

Table of Contents – 2.9.6.4

Regional Summary.....	4
Central Florida Region Commercial Airport Service Categories	4
East Central Florida Metropolitan Area Commercial Airport Service Categories.....	4
North Central Florida Region Commercial Airport Service Categories	5
Northeast Florida Metropolitan Area Commercial Airport Service Categories	7
Northwest Florida Region Commercial Airport Service Categories	8
Southeast Florida Metropolitan Area Commercial Airport Service Categories	10
Southwest Florida Region Commercial Airport Service Categories.....	11
Treasure Coast Region Commercial Airport Categories.....	13
West Central Florida Metropolitan Area Airport Categories	13

Exhibits

2.9.6.4-1 Commercial Air Service – Statewide by County.....	2
2.9.6.4-2 Commercial Air Service – East Central Florida Metropolitan Area	4
2.9.6.4-3 Commercial Air Service – North Central Florida Region.....	6
2.9.6.4-4 Commercial Air Service – Northeast Florida Metropolitan Area	7
2.9.6.4-5 Commercial Air Service – Northwest Florida Region	9
2.9.6.4-6 Commercial Air Service – Southeast Florida Metropolitan Area.....	10
2.9.6.4-7 Commercial Air Service – Southwest Florida Region	12
2.9.6.4-8 Commercial Air Service – West Central Florida Metropolitan Area	13

Tables

2.9.6.4-1 Commercial Airport Service Categories.....	3
2.9.6.4-2 Commercial Airports Service Categories – East Central Florida Metropolitan Area.....	5
2.9.6.4-3 Commercial Airports Service Categories – North Central Florida Region	6
2.9.6.4-4 Commercial Airports Service Categories – Northeast Florida Metropolitan Area.....	8
2.9.6.4-5 Commercial Airports Service Categories – Northwest Florida Region	9
2.9.6.4-6 Commercial Airports Service Categories – Southeast Florida Metropolitan Area	11
2.9.6.4-7 Commercial Airports Service Categories – Southwest Florida Region.....	12
2.9.6.4-8 Commercial Airports Service Categories – West Central Florida Metropolitan Area.....	14
2.9.6.4-9 Commercial Airport Input On Service Categories	15

*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

2.9.6.4 Establish Distribution Of Commercial Airports By Service Category

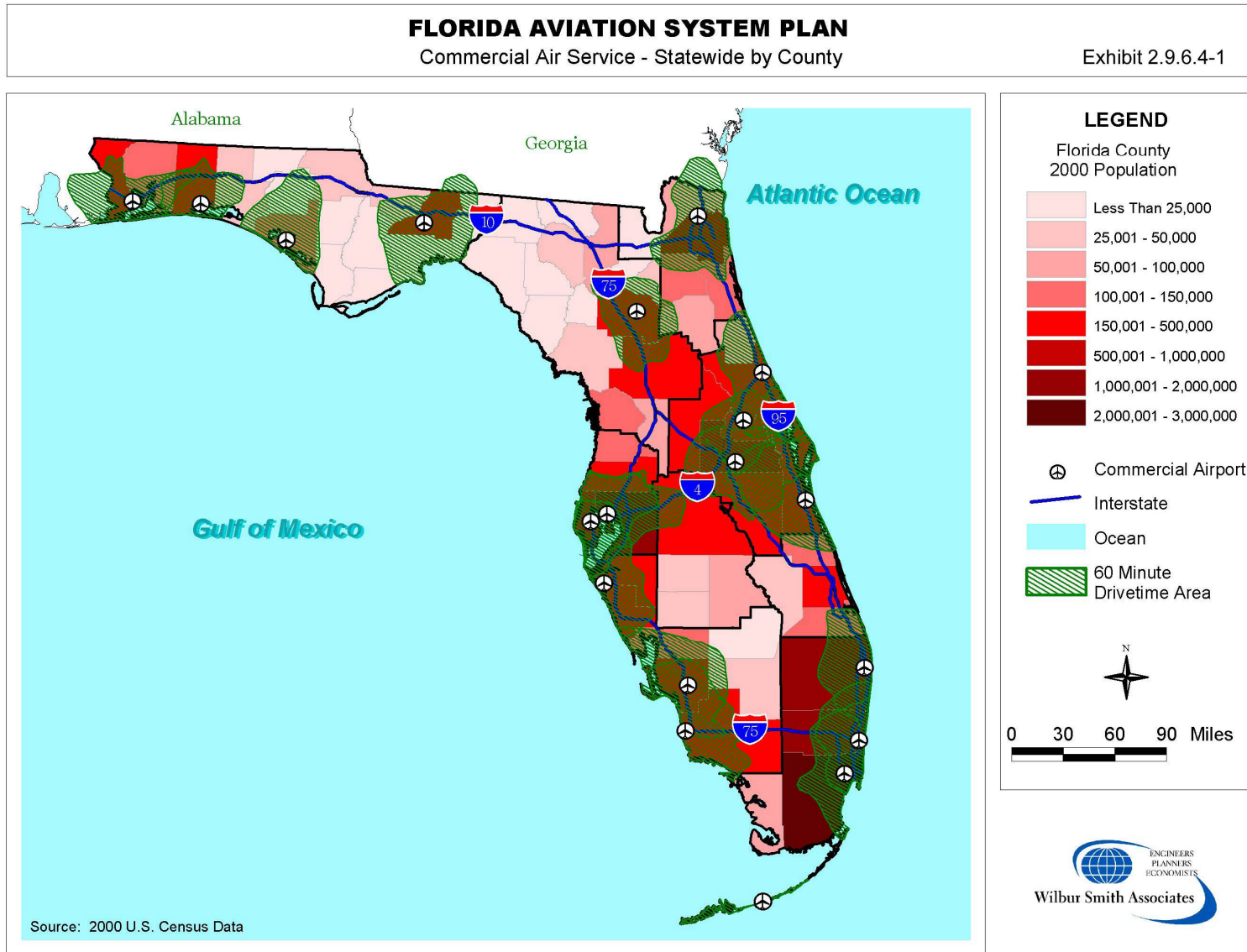
Through the Aviation Infrastructure Investment Tool, FDOT Aviation Office developed a systematic approach to quantifying the services provided by airports across the state. Fifteen individual airport characteristics were identified to assess airports for their ability to provide nine different “service categories”. These service categories were considered to be crucial to Florida’s aviation system. Indices were assigned to 15 different airport characteristics for all airports in the state to arrive at an overall “Summary Quotient” for each airport in each service category. Using the resultant “quotient”, FDOT is able to make a judgment regarding the suitability of a given service category for a given airport and to compare services provided by neighboring airports. This section of this report summarizes the “service categories” for the commercial airports in Florida.

