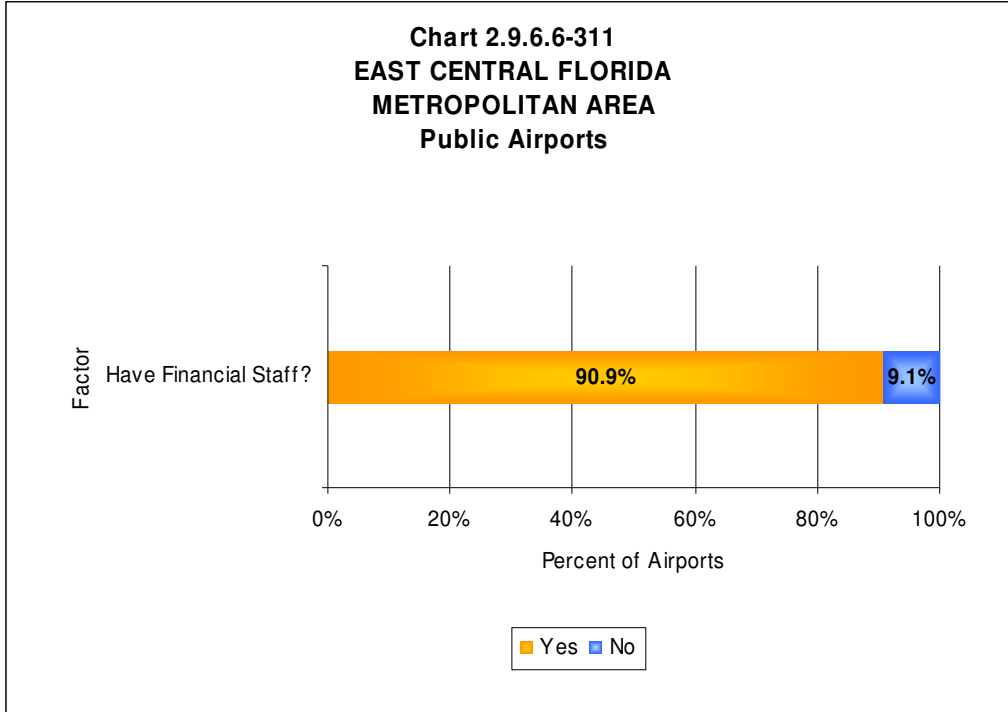
Central Florida Region

The Central Florida Region contains 12 public airports, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-310**, approximately 75 percent of all community airports in the Central Florida Region report they have financial staff. The remaining 25 percent of all community airports in this region report they do not have financial staff.

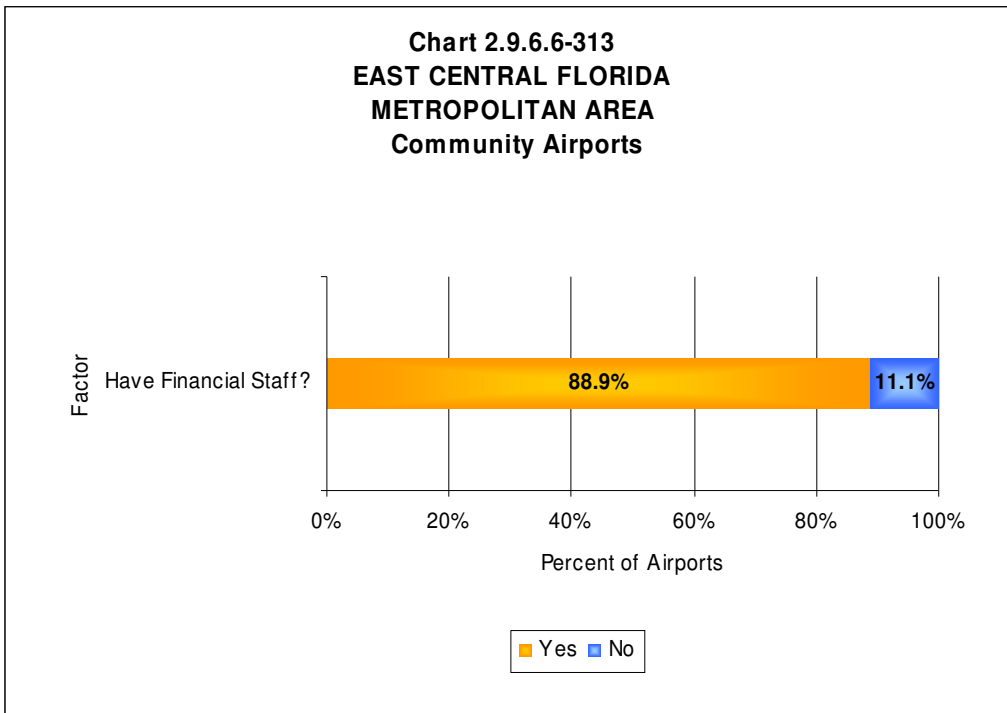
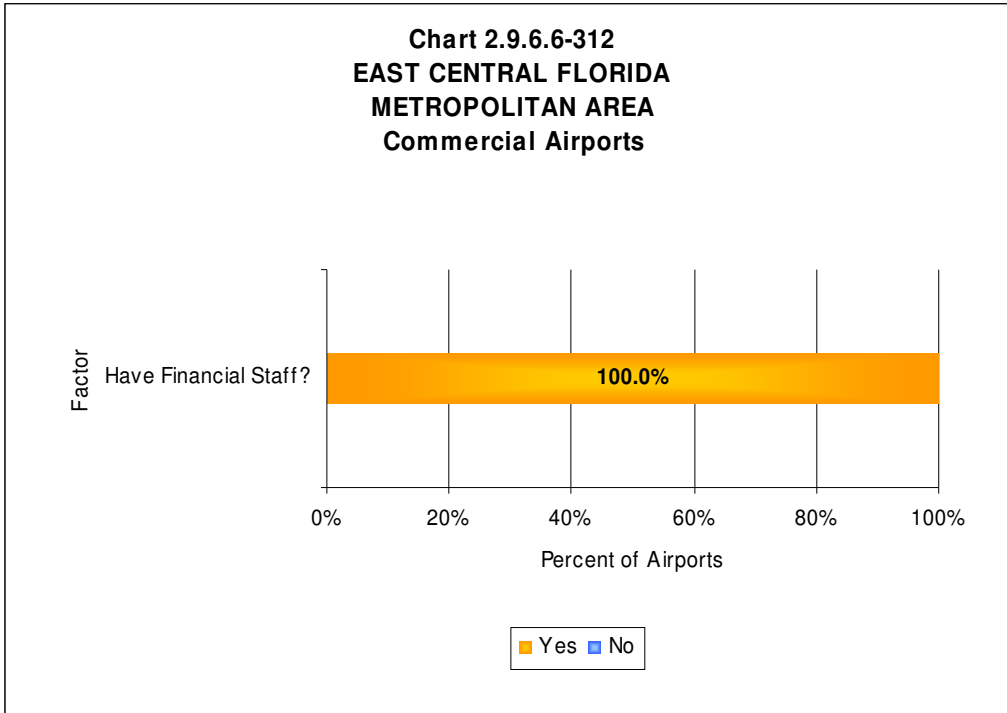


