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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 4: Protect airspace and promote compatible land uses around public airports

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

- 4.1 - Encourage airports to work with communities to enact airport zoning ordinances compatible with F. S. 333 and encourage airports to have master plans incorporated in comprehensive plans of overlying local governments.
- 4.2 - Protect public use airports from incompatible land uses
- 4.3 - Assist airports that are constrained by intermodal access problems
- 4.4 - Enhance airports compatibility with natural and manmade environments

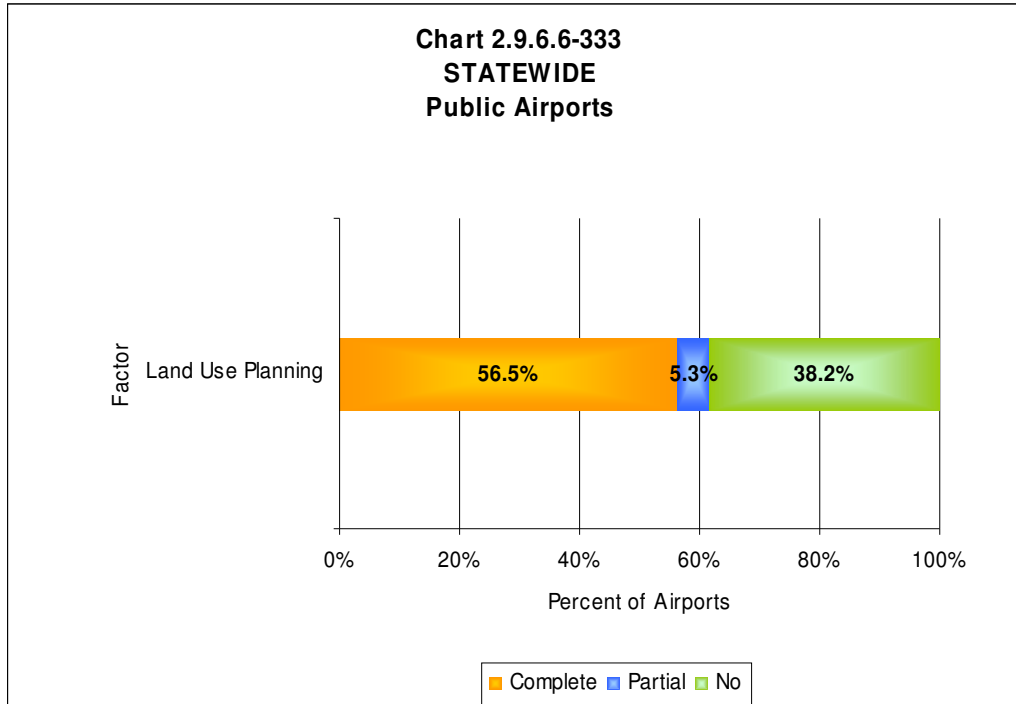
Compatible land use planning is critical to the long-term success of Florida airports. While a significant percentage of public airports report they are recognized in a comprehensive plan or have a master plan, many of Florida's public airports could benefit from more control over the height of objects in the airport environs and a current noise contour. This is especially true as most airports report that financial, land use, environmental, or manmade constraints have the potential to limit or restrict their ability to expand as needed.

4.1 System Objective: Encourage airports to work with communities to enact airport zoning ordinances compatible with F.S. 333 and encourage airports to have master plans incorporated into comprehensive plans of local governments

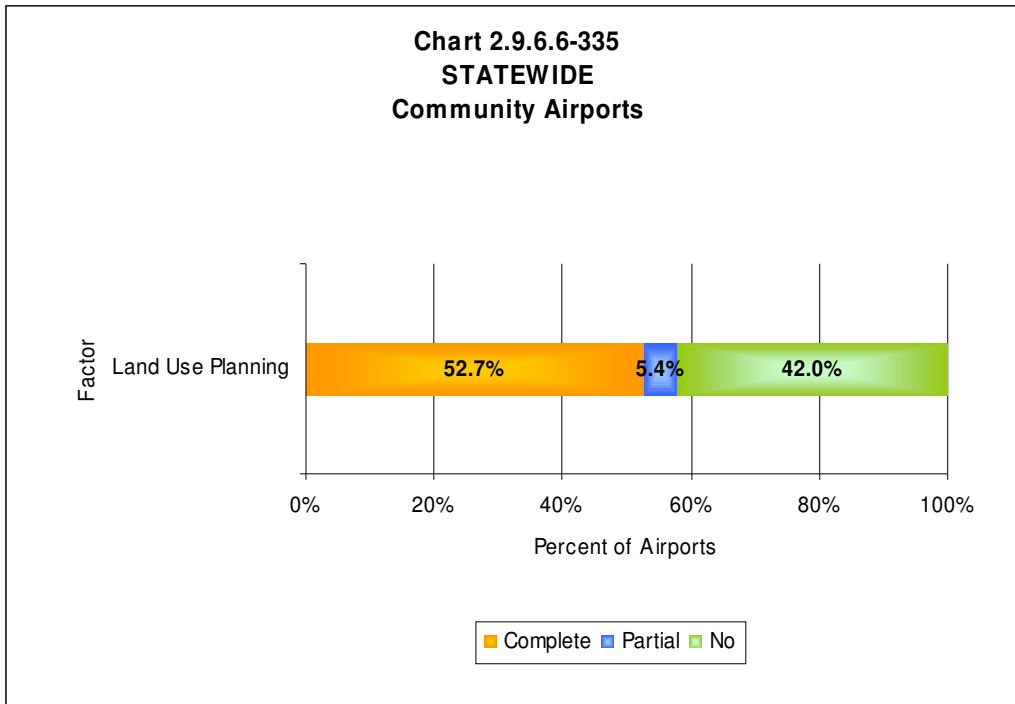
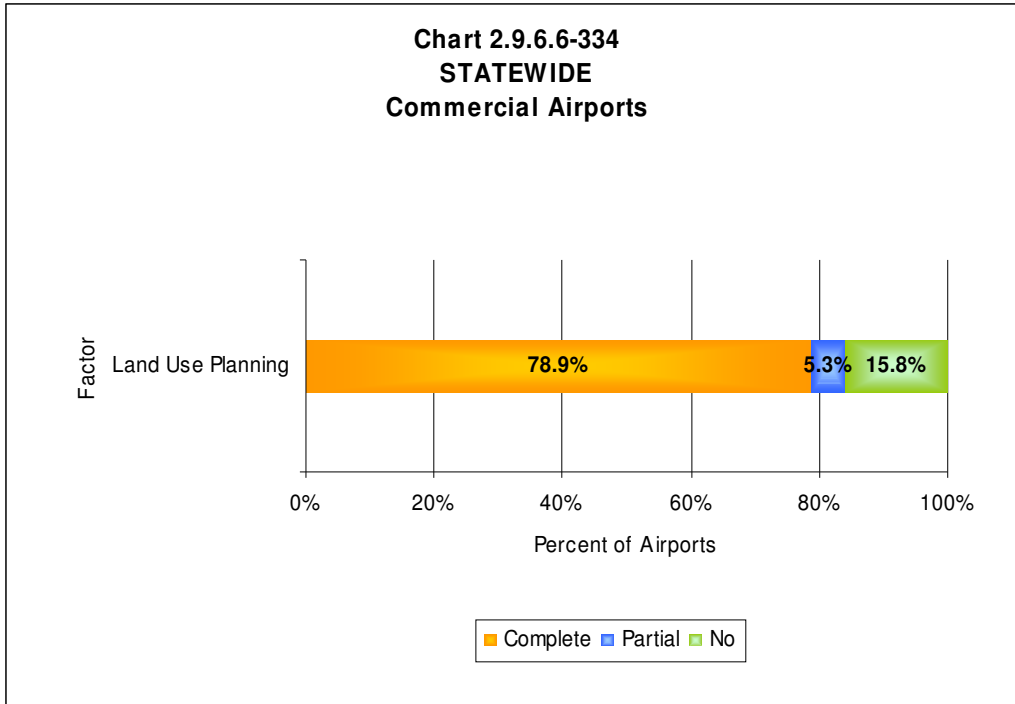
In order to meet this objective, information from each airport was examined to determine whether airports reported that surrounding municipalities have taken complete, partial or no actions to promote compatible land use planning consistent with FAA FAR Part 77 guidelines. The system performance in regard to this measure is summarized for all commercial and community airports in the state and by CFASPP region in the following sections. Airports/communities that have taken actions to support compatible land use planning may be in a better position to protect airspace, airport operations, and future expansion. This could help to protect the long term viability of the statewide airport system.

Statewide Summary

As indicated in **Chart 2.9.6.6-333**, approximately 57 percent of all public airports in the state report they have complete protection within their Part 77 surfaces, and five percent report partial control within their Part 77 surfaces. The remaining 38 percent of all public airports in the state report they have no land use planning or controls within their Part 77 surfaces.



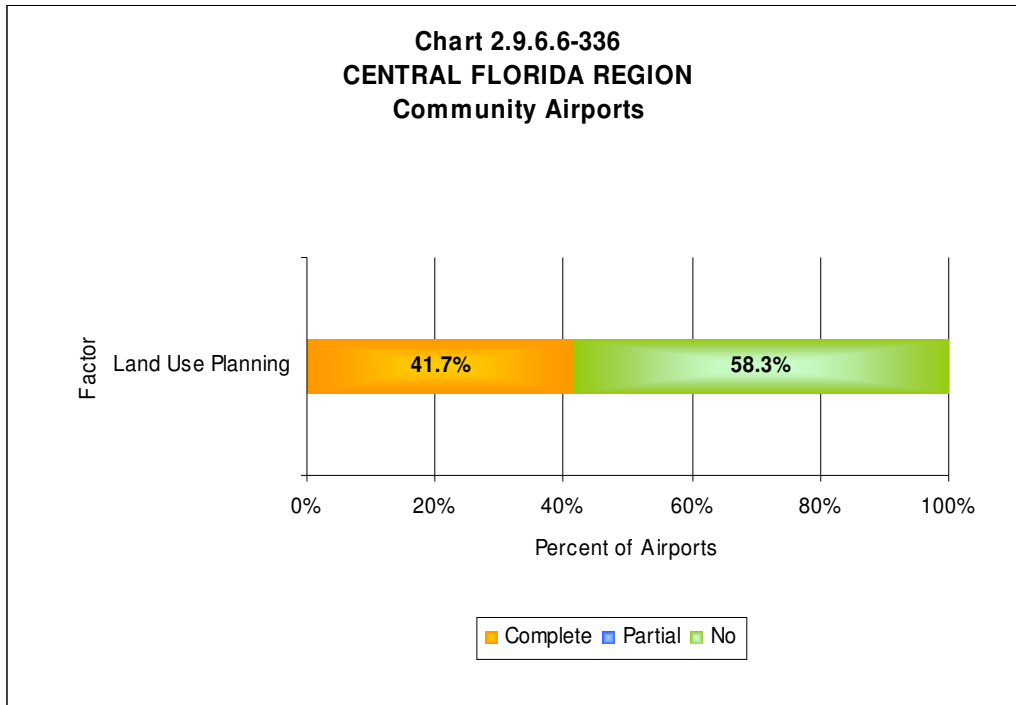
As shown in **Charts 2.9.6.6-334** and **2.9.6.6-335**, approximately 79 percent of all commercial airports and 53 percent of community airports in the state report they have complete protection within their Part 77 surfaces. Approximately five percent of all commercial and five percent of all community airports report partial land use planning/compatibility within their Part 77 surfaces. The remaining 16 percent of all commercial airports and 42 percent of all community airports in the state report surrounding communities have not taken action to control development within Part 77 surfaces.



Regional Summaries

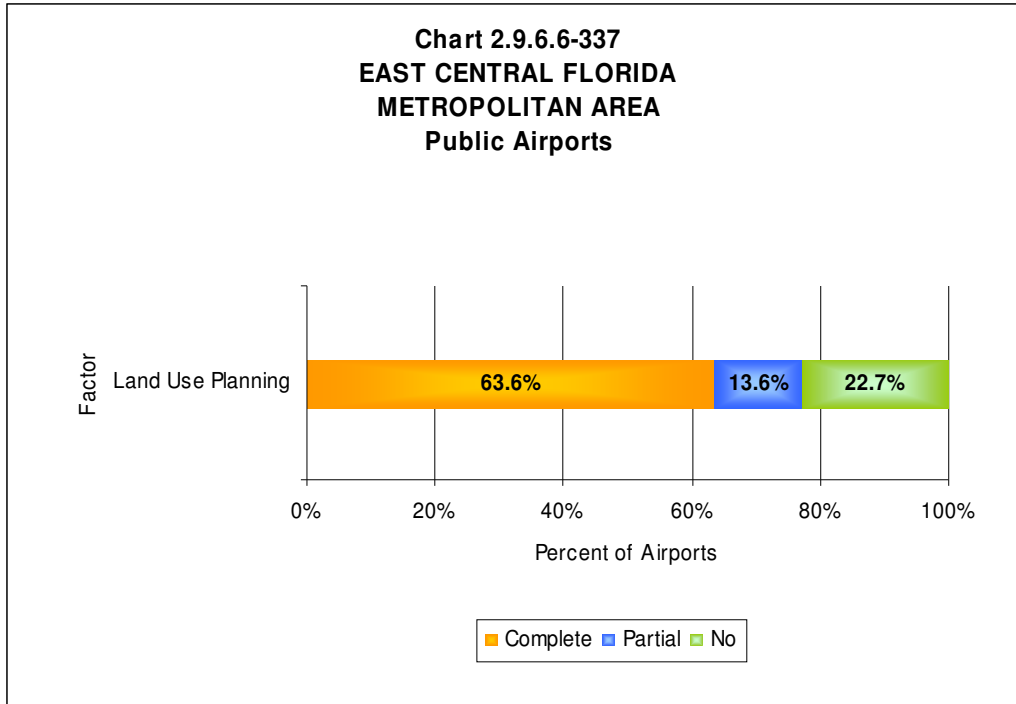
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-336**, approximately 42 percent of all community airports in the Central Florida Region report communities have taken complete control over development within their Part 77 surfaces. The remaining 58 percent of all community airports in this region report they have no land use planning/controls within their Part 77 surfaces.

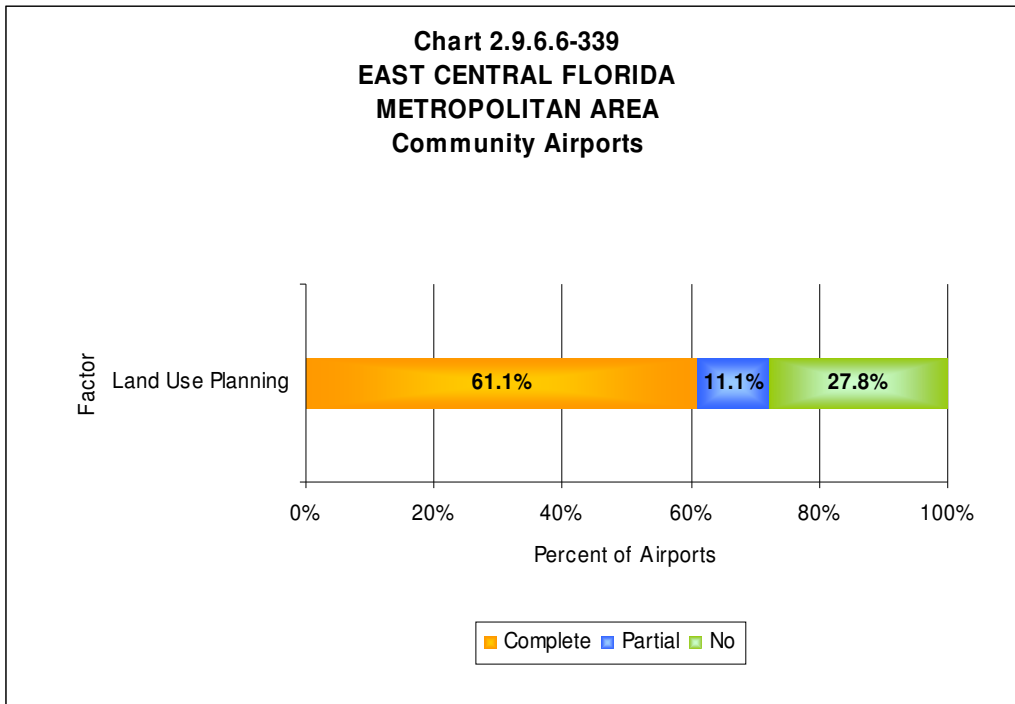
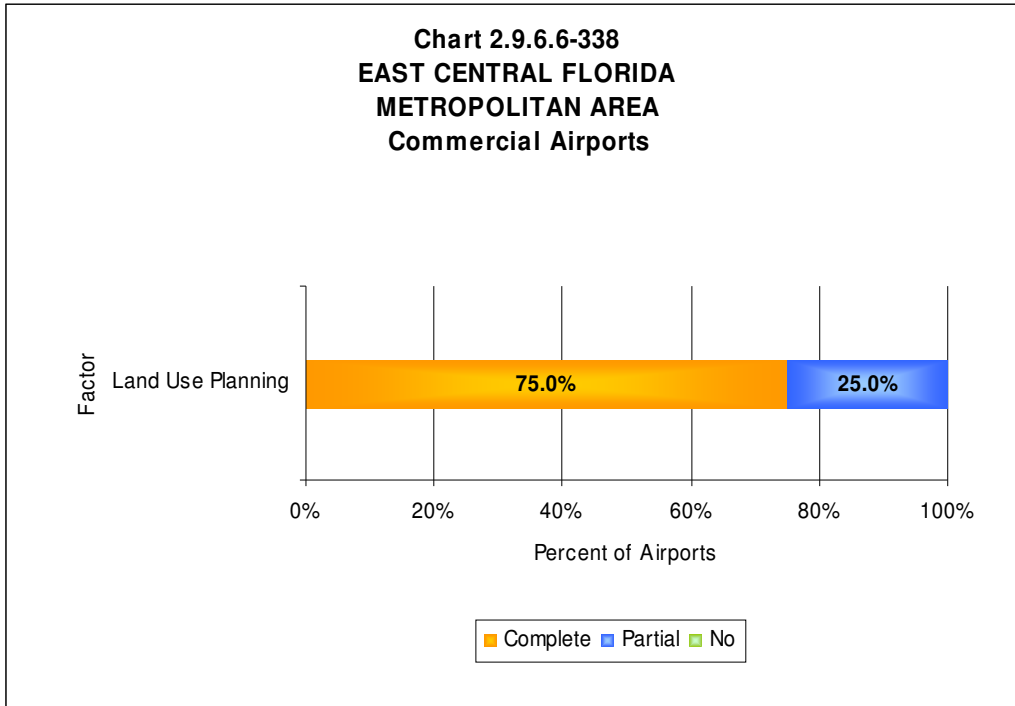


East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-337**, approximately 64 percent of all public airports in the East Central Florida Metropolitan Area report neighboring communities have taken action to provide complete land use control within their Part 77 surfaces. Fourteen percent report partial land use controls. The remaining 23 percent of all public airports in the East Central Florida Metropolitan Area report surrounding municipalities have taken no action to control land use and development within Part 77 surfaces.

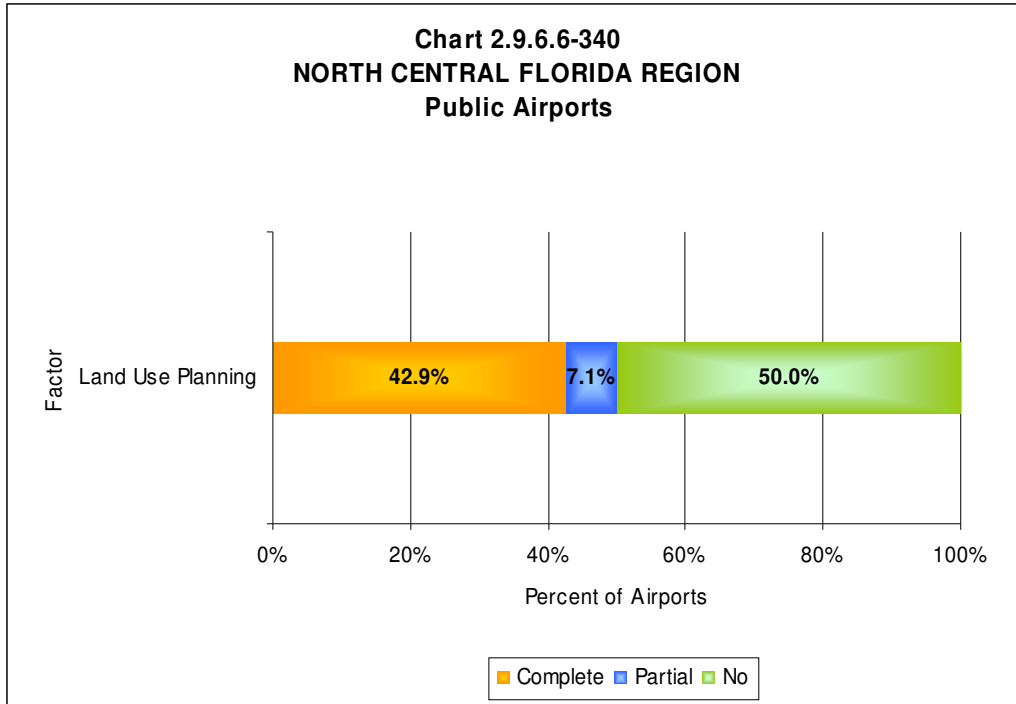


As shown in **Charts 2.9.6.6-338** and **2.9.6.6-339**, approximately 75 percent of all commercial airports and 61 percent of community airports in the East Central Florida Metropolitan Area report surrounding municipalities have taken action to provide complete land use control within their Part 77 surfaces. Approximately 25 percent of all commercial airports and 11 percent of all community airports report partial land use planning/control within their Part 77 surfaces. The remaining 28 percent of all community airports in the East Central Florida Metropolitan Area report surrounding municipalities have taken no action to control land use development within Part 77 surfaces.

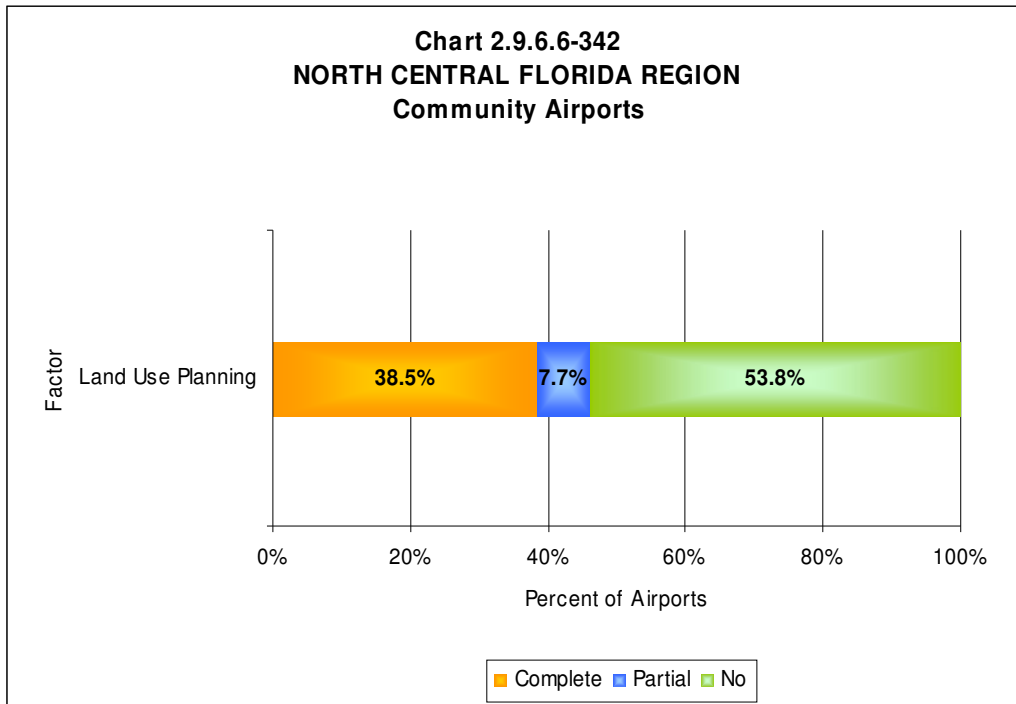
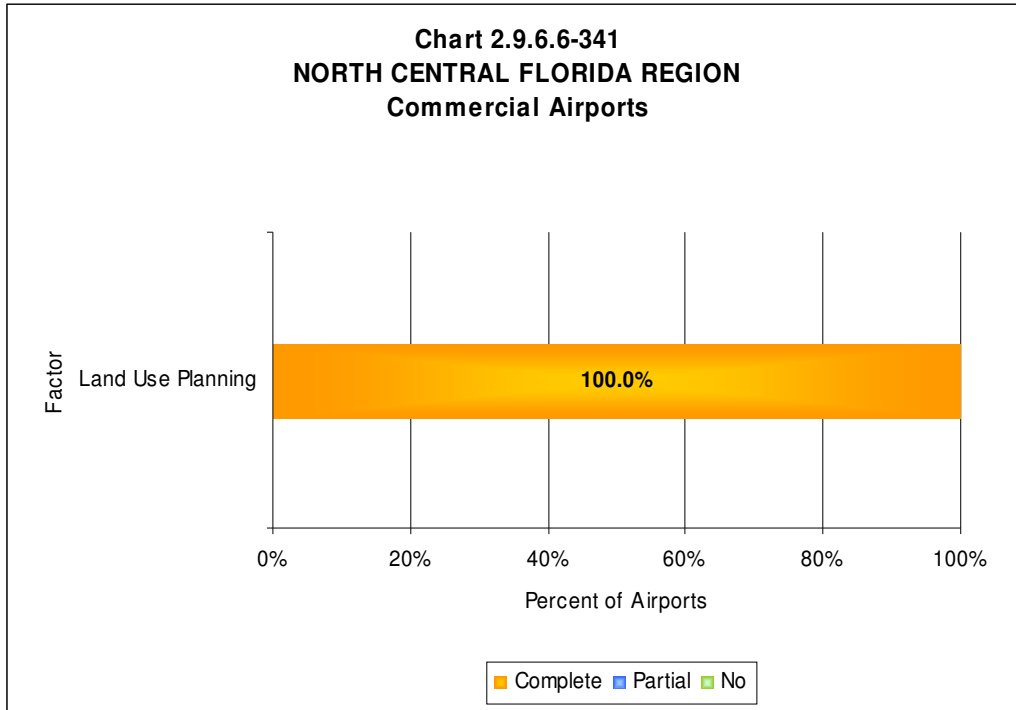


North Central Florida Region

As indicated in **Chart 2.9.6.6-340**, approximately 43 percent of all public airports in the North Central Florida Region report surrounding municipalities have taken action to provide complete land use planning/control within their Part 77 surfaces, and seven percent report partial land use planning/control within their Part 77. The remaining 50 percent of all public airports in the North Central Florida Region report surrounding municipalities have taken no action related to promoting compatible land use planning/development within Part 77 surfaces.

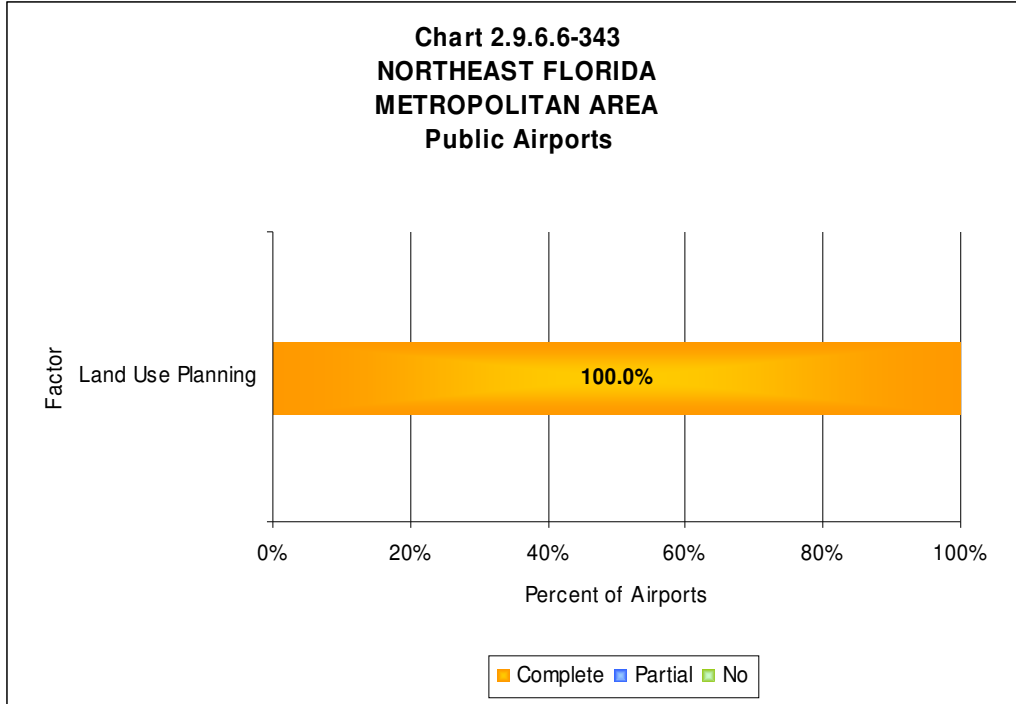


As shown in **Charts 2.9.6.6-341** and **2.9.6.6-342**, 100 percent of all commercial airports and approximately 39 percent of community airports in the North Central Florida Region report surrounding municipalities have taken action to provide complete land use planning within their Part 77 surfaces. Approximately eight percent of all community airports report partial land use planning within their Part 77 surfaces. The remaining 54 percent of all community airports in the North Central Florida Region report surrounding municipalities have taken no actions to promote compatible land use/development within Part 77 surfaces.

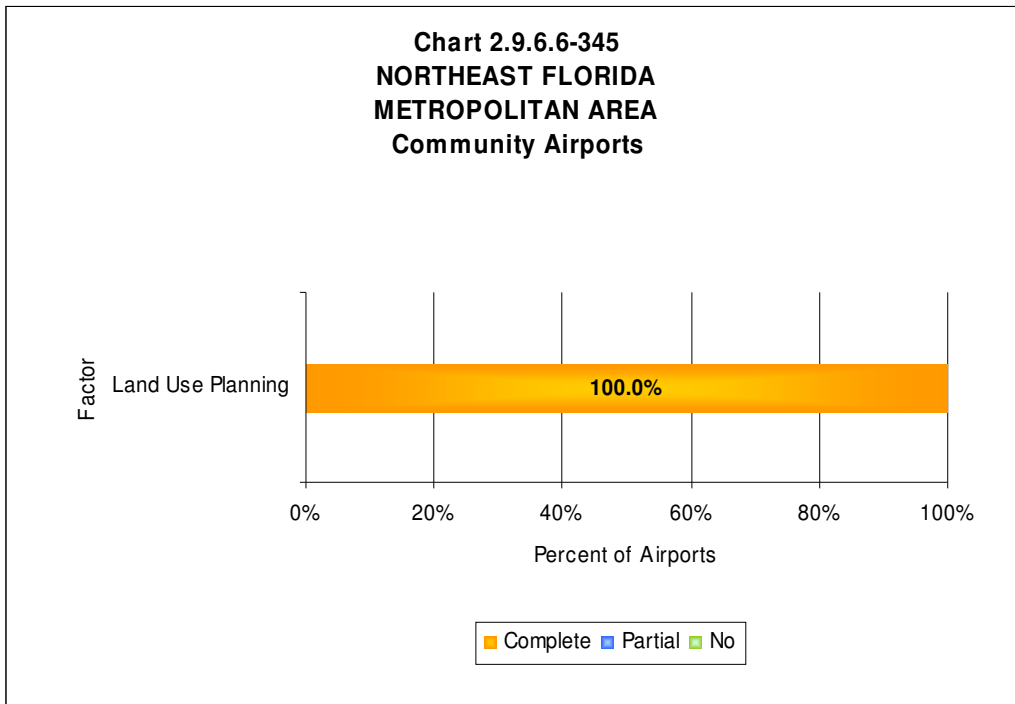
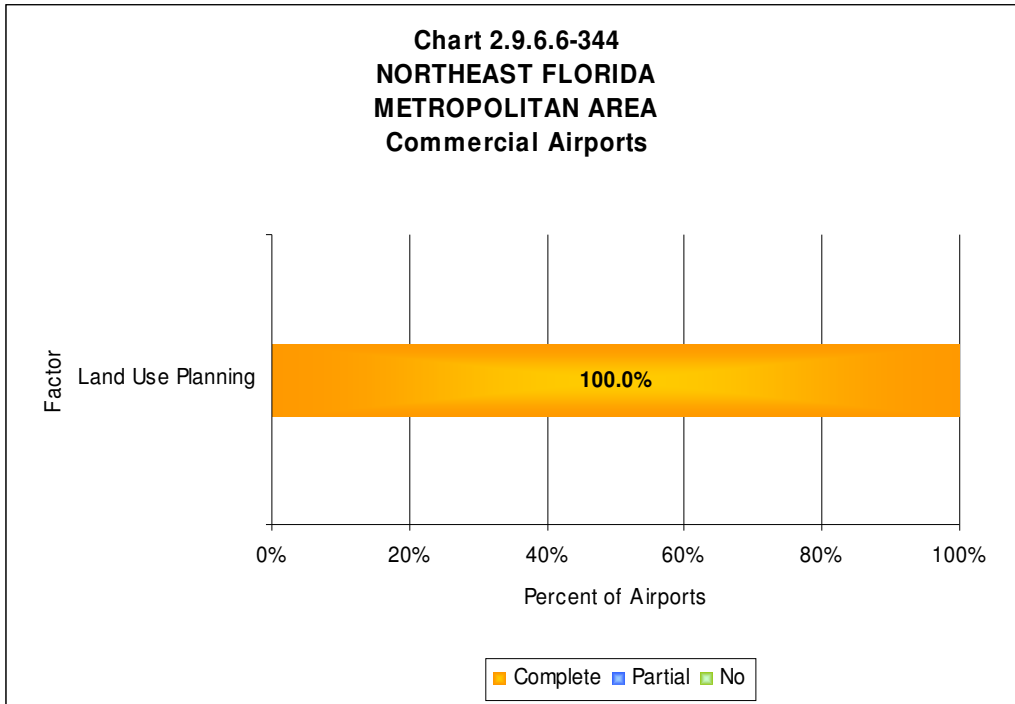


Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-343**, 100 percent of all public airports in the Northeast Florida Metropolitan Area report municipalities that border public airports have taken steps to provide complete land use planning/control within their Part 77 surfaces.