Exhibit 2.9.6.4-1 shows those airports in the Florida airport system that are within the commercial airport category. As shown, Florida has 19 airports that are now served by commercial airlines. Exhibit 2.9.6.4-1 also shows that most of Florida and all of its major population and employment centers are located within a 60 minute drive of one or more of the commercial airports. **Table 2.9.6.4-1** provides a summary of the service categories for all commercial airports resulting from the Aviation Infrastructure Investment Tool. The following sections summarize the service categories identified for each commercial airport by CFASPP region.




Table 2.9.6.4-1 summarizes information from the FDOT Aviation Infrastructure Investment Tool and reflects the following:












































































































































































- Statewide, 42 percent of all commercial airports are included in the Air Cargo Service Category
- Statewide, 74 percent of all commercial airports are included in the Business Service Category
- Statewide, 47 percent of all commercial airports are included in the Business/Recreational Service Category
- Statewide, 74 percent of all commercial airports are included in the Corporate Service Category
- Statewide, 64 percent of all commercial airports are included in the Corporate Service Category
- Statewide, 37 percent of all commercial airports are included in the Flight Training Service Category
- Statewide, 53 percent of all commercial airports are included in Community Airport Tourism Service Category
- Statewide, 84 percent of all commercial airports are included in Commercial Airport Tourism Service Category
- Statewide, 42 percent of all commercial airports are included in the Intercontinental Service Category

It is important to note that airports in Florida may already be serving activity and demand segments that are in addition to the service categories identifier through the Infrastructure Investment Tool. A subsequent section provides information that compares service categories identified through the Infrastructure Investment Tool and actual service levels as reported by the airports themselves.



**Table 2.9.6.4-1
Commercial Airport
Service Categories**

 Yes (Current and Future)
 Yes (Future Only)
 No (Not Applicable)

	Air Cargo	Business	Business/Recreational	Corporate	Flight Training	Recreational/Sport	Tourism (CA)	Tourism (CS)	Intercontinental Service
Central Region									
<i>No Commercial Airports</i>									
East Central Metro.									
Daytona Beach Int'l									
Melbourne Int'l									
Orlando Int'l									
Orlando Sanford									
North Central Region									
Gainesville Regional									
Northeast Metro.									
Jacksonville Int'l									
Northwest Region									
Eglin AFB (Okaloosa)									
Panama City Int'l									
Pensacola Regional									
Tallahassee Regional									
Southeast Metro.									
Ft Lauderdale Int'l									
Key West Int'l									
Miami Int'l									
Palm Beach Int'l									
Southwest Region									
Naples Municipal									
Sarasota/Bradenton Int'l									
Southwest Florida Int'l									
Treasure Coast Region									
<i>No Commercial Airports</i>									
West Central Metro.									
St. Petersburg Int'l									
Tampa Int'l									
Statewide Percentages									
Air Cargo	42%								
Business		74%							
Business/Recreational			47%						
Corporate				74%					
Flight Training					64%				
Recreational/Sport						37%			
Tourism (CA)							53%		
Tourism (CS)								84%	
Intercontinental Service									42%

Note: These FDOT category assignments were the output of the Aviation Infrastructure Investment Tool. Table 2.9.6.4-9 reflects airports input on current types of demand served.