East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-311**, approximately 91 percent of all public airports in the East Central Florida Metropolitan Area report they have financial staff. The remaining nine percent of all public airports in this region report they do not have financial staff.

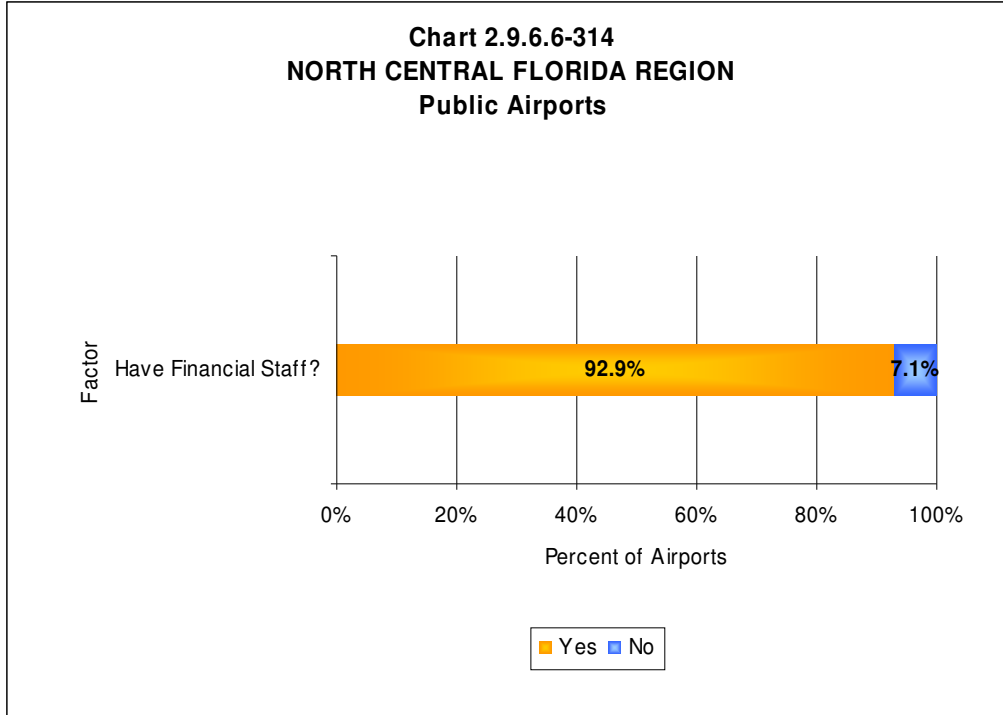


As shown in **Charts 2.9.6.6-312 and 2.9.6.6-313**, all commercial airports in the East Central Florida Metropolitan Area report having financial staff. Approximately 89 percent of all community airports in this region report having financial staff. The remaining 11 percent of all community airports in the East Central Florida Metropolitan Area report they do not have financial staff.

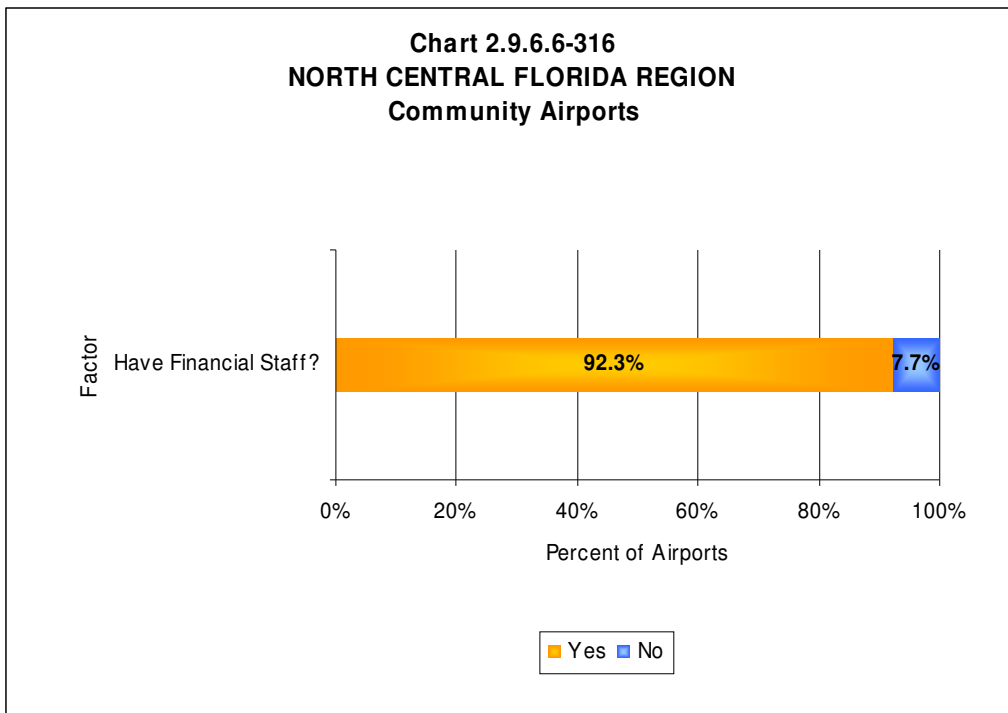
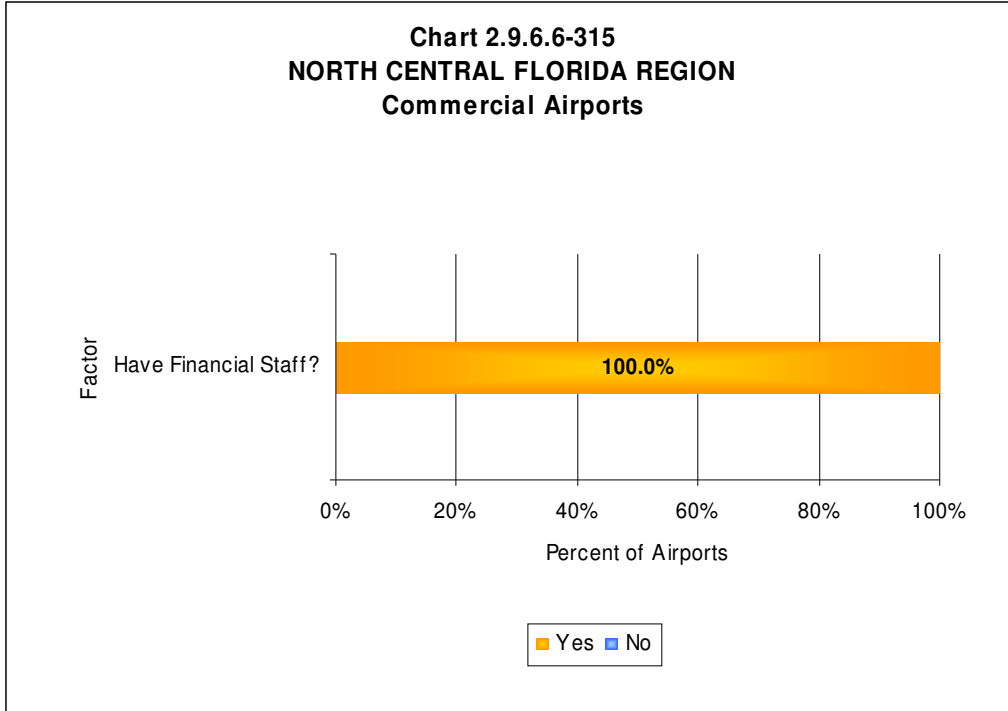