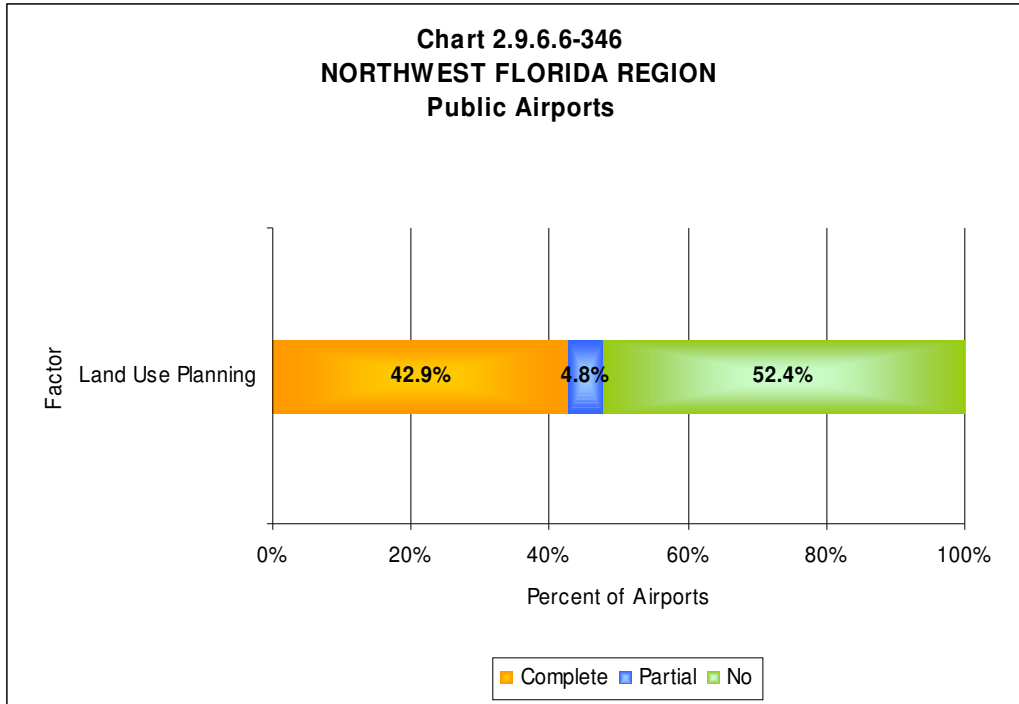


As shown in **Charts 2.9.6.6-344** and **2.9.6.6-345**, 100 percent of all commercial and community airports in the Northeast Florida Metropolitan Area report surrounding municipalities have taken action to provide complete land use planning within their Part 77 surfaces.

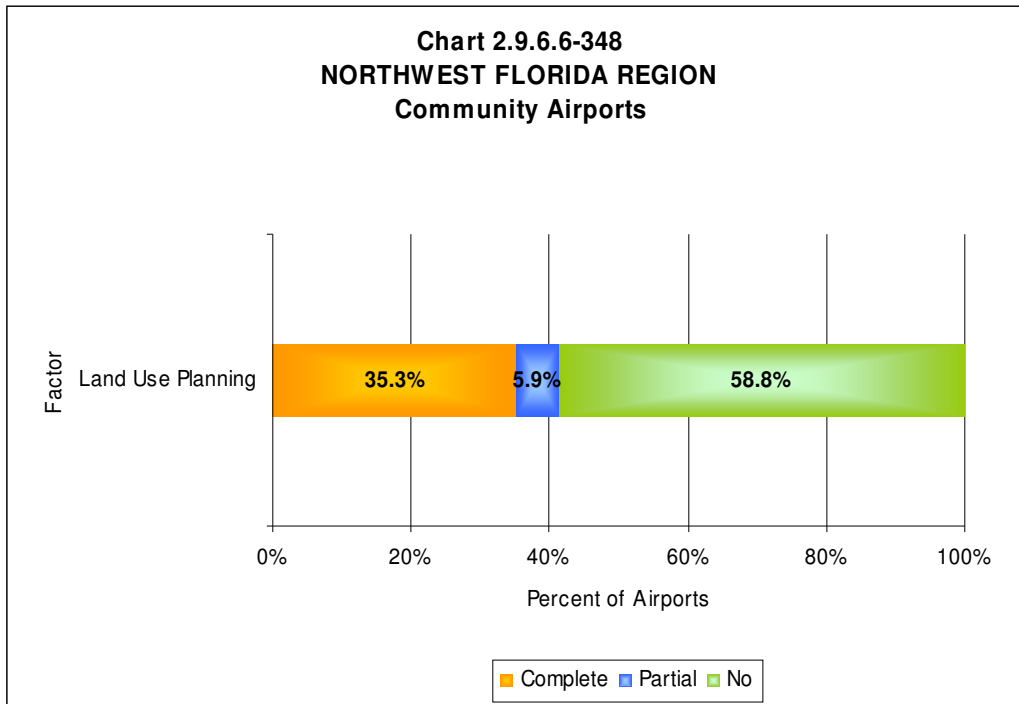
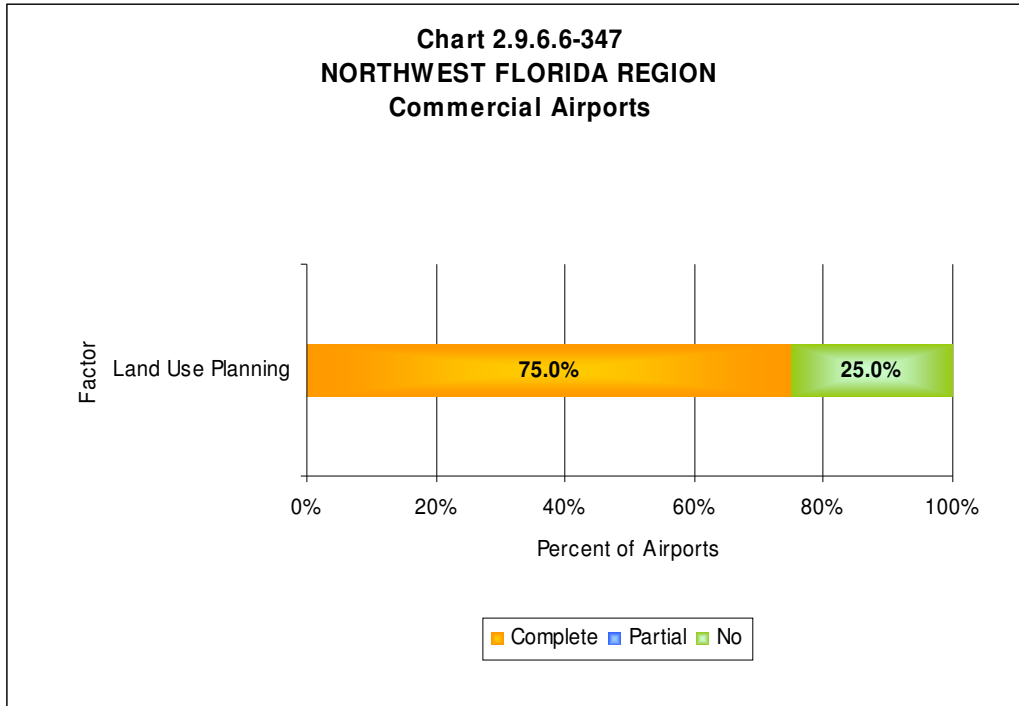


Northwest Florida Region

As indicated in **Chart 2.9.6.6-346**, approximately 43 percent of all public airports in the Northwest Florida Region report surrounding communities have taken actions to provide complete land use planning or control within Part 77 surfaces, and five percent report partial land use planning/control. The remaining 52 percent of all public airports in the Northwest Florida Region report surrounding municipalities have taken no actions to promote compatible land use planning or development within their Part 77 surfaces.

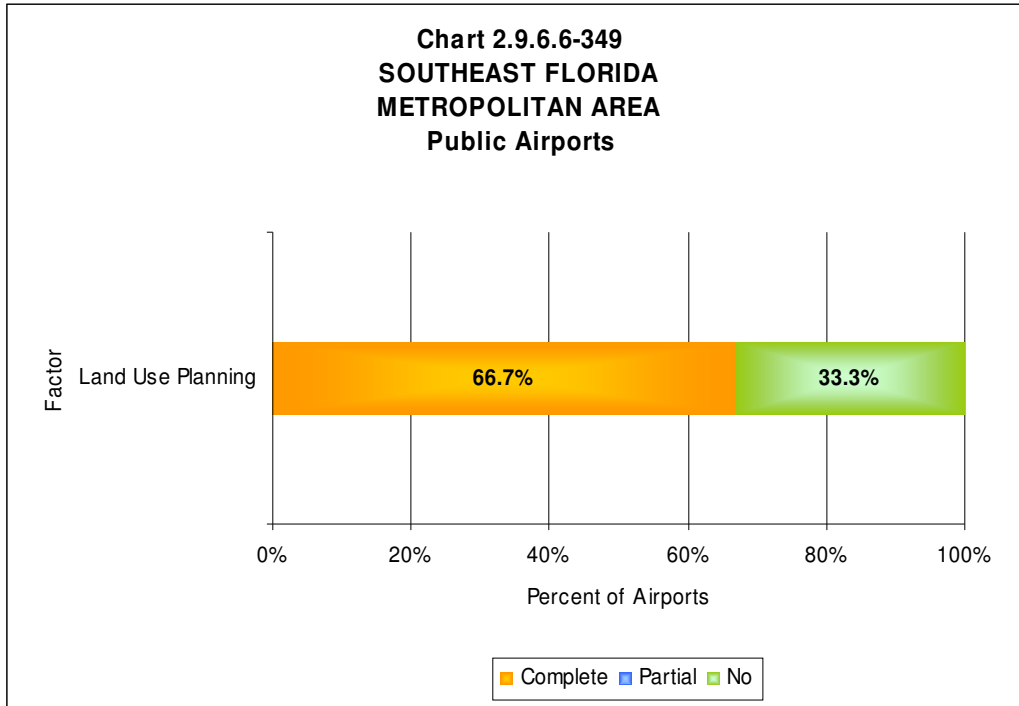


As shown in **Charts 2.9.6.6-347** and **2.9.6.6-348**, 75 percent of all commercial airports and approximately 35 percent of all community airports in the Northwest Florida Region report neighboring municipalities have taken action to provide complete land use planning or control within their Part 77 surfaces. Approximately six percent of all community airports report partial land use planning. The remaining 25 percent of all commercial airports and 59 percent of all community airports in the Northwest Florida Region report surrounding communities have taken no actions to promote compatible development within their FAA FAR Part 77 surfaces.

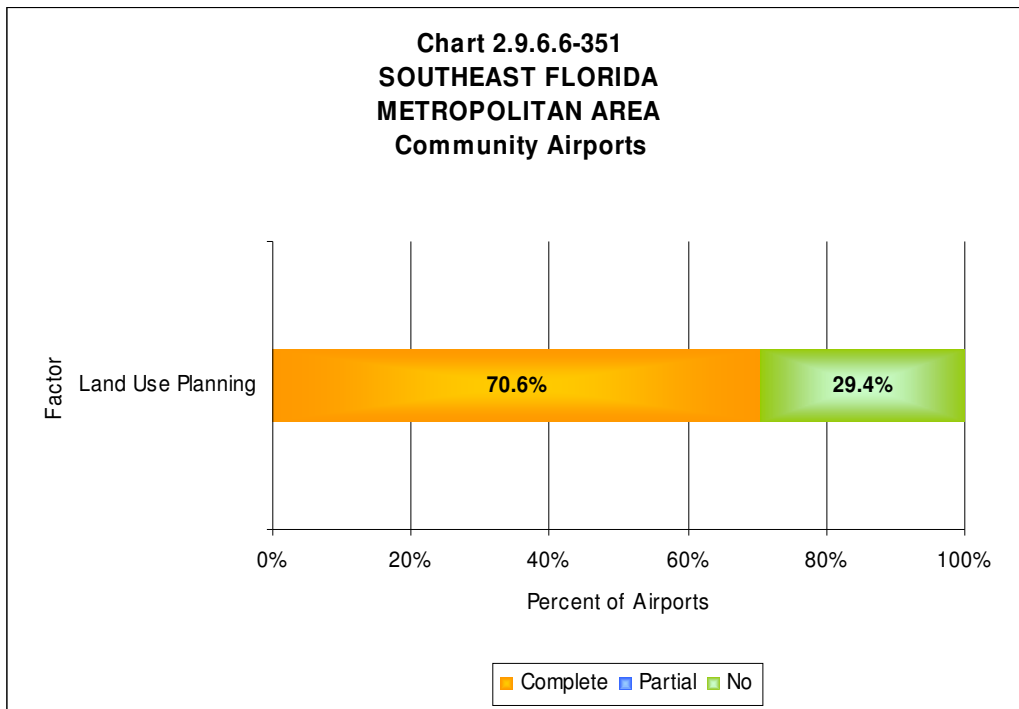
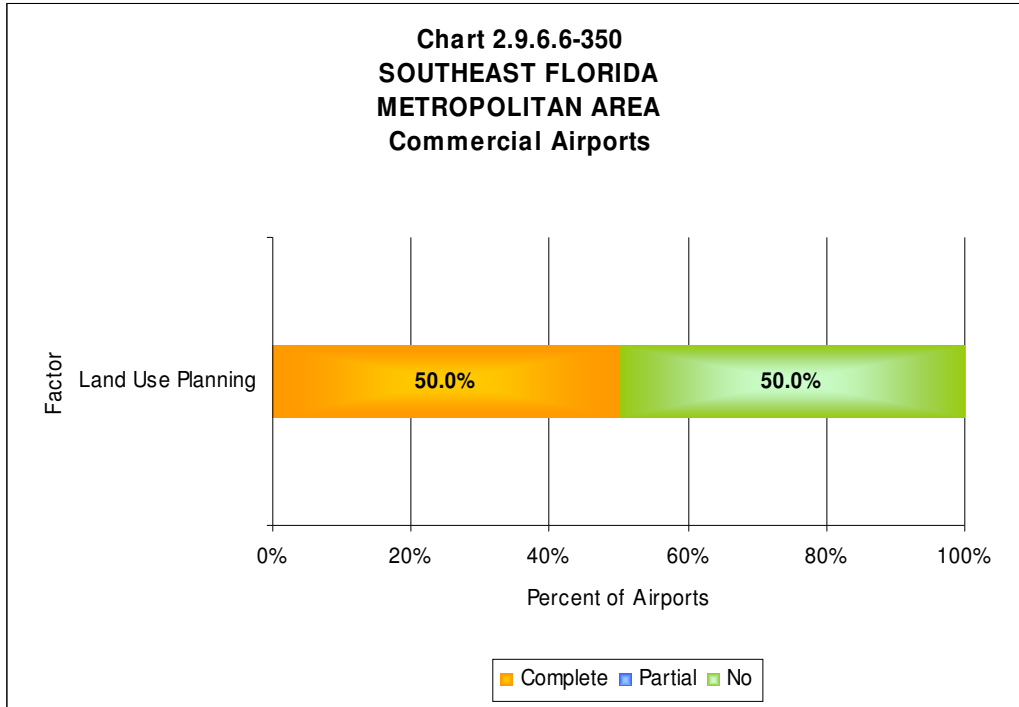


Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-349**, approximately 67 percent of all public airports in the Southeast Florida Metropolitan Area report surrounding municipalities have taken action to provide complete land use planning within their Part 77 surfaces. The remaining 33 percent of all public airports in this region report surrounding communities have taken no actions to promote compatible land use planning within their Part 77 surfaces.

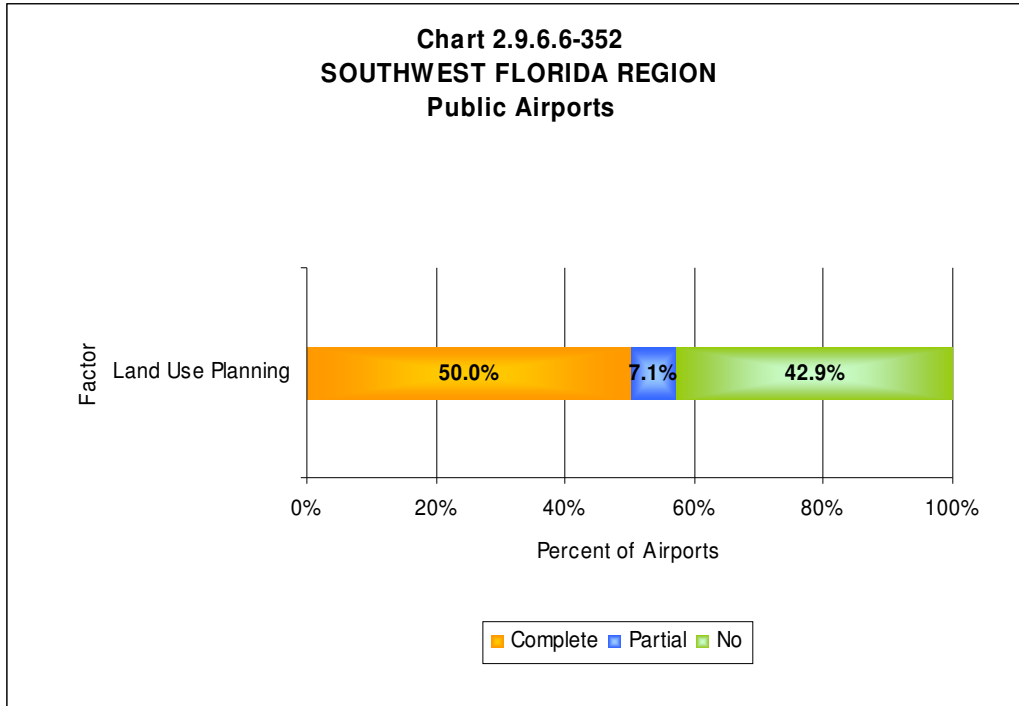


As shown in **Charts 2.9.6.6-350** and **2.9.6.6-351**, 50 percent of all commercial airports and approximately 71 percent of all community airports in the Southeast Florida Metropolitan Area report complete compatible land use planning within their Part 77 surfaces. The remaining 50 percent of all commercial airports and 29 percent of all community airports in the Southeast Florida Metropolitan Area report their surrounding communities have not taken any actions to promote compatible land use or development within applicable Part 77 surfaces.

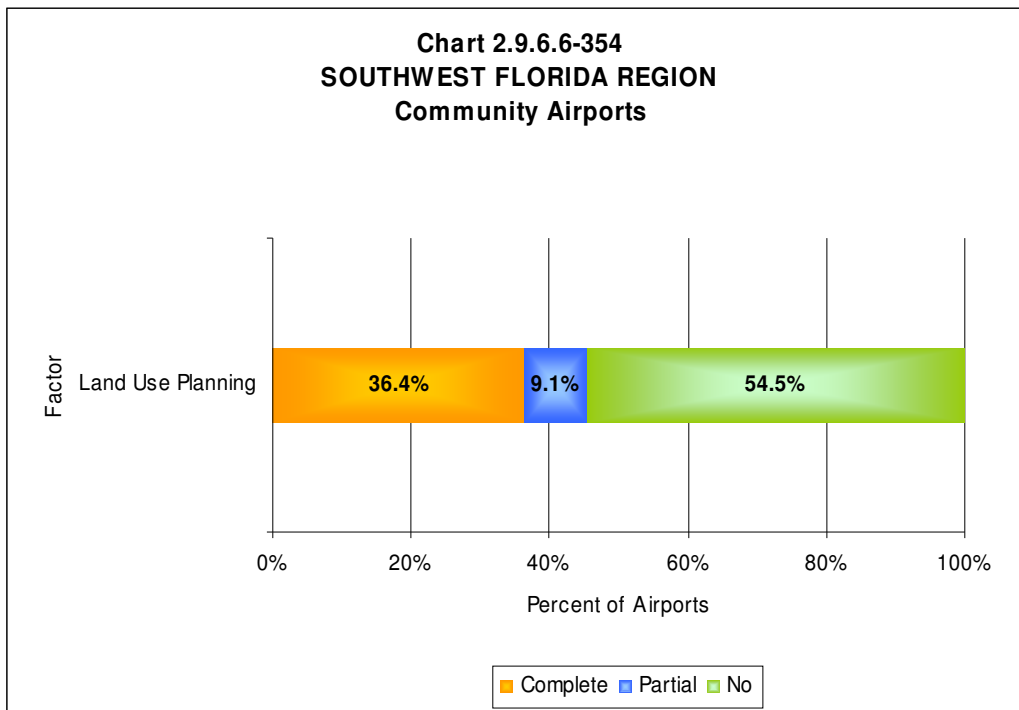
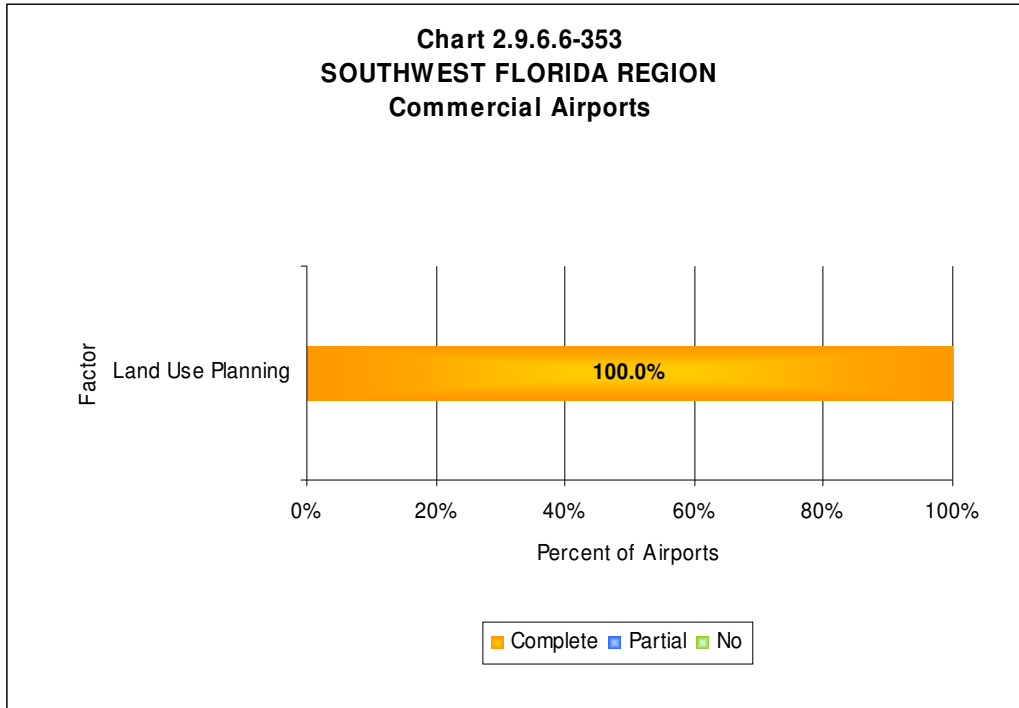


Southwest Florida Region

As indicated in **Chart 2.9.6.6-352**, approximately 50 percent of all public airports in the Southwest Florida Region report surrounding municipalities have taken steps to provide complete compatible land use planning within their Part 77 surfaces. Approximately seven percent report partial compatible land use planning within their Part 77 surfaces. The remaining 43 percent of all public airports in the Southwest Florida Region report surrounding communities have not taken any actions to provide for compatible land use planning or development within Part 77 surfaces.

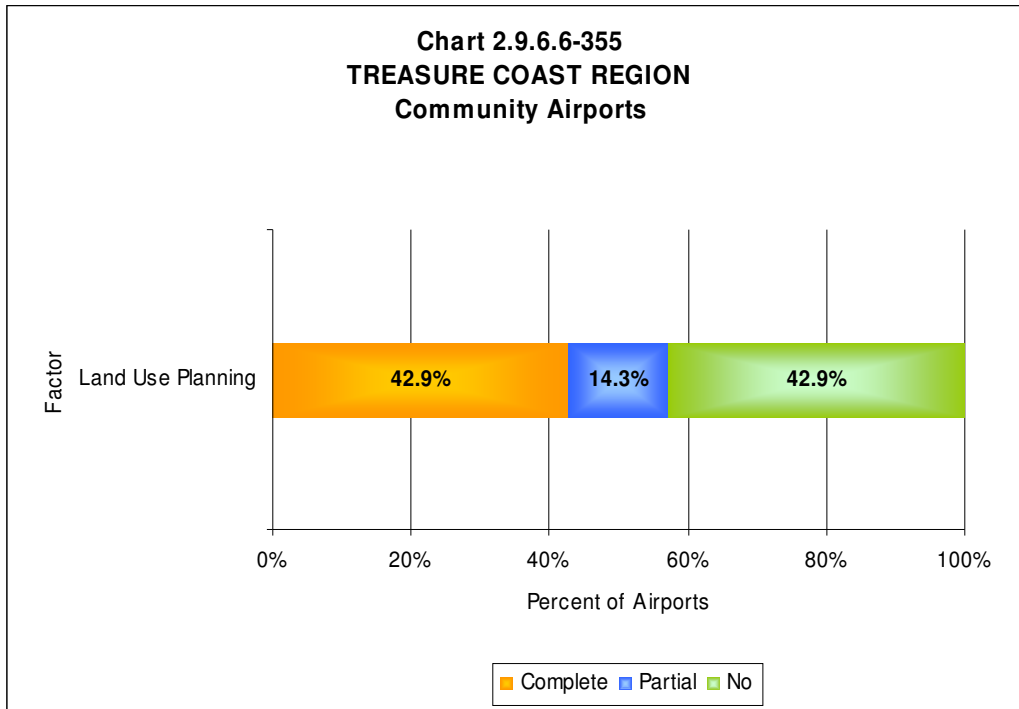


As shown in **Charts 2.9.6.6-353** and **2.9.6.6-354**, 100 percent of all commercial airports and approximately 36 percent of community airports in the Southwest Florida Region report neighboring municipalities have taken actions to provide complete land use planning within their Part 77 surfaces. Approximately nine percent of all community airports report partial land use planning or controls within their Part 77 surfaces. The remaining 55 percent of all community airports in the Southwest Florida Region report surrounding communities have not taken any actions to promote compatible land use or development within Part 77 surfaces.



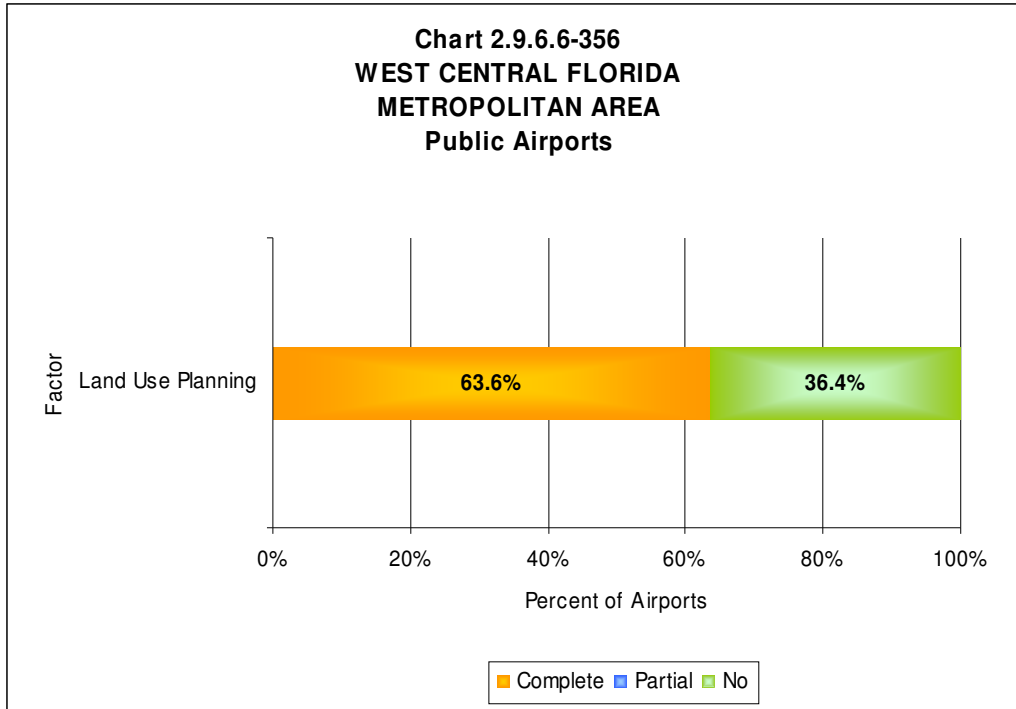
Treasure Coast Region

The Treasure Coast Region contains seven public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-355**, approximately 43 percent of all community airports in the Treasure Coast Region report neighboring communities have taken action to provide complete land use planning or controls within their Part 77 surfaces. Approximately 14 percent report partial land use planning. The remaining 43 percent of all public airports in the Treasure Coast Region report surrounding communities have not taken any actions related to compatible land use planning within applicable Part 77 surfaces.