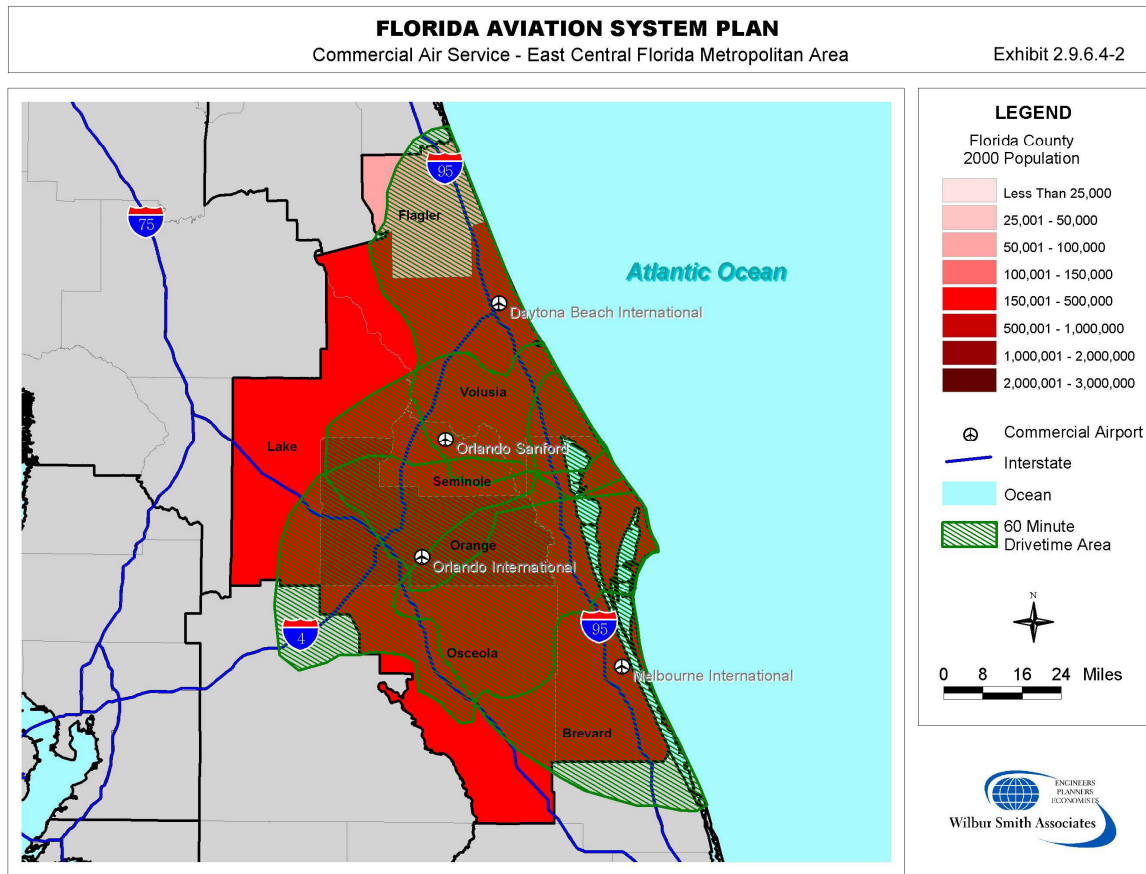
Regional Summaries

Central Florida Region Commercial Airport Service Categories

The Central Florida Region currently has no commercial service airports.

East Central Florida Metropolitan Area Commercial Airport Service Categories

The East Central Florida Metropolitan Area has four commercial airports. These airports are Daytona Beach International Airport in Volusia County, Melbourne International Airport in Brevard County, Orlando International Airport in Orange County, and Orlando Sanford International Airport in Seminole County. **Exhibit 2.9.6.4-2** shows the location of all of the commercial airports in this region.



FDOT's Aviation Infrastructure Investment Tool has established current and future service categories for the commercial airports in the East Central Metropolitan region. One of the four commercial airports (25 percent) has a current and future designation as an air cargo airport. One airport (25 percent) has a current and future Business designation. Three of these airports (75 percent) have a current or future designation in the Business/Recreation, Corporate, Flight Training, and Tourism (Community Airport) categories. Two airports (50 percent) have current designations as Recreational/Sport, Tourism (Commercial Service) or Intercontinental Service airports. **Table 2.9.6.4-2** summarizes these airport service categories.

**Table 2.9.6.4-2
Commercial Airports Service Categories
East Central Florida Metropolitan Area**

Commercial Airports	Air Cargo	Business	Business/Recreational	Corporate	Flight Training	Recreational/Sport	Tourism (CA)	Tourism (CS)	Intercontinental Service
Daytona Beach Int'l	●	●	■	■	■	■	▲	●	●
Melbourne Int'l	●	●	■	■	■	■	▲	●	●
Orlando Int'l	■	■	●	●	●	●	●	■	■
Orlando Sanford	●	●	■	▲	■	●	▲	■	■

■ Current and Future

▲ Future Only

● Not Applicable

Source: FDOT Aviation Infrastructure Investment Tool

North Central Florida Region Commercial Airport Service Categories

The North Central Florida Region has one commercial airport. This airport is Gainesville Regional located in Alachua County. **Exhibit 2.9.6.4-3** shows the location of the commercial airports in this region. FDOT's Aviation Infrastructure Investment Tool has established current and future service categories for Gainesville Regional as follows:

Current and Future Service Categories

- Business
- Corporate
- Flight Training

Future Service

- Business/Recreational
- Tourism Community Airport
- Tourism Commercial Service

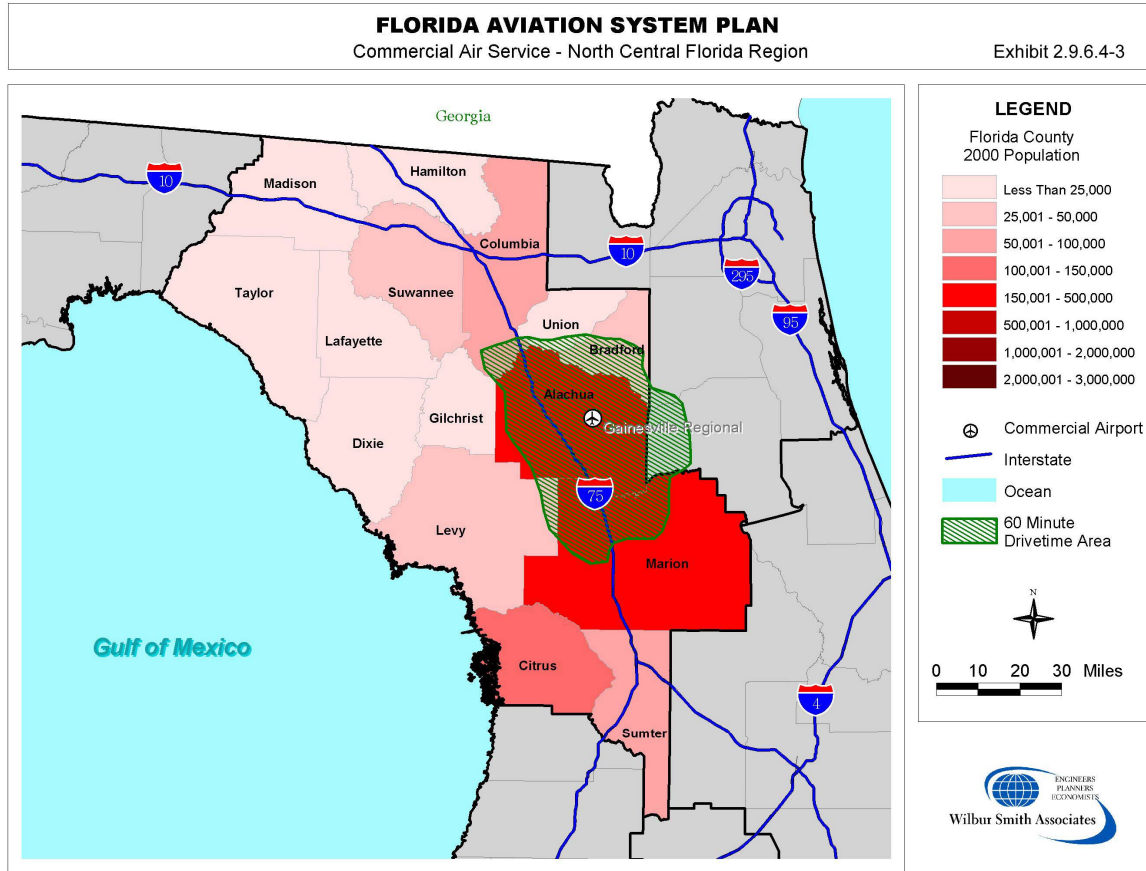


Table 2.9.6.4-3 provides a summary of the service categories from the FDOT Infrastructure Investment Tool that are applicable to Gainesville Regional Airport.