North Central Florida Region

As indicated in **Chart 2.9.6.6-314**, approximately 93 percent of all public airports in the North Central Florida Region report they have financial staff. The remaining seven percent of all public airports in this region report they do not have financial staff.

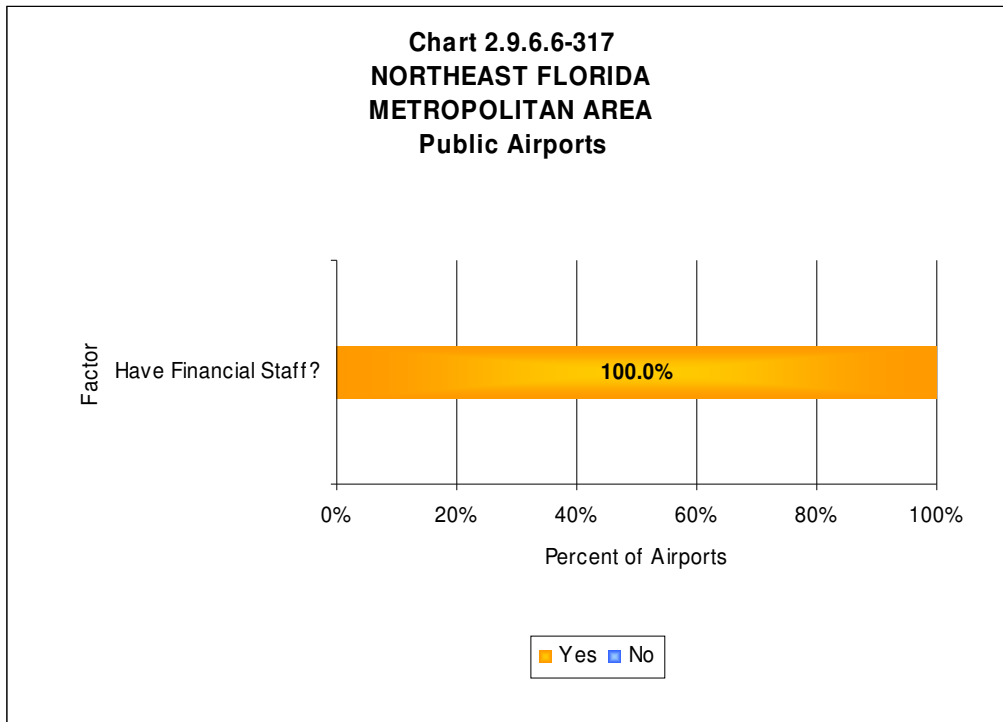


As shown in **Charts 2.9.6.6-315 and 2.9.6.6-316**, all commercial airports in the North Central Florida Region report having financial staff. Approximately 92 percent of all community airports in this region report having financial staff. The remaining eight percent of all community airports in the North Central Florida Region report they do not have financial staff.