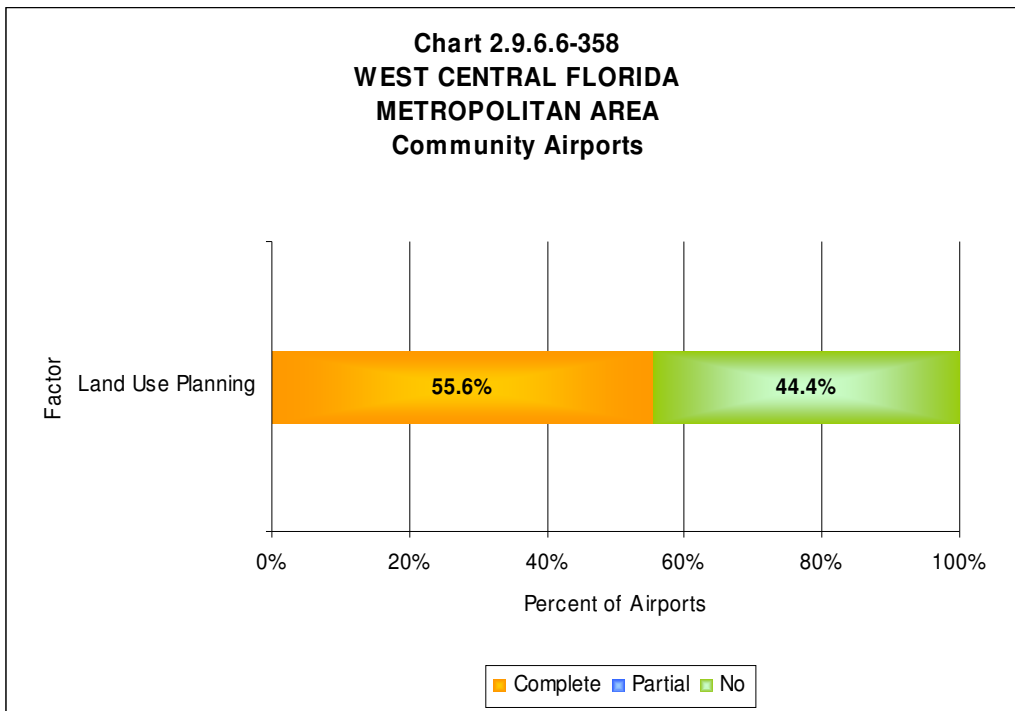
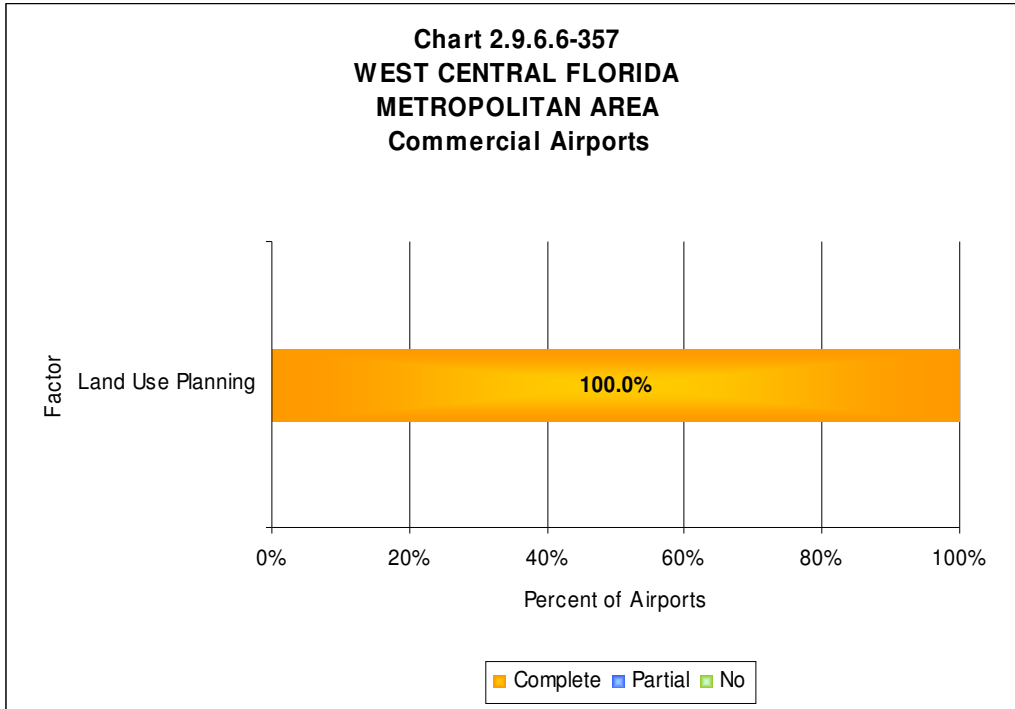


West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-356**, approximately 64 percent of all public airports in the West Central Florida Metropolitan Area report neighboring municipalities have taken actions to promote complete land use planning within their Part 77 surfaces. The remaining 36 percent of all public airports in the West Central Florida Metropolitan Area report neighboring municipalities have taken no steps to promote or provide for compatible land use planning or development within their Part 77 surfaces.



As shown in **Charts 2.9.6.6-357** and **2.9.6.6-358**, 100 percent of all commercial airports and approximately 56 percent of all community airports in the West Central Florida Metropolitan Area report nearby communities have taken actions to provide complete land use planning within their Part 77 surfaces. The remaining 44 percent of all community airports in the West Central Florida Metropolitan Area report surrounding municipalities have taken no action related to compatible land use planning within their Part 77 surfaces.

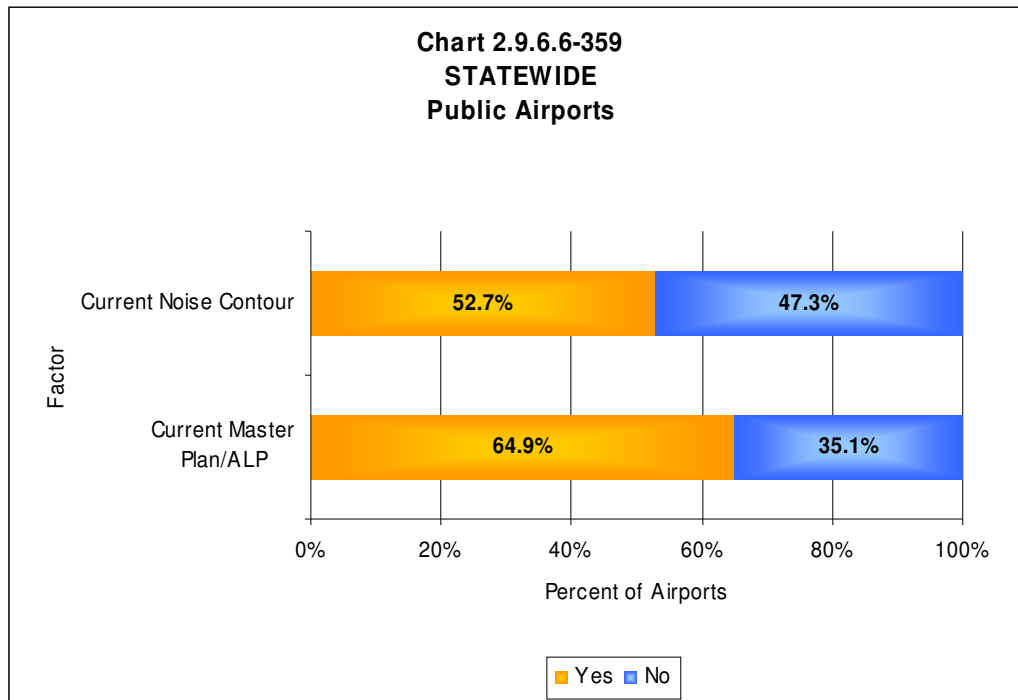


4.2 System Objective: Protect public use airports from incompatible land uses.

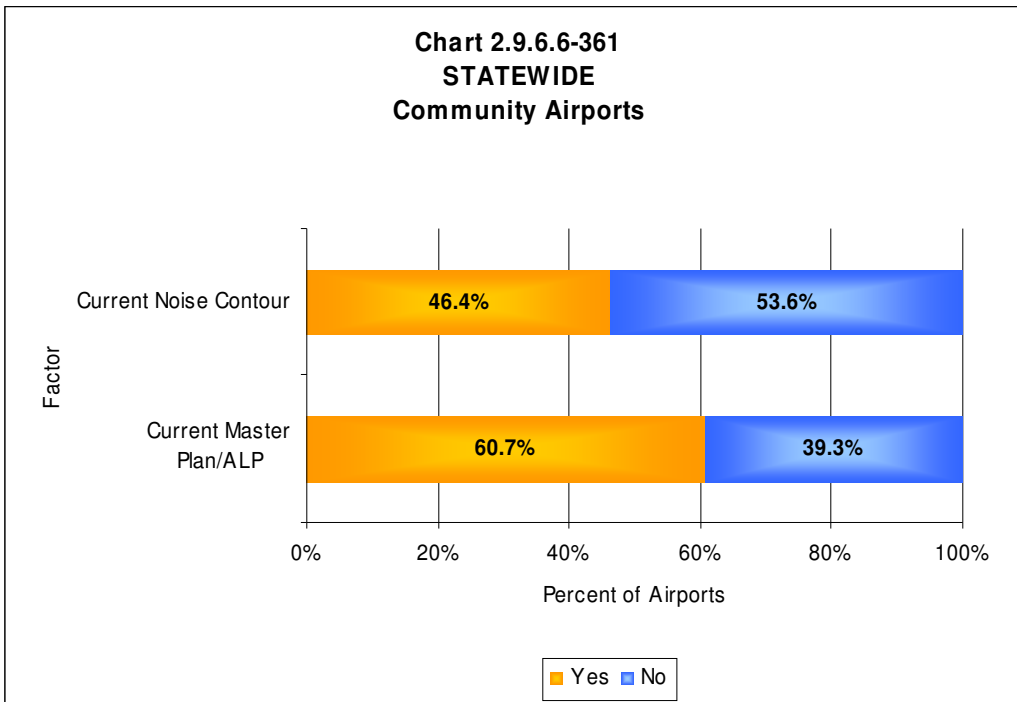
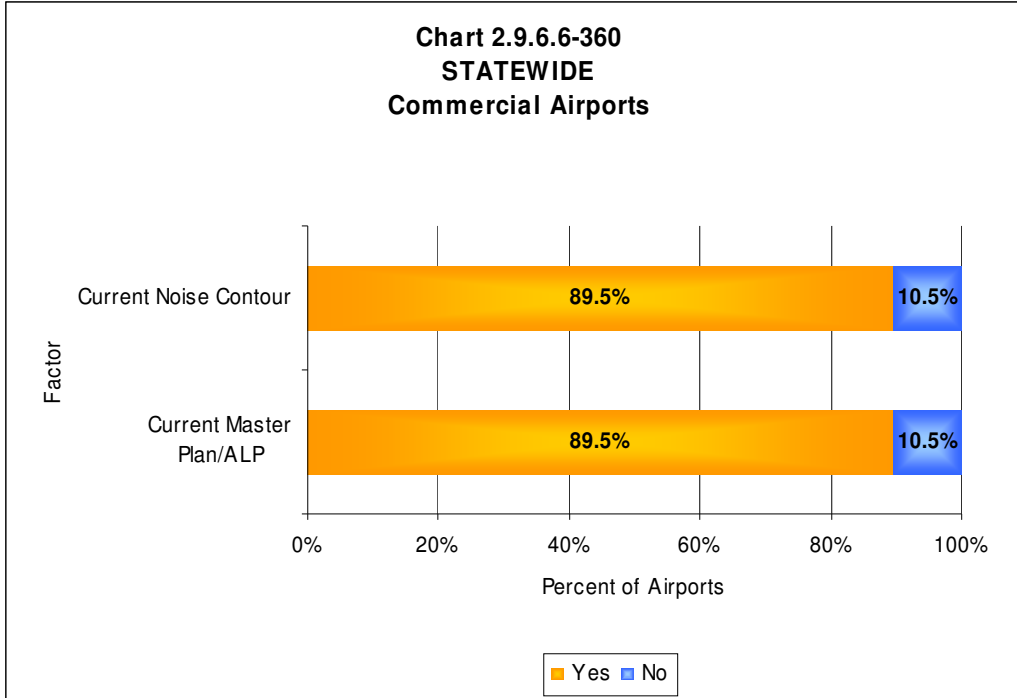
In order to meet this objective, information provided by each airport was examined to determine whether airports reported they have a current master plan or airport layout plan (ALP). Additionally, information from each airport was considered to determine if airports reported they have a current noise contour. 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. Airports that have current master plans, ALPs, and/or current noise contours may be in a better position to expand when demand warrants. Proactive planning also helps to limit the development of incompatible land uses and activities in airport environs. This could help to protect the long term viability of the statewide airport system.

Statewide Summary

As indicated in **Chart 2.9.6.6-359**, approximately 53 percent of all public airports in the state report they have a current noise contour. The remaining 47 percent of all public airports report they do not have a current noise contour. Approximately 65 percent of all public airports in the state report they have a current master plan or ALP. The remaining 35 percent of all airports in the state report they do not have a current master plan or ALP.



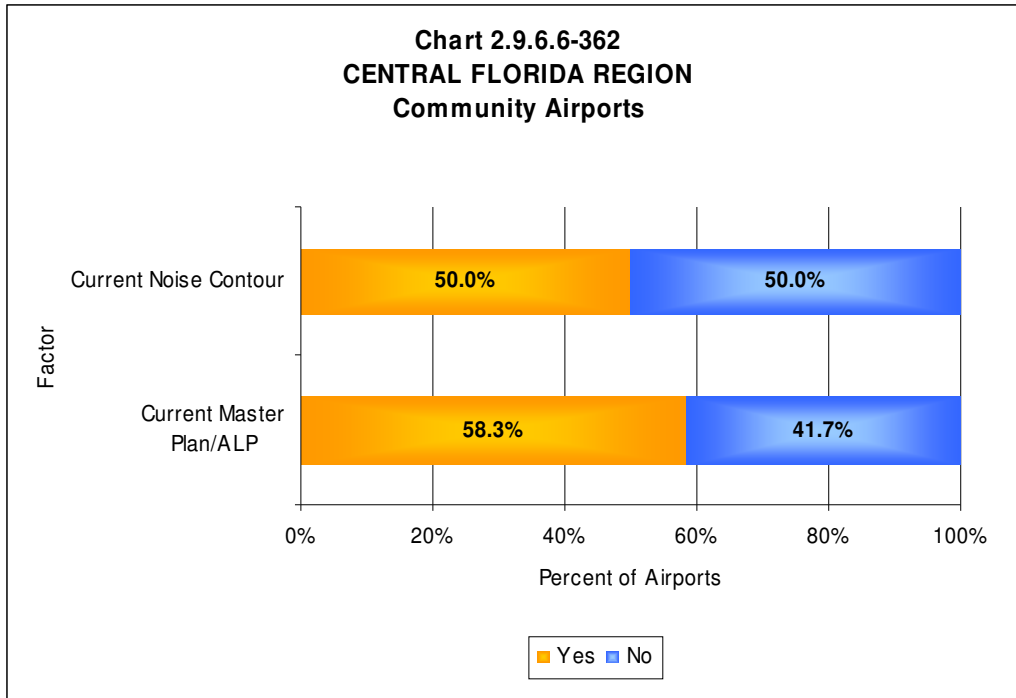
As shown in **Charts 2.9.6.6-360** and **2.9.6.6-361**, approximately 90 percent of all commercial airports and 46 percent of all community airports in the state report they have a current noise contour. Approximately 90 percent of all commercial airports and 61 percent of all community airports in the state report they have a current master plan or ALP. Approximately 54 percent of all community airports in the state report they do not have a current noise contour, and 39 percent of all community airports report they do not have a current master plan or ALP.



Regional Summaries

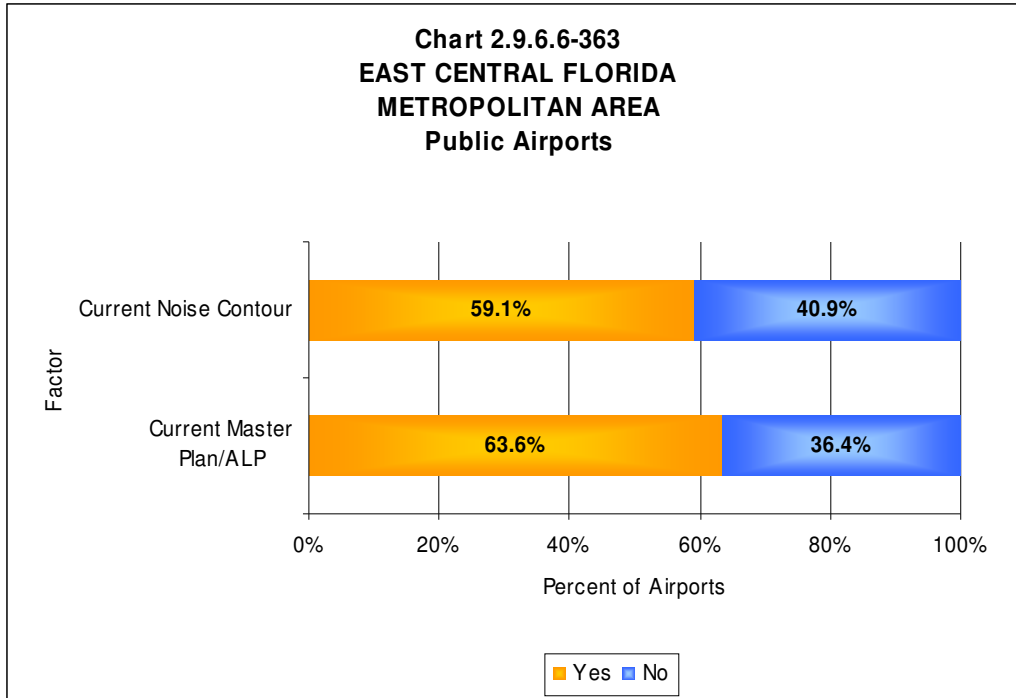
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-362**, approximately 50 percent of all community airports in the Central Florida Region report they have a current noise contour. The remaining 50 percent of all community airports in this region report they do not have a current noise contour. Approximately 58 percent of all community airports in the Central Florida Region report they have a current master plan or ALP. The remaining 42 percent of all community airports in this region report they do not have a current master plan or ALP.

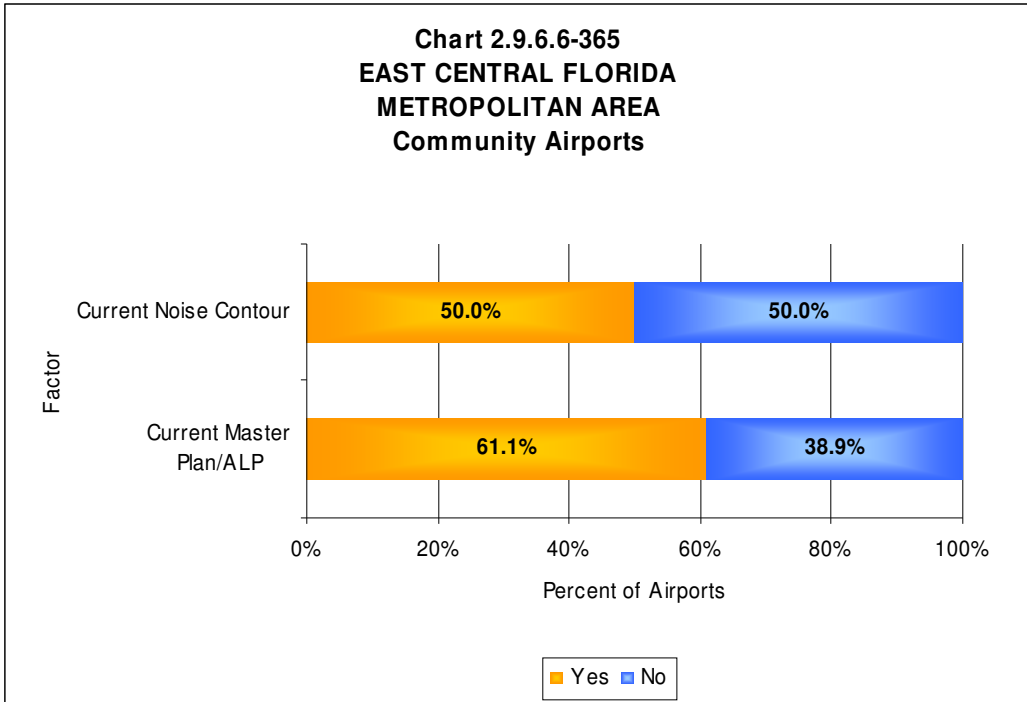
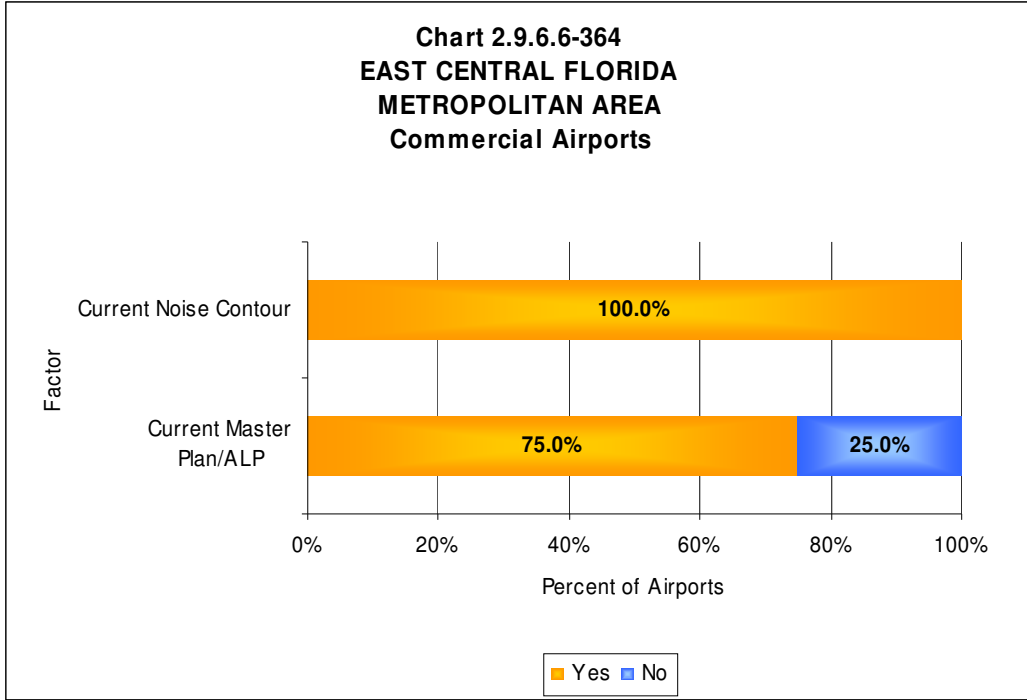


East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-363**, approximately 59 percent of all public airports in the East Central Florida Metropolitan Area report they have a current noise contour. The remaining 41 percent of all public airports in this region report they do not have a current noise contour. Approximately 64 percent of all public airports in the East Central Florida Metropolitan Area report they have a current master plan or ALP. The remaining 36 percent of all airports in this region report they do not have a current master plan or ALP.

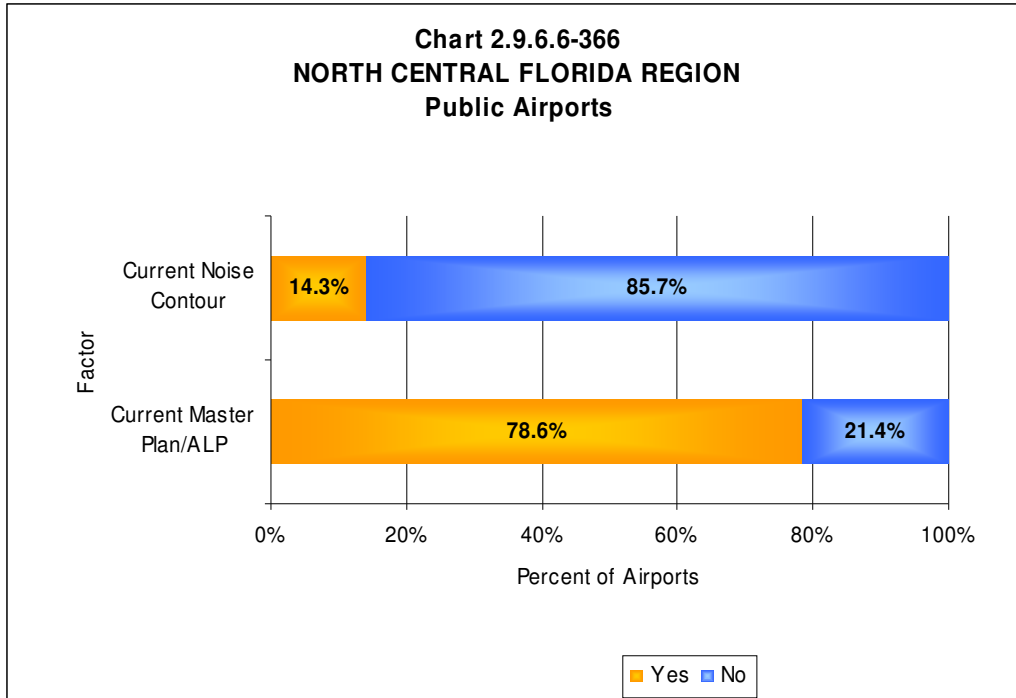


As shown in **Charts 2.9.6.6-364** and **2.9.6.6-365**, 100 percent of all commercial airports and 50 percent of all community airports in the East Central Florida Metropolitan Area report they have a current noise contour. The remaining 50 percent of all community airports in this region report they do not have a current noise contour. Approximately 75 percent of all commercial airports and 61 percent of all community airports in this region report they have a current master plan or ALP. The remaining 25 percent of all commercial airports and 39 percent of all community airports in the East Central Florida Metropolitan Area report they do not have a current master plan or ALP.

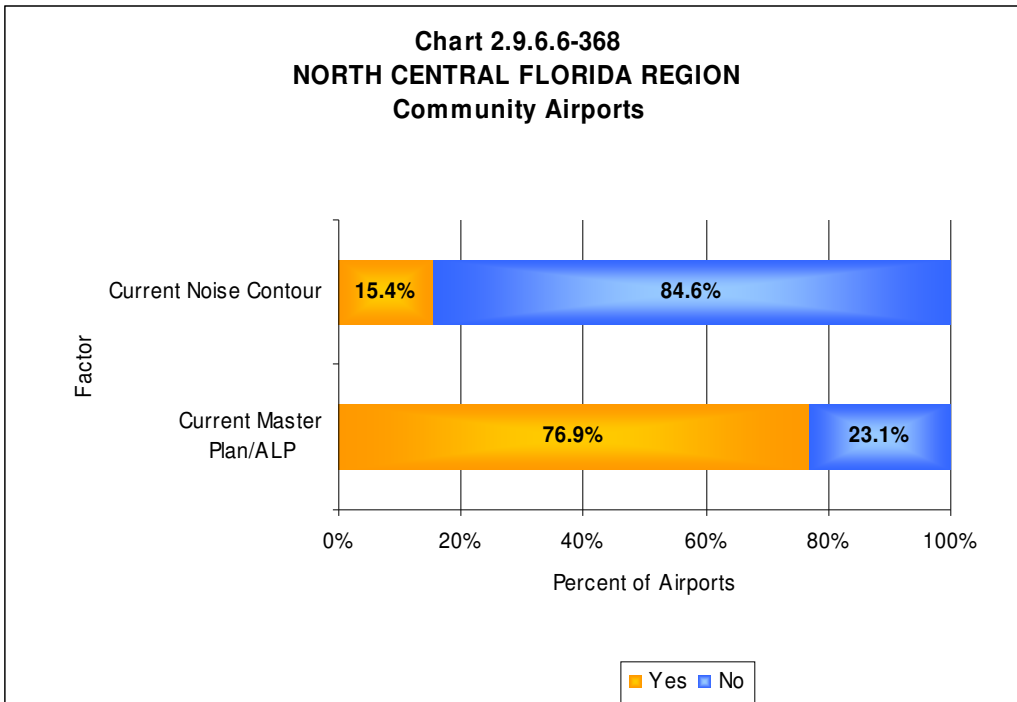
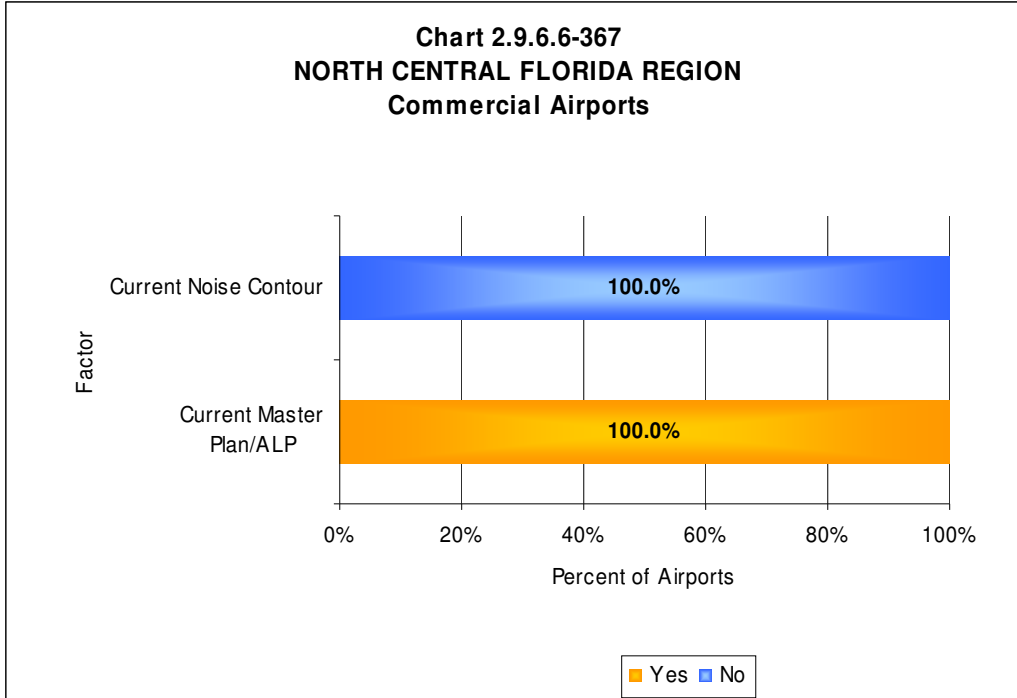


North Central Florida Region

As indicated in **Chart 2.9.6.6-366**, approximately 14 percent of all public airports in the North Central Florida Region report they have a current noise contour. The remaining 86 percent of all public airports in this region report they do not have a current noise contour. Approximately 79 percent of all public airports in the North Central Florida Region report they have a current master plan or ALP. The remaining 21 percent of all airports in this region report they do not have a current master plan or ALP.

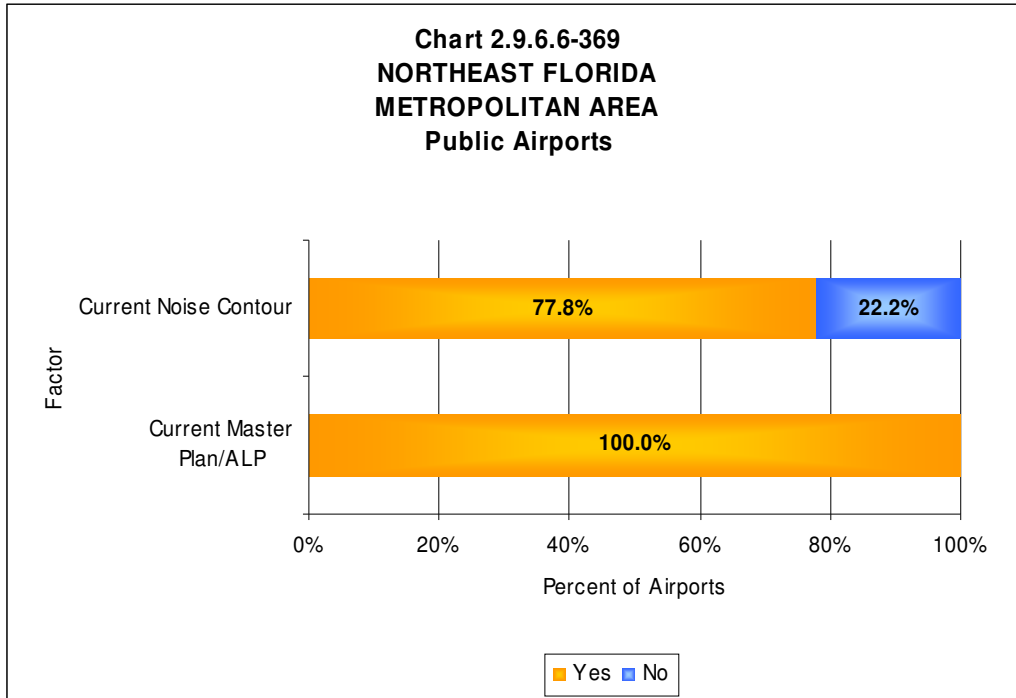


As shown in **Charts 2.9.6.6-367**, the one commercial airport in the North Central Florida Region reports that it does not have a current noise contour; this commercial airport reports that it does have a current master plan or ALP. As indicated in **Chart 2.9.6.6-368**, approximately 85 percent of all community airports in this region report they do not have a current noise contour. Approximately 77 percent of all community airports in the North Central Florida Region report they have a current master plan or ALP.

