



FASP and the Continuing Florida Aviation System Planning Process (CFASPP)

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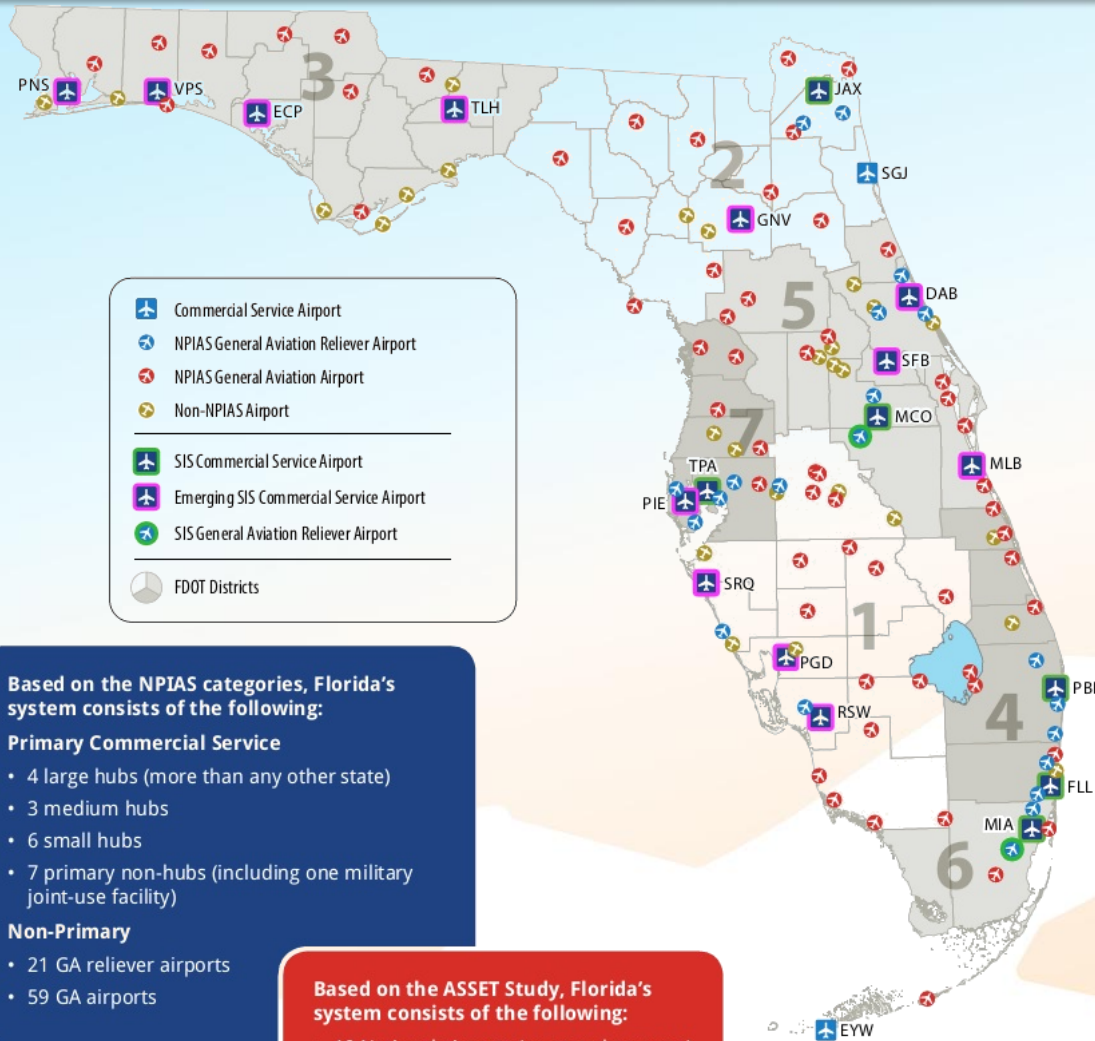
Today's Flight Plan

