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Exhibits

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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

Section 2.9.6.6 System Performance

Florida is served by an efficient, safe, and convenient system of airports. The system includes 131 public airports, approximately 370 private airports, and about 280 heliports. Development of the Florida airport system is needed to enhance the role that airports play in supporting emergency, business, flight training, air cargo, and other needs. Projects to improve compliance with applicable FAA standards are needed, as are projects to increase operational capacity. Projects and policy changes, as well as personnel additions, are needed at all airports to enable them to respond to changing security requirements.

Through strategic planning conducted concurrently with the preparation of FASP 2004, goals and objectives for Florida airports were drafted and refined. Since aviation is such a dynamic and ever changing industry, it is envisioned that goals and objectives for Florida airports will continue to evolve. This section of this report provides information that enables FDOT to assess the current ability of airports in Florida to support various goals and objectives identified through the strategic planning process.

Based largely on data from Airport Profiles, this section of the report uses seven goals from the strategic planning process to provide an overview of the system's current ability to support selected objectives for airports in Florida. As part of its strategic planning process, FDOT is working on strategies to raise the performance of the Florida airports relative to objectives discussed in this section.

Goal 1: Provide efficient, safe, and convenient service to Florida's citizens, businesses, and visitors.

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

- 1.1 – Expand or raise the service delivery capabilities of airports with unmet demand for aviation services.
- 1.2 – Maintain Florida's public use airports in a safe operating condition.
- 1.3 – Address security needs at all community airports.
- 1.4 – Ensure that the airport system can fulfill its role in the state's emergency response and medevac systems.
- 1.5 – Encourage the use of appropriate airports for corporate and business type aircraft through targeted marketing.
- 1.6 – Provide adequate funding to capital projects aimed at alleviating flight training operational shortfalls at selected airports.
- 1.7 – Protect Florida airports from over regulation in the area of security systems.
- 1.8 – Maximize support to Florida's air cargo industry.

1.1 System Objective: Expand or raise the service delivery capabilities of airports with unmet demand for aviation services

Historically, significant investment has been made in Florida airports. In part, this investment has been made to accommodate the number of annual landings and take offs (operations) that airports in Florida are accommodating. It is important to maximize historic investment that has been made at Florida airports and to effectively utilize, as feasible, existing operational capacity.

As discussed previously in this report, the ability of each airport to accommodate annual operational demand is expressed in terms of its annual service volume (ASV). For this objective, a brief re-cap of those airports and regions of the state where operational demand does or could tax the ability of one or more airports to process annual operational demand is provided.

Statewide Summary

All airports in Florida have an ASV that is established by their runway and taxiway system, NAVAIDS, approaches, lighting, fleet mix, and other operating circumstances. While all airports are capable of processing varying levels of annual operational activity, all airports are not designed and equipped to process all types of demand. For instance, while a community airport and a commercial service airport may both have an ASV capable of supporting 200,000 annual aircraft movements, the community airport would not be able to use its available operational capacity to process the same types of aircraft that would use the commercial airport. Because all airports cannot process all types of demand, operational capacity which may appear to be “available” at some airports may not be matched to the type of operational activity needing to be accommodated.

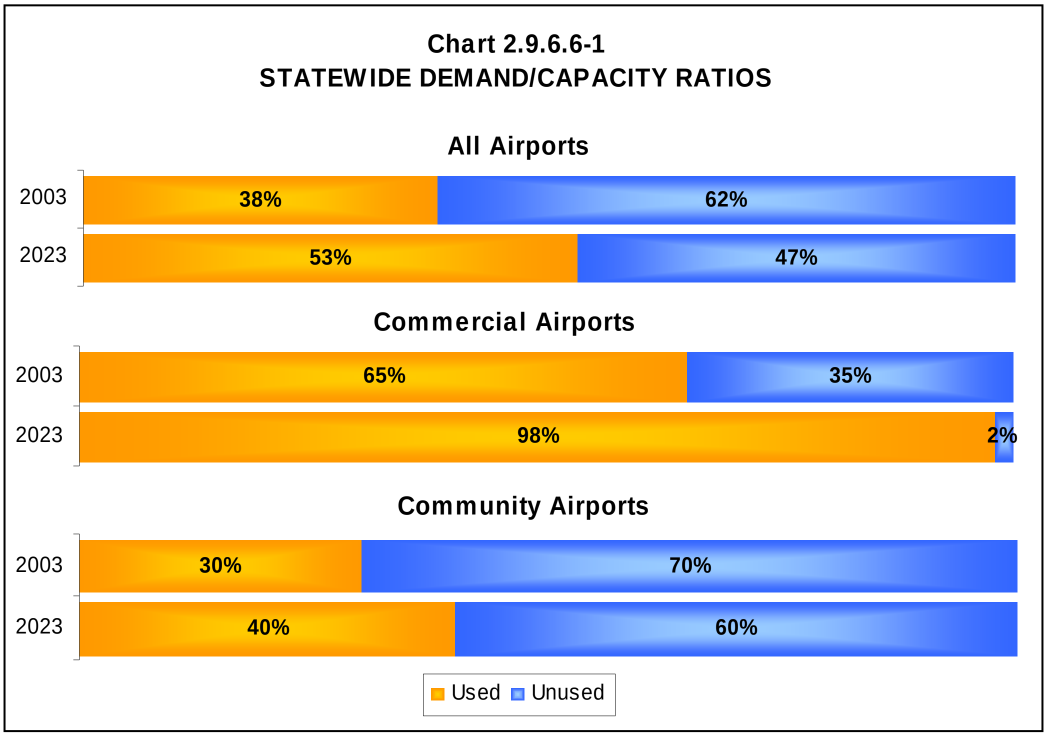
In addition, air travel is used as the preferred mode of travel when time savings is a high priority. Even though one airport may have available operational capacity, its geographic location may not be in close enough proximity to make that airport a logical candidate to serve current or projected operational demand in areas anticipating operational capacity shortfalls.

Statewide, when ASV’s of all commercial and community airports are considered, airports in Florida have the collective ability to process an estimated 26.7 million annual aircraft operations. In 2003, all Florida airports were expected to experience total annual operational activity that approached 10.1 million annual operations. Based on estimated capacity and demand for 2003, the Florida system of all public airports was operating at a demand capacity ratio of almost 38 percent. If total annual operational demand in the state grows as projected, by 2023, all public airports in Florida can expected total annual operations to reach 14.0 million. If annual operational demand continues to increase as expected and no additional operational capacity is provided in the Florida system (an assumption that does not seem probable since several capacity enhancing projects are on the drawing board for Florida airports), by 2023 an annual operational demand would consume almost 53 percent of all existing operational capacity.

These types of statewide annual demand/capacity ratios for Florida are notably in excess of what is found in other states. Annual operational demand in Florida is and will continue to consume a much higher rate of available operating capacity than is experienced in most other states. In particular, the commercial airports in Florida may experience operational capacity shortfalls.

As discussed earlier in this report, FAA demand/capacity guidelines are as follows: 60 percent demand/capacity begin planning for capacity enhancement; 80 percent demand/capacity start projects that will enhance operational capacity; and 100 percent demand/capacity have in place capacity enhancing projects. It should be re-stated that these are general guidelines and conditions individual airports may warrant different or no action based on achievement on these triggers.

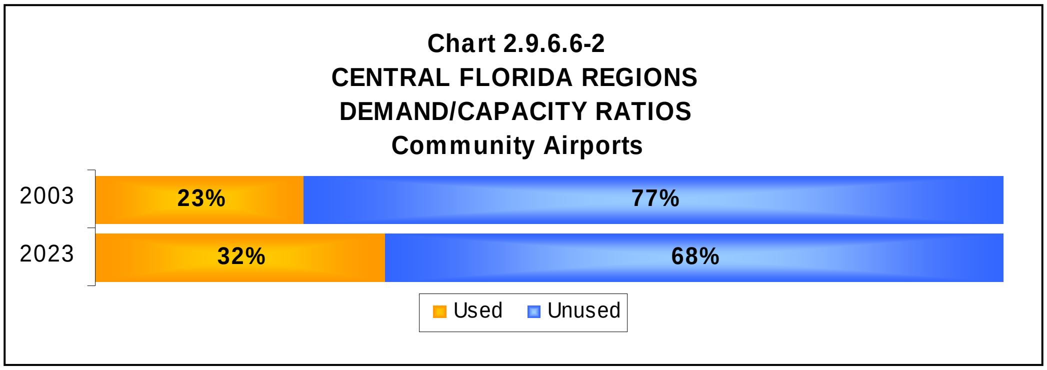
For 2003, the estimated demand/capacity ratio for all commercial airports in Florida was 65 percent. By 2023, this ratio is expected to increase to over 98 percent. The current and projected demand capacity ratios for all commercial airports in Florida signal the need for projects that will enhance the operational capacity of the state’s commercial airport system. For all community airports in Florida, the 2003 estimated demand/capacity ratio was just over 30 percent. By 2023, the demand/capacity ratio for all community airports is projected to be just over 40 percent. Statewide and collectively, adequate operating capacity appears to be available for all community airports. On an airport-by-airport basis throughout the nine CFASPP regions, selected community airports, particularly in Florida's metropolitan and urban areas may experience shortfalls in operational capacity. **Chart 2.9.6.6-1** summarized statewide demand/capacity ratios.



Regional Summaries

Central Florida Region

All airports in the Central Florida region are included in the community airport category; there are no commercial airports in this region. Combined, all airports in the Central Florida Region have a total ASV of 2.1 million annual operations. 2003 annual operations for this region were estimated at 484,036. This indicates that demand in the region is utilizing only 23 percent of all available annual operational capacity. By 2023, total annual operations in the region are projected to increase to 684,939. This means that by 2023, an estimated 32 percent of the region's total operational capacity will be used. This information is summarized in **Chart 2.9.6.6-2**. From the standpoint of the region, total operating capacity for the community airports appears to be adequate.



There are two individual community airports in this region that may exceed FAA's target demand capacity ratios. These are noted below:

Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Lakeland Linder	230,000	76 percent	124 percent
Sebring Regional	184,000	54 percent	72 percent

East Central Florida Metropolitan Area

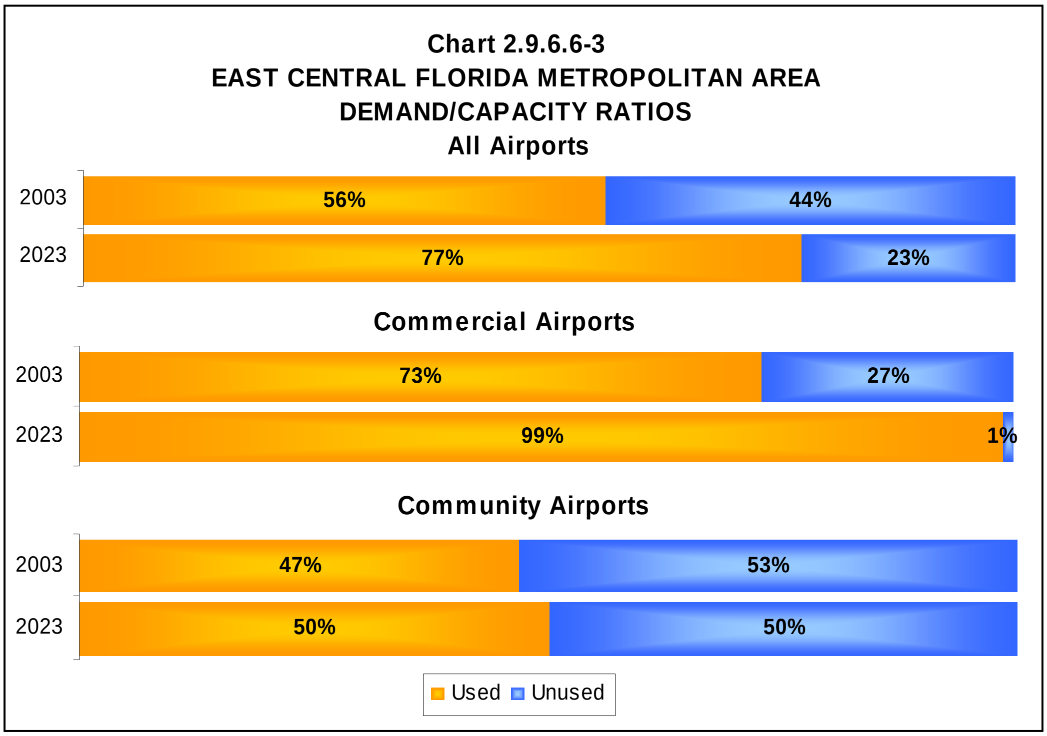
The total annual ASV for all commercial and community airports in this region is estimated at 4,994,200. For 2003, all public airports in this region were estimated to be using 56 percent of all available operating capacity. By 2023, this demand capacity ratio is projected to increase to 77 percent; at this ratio, the region will exceed the FAA trigger to begin planning for capacity enhancing measures.

There are four commercial airports in this region. Combined, these four commercial airports have a total ASV of 1,669,000 annual operations. In 2003, these four airports had an estimated total annual combined operational demand of 1,226,427. In 2003, the four commercial airports had demand that accounted for just more than 73 percent of all the operational capacity afforded by the commercial airports. By 2023, total annual operations for the commercial airports are expected to grow to 1,649,992. Without enhancements to operational capacity in this region, by 2023, the four commercial airports will have a combined demand capacity ratio that reaches 99 percent.

All commercial airports in this region are expected to reach or surpass critical FAA targets for demand/capacity.

Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Daytona Beach	355,000	102 percent	131 percent
Melbourne	375,000	51 percent	91 percent
Orlando	471,000	63 percent	105 percent
Orlando Sanford	468,000	81 percent	109 percent

Community airports in the East Central Florida Metropolitan Area have a combined ASV of 3,325,200. Total annual estimated operations for all community airports in the region in 2003 were 1,568,577. Based on this level of capacity for this region and the 2003 annual demand estimate, all community airports in this region were operating a combined demand/capacity ratio of 47 percent. **Chart 2.9.6.6-3** summarizes demand/capacity information for this CFASPP region. By 2023, the community airports in this region are projected to use 50 percent of available annual operating capacity. There are a number of community airports in this region whose demand/capacity ratio may exceed the critical FAA targets.

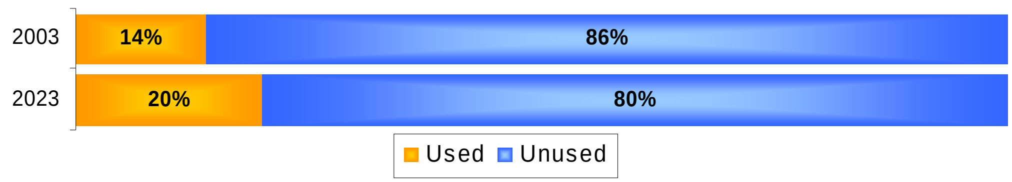


Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Flagler County	230,000	83 percent	102 percent
Kissimmee	218,500	77 percent	108 percent
Leesburg	195,500	62 percent	91 percent
Merritt Island	195,500	59 percent	76 percent
Orlando Executive	228,600	98 percent	133 percent
Ormond Beach	195,500	66 percent	91 percent
Space Coast	200,000	112 percent	137 percent

North Central Florida Region

The North Central Florida Region has no commercial airports. Combined, the community airports in this region have a total annual ASV of 2,588,000. Estimated total annual operations for all airports in the region in 2003 were 373,602. Based on this annual level of activity, an estimated 14 percent of the region's total annual operating capacity was used. By 2023, total annual operations in this region are expected to increase to 513,238. Even at this level of demand, only 20 percent of the region's total annual AVS will be used. This information is summarized in **Chart 2.9.6.6-4**.

Chart 2.9.6.6-4
NORTH CENTRAL FLORIDA REGION
DEMAND/CAPACITY RATIOS
Community Airports



Only one airport in this region will come close to approaching FAA targets which signal the need to consider capacity enhancing actions.

Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Ocala International	234,000	41 percent	61 percent

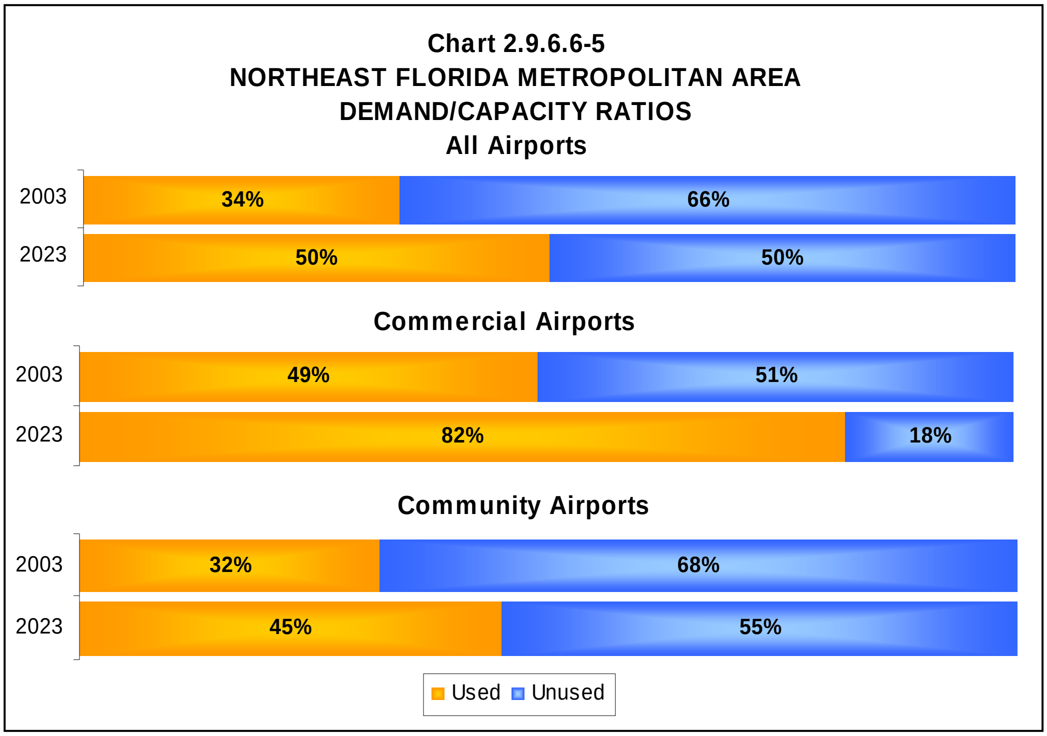
Northeast Florida Metropolitan Area

When all commercial and community airports in this area are considered, all public airports have a combined ASV of 2,149,350. Total annual operations in 2003 for this CFASPP region were estimated at 731,711. At this level of demand, 34 percent of all available operating capacity is used. By 2023, total annual operations in this area are projected to reach 1,065,069. With current capacity, at this level of annual demand, the region will have a demand/capacity ratio of 50 percent for all airports.

There is one commercial airport in the Northeast Florida Metropolitan Area, Jacksonville International. At its current annual operating capacity, critical FAA targets for addressing operational capacity shortfalls will not be reached until at least 2013.

Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Jacksonville	262,850	49 percent	82 percent

The remaining airports in this metropolitan area are community airports. Combined all community airports in this CASPP region have a total annual ASV of 1,886,500. Combined all community airports in this area in 2003 had a collective annual demand level of 603,642. This indicates that the community airports had a demand/capacity ratio of 32 percent in 2003. By 2023, annual demand for all community airports in this region is projected to grow to 849,190. If the combined ASV for all community airports in this region remains unchanged, by 2023, the community airports will have a demand/capacity ratio of roughly 45 percent. Demand/capacity information for this region is summarized in **Chart 2.9.6.6-5**. There are two community airports in this CFASPP region that may experience shortfalls in operational capacity.



Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Craig Municipal	200,000	81 percent	111 percent
St. Augustine	233,750	68 percent	98 percent

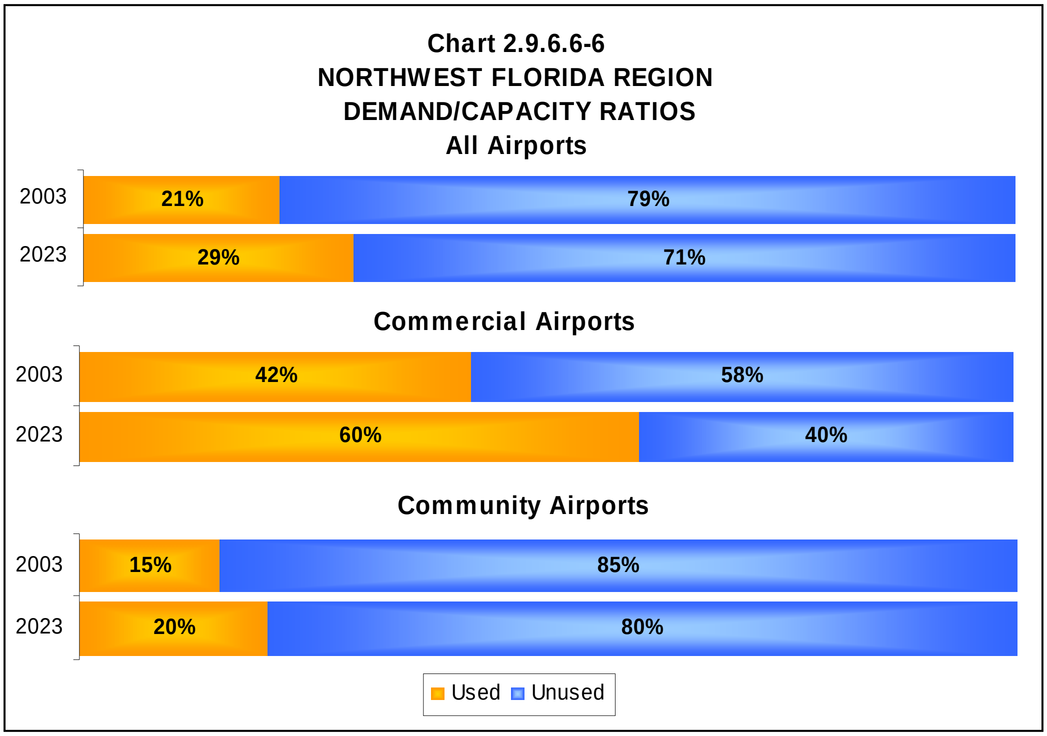
Northwest Florida Region

When all commercial and community airports in this region are considered, the region has an ASV estimated at 3,525,500. Total annual estimated operations for this region in 2003 were 747,881. At this level of annual demand, 21 percent of all operational capacity in the region was used. By 2023, total annual operations in the region are expected to reach 1,037,411. At this level of annual activity, 29 percent of all operating capacity will be used.

There are four commercial airports that serve this region. Combined, they have a total estimated annual operating capacity of 840,000 annual operations. For 2003, these four commercial airports combined served an estimated 348,923 annual operations. In 2003, the commercial airports in this region operated at a combined demand/capacity ratio of 42 percent. By 2023, total annual demand for the four commercial airports in this region is expected to reach 502,433. Based on the region's estimated ASV for the four commercial airports, this results in a demand/capacity ratio of just under 60 percent. Two of the four commercial airports in the region are expected to reach FAA triggers related to potential capacity enhancements.

Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Pensacola Reg.	200,000	66 percent	90 percent
Tallahassee Reg.	215,000	52 percent	82 percent

For all community airports in this region, the combined annual ASV is estimated at 2,685,500. In 2003, combined operations at all community airports were estimated at 398,958. When the demand and capacity of all community airports in this region are considered, in 2003, the region's community airports operated at a demand/capacity ratio of 15 percent. By 2023, total operations for all community airports in this region are projected to reach 535,008. Based on this level of annual demand, the community airports in this region will be operating at a demand/capacity ratio of 20 percent. **Chart 2.9.6.6-6** summarizes the demand/capacity information for this region.



Southeast Florida Metropolitan Area

This area is home to some of the most active airports in Florida. When all commercial and community airports in this CFASPP region are considered, the total combined ASV is estimated at 4,767,750. In 2003, it is estimated that all airports accounted for an estimated 2,512,938 annual operations. In 2003, almost 53 percent of the area's total annual ASV was used. By 2023, total annual operations in this area are projected to increase to 3,497,771. Based on current annual operating capacity, the area would experience a demand/capacity ratio of 73 percent. This percent is in excess of the FAA trigger for planning capacity enhancements. Since all airports in this area of the state are expected to be operating collectively at more than 70 percent of their current operational capacity by 2023, projects to supplement the operational capacity of airports in this CFASPP region will most likely be needed.

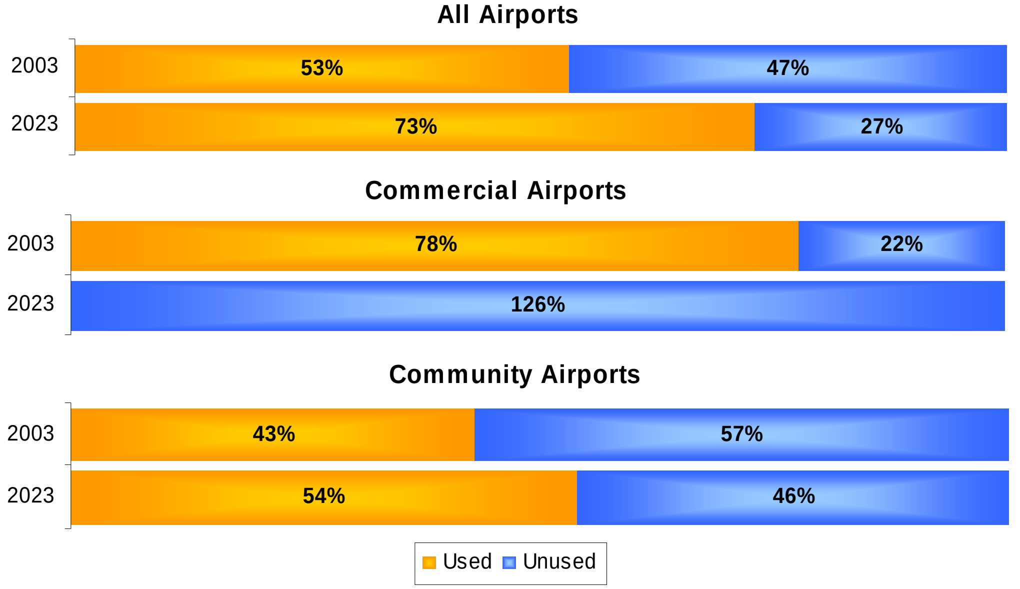
The Southeast Florida Metropolitan Area is served by four of Florida's busiest commercial airports. In 2003, it was estimated that these airports served a total of approximately 1,006,858 annual aircraft operations. The combined annual operating capacity of these same four commercial airports is estimated at 1,296,250. Based on this level of capacity and 2003 demand estimates, the four commercial airports in this CFASPP region are now operating a demand capacity ratio of 78 percent. At this level of demand/capacity, plans are needed to provide capacity enhancement and action on these plans will be needed in the near term.

By 2023, total annual operations for the commercial airports in this area are projected to reach 1,631,379. If no actions are taken to provide additional operating capacity for the commercial airports in the Southeast Florida Metropolitan Area, the airports collectively could be operating at a demand/capacity ratio of 126 percent by 2023. All commercial airports in this CFASPP region are projected to meet or exceed FAA triggers for at least planning capacity enhancing projects.

Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Ft. Lauderdale-Hollywood	265,000	109 percent	193 percent
Key West	185,250	54 percent	63 percent
Miami International	550,000	82 percent	142 percent
Palm Beach	296,000	57 percent	76 percent

This CFASPP region is also served by many busy community airports. Collectively, the community airports in this metropolitan area have a combined annual operating capacity of 3,471,500. In 2003, total annual operations for all community airports in this area were estimated at 1,506,080. At this level of annual demand and annual operating capacity, in 2003, the community airports in this CFASPP region had a demand/capacity ratio of 43 percent. By 2023, total annual operations for all community airports in this area are expected to reach 1,866,392. At this level of demand, the community airports will have a demand/capacity ratio of 54 percent. **Chart 2.9.6.6-7** summarizes information on demand/capacity in this region. There are several community airports that are expected to meet or exceed FAA triggers for planning or providing additional operational capacity.

Chart 2.9.6.6-7
SOUTHEAST FLORIDA METROPOLITAN AREA
DEMAND/CAPACITY RATIOS



Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Boca Raton	165,750	81 percent	103 percent
Ft. Lauderdale Ex.	260,000	102 percent	130 percent
Kendall-Tamiami	370,000	51 percent	62 percent
North Perry	337,250	52 percent	76 percent
Pompano Beach	337,250	64 percent	78 percent

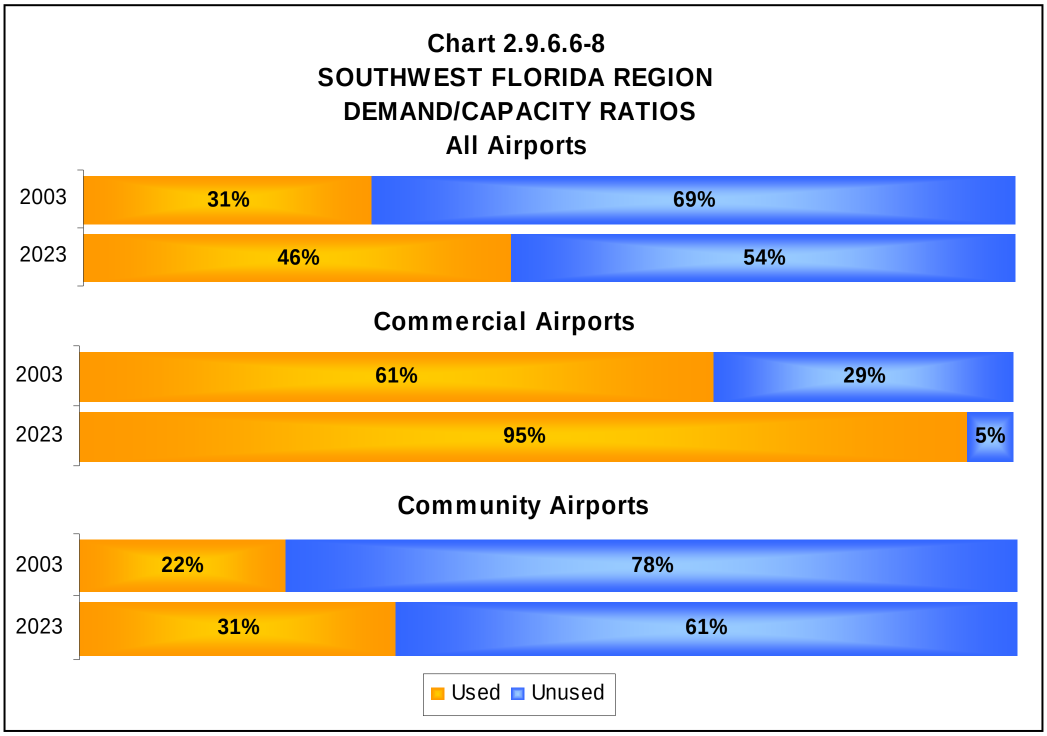
Southwest Florida Region

The combined annual operating capacity of all commercial and community airports in this region is estimated at 2,572,527. In 2003, total annual operations for this region were estimated at 800,000. The 2003 demand/capacity ratio for this region is estimated at 31 percent. By 2023, total annual operations in this region are projected to reach 1,183,722. At this level of annual demand, 46 percent of the region's total annual operating capacity will be utilized.

The Southwest Florida Region is home to three commercial airports. These three commercial airports have a combined total annual operating capacity of 595,500. In 2003, total annual demand for the three commercial airports was estimated at 363,353. Based on this level of annual aircraft movements, the region's demand/capacity ratio for its commercial airports was 61 percent in 2003. FDOT projections indicate that total annual operations for the commercial airports in this region will reach 566,938 in 2023. If demand grows as predicted, the commercial airport demand/capacity ratio for this region will reach 95 percent in 2023. This indicates that projects to provide additional operating capacity in this region may be need. All of the commercial airports in this region will reach FAA triggers for planning or providing operational capacity enhancements.

Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Naples	195,500	69 percent	106 percent
Sarasota Bradenton	195,000	79 percent	113 percent
Southwest FL Int.	205,000	37 percent	68 percent

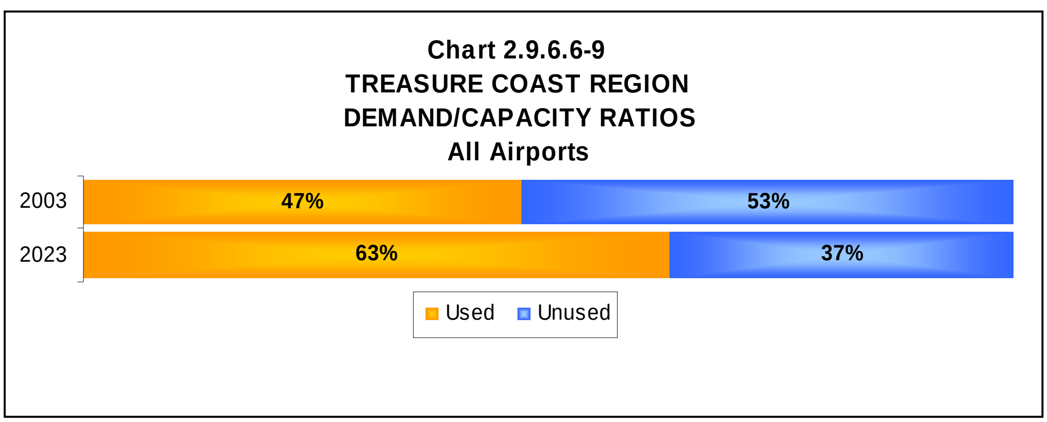
This region is also severed by several busy community airports. The community airports in this region have a combined annual operating capacity of 1,977,027. In 2003, FDOT estimated that total annual operations for all community airports in this region were 436,649. This results in a demand/capacity ratio of 22 percent for 2003. By 2023, total annual operations at the community airports could increase to 616,787. This would result in a demand/capacity ratio of 31 percent. **Chart 2.9.6.6-8** summarizes the demand/capacity information for this CFASPP region. There is only one community airport in this region expected to meet or exceed FAA triggers for capacity enhancement.



Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
Venice Municipal	184,000	96 percent	142 percent

Treasure Coast Region

All airports in this region are in the community category. The seven community airports in this region have a combined annual operating capacity of 1,481,500 annual operations. In 2003, total demand for all airports in this region was estimated at 695,718. This results in a demand/capacity ratio of 47 percent for 2003. By 2023, total annual demand is expected to reach 925,352. For 2023, this region would have a demand/capacity ratio of 63 percent for all community airports. **Chart 2.9.6.6-9** summarizes the information for this region. There are three community airports in this region that are expected to meet or exceed FAA triggers for planning or providing capacity enhancements.



Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
St. Lucie Co.	270,000	71 percent	96 percent
Vero Beach	337,250	72 percent	92 percent
Witham Field	261,250	48 percent	61 percent

West Central Florida Metropolitan Area

The total annual operating capacity for all airports in this area is estimated at 2,449,500. Total annual operations for the area in 2003 were estimated at 924,974. This results in a demand/capacity ratio of 47 percent in 2003 for all airports. By 2023, total annual operations in the area are projected to reach 1,283,668; this would result in a demand/capacity ratio for the area of 52 percent in 2023.

This CFASPP region is served by two busy commercial airports. Combined, these two airports have a total annual operating capacity of 690,000 annual operations. In 2003, FDOT estimated total annual operations at the two commercial airports at 469,879. This indicates that the two airports had a collective demand/capacity ratio of 67 percent in 2003. By 2023, total annual operations at the two commercial airports could reach 700,455. With this level of annual demand, the commercial airports in this area would have a demand/capacity ratio of 102 percent in 2023. This indicates a need to consider additional commercial airport capacity in this region. Both commercial airports are expected to exceed FAA triggers for planning or providing additional operational capacity.

Airport Name	ASV	Demand/Capacity Ratio 2003	Demand/Capacity Ratio 2023
St. Petersburg-Clearwater	260,000	84 percent	139 percent
Tampa International	430,000	59 percent	79 percent

There are a number of community airports that also meet the aviation needs of this CFASPP region. Combined, the community airports have an ASV of 1,759,500. In 2003, total annual operations for all community airports were estimated at 455,095. This results in a 2003 demand/capacity ratio for the community airports of 26 percent. FDOT estimates that in 2023 total annual operations at the community airports could reach 583,215. Based on this level of annual demand, the community airports would have a demand/capacity ratio of 58 percent in 2023. **Chart 2.9.6.6-10** summarizes this information. There are no community airports in this CFASPP region that are predicted to meet or exceed FAA triggers for planning or providing additional operational capacity.

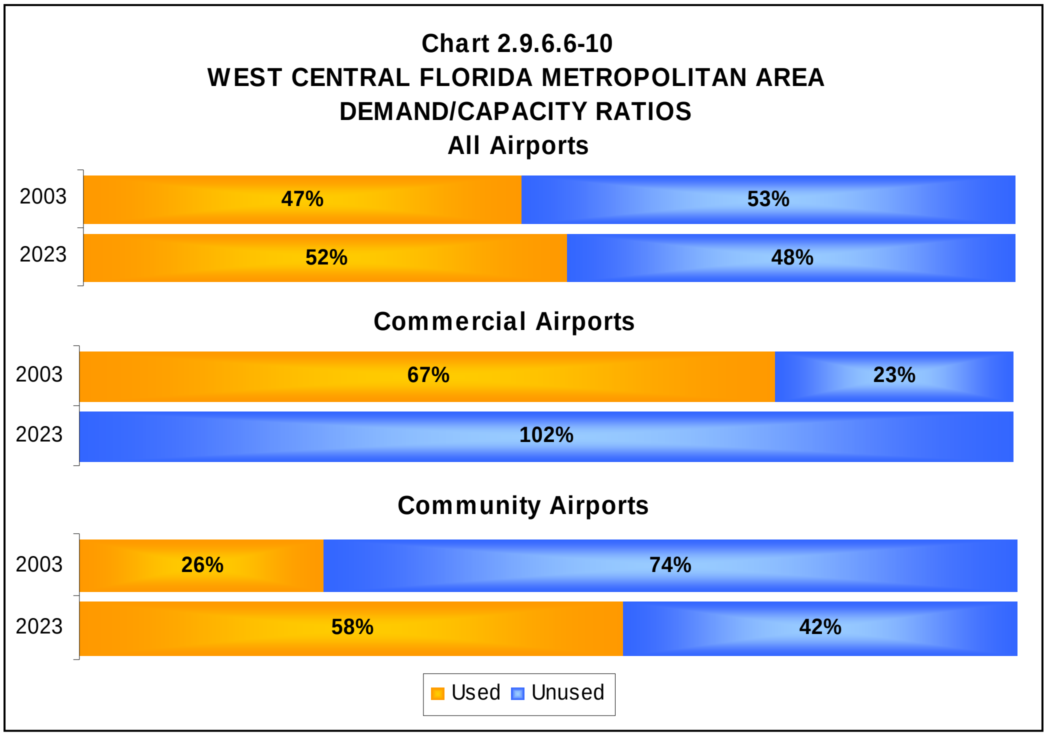


Chart 2.9.6.6-10
WEST CENTRAL FLORIDA METROPOLITAN AREA
DEMAND/CAPACITY RATIOS
All Airports
2003
47%
53%
2023
52%
48%
Commercial Airports
2003
67%
23%
2023
102%
Community Airports
2003
26%
74%
2023
58%
42%
Used
Unused

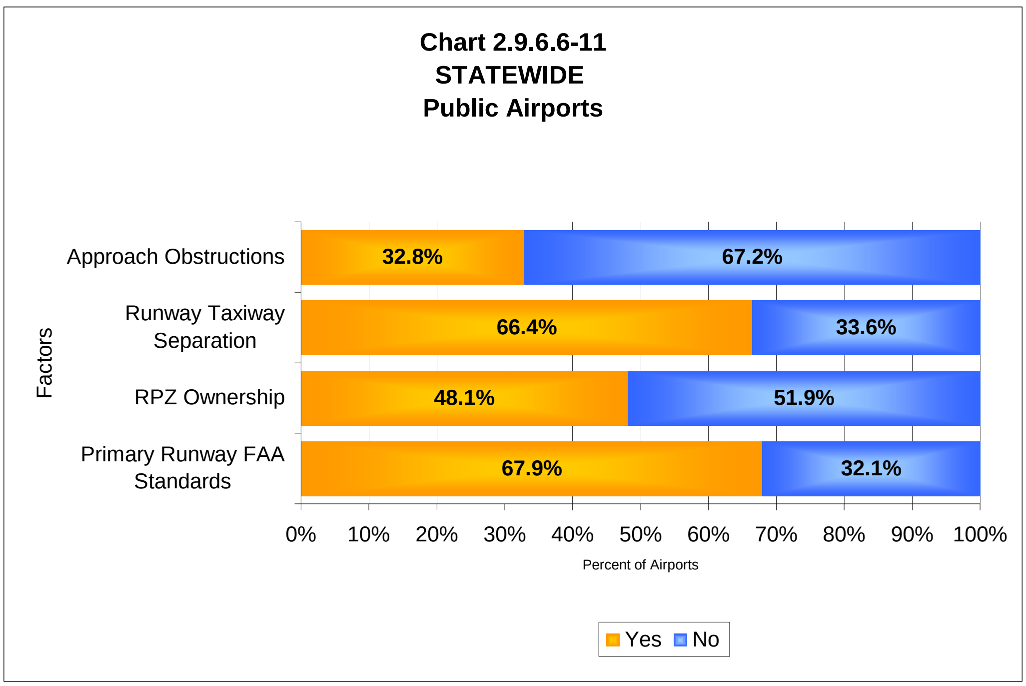
1.2 System Objective: Maintain Florida's public use airports in safe operating condition

In order to meet this objective, several critical factors were evaluated for each public airport in the system. Data from each airport was examined to determine whether airports reported that their primary runway is in compliance with FAA standards for each airport designated Airport Reference Code (ARC). The examination also included the consideration of compliance with FAA standards for runway-taxiway separation, the existence of obstructions to approaches, and ownership of land within runway protection zones (RPZ), as reported by the airports.