Table 2.9.6.4-3
Commercial Airports Service Categories
North Central Florida Region

Commercial Airports	Air Cargo	Business	Business/Recreational	Corporate	Flight Training	Recreational/Sport	Tourism (CA)	Tourism (CS)	Intercontinental Service
Gainesville Regional	●	■	▲	■	■	●	▲	▲	●

■ Current and Future
▲ Future Only
● Not Applicable

Source: FDOT Aviation Infrastructure Investment Tool

Northeast Florida Metropolitan Area Commercial Airport Service Categories

The Northeast Florida Metropolitan Area has one commercial airport. This airport is Jacksonville International located in Duval County. **Exhibit 2.9.6.4-4** shows the location of the commercial airport in this region. FDOT's Aviation Infrastructure Investment Tool has established current and future service categories for Jacksonville International as follows:

Current and Future Service Categories:

- Air Cargo
- Business
- Flight Training
- Tourism Commercial Service
- Intercontinental Service

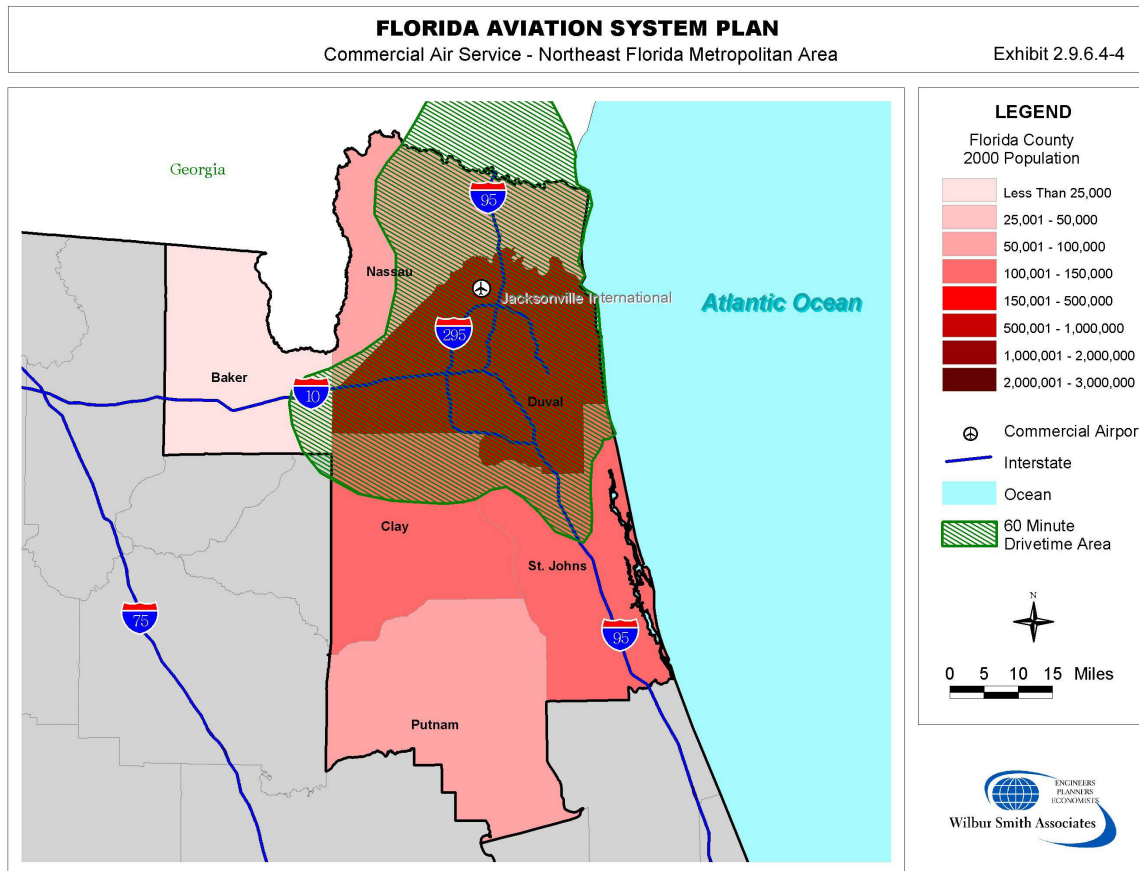


Table 2.9.6.4-4 provides a summary of the service categories applicable to Jacksonville International Airport.

**Table 2.9.6.4-4
Commercial Airports Service Categories
Northeast Florida Metropolitan Area**

Commercial Airports	Air Cargo	Business	Business/Recreational	Corporate	Flight Training	Recreational/Sport	Tourism (CA)	Tourism (CS)	Intercontinental Service
Jacksonville Int'l	■	■	●	●	■	●	●	■	■

■	Current and Future
▲	Future Only
●	Not Applicable

Source: FDOT Aviation Infrastructure Investment Tool

Northwest Florida Region Commercial Airport Service Categories

The Northwest Florida Region has four commercial service airports. These airports are Eglin Air Force Base (Okaloosa Regional) in Okaloosa County, Panama City Bay County International, Pensacola Regional in Santa Rosa County, and Tallahassee Regional in Leon County. **Exhibit 2.9.6.4-5** shows the location of each of the commercial service airport facilities in this region.