- ✈ **Brief overview of aviation in Florida**
- ✈ **The Florida Aviation System Plan (FASP)**
- ✈ **The Continuing Florida Aviation System Planning Process (CFASPP)**
- ✈ **Integrated aviation planning**
- ✈ **In practice: Northwest Florida Beaches International Airport**

Aviation in Florida

- ✈ **8.5% of Florida's GSP is from aviation-dependent businesses**
- ✈ **Both the first scheduled airline flight and the first international flight took off in Florida**
- ✈ **#1 state for aerospace manufacturing attractiveness**
- ✈ **128 public use airports**
- ✈ **Over 650 private use facilities**
- ✈ **High return on investment**
 - ✈ 2013/2014 to 2015/2016: 1.37
 - ✈ 2014/2017 to 2020/2021: 1.72
- ✈ **≈ 50% of Florida's visitors arrive by air**

Florida's Public Use Airport System



Based on the NPIAS categories, Florida's system consists of the following:

Primary Commercial Service

- 4 large hubs (more than any other state)
- 3 medium hubs
- 6 small hubs
- 7 primary non-hubs (including one military joint-use facility)

Non-Primary

- 21 GA reliever airports
- 59 GA airports

Based on the ASSET Study, Florida's system consists of the following:

- 10 National airports (no state has more)
- 31 Regional airports
- 30 Local airports
- 8 Basic airports
- 1 airport that was not classified

What Does Aviation Do in Florida?



What Does Aviation Do in Florida?



The Florida Aviation System Plan



Florida Aviation System Plan (FASP)

- ✈ **First FASP completed by the airports in 1992**
 - ✈ Major update in 2005 (first by FDOT)
 - ✈ Minor update in 2012
- ✈ **Identifies goals, approaches, measurements, and recommendations**
- ✈ **Strategic 20-year plan for developing the state's 128 public use airports**
 - ✈ Analyze Florida's system collectively
 - ✈ Understand the relationships of the facilities and the demographics
 - ✈ Compare current and future needs (demand) to current and future capacity
- ✈ **Currently being updated – FASP 2035**

FASP 2035 Elements

- ✈ Existing system evaluation
- ✈ Development needs
- ✈ Aviation issues
- ✈ Decision-making guidance
- ✈ Recommendations
- ✈ Examines:
 - ✈ Regional capacity constraints
 - ✈ Investment policies and priorities
 - ✈ System utilization
 - ✈ Best opportunities
 - ✈ Development costs by District and statewide

How is the System Doing?

✈️ 7 goals (different than but tied to the FTP's goals)

- ✈️ Supporting objectives
- ✈️ Performance measures
- ✈️ Performance indicators:

✈️ Development and validation of goals, objectives, and performance measures and indicators

		FASP						
		Provide safe, efficient, secure, and convenient service to Florida's citizens, businesses, and visitors	Contribute to economic growth and competitiveness while remaining sensitive to Florida's natural environment	Support and enhance the national position of leadership and prominence held by Florida's aviation	Protect Airspace and promote compatible land uses around public airports	Foster technological innovation and support	Promote support for aviation from business, government, and the public	Foster Florida's reputation as a military- and aerospace industry- friendly state
FTP	Safety and security for residents, visitors, and businesses	★	★	☆	★	★	★	★
	Agile, resilient, and quality infrastructure	★	★	☆	★	★	★	★
	Efficient and reliable mobility for people and freight	★	★	★	☆	★	★	★
	More transportation choices for people and freight	★	★	★	☆	★	★	☆
	Transportation solutions that support Florida's global economic competitiveness	★	★	★	☆	★	★	☆
	Transportation solutions that support quality places to live, learn, work, and play	★	★	★	★	★	★	★
	Transportation solutions that enhance Florida's environment and conserve energy	★	★	★	★	★	☆	☆
		★ High Relationship ★ Medium Relationship ☆ Low Relationship						