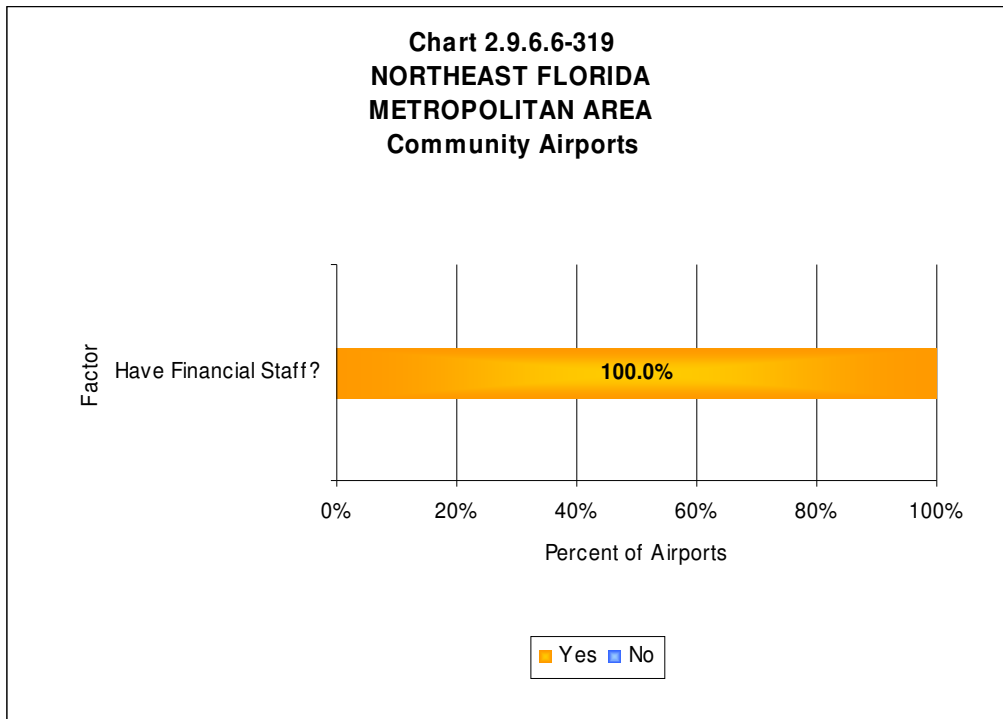
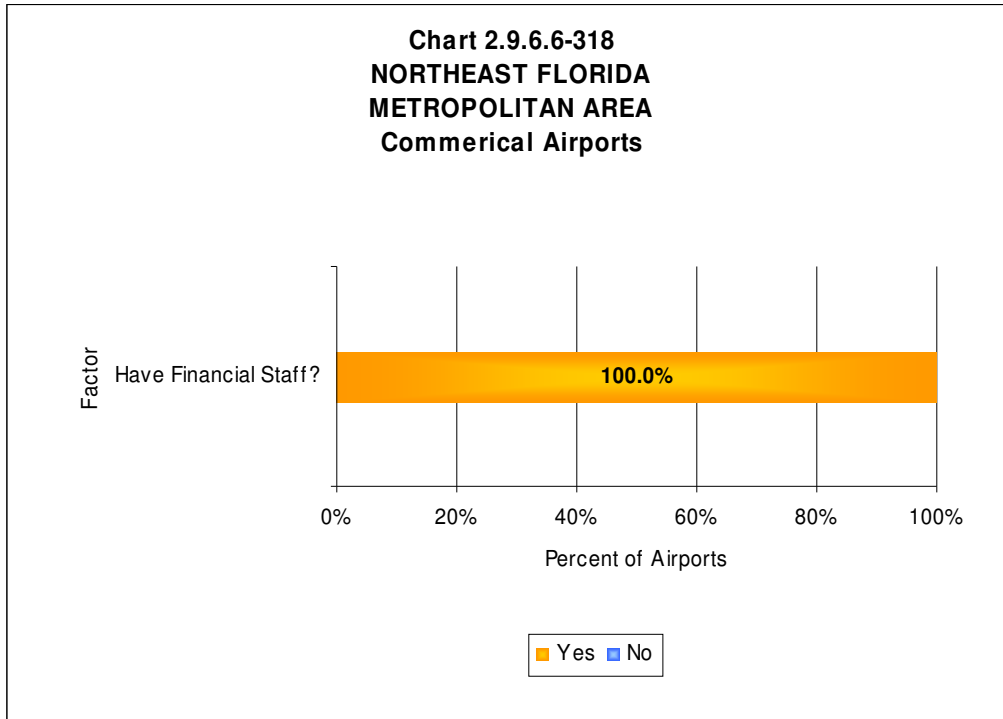


Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-317**, the one commercial and eight community public airports in the Northeast Florida Metropolitan Area report they have financial staff.

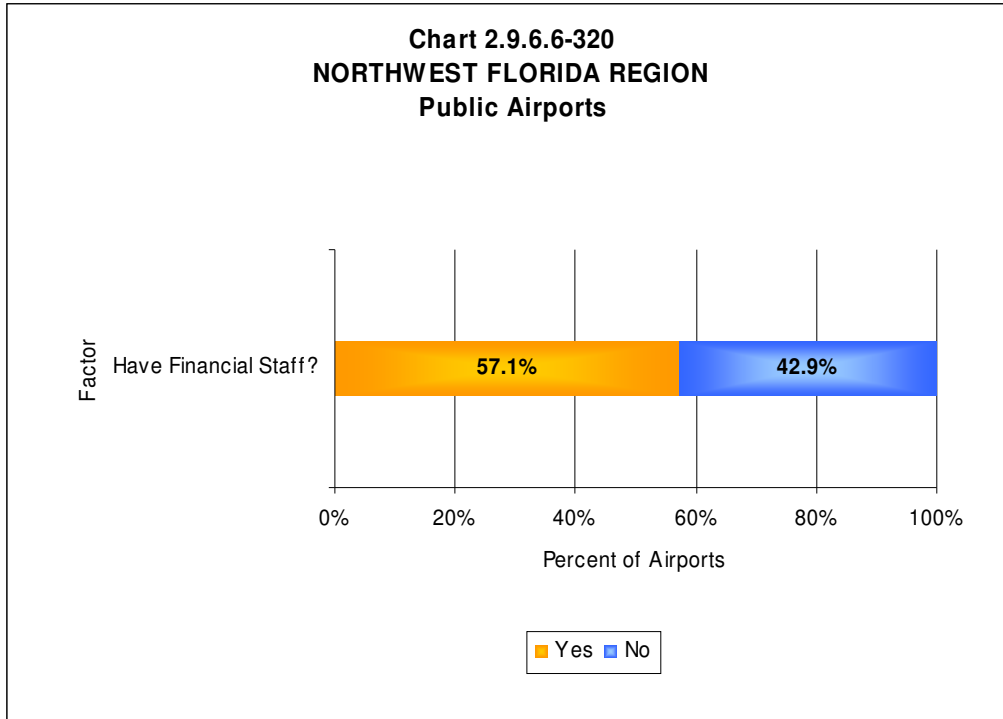


As shown in **Charts 2.9.6.6-318 and 2.9.6.6-319**, all commercial and all community airports in the Northeast Florida Metropolitan Area report having financial staff.