FDOT's Aviation Infrastructure Investment Tool has established current and future service categories for these airports. Two of the airports (50 percent) have a current and future designation in the Air Cargo category. All four airports have current and future designations in the Business category. One airport (25 percent) has a current or future classification in the Business/Recreational category. Three airports (75 percent) have a current or future designation in the Corporate Service Category. Two airports (50 percent) have current or future designation in the Flight Training Service Category. One airport (25 percent) has a current and future service designation in the Recreational/Sport category. All of the airports in this region have current and future designation as Commercial Service Tourism airports.

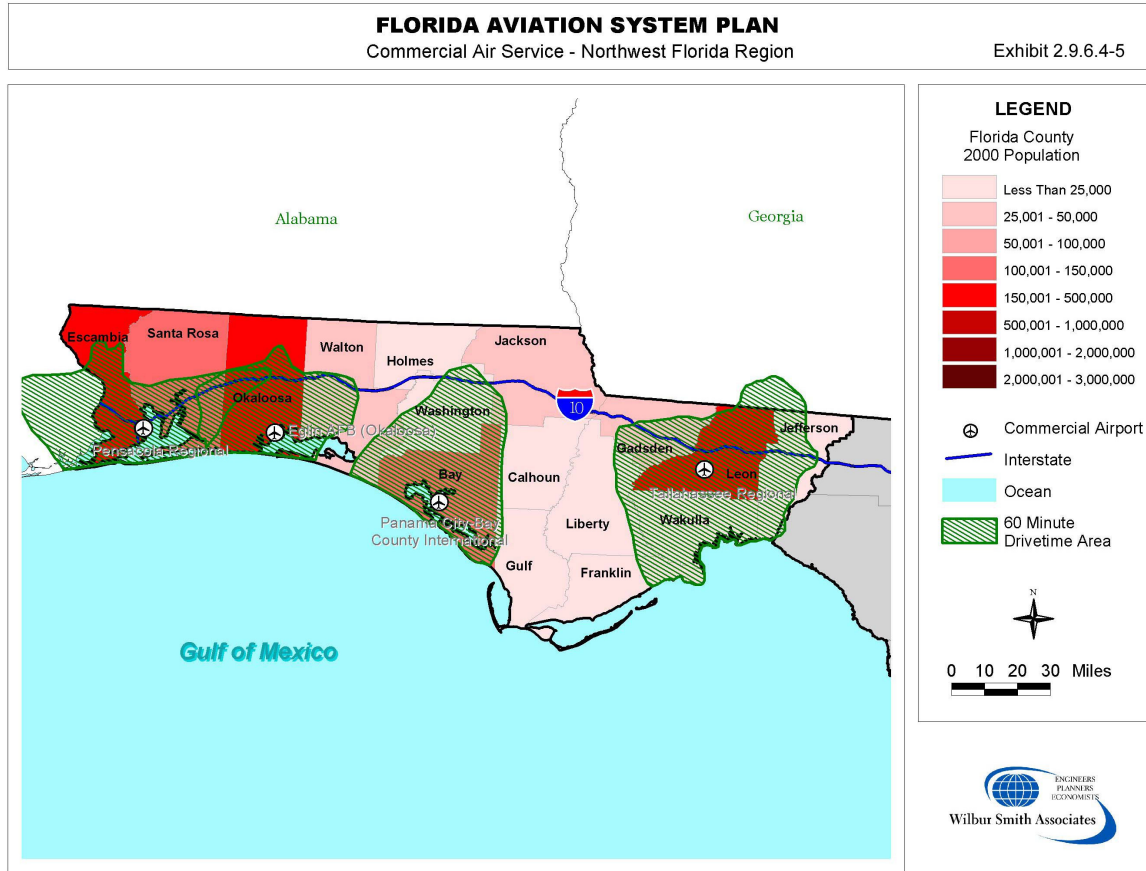


Table 2.9.6.4-5 summarizes these service categories for the Northwest Florida Region.

Table 2.9.6.4-5
Commercial Airports Service Categories
Northwest Florida Region

Commercial Airports	Air Cargo	Business	Business/Recreational	Corporate	Flight Training	Recreational/Sport	Tourism (CA)	Tourism (CS)	Intercontinental Service
Eglin AFB (Okaloosa)	●	■	●	●	●	●	●	■	●
Panama City Intl'	●	■	●	■	■	●	■	■	●
Pensacola Regional	■	■	●	■	●	●	■	■	●
Tallahassee Regional	■	■	▲	■	▲	●	●	■	●

■ Current and Future

▲ Future Only

● Not Applicable

Source: FDOT Aviation Infrastructure Investment Tool

Southeast Florida Metropolitan Area Commercial Airport Service Categories

The Southeast Florida Metropolitan Area has four commercial service airports. These airports are Fort Lauderdale International in Broward County, Key West International in Monroe County, Miami International in Dade County, and Palm Beach International in Palm Beach County. **Exhibit 2.9.6.4-6** shows the location of the commercial airport facilities in this region.

FDOT's Aviation Infrastructure Investment Tool has established current and future service categories for these airports. Three of the airports (75 percent) have a current or future designation in the Air Cargo category. Three airports also have current or future designations in the Business category. None of the region's airports has a current or future classification in the Business/Recreational category. All four have a current or future designation in the Corporate Service Category. Two airports (50 percent) have current or future designation in the Flight Training Service Category. One airport (25 percent) has a current and future service designation in the Recreational/Sport category. Two airports have current or future service designations in the Tourism (Community Airports) category. All of the airports in this region have current and future designation as Commercial Service Tourism airports, and three airports have current and future designation in the Intercontinental Service Category.