FASP Deliverables and Tools

✈ Standard products

- ✈ Technical report
- ✈ Long and short executive summaries

✈ Functional tools

- ✈ 4 tailored primers
- ✈ CFASPP regional overviews
- ✈ GIS
- ✈ Videos

✈ Recommendations

- ✈ Policy
- ✈ Project prioritization
- ✈ Development by District and CFASPP region
- ✈ Guidance to other modes pertaining to aviation

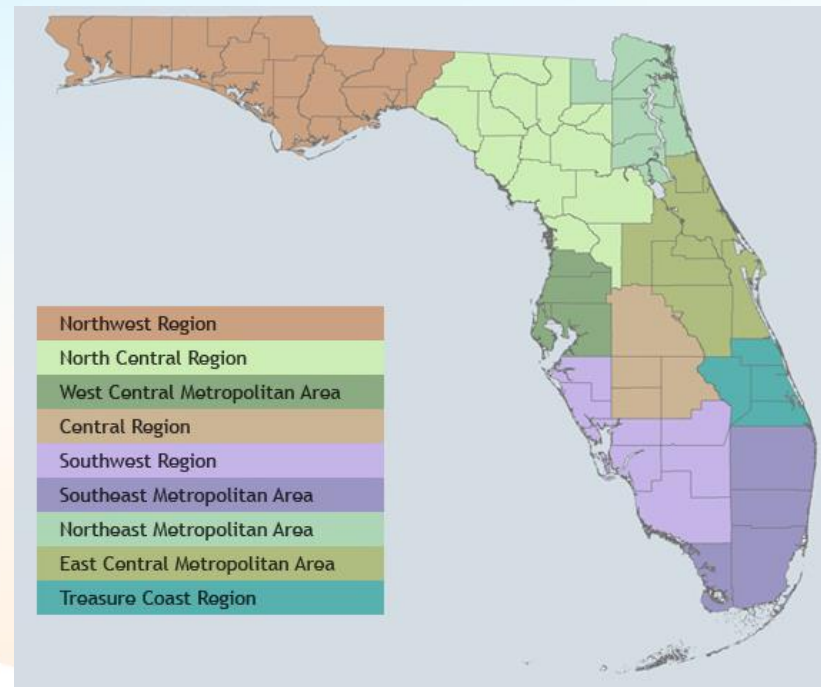
✈ Follow on FDOT projects and initiatives

So, Jim...
How do you do all of this?!





CFASPP

- ✈ **The Continuing Florida Aviation System Planning Process**
- ✈ **Established as a component of the FAA's Continuous Airport Systems Planning Process**
- ✈ **Assists ASO in maintaining a viable and relevant aviation system**
- ✈ **Continuous input into the FASP**
- ✈ **9 regional and 1 statewide committee**
 - ✈ Meet 3 times per year for the last 30+ years



Who Participates in CFASPP?