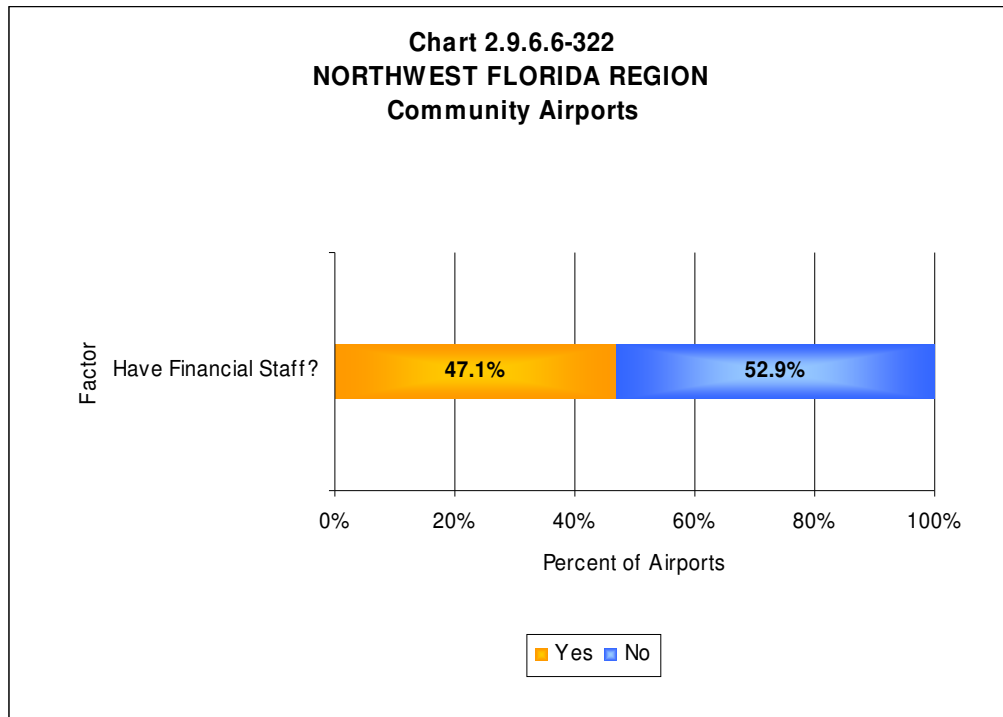
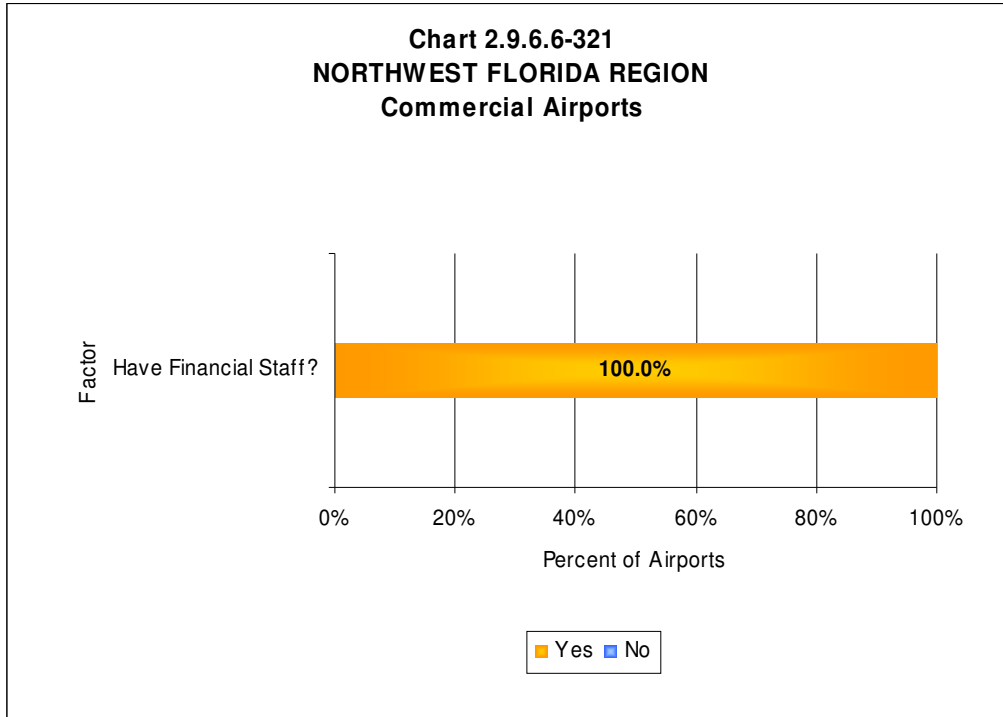


Northwest Florida Region

As indicated in **Chart 2.9.6.6-320**, approximately 57 percent of all public airports in the Northwest Florida Region report they have financial staff. The remaining 43 percent of all public airports in this region report they do not have financial staff.