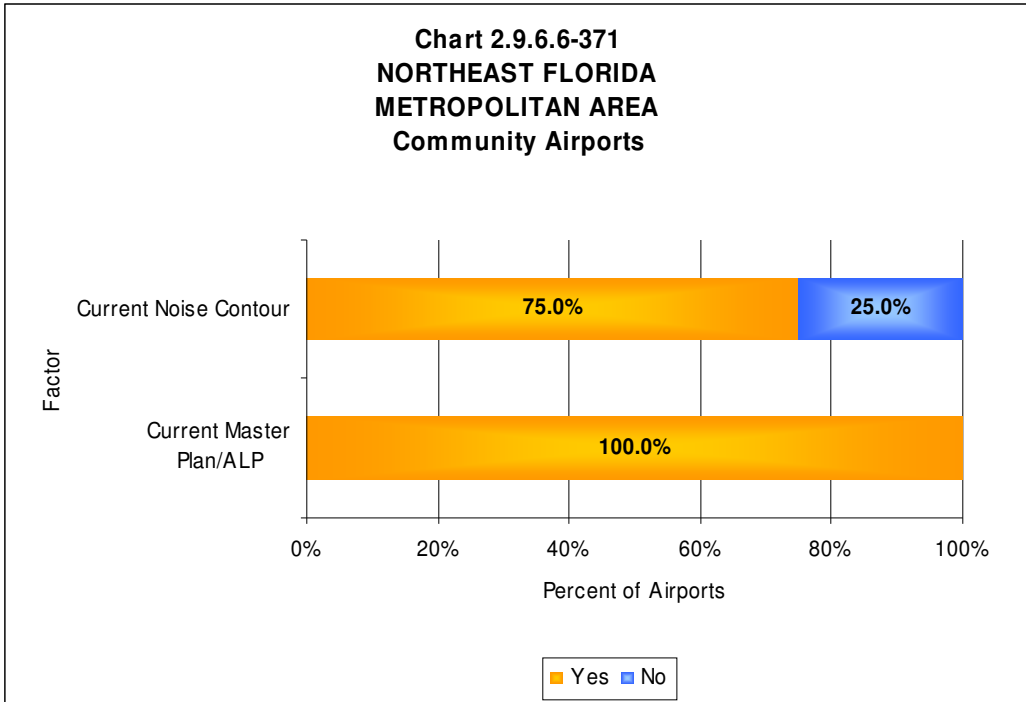
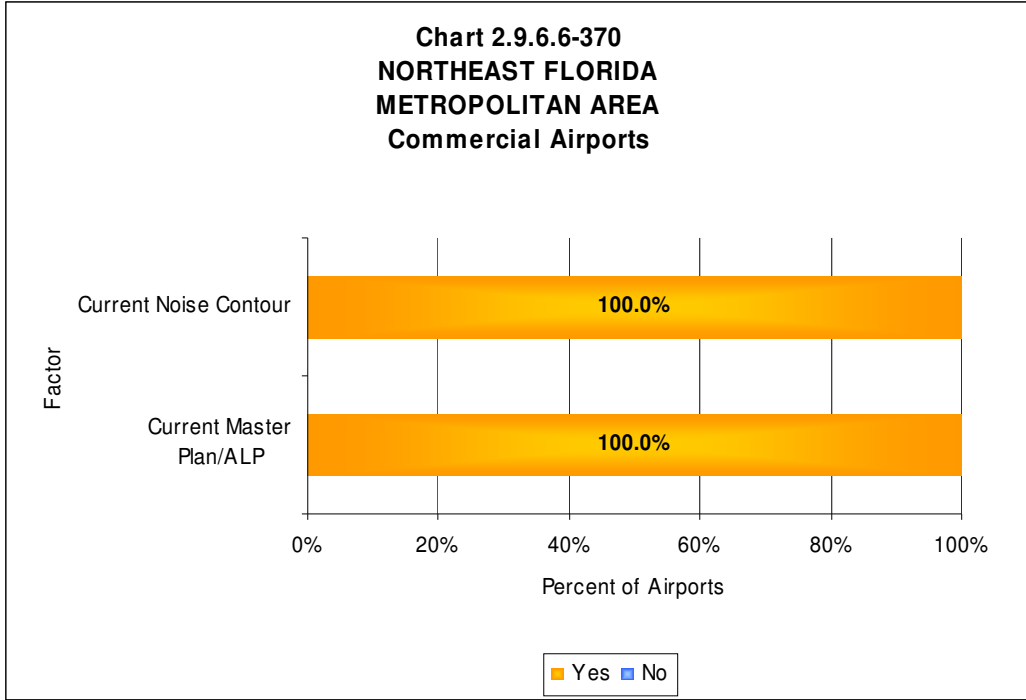


Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-369**, approximately 78 percent of all public airports in the Northeast Florida Metropolitan Area report they have a current noise contour. The remaining 22 percent of all public airports in this region report they do not have a current noise contour. 100 percent of all public airports in the Northeast Florida Metropolitan Area report they have a current master plan or ALP.

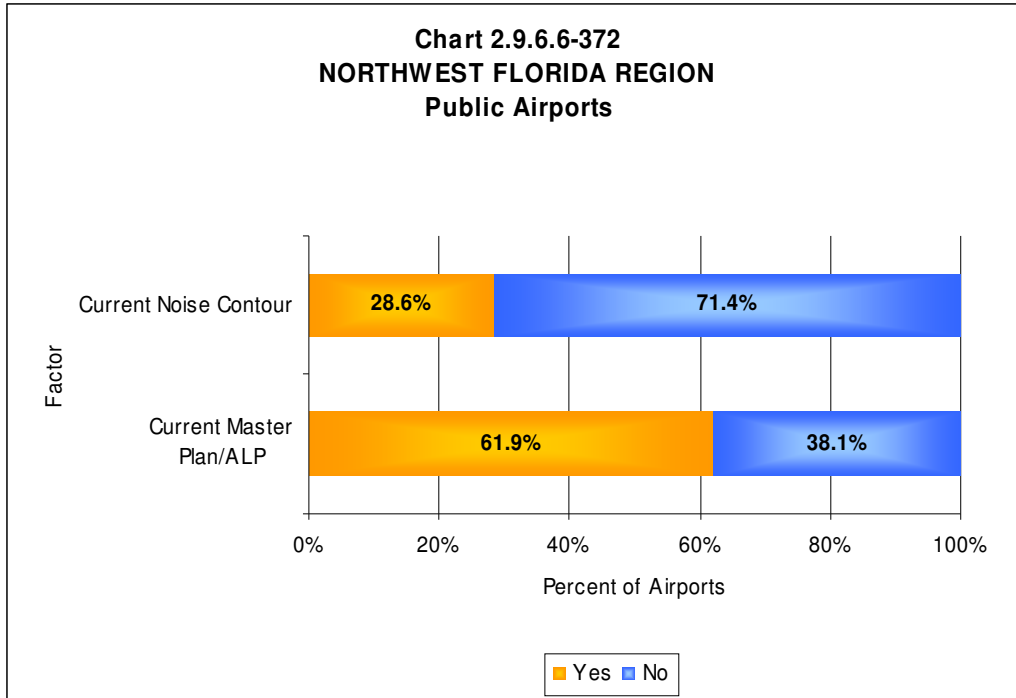


As shown in **Charts 2.9.6.6-370**, the one commercial airport in the Northeast Florida Metropolitan Area reports that it has a current noise contour and a current master plan or ALP. As indicated in **Chart 2.9.6.6-371**, approximately 75 percent of all community airports in this region report they have a current noise contour. The remaining 25 percent of all community airports in the Northeast Florida Metropolitan Area report they do not have a current noise contour. 100 percent of all community airports in this region report they have a current master plan or ALP.

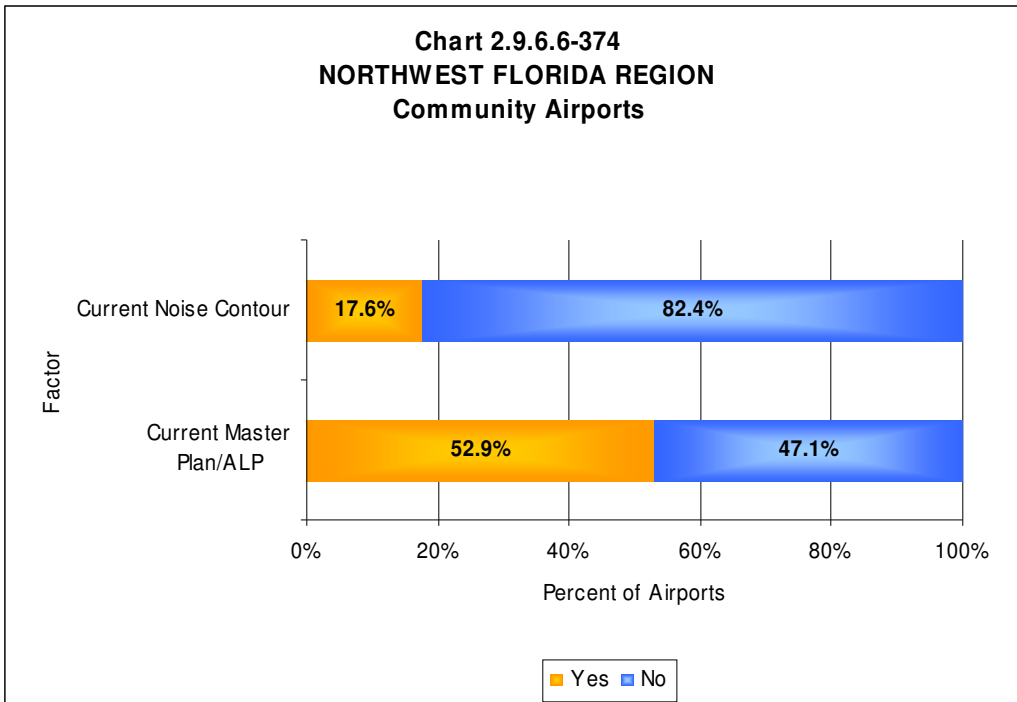
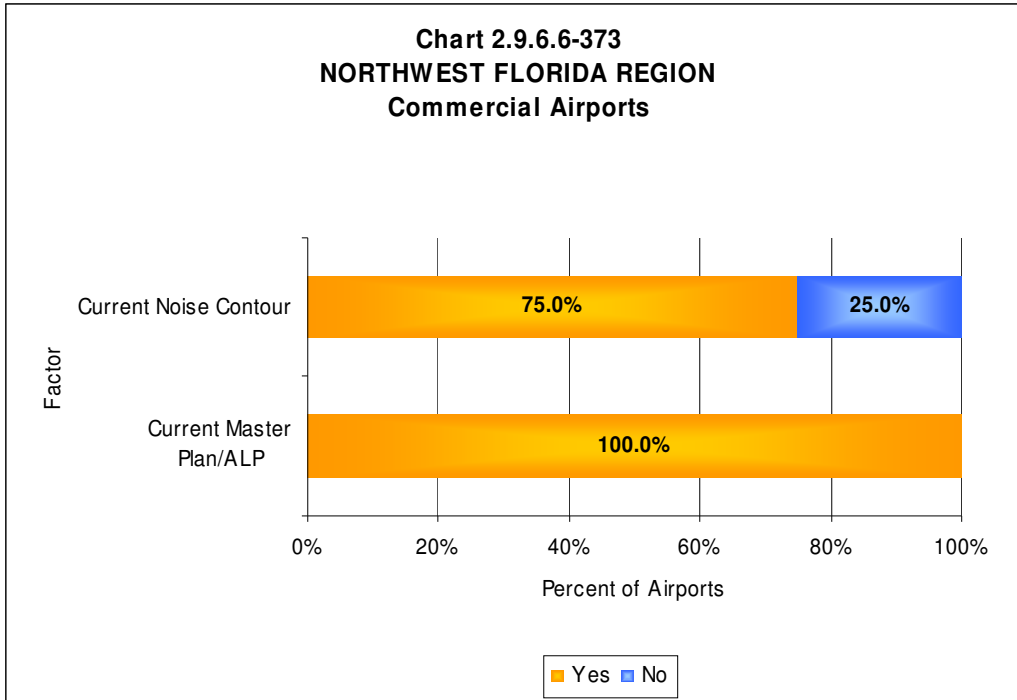


Northwest Florida Region

As indicated in **Chart 2.9.6.6-372**, approximately 29 percent of all public airports in the Northwest Florida Region report they have a current noise contour. The remaining 71 percent of all public airports in this region report they do not have a current noise contour. Approximately 62 percent of all public airports in the Northwest Florida Region report they have a current master plan or ALP. The remaining 38 percent of all public airports in this region report they do not have a current master plan or ALP.

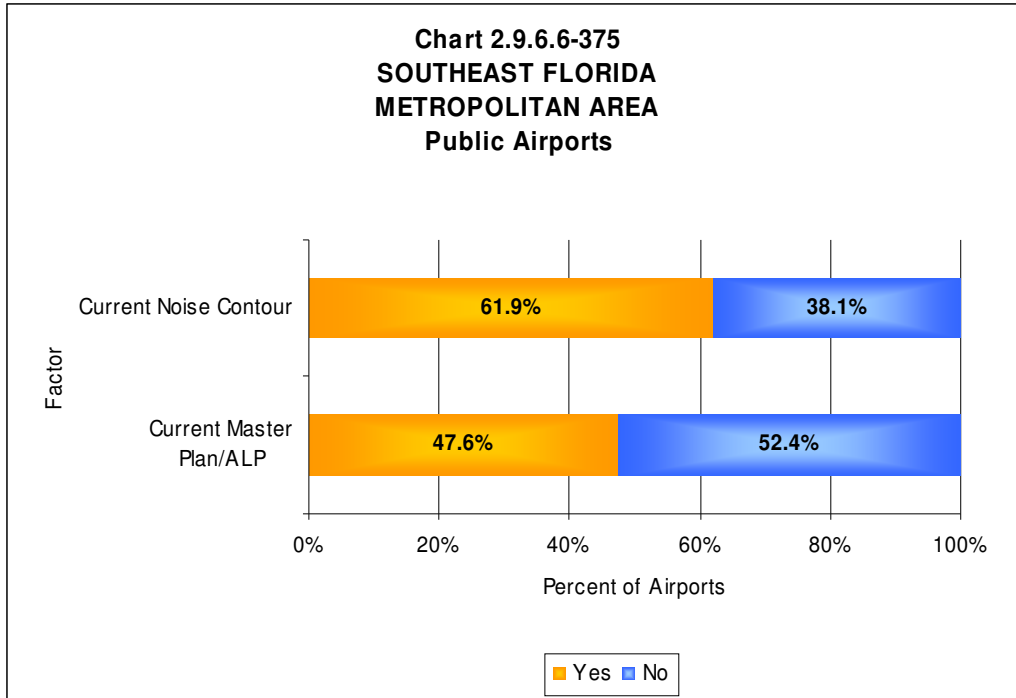


As shown in **Charts 2.9.6.6-373** and **2.9.6.6-374**, 75 percent of all commercial airports and approximately 18 percent of all community airports in the Northwest Florida Region report they have a current noise contour. The remaining 25 percent of all commercial airports and 82 percent of all community airports in this region report they do not have a current noise contour. 100 percent of all commercial airports and 53 percent of all community airports in the Northwest Florida Region report they have a current master plan or ALP. The remaining 47 percent of all community airports in this region report they do not have a current master plan or ALP.

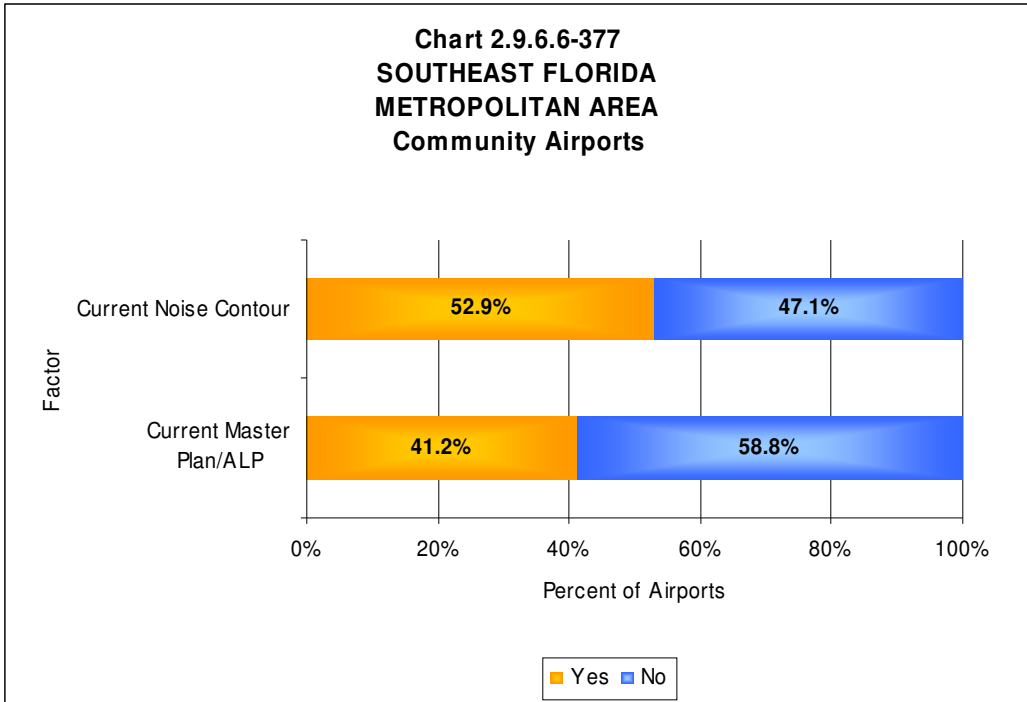
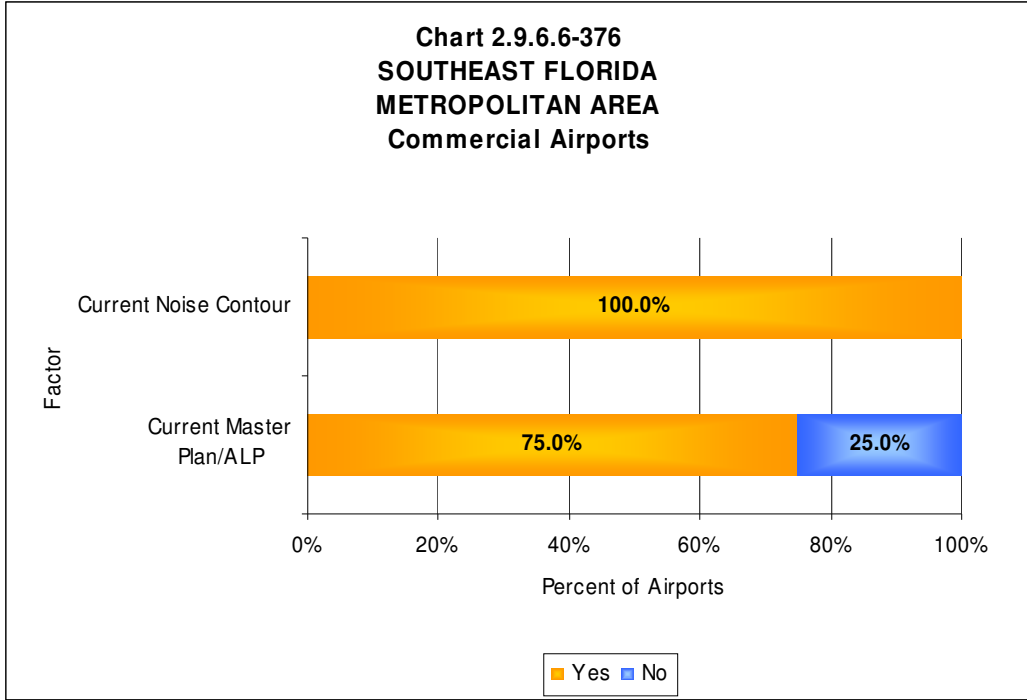


Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-375**, approximately 62 percent of all public airports in the Southeast Florida Metropolitan Area report they have a current noise contour. The remaining 38 percent of all public airports in this region report they do not have a current noise contour. Approximately 47 percent of all public airports in the Southeast Florida Metropolitan Area report they have a current master plan or ALP. The remaining 52 percent of all airports in this region report they do not have a current master plan or ALP.

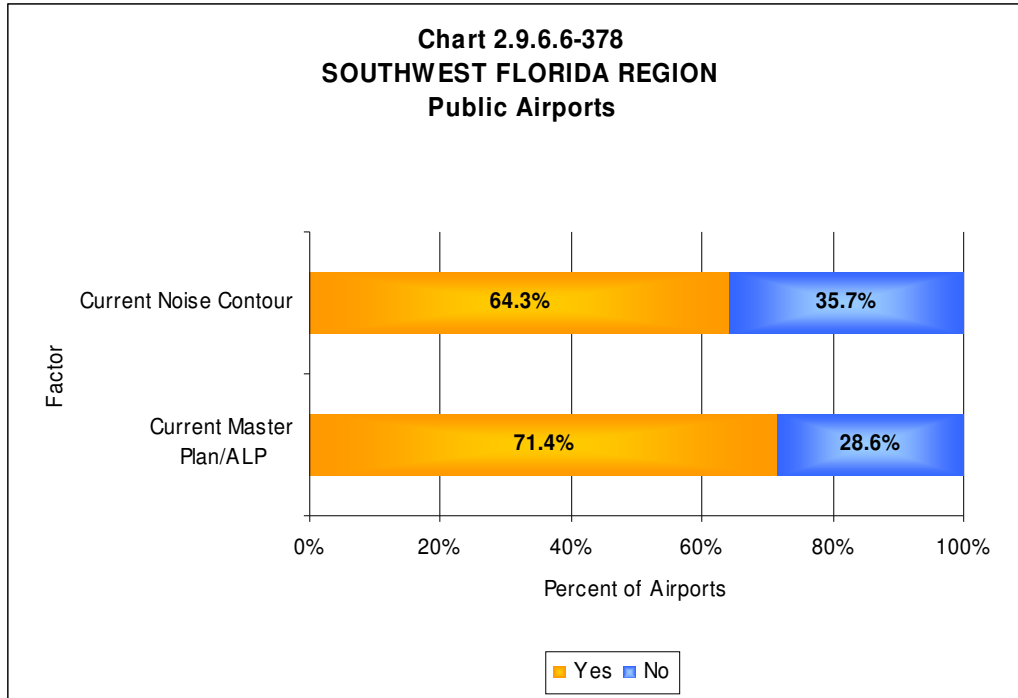


As shown in **Charts 2.9.6.6-376** and **2.9.6.6-377**, 100 percent of all commercial airports and approximately 53 percent of all community airports in the Southeast Florida Metropolitan Area report they have a current noise contour. The remaining 47 percent of all community airports in this region report they do not have a current noise contour. 75 percent of all commercial airports and 41 percent of all community airports in the Southeast Florida Metropolitan Area report they have a current master plan or ALP. The remaining 25 percent of all commercial airports and 59 percent of all community airports in this region report they do not have a current master plan or ALP.

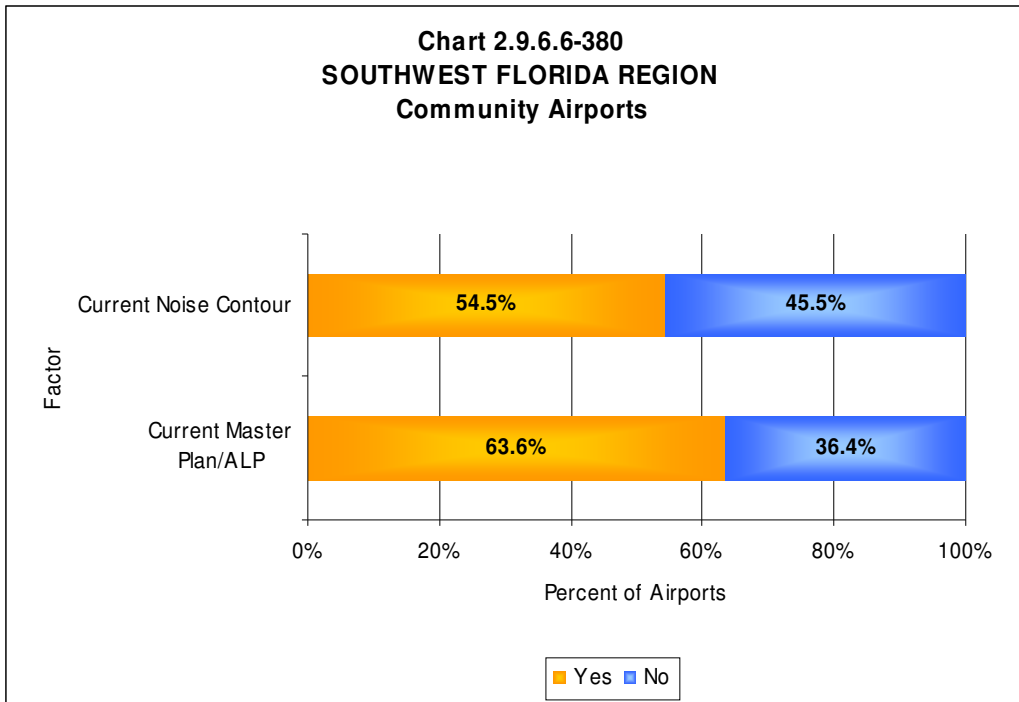
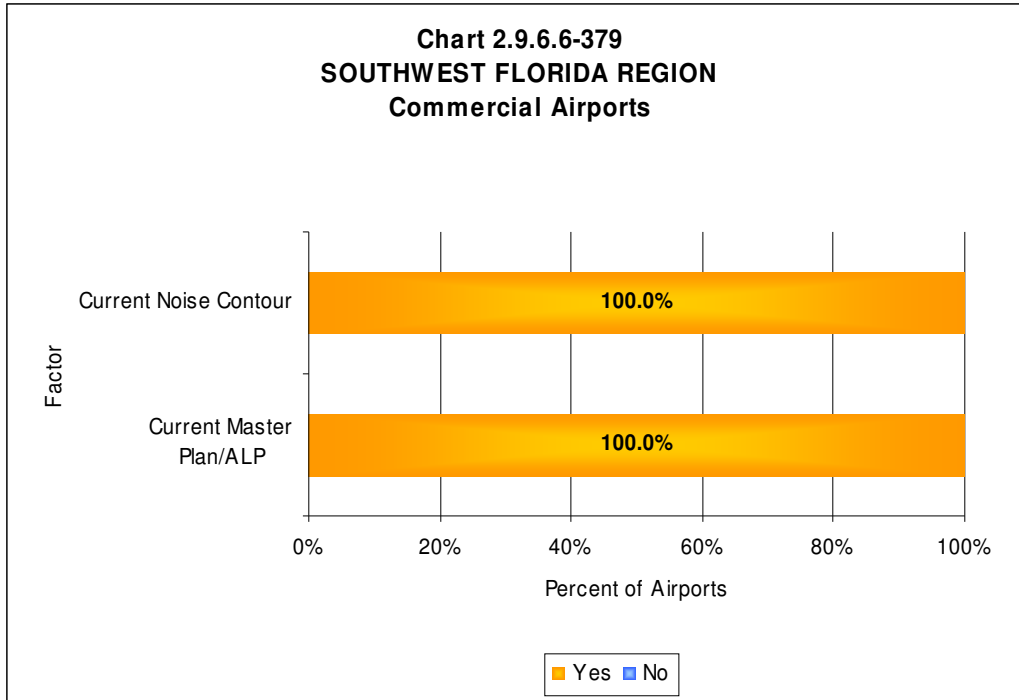


Southwest Florida Region

As indicated in **Chart 2.9.6.6-378**, approximately 64 percent of all public airports in the Southwest Florida Region report they have a current noise contour. The remaining 36 percent of all public airports in this region report they do not have a current noise contour. Approximately 71 percent of all public airports in the Southwest Florida Region report they have a current master plan or ALP. The remaining 29 percent of all airports in this region report they do not have a current master plan or ALP.

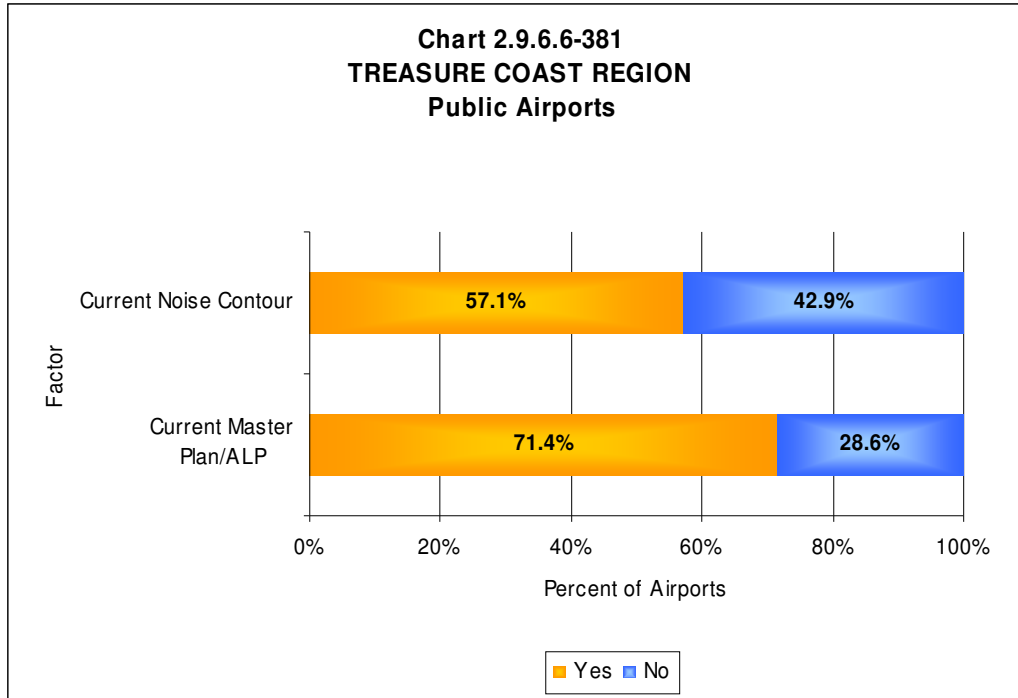


As shown in **Charts 2.9.6.6-379**, 100 percent of all commercial airports in the Southwest Florida Region report they have a current noise contour and a current master plan or ALP. As indicated in **Chart 2.9.6.6-380**, approximately 55 percent of all community airports in this region report they have a current noise contour, and the remaining 45 percent of all community airports in this region report they do not have a current noise contour. Approximately 64 percent of all community airports report they have a current master plan or ALP, and the remaining 36 percent of all community airports in the Southwest Florida Region report they do not have a current master plan or ALP.



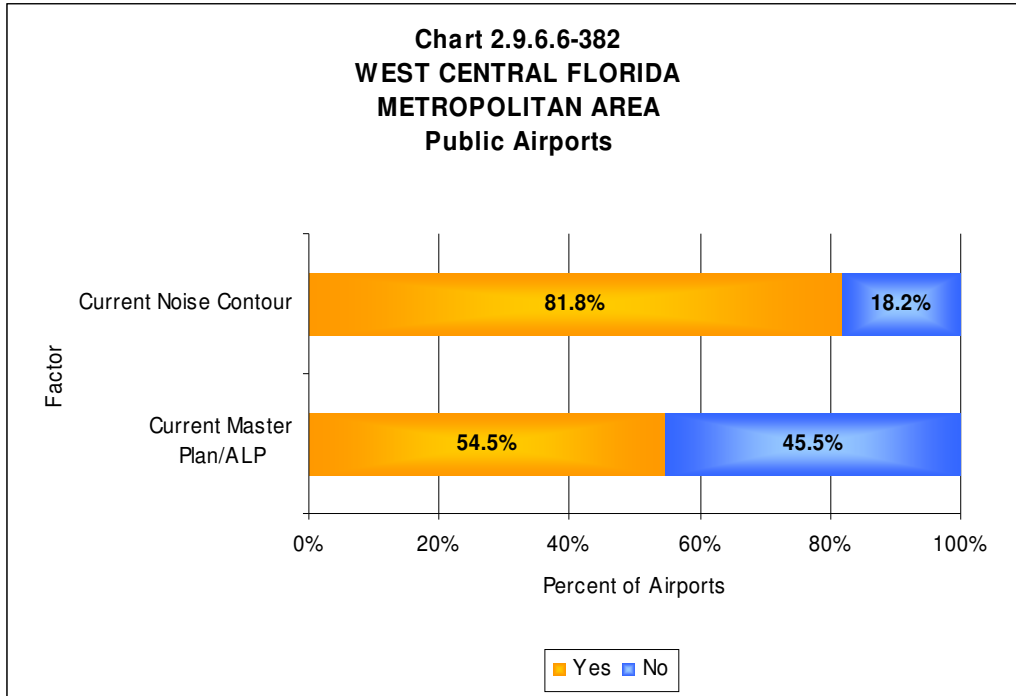
Treasure Coast Region

As indicated in **Chart 2.9.6.6-381**, approximately 57 percent of all public airports in the Treasure Coast Region report they have a current noise contour. The remaining 43 percent of all public airports in this region report they do not have a current noise contour. Approximately 71 percent of all public airports in the Treasure Coast Region report they have a current master plan or ALP. The remaining 29 percent of all public airports in this region report they do not have a current master plan or ALP.