FDOT

-  Central office (lead)
-  District Aviation Coordinators

Airports

Consultants

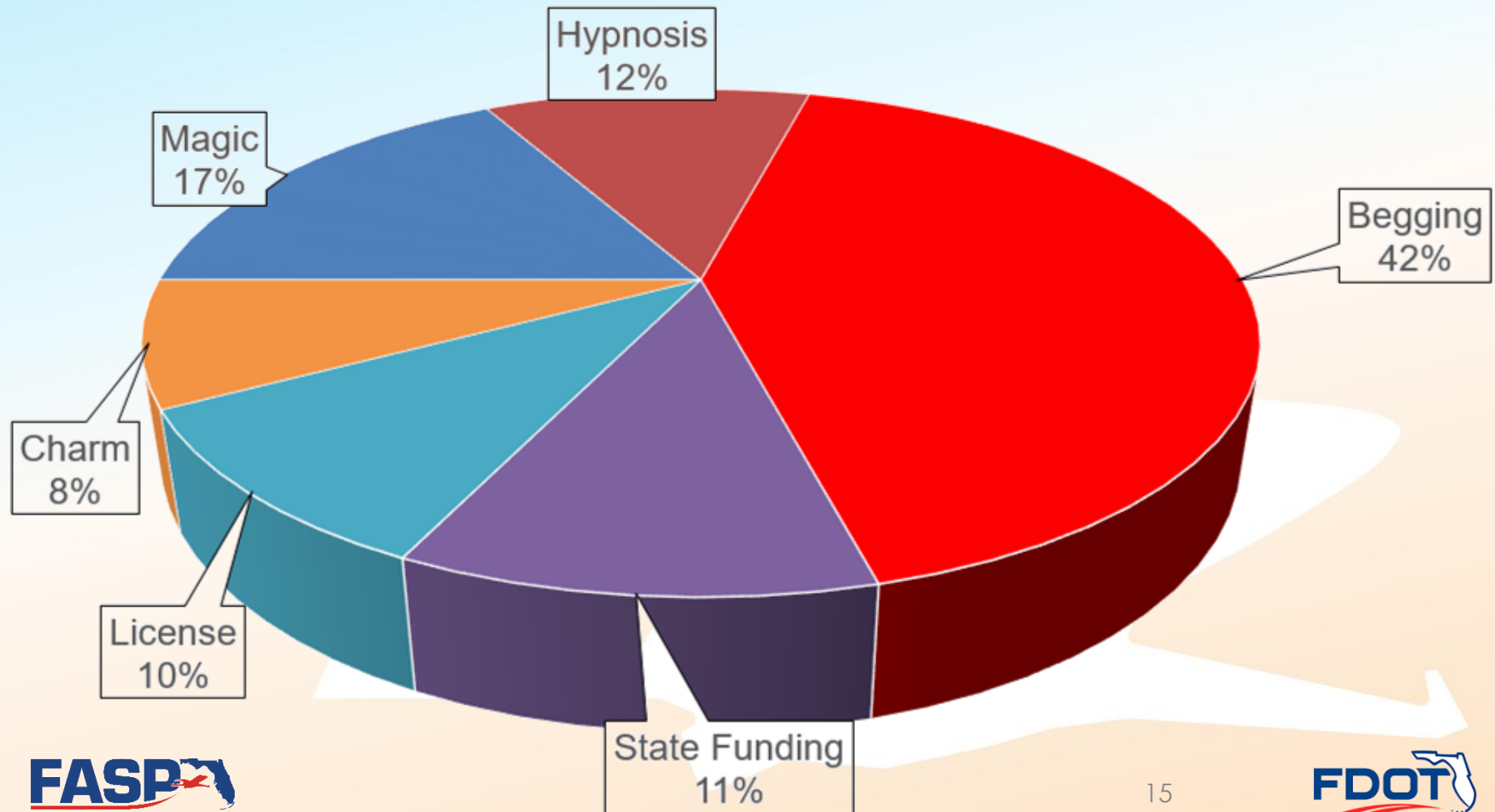
Relevant Stakeholders

-  Federal Aviation Administration
-  MPOs/TPOs/RPCs
-  Military officials
-  Florida Airports Council

 **For more information, visit www.cfaspp.com**

How do you get everyone to participate?!

✈ It's simple, really...



How do you get everyone to participate?!

The process itself is what obtains buy-in:

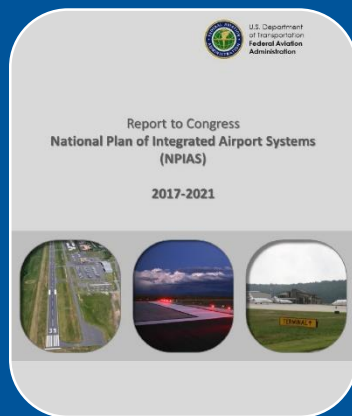
- ✈ Continuous input into the FASP**
- ✈ Training courses**
- ✈ Joint projects with the Florida Airports Council**
- ✈ Feedback on FDOT programs, initiatives, and policies**
- ✈ Input into the development of numerous guidance publications and special studies**
- ✈ Identify trends, challenges, and concerns**