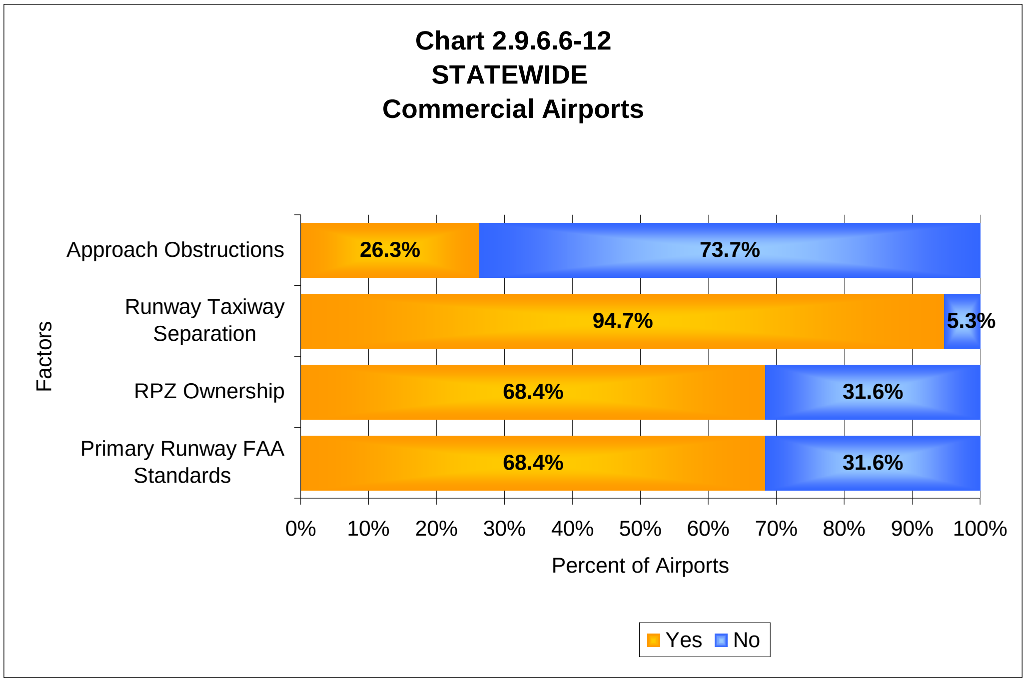
The system performance in regard to these measures is summarized for all commercial and community airports in the state and by CFASPP region in the following sections. Additionally, the system evaluation is summarized to indicate performance of commercial and community airports in the state and by CFASPP region.

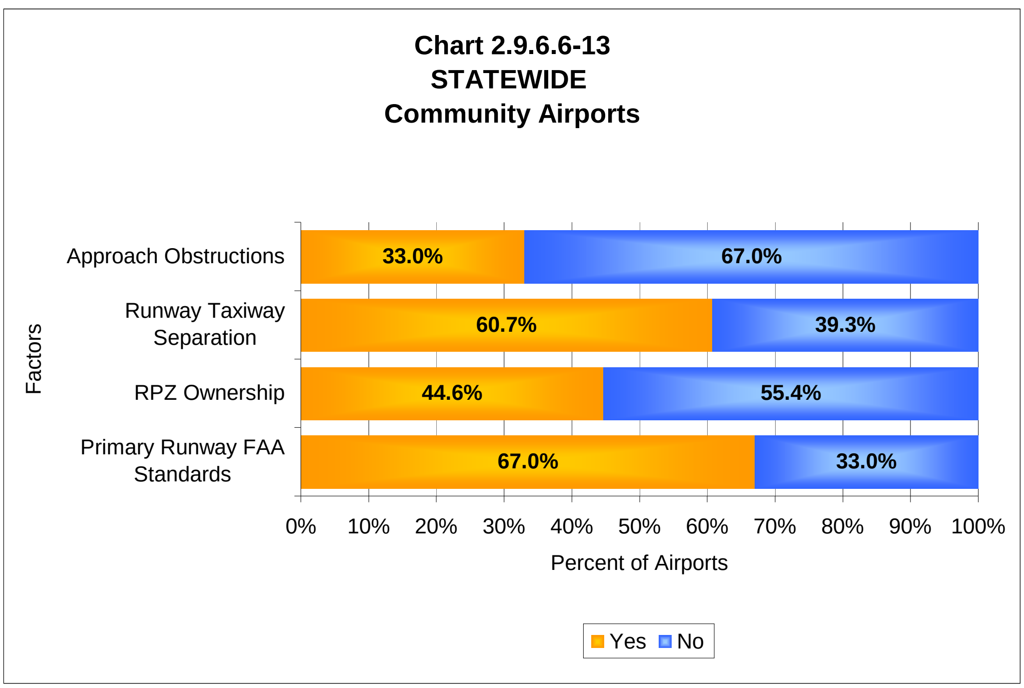
Statewide Summary

As indicated in **Chart 2.9.6.6-11**, approximately 67 percent of public airports in the state report no obstructions to approaches, while greater than 66 percent of all airports report that they meet runway-taxiway separation standards for their ARC. Nearly 68 percent of all public airports comply with FAA standards for primary runway geometry, however less than 50 percent of airports own all land within their respective RPZs.



As shown in **Chart 2.9.6.6-12**, commercial airports in the state perform better than community airports in most areas. For example, approximately 95 percent of all commercial airports meet FAA standards for runway-taxiway separation for their respective ARC; only 60 percent of community airports (**Chart 2.9.6.6-13**) meet standards. Similarly, commercial airports own a higher percentage of land within RPZs than community airports. Commercial and community airports are comparable in their compliance with FAA standards for primary runways, however community airports report more obstructions to their approaches than commercial airports in the state.

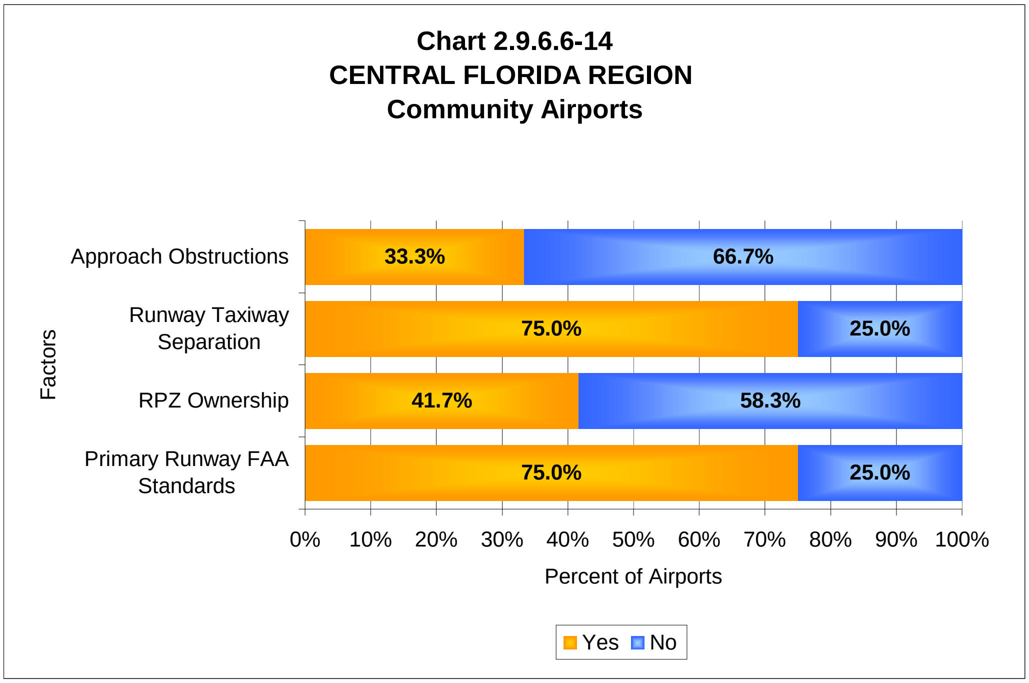




Regional Summaries

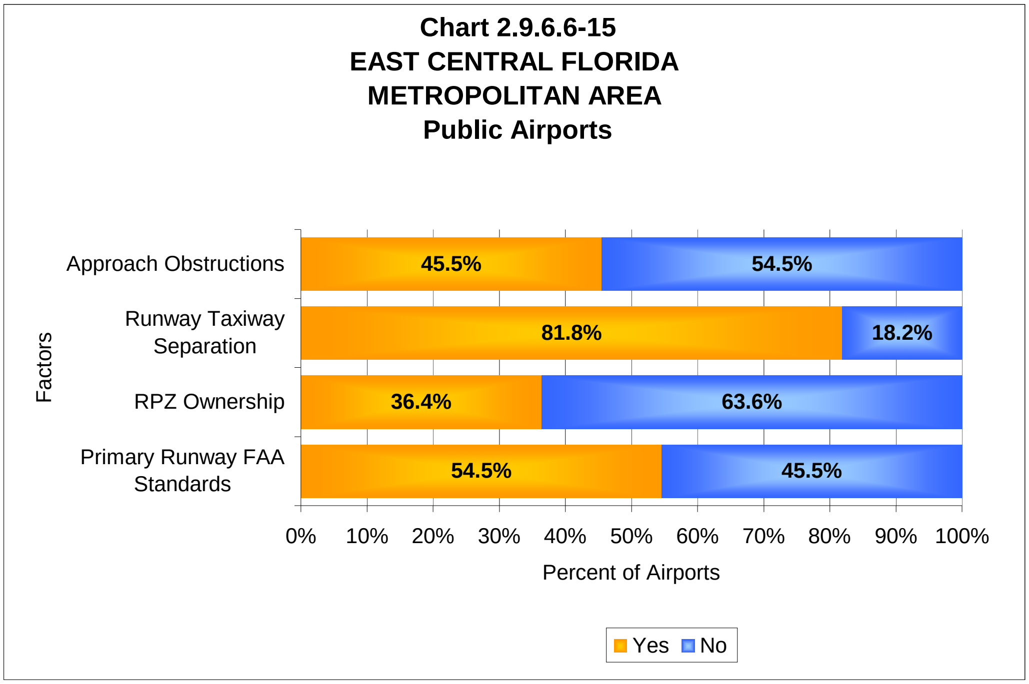
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-14,** 33 percent of all community airports in the Central Florida Region report obstructions that impact their approaches; approximately 42 percent of all airports own all land within their RPZs. As indicated, 75 percent of airports in the region meet both FAA standards for runway-taxiway separation and primary runway geometry dictated by each airport's ARC.

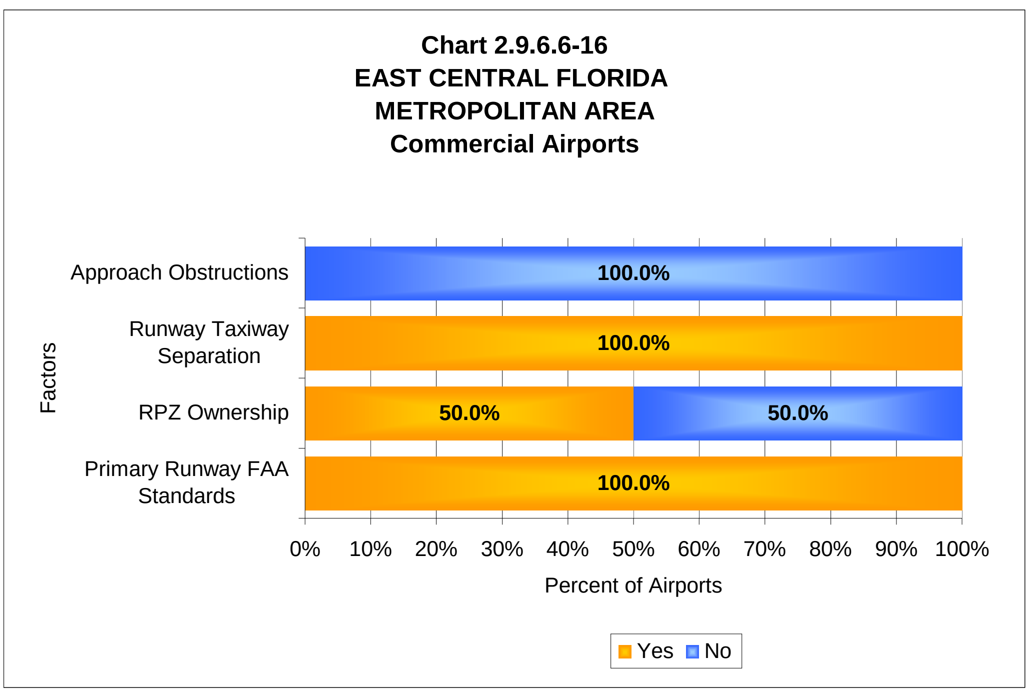


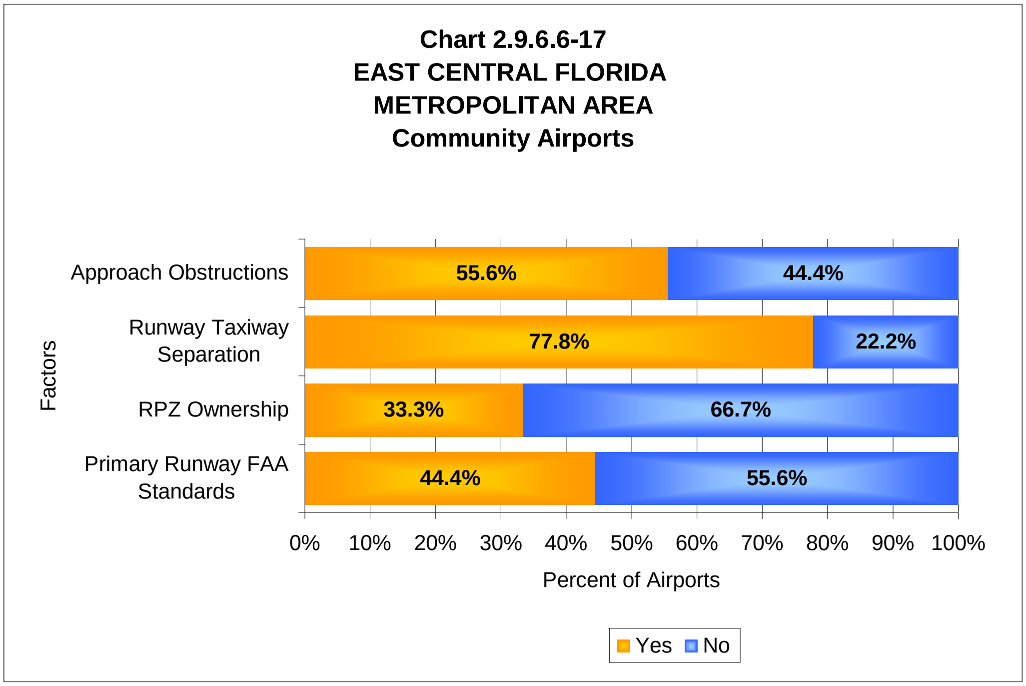
East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-15**, approximately 55 percent of all public airports in the East Central Florida Metropolitan Area report no obstructions to their approaches. Nearly 64 percent of airports report that they do not own all land within their RPZs. A high percentage (82 percent) of airports meet runway-taxiway separation standards for their ARC, and 55 percent of all public airports comply with FAA standards for primary runway geometry.



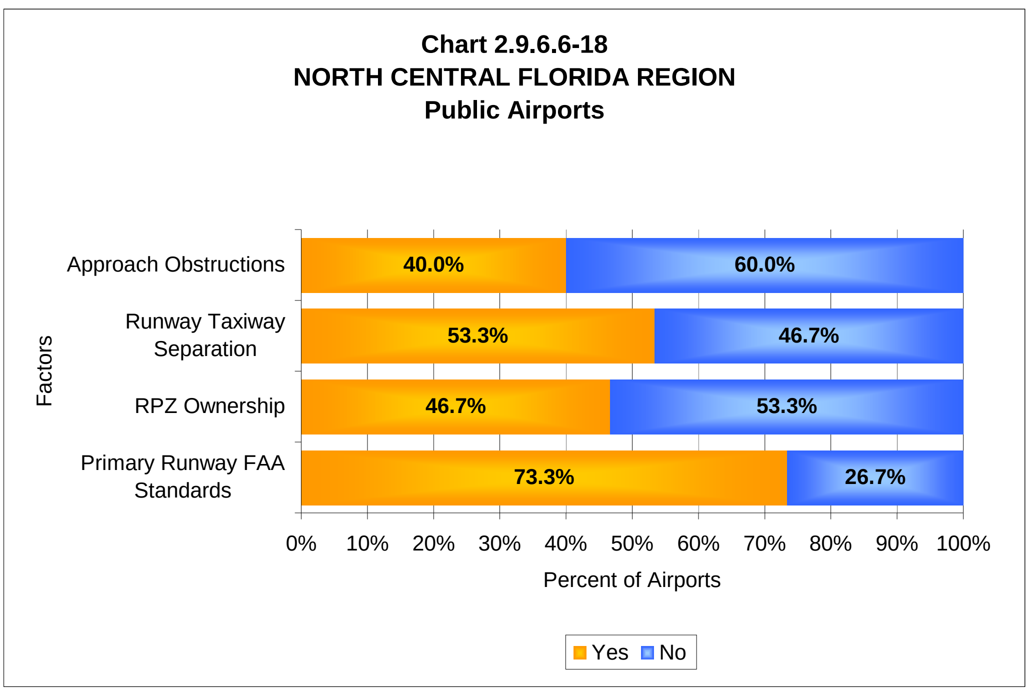
As shown in **Charts 2.9.6.6-16** and **2.9.6.6-17**, commercial airports in the East Central Florida Metropolitan Area out-perform community airports in all areas measured. For example, no commercial airports report obstructions, while 56 percent of community airports report obstructions to at least one of their approaches. Similarly, all commercial airports meet FAA standards for runway-taxiway separation while 22 percent of community airports do not. In addition, all commercial airports in the East Central Florida Metropolitan Area report compliance with FAA standards for their primary runways; 56 percent of all community airports do not comply with these standards. Half of the commercial airports and 67 percent of the community airports report that they do not own all land within their RPZs.



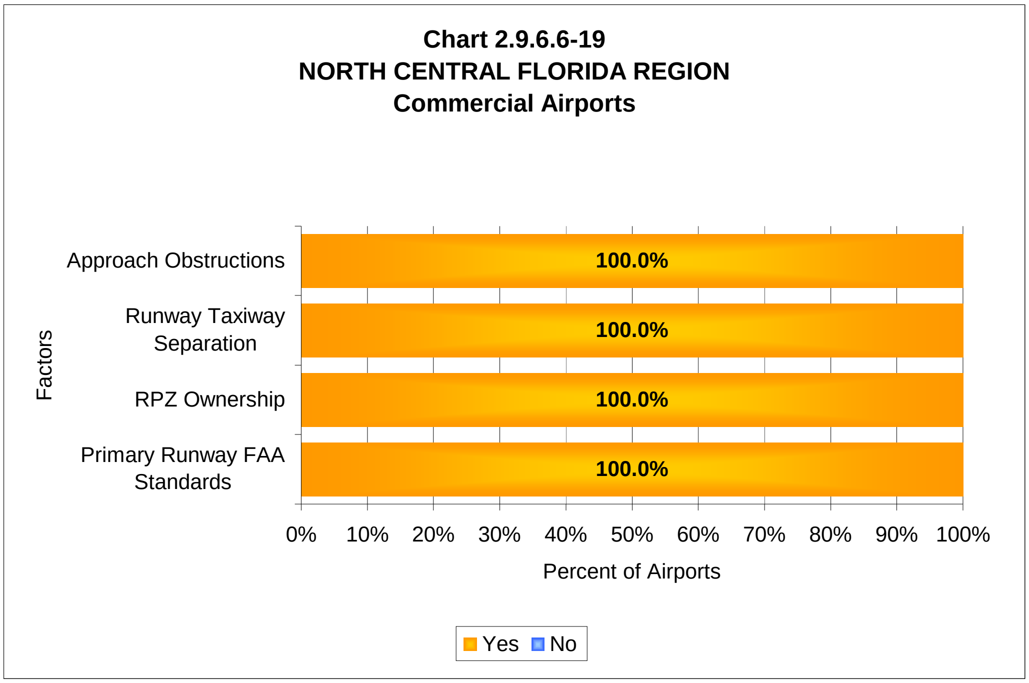


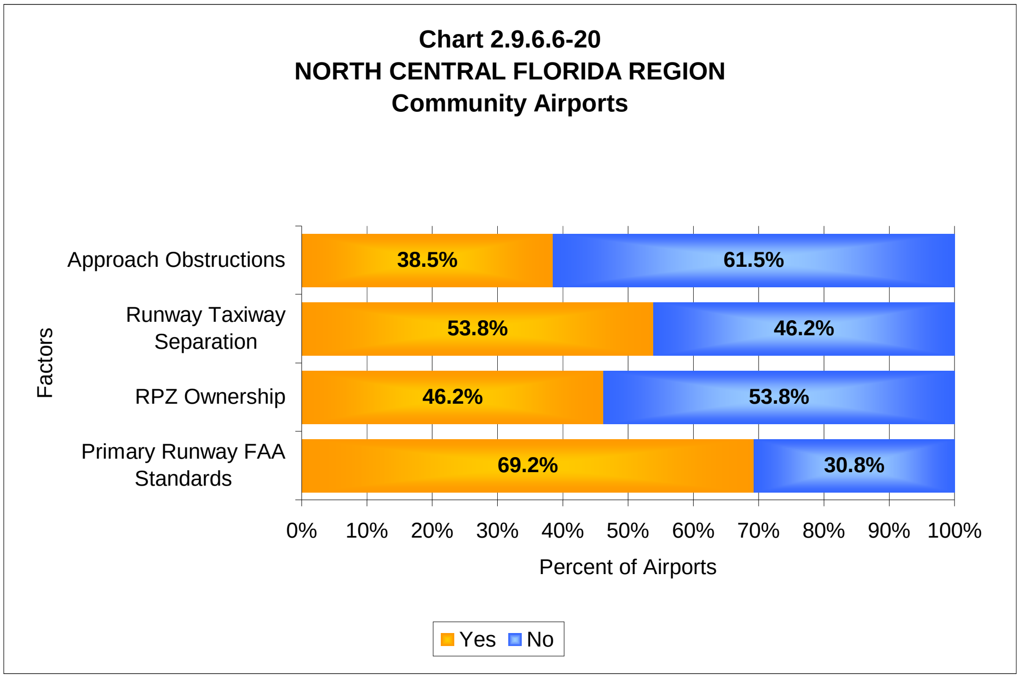
North Central Florida Region

As indicated in **Chart 2.9.6.6-18**, 60 percent of public airports in the North Central Florida Region report no obstructions to their approaches. Approximately 53 percent of all airports report that they do not own all land within their RPZs. A high percentage (73 percent) of airports report that they meet FAA standards for primary runway geometry, and 53 percent of all public airports comply with runway-taxiway separation standards for their ARC.



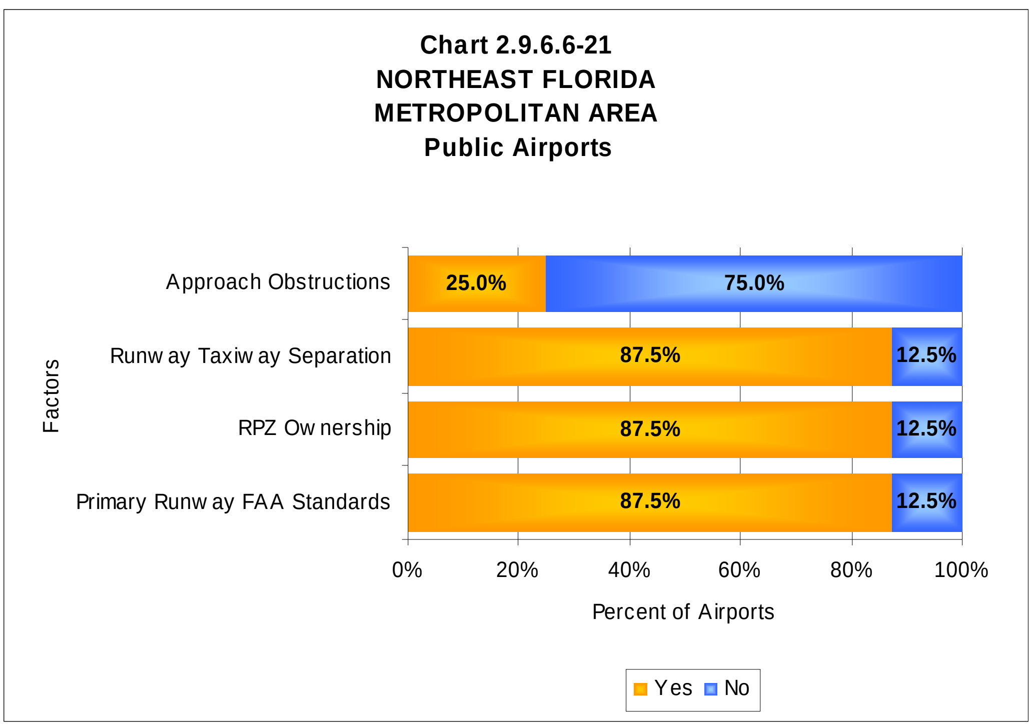
As shown in **Chart 2.9.6.6-19**, the commercial airport located in the North Central Florida Region performs exceptionally well in all areas measured. The airport reports no obstructions, ownership of all land within RPZs, and compliance with FAA standards for both the primary runway and runway-taxiway separation. Community airport facilities do not fare so well (see **Chart 2.9.6.6-20**). Greater than 69 percent comply with FAA standards for primary runway geometry. Approximately 54 percent of all community airports meet runway-taxiway separation requirements for their ARC; 62 percent of all community airports report no obstructions to at least one of their approaches. Only 46 percent of community airports own all land within their RPZs.



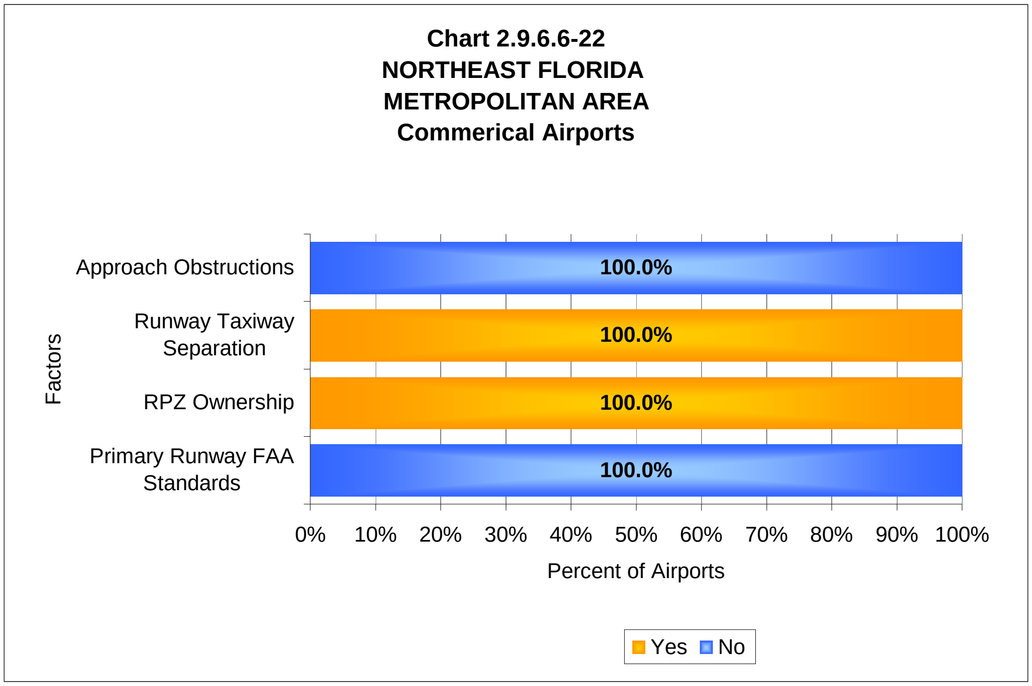


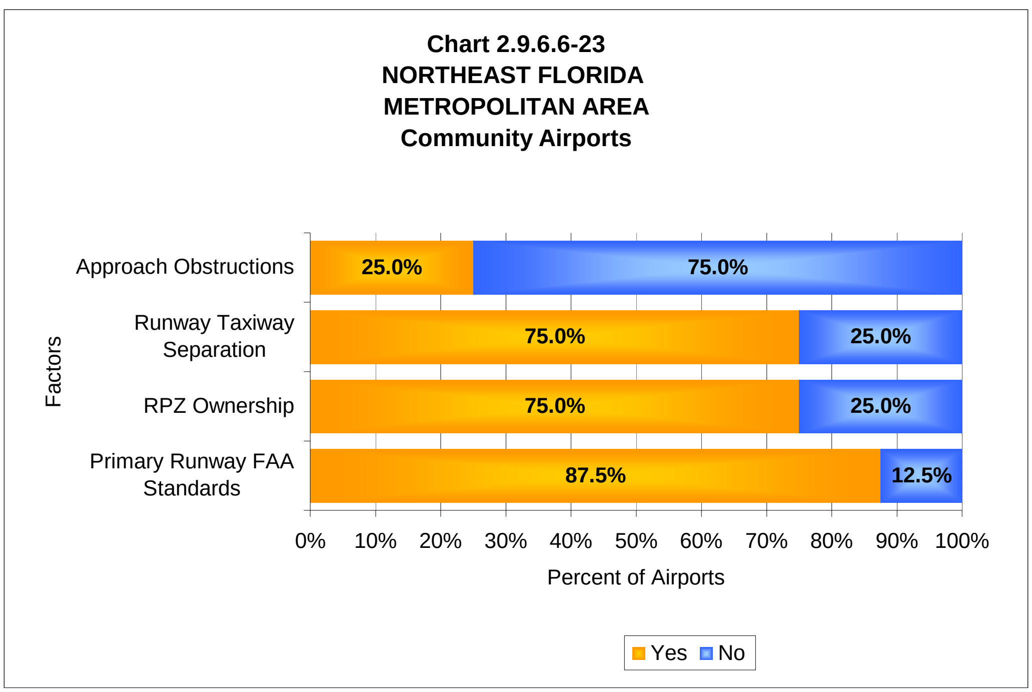
Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-21**, the eight public airports located in the Northeast Florida Metropolitan Area perform very well. Approximately 75 percent of all public airports report no obstructions to their approaches. More than 87 percent of all airports report that they own all land within their RPZs, in addition to meeting FAA standards for both their primary runway and their runway-taxiway separation for their ARC.



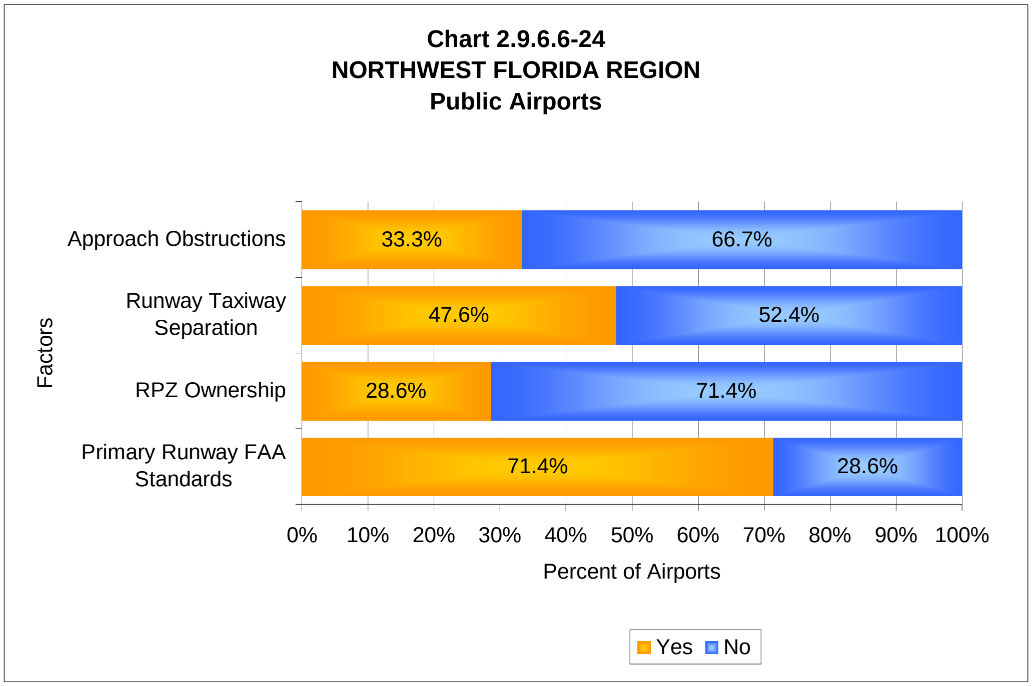
As shown in **Charts 2.9.6.6-22**, the commercial airport located in the Northeast Florida Metropolitan Area performs exceptionally well in several areas measured. The airport reports no obstructions, ownership of all land within RPZs, and compliance with FAA standards for runway-taxiway separation. However, the one commercial airport reports that it does not meet FAA standards for its primary runway. Community airport facilities fare well (see **Chart 2.9.6.6-23**), with greater than 75 percent reporting no obstructions to at least one of their approaches; 87 percent of all community airports report that they are in compliance with FAA standards for primary runway specifications. Additionally, 75 percent of community airports meet runway-taxiway separation requirements for their ARC, and 75 percent own all land within their RPZs.





Northwest Florida Region

As indicated in **Chart 2.9.6.6-24**, approximately 67 percent of public airports in the Northwest Florida Region report no obstructions to their approaches. More than 71 percent of airports report that they do not own all land within their RPZs. Additionally, just 47 percent of all airports comply with runway-taxiway separation standards for their ARC, while over 71 percent of all airports report they meet FAA standards for their primary runway.



As shown in **Chart 2.9.6.6-25**, the commercial airports located in the Northwest Florida Region perform well in all areas measured. Greater than 76 percent of all commercial airports report no obstructions to their approaches, and all commercial airports meet FAA standards for runway-taxiway separation. Additionally, 75 percent of all commercial airports comply with FAA standards for their primary runways. Only 24 percent of all community airports report ownership of all land within their RPZs (see **Chart 2.9.6.6-26**), and 35 percent meet FAA standards for runway-taxiway separation for their ARC. However, nearly 65 percent of community airports report no obstructions to at least one of their approaches, and 71 percent comply with FAA standards for their primary runways.

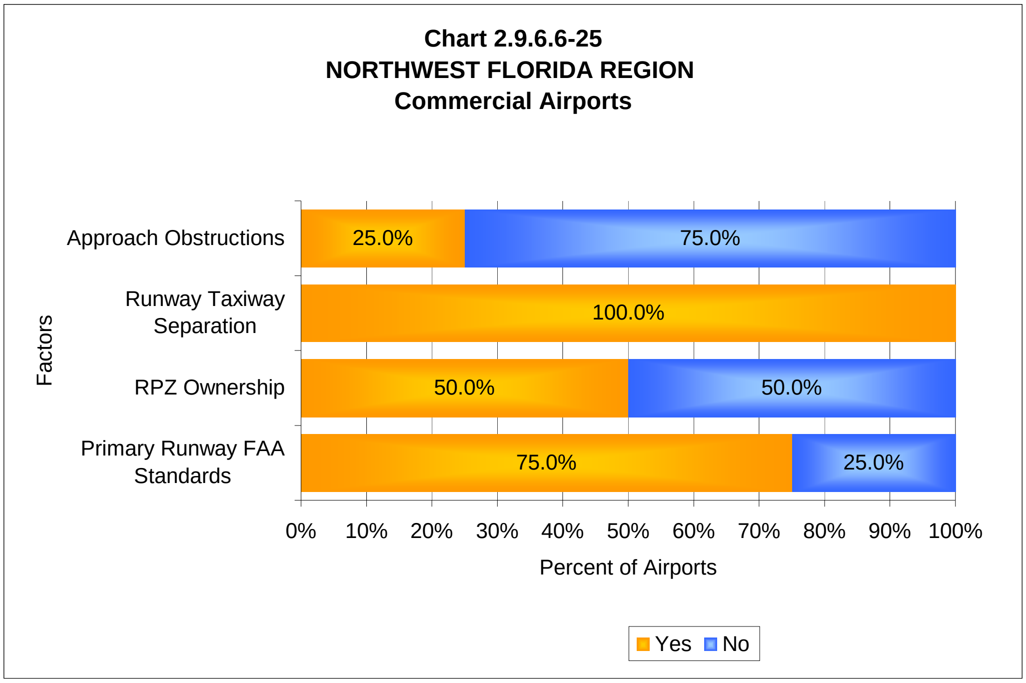


Chart 2.9.6.6-25
NORTHWEST FLORIDA REGION
Commercial Airports
Factors
Approach Obstructions
Runway Taxiway Separation
RPZ Ownership
Primary Runway FAA Standards
25.0%
75.0%
100.0%
50.0%
50.0%
75.0%
25.0%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
Yes
No

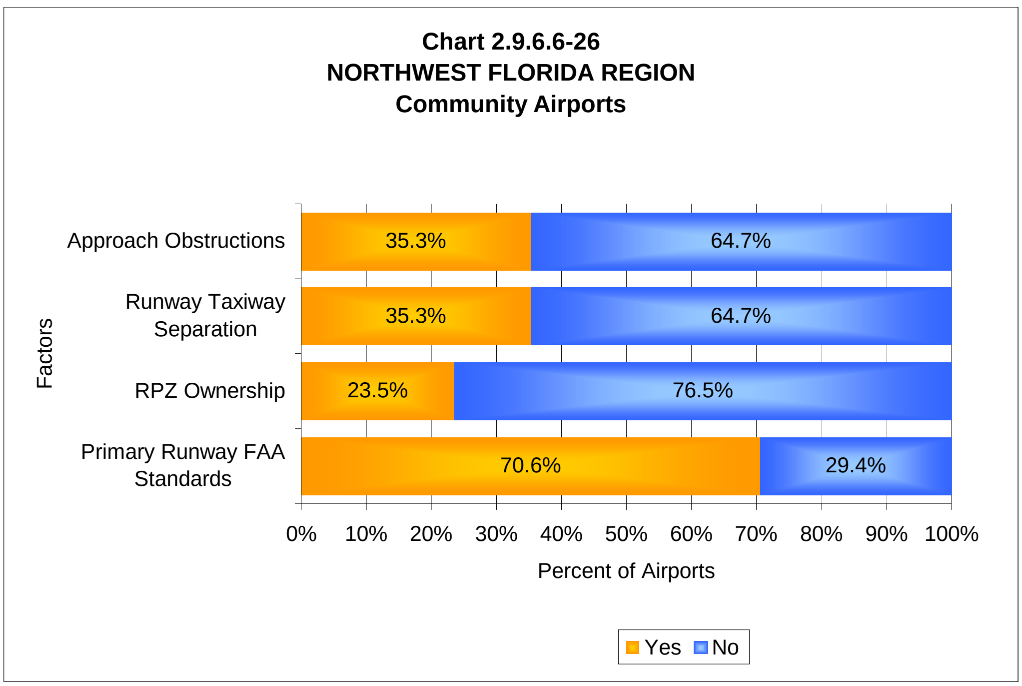
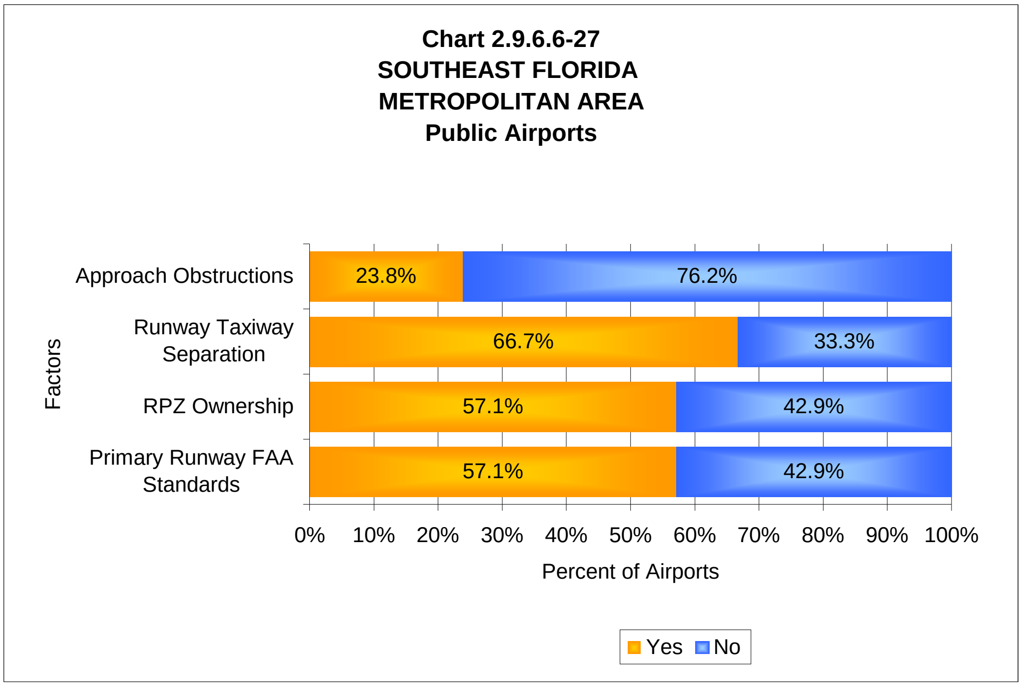


Chart 2.9.6.6-26
NORTHWEST FLORIDA REGION
Community Airports
Factors
Approach Obstructions
Runway Taxiway Separation
RPZ Ownership
Primary Runway FAA Standards
35.3%
64.7%
35.3%
64.7%
23.5%
76.5%
70.6%
29.4%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
Yes
No

Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-27**, approximately 76 percent of all public airports in the Southeast Florida Metropolitan Area report no obstructions to their approaches. Airports in this area perform well in other areas measured, with 67 percent of all airports reporting they are in compliance with runway-taxiway separation standards for their ARC, and greater than 57 percent of all airports maintain ownership of all land within their RPZs and are in compliance with FAA standards for their primary runway.



As shown in **Charts 2.9.6.6-28** and **2.9.6.6-29**, the commercial and community airports located in the Southeast Florida Metropolitan Area perform well in several areas measured. Greater than 82 percent of community airports report no obstructions to their approaches, and nearly 65 percent of the community airports report they meet FAA standards for their primary runway. Additionally, nearly 59 percent of all community airports meet runway-taxiway separation standards for their ARC, and about 53 percent report they own all land within their RPZs. All commercial airports in the Southeast Florida Metropolitan Area meet FAA standards for runway-taxiway separation for their ARC, and 75 percent of these airports own all land with their RPZs. Only 25 percent of the commercial airports in this region report they comply with FAA standards for their primary runways. Two out of the four commercial airports in this area report obstructions to at least one of their approaches.