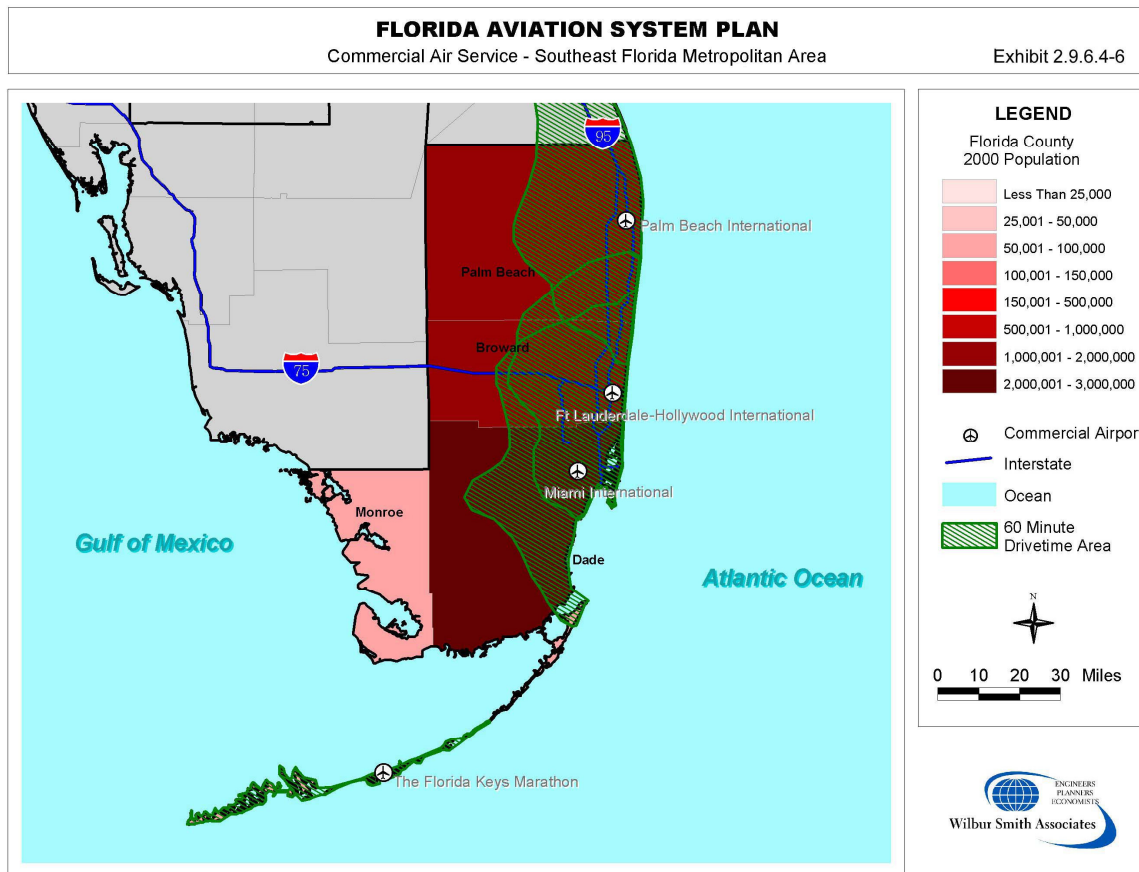


Table 2.9.6.4-6 summarizes these service categories for the Southeast Florida Metropolitan Area.

**Table 2.9.6.4-6
Commercial Airports Service Categories
Southeast Florida Metropolitan Area**

Commercial Airports	Air Cargo	Business	Business/Recreational	Corporate	Flight Training	Recreational/Sport	Tourism (CA)	Tourism (CS)	Intercontinental Service
Ft Lauderdale Int'l	■	▲	●	■	●	●	●	■	■
Key West Int'l	●	●	●	■	■	■	■	■	●
Miami Int'l	■	■	●	■	●	●	●	■	■
Palm Beach Int'l	■	■	●	■	■	●	■	■	■

■ Current and Future

▲ Future Only

● Not Applicable

Source: FDOT Aviation Infrastructure Investment Tool

Southwest Florida Region Commercial Airport Service Categories

The Southwest Florida Region has three commercial service airports. These airports are Naples Municipal in Collier County, Sarasota/Bradenton International in Manatee County, and Southwest Florida International in Lee County. **Exhibit 2.9.6.4-7** shows the location of all of the commercial airport facilities in this region.

FDOT's Aviation Infrastructure Investment Tool has established current and future service categories for these airports. One airport (33 percent) has a current and future designation in the Air Cargo category. Two of the region's airports (67 percent) also have current and/or future designations in the Business, Business/Recreational, Corporate, Flight Training, and Recreational/Sport categories. All three airports have current or future service designations in the Community Airport Tourism category. Two airports have current or future designation as Commercial Service Tourism airports, and one airport has a current and future designation in the Intercontinental Service Category.