Integrated Aviation Planning



Airport Funding Process Diagram

Developed from ACRP Project 03-31, Aligning Community Expectations with Airport Roles (to be ACRP Report 155 once finalized)



National Plan of Integrated Airport Systems:

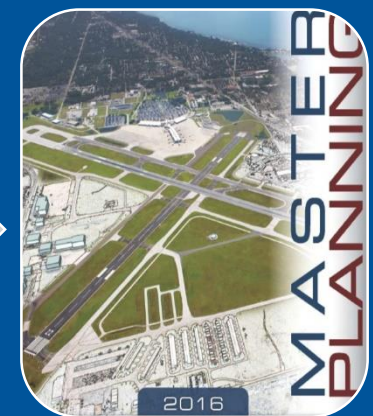
Defines system for FAA funding eligibility and airport development needs.

- **Airport Capital Improvement Plan (ACIP):** Outlines detailed project funding, serves as the basis for AIP fund distribution.
- **Coordination:** The FAA develops criteria for inclusion in the NPIAS and coordinates a process of "feeding" up recommendations for inclusion of airports and projects from the state/regional system plans.
- **Updates:** Updated biennially.



Florida Aviation System Plan (State): Define airport roles within the system, including non-NPIAS airports.

- **Coordination:** State (and regional) system plans provide policy guidance and technical direction to individual airports, along with forecast airport activity and a set of investment priorities. Individual airport master plans provide more detail for proposed improvements than what is contained in a system plan and may be used as a basis for altering priorities within the overall system plan.
- **Updates:** Interim updates every 2-5 years; formal review at least every 5 years.



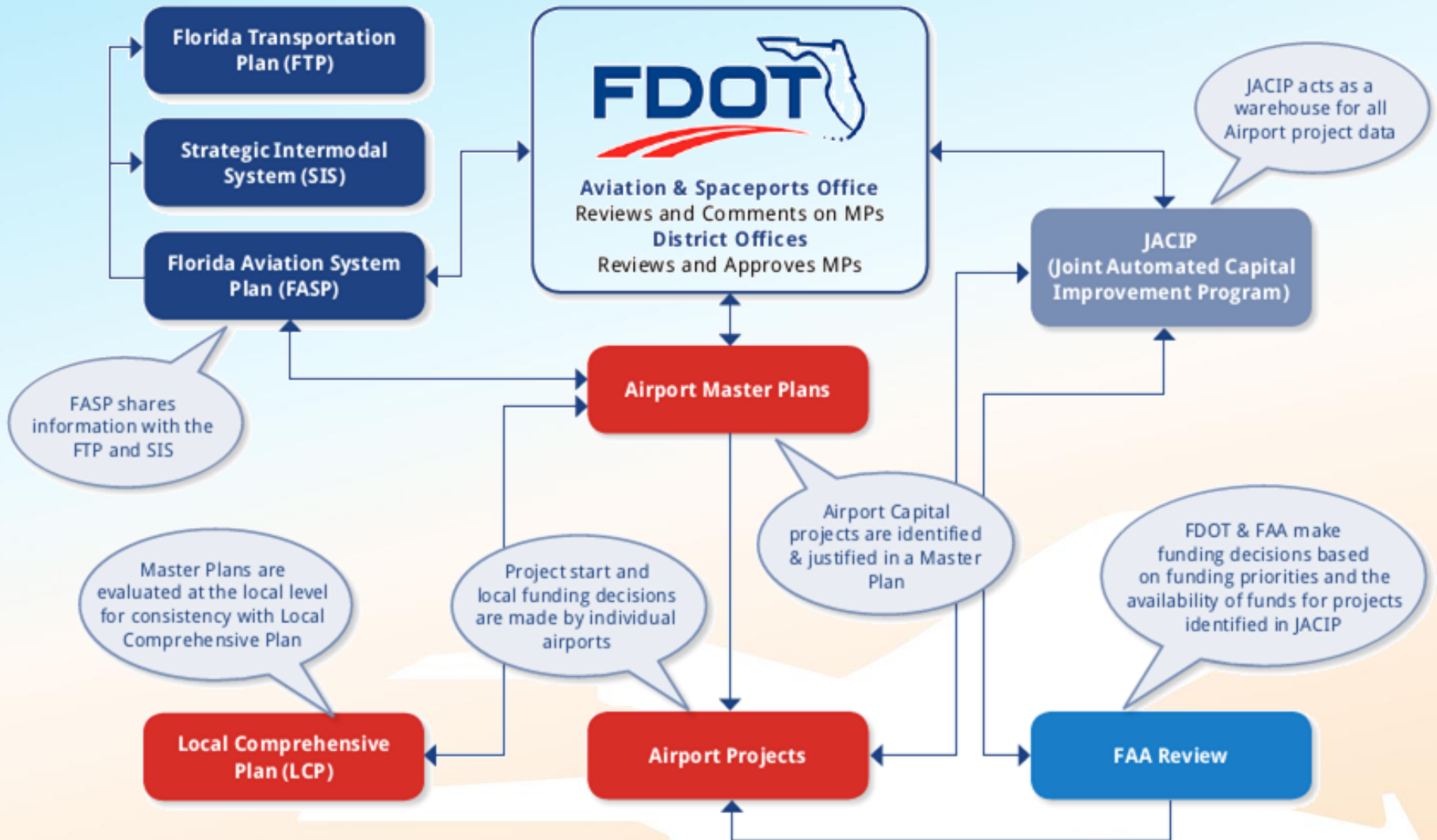
Airport Master Plans (Local): Detailed long-term development plans for individual airports (often with 5-, 10-, and 20-year time horizons).