Chart 2.9.6.6-28
SOUTHEAST FLORIDA METROPOLITAN AREA
Commercial Airports

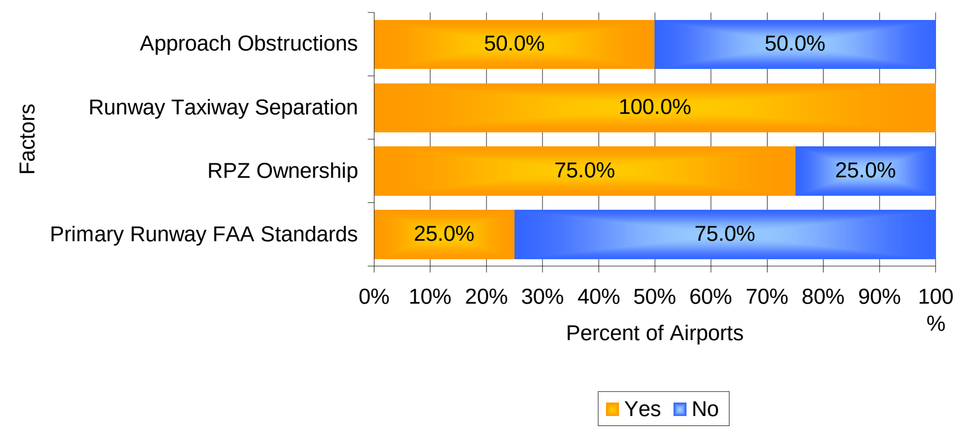
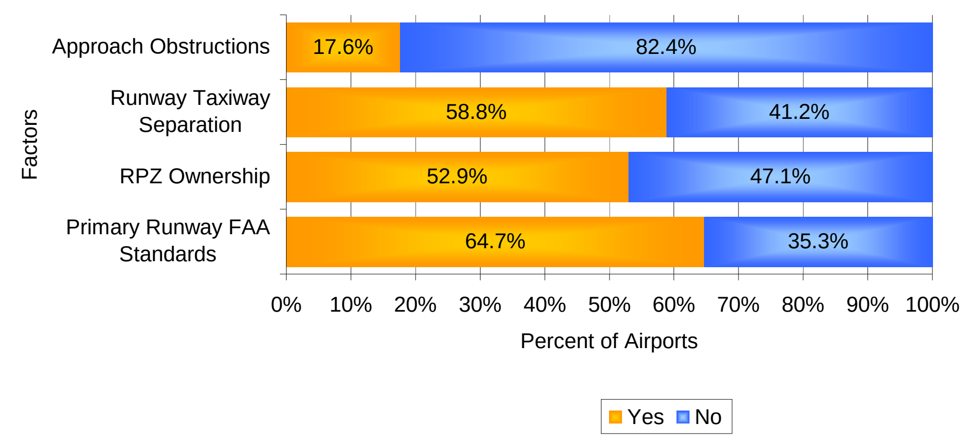
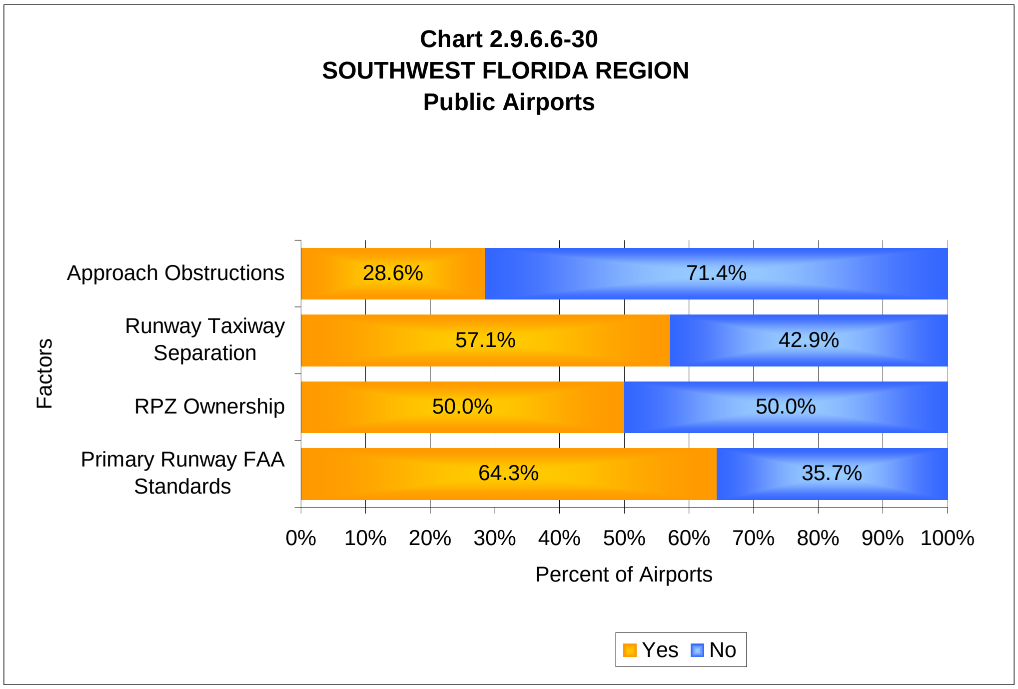


Chart 2.9.6.6-29
SOUTHEAST FLORIDA METROPOLITAN AREA
Community Airports



Southwest Florida Region

As indicated in **Chart 2.9.6.6-30**, approximately 71 percent of all public airports in the Southwest Florida Region report no obstructions to their approaches. Airports in this area perform well in other areas measured, with more than 64 percent of all airports reporting they are in compliance with FAA standards for their primary runway, and over 57 percent of all airports report they meet runway-taxiway separation standards for their ARC. Half of all airports maintain ownership of all land within their RPZs.



As shown in **Chart 2.9.6.6-31**, the three commercial airports located in the Southwest Florida Region perform well in all areas measured. Two commercial airports report both no obstructions to their approaches, and ownership of all land with their RPZs. All commercial airports report meeting FAA standards for their primary runway and runway-taxiway requirements for their ARC. As illustrated in **Chart 2.9.6.6-32,** 73 percent of all community airports in the Southwest Florida Region report no obstructions to their approaches, and nearly 55 percent of all community airports report they comply with FAA standards for their primary runways. Additionally, 46 percent of all community airports report they meet FAA standards for runway-taxiway separation for their ARC and own all land with their RPZs.

Chart 2.9.6.6-31
SOUTHWEST FLORIDA REGION
Commercial Airports

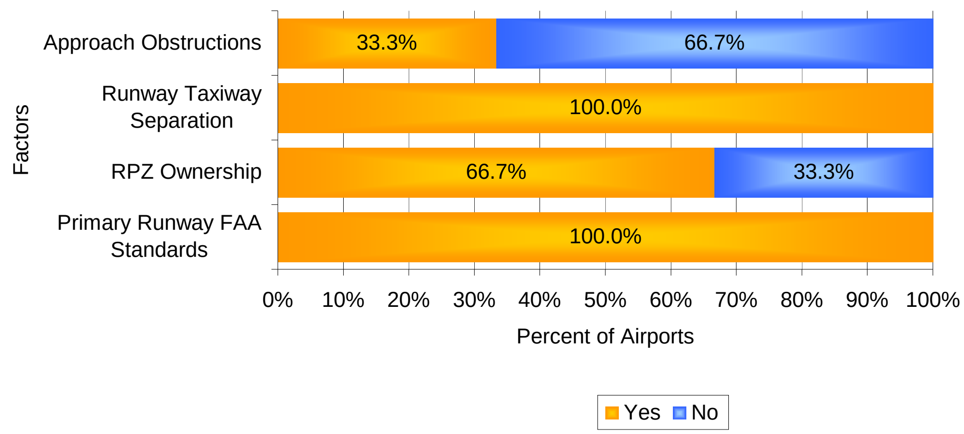
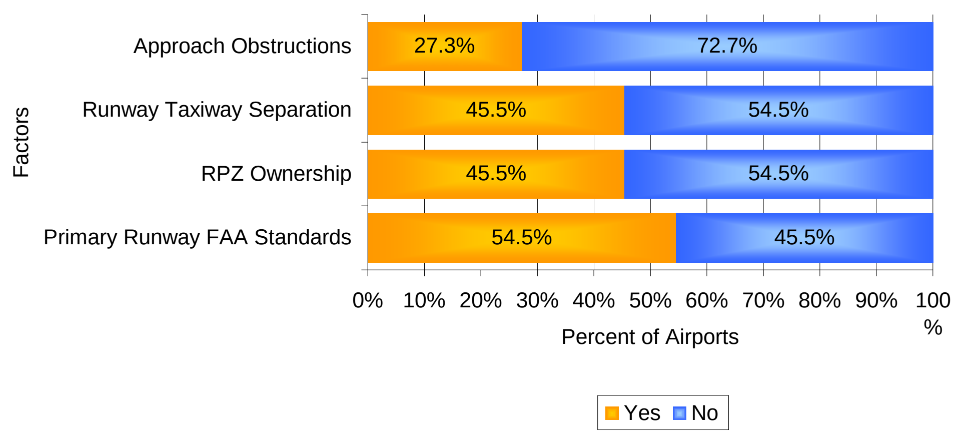
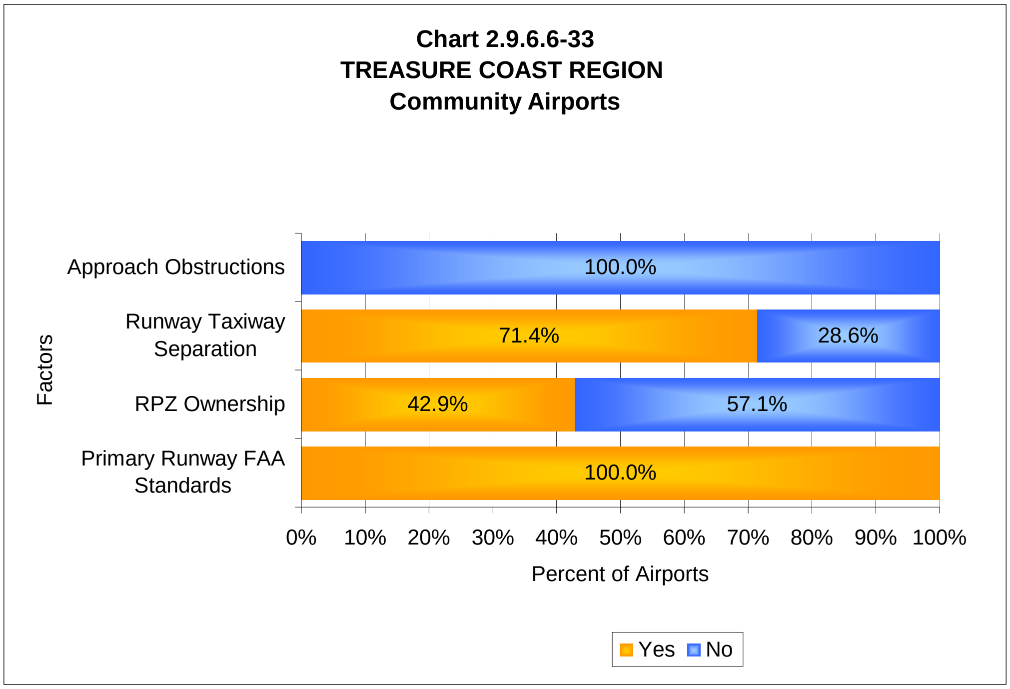


Chart 2.9.6.6-32
SOUTHWEST FLORIDA REGION
Community Airports



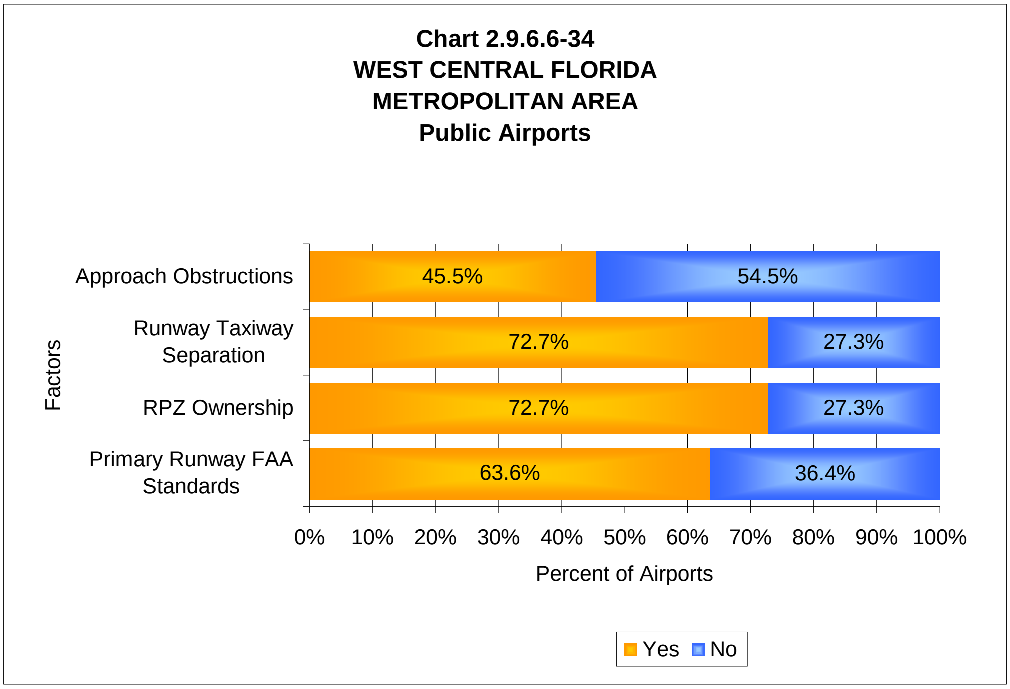
Treasure Coast Region

There are no commercial airports located in the Treasure Coast Region; however, the seven community airports in the region perform well in several of the areas measured. As indicated in **Chart 2.9.6.6-33**, all community airports in the Treasure Coast Region report no obstructions to their approaches, and all report they are in compliance with FAA standards for their primary runway. Approximately 71 percent of airports in this region meet FAA standards for runway-taxiway separation for their ARC, and 43 percent of all airports report they maintain ownership of all land within their RPZs.



West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-34**, approximately 55 percent of public airports in the West Central Florida Metropolitan Area report no obstructions to their approaches. Airports in this region perform well in other areas measured, with nearly 73 percent of all airports reporting they are in compliance with runway-taxiway separation standards for their ARC. Approximately 73 percent of all airports report they maintain ownership of all land within their RPZs, and 64 percent of all public airports in the area are in compliance with FAA standards for their primary runway.



As shown in **Charts 2.9.6.6-35**, the two commercial airports located in the West Central Florida Metropolitan Area perform well in several areas measured. Both commercial airport facilities report no obstructions to their approaches, compliance with FAA standards for runway-taxiway separation standards for their ARC, and ownership of all land within their RPZs. However, both commercial airports do not meet FAA standards for their primary runway. As indicated in **Chart 2.9.6.6-36,** 78 percent of the community airports in the area report they comply with FAA standards for their primary runways, while 56 percent of community airports report obstructions to at least one of their approaches. Approximately 67 percent of community airports in this area report they meet FAA standards for runway-taxiway separation for their ARC and maintain ownership of all land with their RPZs.

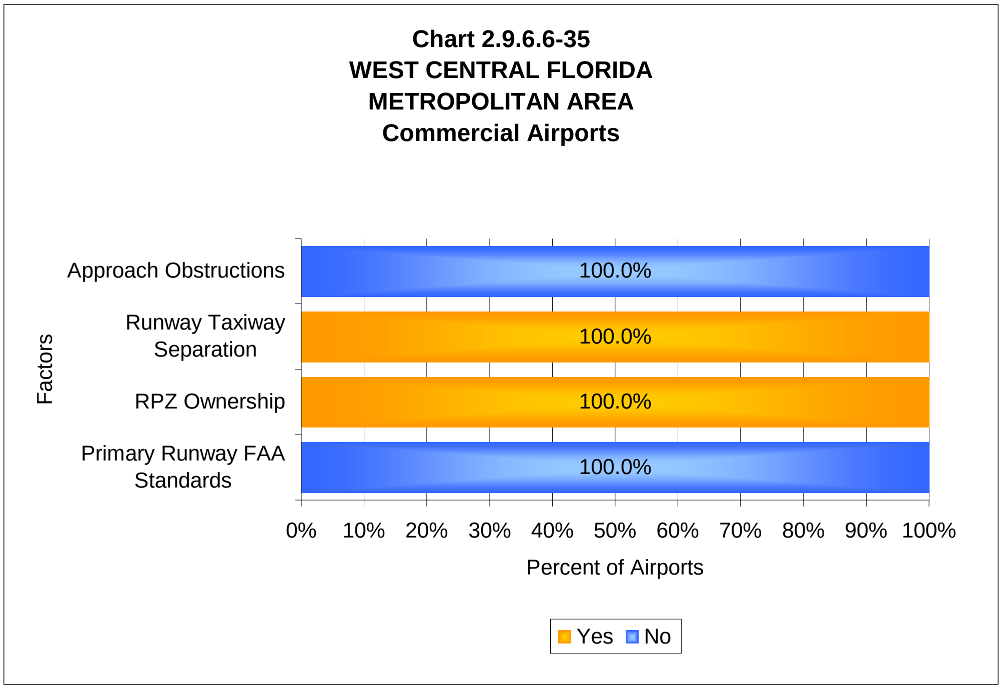


Chart 2.9.6.6-35
WEST CENTRAL FLORIDA
METROPOLITAN AREA
Commercial Airports
Factors
Approach Obstructions
Runway Taxiway Separation
RPZ Ownership
Primary Runway FAA Standards
100.0%
100.0%
100.0%
100.0%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
Yes
No

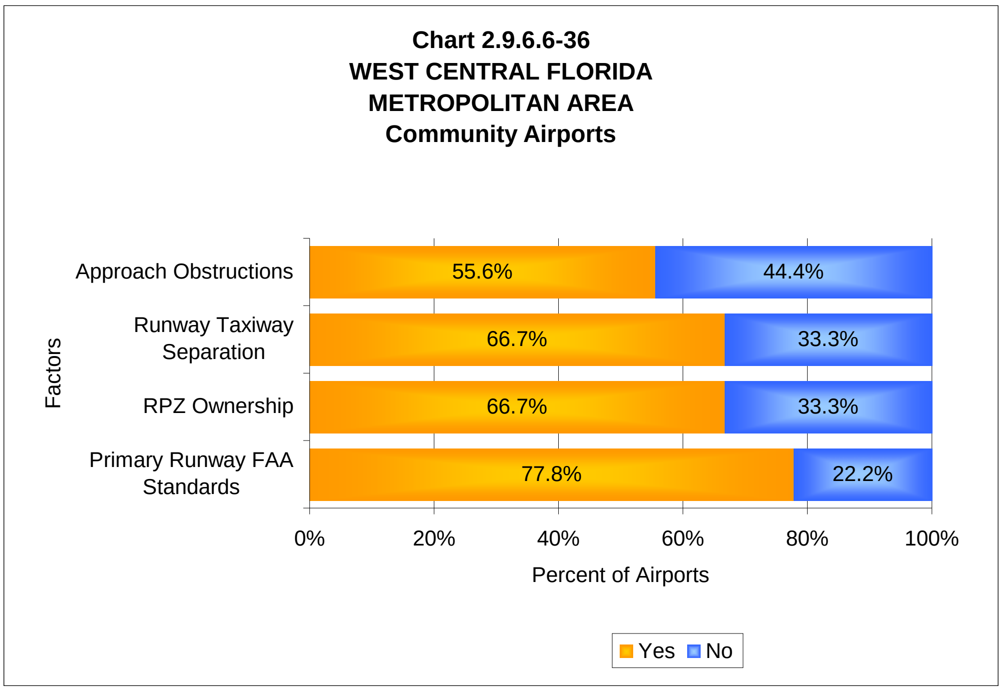


Chart 2.9.6.6-36
WEST CENTRAL FLORIDA
METROPOLITAN AREA
Community Airports
Factors
Approach Obstructions
Runway Taxiway Separation
RPZ Ownership
Primary Runway FAA Standards
55.6%
44.4%
66.7%
33.3%
66.7%
33.3%
77.8%
22.2%
0%
20%
40%
60%
80%
100%
Percent of Airports
Yes
No

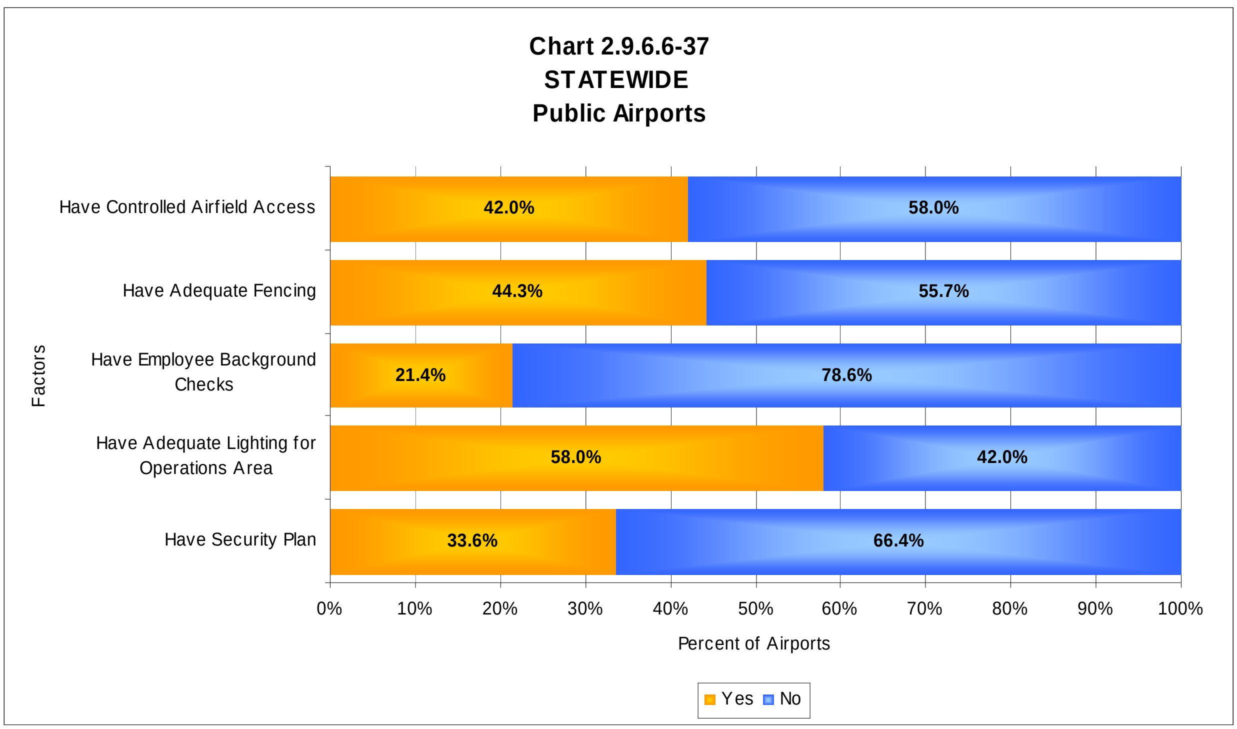
1.3 System Objective: Address security needs at all airports

In order to meet this objective, several critical factors were evaluated for each public airport in the system. Data from each airport was examined to determine whether airports reported that they have a security plan in place, that they have background checks for potential employees, and whether they have controlled airfield access. The examination also included the consideration of information regarding the adequacy of fencing and lighting of aircraft operations areas.

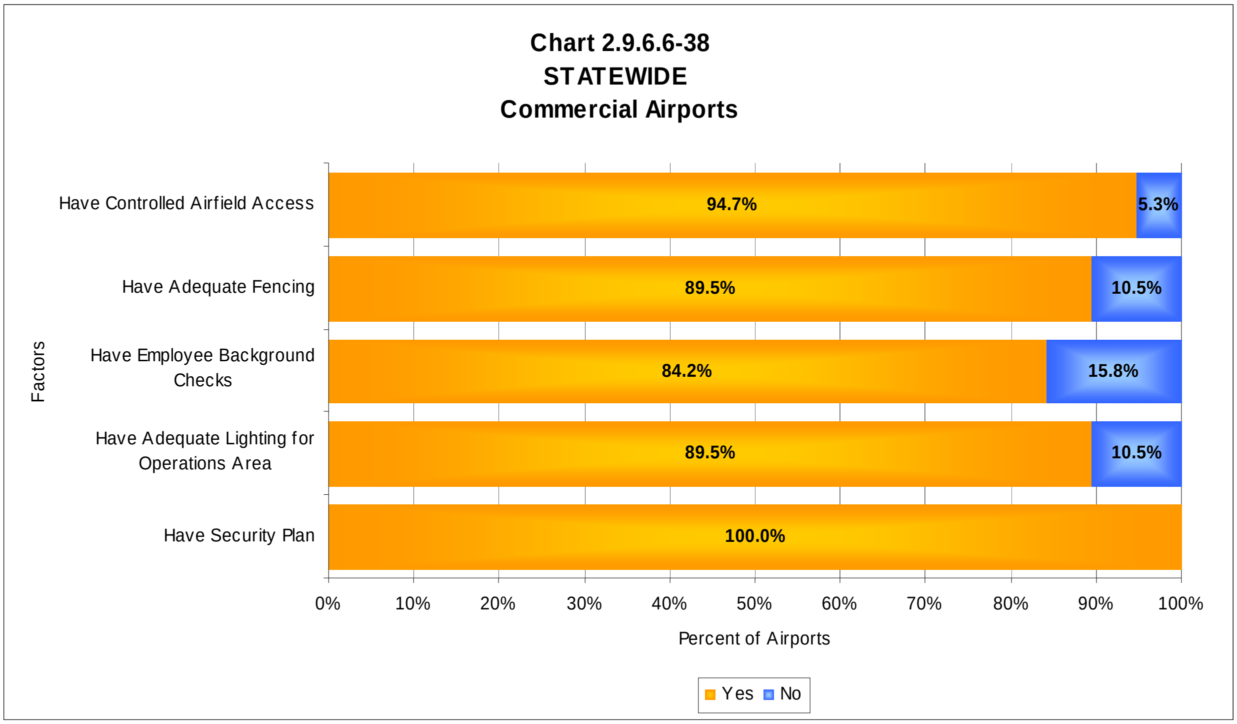
The system performance in regard to these measures is summarized for all commercial and community airports in the state and by CFASPP region in the following sections. Additionally, the system evaluation is summarized to indicate performance of commercial and community airports in the state and by CFASPP region.

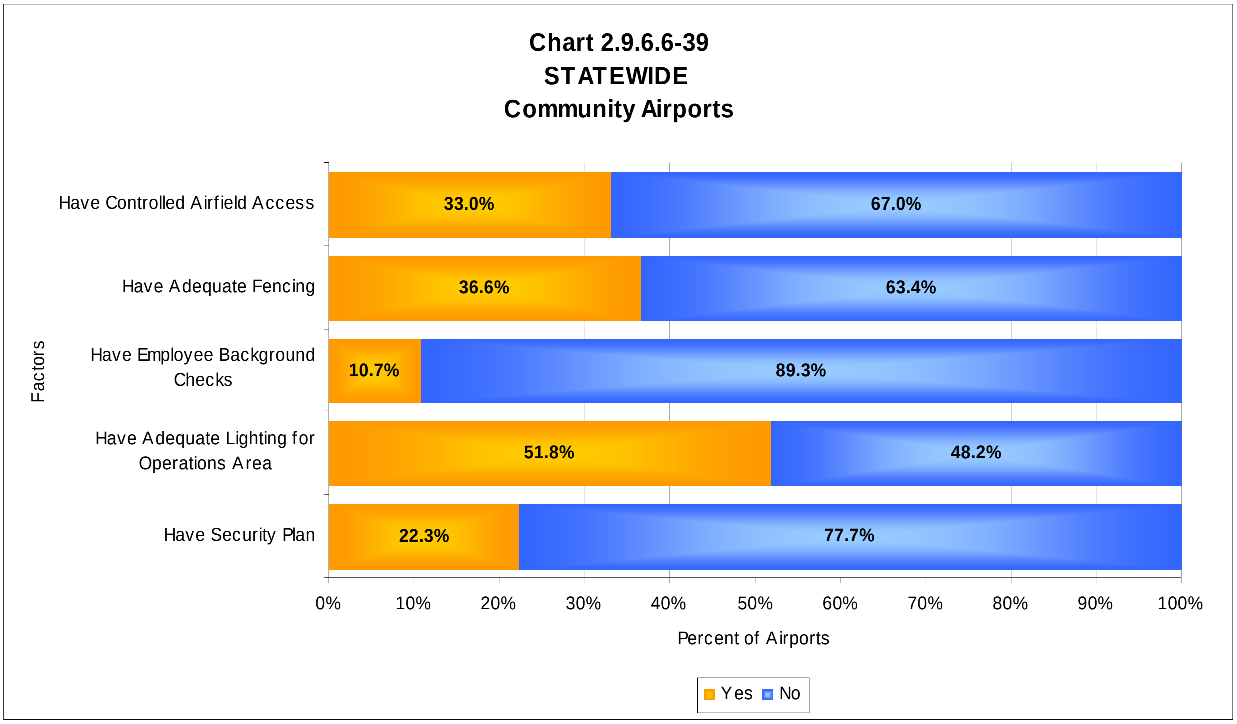
Statewide Summary

As indicated in **Chart 2.9.6.6-37**, approximately 58 percent of public airports in the state report that they do not control access to their airfield, while nearly 56 percent do not have adequate fencing. Approximately 21 percent of all public airports conduct criminal background checks for potential employees and 34 percent maintain a security plan. Roughly 60 percent of airports in the state have adequate lighting for aircraft security needs.



As shown in **Chart 2.9.6.6-38**, commercial airports in the state perform better than community airports in all areas measured. For example, all commercial airports maintain a security plan; only 22 percent of all community airports report that they now have a security plan. Similarly, 95 percent of the commercial airports control access to their airfield; 90 percent report adequate fencing; 84 percent conduct criminal background checks for potential employees; and, approximately 90 percent have adequate lighting as it relates to aircraft security needs. As displayed in **Chart 2.9.6.6-39**, community airports in the state report that 33 percent of airports control access to their airfield; 37 percent of community airports report adequate fencing; 11 percent conduct criminal background checks for potential employees; and, approximately 52 percent have adequate lighting for aircraft security needs.

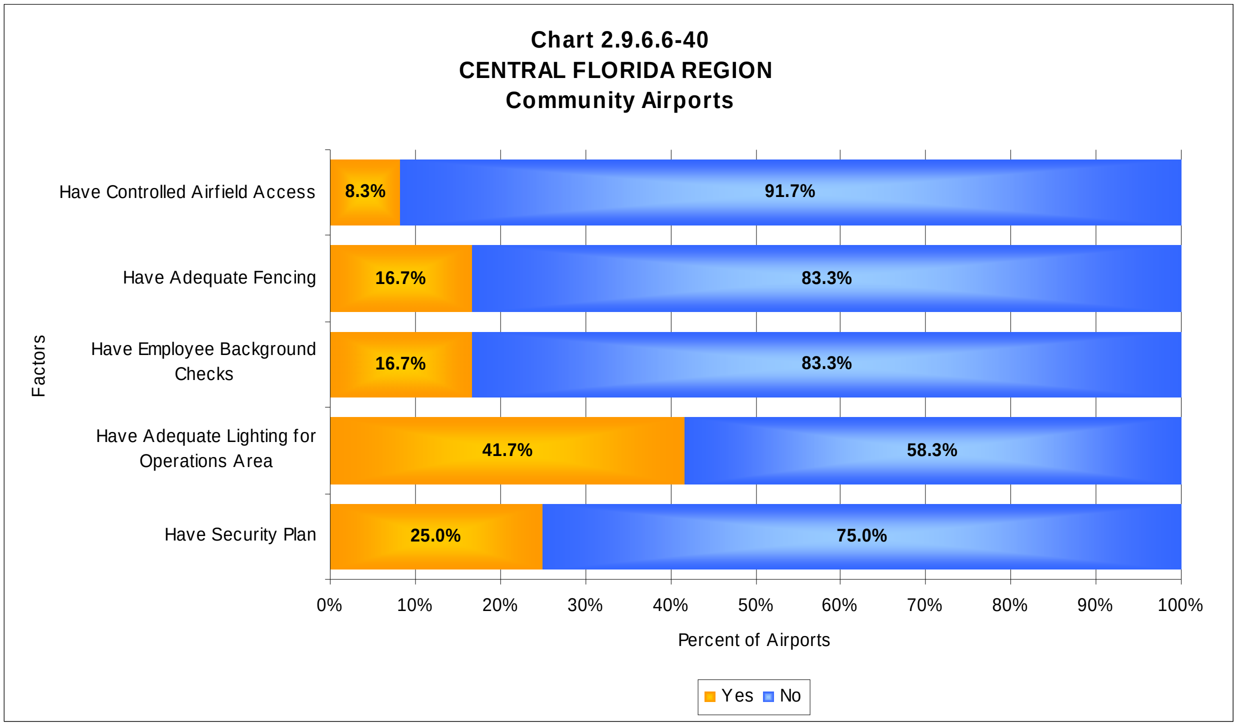




Regional Summaries

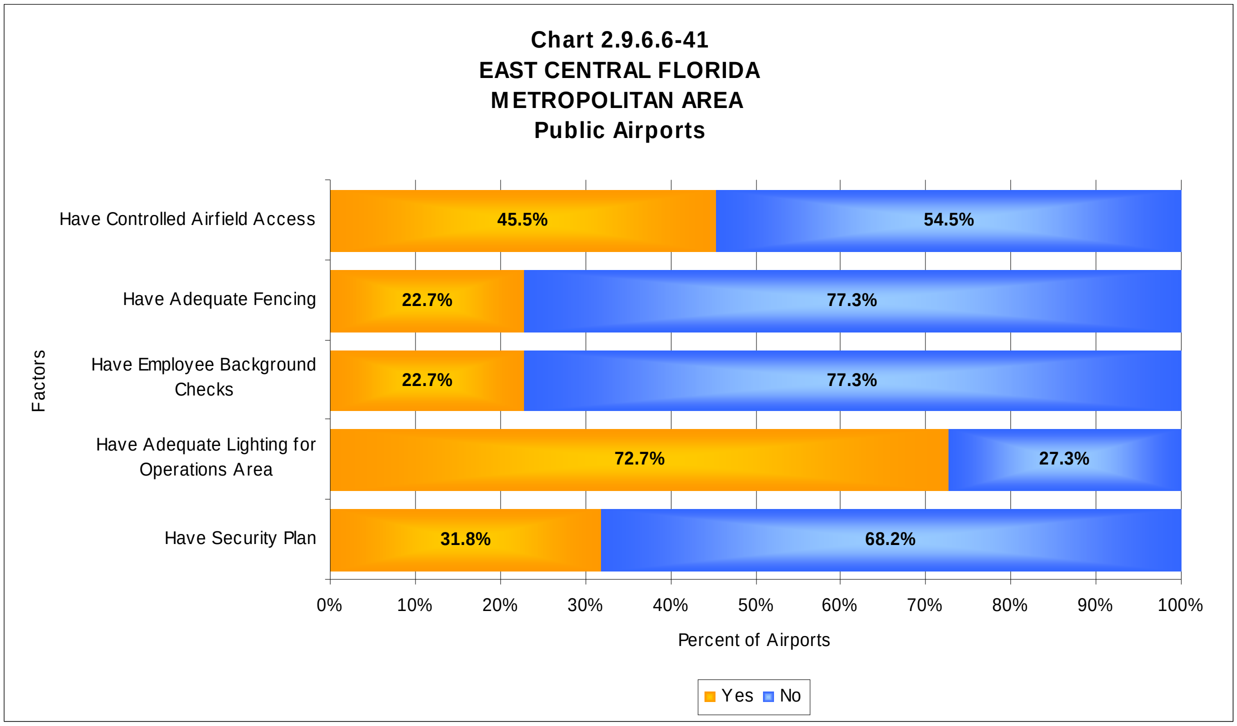
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-40**, approximately 92 percent of the 12 community airports located in the Central Florida Region report that they do not currently control access to their airfield, while nearly 83 percent report they do not have adequate fencing. Approximately 17 percent of all community airports conduct criminal background checks for potential employees and 25 percent report they have a security plan. Roughly 42 percent of airports in this region have adequate lighting in areas of aircraft operations.



East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-41**, approximately 55 percent of all public airports in the East Central Florida Metropolitan Area report that they do not control access to their airfield, while 77 percent do not have adequate fencing. Approximately 23 percent of all public airports conduct criminal background checks for potential employees and 32 percent report they have a security plan. Nearly 73 percent of airports in this region have adequate lighting in areas of aircraft operations.



As shown in **Chart 2.9.6.6-42**, commercial airports in the East Central Florida Metropolitan Area perform excellently in all areas measured. As indicated, all four commercial airports in this region control airfield access, have adequate fencing and lighting, conduct criminal background checks for potential employees, and maintain security plans. As displayed in **Chart 2.9.6.6-43** The 18 community airports in this region do not perform as well. Approximately 67 percent of the community airports report that they do not control access to their airfield, while just six percent report adequate fencing and conduct criminal background checks for potential employees. While 67 percent report adequate lighting in areas supporting aircraft operations, just 17 percent of all community airports in the region have a security plan.