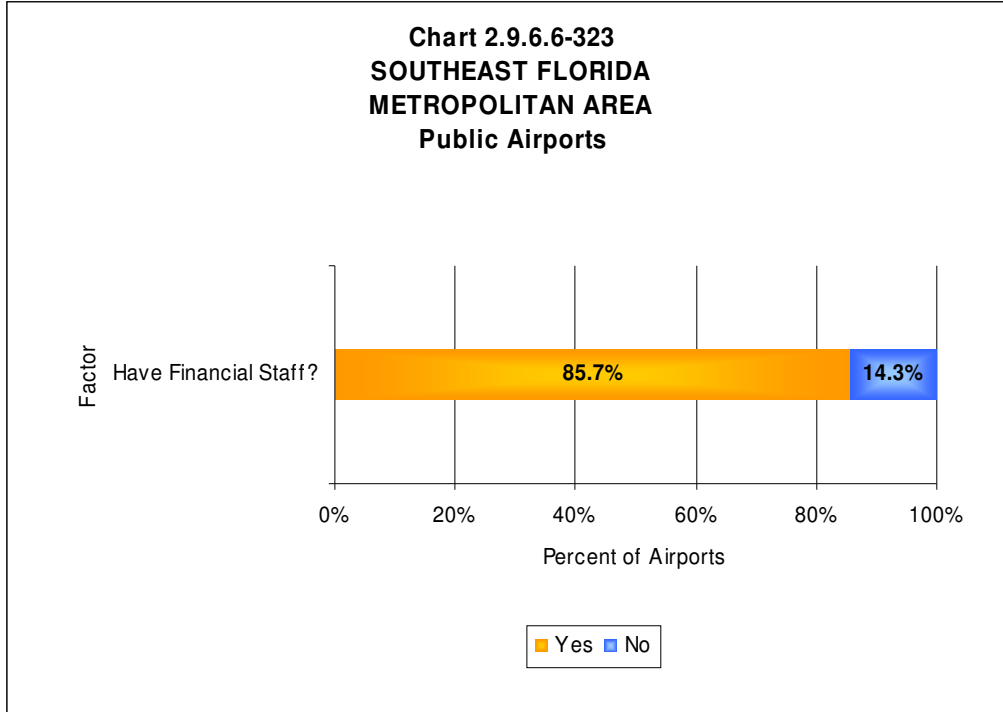


As shown in **Charts 2.9.6.6-321 and 2.9.6.6-322**, all commercial airports in the Northwest Florida Region report having financial staff. Approximately 47 percent of all community airports in this region report having financial staff. The remaining 53 percent of all community airports in the Northwest Florida Region report they do not have financial staff; this percentage is higher than the state average.

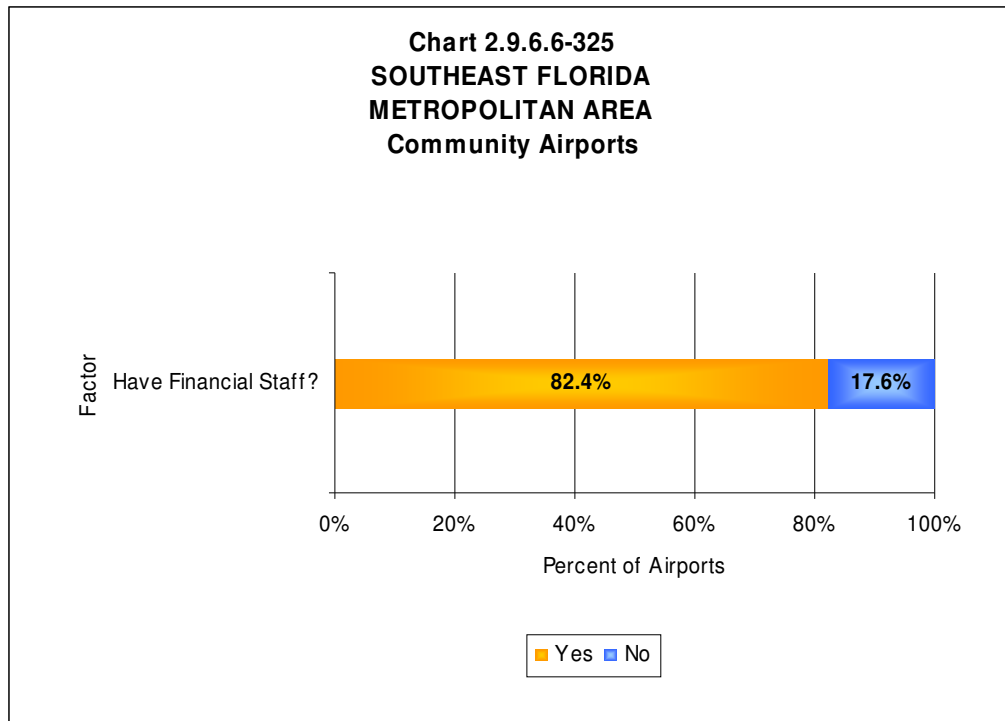
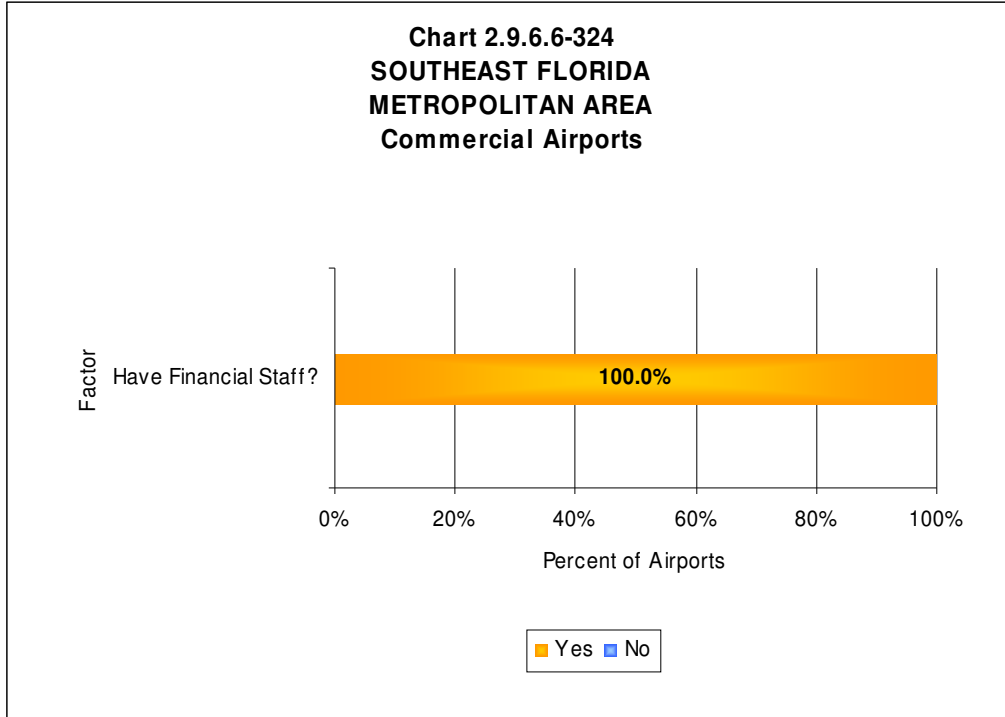


Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-323**, approximately 86 percent of all public airports in the Southeast Florida Metropolitan Area report they have financial staff. The remaining 14 percent of all public airports in this region report they do not have financial staff.