- **Airport Layout Plan** A key product of the master planning process, provides a graphical depiction of the current and future runway. Required for AIP funding eligibility.
- **Facilities Implementation and Capital Improvement Plans (CIP):** Translates the master plan into line-item project components, with sufficient detail for resources planning (e.g. budgeting, timing, etc.). CIPs have a typical 3-5 year time horizon.
- **Updates:** Updates for minor modifications. New plans when key underlying assumptions have changed. Must be kept up-to-date, including "as built" updates after project completion. May change from year-to-year in response to changing conditions; often more detailed in earlier years, to reflect the imprecision of longer-range improvement plans.

Community/Regional Planning and Airports

Type of planning	Lead authority	Relevance to airport and airport-area growth	References
Community Master Plan (also called comprehensive, general, city, development, growth management, or policy plans)	Local jurisdiction (city, town, county)	Defines a community's long term development goals and policies, including setting the basis for zoning and other regulations that influence development trajectories.	The Aircraft Owner and Pilots Association's (AOPA) Guide for Airport Advocates: Participating in the Planning Process
Zoning Ordinance	Local jurisdiction (city, town, county)	Regulates uses and other characteristics of development (e.g. floor-area-ratios, setbacks, heights, etc.)	Chapter 163, Florida Statutes Airport Cooperative Research Program (ACRP) Report 16, Guidebook for Managing Small Airports
Special District	Local taxing authorities, sometimes in cooperation with local business/ property owners	Community or regional planning that can affect airports and their surrounding areas Used to establish methods of value capture to help pay for development/infrastructure costs in a specific area. Examples include: Tax Increment Financing Districts (TIF), Business Improvement Districts (BID), and Special Assessment/ Betterment Districts.	Chapter 333, Florida Statutes ACRP Report 121, Innovative Revenue Strategies: An Airport Guide
Permitting	Local jurisdiction (city, town, county)	Formal process to ensure individual projects comply with zoning and other local requirements.	The Aircraft Owner and Pilots Association's (AOPA) Guide for Airport Advocates: Participating in the Planning Process
Environmental review	Project sponsor	Process for evaluating and seeking public comment regarding the environmental impact of a project.	Generally covered under the National Environmental Policy Act of 1969
Metropolitan transportation plans	Metropolitan Planning Organizations (MPOs)	Define transportation investment priorities and long-term growth trends within urban areas of at least 50,000. Particularly relevant for airport ground access issues.	FAA Bulletin 1: Best Practices - Surface Access to Airports
State transportation plans	State Departments of Transportation (DOTs)	Define transportation investment priorities within a state. For areas outside of MPOs, State DOTs and local planning entities are responsible for ground transportation planning and project development that may affect an airport's multimodal	FAA Bulletin 1: Best Practices - Surface Access to Airports Florida Transportation Plan