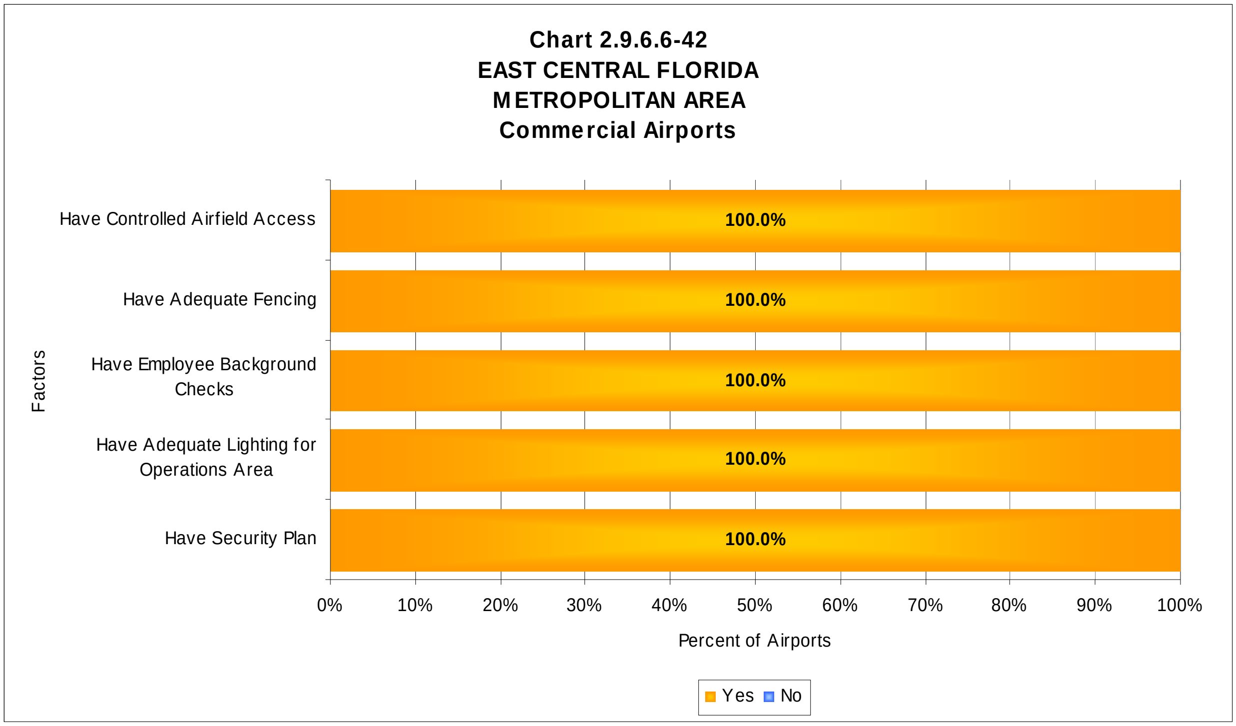


Chart 2.9.6.6-42
EAST CENTRAL FLORIDA
METROPOLITAN AREA
Commercial Airports
Factors
Have Controlled Airfield Access
Have Adequate Fencing
Have Employee Background Checks
Have Adequate Lighting for Operations Area
Have Security Plan
100.0%
100.0%
100.0%
100.0%
100.0%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
Yes
No

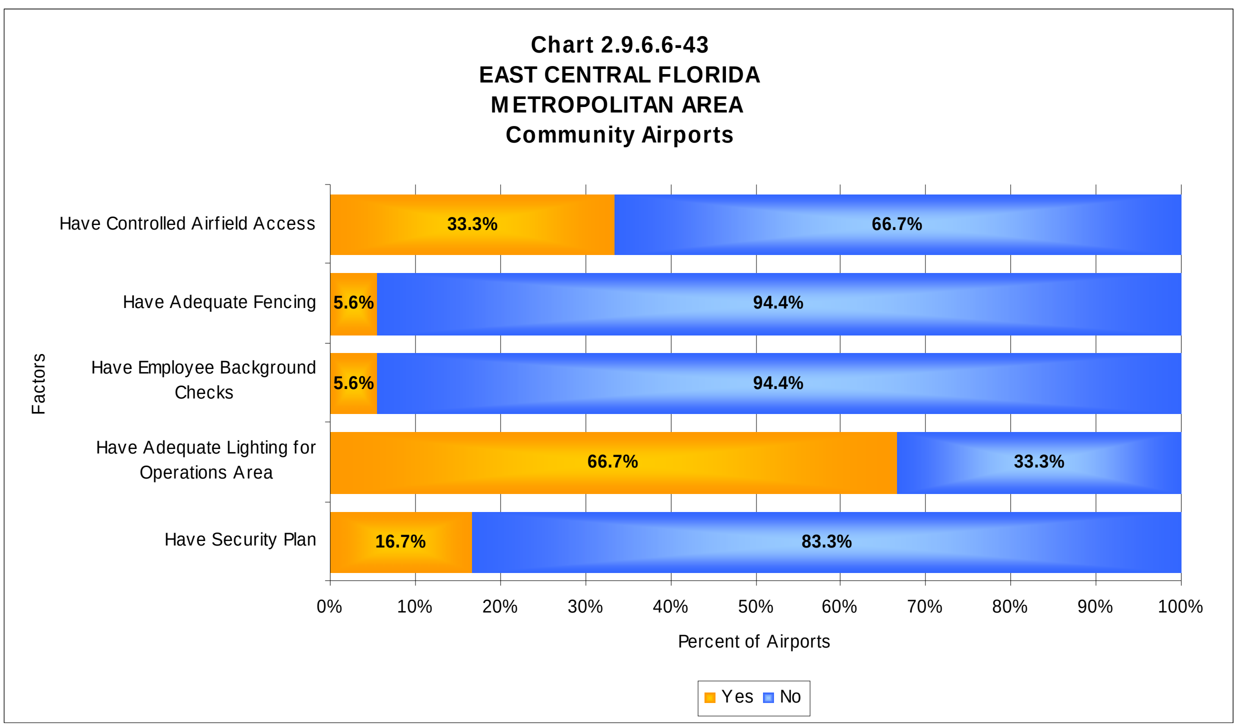
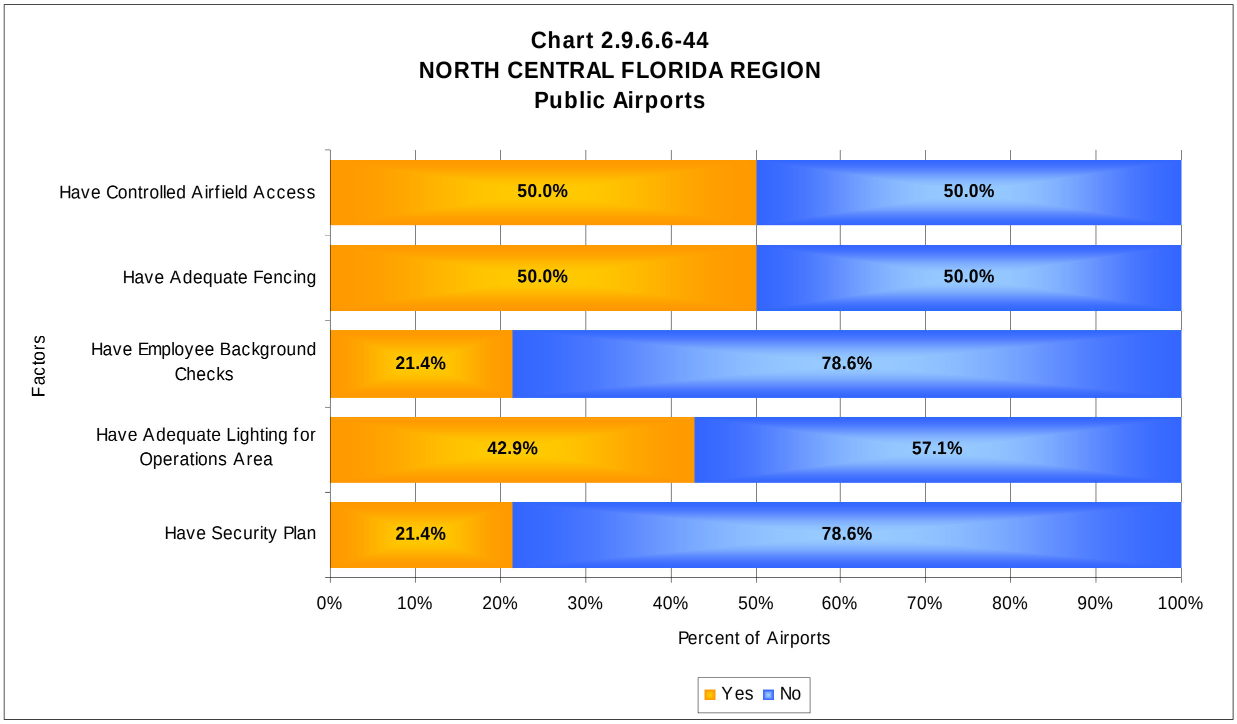


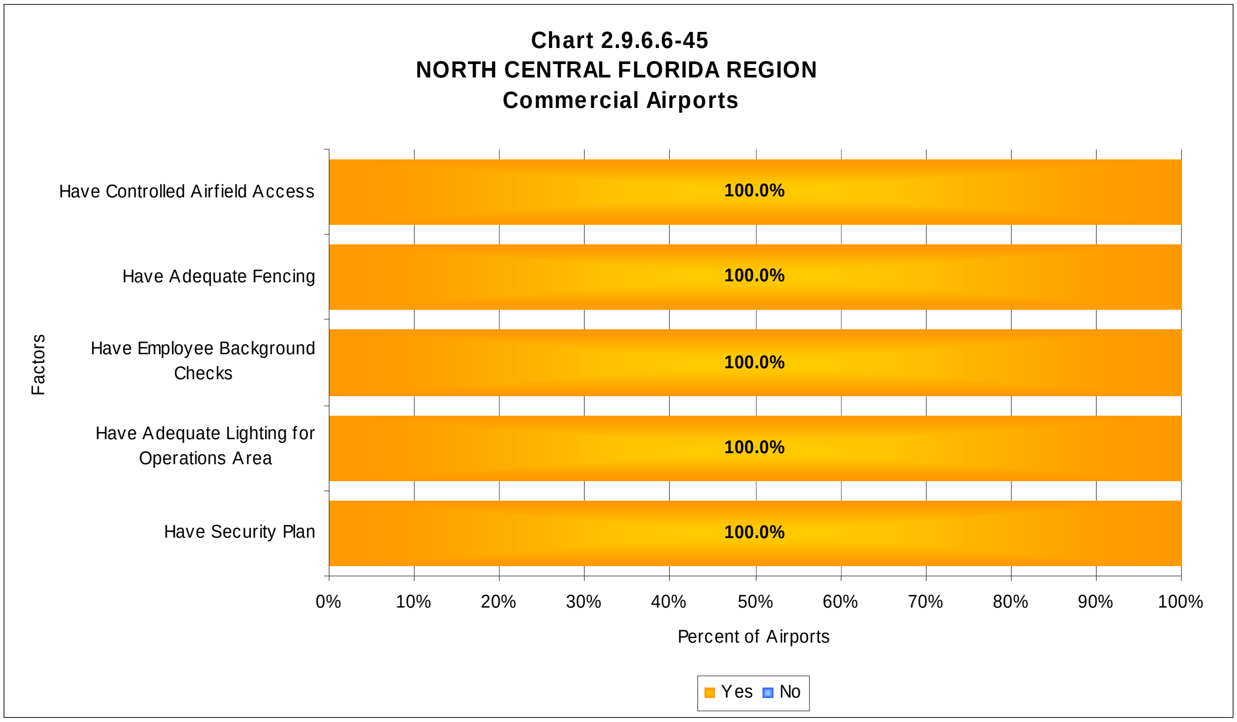
Chart 2.9.6.6-43
EAST CENTRAL FLORIDA
METROPOLITAN AREA
Community Airports
Factors
Have Controlled Airfield Access
Have Adequate Fencing
Have Employee Background Checks
Have Adequate Lighting for Operations Area
Have Security Plan
33.3%
66.7%
5.6%
94.4%
5.6%
94.4%
66.7%
33.3%
16.7%
83.3%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
Yes
No

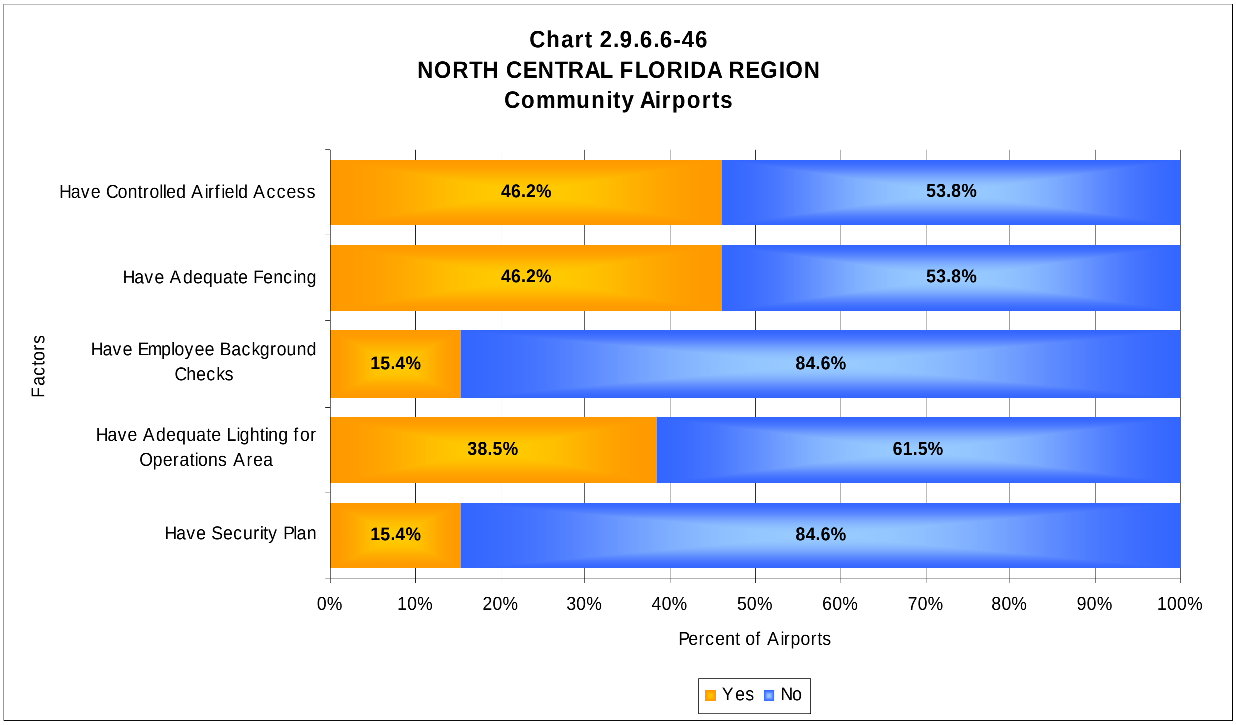
North Central Florida Region

As indicated in **Chart 2.9.6.6-44**, about half of all public airports in the North Central Florida Region report that they do not control access to their airfield. Approximately 50 percent of the airports also report that they do not have adequate fencing. Approximately 21 percent of all public airports conduct criminal background checks for potential employees and 21 percent have a security plan. Approximately 43 percent of airports in the state have adequate lighting in areas supporting aircraft operations.



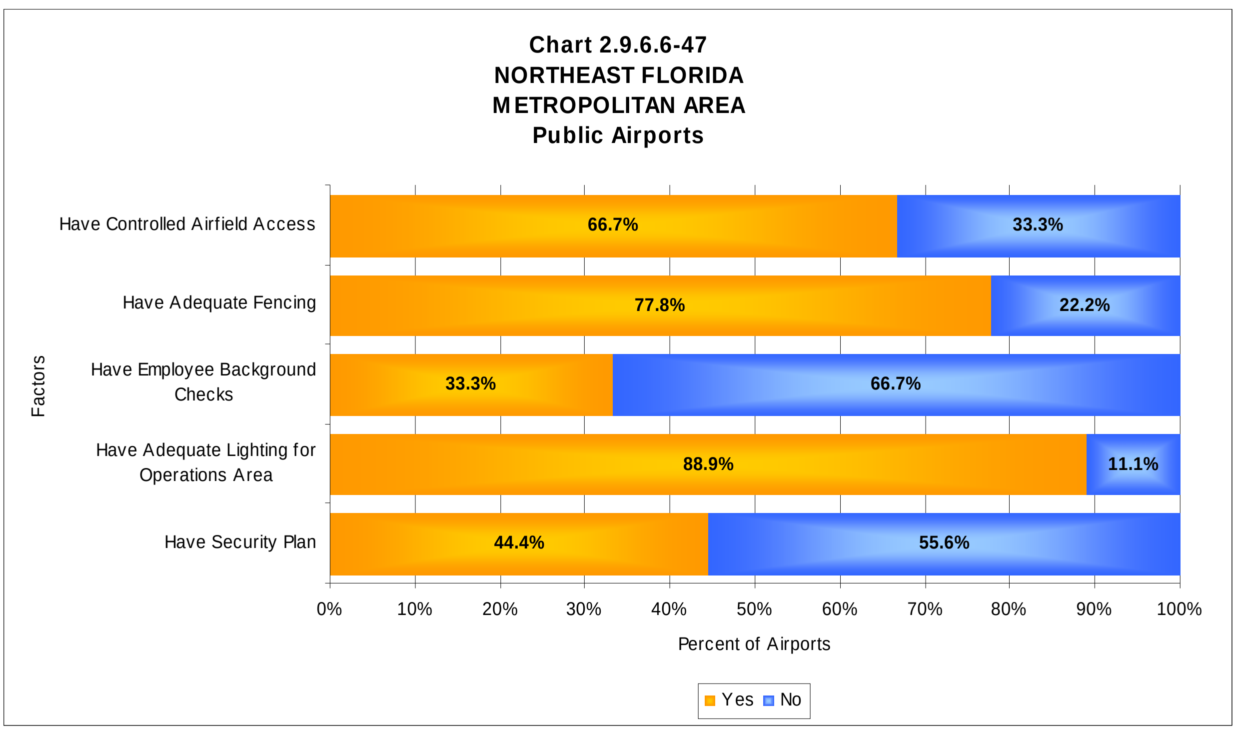
As shown in **Chart 2.9.6.6-45**, the commercial airport located in the North Central Florida Region performs excellently in all areas measured. As indicated, the commercial airport controls airfield access, has adequate fencing and lighting, conducts criminal background checks for potential employees, and maintains a security plan. As displayed in **Chart 2.9.6.6-46**, the 13 community airports located in this region do not perform as well, with 54 percent reporting that they do not control access to the airfield. Approximately 54 percent do not have adequate fencing, and just 15 percent conduct criminal background checks for potential employees. Roughly 40 percent have adequate lighting and just 15 percent of the community airports in the region have a security plan.



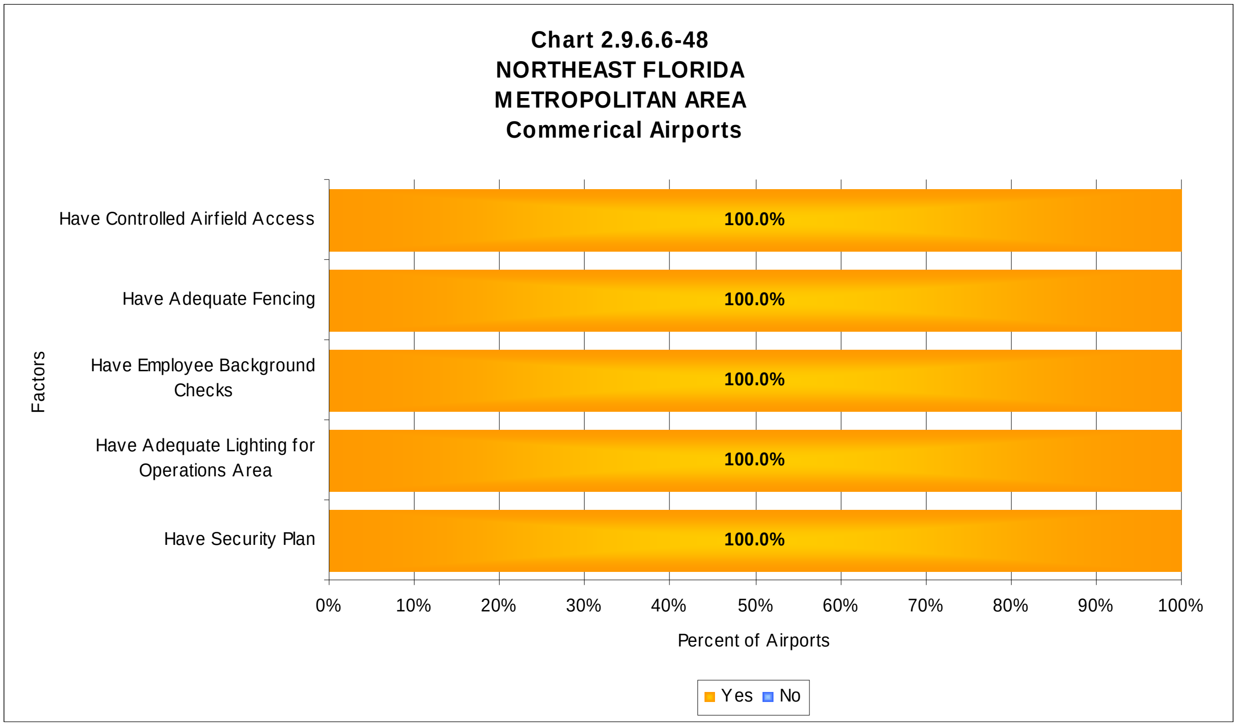


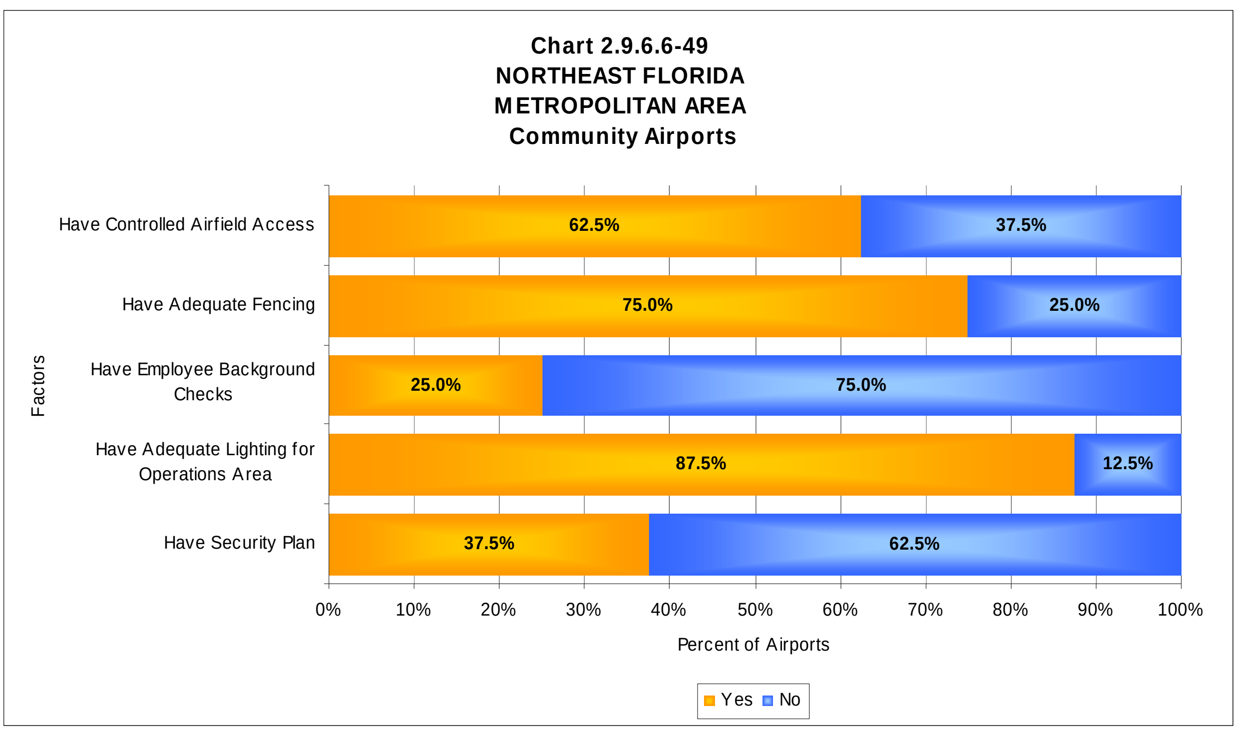
Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-47**, approximately 67 percent of all public airports in the Northeast Florida Metropolitan Area report that they control access to their airfield, while nearly 78 percent report adequate fencing. Approximately 33 percent of all public airports conduct criminal background checks for potential employees and 44 percent have a security plan. Almost 90 percent of all airports in this region report adequate lighting in areas of aircraft operations.



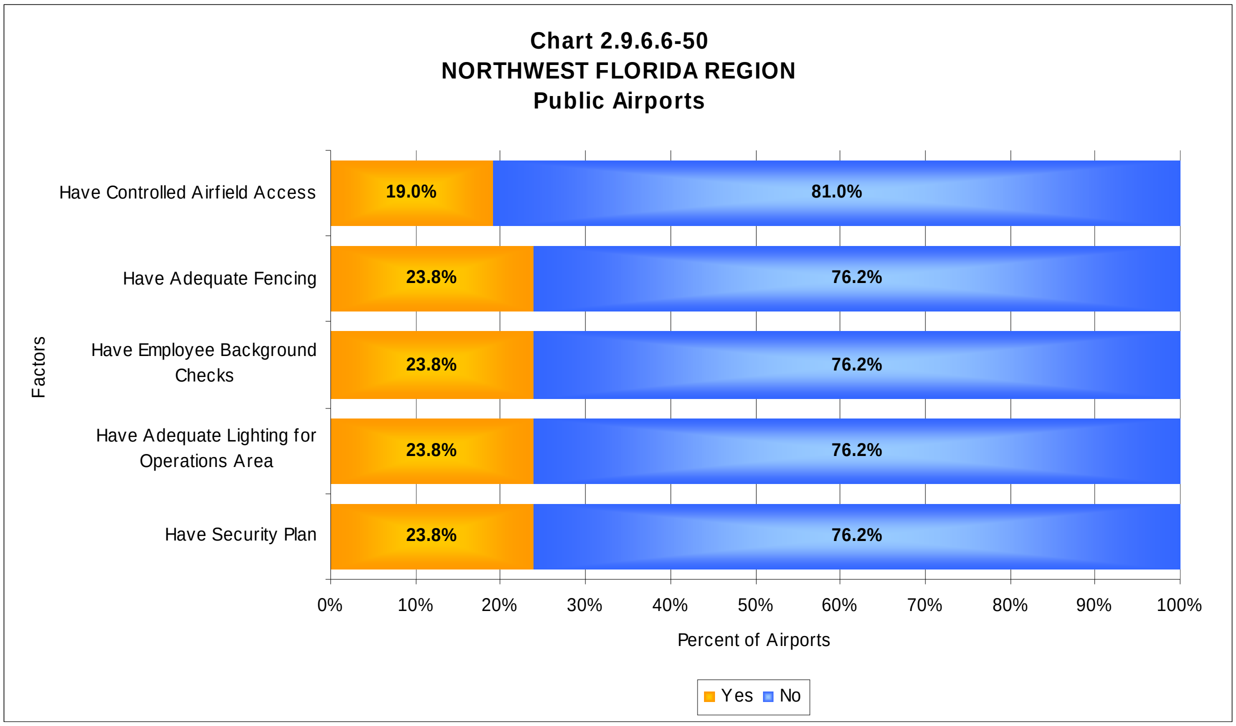
As shown in **Chart 2.9.6.6-48**, the commercial airport located in the Northeast Florida Metropolitan Area performs excellently in all areas measured. As indicated, the commercial airport controls airfield access, has adequate fencing and lighting, conducts criminal background checks for potential employees, and maintains a security plan. The eight community airports located in this region do not perform quite as well. As shown in **Chart 2.9.6.6-49**, 63 percent control access to their airfield and 75 percent report adequate fencing. Just 25 percent conduct criminal background checks for potential employees and just 38 percent of community airports in the region have a security plan. Nearly 88 percent of community airports report adequate lighting in areas of aircraft operations.



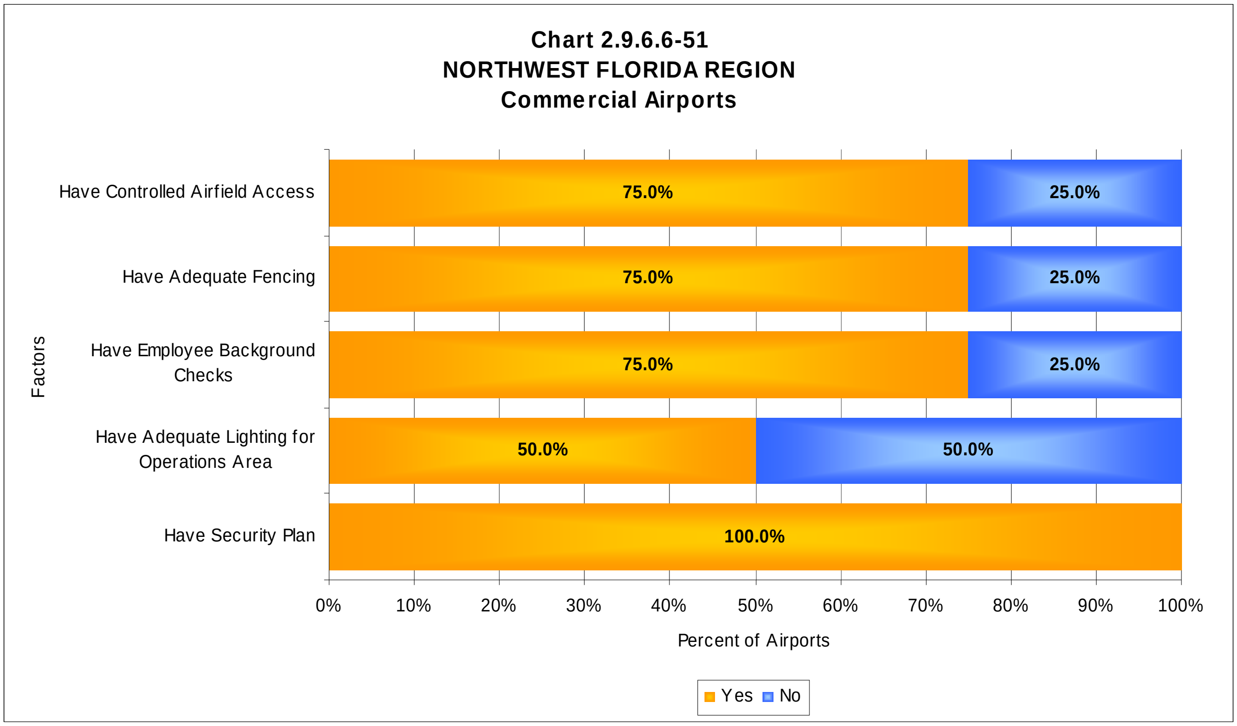


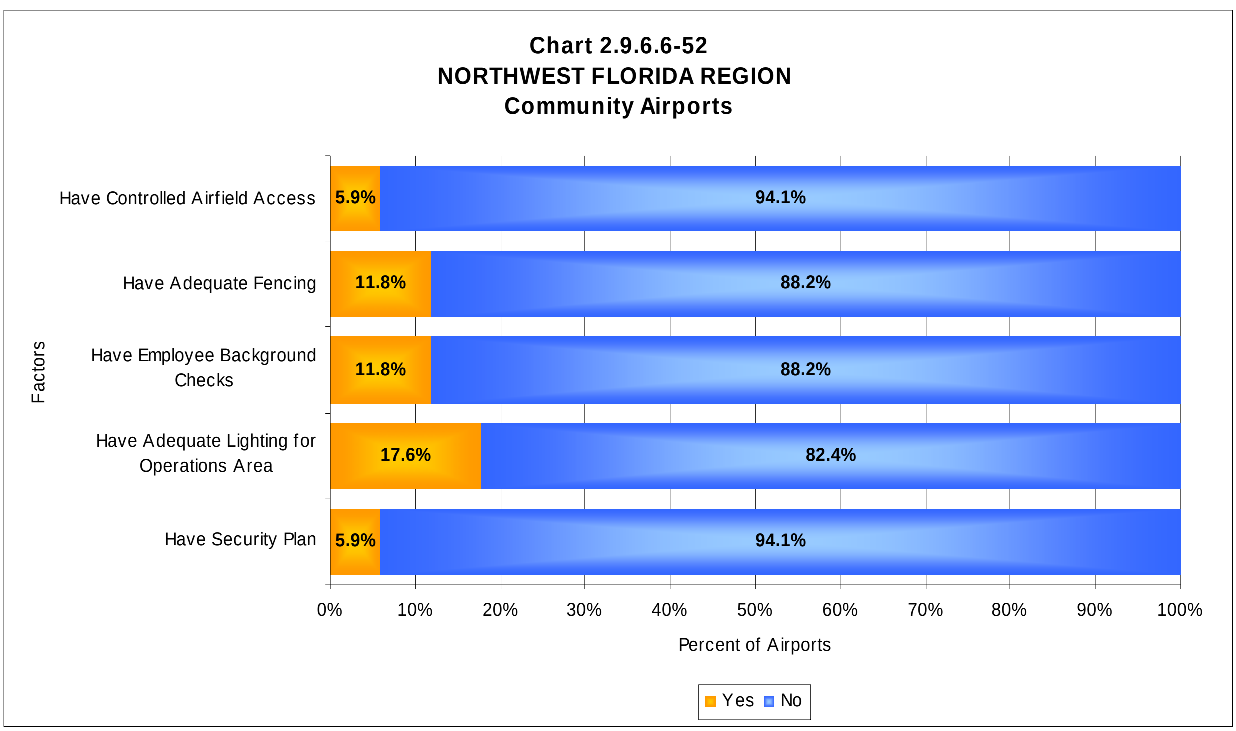
Northwest Florida Region

As indicated in **Chart 2.9.6.6-50**, approximately 81 percent of all public airports located in the Northwest Florida Region report that they do not control access to their airfield. Additionally, just 24 percent of all airports report adequate fencing, criminal background checks for potential employees, and report adequate lighting in areas of aircraft operations. Approximately 24 percent of all public airports report they have a security plan.



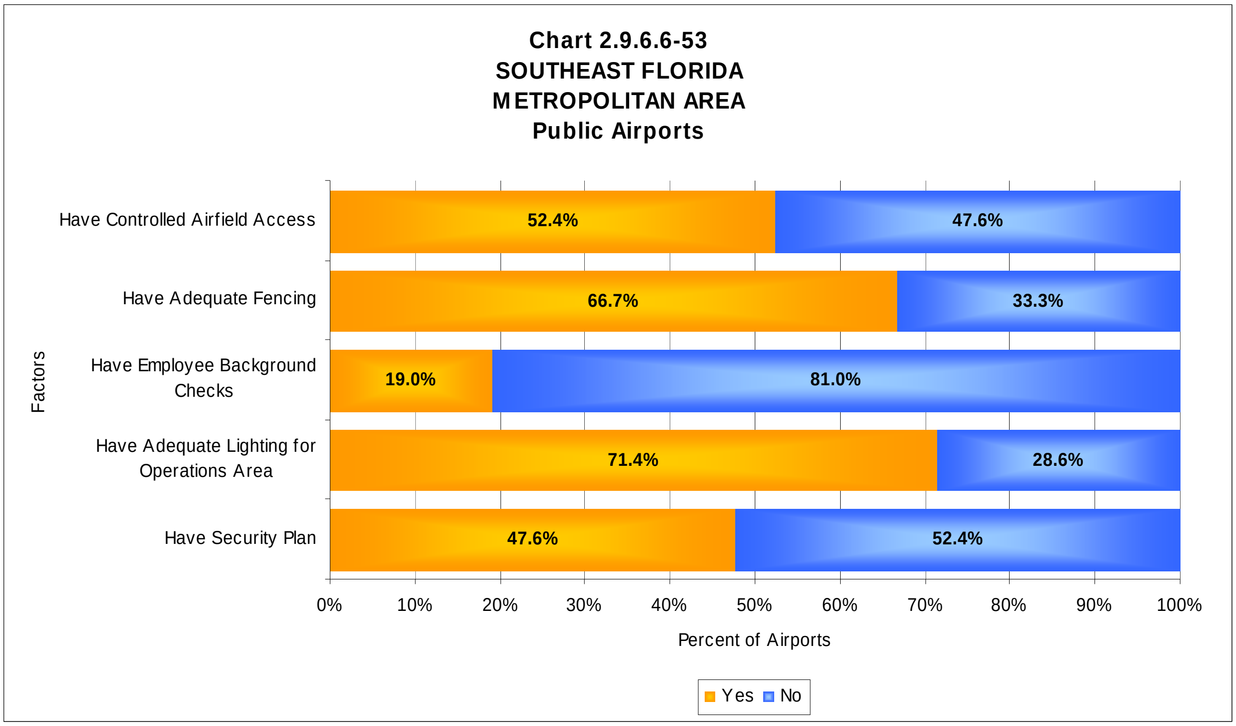
As shown in **Charts 2.9.6.6-51** and **2.9.6.6-52**, commercial airports in the Northwest Florida Region perform better than community airports in all areas measured. For example, all commercial airports have a security plan, however only six percent of all community airports have a security plan. Similarly, 75 percent of the commercial airports control access to their airfield, have adequate fencing and lighting, and 50 percent conduct criminal background checks for potential employees. Community airports in the region report that 94 percent do not control access to their airfield, while 82 percent do not have adequate lighting in areas of aircraft operations. Approximately 12 percent of community airports conduct criminal background checks for potential employees, and approximately 88 percent do not have adequate fencing.



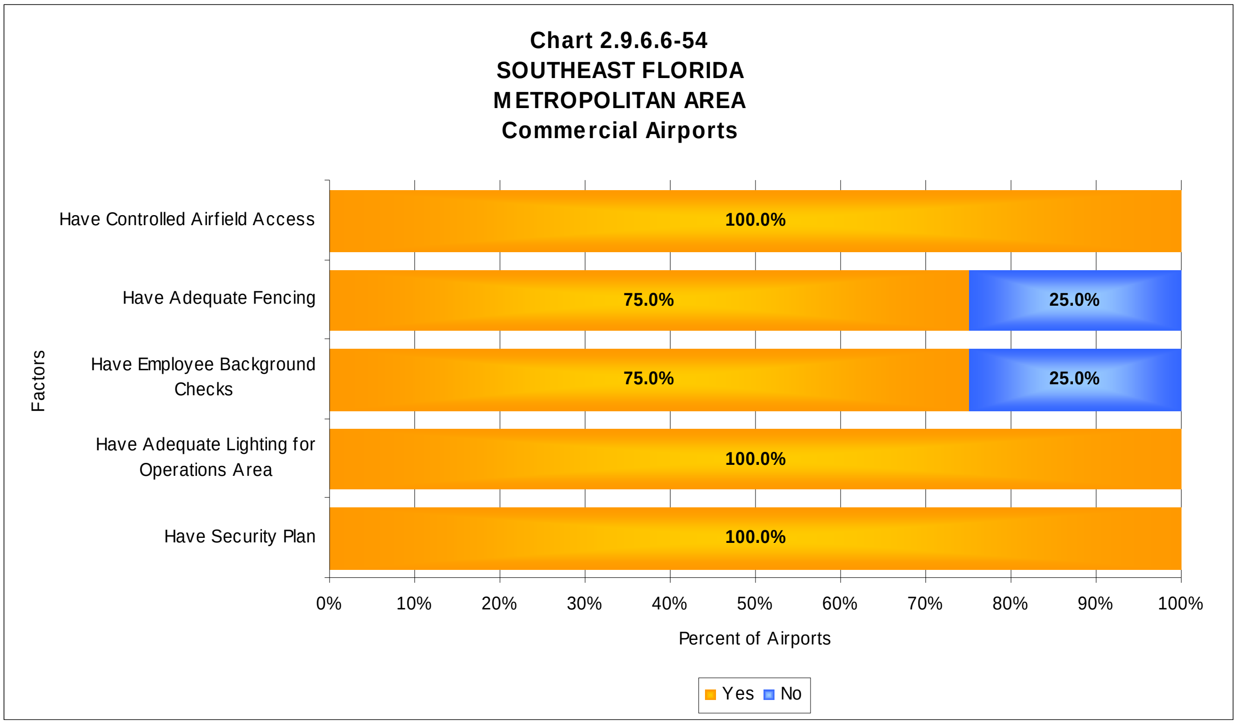


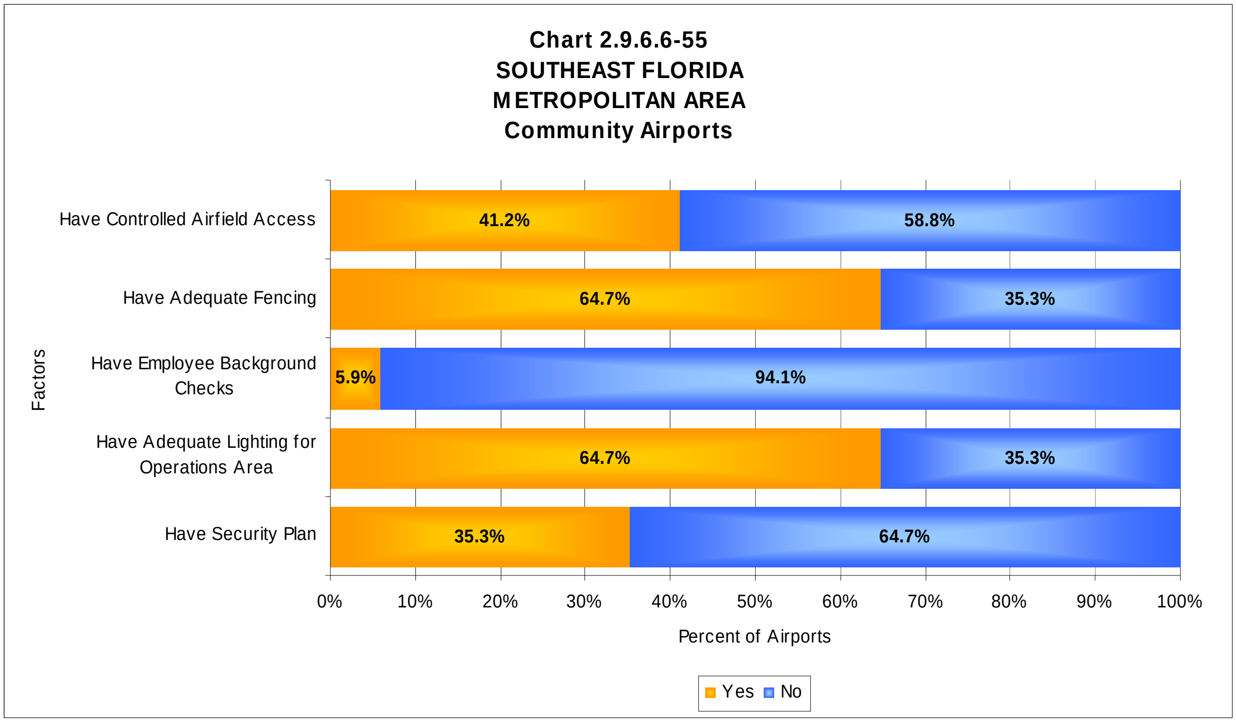
Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-53**, approximately 52 percent of all public airports in the Southeast Florida Metropolitan Area report that they control access to their airfield, while nearly 67 percent report adequate fencing. Approximately 19 percent of all public airports conduct criminal background checks for potential employees and 48 percent have a security plan. More than 71 percent of airports in this region report adequate lighting in areas of aircraft operations.



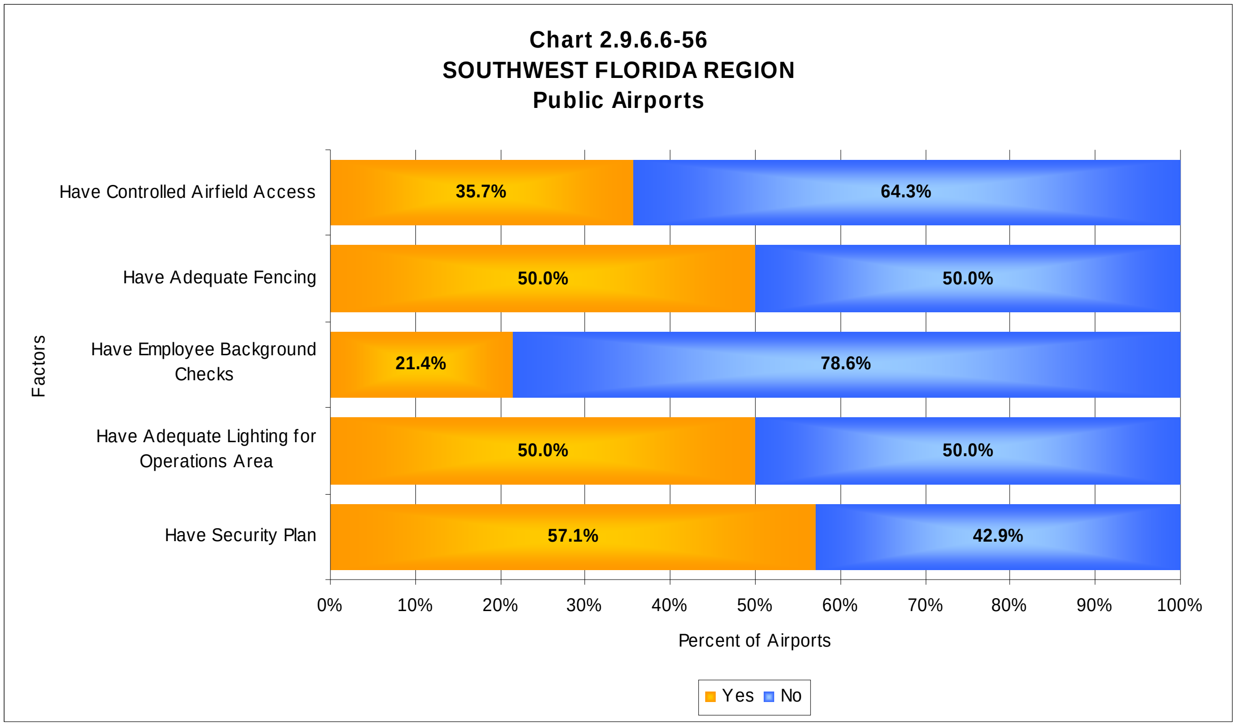
As shown in **Charts 2.9.6.6-54** and **2.9.6.6-55**, commercial airports located within the Southeast Florida Metropolitan Area perform better than community airports in all areas measured. For example, all four commercial airports have a security plan, however only 35 percent of community airports report having a security plan. Similarly, all commercial airports control access to their airfield, and report adequate lighting in areas of aircraft operations. Approximately 75 percent of commercial airports report adequate fencing and conduct criminal background checks for potential employees. Throughout the Southeast Florida Metropolitan Area, 41 percent of the community airports report they control access to their airfield; 65 percent of community airports report adequate fencing; six percent conduct criminal background checks for potential employees; and, approximately 35 percent have adequate lighting in areas of aircraft operations.