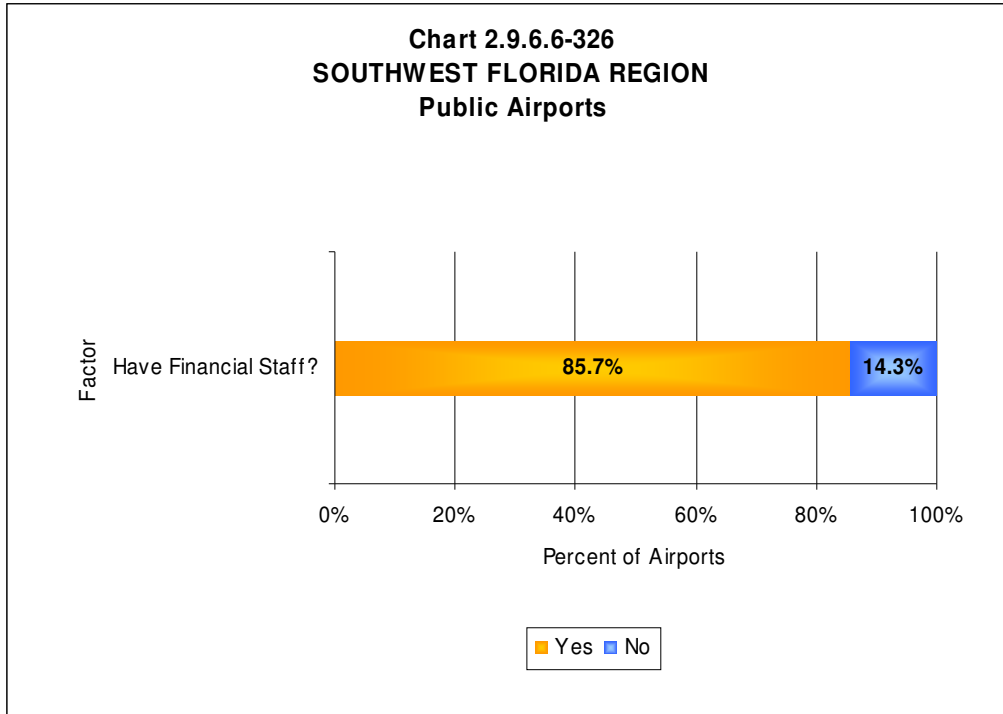


As shown in **Charts 2.9.6.6-324 and 2.9.6.6-325**, all commercial airports in the Southeast Florida Metropolitan Area report having financial staff. Approximately 82 percent of all community airports in this region report having financial staff. The remaining 18 percent of all community airports in the Southeast Florida Metropolitan Area report they do not have financial staff.

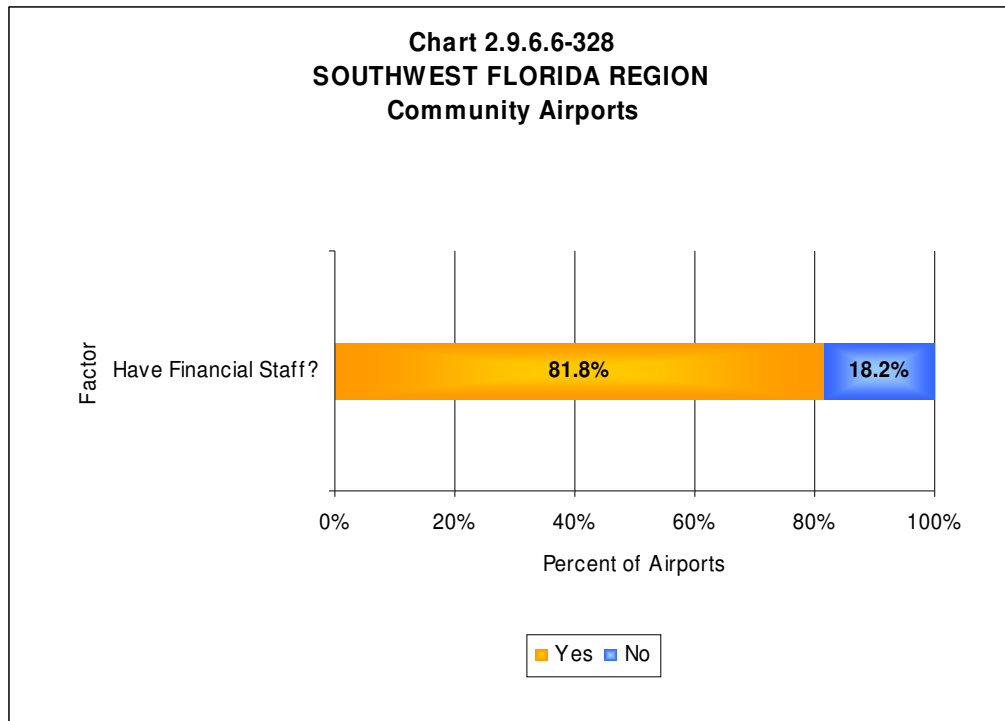
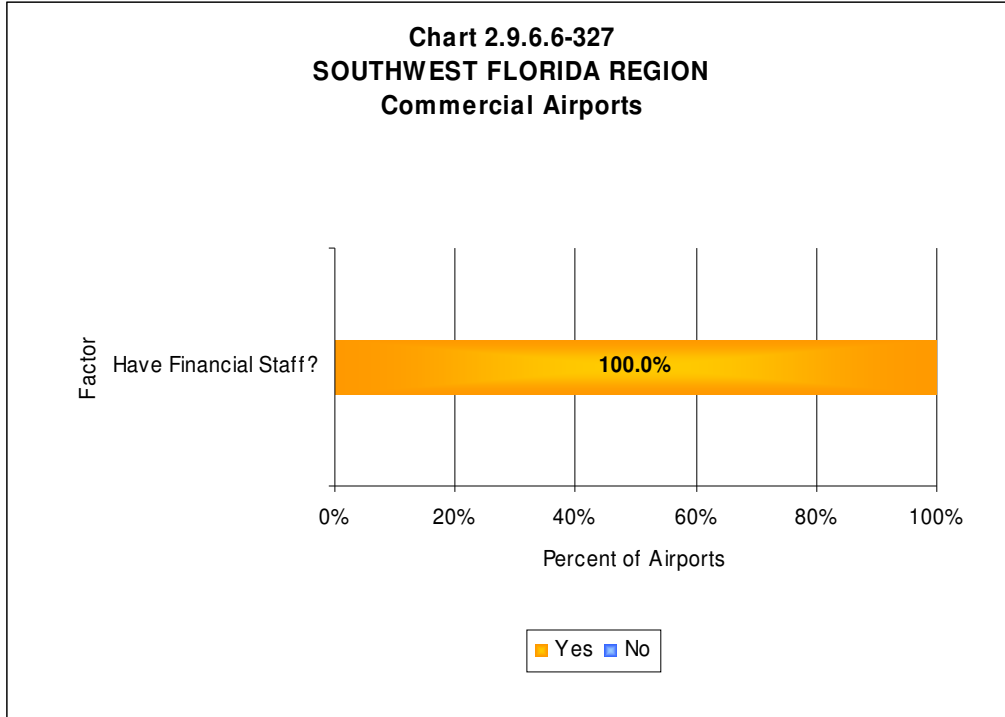


Southwest Florida Region

As indicated in **Chart 2.9.6.6-326**, approximately 86 percent of all public airports in the Southwest Florida Region report they have financial staff. The remaining 14 percent of all public airports in this region report they do not have financial staff.