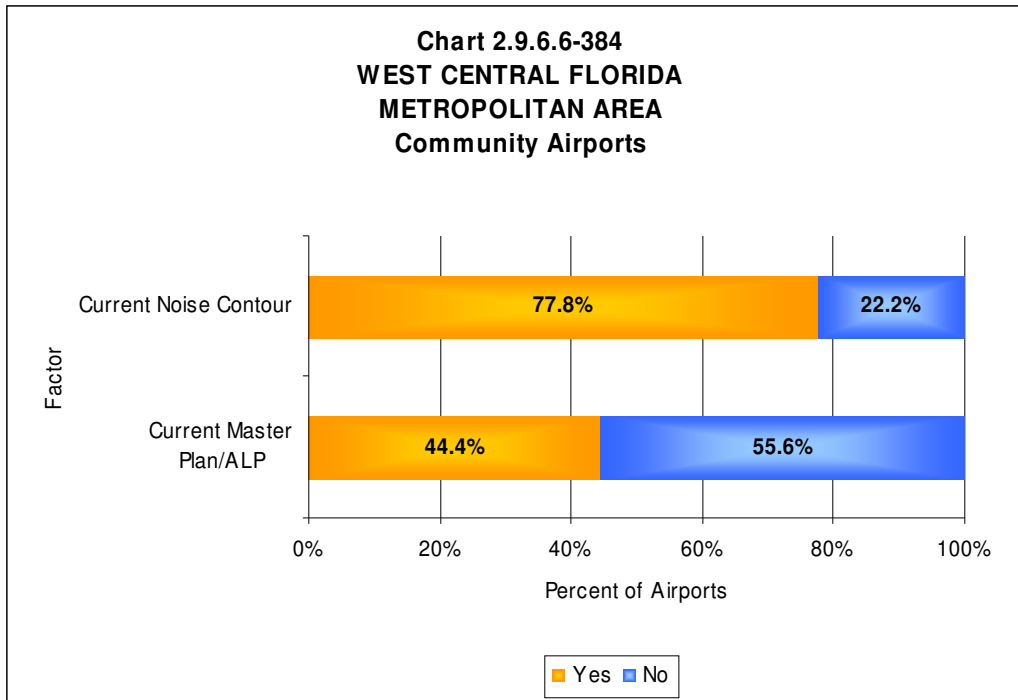
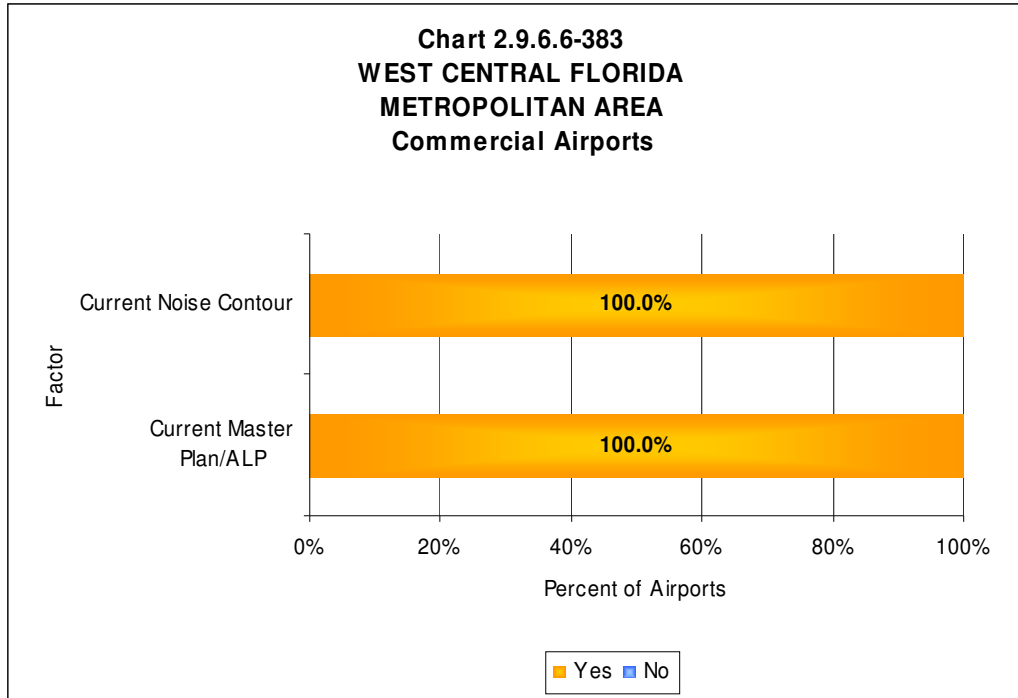


West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-382**, approximately 82 percent of all public airports in the West Central Florida Metropolitan Area report they have a current noise contour. The remaining 18 percent of all public airports in this region report they do not have a current noise contour. Approximately 55 percent of all public airports in the West Central Florida Metropolitan Area report they have a current master plan or ALP. The remaining 45 percent of all airports in this region report they do not have a current master plan or ALP.



As shown in **Charts 2.9.6.6-383**, 100 percent of all commercial airports in the West Central Florida Metropolitan Area report they have a current noise contour and a current master plan or ALP. As indicated in **Chart 2.9.6.6-384**, approximately 78 percent of all community airports in this region report they have a current noise contour, and 44 percent of all community airports report they have a current master plan or ALP. The remaining 56 percent of all community airports in the West Central Florida Metropolitan Area report they do not have a current master plan or ALP.

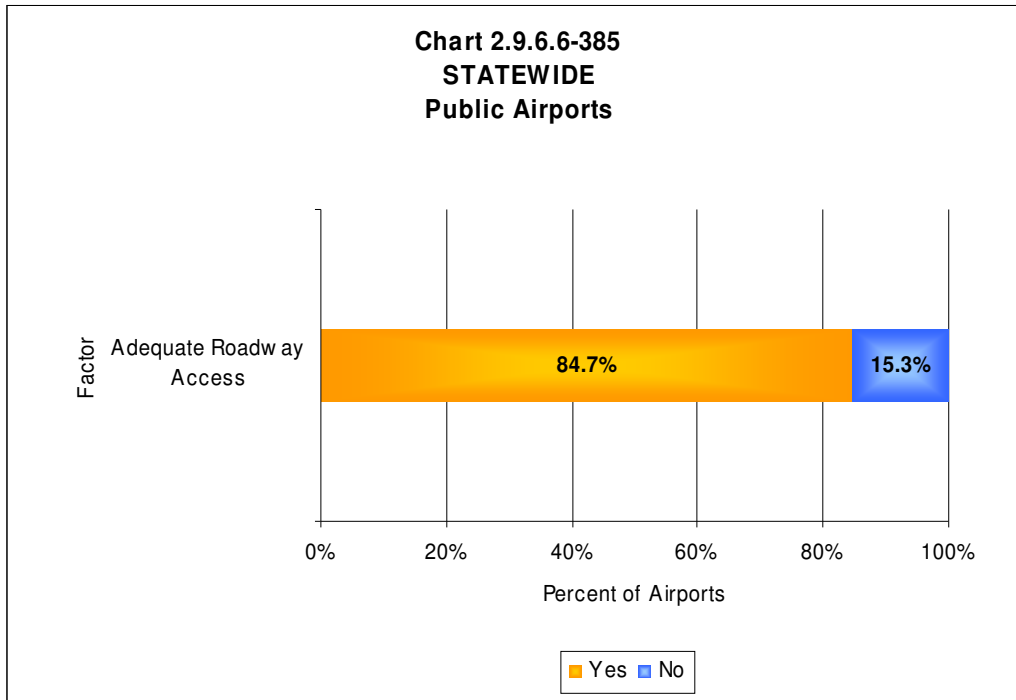


4.3 System Objective: Assist airports that are constrained by intermodal-access problems

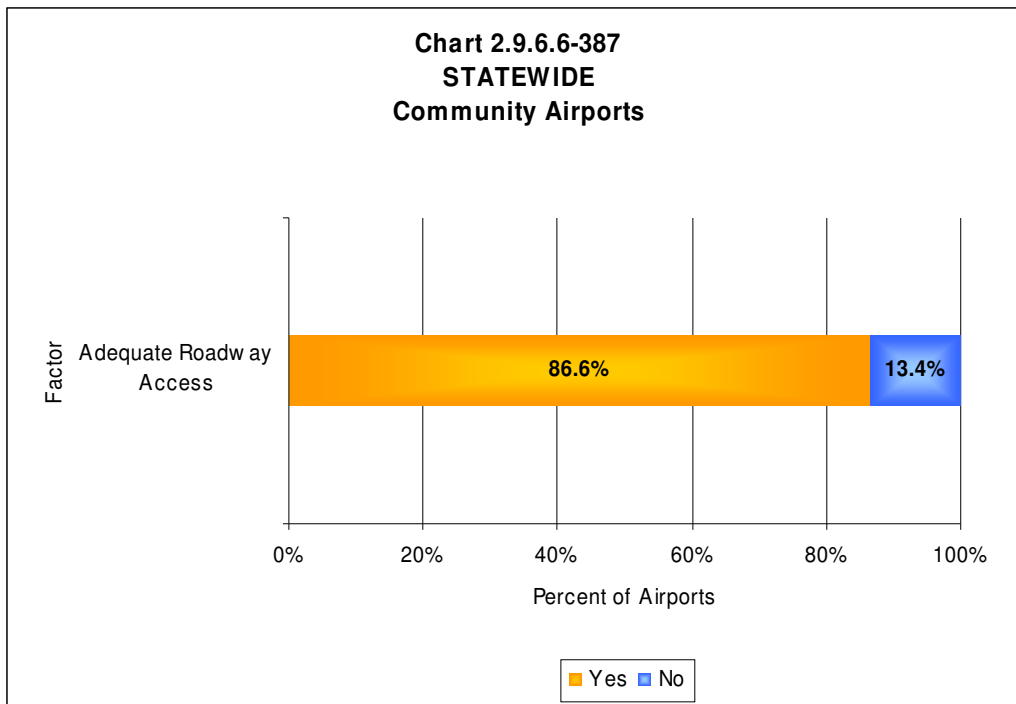
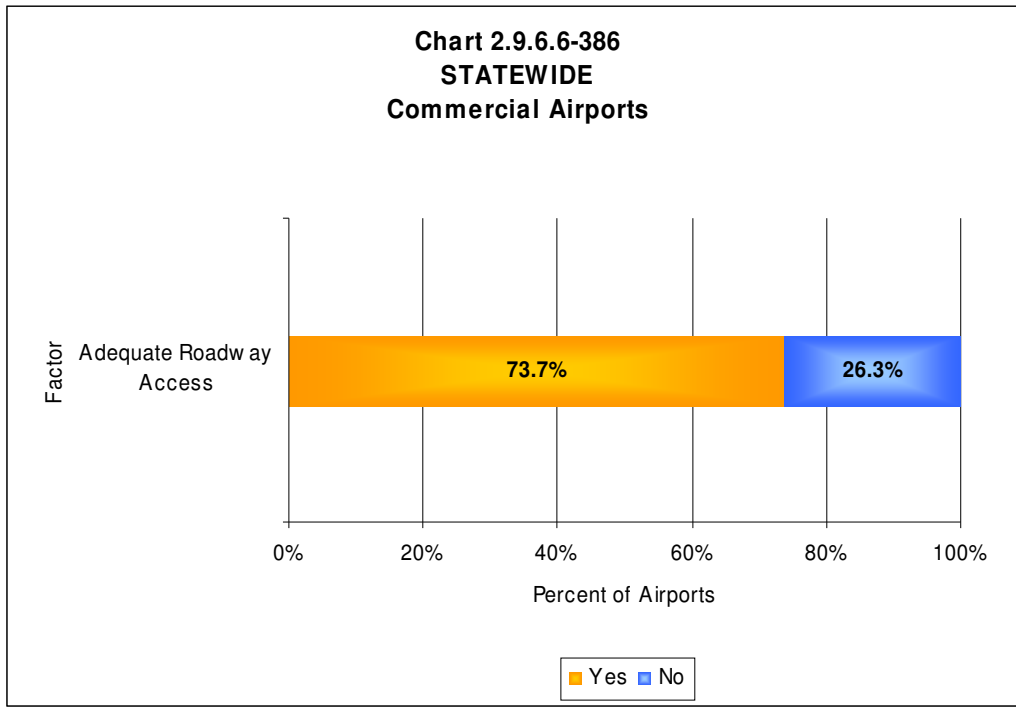
In order to meet this objective, information from each airport was examined to determine whether airports reported they have adequate roadway access. The system performance in regard to this measure is summarized for all commercial and community airports in the state and by CFASPP region in the following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

Statewide Summary

As indicated in **Chart 2.9.6.6-385**, approximately 85 percent of all public airports in the state report they have adequate roadway access. The remaining 15 percent of all public airports in the state report they do not have adequate roadway access.



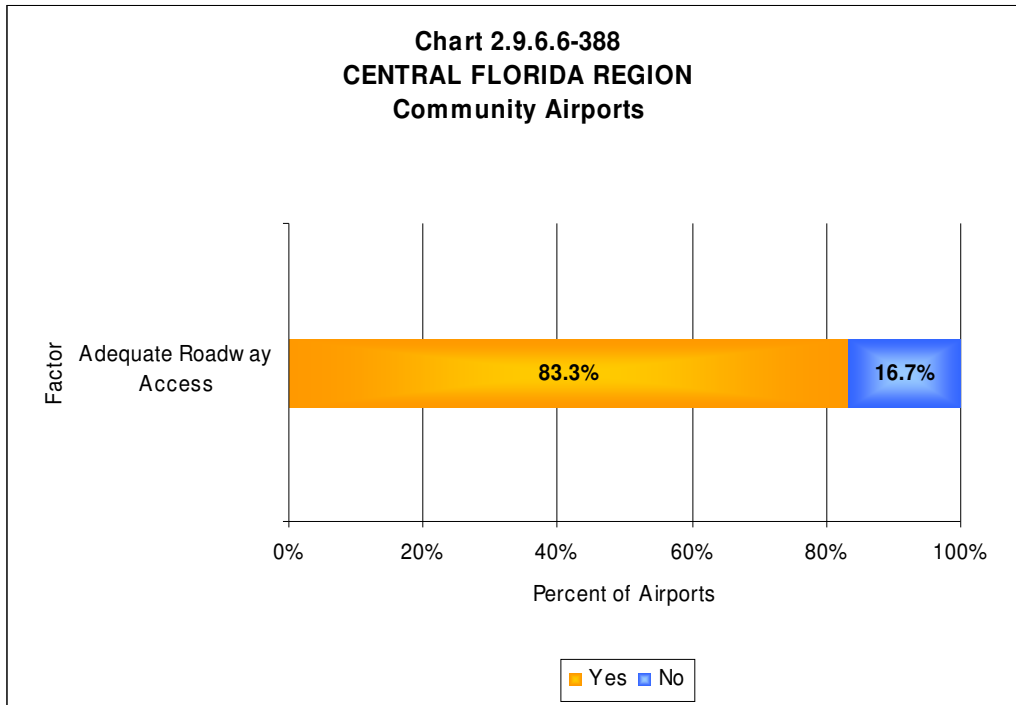
As shown in **Charts 2.9.6.6-386** and **2.9.6.6-387**, approximately 74 percent of all commercial airports and 87 percent of all community airports in the state report they have adequate roadway access. The remaining 26 percent of all commercial airports and 13 percent of all community airports in the state report they do not have adequate roadway access.



Regional Summaries

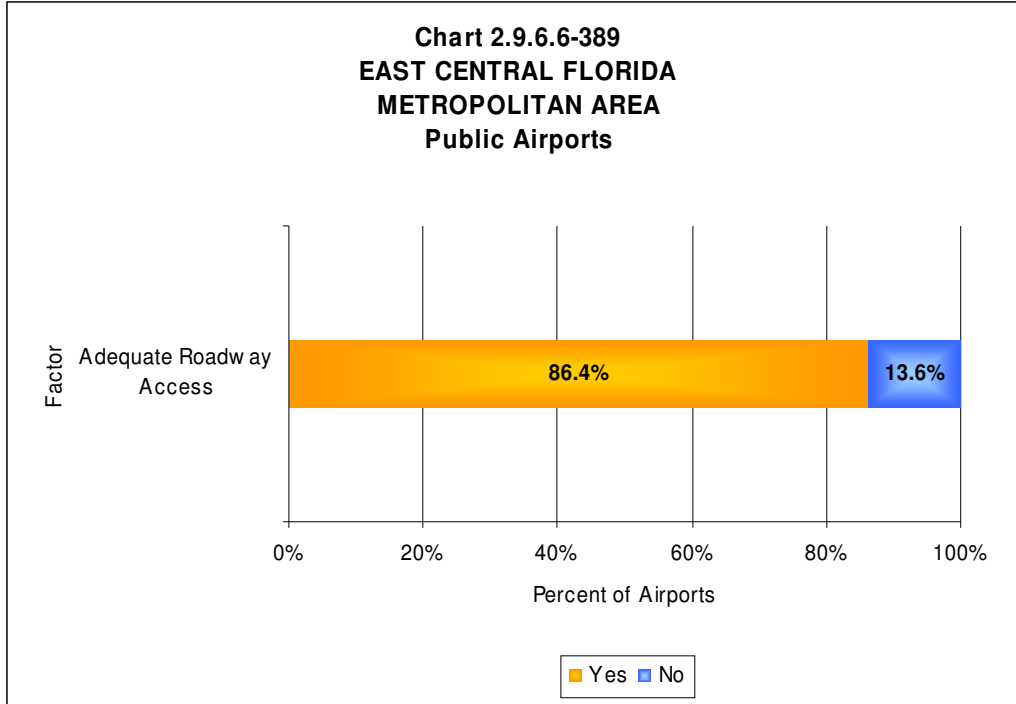
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-388**, approximately 83 percent of all community airports in the Central Florida Region report they have adequate roadway access. The remaining 17 percent of all public airports in this region report they do not have adequate roadway access.

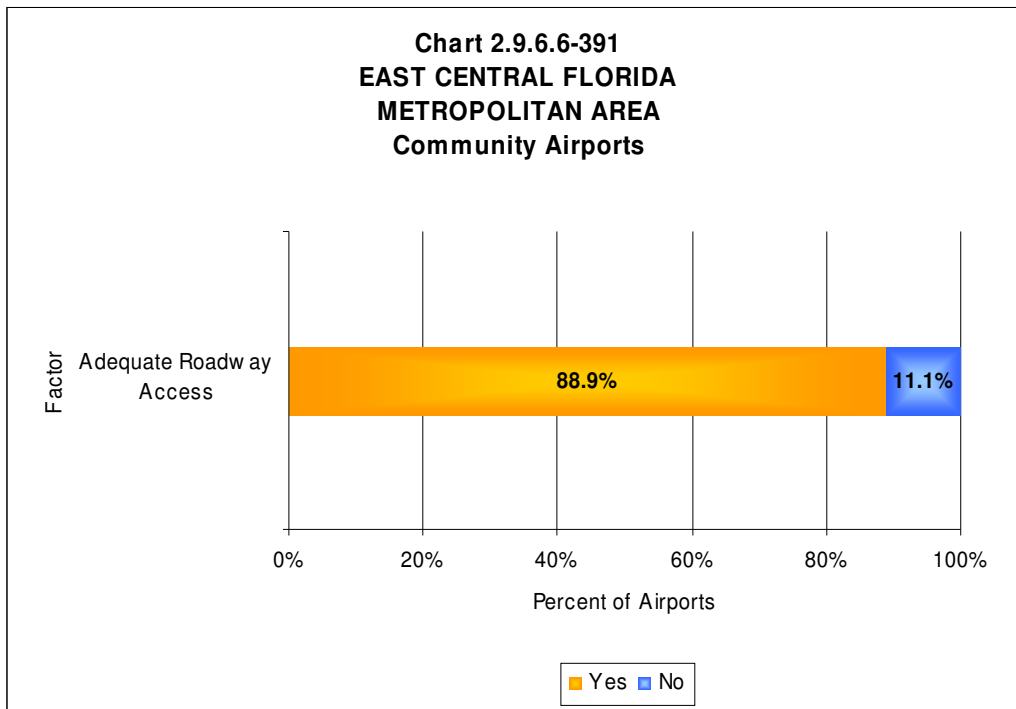
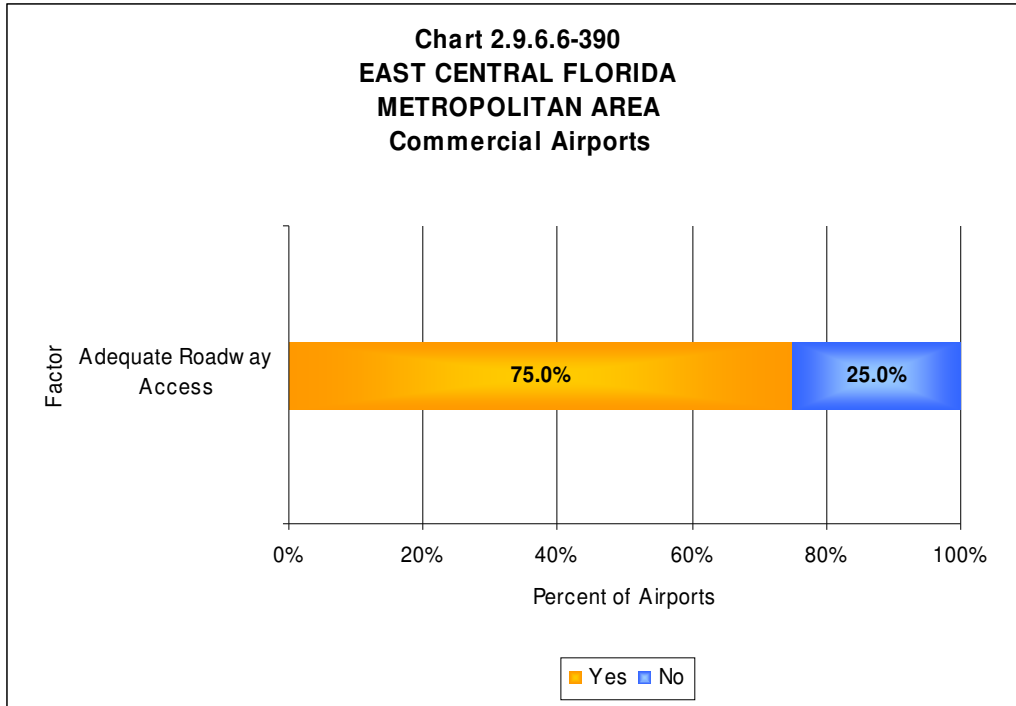


East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-389**, approximately 86 percent of all public airports in the East Central Florida Metropolitan Area report they have adequate roadway access. The remaining 14 percent of all public airports in this region report they do not have adequate roadway access.

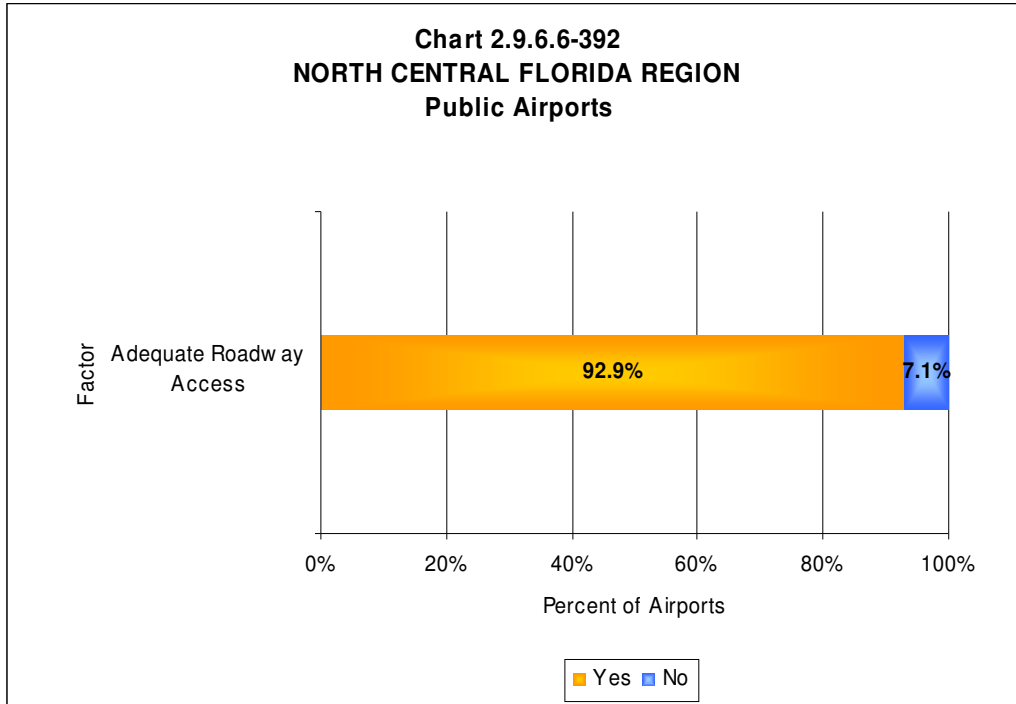


As shown in **Charts 2.9.6.6-390** and **2.9.6.6-391**, approximately 75 percent of all commercial airports and 89 percent of all community airports in the East Central Florida Metropolitan Area report they have adequate roadway access. The remaining 25 percent of all commercial airports and 11 percent of all community airports in the East Central Florida Metropolitan Area report they do not have adequate roadway access.

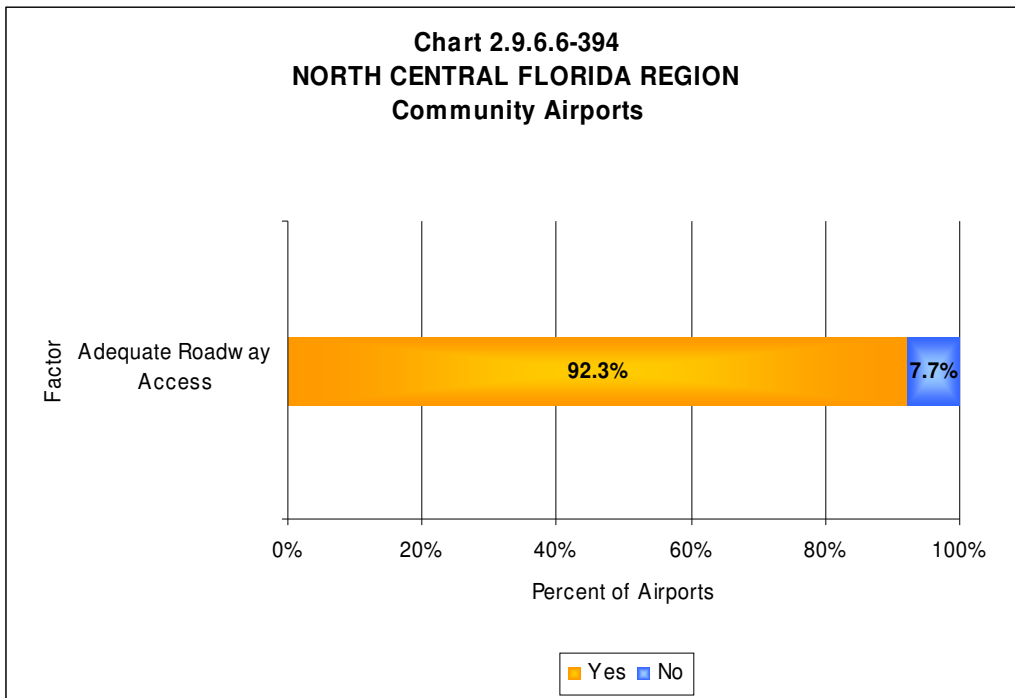
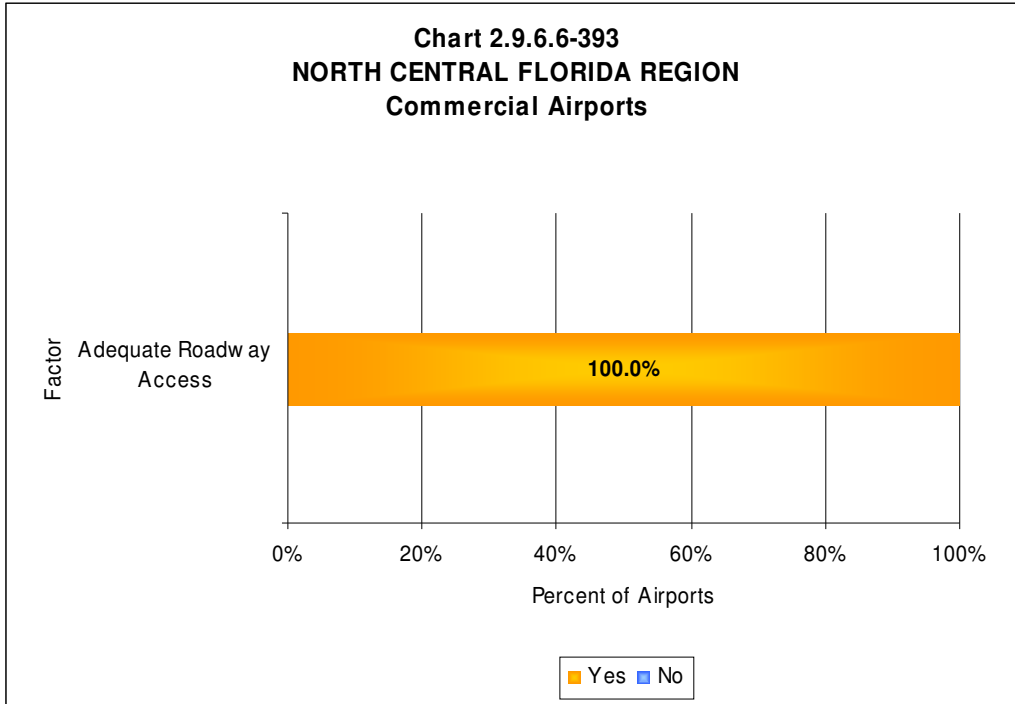


North Central Florida Region

As indicated in **Chart 2.9.6.6-392**, approximately 93 percent of all public airports in the North Central Florida Region report they have adequate roadway access. The remaining seven percent of all public airports in the North Central Florida Region report they do not have adequate roadway access.

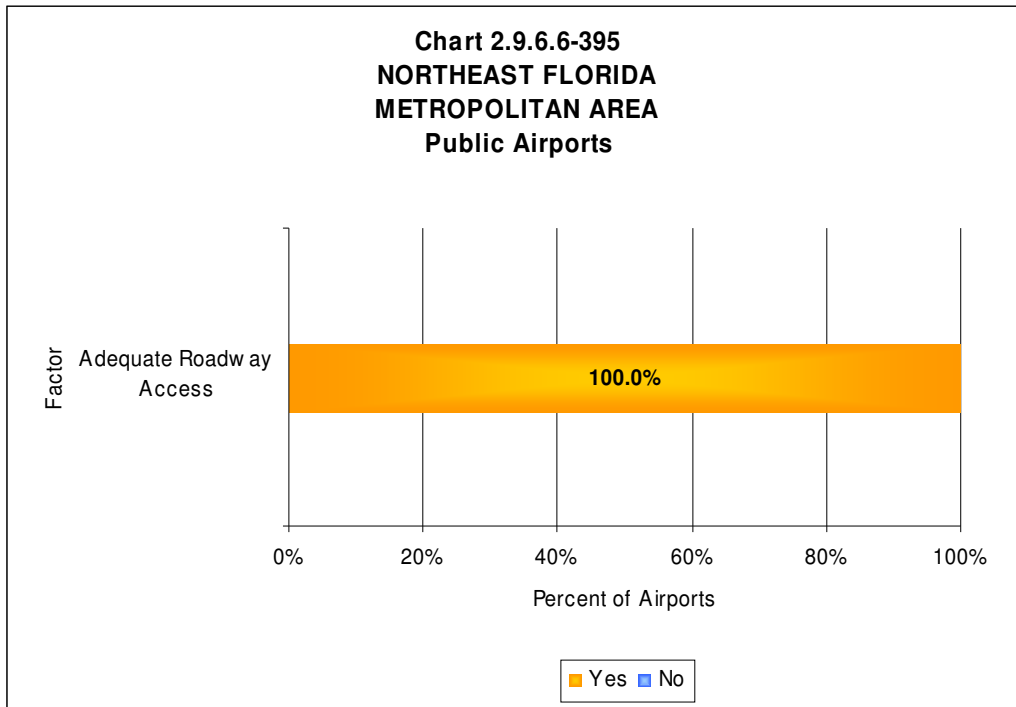


As shown in **Charts 2.9.6.6-393** and **2.9.6.6-394**, 100 percent of all commercial airports and 92 percent of all community airports in the North Central Florida Region report they have adequate roadway access. The remaining eight percent of all community airports in this region report they do not have adequate roadway access.