Southwest Florida Region

As indicated in **Chart 2.9.6.6-56**, approximately 64 percent of public airports in the Southwest Florida Region report that they do not control access to their airfield, while 50 percent report they do not have adequate fencing. Approximately 21 percent of all public airports conduct criminal background checks for potential employees and 57 percent have a security plan. As shown, 50 percent of commercial and community airports in this region report adequate lighting in areas of aircraft operations.



As shown in **Chart 2.9.6.6-57**, the three commercial airports located within the Southwest Florida Region perform exceptionally well in all areas measured. All commercial airports have a security plan, control access to their airfield, report adequate lighting in areas of aircraft operations, have adequate fencing, and conduct criminal background checks for potential employees. As shown in **Chart 2.9.6.6-58**, community airports in the Southwest Florida Region report that 82 percent of all airports do not control access to their airfield; 64 percent of the community airports report adequate fencing. Additionally, no community airports conduct criminal background checks for potential employees; 36 percent have adequate lighting in areas of aircraft operations. Roughly 46 percent of all community airports have a security plan.

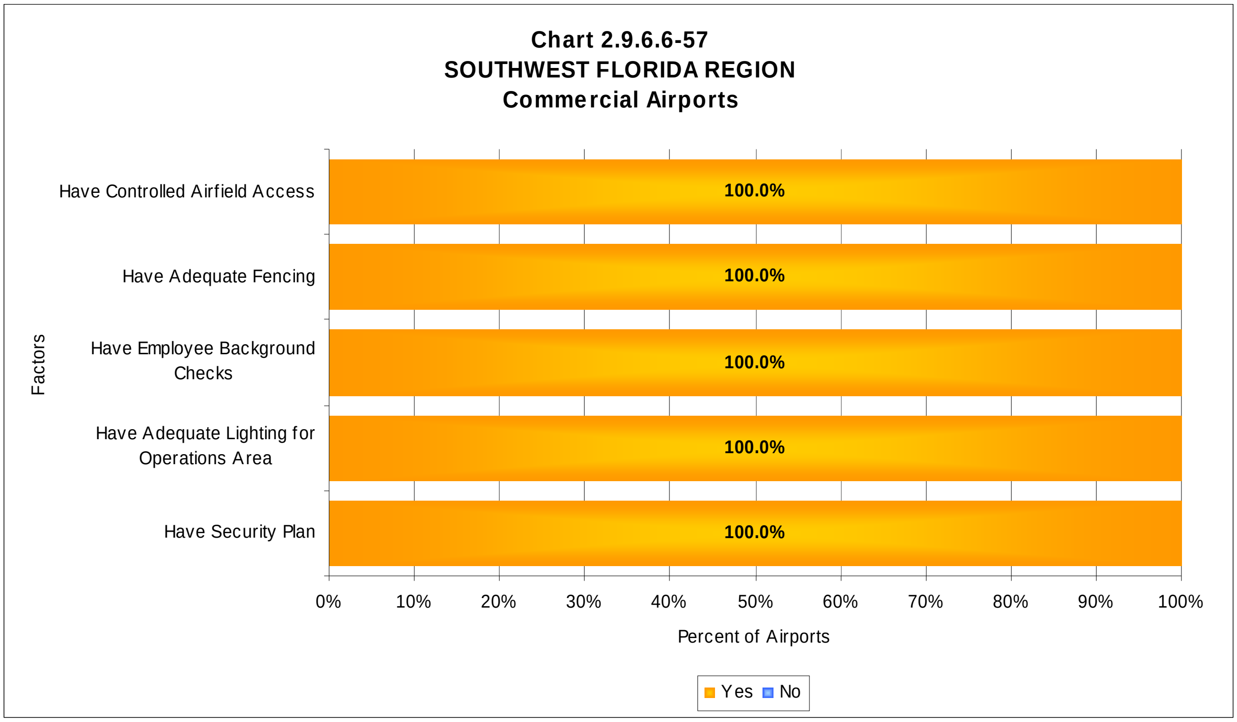


Chart 2.9.6.6-57
SOUTHWEST FLORIDA REGION
Commercial Airports
Factors
Have Controlled Airfield Access
Have Adequate Fencing
Have Employee Background Checks
Have Adequate Lighting for Operations Area
Have Security Plan
100.0%
100.0%
100.0%
100.0%
100.0%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
Yes
No

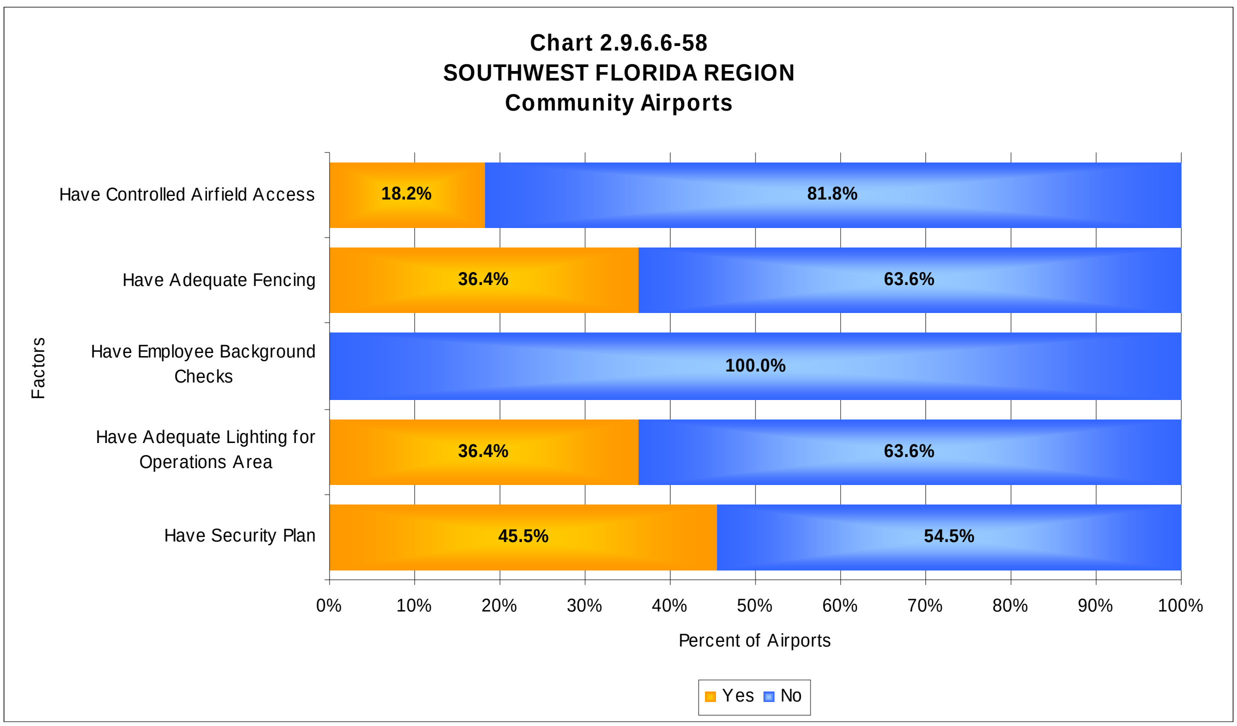
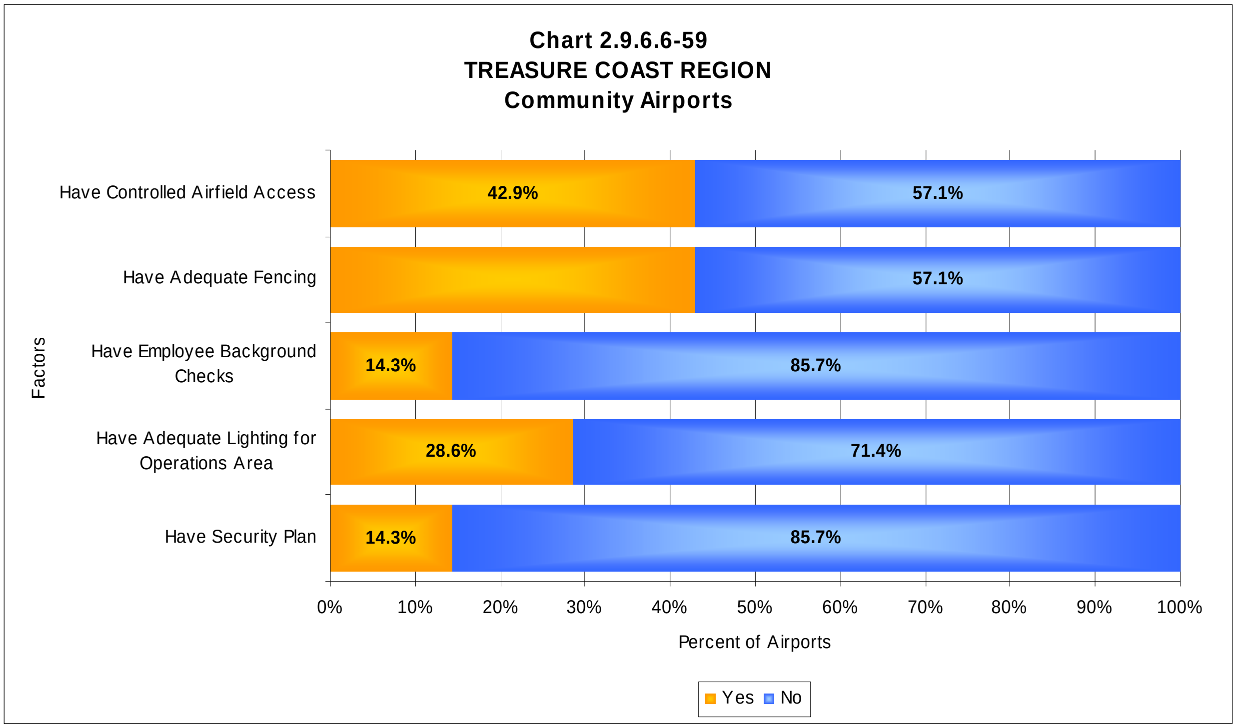


Chart 2.9.6.6-58
SOUTHWEST FLORIDA REGION
Community Airports
Factors
Have Controlled Airfield Access
Have Adequate Fencing
Have Employee Background Checks
Have Adequate Lighting for Operations Area
Have Security Plan
18.2%
81.8%
36.4%
63.6%
100.0%
36.4%
63.6%
45.5%
54.5%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
Yes
No

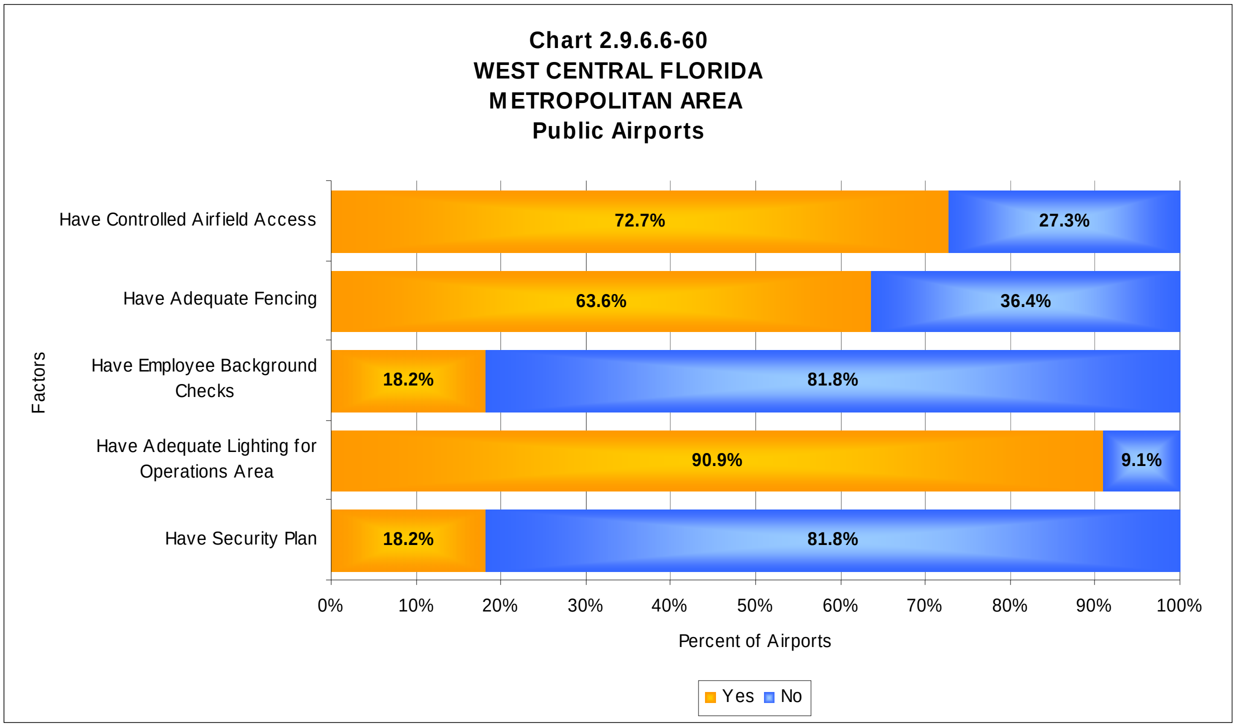
Treasure Coast Region

There are no commercial airports located in the Treasure Coast Region. As indicated in **Chart 2.9.6.6-59**, the seven community airports do not perform exceptionally well in the areas measured. Approximately 57 percent of public airports in this region neither control access to their airfield nor have adequate fencing. Just 29 percent of the community airports report adequate lighting in areas of aircraft operations. Additionally, just 14 percent of airports in this region conduct criminal background checks for potential employees and have a security plan.



West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-60**, approximately 73 percent of all public airports in the West Central Florida Metropolitan Area control access to their airfield, while 64 percent report adequate fencing and 91 percent have adequate lighting in areas of aircraft operations. Approximately 18 percent of all public airports conduct criminal background checks for potential employees and 18 percent have a security plan.



As shown in **Chart 2.9.6.6-61**, the two commercial airports located in the West Central Florida Metropolitan Area perform exceptionally well in most areas measured. All commercial airports maintain a security plan, control access to their airfield, report adequate lighting in areas of aircraft operations, and report adequate fencing. As indicated, just one commercial airport report that it conducts criminal background checks for potential employees. As shown in **Chart 2.9.6.6-62**, community airports in the West Central Florida Metropolitan Area perform well in several areas measured, with 67 percent of all community airports controlling access to their airfield, and nearly 90 percent with adequate lighting in areas of aircraft operations. Just 11 percent conduct criminal background checks for potential employees, while 56 percent report adequate fencing. No community airports in this region report having a security plan.

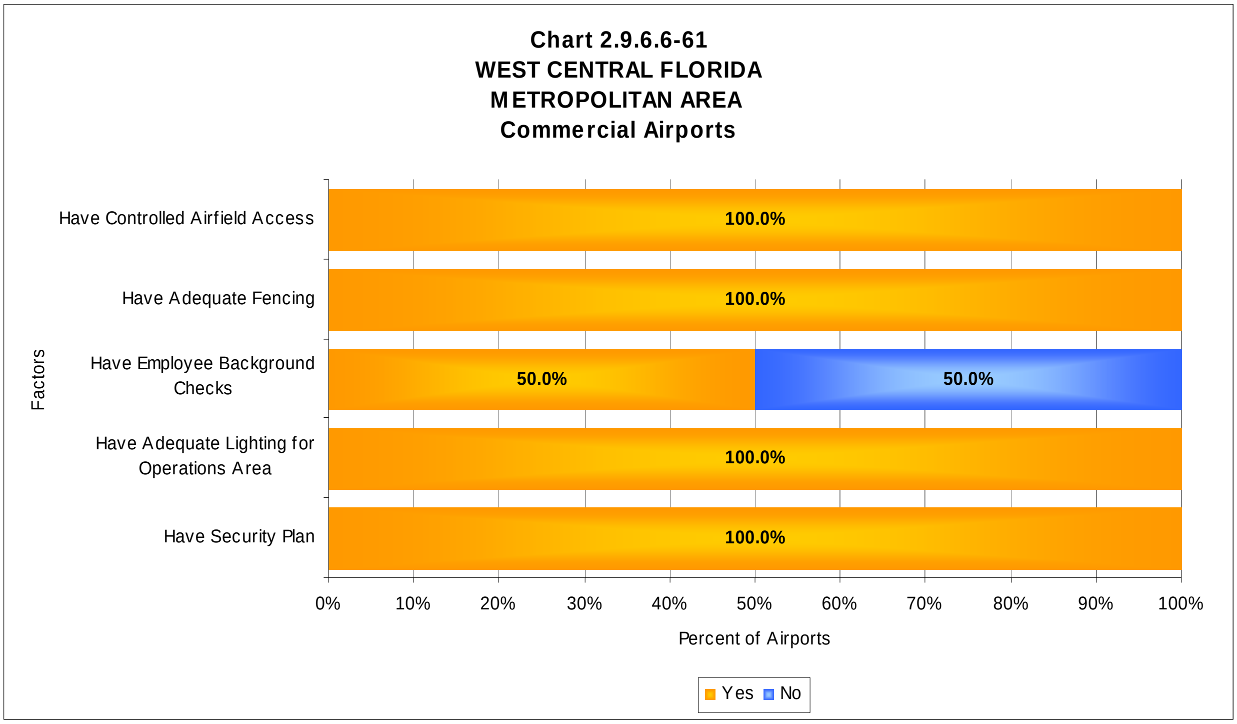


Chart 2.9.6.6-61
WEST CENTRAL FLORIDA
METROPOLITAN AREA
Commercial Airports
Have Controlled Airfield Access
Have Adequate Fencing
Have Employee Background Checks
Have Adequate Lighting for Operations Area
Have Security Plan
Factors
100.0%
100.0%
50.0%
50.0%
100.0%
100.0%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
Yes
No

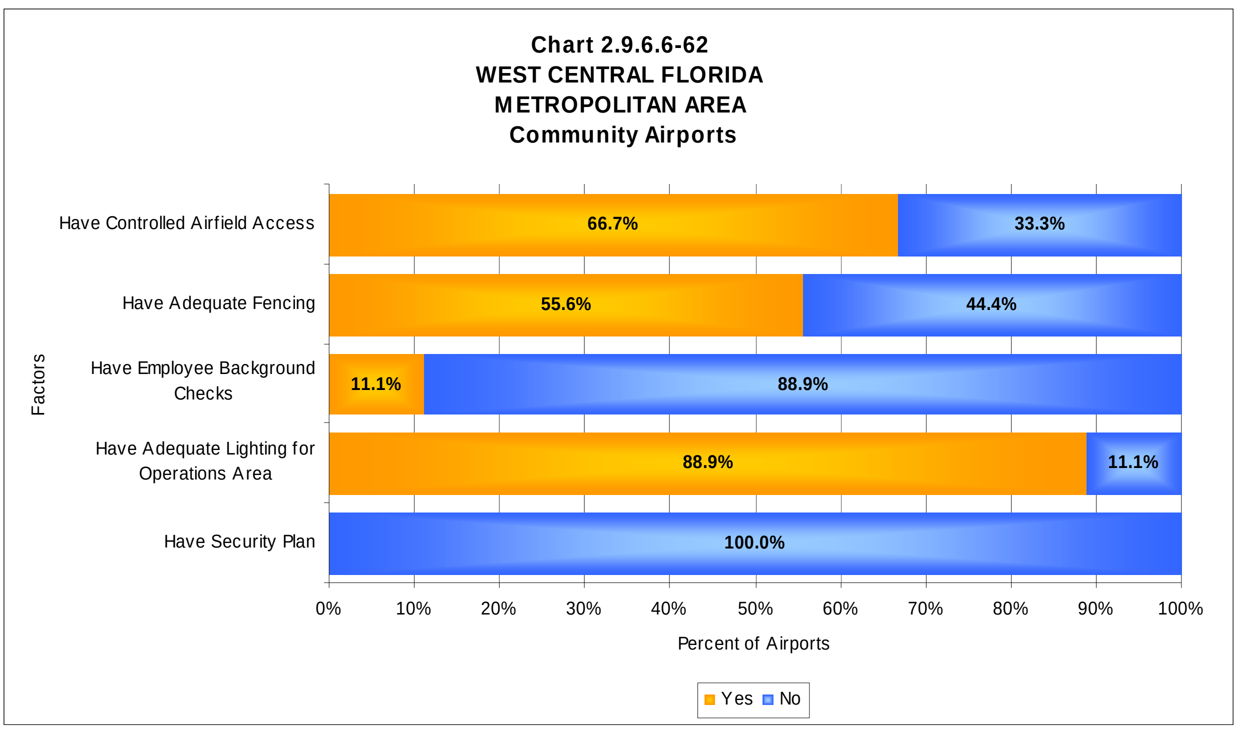


Chart 2.9.6.6-62
WEST CENTRAL FLORIDA
METROPOLITAN AREA
Community Airports
Have Controlled Airfield Access
Have Adequate Fencing
Have Employee Background Checks
Have Adequate Lighting for Operations Area
Have Security Plan
Factors
66.7%
33.3%
55.6%
44.4%
11.1%
88.9%
88.9%
11.1%
100.0%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
Yes
No

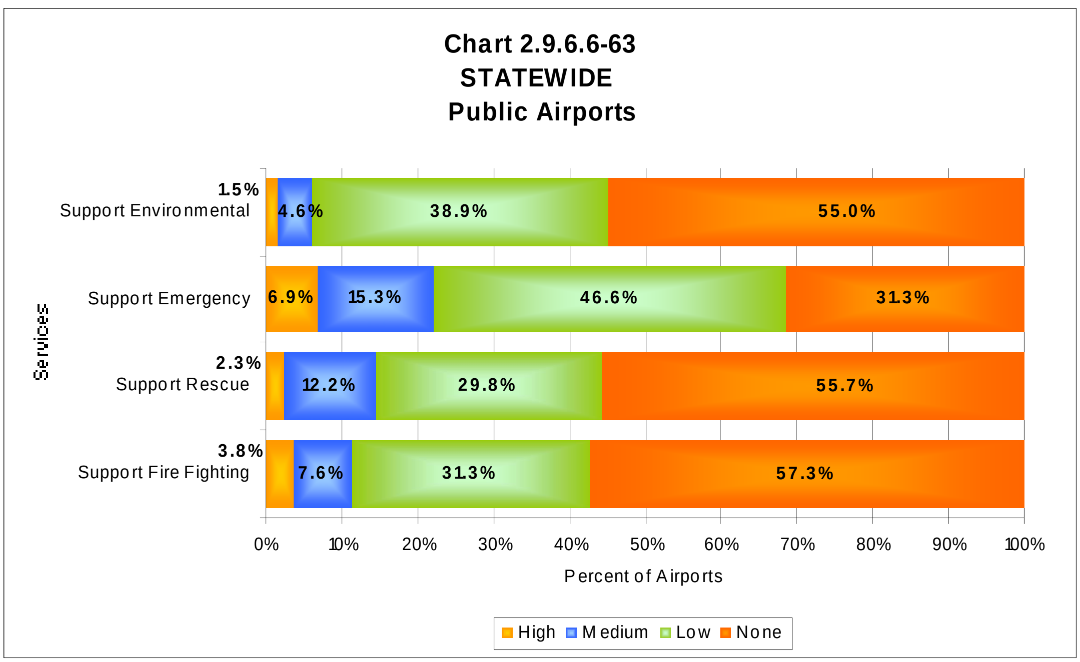
1.4 System Objective: Ensure that the airport system can fulfill its role in the state's emergency response system and medevac services

In order to meet this objective, several critical factors were evaluated for each public airport in the system. Data from each airport was examined to determine whether airports reported that they support essential environmental, emergency, rescue and fire services at a range of levels. Airports were asked to report whether they support services in these categories, and to categorize this support as none, low, medium, or high levels.

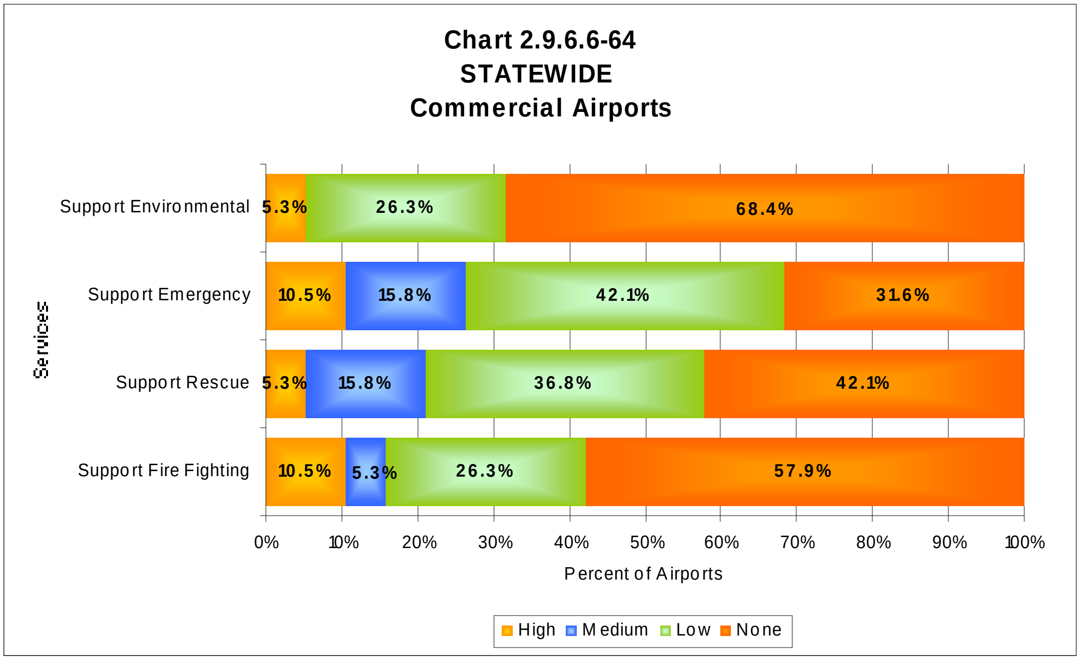
The system performance in regard to these measures is summarized for all commercial and community airports in the state and by CFASPP region in the following sections. Additionally, the system evaluation is summarized to indicate performance of commercial and community airports in the state and by CFASPP region.

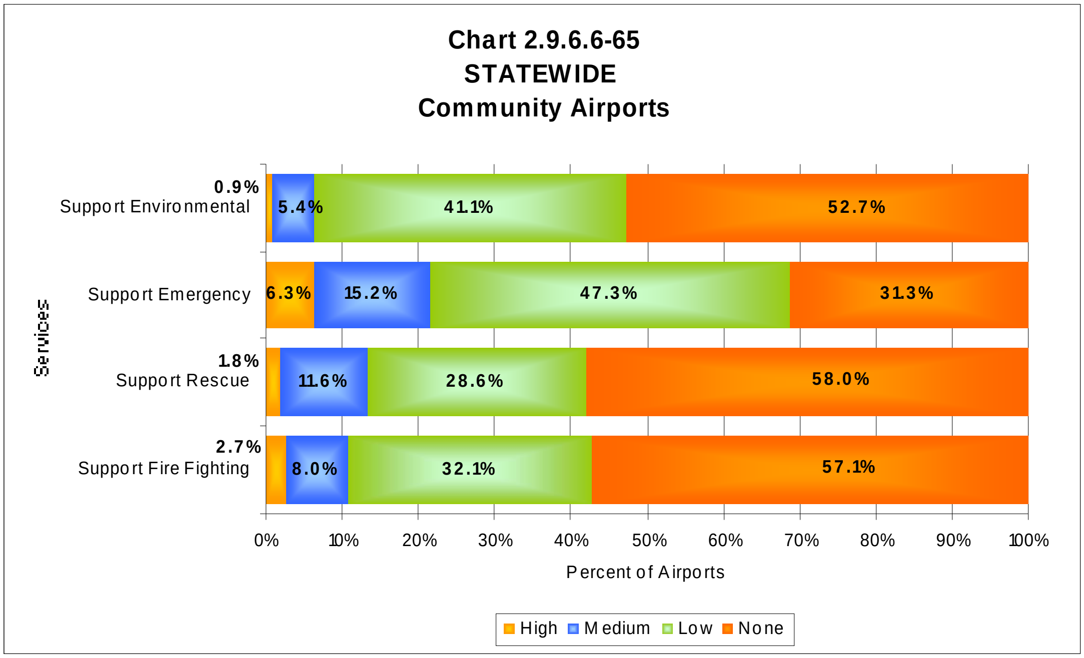
Statewide Summary

As indicated in **Chart 2.9.6.6-63**, approximately 49 percent of all public airports in the state report they provide no support to environmental services, with the remaining 51 percent of all public airports providing some type of support to environmental service. Seventy-four percent of all public airports report they support emergency services, and 50 percent of all public airports report providing some level of support for rescue services. Approximately 47 percent of all public airports report that they provide some level of support for fire fighting services. As shown in Chart 2.9.6.63, only a small percentage of all public airports in the state report supporting high levels of environmental, emergency, rescue, and fire services.



As shown in **Chart 2.9.6.6-64**, a higher percentage of all commercial airports in the state report that they support a high level of service in the four emergency response categories than is reported for all community airports. As indicated in **Chart 2.9.6.6-65**, a higher percentage of all community airports in the state report some level of support for environmental, emergency, and fire fighting categories than all commercial airports in the state. Approximately 68 percent of all commercial airports report providing some level of support for rescue services, while 47 percent of all community airports report they support rescue services. As indicated in Chart 2.9.6.65, approximately 52 percent of all community airports in the state report that they support some level of environmental services, while 32 percent of all commercial airports report they provide some level of support for environmental services.

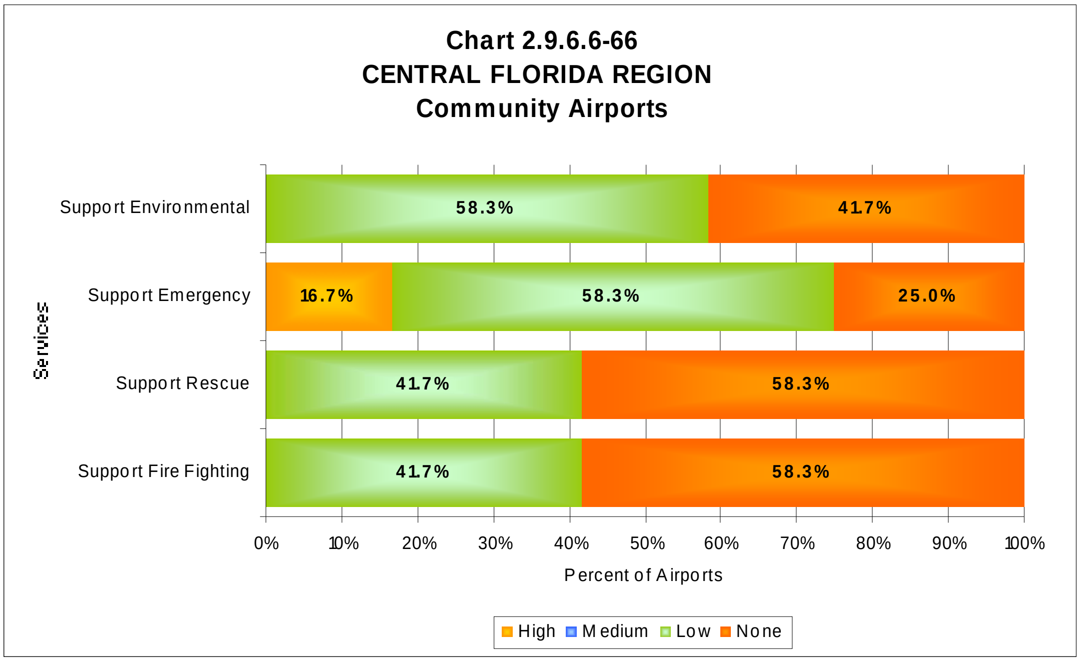




Regional Summaries

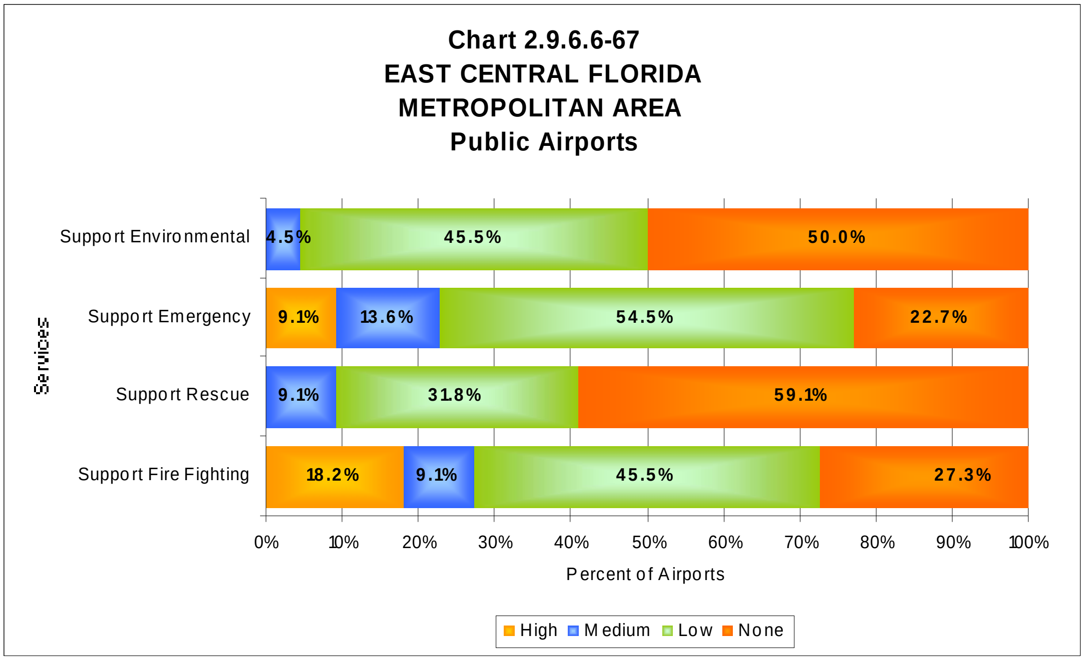
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-66**, approximately 42 percent of all community airports in the Central Florida Region report they provide no support for environmental services, with the remaining 58 percent of all community airports providing a low level of support for environmental service. Seventy-five percent of all community airports report that they support emergency services, and 42 percent of all community airports report they support a low level of rescue services. Approximately 42 percent of all community airports report they support a low level of fire fighting services. As shown in Chart 2.9.6.66, 17 percent of community airports in the Central Florida Region report supporting a high level of emergency response services.

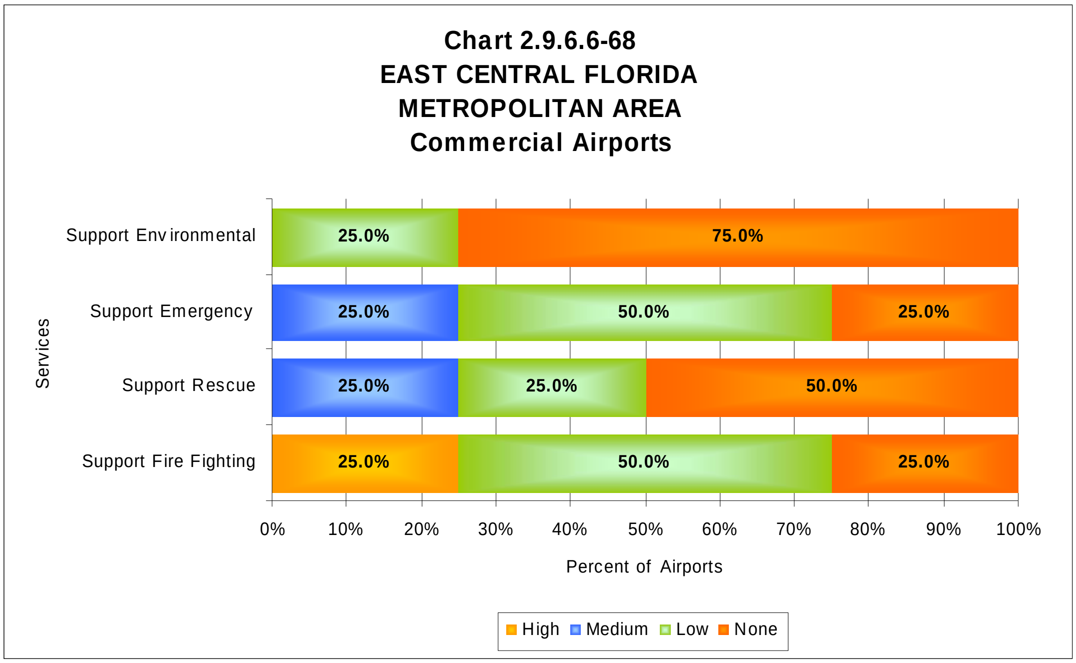


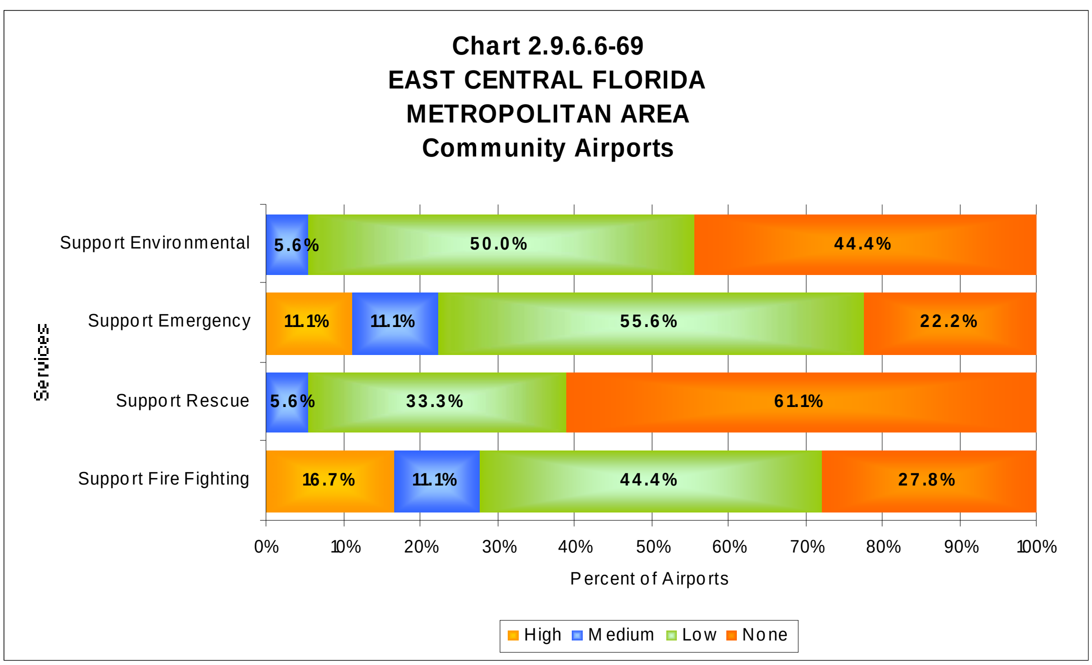
East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-67**, approximately 50 percent of all public airports in the East Central Florida Metropolitan Area report they support no environmental services with the remaining 50 percent of all public airports report they support low or medium levels of environmental service activities. Approximately 77 percent of all public airports report they support at least some level emergency services, and 41 percent of all public airports report low or medium levels of support for rescue services. Approximately 73 percent of all public airports report providing some level of support for fire fighting services. As shown in Chart 2.9.6.67, nine percent of all public airports in the East Central Florida Metropolitan Area report providing a high level of support for emergency services, and 18 percent of all public airports in this region report providing a high level of support for fire fighting services.



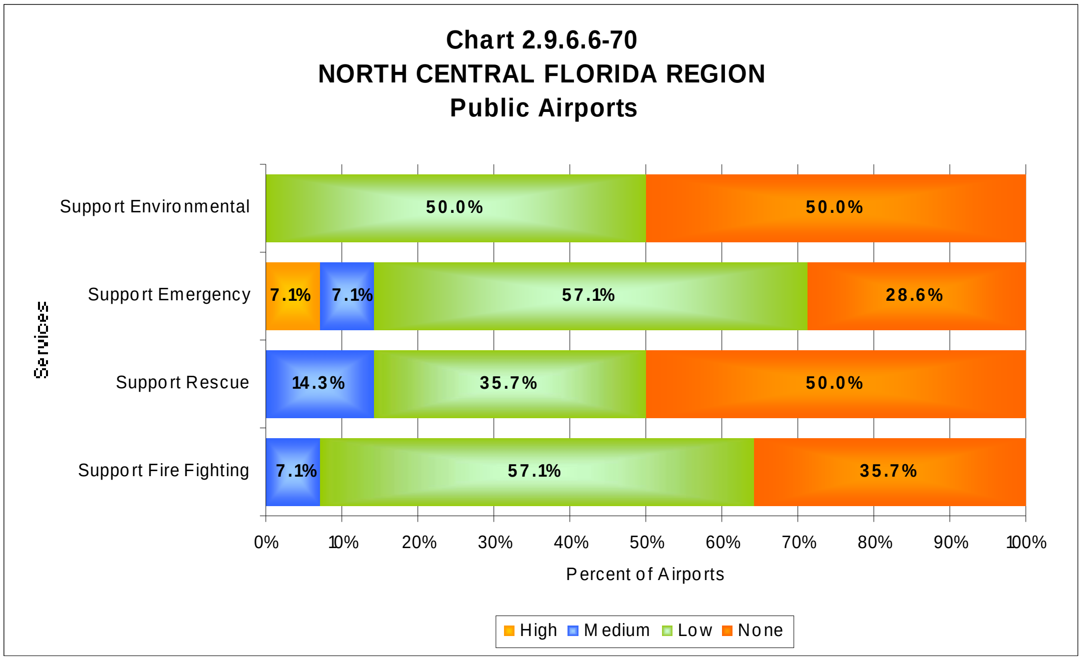
As shown in **Charts 2.9.6.6-68** and **2.9.6.6-69**, 56 percent of all community airports in the East Central Florida Metropolitan Area report providing low or medium levels of support for environmental service, while just 25 percent of all commercial airports in this region report providing low levels of support for environmental service. Approximately 75 percent of all commercial airports report providing medium or low levels of support for emergency services, while 78 percent of all community airports report providing low, medium and high levels of support for emergency services. As indicated in Chart 2.9.6.68, 50 percent of all commercial airports in this region report providing low or medium levels of support for rescue services, while 39 percent of all community airports report providing low or medium levels of support for rescue services. Approximately 75 percent of all commercial airports and 72 percent of all community airports in this region report providing some level of support for fire fighting services.