Florida's Airport Planning Process



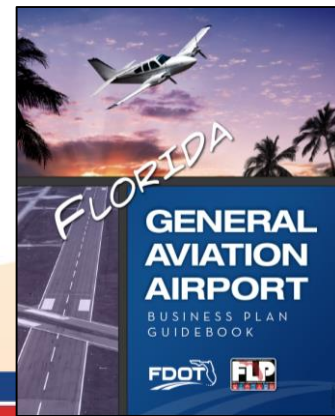
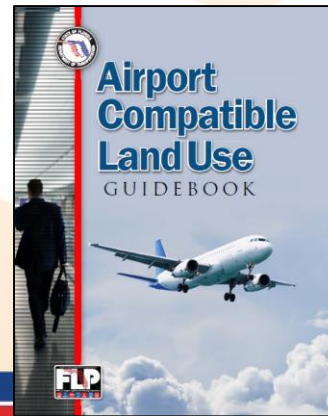
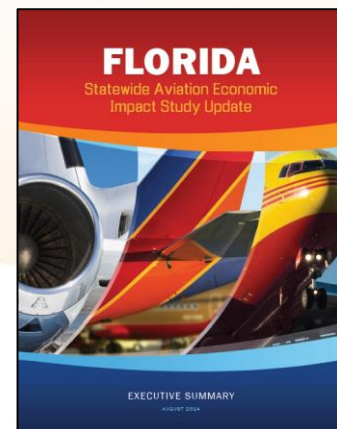
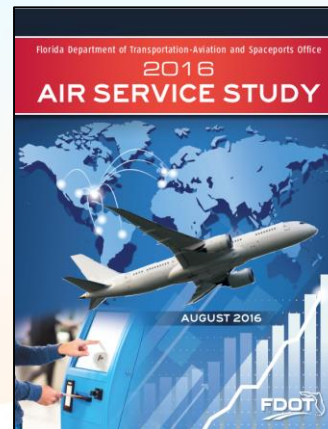
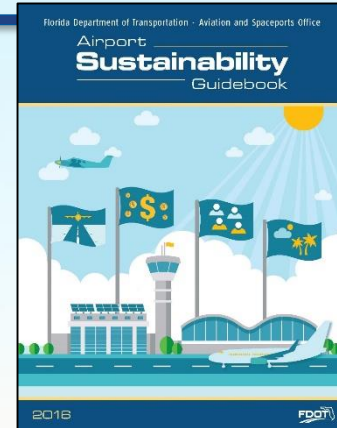
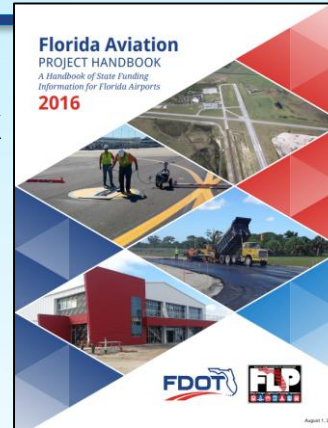
Intermodal Connectivity at Florida's Airports