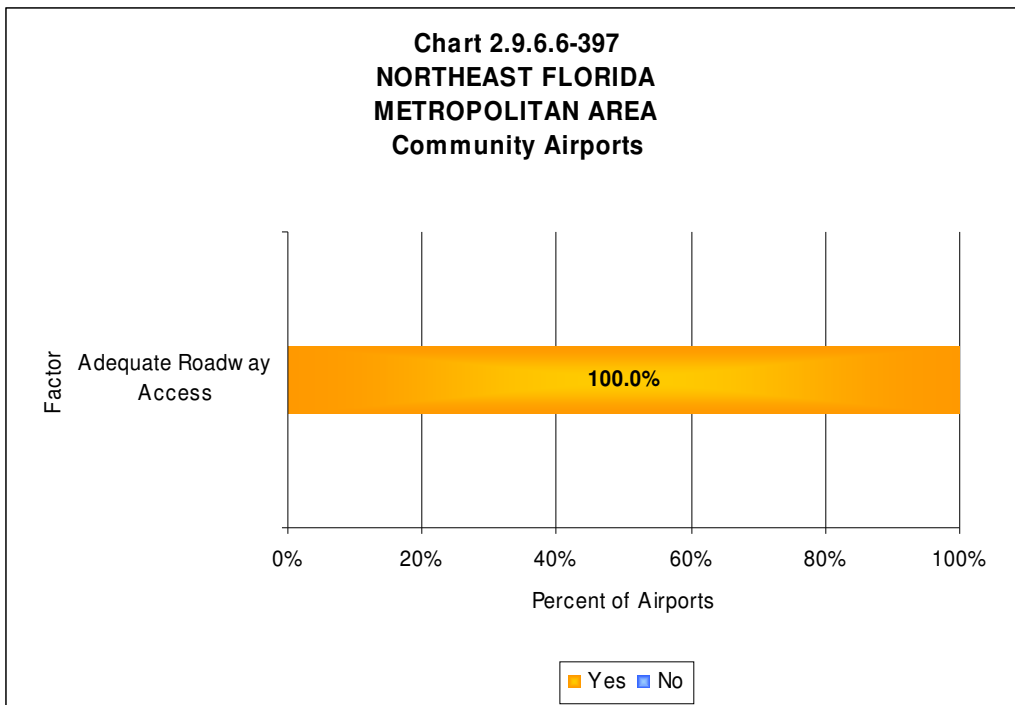
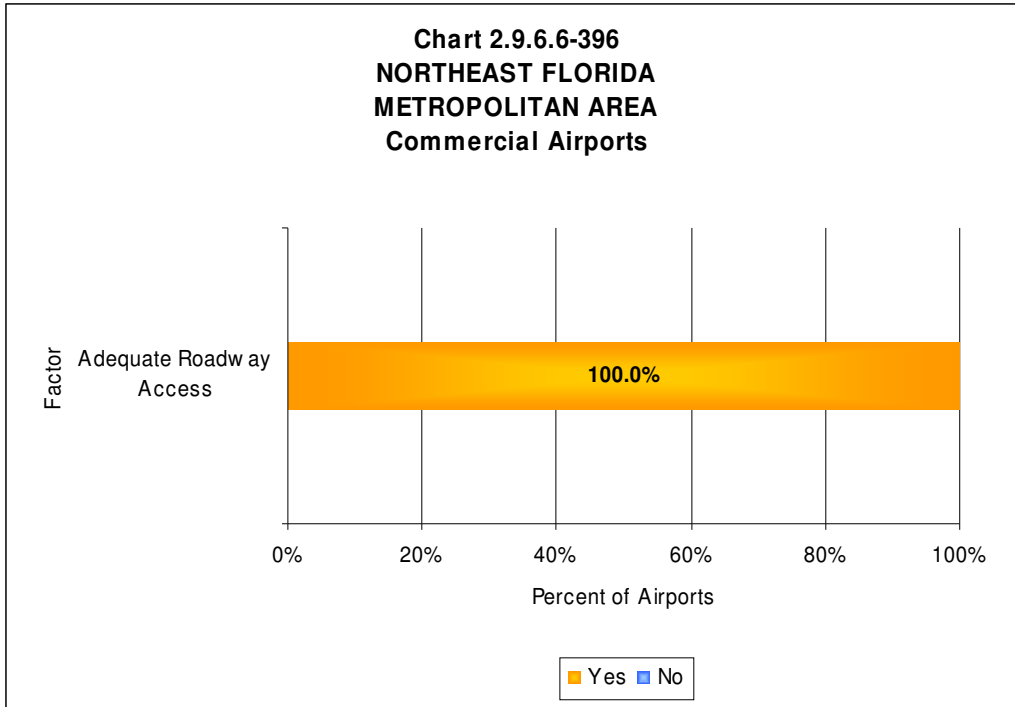


Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-395**, 100 percent of all public airports in the Northeast Florida Metropolitan Area report they have adequate roadway access.

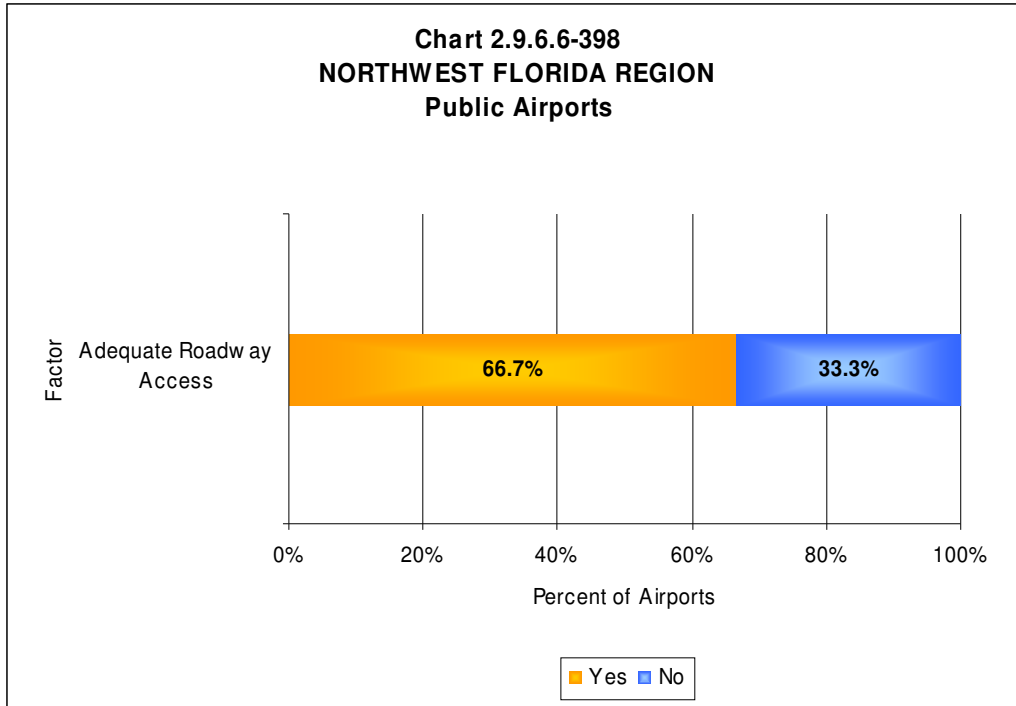


As shown in **Charts 2.9.6.6-396** and **2.9.6.6-397**, 100 percent of all commercial and community airports in the Northeast Florida Metropolitan Area report they have adequate roadway access.

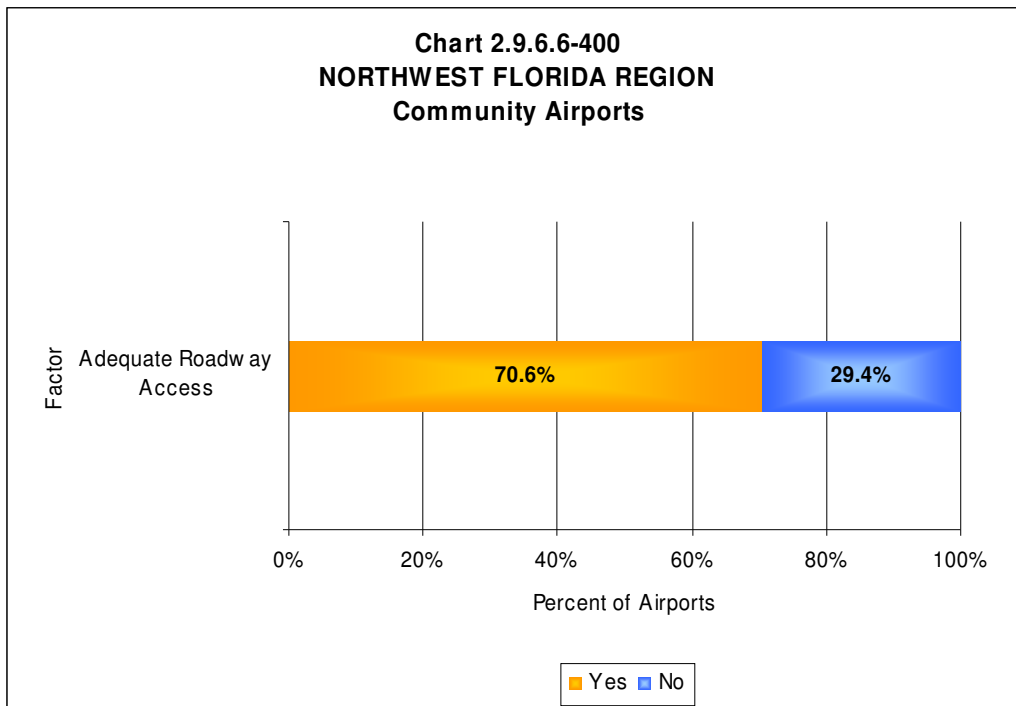
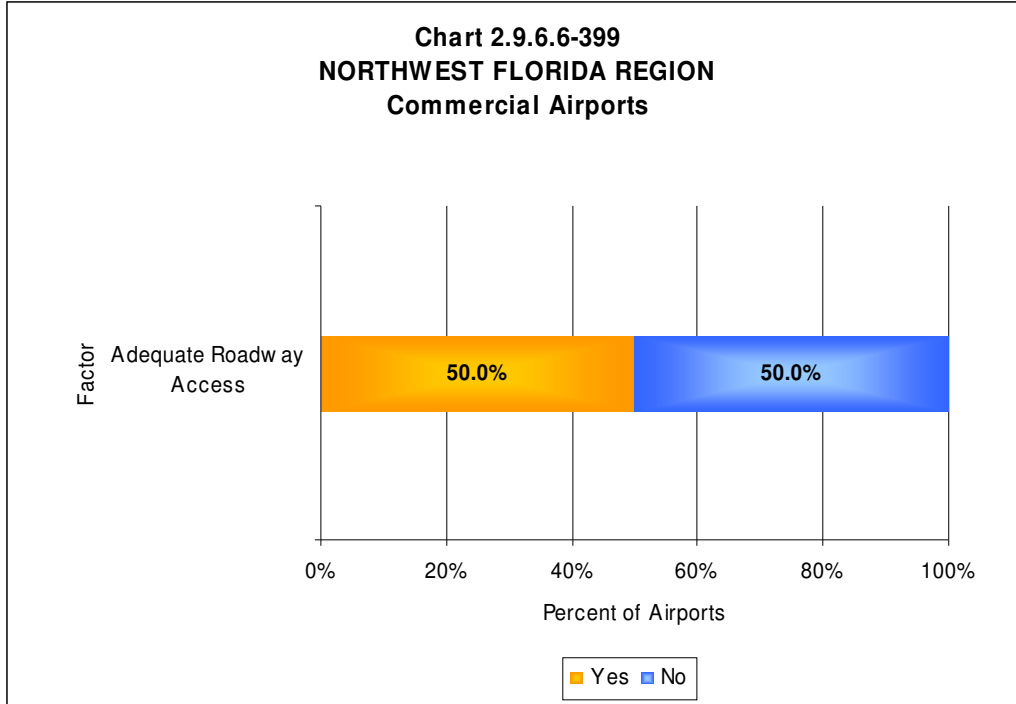


Northwest Florida Region

As indicated in **Chart 2.9.6.6-398**, approximately 67 percent of all public airports in the Northwest Florida Region report they have adequate roadway access. The remaining 33 percent of all public airports in this region report they do not have adequate roadway access.

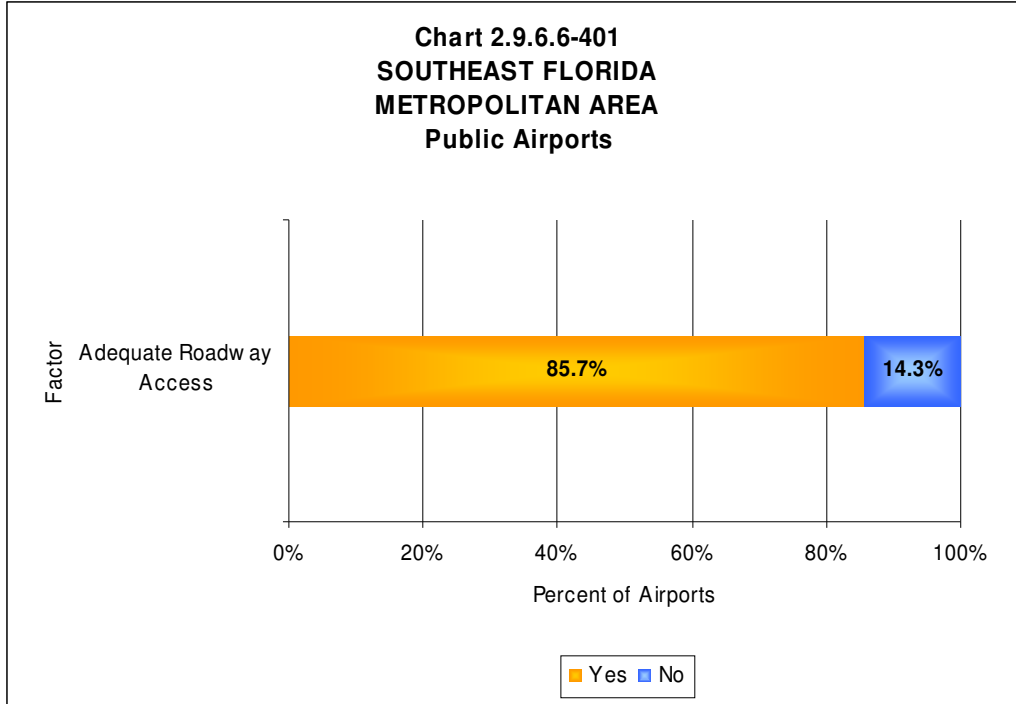


As shown in **Charts 2.9.6.6-399** and **2.9.6.6-400**, approximately 50 percent of all commercial airports and 71 percent of all community airports in the Northwest Florida Region report they have adequate roadway access. The remaining 50 percent of all commercial airports and 29 percent of all community airports in the Northwest Florida Region report they do not have adequate roadway access.

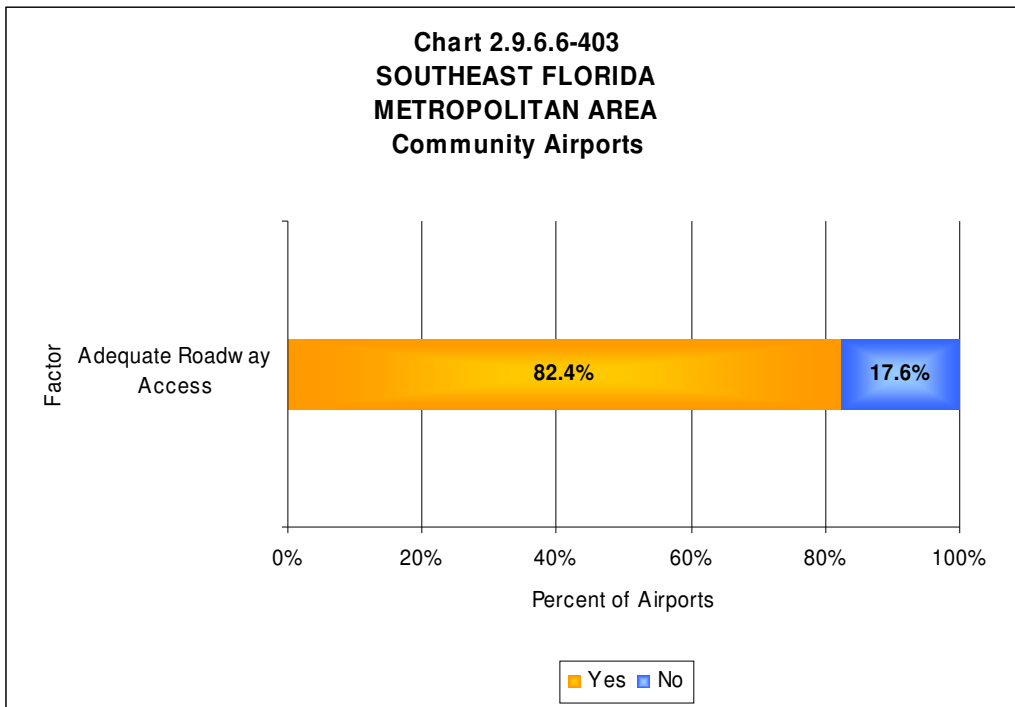
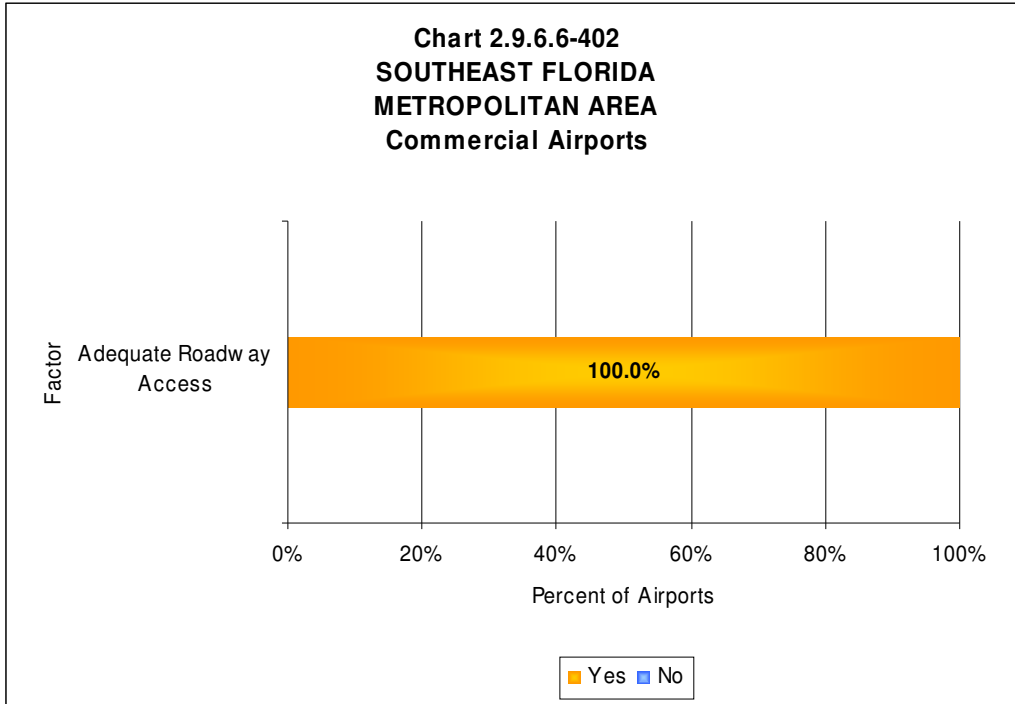


Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-401**, approximately 86 percent of all public airports in the Southeast Florida Metropolitan Area report they have adequate roadway access. The remaining 14 percent of all public airports in this region report they do not have adequate roadway access.

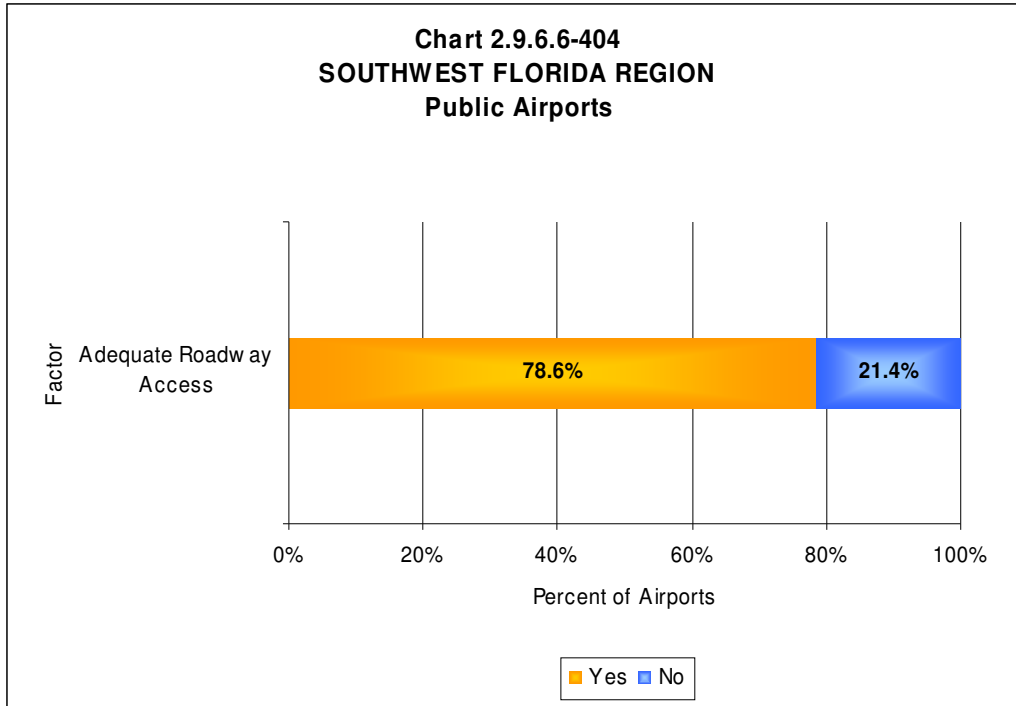


As shown in **Charts 2.9.6.6-402** and **2.9.6.6-403**, 100 percent of all commercial airports and 82 percent of all community airports in the Southeast Florida Metropolitan Area report they have adequate roadway access. The remaining 18 percent of all community airports in this region report they do not have adequate roadway access.

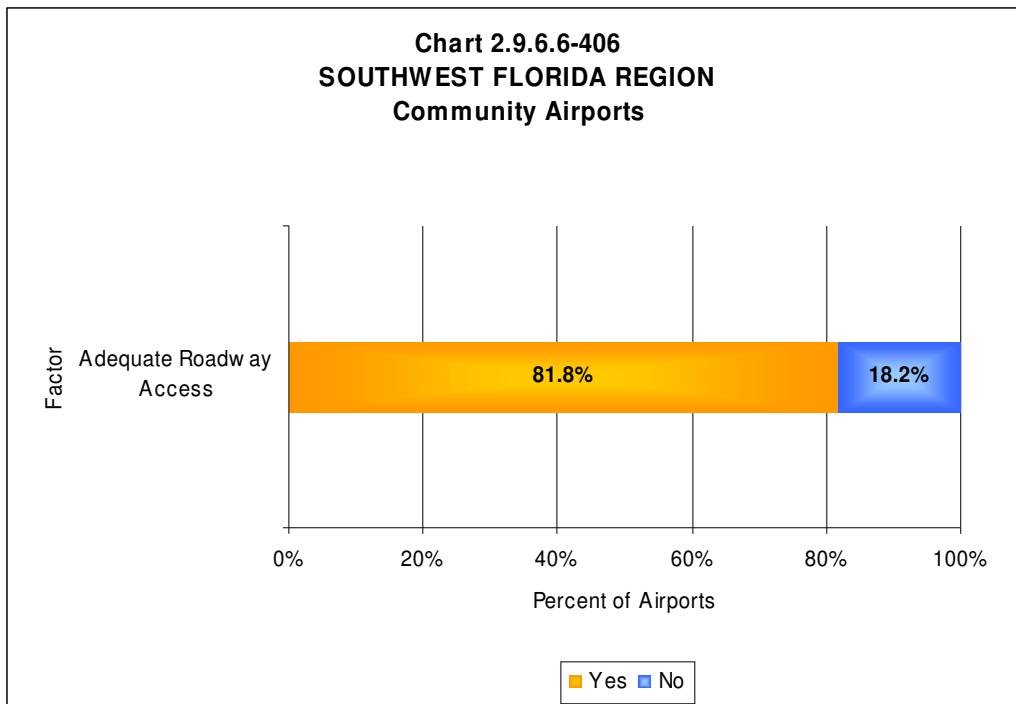
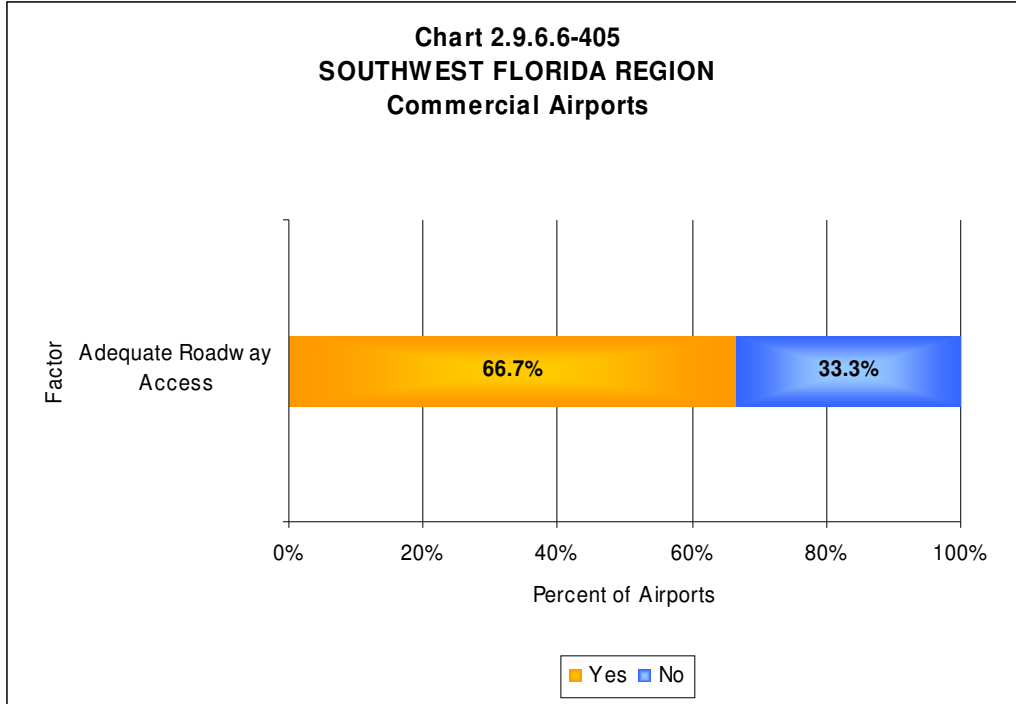


Southwest Florida Region

As indicated in **Chart 2.9.6.6-404**, approximately 79 percent of all public airports in the Southwest Florida Region report they have adequate roadway access. The remaining 21 percent of all public airports in this region report they do not have adequate roadway access.

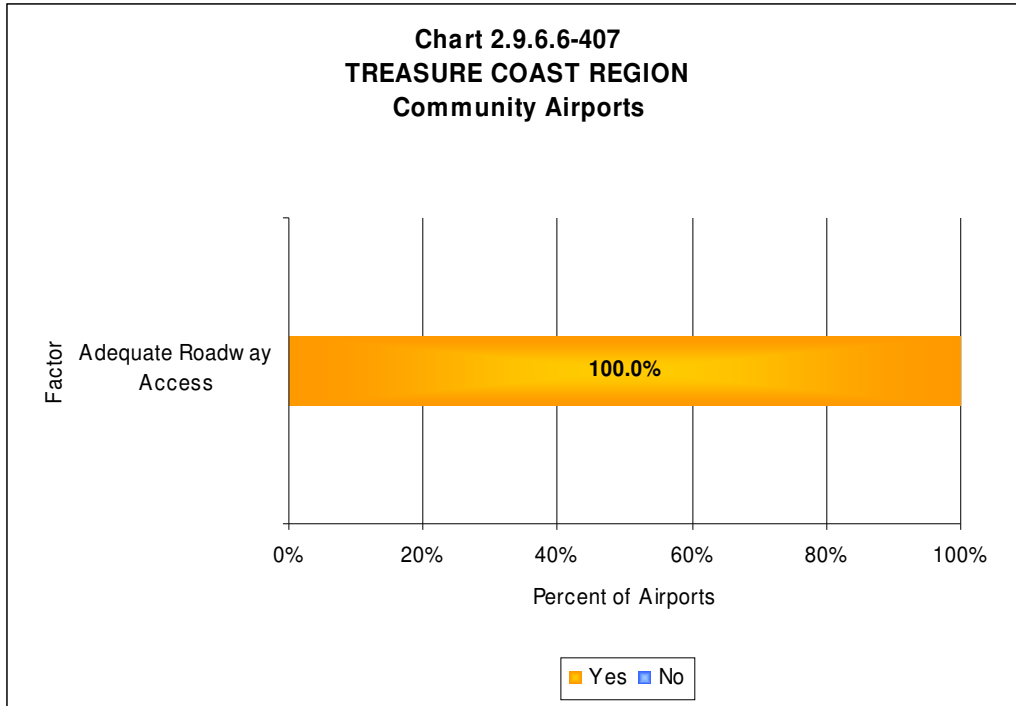


As shown in **Charts 2.9.6.6-405** and **2.9.6.6-406**, approximately 67 percent of all commercial airports and 82 percent of all community airports in the Southwest Florida Region report they have adequate roadway access. The remaining 33 percent of all commercial airports and 18 percent of all community airports in the Southwest Florida Region report they do not have adequate roadway access.



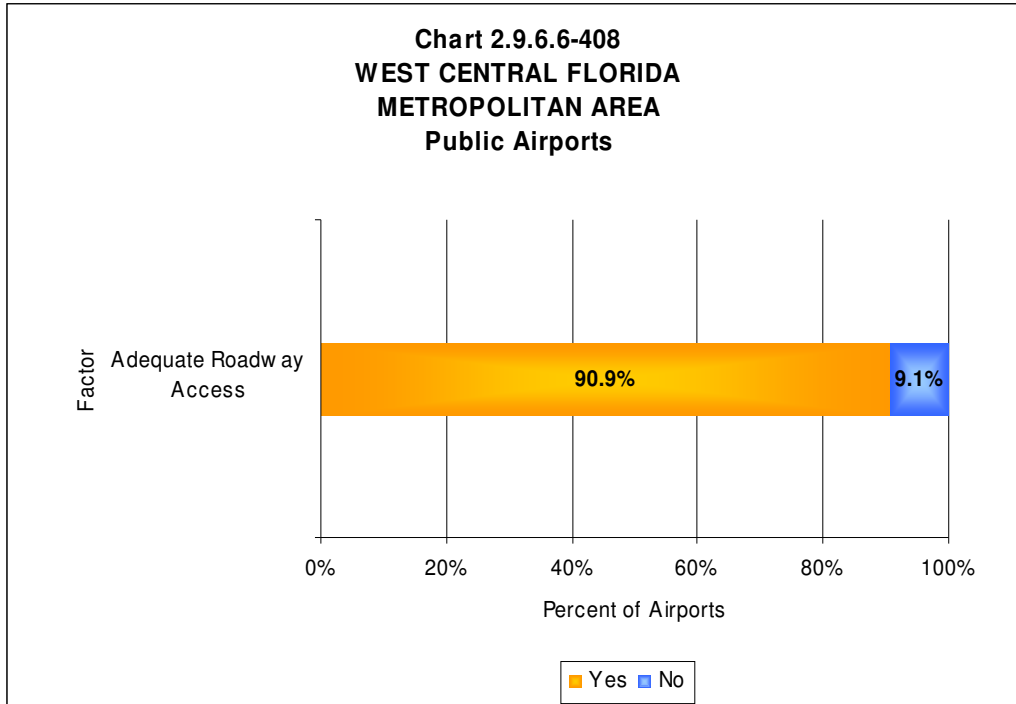
Treasure Coast Region

The Treasure Coast Region contains seven public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-407**, 100 percent of all community airports in the Treasure Coast Region report they have adequate roadway access.