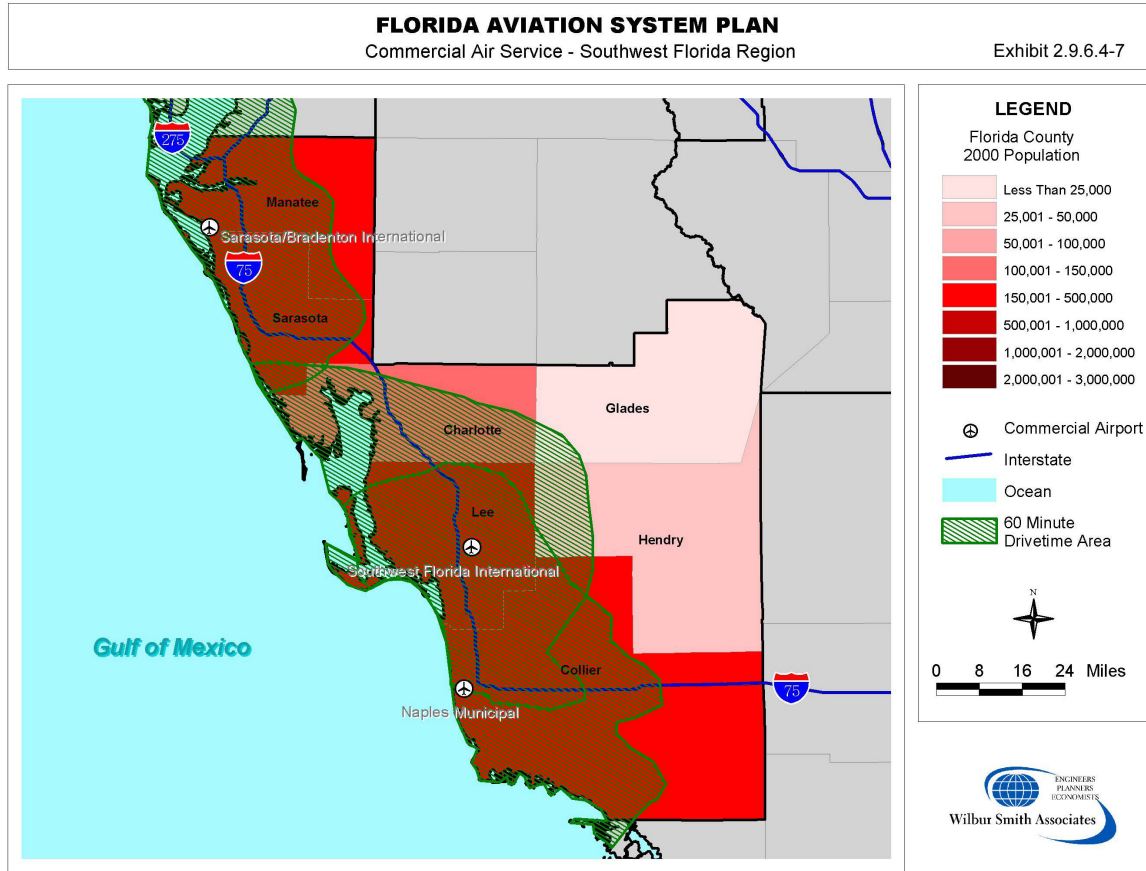


Table 2.9.6.4-7 summarizes these service categories for the Southwest Florida Region.

Table 2.9.6.4-7
Commercial Airports Service Categories
Southwest Florida Region

Commercial Airports	Air Cargo	Business	Business/Recreational	Corporate	Flight Training	Recreational/Sport	Tourism (CA)	Tourism (CS)	Intercontinental Service
Naples Municipal	●	●	●	●	■	▲	▲	●	●
Sarasota/Bradenton Int'l	●	▲	■	■	■	▲	▲	■	●
Southwest Florida Int'l	■	■	■	■	●	●	▲	▲	■

■ Current and Future
▲ Future Only
● Not Applicable

Source: FDOT Aviation Infrastructure Investment Tool

Treasure Coast Region Commercial Airport Categories

The Treasure Coast Region currently has no commercial service airports.

West Central Florida Metropolitan Area Airport Categories

The West Central Florida Metropolitan Area has two commercial service airports. These airports are St. Petersburg International in Pinellas County and Tampa International in Hillsborough County. **Exhibit 2.9.6.4-8** shows the location of each of the commercial airport facilities in the West Central Florida Metropolitan Area.

FDOT's Aviation Infrastructure Investment Tool has established current and future service categories for these airports. One airport (50 percent) has a current and future designation in the Air Cargo category. Two of the region's airports have current and future designations in the Business and Business/Recreational categories. One airport (50 percent) has current and future designations in the Corporate, Flight Training, Recreational/Sport, and Community Airport Tourism categories. Both airports have current and future service designations in the Commercial Service Tourism category, and one airport has a current and future designation in the Intercontinental Service Category.

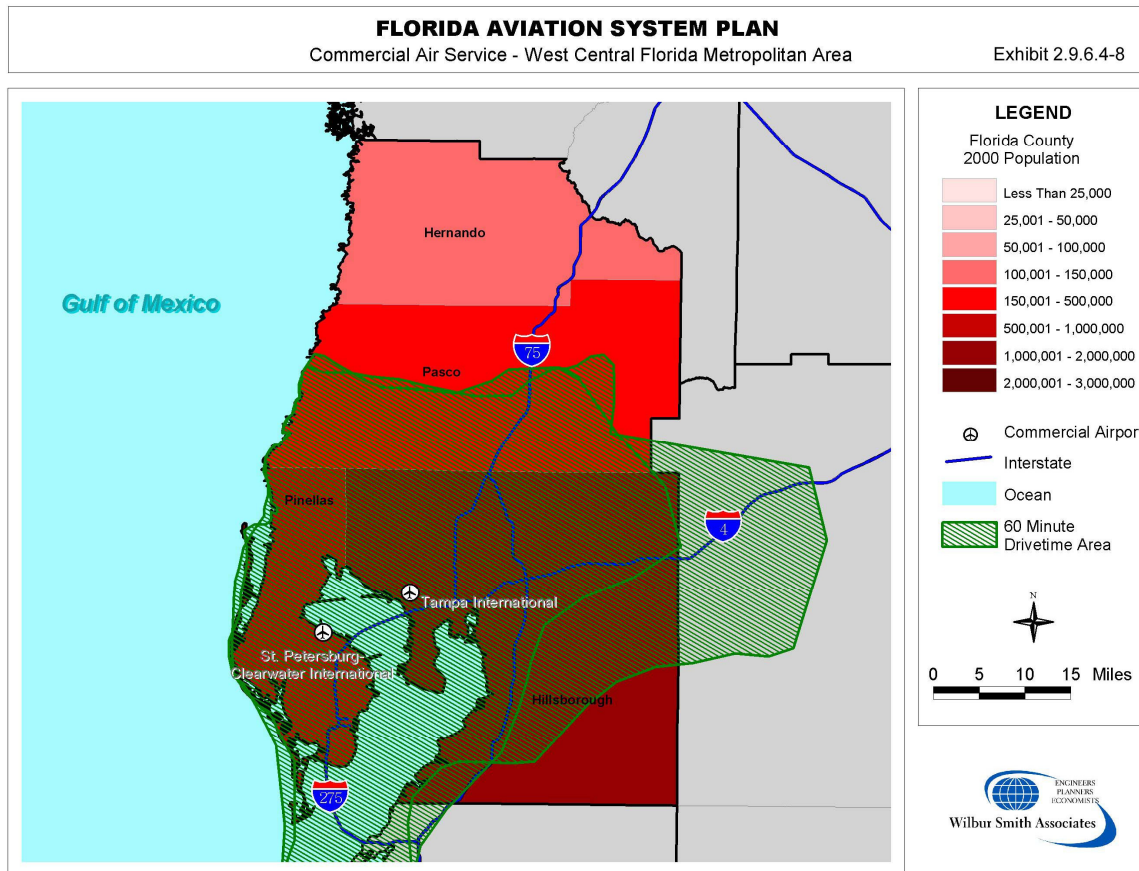


Table 2.9.6.4-8 summarizes these service categories for the West Central Florida Metropolitan Area.