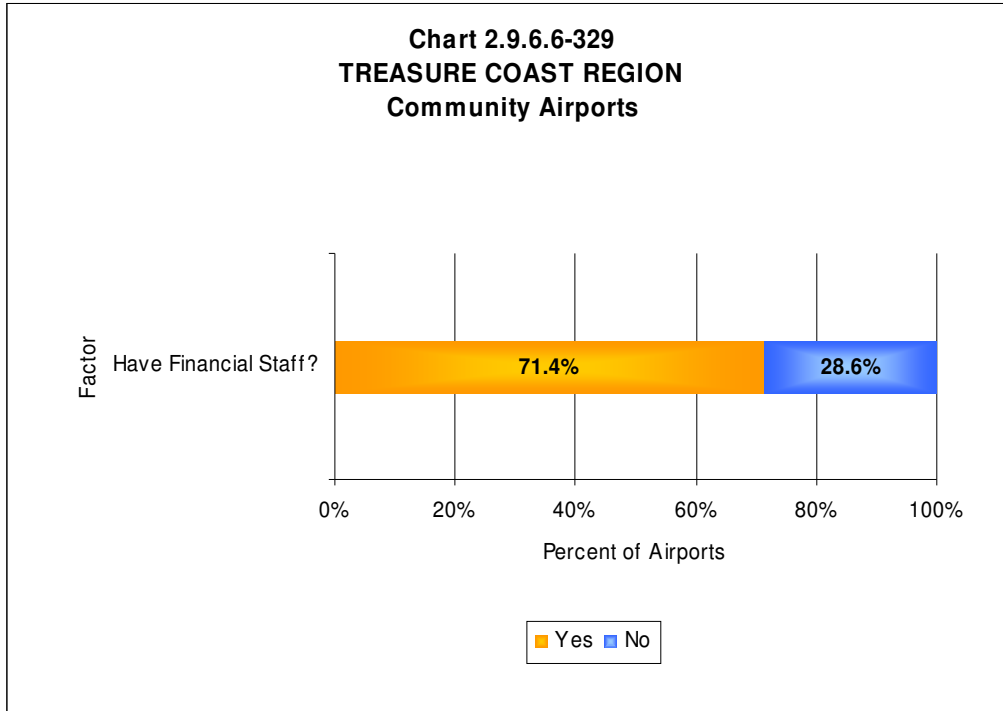


As shown in **Charts 2.9.6.6-327 and 2.9.6.6-328**, all commercial airports in the Southwest Florida Region report having financial staff. Approximately 82 percent of all community airports in this region report having financial staff. The remaining 18 percent of all community airports in the Southwest Florida Region report they do not have financial staff.



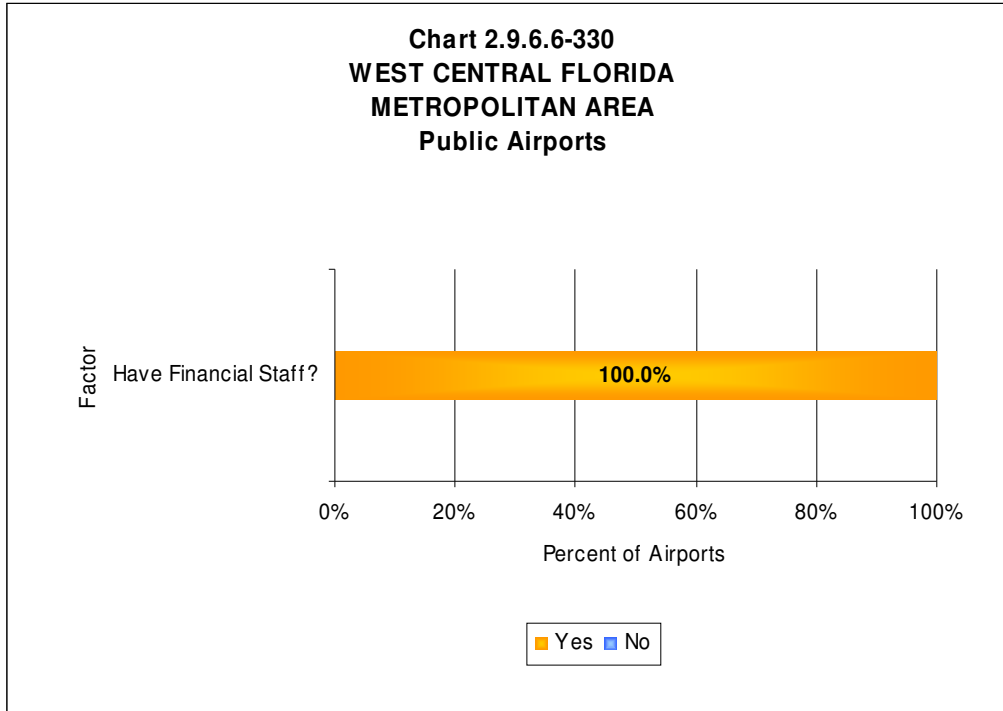
Treasure Coast Region

The Treasure Coast Region contains seven public airports, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-329**, approximately 71 percent of all community airports in the Treasure Coast Region report they have financial staff. The remaining 29 percent of all community airports in this region report they do not have financial staff.



West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-330**, the two commercial airports and nine community airports in the West Central Florida Metropolitan Area report they have a financial staff.



As shown in **Charts 2.9.6.6-331 and 2.9.6.6-332**, all commercial and community airports in the West Central Florida Metropolitan Area report having financial staff.