FASP 2035 looked at connectivity at FL's 20 SIS airports

Airport	2016 Domestic Passengers	2016 International Passengers	2016 Total Passengers	Airport Sponsor	Associated City	County	FDOT District	MPO	FEDC Region	Direct Bus Transit	Direct Passenger Rail	Onsite Rental Car	Direct Access Roadway(s)	Indirect Access Roadway(s)
Orlando Sanford International Airport	2,449,035	303,375	2,752,410	Sanford Airport Authority	Orlando	Seminole	5	MetroPlan Orlando	East Central				<ul style="list-style-type: none"> One 6-lane state road (SR 417) 	<ul style="list-style-type: none"> One 6-lane interstate (I-4) One 4-lane US highway (US 17) One 4-lane state road (SR 415) One 2-lane state road (SR 46)
Palm Beach International Airport	6,173,901	154,528	6,328,429	Palm Beach County	West Palm Beach	Palm Beach	4	Palm Beach Metropolitan Planning Organization	South east				<ul style="list-style-type: none"> One 10-lane Interstate (I-95) 	<ul style="list-style-type: none"> One 5-lane Turnpike (SR 91) One 8-lane US highway (US 98) One 4-lane US highway (US 1) One 6-lane state road (SR 704) Three 6-lane state roads (SR 807, SR 882, SR 809) One 2-lane state road (SR A1A)
Pensacola International Airport	1,609,060	0	1,609,060	City of Pensacola	Pensacola	Escambia	3	Florida-Alabama Transportation Planning Organization	North west				<ul style="list-style-type: none"> Three 4-lane state roads (SR 750, SR 289, SR 296) 	<ul style="list-style-type: none"> One 6-lane interstate (I-110) One 4-lane interstate (I-10) One 4-lane US highway (US 29) One 2-lane US highway (US 90) One 6-lane state road (SR 291) Two 4-lane US highways (SR 295)

So How Does All of This Happen?!

- ✈️ **Florida Aviation Project Handbook**
- ✈️ **Guidebook for Airport Master Planning**
- ✈️ **Airport Sustainability Guidebook**
- ✈️ **Air Service Study**
- ✈️ **Air Cargo Study**
- ✈️ **Aviation Economic Impact Study**
- ✈️ **Airport Compatible Land Use Guidebook**
- ✈️ **GA Airport Business Plan Guidebook**
- ✈️ **Standard Spec's for Construction of GA Airports**
- ✈️ **And more!**



So How Does All of This Happen?!

✈ We have LOTS of documents...



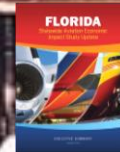
Denzel delivers
his best
performance
since
Rezoned!
- NY Times

"Get to the
conference
room!"

Denzel Washington is

The Planner, AICP

Plans have changed!



In Practice: Northwest Florida Beaches International Airport



Northwest FL Beaches International Airport

- ✈ **NW FL Beaches (ECP) opened in 2010 to replace Panama City-Bay County International (PFN)**
- ✈ **First new airport in US since 2001**
- ✈ **434,302 passenger boardings in 2016**



Northwest FL Beaches International Airport

Funding

✈ **\$318 Million construction cost**

- ✈ 1/3 equal share from FDOT, airport, and federal

✈ **SIS funds used to improve initial construction**

- ✈ Allowed for an additional 1,600-feet of runway (now 10,000 feet)
- ✈ Decreased total time and the reliance on bonds
- ✈ Helped to foster a partnership between the airport, FDOT, and locals

Northwest FL Beaches International Airport

Then vs. Now

Item	Then (PFN)	Now (ECP)
Runway Length	6,308 feet	10,000 feet
Airlines	Delta	Delta Southwest United
Land Area	745 acres	4,000 acres
Catchment Area	Panama City	Entire FL panhandle SW Georgia SE Alabama
Passenger Boardings	150,401 (2009)	434,302 (2016)
Economic Impact	\$267,048,900 (2010)	\$629,337,000 (2014)

Questions?



Thank You

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