**Table 2.9.6.4-8
Commercial Airports Service Categories
West Central Florida Metropolitan Area**

Commercial Airports	Air Cargo	Business	Business/Recreational	Corporate	Flight Training	Recreational/Sport	Tourism (CA)	Tourism (CS)	Intercontinental Service
St. Petersburg Int'l	●	■	■	■	■	■	▲	■	●
Tampa Int'l	■	■	■	●	●	●	●	■	■

■ Current and Future
 ▲ Future Only
 ● Not Applicable

Source: FDOT Aviation Infrastructure Investment Tool

Results from the Aviation Infrastructure Investment Tool provide insight into the types of aviation activity that can most readily be accommodated at each airport given its existing facilities, service and other considerations. In reality, some of the airports report they already serve segments of aviation demand that are in addition to the “service categories” identified through this planning exercise. Through the FASP commercial airports furnished additional information on the types of aviation demand they are presently service. This information, provided by the airports themselves, is summarized in **Table 2.9.6.4-9**.

**Table 2.9.6.4-9
Commercial Airport Input
On Service Categories**

	Air Cargo	Business	Business/Recreational	Corporate	Flight Training	Recreational/Sport	Tourism (CA)	Tourism (CS)	Intercontinental Service
Central Region									
<i>No Commercial Airports</i>									
East Central Metro.									
Daytona Beach Int'l	▲	■	■	■	■	■	■	■	▲
Melbourne Int'l	■	■	■	■	■	■	▲	■	■
Orlando Int'l	■	■	■	●	●	●	■	■	■
Orlando Sanford	●	●	■	▲	■	●	▲	■	■
North Central Region									
Gainesville Regional	■	■	■	■	■	▲	▲	▲	●
Northeast Metro.									
Jacksonville Int'l	■	■	●	■	●	●	●	■	■
Northwest Region									
Eglin AFB (Okaloosa)	●	●	●	●	●	●	●	■	■
Panama City Int'l	●	■	●	■	■	■	●	■	●
Pensacola Regional	■	■	●	■	●	●	●	■	●
Tallahassee Regional	■	■	▲	■	▲	●	●	■	●
Southeast Metro.									
Ft Lauderdale Int'l	■	■	●	■	●	●	●	■	■
Key West Int'l	●	●	★	■	■	■	■	■	●
Miami Int'l	■	■	★	■	●	●	●	■	■
Palm Beach Int'l	■	■	●	■	■	■	■	■	■
Southwest Region									
Naples Municipal	★	★	★	★	■	■	▲	★	●
Sarasota/Bradenton Int'l	■	▲	●	■	■	▲	■	■	■
Southwest Florida Int'l	■	■	■	■	●	●	▲	■	■
Treasure Coast Region									
<i>No Commercial Airports</i>									
West Central Metro.									
St. Petersburg Int'l	■	■	■	■	■	■	■	■	■
Tampa Int'l	■	■	■	■	●	●	■	■	■
Statewide Percentages									
Air Cargo	74%								
Business		79%							
Business/Recreational			47%						
Corporate				84%					
Flight Training					58%				
Recreational/Sport						47%			
Tourism (CA)							63%		
Tourism (CS)								95%	
Intercontinental Service									68%

■	Yes (Current and Future)
▲	Yes (Future Only)
★	Yes (Current Only)
●	No (Not Applicable)

The information summarized below provides a direct comparison between service categories for commercial airports identified from the “top down”, using the FDOT Aviation Infrastructure Investment Tool, and from the “bottom up” using input from each of the commercial airports. This information will be used in the future to determine where enhancements to the airport system may be desirable and to determine which airports are candidates for accommodating and supporting improvements to the system, as these are deemed appropriate. This step will be accomplished as part of FASP Implementation.

- Output from the FDOT Aviation Infrastructure Investment Tool showed that statewide, 42 percent of all commercial airports are included in the Air Cargo Service Category; when airport input on service categories is considered, this percentage increases to 74 percent.
- Output from the FDOT Aviation Infrastructure Investment Tool showed that statewide, 74 percent of all commercial airports are included in the Business Service Category; when airport input on service categories is considered, this percentage increases to 79 percent.
- Output from the FDOT Aviation Infrastructure Investment Tool showed that statewide, 47 percent of all commercial airports are included in the Business/Recreational Service Category; when airport input on service categories is considered, this percentage remains unchanged at 47 percent.
- Output from the FDOT Aviation Infrastructure Investment Tool showed that statewide, 74 percent of all commercial airports are included in the Corporate Service Category; when airport input on service categories is considered, this percentage increases to 84 percent.
- Output from the FDOT Aviation Infrastructure Investment Tool showed that statewide, 64 percent of all commercial airports were included in the Flight Training Service Category; when airport input on service categories is considered, this percentage decreases to 58 percent.
- Output from the FDOT Aviation Infrastructure Investment Tool showed that statewide, 37 percent of all commercial airports were included in the Recreational/Sport Service Category; when airport input on service categories is considered, this percentage increases to 47 percent.
- Output from the FDOT Aviation Infrastructure Investment Tool showed that statewide, 53 percent of all commercial airports were included in the Community Tourism Service Category; when airport input on service categories is considered, this percentage increases to 63 percent.
- Output from the FDOT Aviation Infrastructure Investment Tool showed that statewide, 84 percent of all commercial airports were included in the Commercial Tourism Service Category; when airport input on service categories is considered, this percentage increases to 95 percent.
- Output from the FDOT Aviation Infrastructure Investment Tool showed that statewide, 42 percent of all commercial airports were included in the Intercontinental Service Category; when airport input on service categories is considered, this percentage increases to 68 percent.