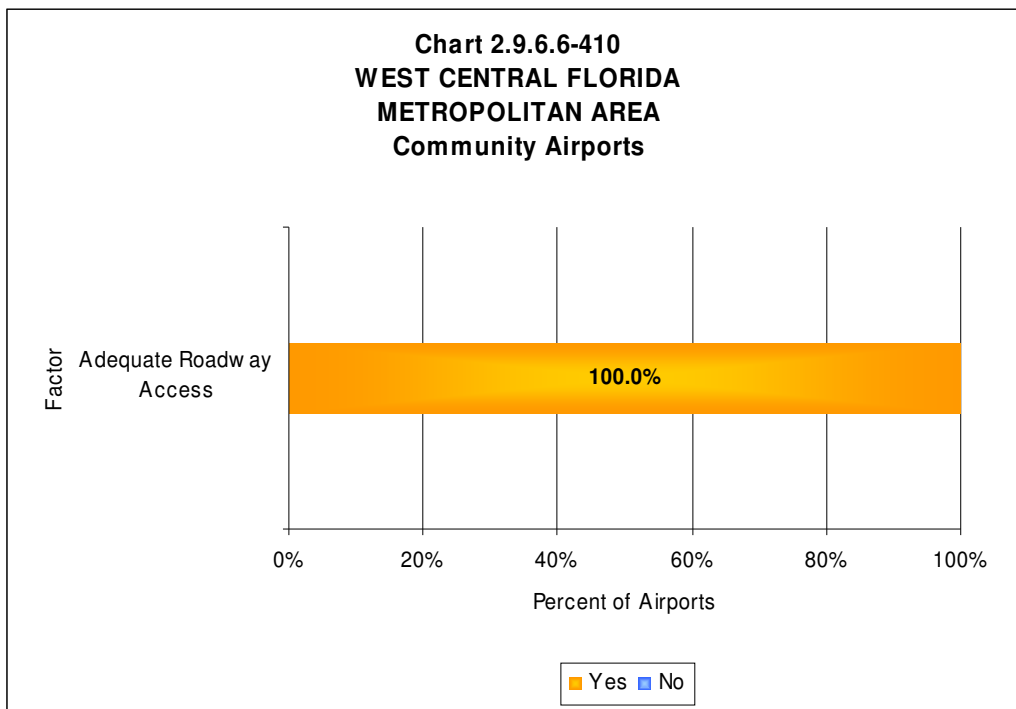
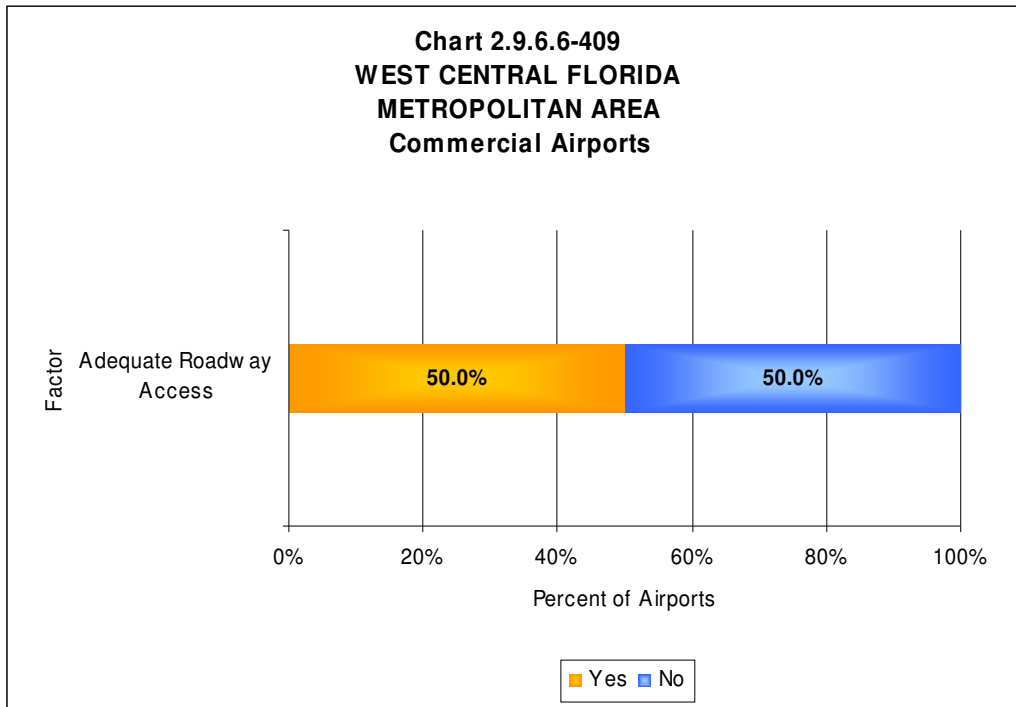


West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-408**, approximately 91 percent of all public airports in the West Central Florida Metropolitan Area report they have adequate roadway access. The remaining nine percent of all public airports in this region report they do not have adequate roadway access.



As shown in **Charts 2.9.6.6-409** and **2.9.6.6-410**, 50 percent of all commercial airports in the West Central Florida Metropolitan Area report they have adequate roadway access; 100 percent of all community airports report adequate roadway access. The remaining 50 percent of all commercial airports in this region report they do not have adequate roadway access.

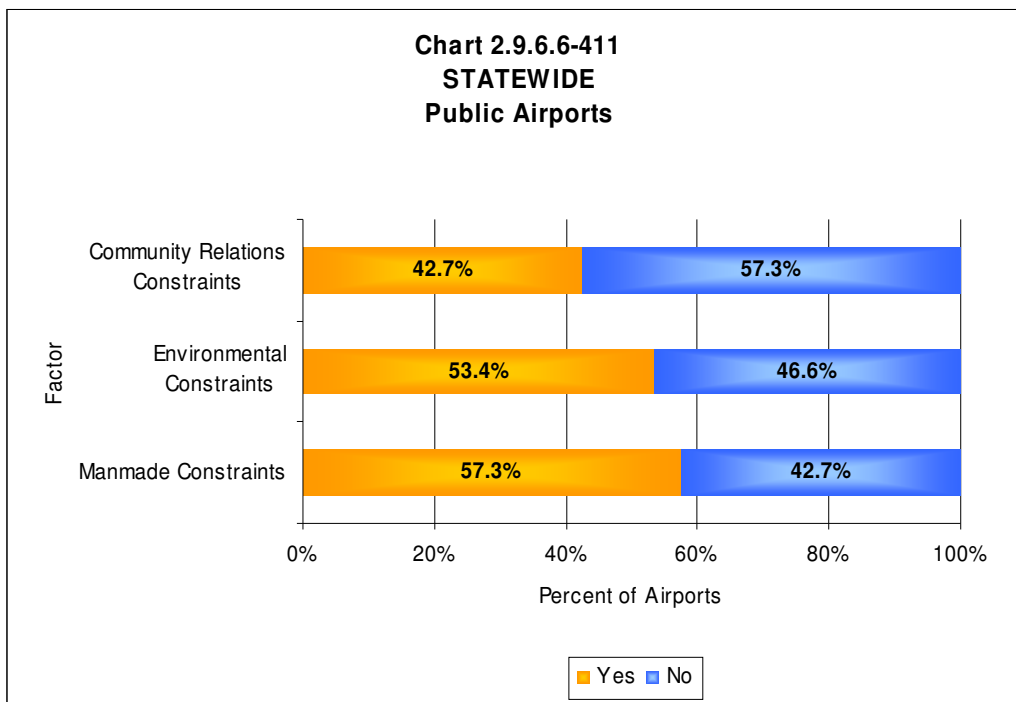


4.4 System Objective: Enhance airports compatibility with natural and manmade environments

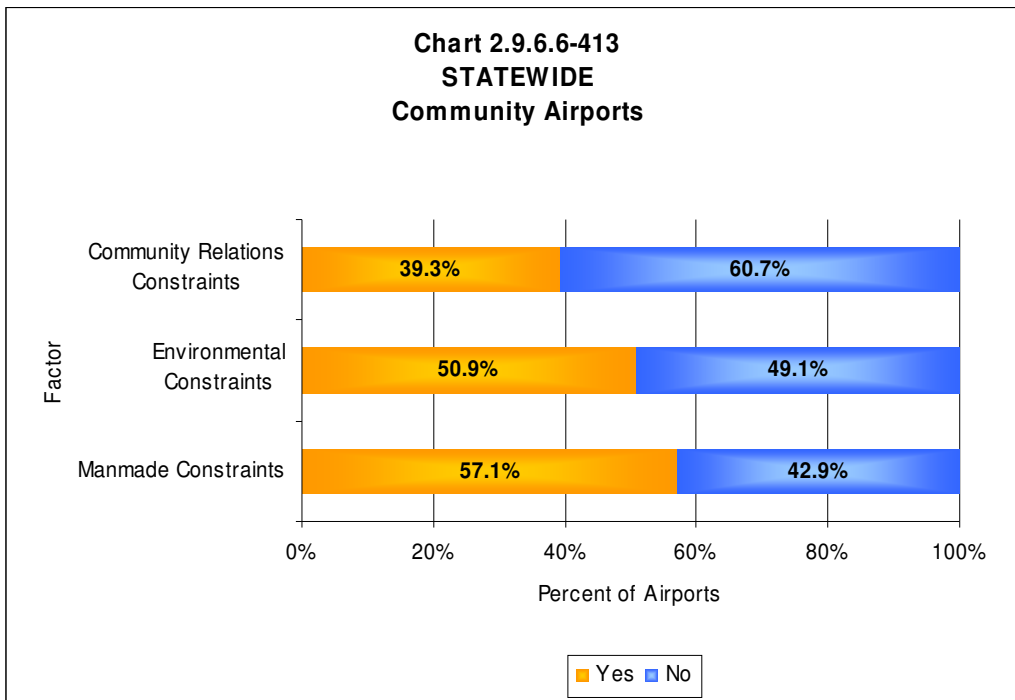
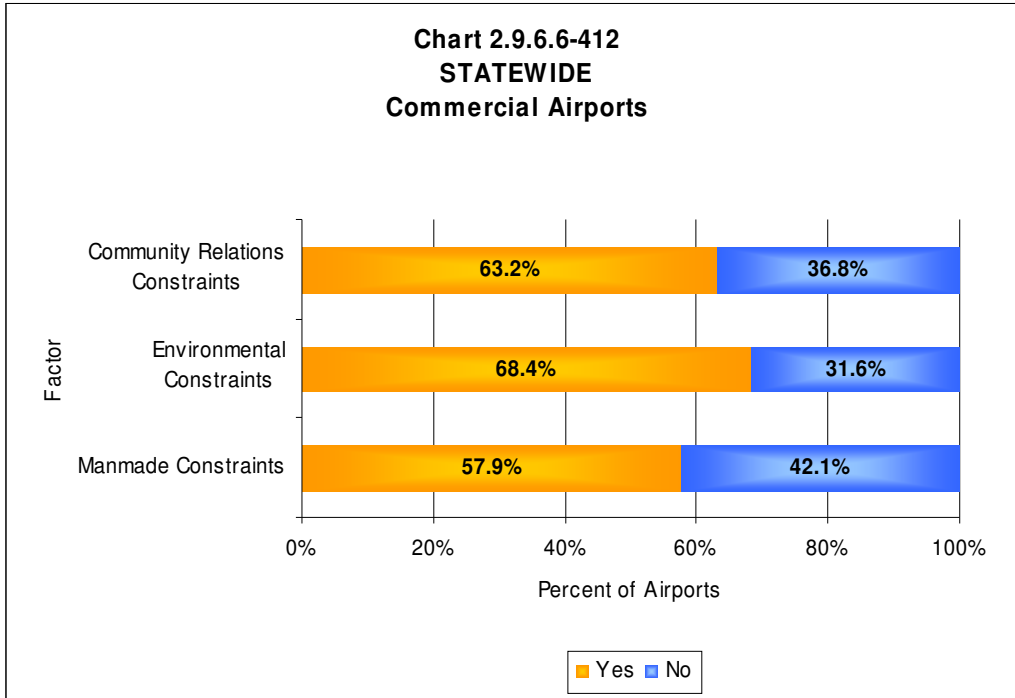
In order to meet this objective, information from each airport was examined to determine whether airports reported they have community relations constraints, environmental constraints, and/or manmade constraints. The system performance in regard to this measure is summarized for all commercial and community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

Statewide Summary

As indicated in **Chart 2.9.6.6-411**, approximately 43 percent of all public airports in the state report they have community relations constraints, and 53 percent report environmental constraints. Approximately 57 percent of all public airports in the state report they have no community relations constraints, and 47 percent report no environmental constraints. Approximately 57 percent of all public airports in the state report they have manmade constraints.



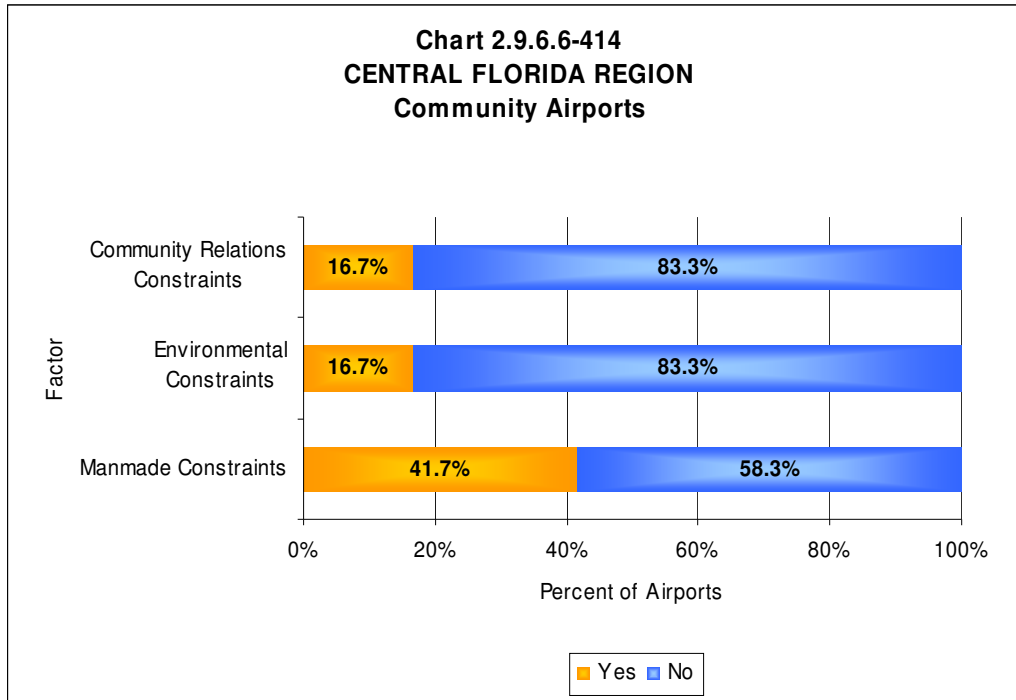
As shown in **Chart 2.9.6.6-412**, approximately 63 percent of all commercial airports in the state report they have community relations constraints, and 68 percent report environmental constraints. As indicated in **Chart 2.9.6.6-413**, approximately 39 percent of all community airports in the state report they have community constraints, and 51 percent of all community airports report environmental constraints. As shown, 58 percent of all commercial airports and 57 percent of all community airports report they have manmade constraints.



Regional Summaries

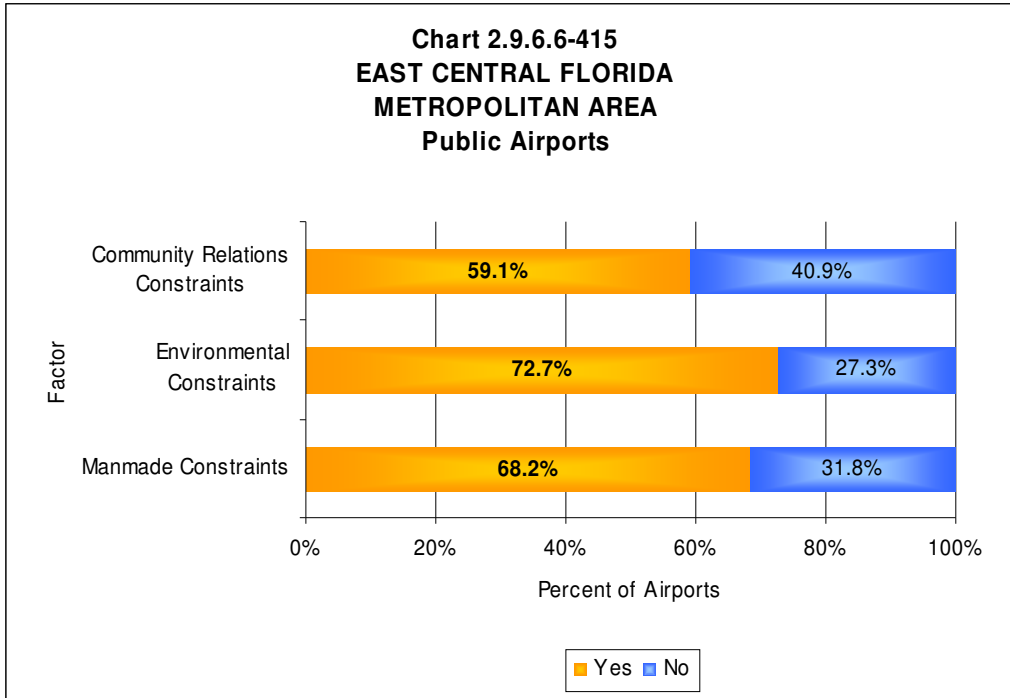
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-414**, approximately 17 percent of all community airports in the Central Florida Region report they have community relations constraints, and 17 percent report environmental constraints. Approximately 83 percent of all community airports in this region report they have no community relations constraints and the same percentage reports no environmental constraints. Approximately 42 percent of all community airports in the Central Florida Region report they have manmade constraints.

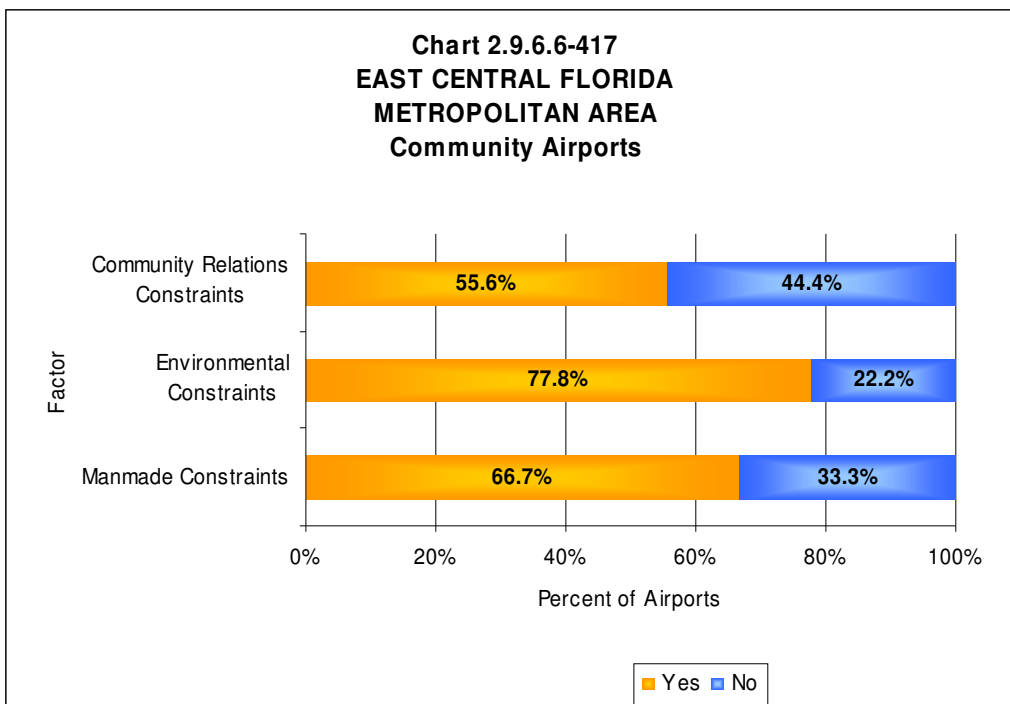
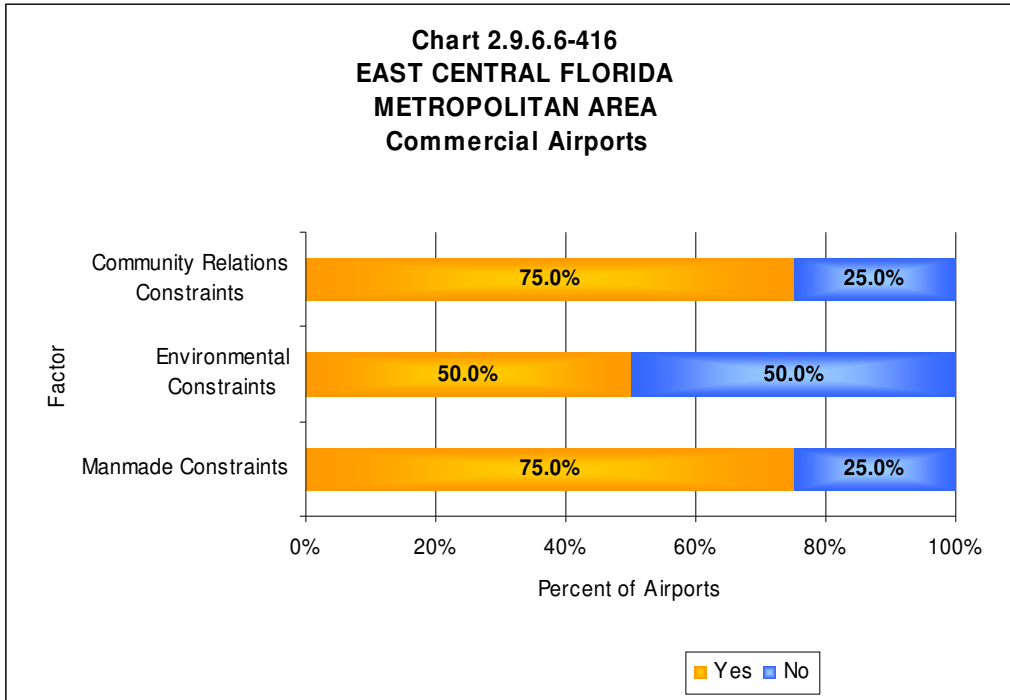


East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-415**, approximately 59 percent of all public airports in the East Central Florida Metropolitan Area report they have community relations constraints, and 73 percent report environmental constraints. Approximately 41 percent of all public airports in this region report they have no community relations constraints, and 27 percent report no environmental constraints. Approximately 68 percent of all public airports in the East Central Florida Metropolitan Area report they have manmade constraints.

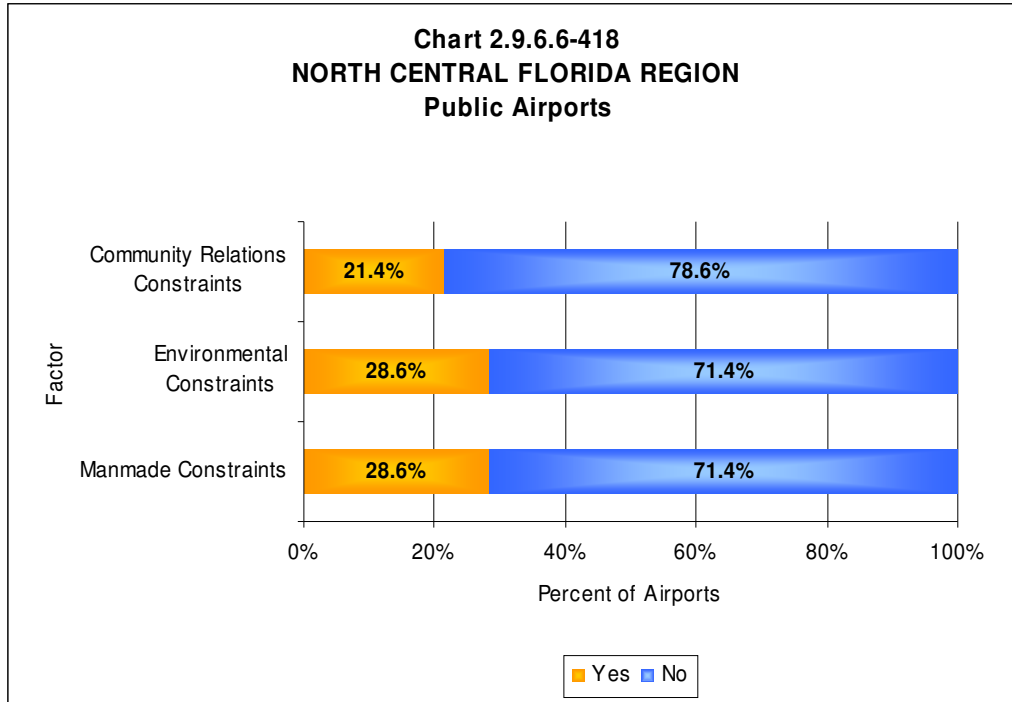


As shown in **Charts 2.9.6.6-416** and **2.9.6.6-417**, approximately 75 percent of all commercial airports in the East Central Florida Metropolitan Area report they have community relations constraints, and 50 percent of the commercial airports report environmental constraints. Approximately 56 percent of all community airports in this region report they have community relations constraints, and 78 percent of all community airports report environmental constraints. As shown, 75 percent of all commercial airports and 67 percent of all community airports in the East Central Florida Metropolitan Area report they have manmade constraints.

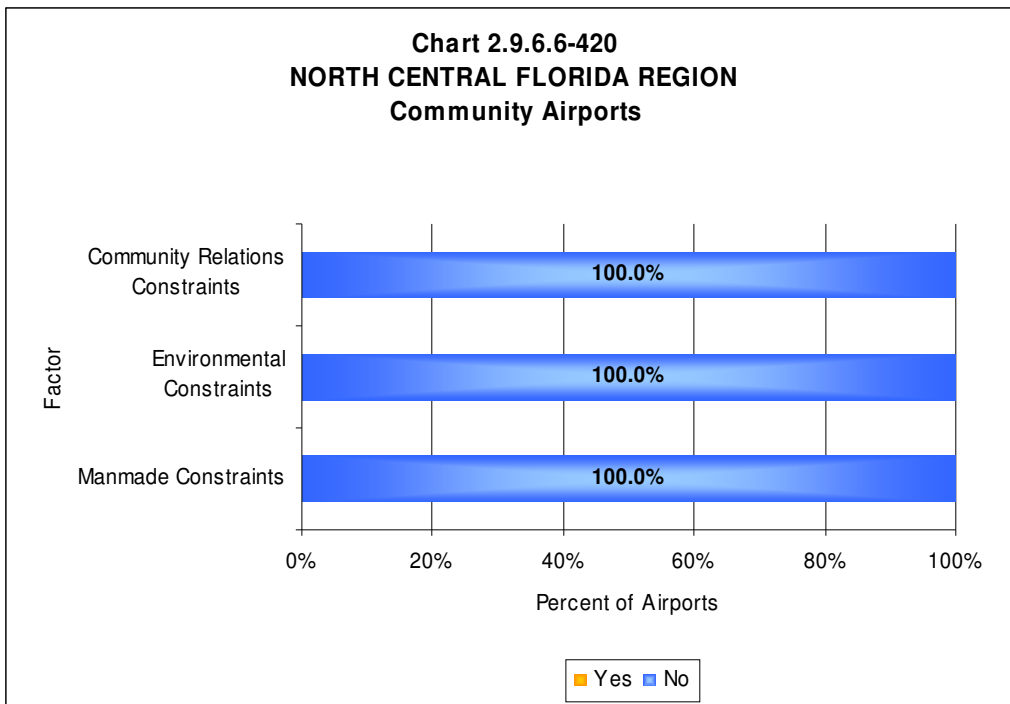
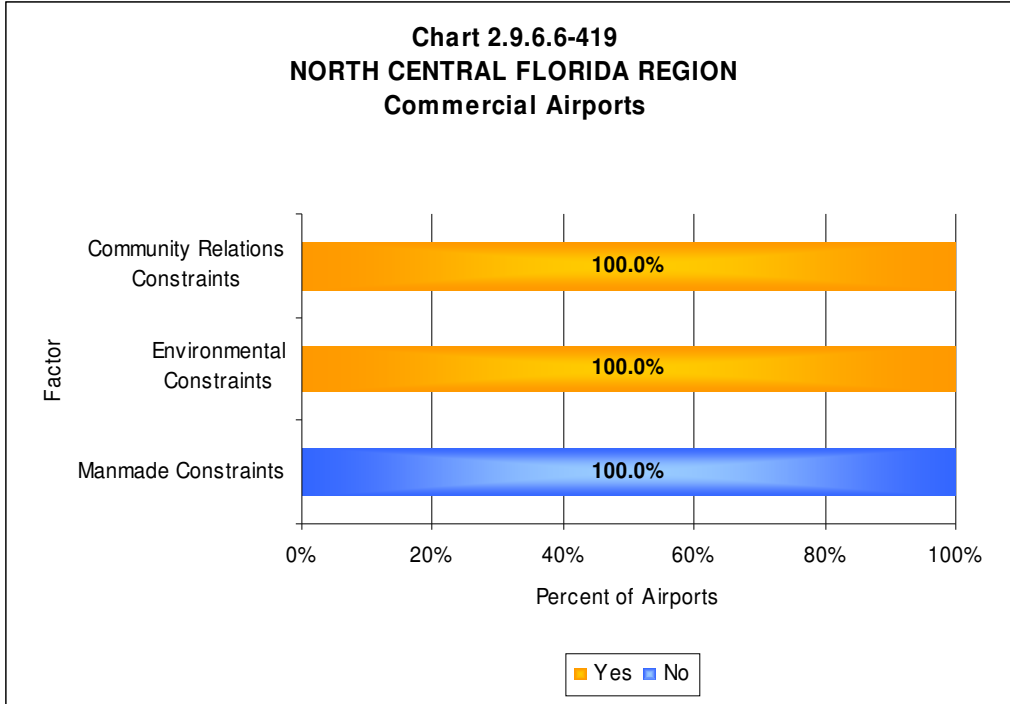


North Central Florida Region

As indicated in **Chart 2.9.6.6-418**, approximately 21 percent of all public airports in the North Central Florida Region report they have community relations constraints, and 29 percent report environmental constraints. Approximately 79 percent of all public airports in this region report they have no community relations constraints, and 71 percent report no environmental constraints. Approximately 29 percent of all public airports in the North Central Florida Region report they have manmade constraints.

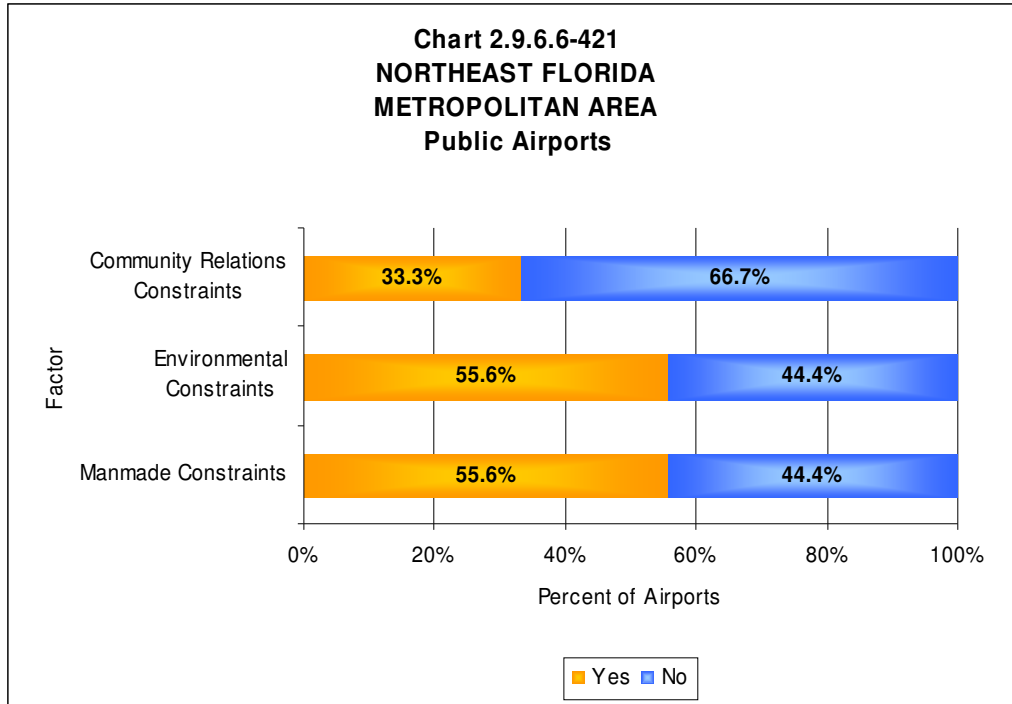


As shown in **Charts 2.9.6.6-419**, the one commercial airport in the North Central Florida Region reports it has community relations constraints and environmental constraints; this commercial airport reports that it does not have manmade constraints. As indicated in **Chart 2.9.6.6-420**, 100 percent of all community airports in the North Central Florida Region report they do not have community relations constraints, environmental constraints, or manmade constraints.