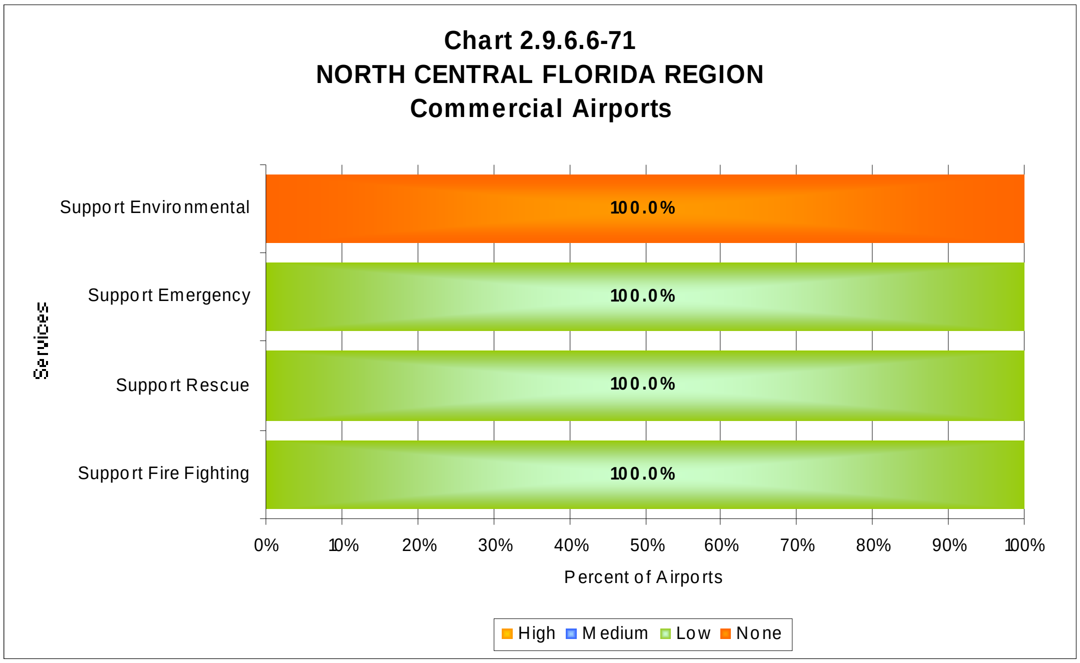


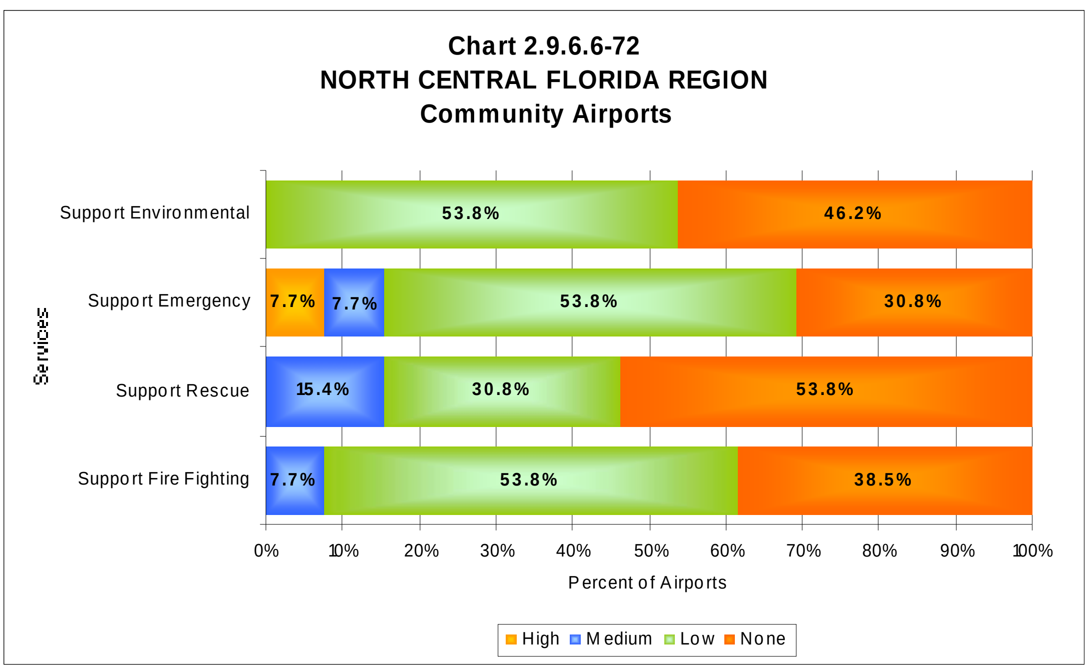
North Central Florida Region

As indicated in **Chart 2.9.6.6-70**, approximately 50 percent of all public airports in the North Central Florida Region report they provide no support for any type of environmental services, with the remaining 50 percent of all public airports providing low levels of support for environmental service. Approximately 71 percent of all public airports report providing at least some level of support for emergency services, and 50 percent of all public airports report providing low or medium levels of support for rescue services. Approximately 64 percent of all public airports in this region report providing low or medium levels of support for fire fighting services. As shown in Chart 2.9.6.70, seven percent of all public airports in the East Central Florida Metropolitan Area report providing a high level of emergency services.



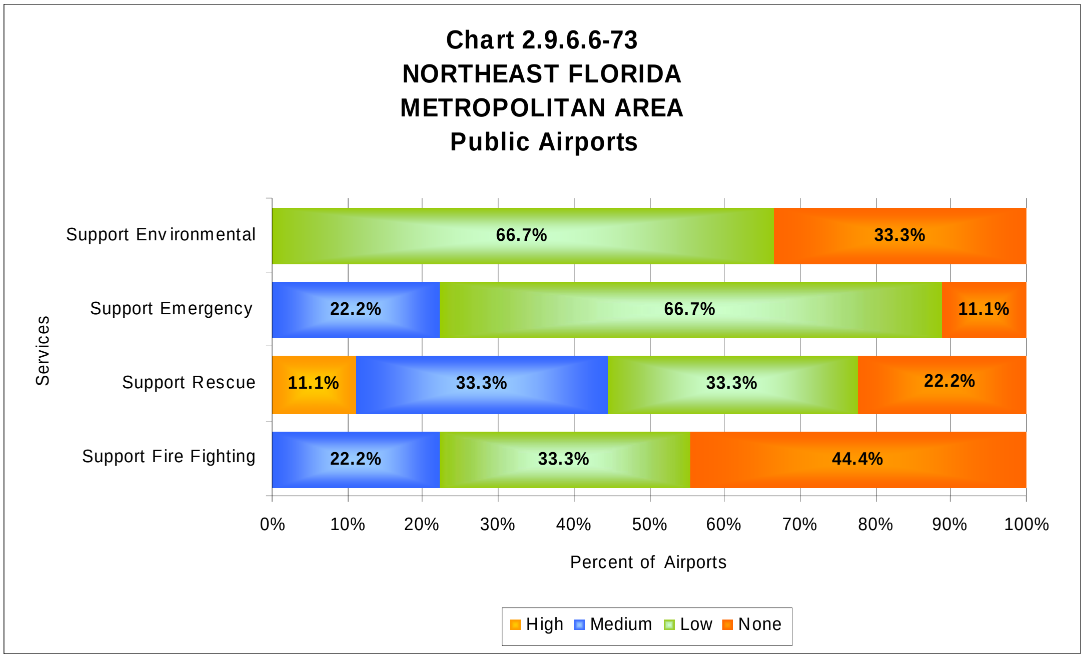
As shown in **Chart 2.9.6.6-71**, the one commercial airport located in the North Central Florida Region reports that it provides low levels of support for emergency, rescue and fire fighting services; the commercial airport reports that it does not support any environmental services. As indicated in **Chart 2.9.6.6-72,** approximately 54 percent of all community airports report they support low levels of environmental services. Approximately 69 percent of all community airports in this region report providing some level of support for emergency services, while 46 percent of all community airports report providing some level of support for rescue services. As displayed in Chart 2.9.6.72, approximately 61 percent of all community airports in this region report providing low or medium levels of support for fire fighting service. Approximately eight percent of all community airports in the North Central Florida Region report providing a high level of support for emergency services.



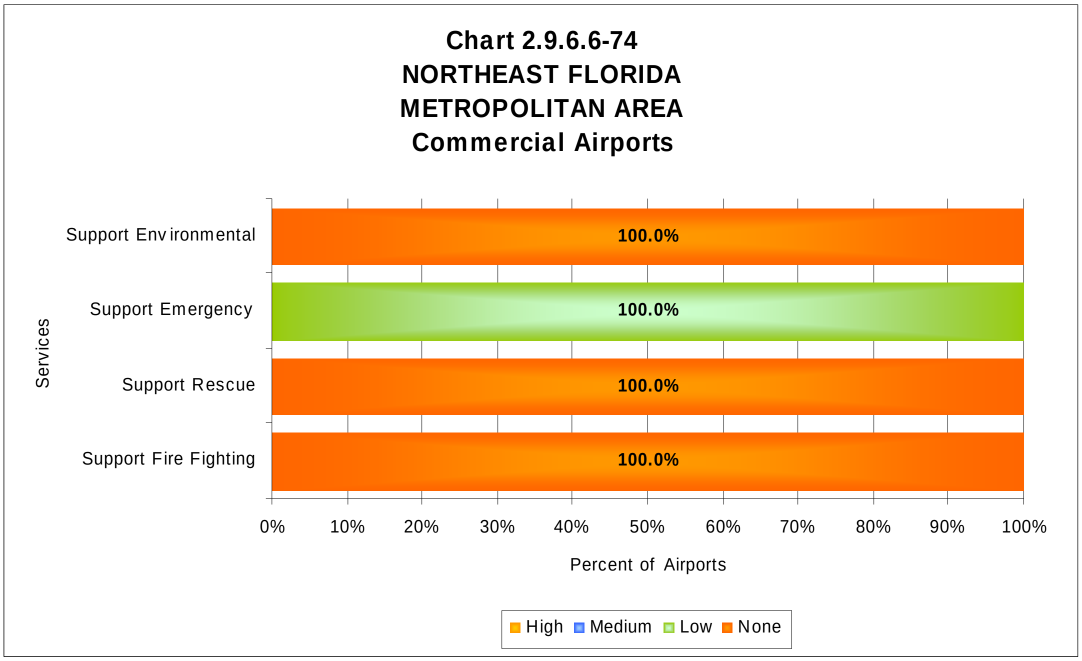


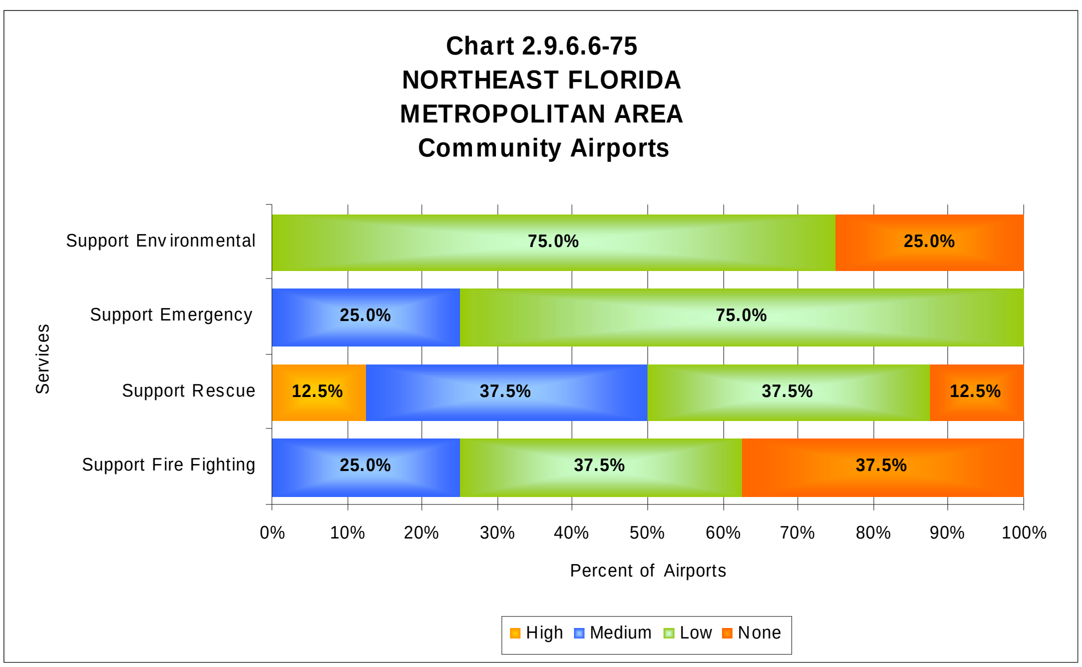
Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-73**, approximately 33 percent of all public airports in the Northeast Florida Metropolitan Area report they provide no level of support for environmental services, with the remaining 67 percent of all public airports providing low levels of support for environmental service. Approximately 89 percent of all public airports report providing some level of support for emergency services, and 78 percent of all public airports report providing at least some level of support for rescue services. Approximately 56 percent of all public airports in the Northeast Florida Metropolitan Area report providing some level of support for fire fighting services. As shown in Chart 2.9.6.73, 11 percent of all public airports in this region report providing high levels of support to rescue related services.



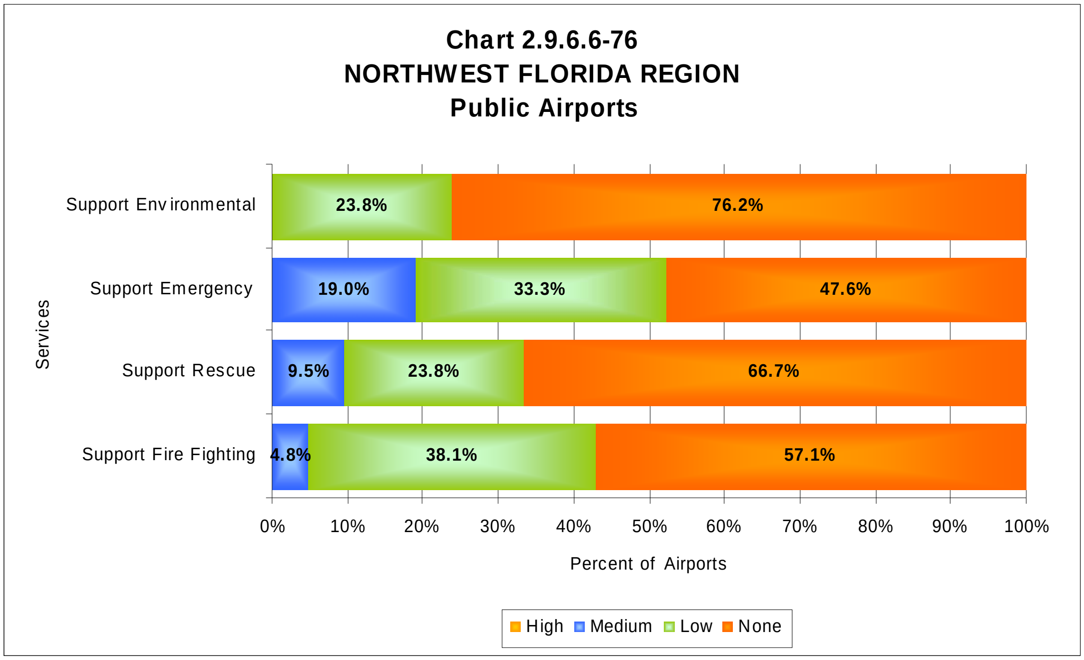
As shown in **Chart 2.9.6.6-74**, the one commercial airport located in the North Central Florida Region reports that it provides low levels of support for emergency services; the commercial airport reports that it does not provide support for any environmental, rescue, or fire fighting services. As indicated in **Chart 2.9.6.6-75,** approximately 75 percent of all community airports in the North Central Florida Region report they provide low levels of support for environmental services. All community airports in this region report they provide low or medium levels of support for emergency services, while 87 percent of all community airports report providing some level of support for rescue services. Approximately 62 percent of all community airports in this region report providing low or medium levels of support for fire fighting service. As shown in Chart 2.9.6.75, approximately 13 percent of all community airports in this region report providing a high level of support for rescue related services.



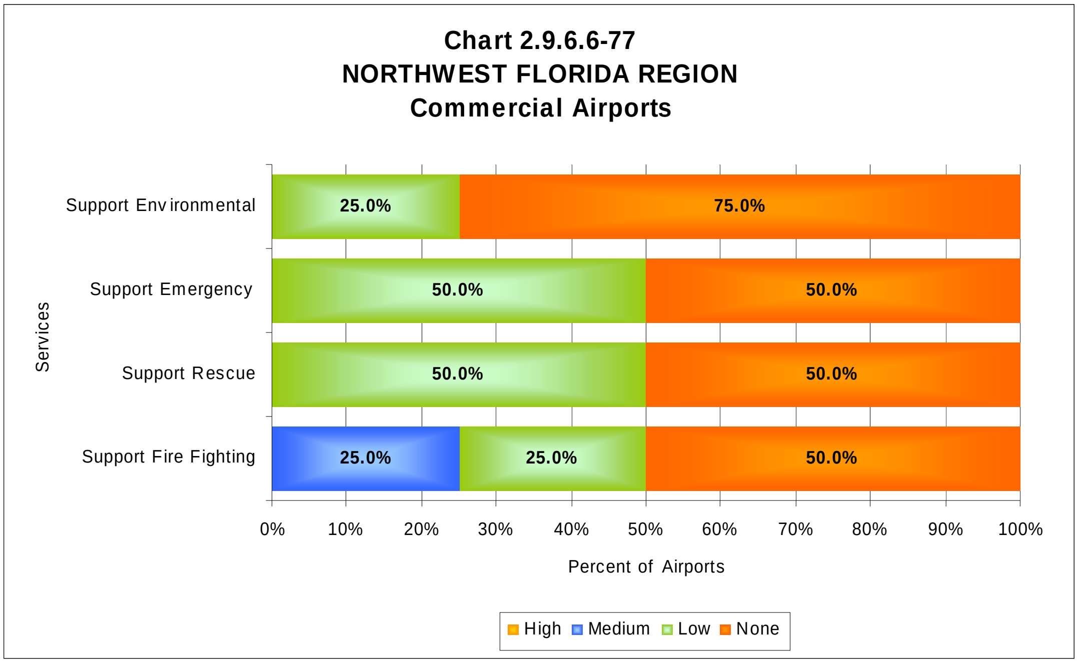


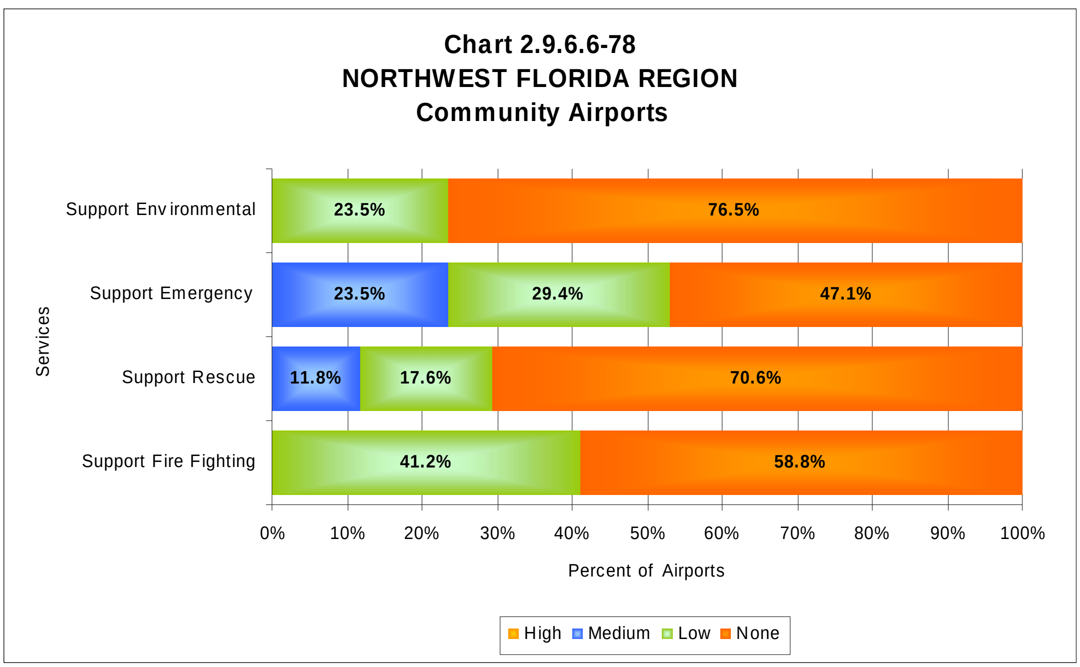
Northwest Florida Region

As indicated in **Chart 2.9.6.6-76**, approximately 76 percent of all public airports in the Northwest Florida Region report they provide no support for environmental related services, with the remaining 24 percent of all public airports providing low levels of support for environmental service. Approximately 52 percent of all public airports report providing at least some level of support for emergency services, and 33 percent of all public airports in this region report providing at least some level of support for rescue related services. Approximately 43 percent of all public airports report providing some level of support for fire fighting services. As shown in Chart 2.9.6.76, no public airports in the Northwest Florida Region report providing high levels of support for environmental, emergency, rescue, and fire fighting services.



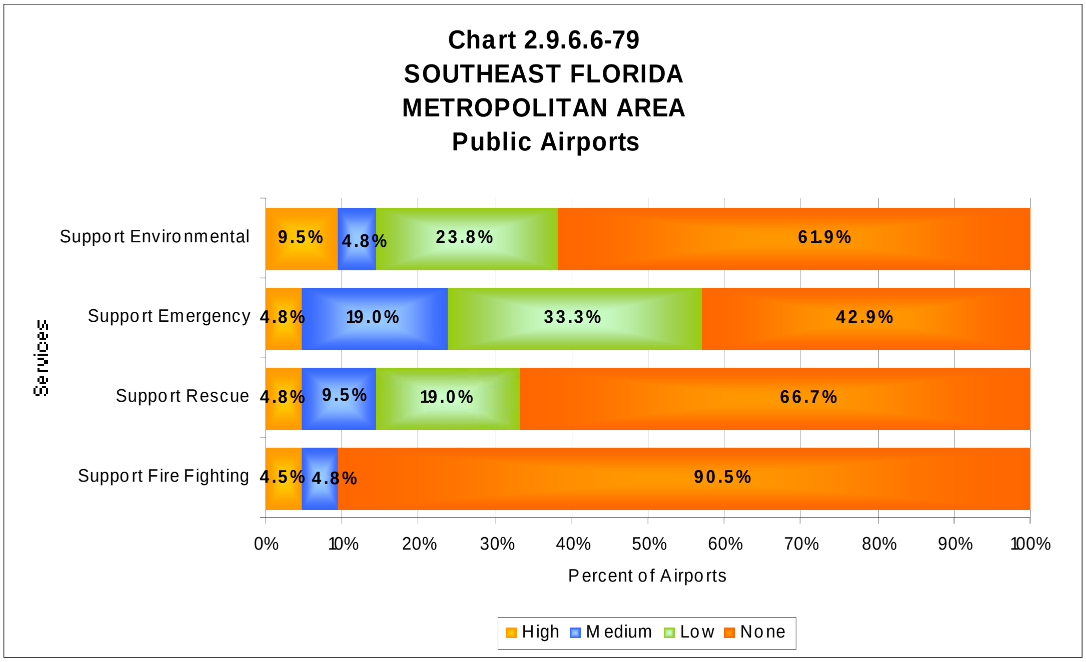
As shown in **Charts 2.9.6.6-77** and **2.9.6.6-78**, 75 percent of all commercial airports and 77 percent of all community airports in the Northwest Florida Region report they provide no level of support for environmental services. Approximately 50 percent of all commercial airports report providing low levels of support for emergency and rescue services. Approximately 50 percent of all commercial airports in this region report providing low or medium levels of support for fire fighting services. As indicated in Chart 2.9.6.78, 53 percent of all community airports in the Northwest Florida Region report providing low or medium levels of support for emergency services, while 39 percent of all community airports report providing low or medium levels of support for rescue services. Approximately 59 percent of all community airports in this region report providing no support for fire fighting services.



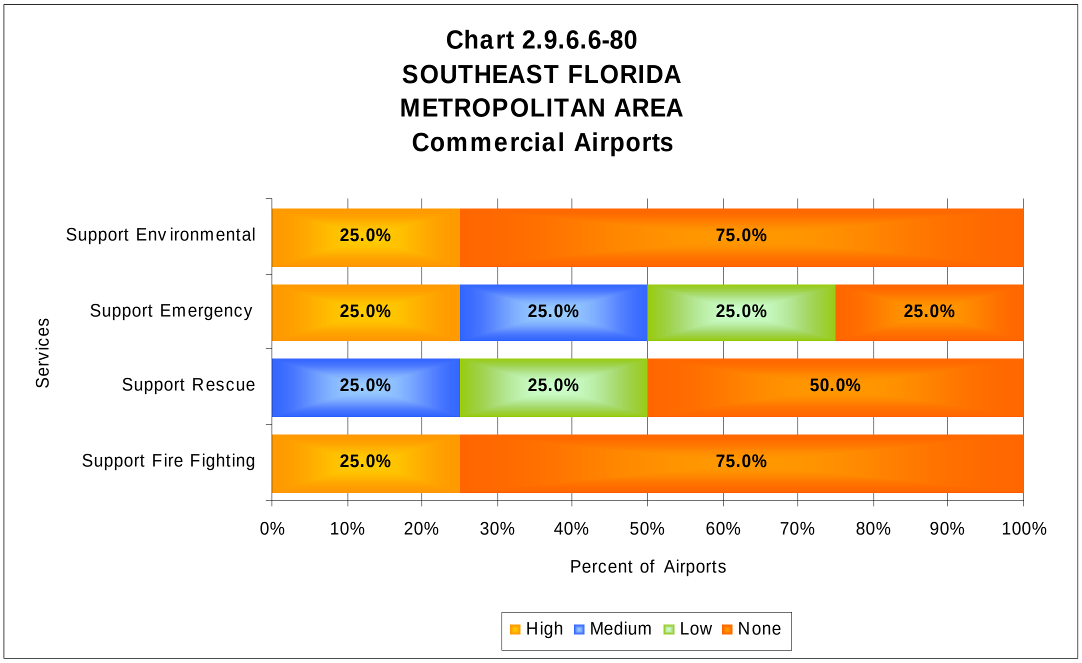


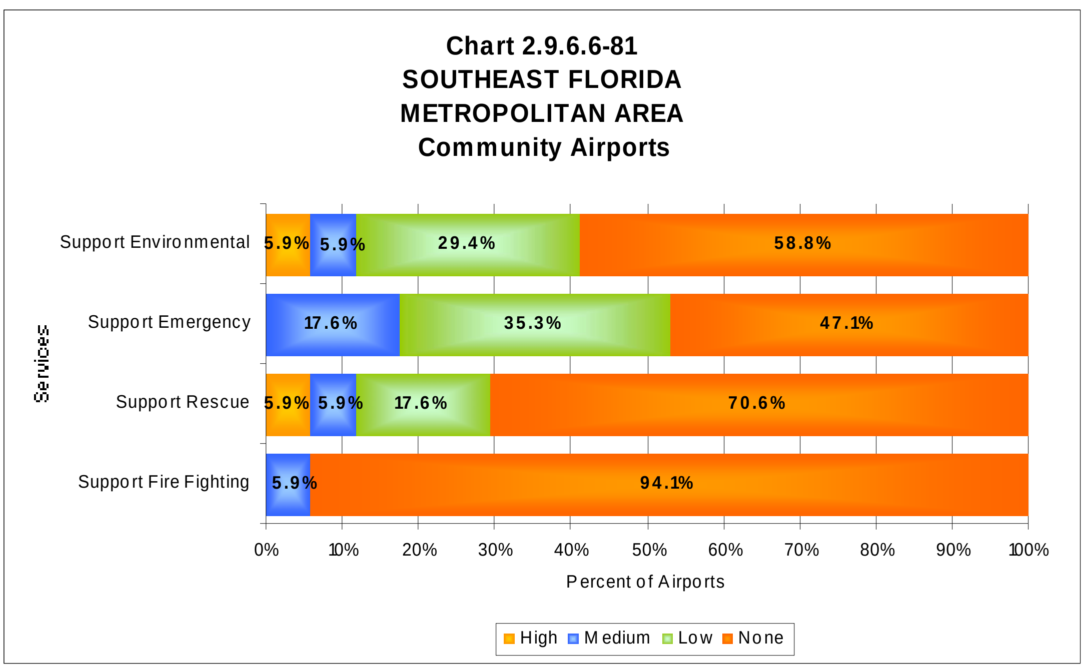
Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-79**, approximately 62 percent of all public airports in the Southeast Florida Metropolitan Area report they provide no support for environmental related services, with the remaining 38 percent of all public airports reporting that they provide some level of support for environmental service. Approximately 57 percent of all public airports report providing at least some level of support for emergency services, and 33 percent of all public airports report providing at least some level of support for rescue related services. Approximately 91 percent of all public airports in this region report they provide no support for fire fighting services. As shown in Chart 2.9.6.79, only a small percentage of public airports in the Southeast Florida Metropolitan Area report providing high levels of support for environmental, emergency, rescue, and fire fighting services.



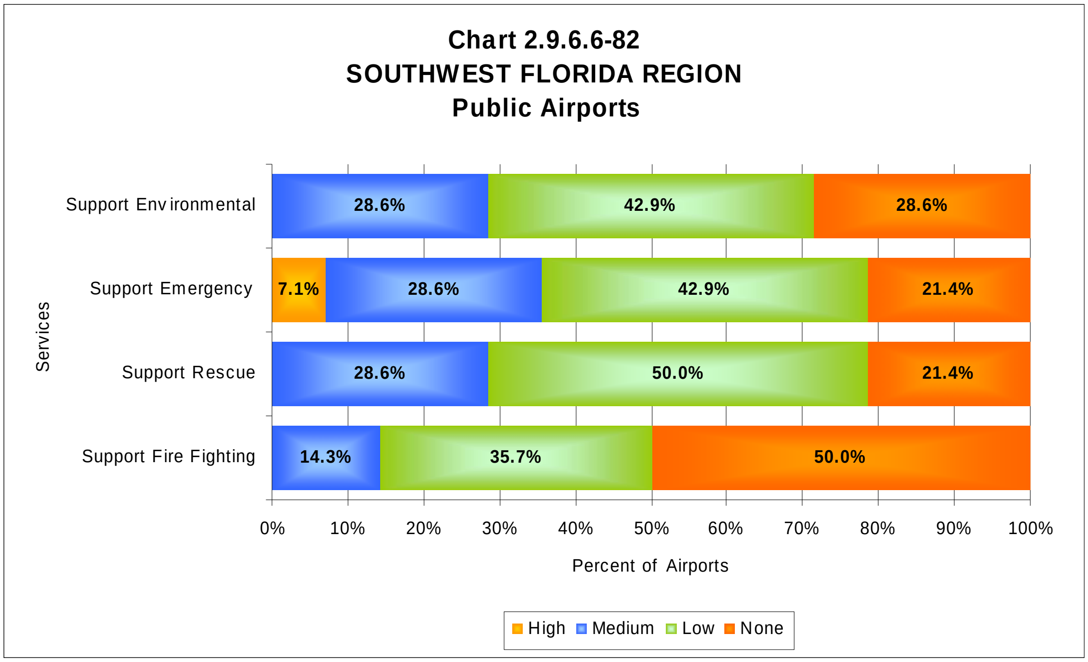
As shown in **Chart 2.9.6.6-80**, approximately 25 percent of all commercial airports in the Southeast Florida Metropolitan Area report providing high levels of support for environmental, emergency, and fire fighting services. Approximately 50 percent of all commercial airports in this region report providing low or medium levels of support for rescue services. As indicated in **Chart 2.9.6.6-81**, approximately 41 percent of all community airports in the Southeast Florida Metropolitan Area report providing some level of support for environmental services, while 53 percent of all community airports report providing low or medium levels of support for emergency services. Approximately 71 percent of all community airports in this region report they do not support rescue services, and more than 94 percent of all community airports in this region report they do not support fire fighting services.



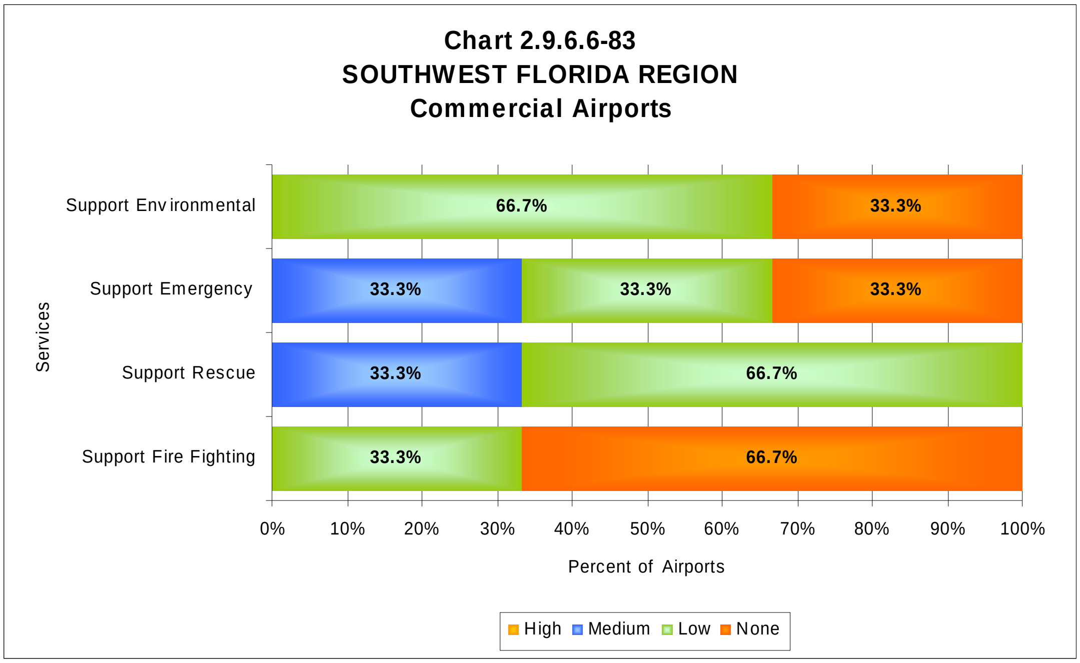


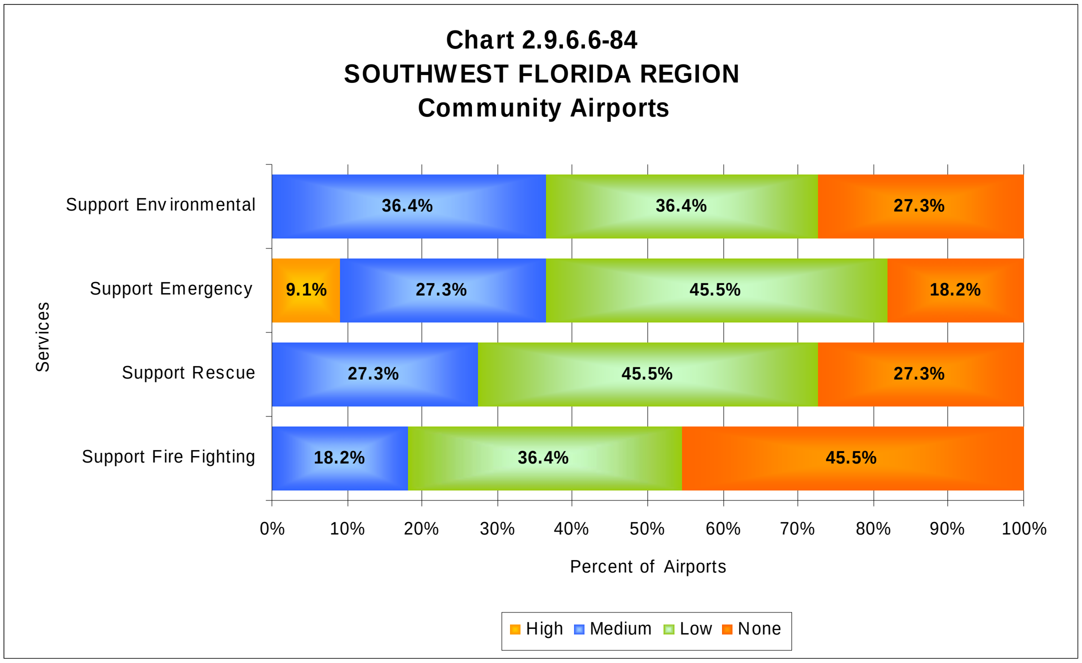
Southwest Florida Region

As indicated in **Chart 2.9.6.6-82**, approximately 71 percent of all public airports in the Southwest Florida Region report they provide low or medium levels of support for environmental services, with the remaining 29 percent of all public airports reporting that they provide no support for environmental services. Approximately 79 percent of all public airports in this region report providing at least some level of support for emergency services, and 79 percent of all public airports report providing low or medium support for rescue services. Approximately 50 percent of all public airports in this region report providing some level of support for fire fighting services. As shown in Chart 2.9.6.82, seven percent of all public airports in the Southwest Florida Region report providing high levels of support for emergency services.



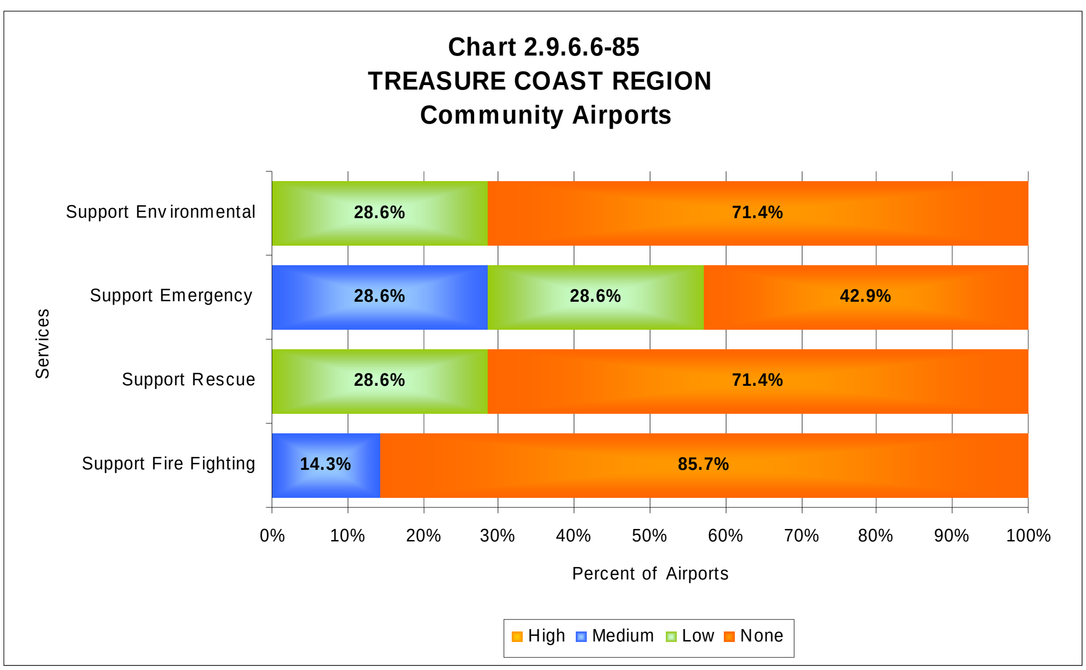
As shown in **Chart 2.9.6.6-83**, 67 percent of all commercial airports in the Southwest Florida Region report providing low levels of support for environmental services, while 67 percent of all commercial airports report providing low or medium levels of support for emergency services. All commercial airports in this region report providing some level of rescue services, while 33 percent of all commercial airports in this region report providing some level of support for fire fighting services. As indicated in **Chart 2.9.6.6-84**, approximately 73 percent of all community airports in the Southwest Florida Region report providing low or medium levels of support for environmental services, and 82 percent of all community airports report providing some level of support for emergency services. Approximately 73 percent of all community airports report providing low or medium levels of support for rescue services, and 54 percent of all community airports in the Southwest Florida Region report providing low or medium levels of support for fire fighting services.





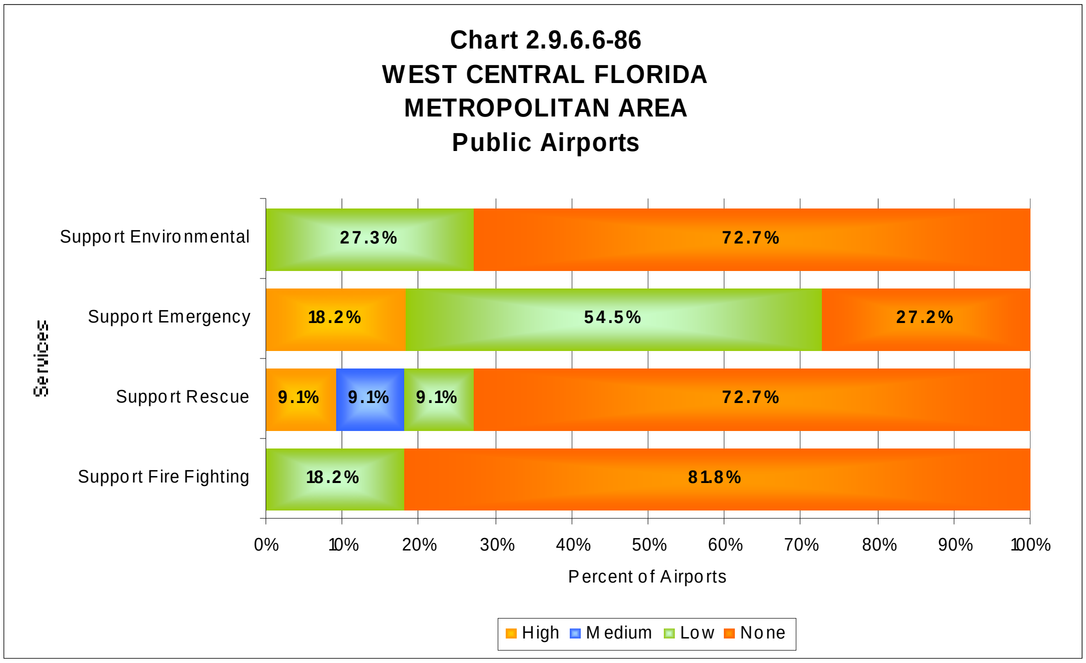
Treasure Coast Region

The Treasure Coast Region contains seven public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-85**, approximately 71 percent of all community airports in the Treasure Coast Region report they provide no support for environmental services, with the remaining 29 percent reporting that they provide low levels of support for environmental service. Approximately 57 percent of all community airports in this region report providing low or medium levels of support for emergency services, and 29 percent of all community airports in this region report providing a low level of support for rescue services. Nearly 86 percent all community airports in the Treasure Coast Region report they provide no support for fire fighting services.



West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-86**, approximately 73 percent of all public airports in the West Central Florida Metropolitan Area report they provide no support for environmental services, with the remaining 27 percent of all public airports providing low levels of support for environmental service. Approximately 73 percent of all public airports in this region report providing either high or low levels of support for emergency services, and 27 percent of all public airports report providing at least some level of support for rescue services. Approximately 82 percent of all public airports report providing no support for fire fighting services. As shown in Chart 2.9.6.86, 18 percent of all public airports in the West Central Florida Metropolitan Area report providing high levels of support for emergency services, and nine percent report providing high levels of support for rescue services.



As shown in **Chart 2.9.6.6-87**, the two commercial airports in the West Central Florida Metropolitan Area report providing low or high levels of support for emergency services, however neither airport reports providing support for fire fighting services. Approximately 50 percent of the commercial airports report providing support for environmental and rescue services. As indicated in **Chart 2.9.6.6-88**, approximately 78 percent of all community airports in the West Central Florida Metropolitan Area report providing no support for environmental, rescue or fire fighting services. Approximately 77 percent of all community airports in this region report providing either high or low support for emergency services.

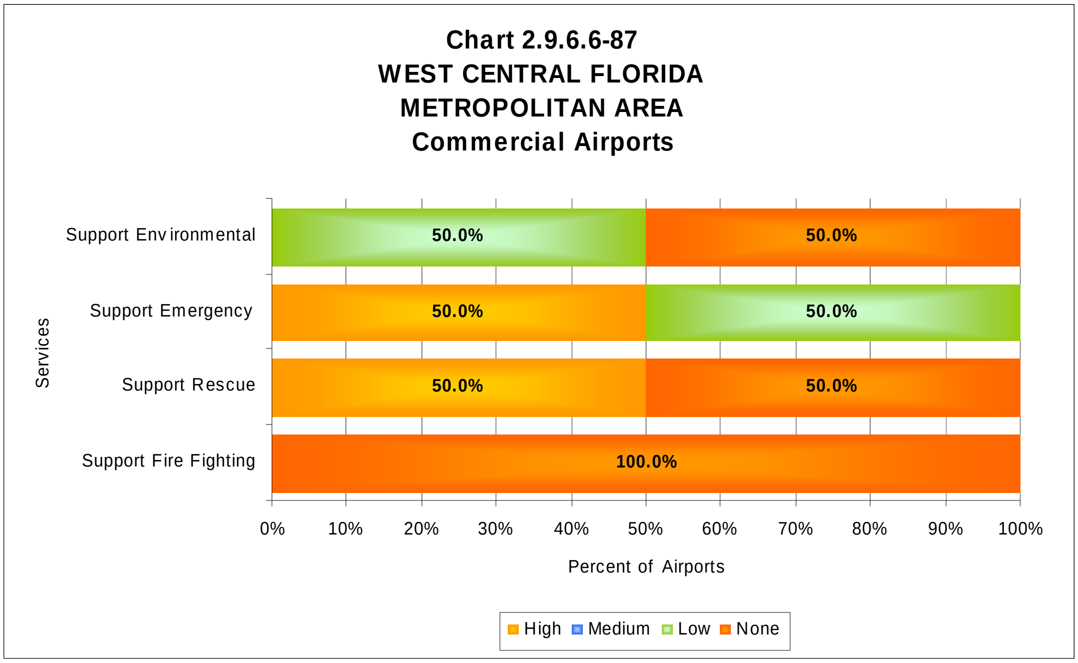


Chart 2.9.6.6-87
WEST CENTRAL FLORIDA
METROPOLITAN AREA
Commercial Airports
Services
Support Environmental
Support Emergency
Support Rescue
Support Fire Fighting
50.0%
50.0%
50.0%
50.0%
50.0%
50.0%
100.0%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
High
Medium
Low
None

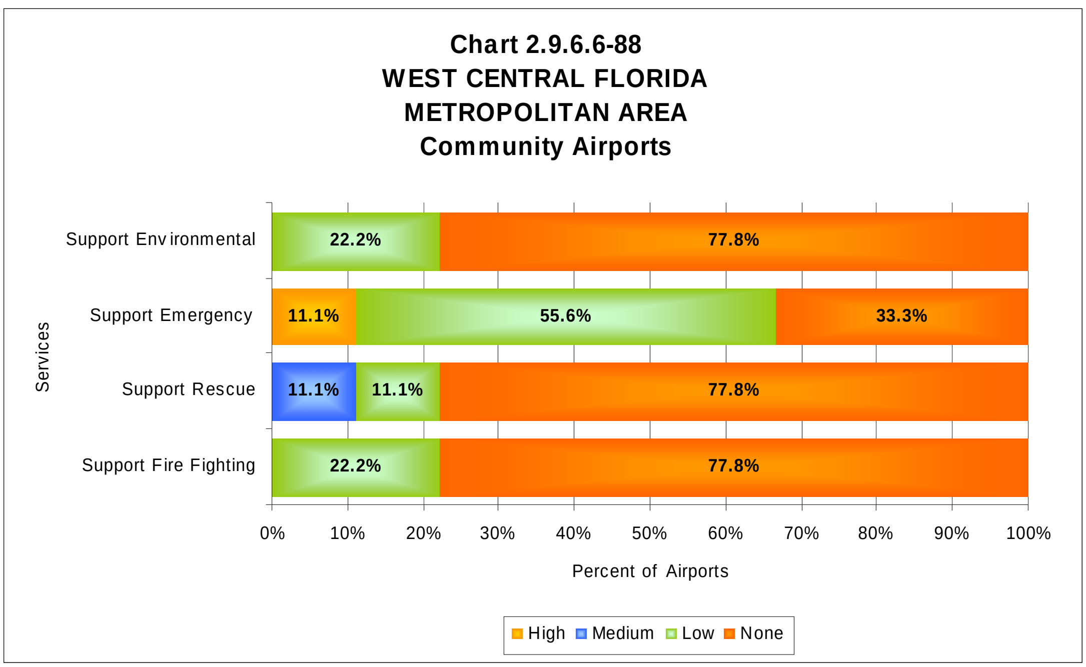


Chart 2.9.6.6-88
WEST CENTRAL FLORIDA
METROPOLITAN AREA
Community Airports
Services
Support Environmental
Support Emergency
Support Rescue
Support Fire Fighting
22.2%
77.8%
11.1%
55.6%
33.3%
11.1%
11.1%
77.8%
22.2%
77.8%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Percent of Airports
High
Medium
Low
None

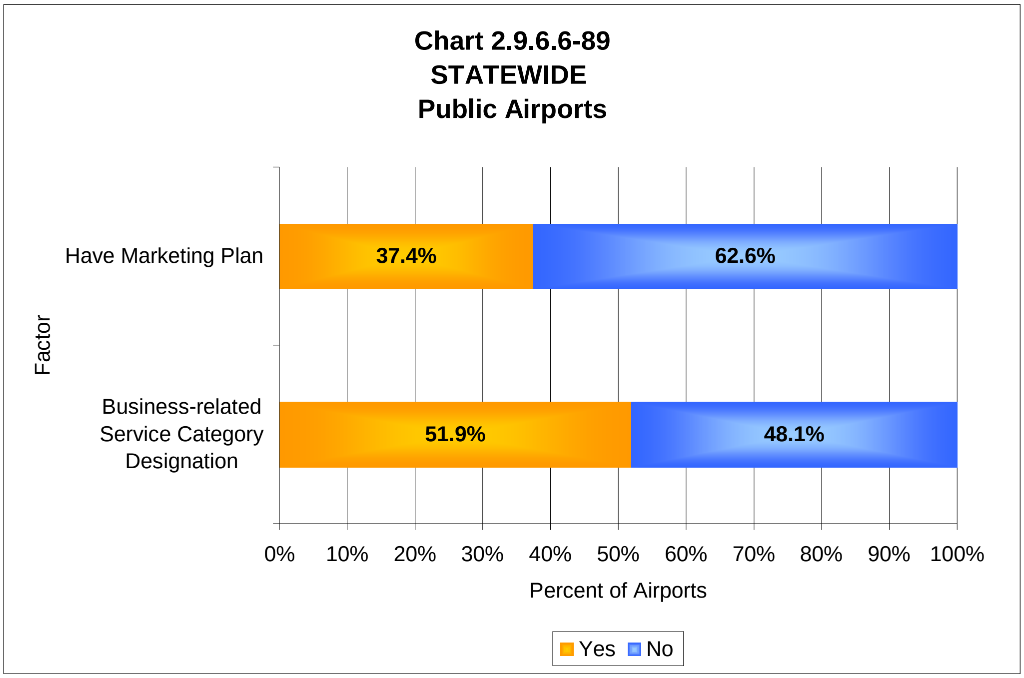
1.5 System Objective: Encourage the use of appropriate airports for corporate/business type aircraft through a targeted marketing program

In order to measure this objective, several critical factors were evaluated for each public airport in the system. FDOT's Aviation Infrastructure Assessment Tool includes three service categories for airports that support Florida's businesses and employers. These three service categories are as follows: business, business/recreational, and corporate. It is possible for a Florida airport to provide functional support in more than one of these business-related service categories. Airports discussed in relationship to this objective have at least one, and possibly two or more, designated service categories that are business related. Ideally, airports in Florida that have one or more of the three business related service category designations should also have a marketing plan aimed at increasing their business use and related service and activities. Additionally, data from each airport was examined to determine whether airports reported they have a marketing plan.

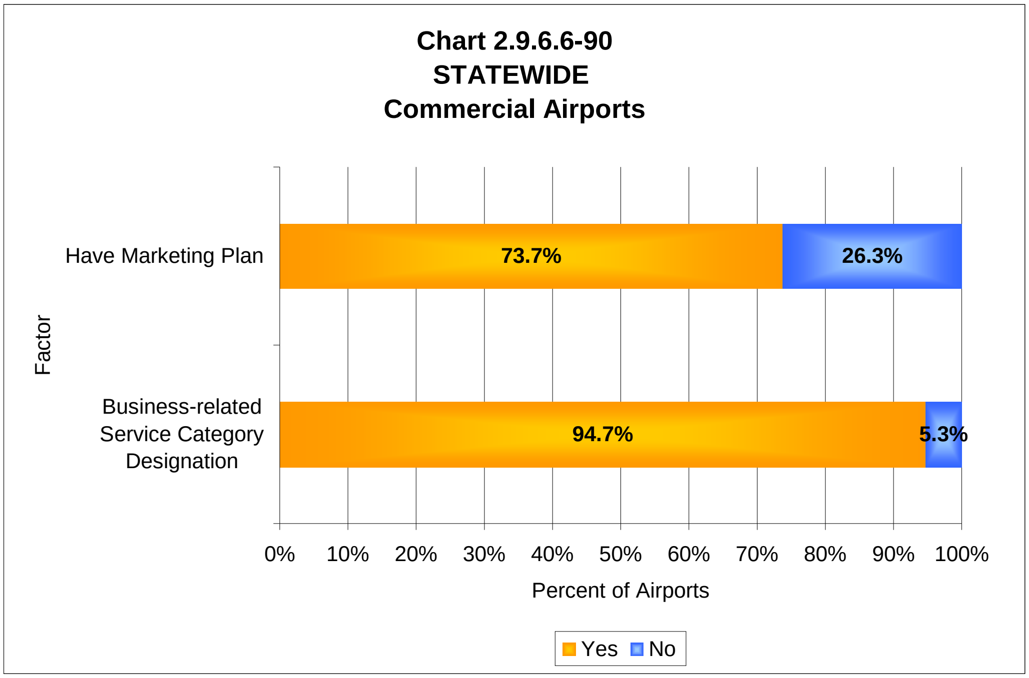
The system performance in regard to these measures is summarized for all commercial and community airports in the state and by CFASPP region in the following sections. Additionally, the system evaluation is summarized to indicate performance of commercial and community airports in the state and by CFASPP region. It is very important to note that the analysis carried out in this section is based solely on output from the Infrastructure Investment Tool. Airports discussed in this section were assigned some type of a business designation based on the results of the Investment Tool.

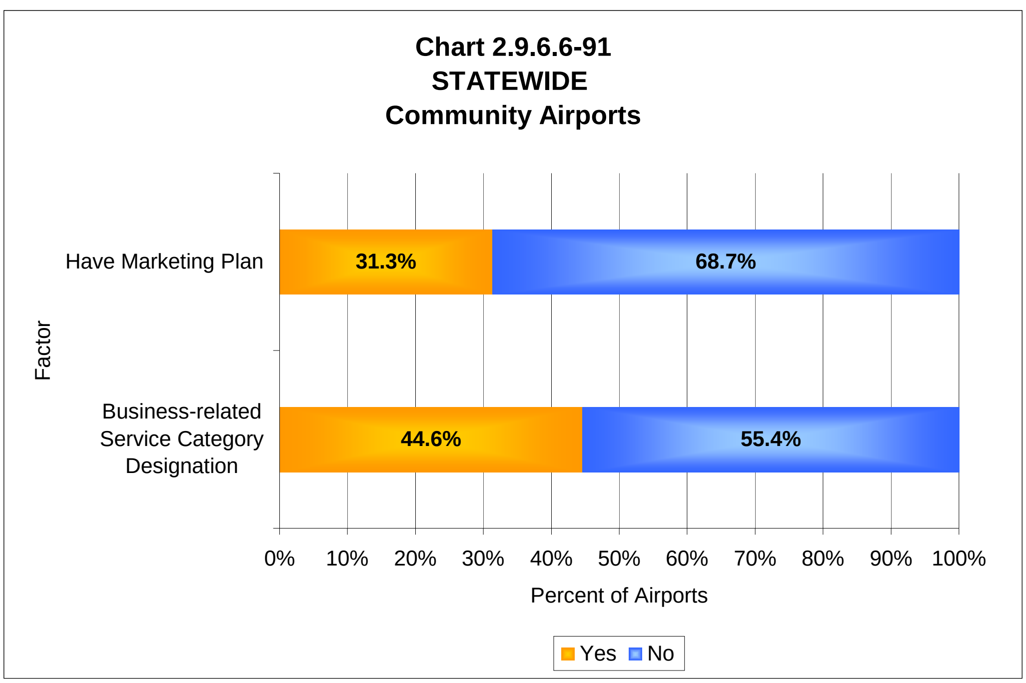
Statewide Summary

As indicated in **Chart 2.9.6.6-89**, approximately 37 percent of all public airports in the state report they have a marketing plan. The remaining 63 percent of all public airports in the state report they have no marketing plan. Additionally, 52 percent of all public airports in the state have a business-related service category, according to the output of the Infrastructure Investment Tool.



As shown in **Chart 2.9.6.6-90**, a majority of commercial airports in the state report having a marketing plan and a business-related service category designation. Approximately 74 percent of all commercial airports in the state report they have a marketing plan, and 95 percent of all commercial airports in the state have a business-related service category designation. As indicated in **Chart 2.9.6.6-91**, a majority of community airports in the state report that they do not have a marketing plan or a business-related service category designation. Approximately 69 percent of all community airports in the state report they do not have a marketing plan, and 55 percent of all community airports do not have a business-related service category designation, according to the output from the Infrastructure Investment Tool.



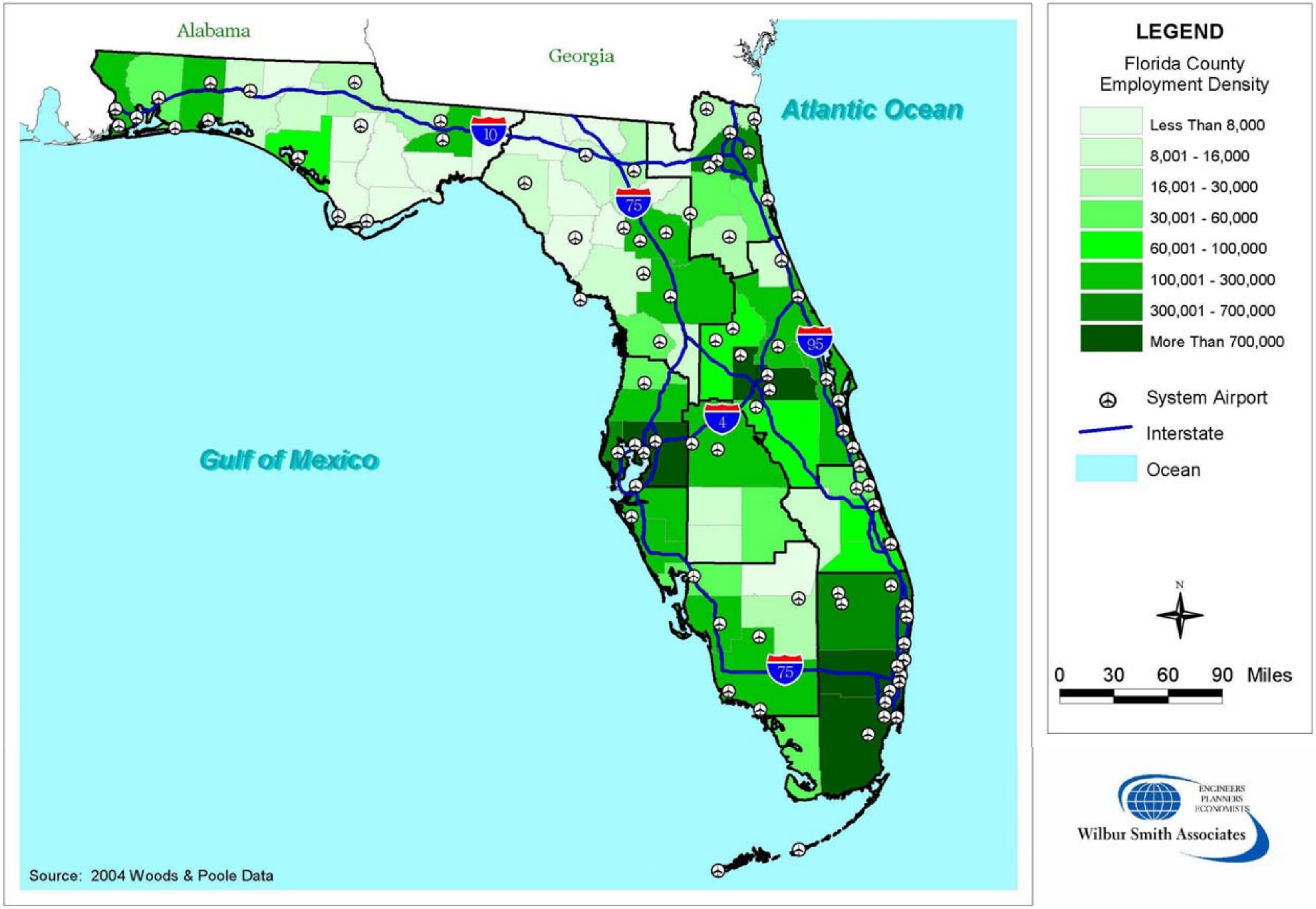


As indicated in **Exhibit 2.9.6.6-1**, airports with business-related service category designations are located in the counties and CFASPP regions that have the highest concentrations of employment in the state. These areas are primarily the Northeast Florida Metropolitan Area, the West Central Florida Metropolitan Area, the East Central Florida Metropolitan Area, ant the Southeast Florida Metropolitan Area. As shown in **Exhibit 2.9.6.6-2**, Florida's employment growth is projected to be highest in the Southwest Florida Region and the Northwest Florida Region. Both central Florida regions are also projected to experience modest growth.

FLORIDA AVIATION SYSTEM PLAN

Business Related Density Service Category - Statewide by County

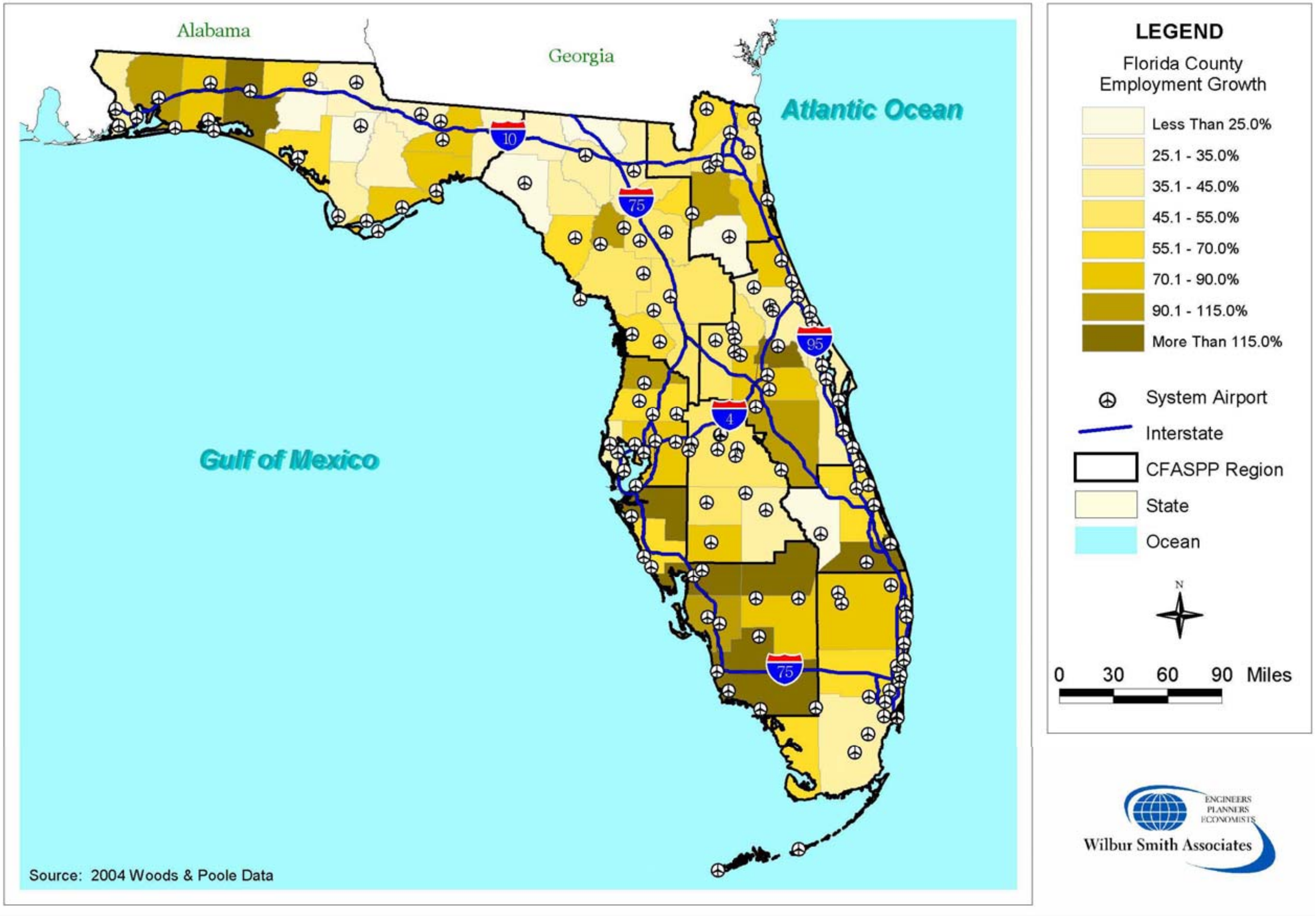
Exhibit 2.9.6.6-1



FLORIDA AVIATION SYSTEM PLAN

Business Related Growth Service Category - Statewide by County

Exhibit 2.9.6.6-2

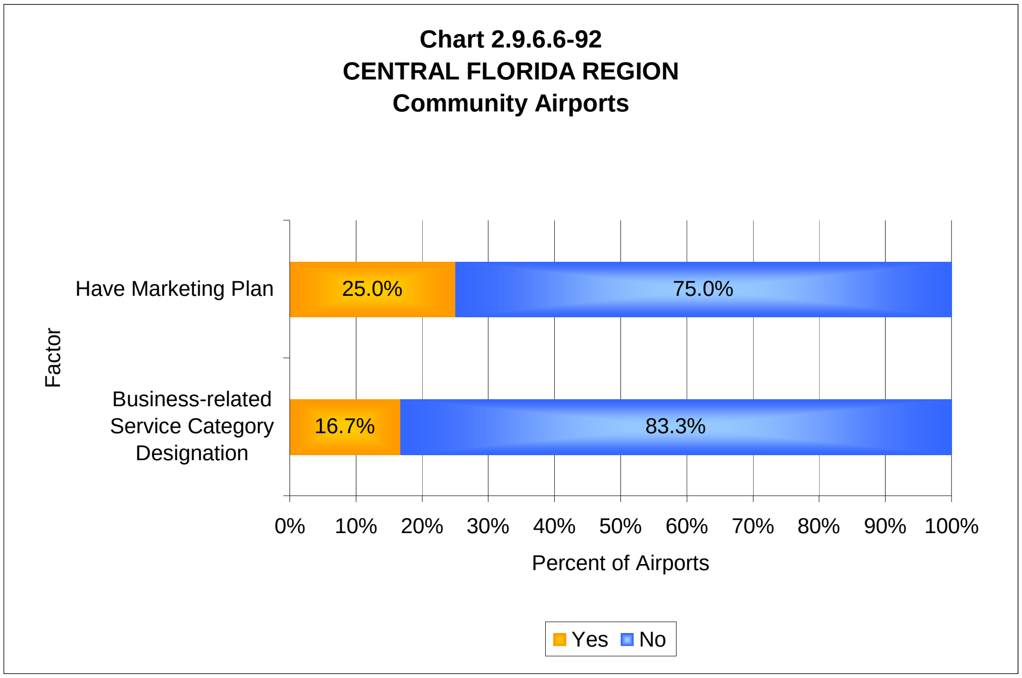


Source: 2004 Woods & Poole Data

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 2.9.6.6-92**, approximately 75 percent of all community airports in the Central Florida Region report they do not have a marketing plan. The remaining 25 percent of all community airports in this region report they have a marketing plan. Approximately 17 percent of all community airports in the Central Florida Region have business-related service categories, according to results from the Infrastructure Investment Tool.



As shown on **Exhibit 2.9.6.6-3**, airports with business-related service category designations are located in the county in the Central Florida Region that now has the highest concentrations of employment in this CFASPP region. As shown in **Exhibit 2.9.6.6-4**, however, the rate of projected employment growth for both Hardee and De Soto counties is higher than the projected rate of employment growth for Polk County. There are no airports with business-related service category designations in either Hardee County or De Soto County.

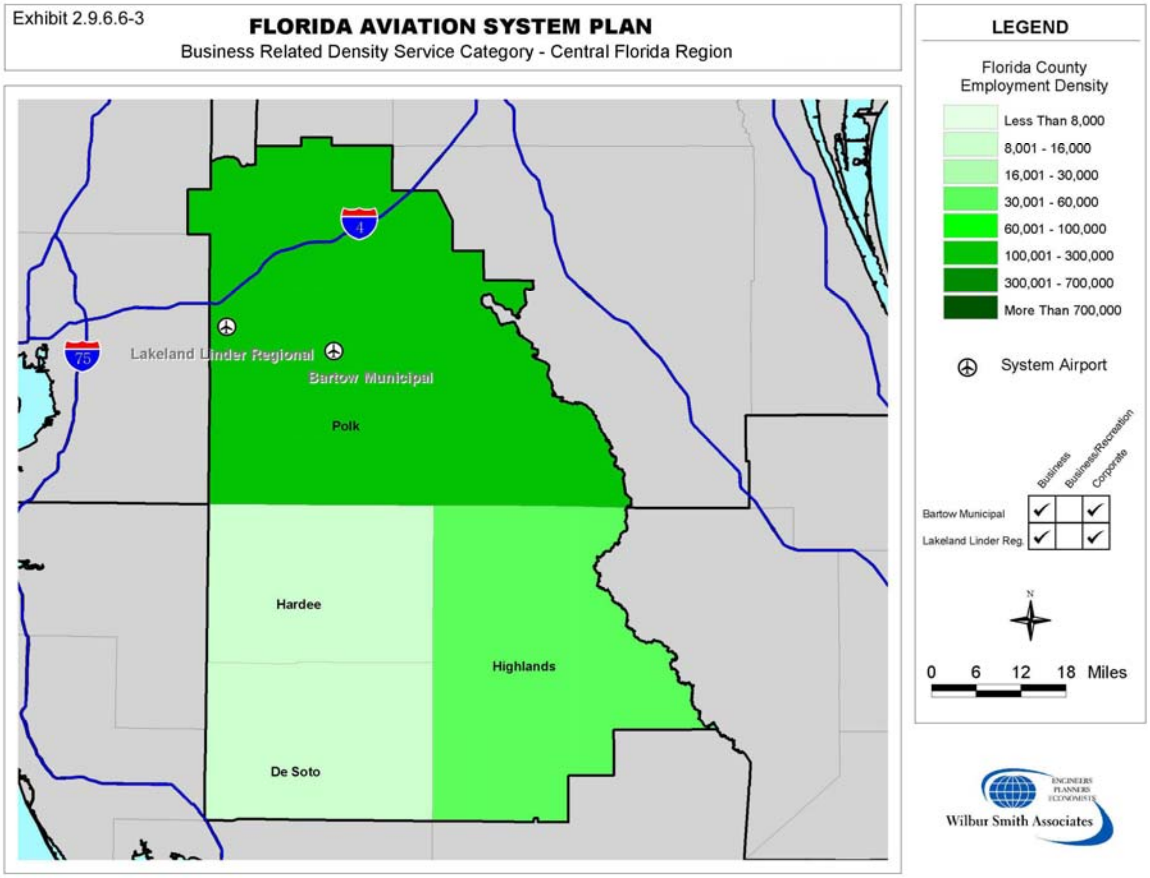


Exhibit 2.9.6.6-3
FLORIDA AVIATION SYSTEM PLAN
Business Related Density Service Category - Central Florida Region
Lakeland Linder Regional
Bartow Municipal
Polk
Hardee
Highlands
De Soto
LEGEND
Florida County Employment Density
Less Than 8,000
8,001 - 16,000
16,001 - 30,000
30,001 - 60,000
60,001 - 100,000
100,001 - 300,000
300,001 - 700,000
More Than 700,000
System Airport
Business
Business/Recreation
Corporate
Bartow Municipal
Lakeland Linder Reg.
0 6 12 18 Miles
Wilbur Smith Associates

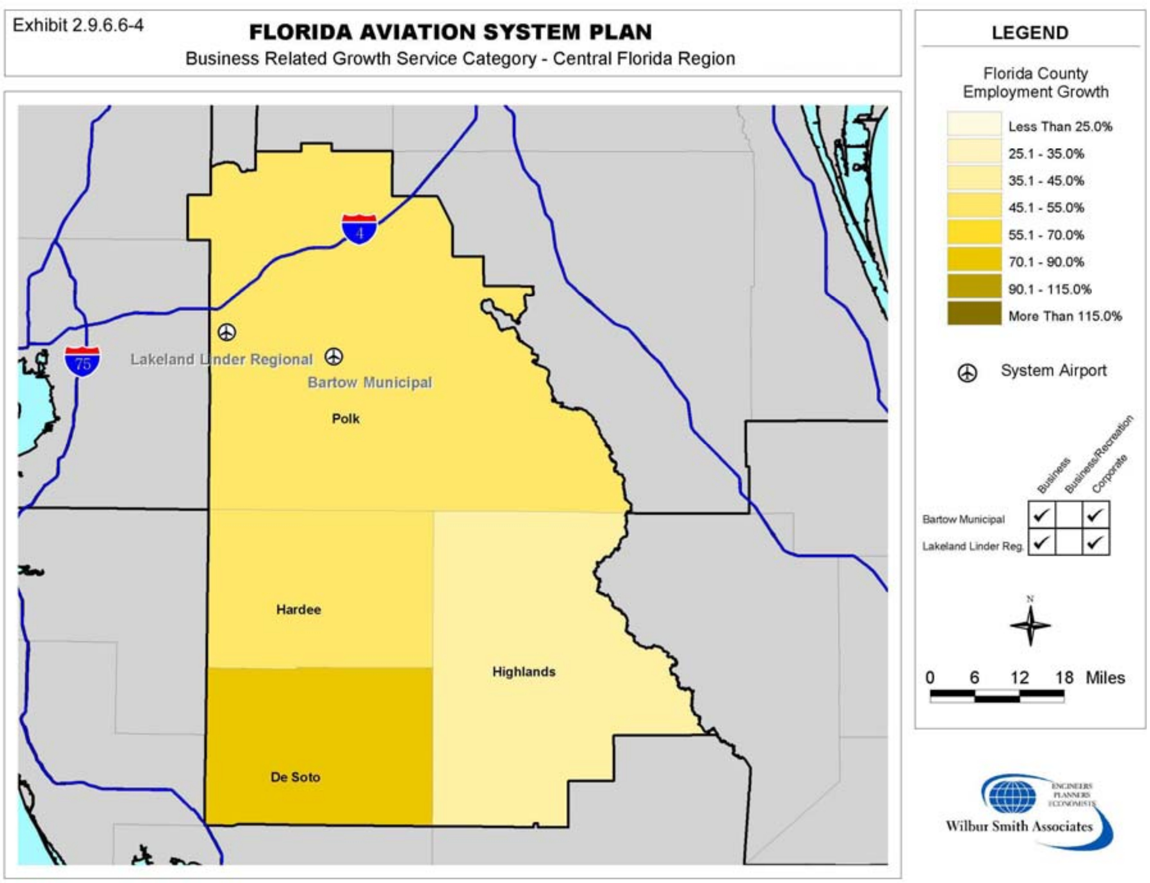
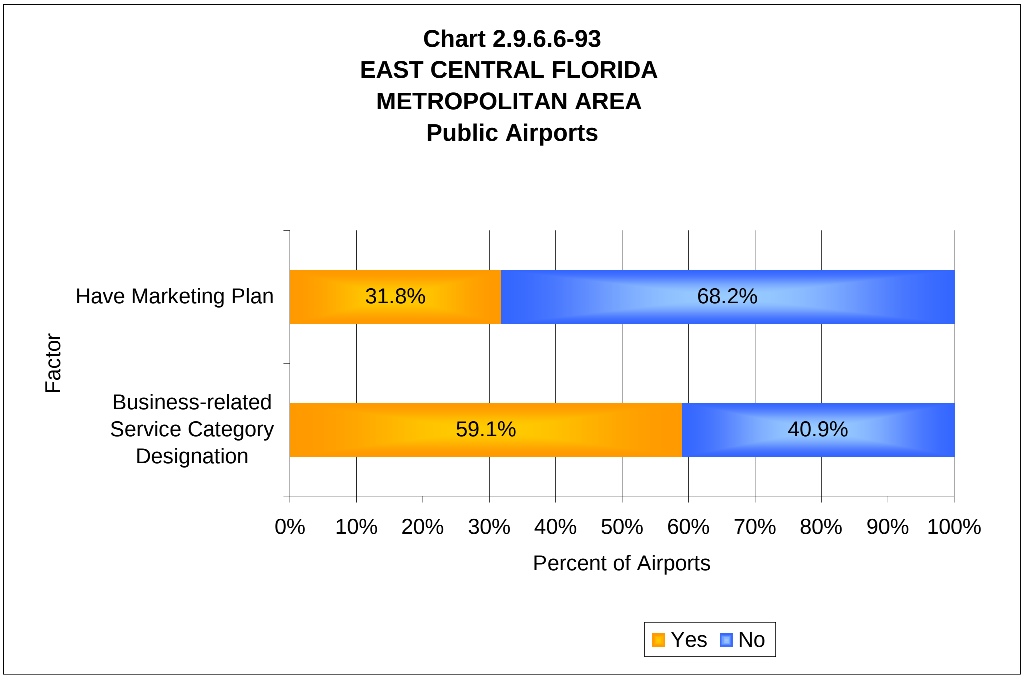


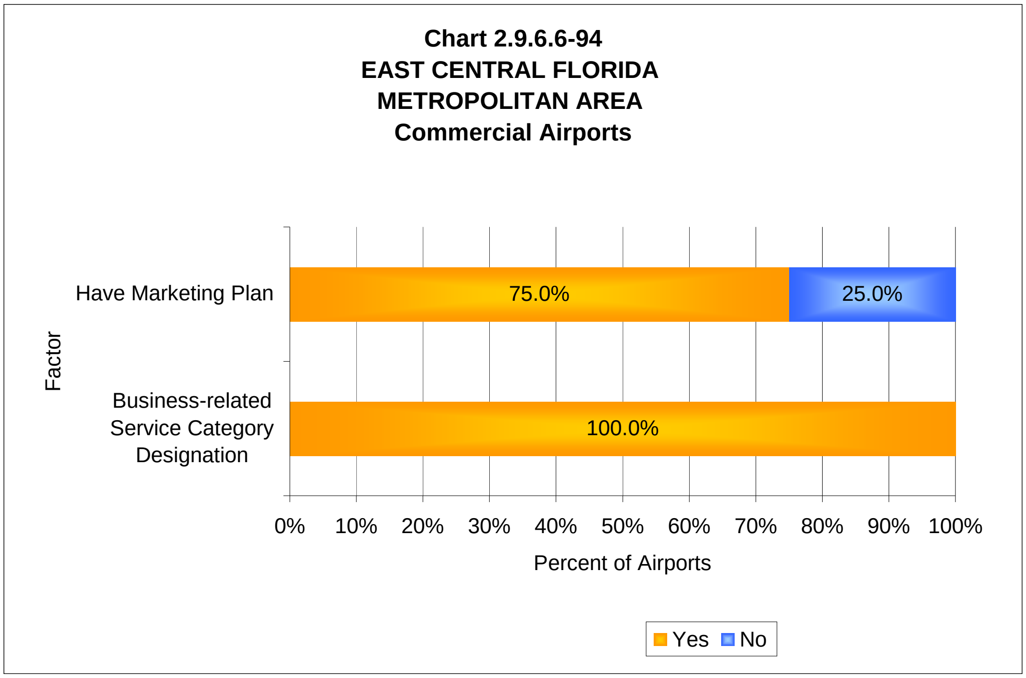
Exhibit 2.9.6.6-4
FLORIDA AVIATION SYSTEM PLAN
Business Related Growth Service Category - Central Florida Region
Lakeland Linder Regional
Bartow Municipal
Polk
Hardee
Highlands
De Soto
LEGEND
Florida County Employment Growth
Less Than 25.0%
25.1 - 35.0%
35.1 - 45.0%
45.1 - 55.0%
55.1 - 70.0%
70.1 - 90.0%
90.1 - 115.0%
More Than 115.0%
System Airport
Business
Business/Recreation
Corporate
Bartow Municipal
Lakeland Linder Reg.
0 6 12 18 Miles
Wilbur Smith Associates

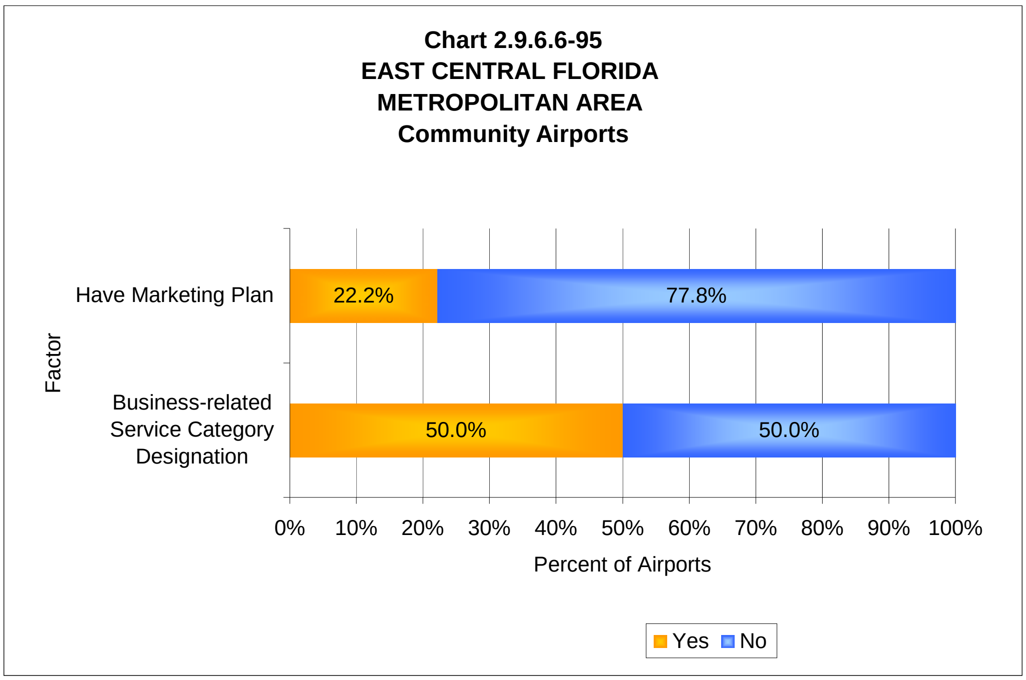
East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-93**, approximately 68 percent of all community airports in the East Central Florida Metropolitan Area report they do not have a marketing plan. The remaining 32 percent of all community airports in this region report they have a marketing plan. Approximately 59 percent of all community airports in the East Central Florida Metropolitan Area have business-related service categories.



As shown in **Chart 2.9.6.6-94**, approximately 75 percent of commercial airports in the East Central Florida Metropolitan Area report having a marketing plan and all commercial airports have a business-related service category designation. As indicated in **Chart 2.9.6.6-95**, approximately 78 percent of community airports in the East Central Florida Metropolitan Area report that they do not have a marketing plan, but 50 percent of all community airports have a business-related service category designation. Business-related service categories were assigned using FDOT's Aviation Infrastructure Investment Tool.