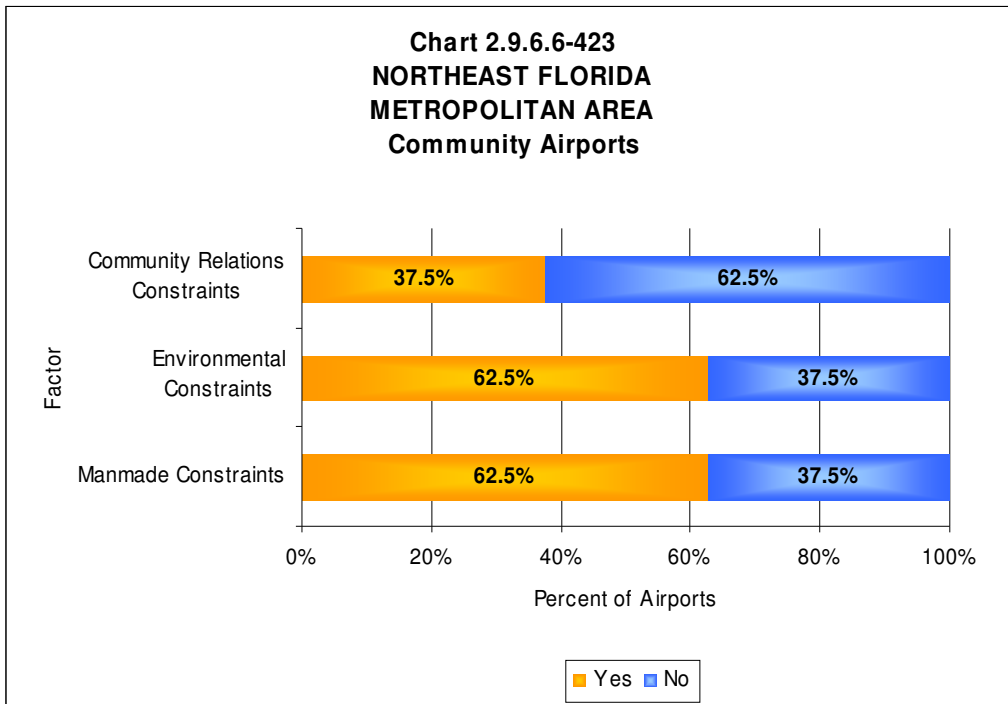
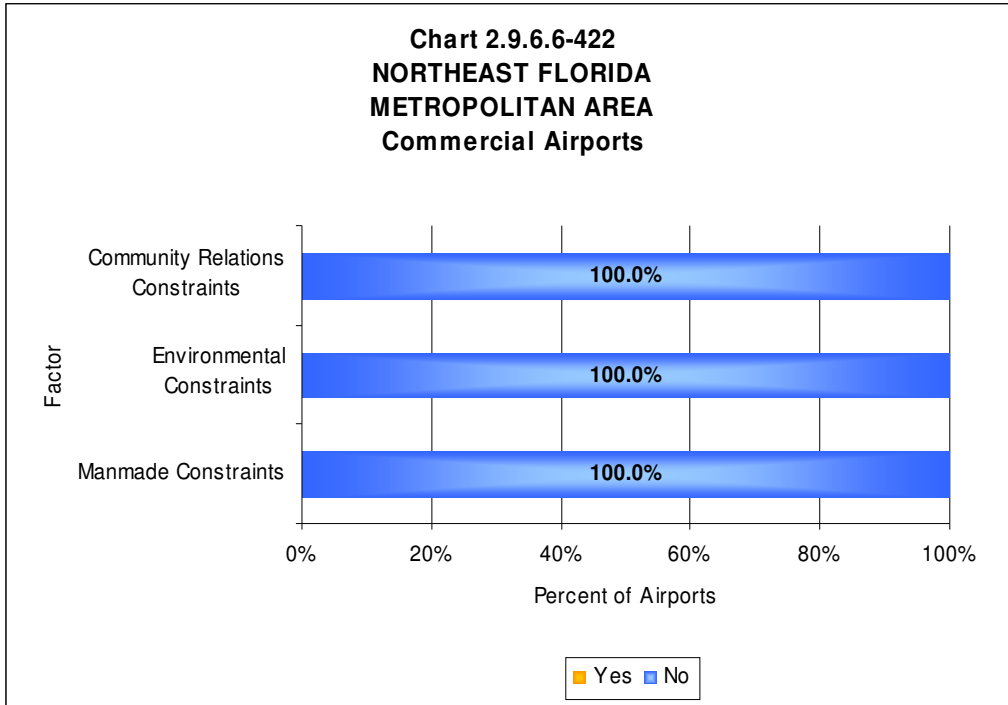


Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-421**, approximately 33 percent of all public airports in the Northeast Florida Metropolitan Area report they have community relations constraints, and 56 percent report environmental constraints. Approximately 67 percent of all public airports in this region report they have no community relations constraints, and 44 percent report no environmental constraints. Approximately 56 percent of all public airports in the Northeast Florida Metropolitan Area report they have manmade constraints.

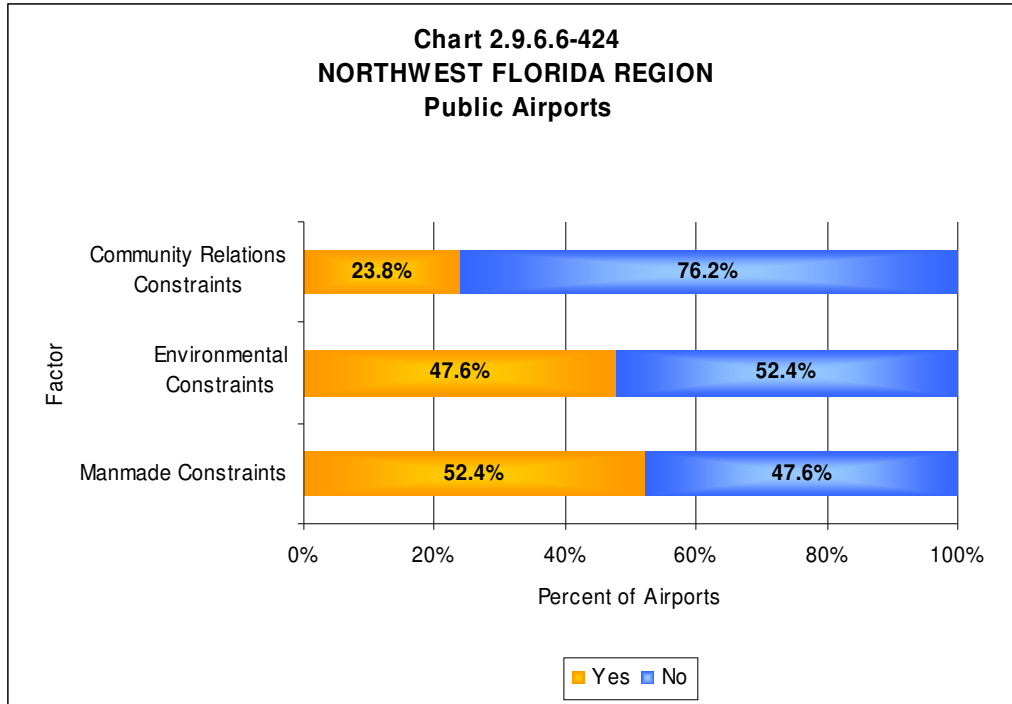


As shown in **Charts 2.9.6.6-422**, the one commercial airport in the Northeast Florida Metropolitan Area reports it does not have community relations constraints, environmental constraints, or manmade constraints. As indicated in **Chart 2.9.6.6-423**, approximately 38 percent of all community airports in this region report they have community constraints, and 63 percent of all community airports report environmental constraints. As shown, 63 percent of all community airports in the Northeast Florida Metropolitan Area report they have manmade constraints.

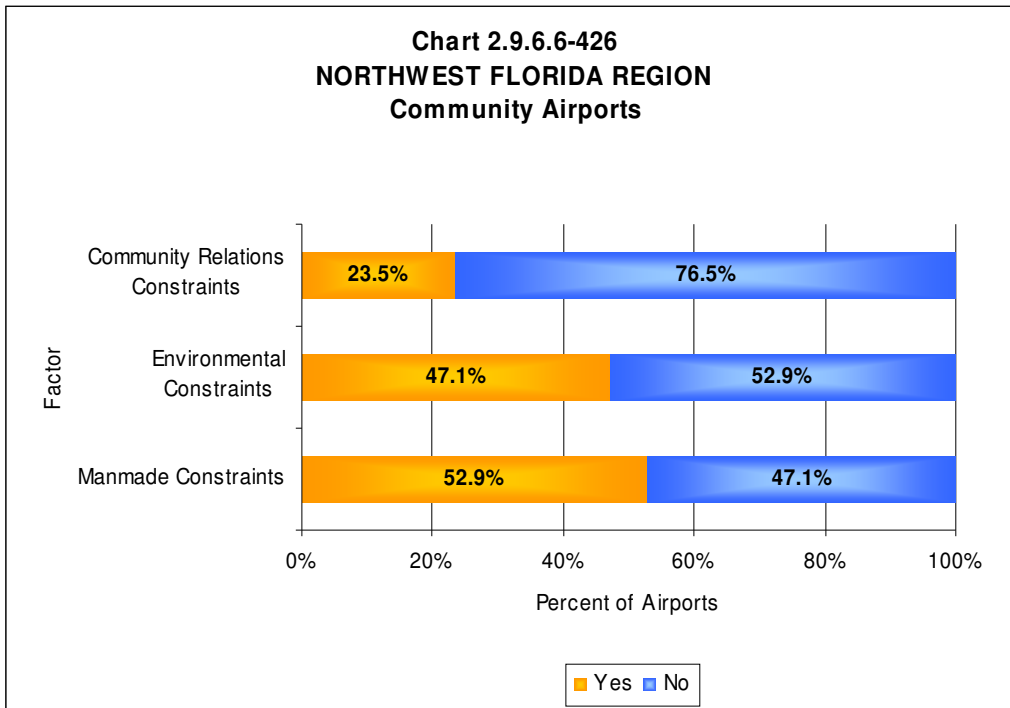
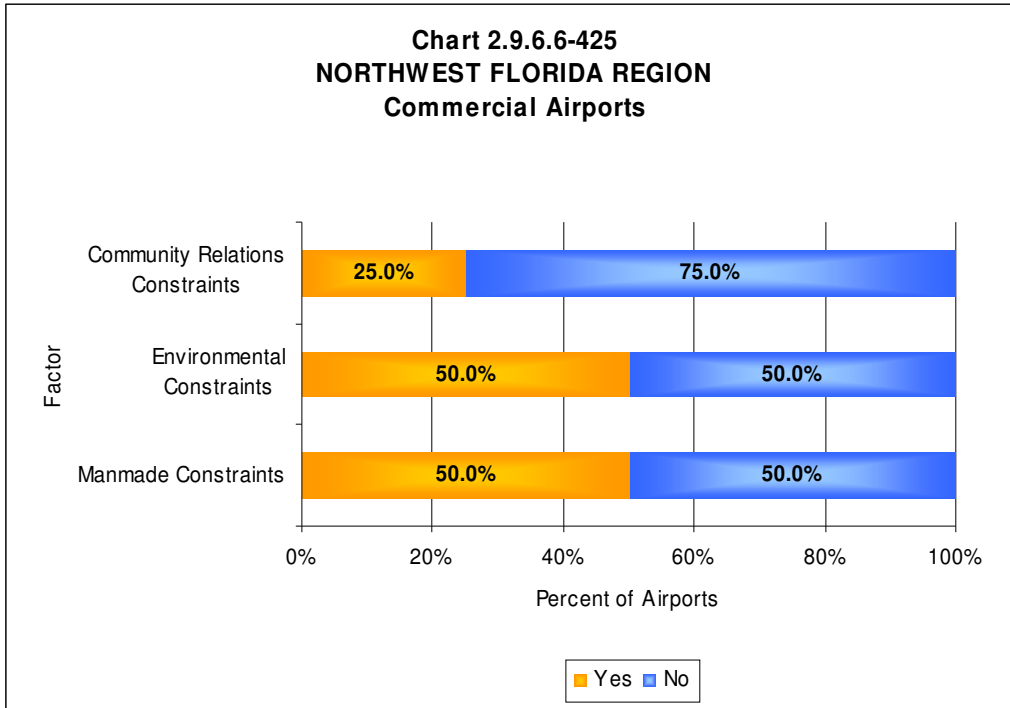


Northwest Florida Region

As indicated in **Chart 2.9.6.6-424**, approximately 24 percent of all public airports in the Northwest Florida Region report they have community relations constraints, and 48 percent report environmental constraints. Approximately 76 percent of all public airports in this region report they have no community relations constraints, and 52 percent report no environmental constraints. Approximately 52 percent of all public airports in the Northwest Florida Region report they have manmade constraints.

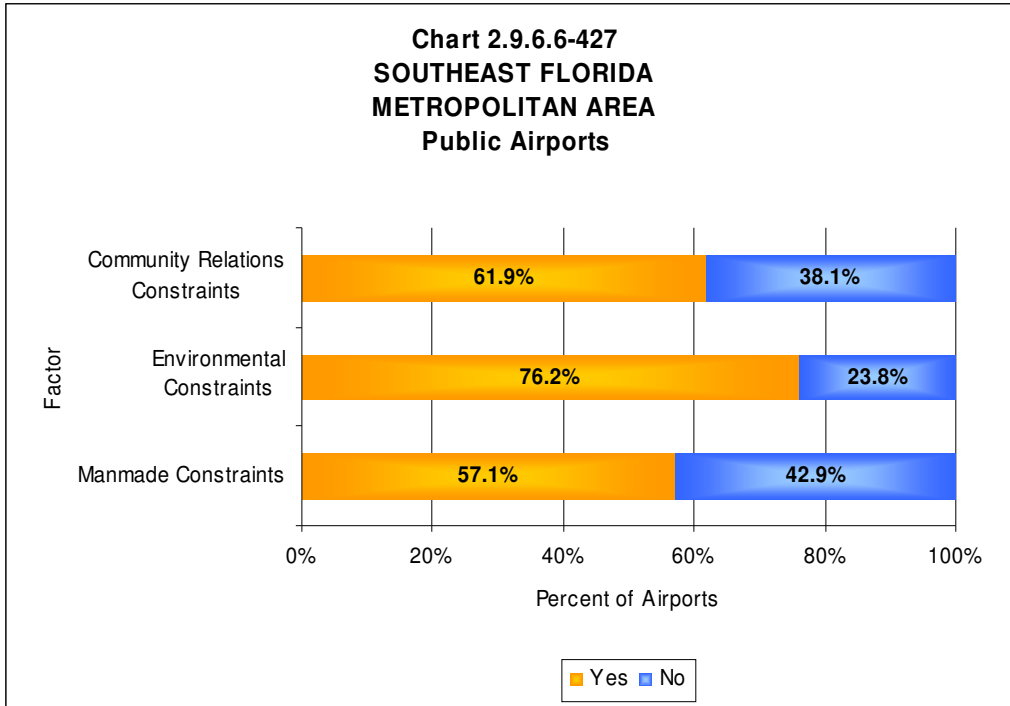


As shown in **Charts 2.9.6.6-425** and **2.9.6.6-426**, approximately 25 percent of all commercial airports in the Northwest Florida Region report they have community relations constraints, and 50 percent of all commercial airports report environmental constraints. Approximately 24 percent of all community airports in this region report they have community constraints, and 47 percent of all community airports report environmental constraints. As shown, 50 percent of all commercial airports and 53 percent of all community airports in the Northwest Florida Region report they have manmade constraints.

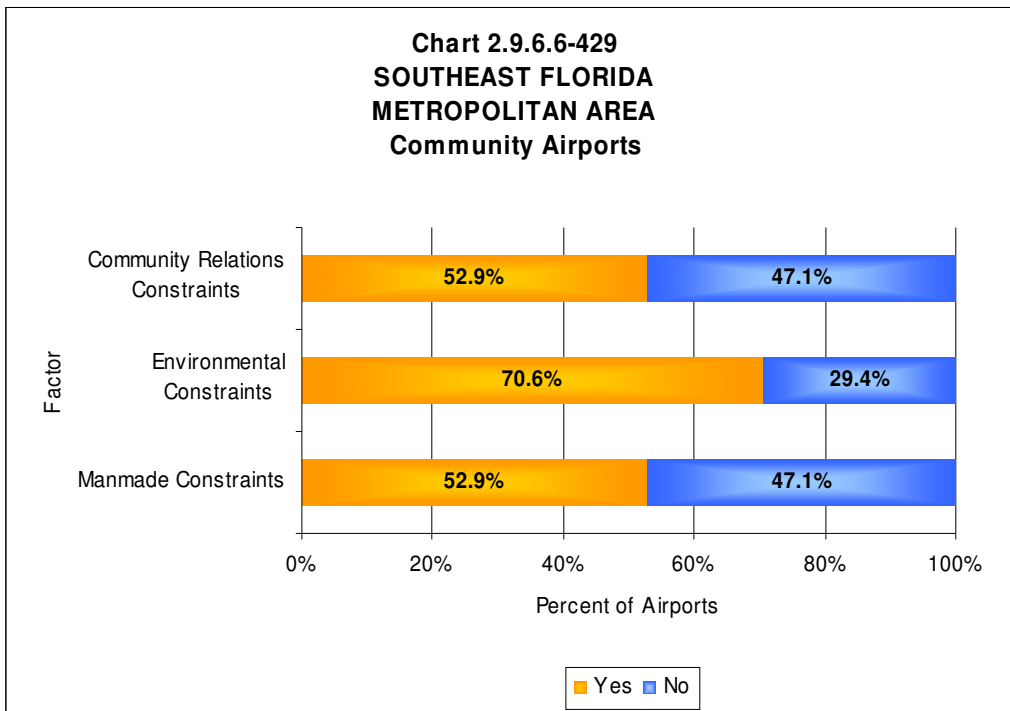
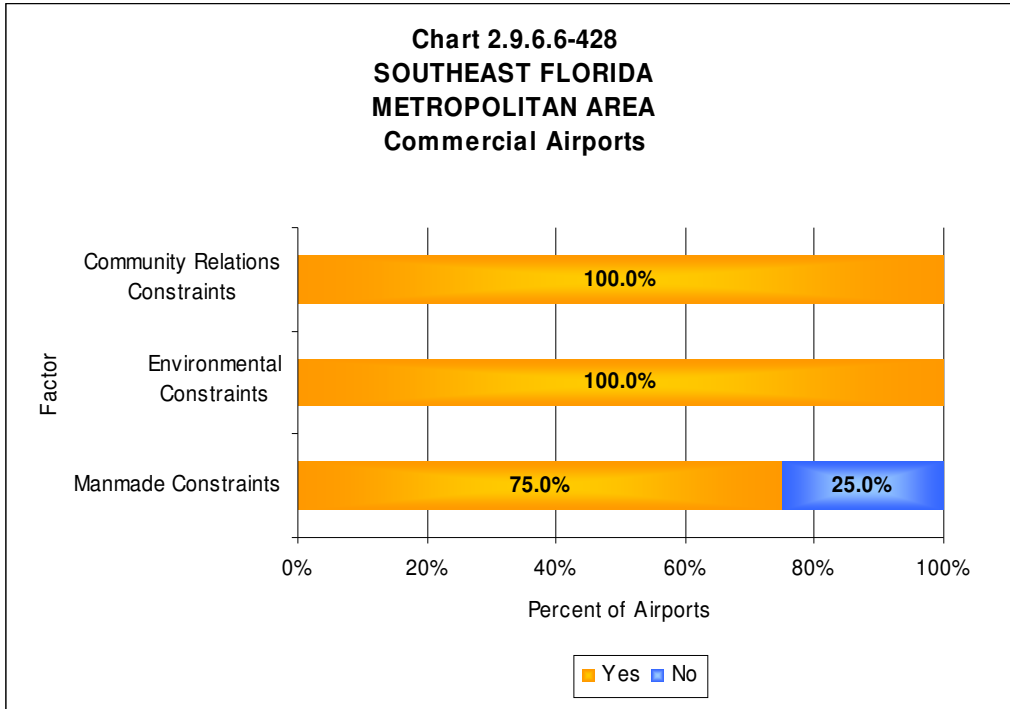


Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-427**, approximately 62 percent of all public airports in the Southeast Florida Metropolitan Area report they have community relations constraints, and 76 percent report environmental constraints. Approximately 38 percent of all public airports in this region report they have no community relations constraints, and 24 percent report no environmental constraints. Approximately 57 percent of all public airports in the Southeast Florida Metropolitan Area report they have manmade constraints.

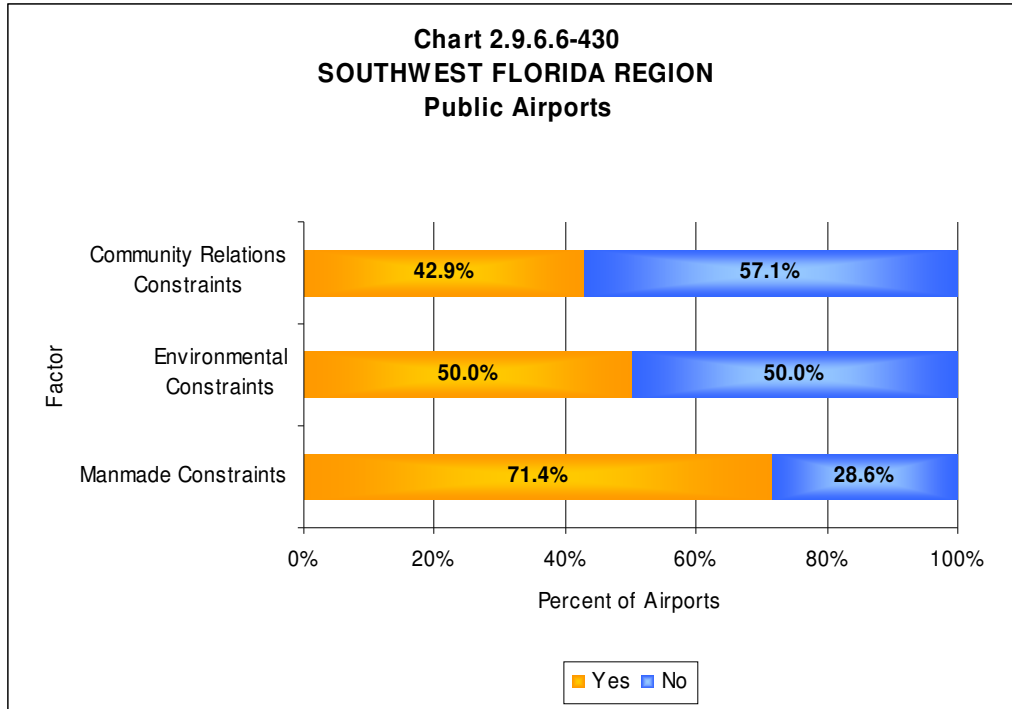


As shown in **Charts 2.9.6.6-428** and **2.9.6.6-429**, 100 percent of all commercial airports in the Southeast Florida Metropolitan Area report they have community relations and environmental constraints. Approximately 53 percent of all community airports in this region report they have community relations constraints, and 71 percent of all community airports report environmental constraints. As shown, 75 percent of all commercial airports and 53 percent of all community airports in the Southeast Florida Metropolitan Area report they have manmade constraints.

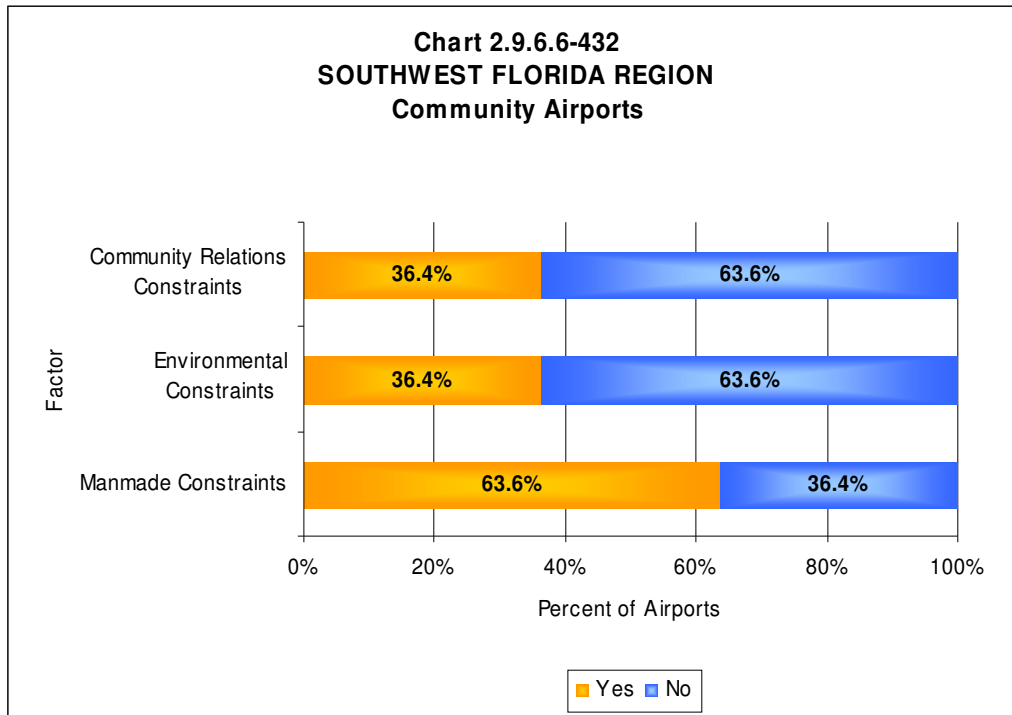
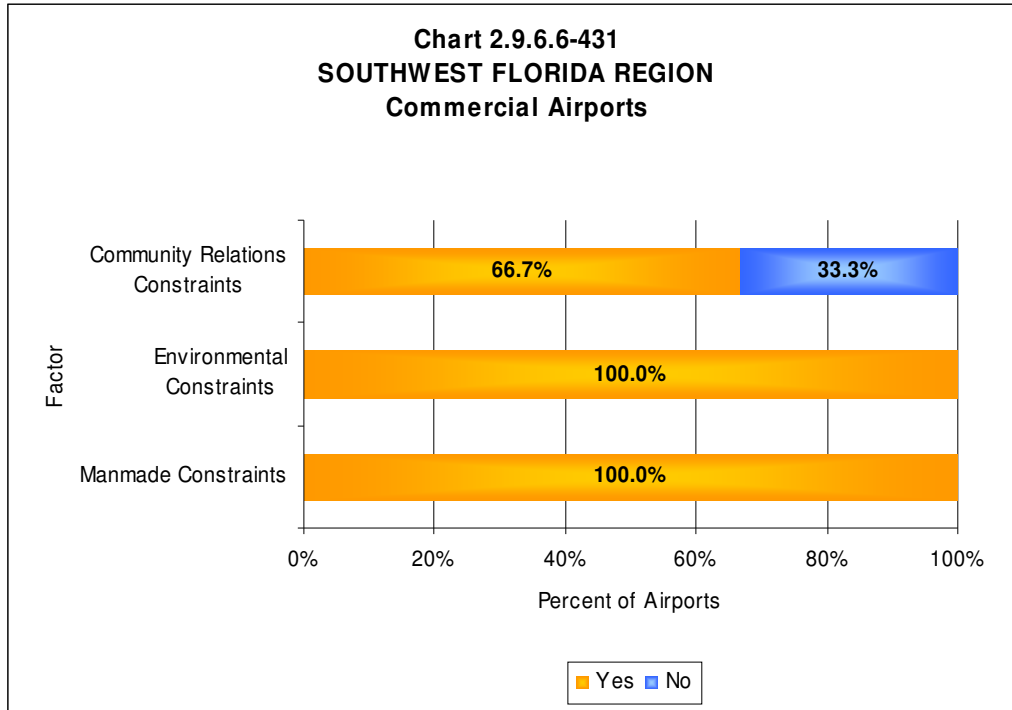


Southwest Florida Region

As indicated in **Chart 2.9.6.6-430**, approximately 43 percent of all public airports in the Southwest Florida Region report they have community relations constraints, and 50 percent report environmental constraints. Approximately 57 percent of all public airports in this region report they have no community relations constraints, and 50 percent report no environmental constraints. Approximately 71 percent of all public airports in the Southwest Florida Region report they have manmade constraints.

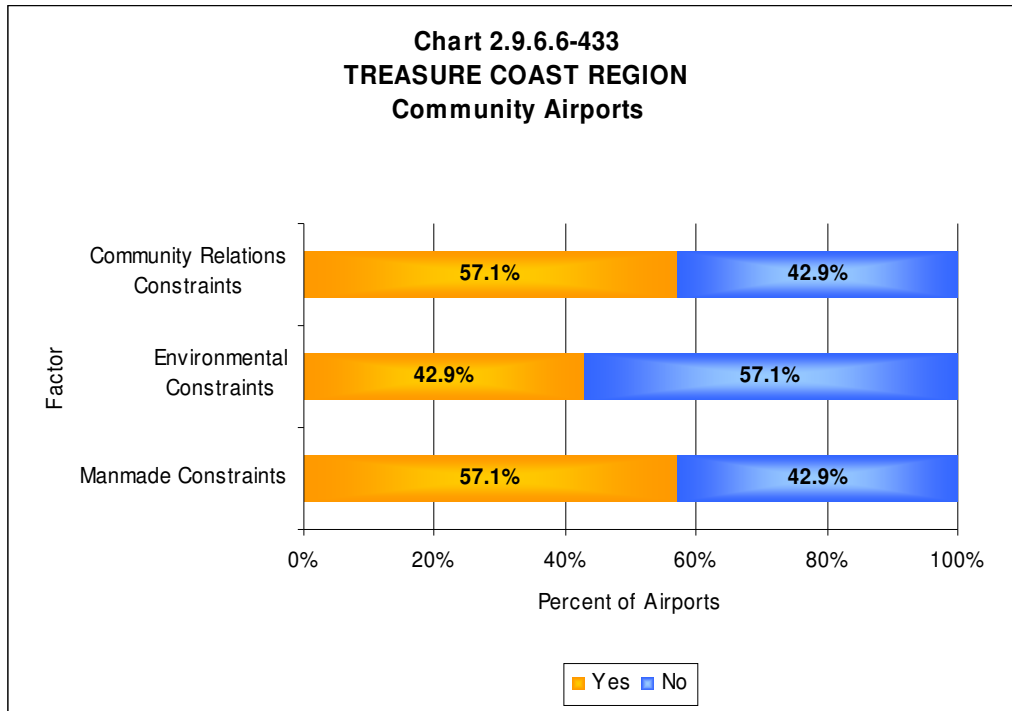


As shown in **Charts 2.9.6.6-431** and **2.9.6.6-432**, approximately 67 percent of all commercial airports in the Southwest Florida Region report they have community relations constraints, and 100 percent of all commercial airports report environmental constraints. Approximately 36 percent of all community airports in this region report they have community constraints, and the same percentage of all community airports reports environmental constraints. As shown, 100 percent of all commercial airports and 64 percent of all community airports in the Southwest Florida Region report they have manmade constraints.



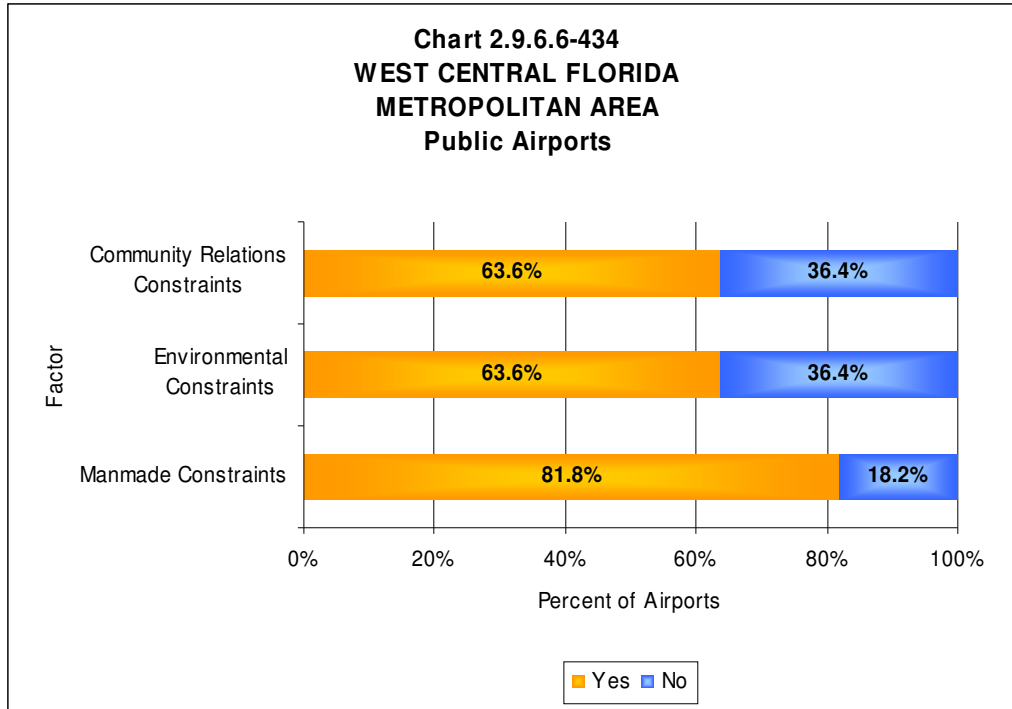
Treasure Coast Region

The Treasure Coast Region contains seven public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-433**, approximately 57 percent of all community airports in the Treasure Coast Region report they have community relations constraints, and 43 percent report environmental constraints. Approximately 43 percent of all community airports in this region report they have no community relations constraints, and 57 percent report no environmental constraints. Approximately 57 percent of all community airports in the Treasure Coast Region report they have manmade constraints.



West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-434**, approximately 64 percent of all public airports in the West Central Florida Metropolitan Area report they have community relations constraints, and the same percentage reports environmental constraints. Approximately 36 percent of all public airports in this region report they have no community relations constraints, and the same percentage reports no environmental constraints. Approximately 82 percent of all public airports in the West Central Florida Metropolitan Area report they have manmade constraints.



As shown in **Chart 2.9.6.6-435**, approximately 50 percent of all commercial airports in the West Central Florida Metropolitan Area report they have community relations constraints, and the same percentage reports environmental constraints. 100 percent of commercial airports in this region report they do not have manmade constraints. As shown in **Chart 2.9.6.6-436**, 67 percent of all community airports report community relations constraints, and the same percentage reports environmental constraints. 100 percent of all community airports in the West Central Florida Metropolitan Area report they have manmade constraints.