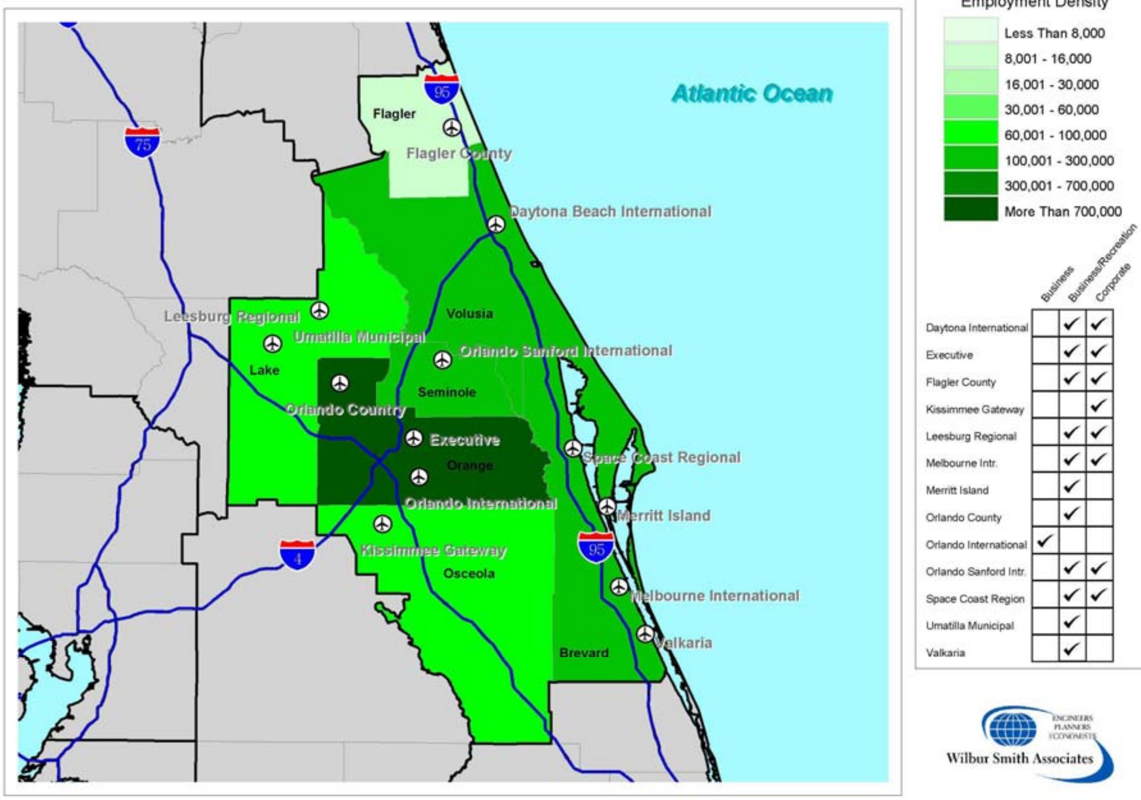


As shown in **Exhibit 2.9.6.6-5**, there are a number of airports in the East Central Metropolitan Area that have business-related service category designations and that these airports are distributed throughout those counties in this CFASPP region that now have the highest concentrations of employment. **Exhibit 2.9.6.6-6** shows those counties in this CFASPP region that are projected to have the highest rates of employment growth. As shown in this exhibit, Seminole and Osceola counties are the counties in this CFASPP region that are projected to have the highest rates of employment growth. Only northern Osceola County has one airport with a business-related service category. There is also only one airport with a business-related service category designation in Seminole County.

Exhibit 2.9.6.6-5

FLORIDA AVIATION SYSTEM PLAN

Business Related Density Service Category - East Central Florida Metropolitan Area

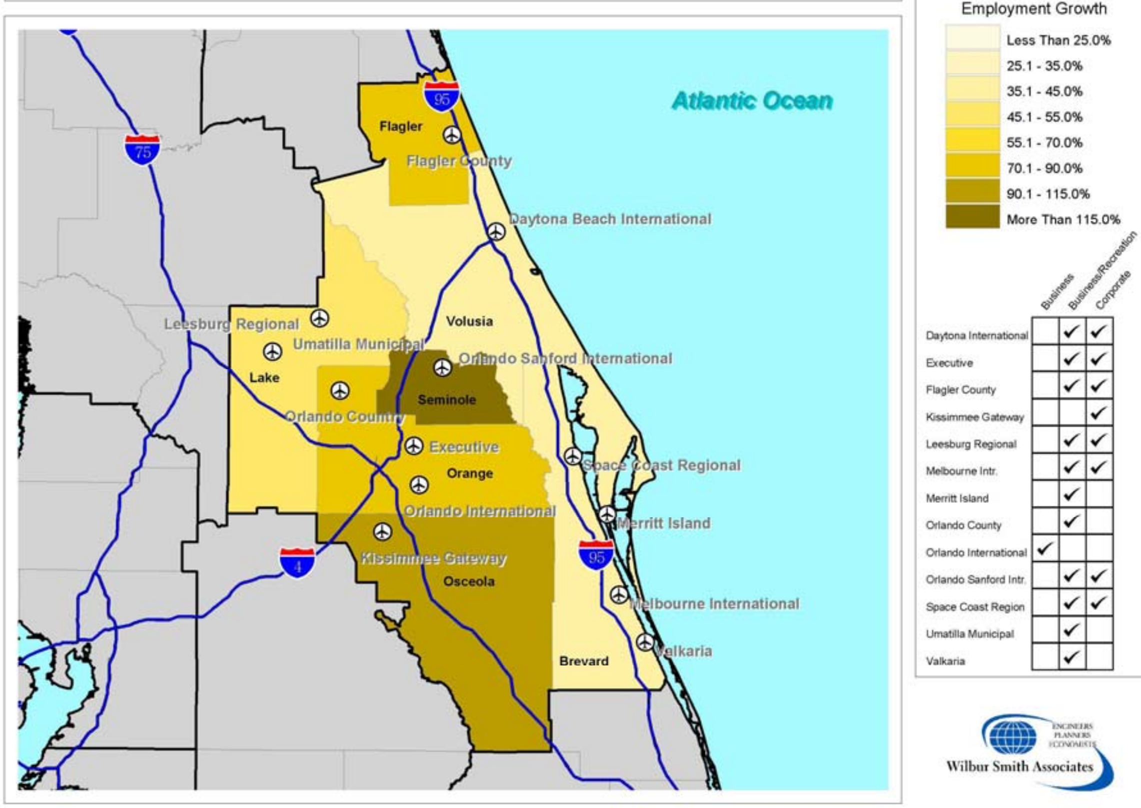


	Business	Business/Recreation	Corporate
Daytona International		✓	✓
Executive		✓	✓
Flagler County		✓	✓
Kissimmee Gateway			✓
Leesburg Regional		✓	✓
Melbourne Intr.		✓	✓
Merritt Island		✓	
Orlando County		✓	
Orlando International	✓		
Orlando Sanford Intr.		✓	✓
Space Coast Region		✓	✓
Umatilla Municipal		✓	
Valkaria		✓	

Exhibit 2.9.6.6-6

FLORIDA AVIATION SYSTEM PLAN

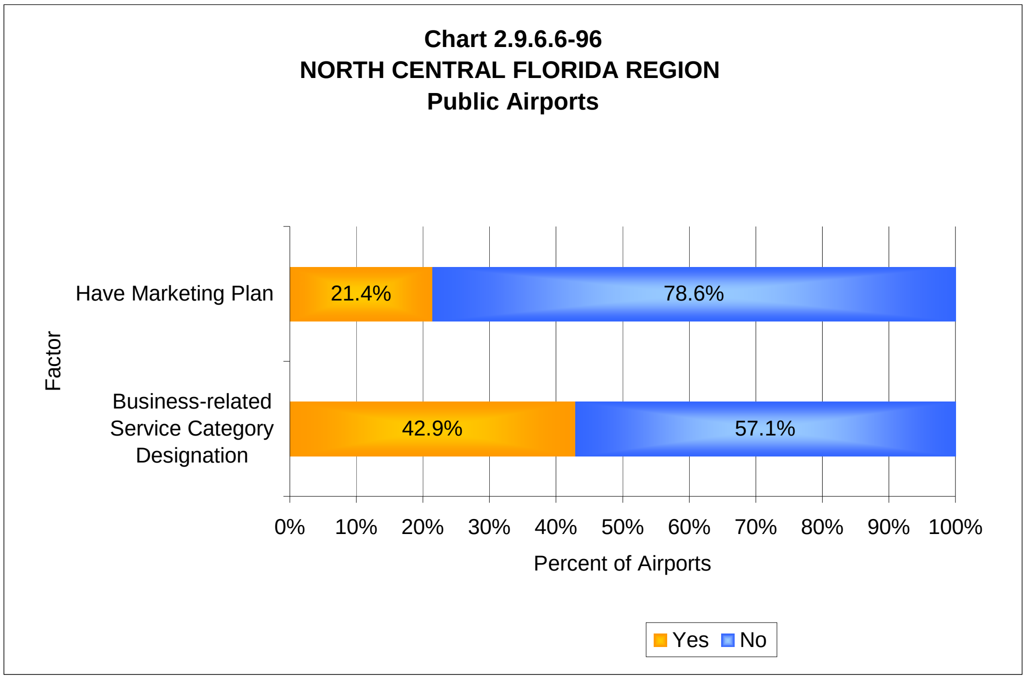
Business Related Growth Service Category - East Central Florida Metropolitan Area



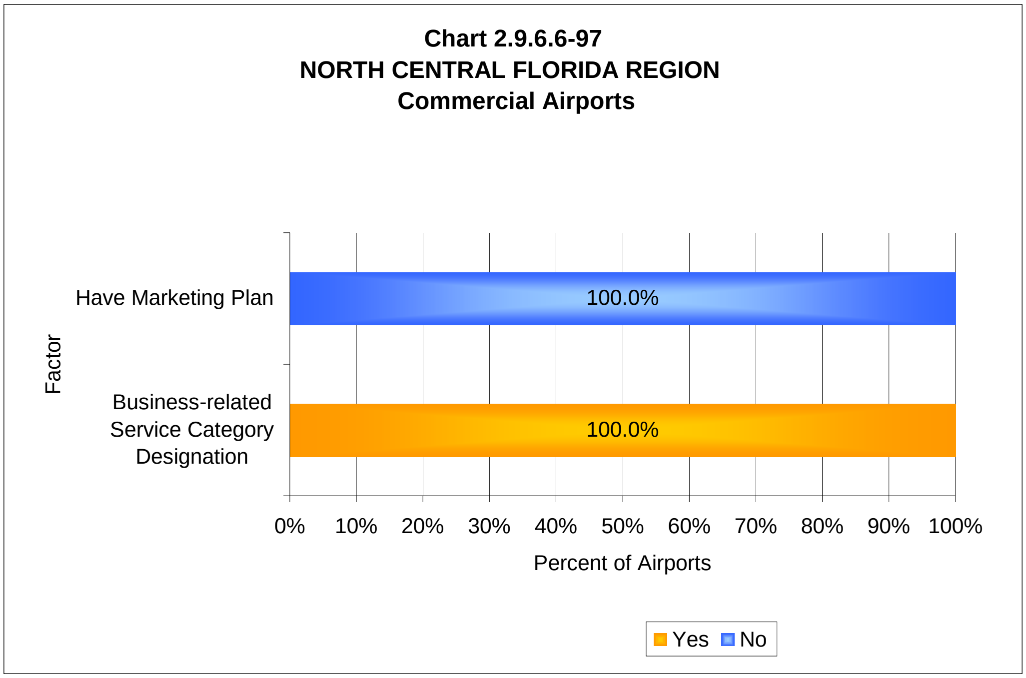
	Business	Business/Recreation	Corporate
Daytona International		✓	✓
Executive		✓	✓
Flagler County		✓	✓
Kissimmee Gateway			✓
Leesburg Regional		✓	✓
Melbourne Intr.		✓	✓
Merritt Island		✓	
Orlando County		✓	
Orlando International	✓		
Orlando Sanford Intr.		✓	✓
Space Coast Region		✓	✓
Umatilla Municipal		✓	
Valkaria		✓	

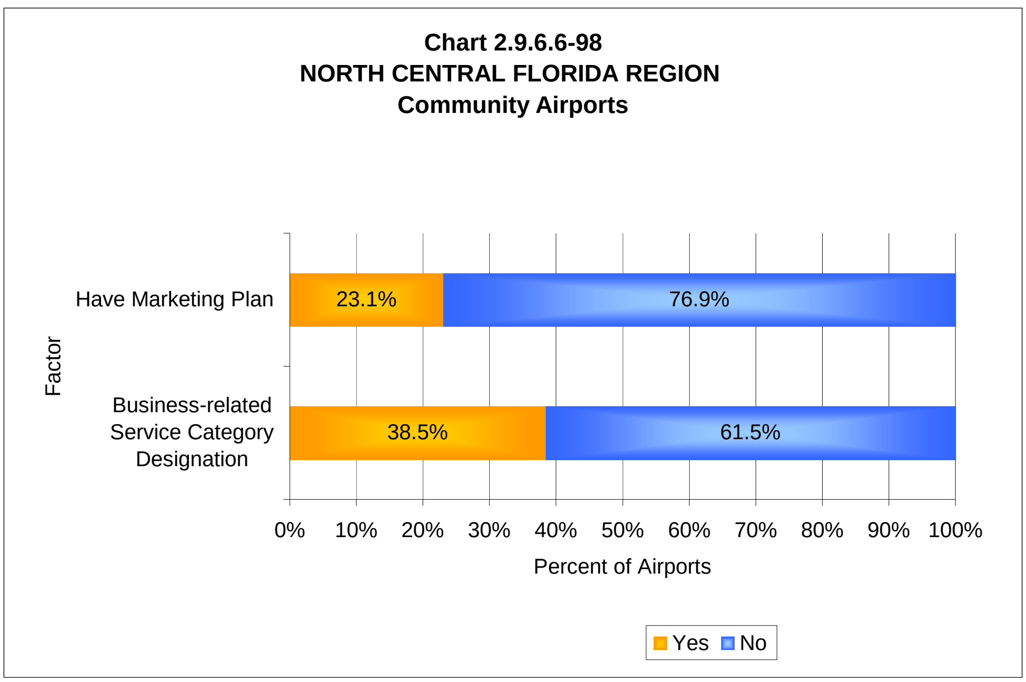
North Central Florida Region

As indicated in **Chart 2.9.6.6-96**, approximately 78 percent of all public airports in the North Central Florida Region report they do not have a marketing plan. The remaining 21 percent of all public airports in this region report they have a marketing plan. Approximately 43 percent of all public airports in the North Central Florida Region have business-related service categories.



As shown in **Chart 2.9.6.6-97**, the one commercial airport in the North Central Florida Region reports that it does not have a marketing plan; however, this airport does have a business-related service category designation. As indicated in **Chart 2.9.6.6-98**, approximately 77 percent of community airports in the North Central Florida Region report that they do not have a marketing plan, but 39 percent of all community airports have a business-related service category designation. For this analysis, business-related service category designations were assigned using FDOT's Aviation Infrastructure Investment Tool.



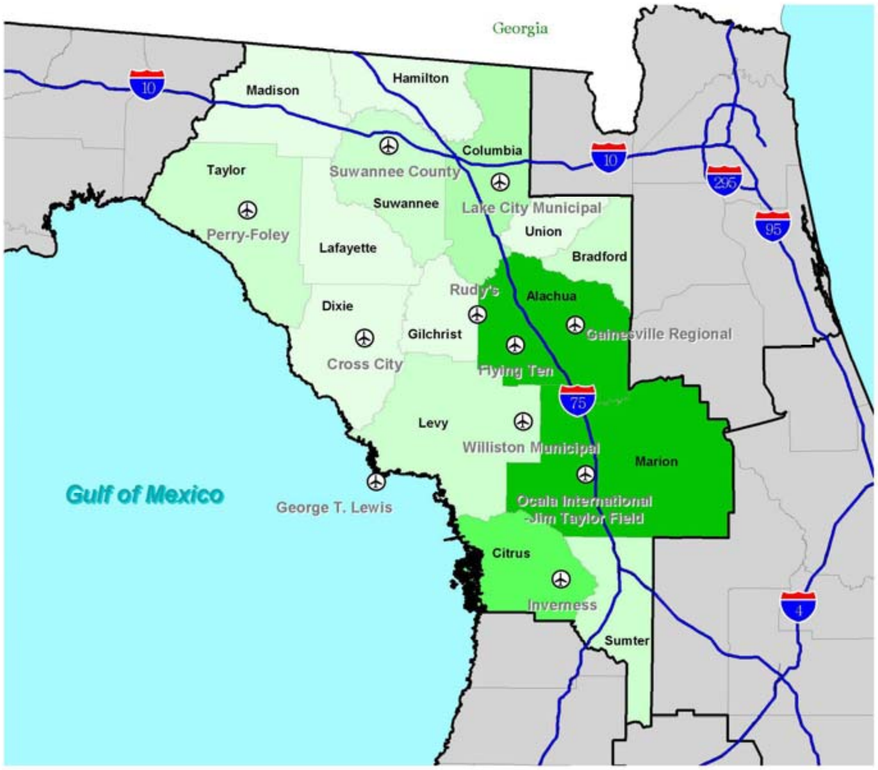


Those counties in the North Central Florida Region that now have the highest concentrations of employment are in proximity to one or more airports with a business-related service category designation. These airports and the counties with the highest concentrations of employment in this CFASPP region are shown in **Exhibit 2.9.6.6-7**. As shown in **Exhibit 2.9.6.6-8**, the counties expected to have the highest rates of employment increase in this CFASPP region include Gilchrist, Bradford, Citrus, and Dixie. With the exception of Bradford County, each of the other counties has an airport with a business-related service category designation.

Exhibit 2.9.6.6-7

FLORIDA AVIATION SYSTEM PLAN

Business Related Density Service Category - North Central Florida Region



LEGEND

Florida County Employment Density

- Less Than 8,000
- 8,001 - 16,000
- 16,001 - 30,000
- 30,001 - 60,000
- 60,001 - 100,000
- 100,001 - 300,000
- 300,001 - 700,000
- More Than 700,000

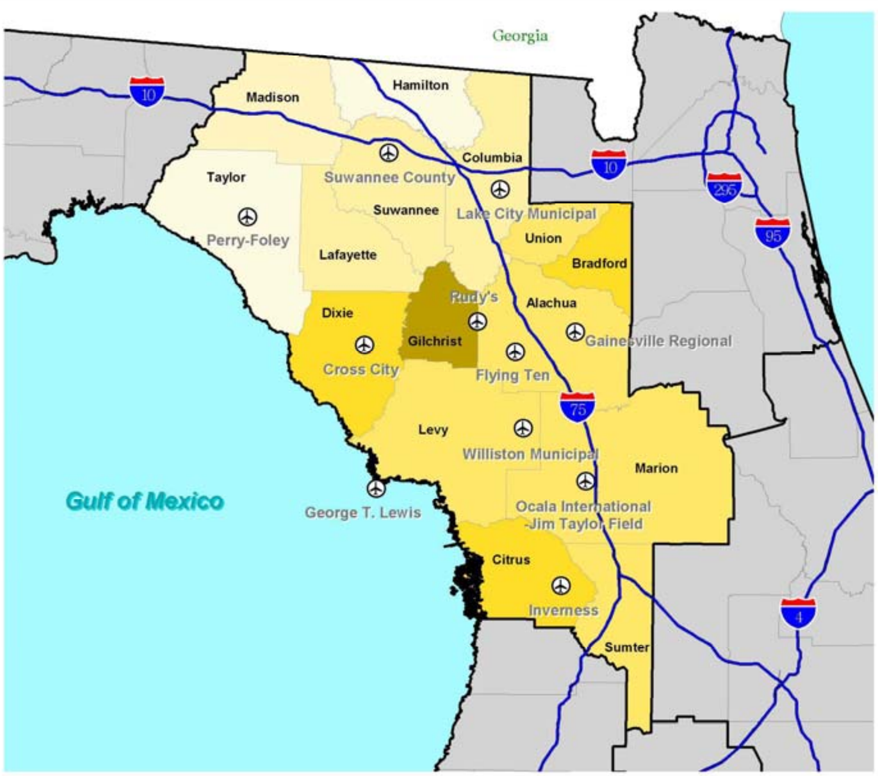
	Business	Business/Recreation	Corporate
Cross City		✓	
Flying Ten		✓	
Gainsville Regional	✓	✓	✓
George T. Lewis		✓	
Inverness		✓	
Lake City Municipal		✓	
Ocala International			✓
Perry - Foley Airport		✓	
Rudy's Airport		✓	
Suwannee County		✓	
Williston Municipal		✓	

Wilbur Smith Associates

Exhibit 2.9.6.6-8

FLORIDA AVIATION SYSTEM PLAN

Business Related Growth Service Category - North Central Florida Region



LEGEND

Florida County Employment Growth

- Less Than 25.0%
- 25.1 - 35.0%
- 35.1 - 45.0%
- 45.1 - 55.0%
- 55.1 - 70.0%
- 70.1 - 90.0%
- 90.1 - 115.0%
- More Than 115.0%

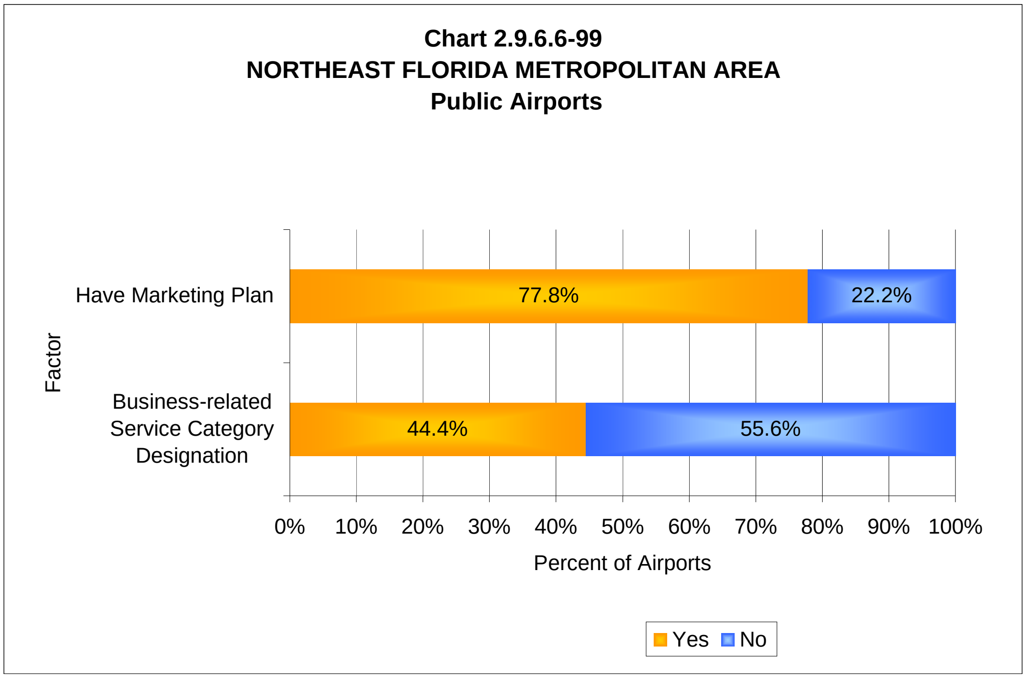
	Business	Business/Recreation	Corporate
Cross City		✓	
Flying Ten		✓	
Gainsville Regional	✓	✓	✓
George T. Lewis		✓	
Inverness		✓	
Lake City Municipal		✓	
Ocala International			✓
Perry - Foley Airport		✓	
Rudy's Airport		✓	
Suwannee County		✓	
Williston Municipal		✓	

0 10 20 30 Miles

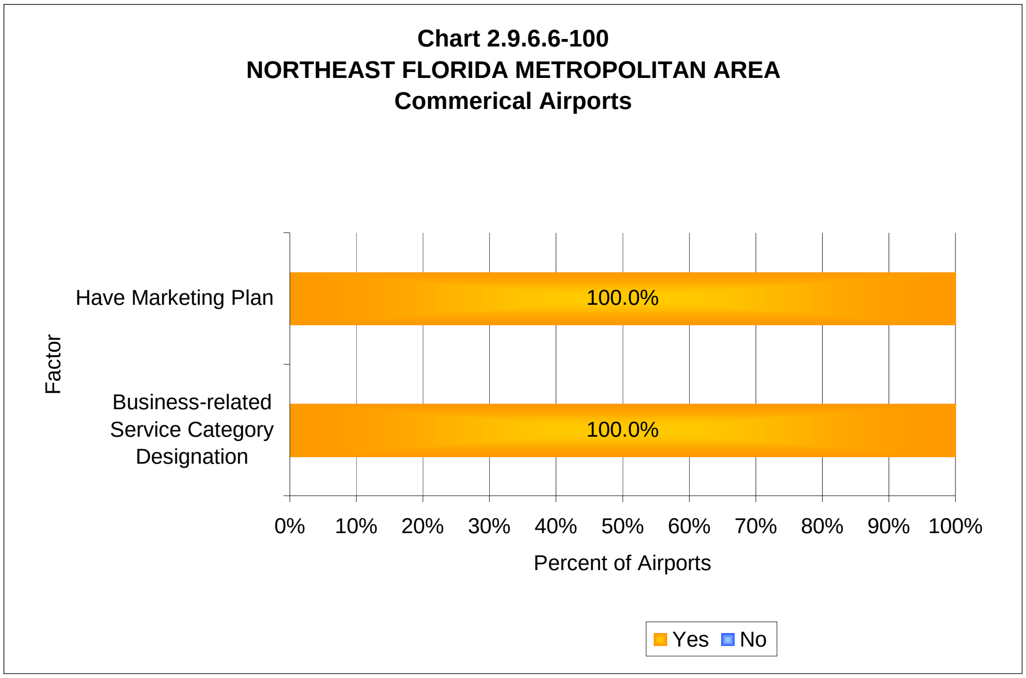
Wilbur Smith Associates

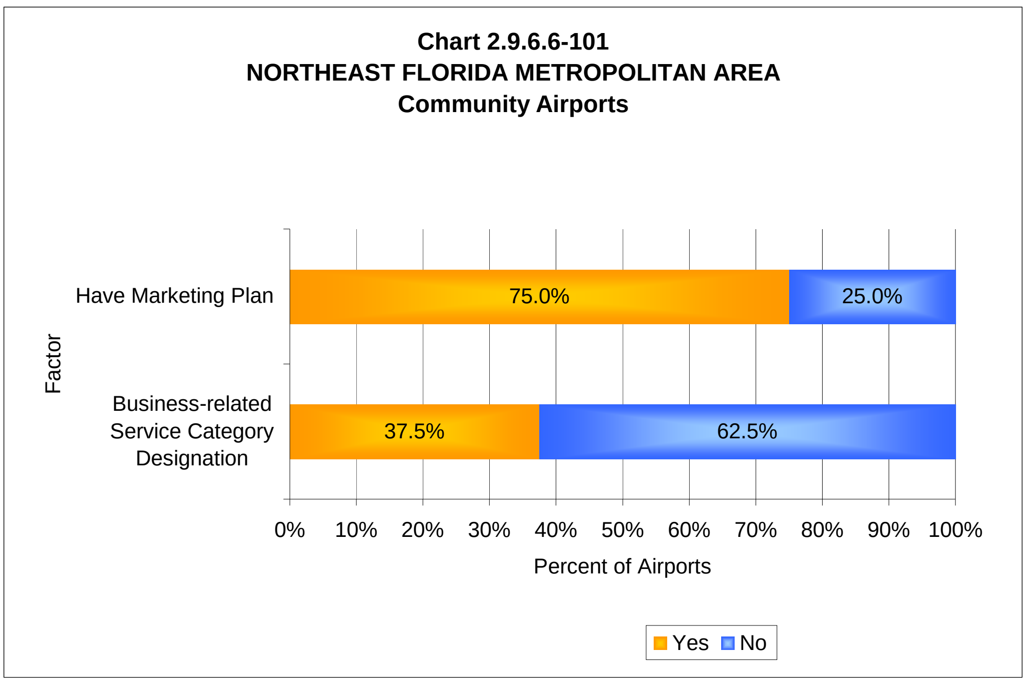
Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-99**, approximately 78 percent of all public airports in the Northeast Florida Metropolitan Area report they have a marketing plan. The remaining 22 percent of all public airports in this region report they have a marketing plan. Approximately 44 percent of all public airports in the Northeast Florida Metropolitan Area have business-related service categories.



As shown in **Chart 2.9.6.6-100**, the one commercial airport in the Northeast Florida Metropolitan Area reports it has a marketing plan and a business-related service category designation. As indicated in **Chart 2.9.6.6-101**, approximately 75 percent of community airports in the Northeast Florida Metropolitan Area report they have a marketing plan, and 38 percent of all community airports have a business-related service category designation. For this analysis, airports with business-related service categories were identified using FDOT's Aviation Infrastructure Investment Tool.



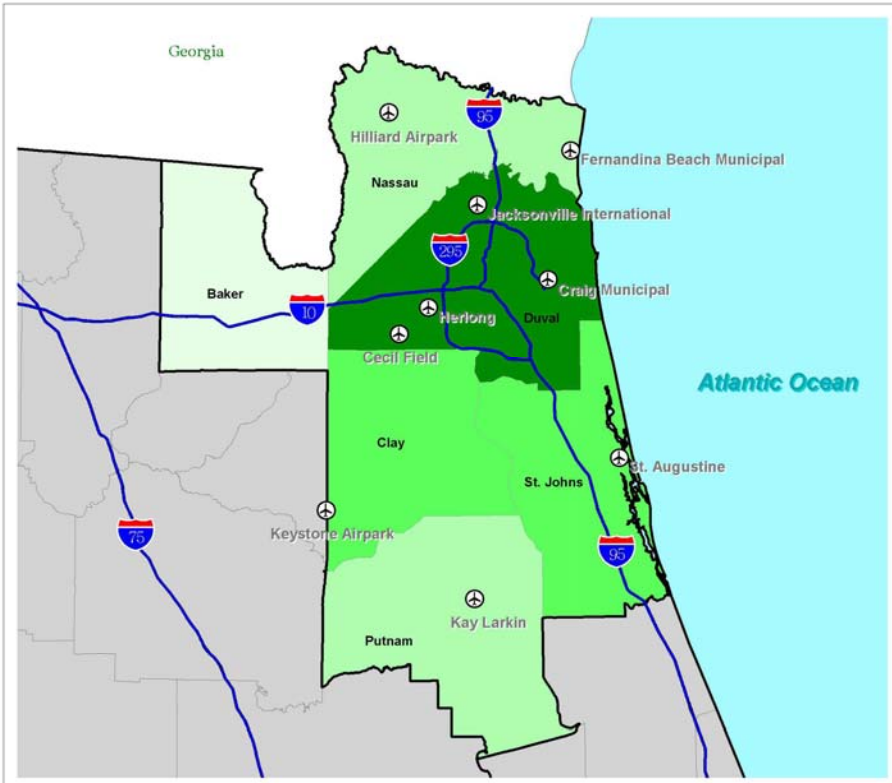


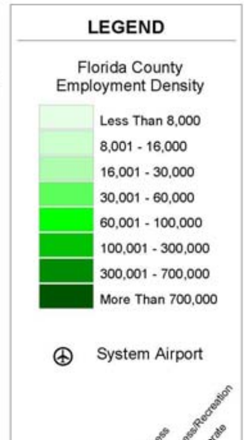
Within the Northeast Florida Metropolitan Area, Duval County currently has the highest concentration of employment. **Exhibit 2.9.6.6-9** shows that this county has a number of airports that have business-related service category designations. **Exhibit 2.9.6.6-10** shows that Clay and St. Johns counties are projected to have the highest rates of employment increase. Only St. Johns County currently has an airport that has a business-related service category designation.

Exhibit 2.9.6.6-9

FLORIDA AVIATION SYSTEM PLAN

Business Related Density Service Category - Northeast Florida Metropolitan Area



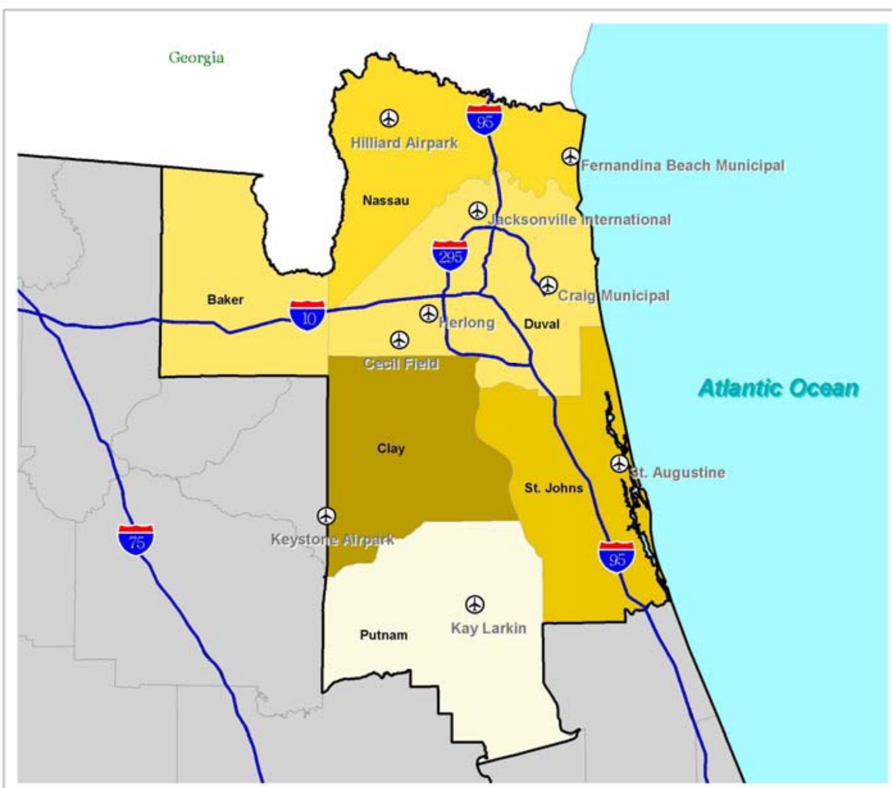


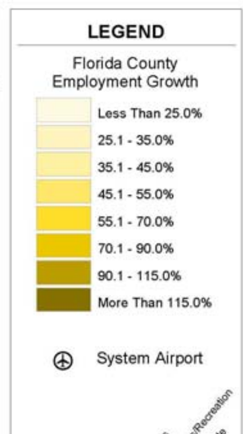
	Business	Business/Recreation	Corporate
Cecil Field		✓	✓
Craig Municipal		✓	✓
Fernandina Bch Muni.		✓	
Herlong		✓	
Hilliard Airpark		✓	
Jacksonville Intr.	✓		
Kay Larkin		✓	
Keystone Airpark		✓	
Saint Augustine	✓	✓	

Exhibit 2.9.6.6-10

FLORIDA AVIATION SYSTEM PLAN

Business Related Growth Service Category - Northeast Florida Metropolitan Area

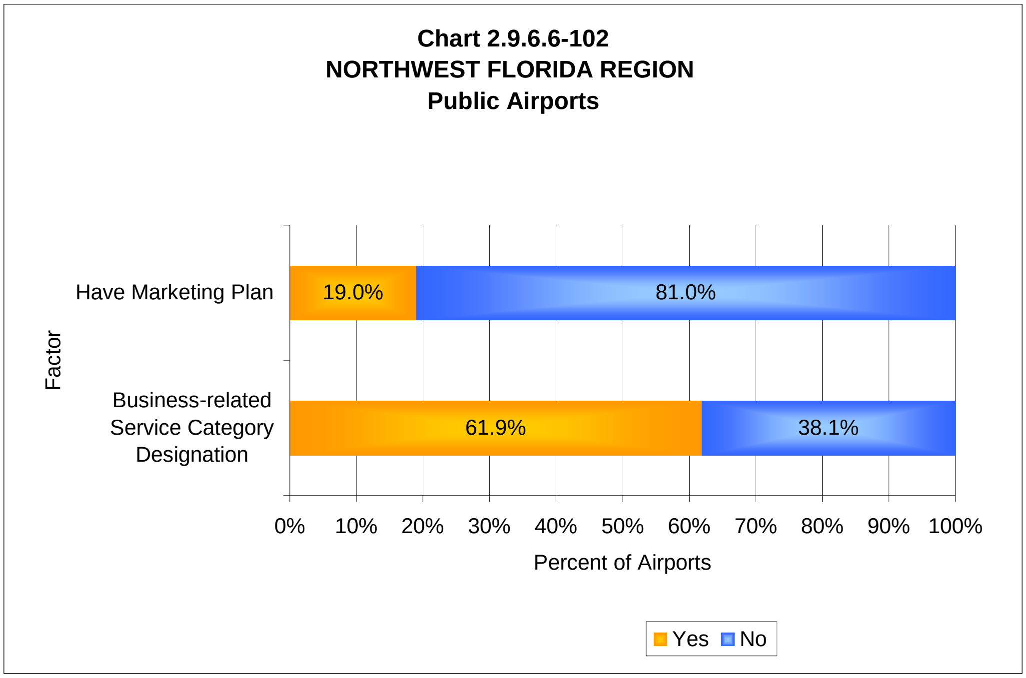




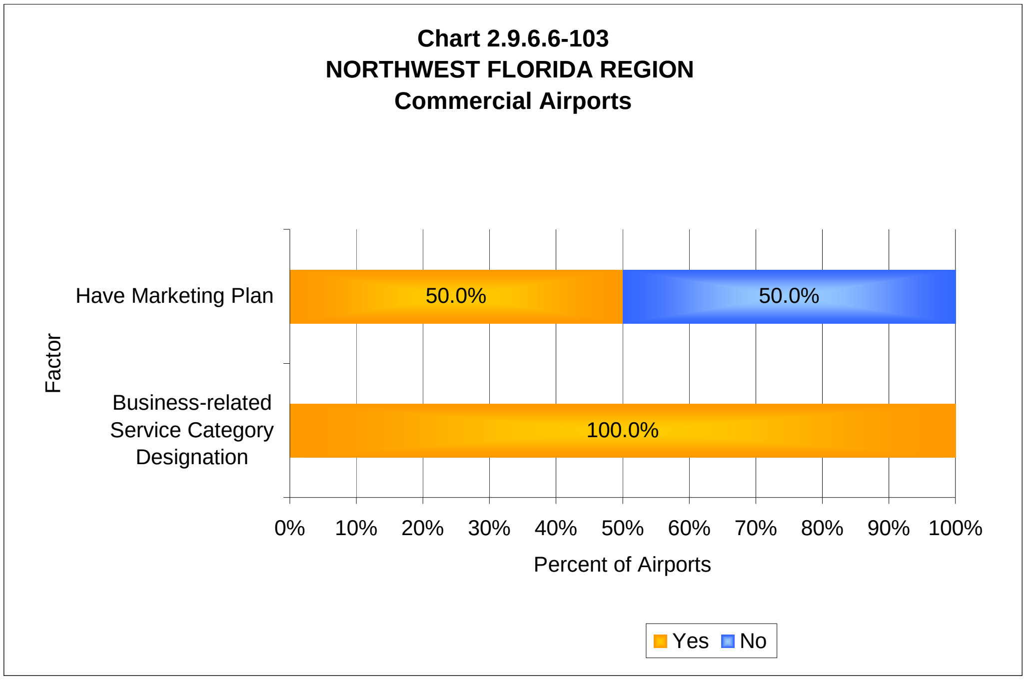
	Business	Business/Recreation	Corporate
Cecil Field		✓	✓
Craig Municipal		✓	✓
Fernandina Bch Muni.		✓	
Herlong		✓	
Hilliard Airpark		✓	
Jacksonville Intr.	✓		
Kay Larkin		✓	
Keystone Airpark		✓	
Saint Augustine	✓	✓	

Northwest Florida Region

As indicated in **Chart 2.9.6.6-102**, approximately 81 percent of all public airports in the Northwest Florida Region report they do not have a marketing plan. The remaining 19 percent of all public airports in this region report they have a marketing plan. Approximately 62 percent of all public airports in the Northwest Florida Region have business-related service categories.



As shown in **Chart 2.9.6.6-103**, approximately 50 percent of all commercial airports in the Northwest Florida Region report having a marketing plan and all commercial airports have a business-related service category designation. As indicated in **Chart 2.9.6.6-104**, approximately 88 percent of all community airports in the Northwest Florida Region report that they do not have a marketing plan, but 53 percent of all community airports have a business-related service category designation. Business-related service categories for this analysis were assigned using the Infrastructure Investment Tool.



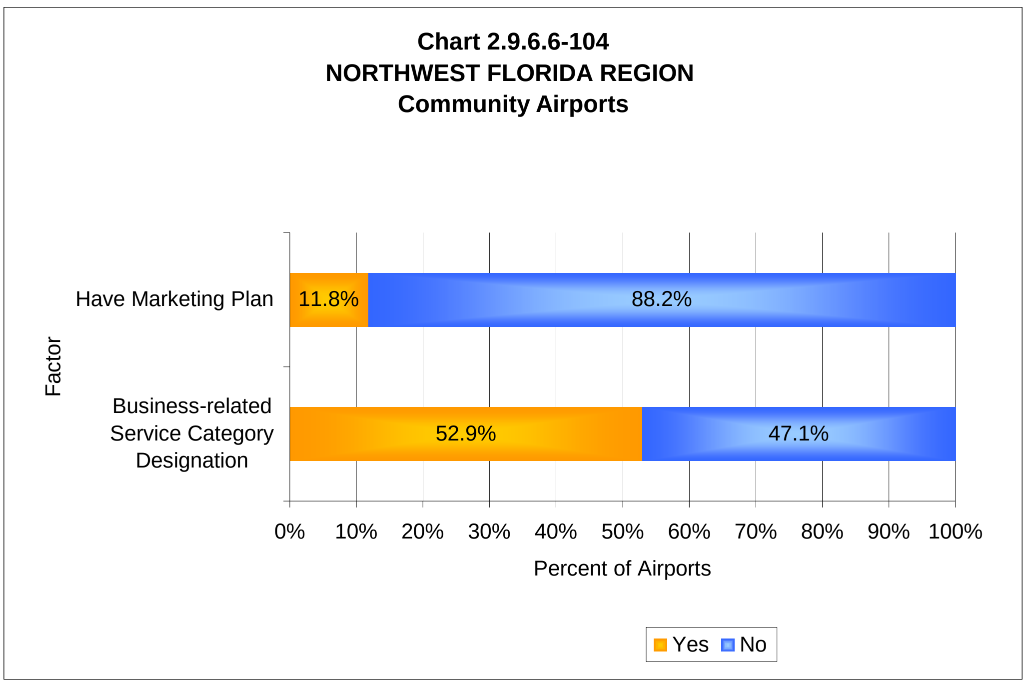
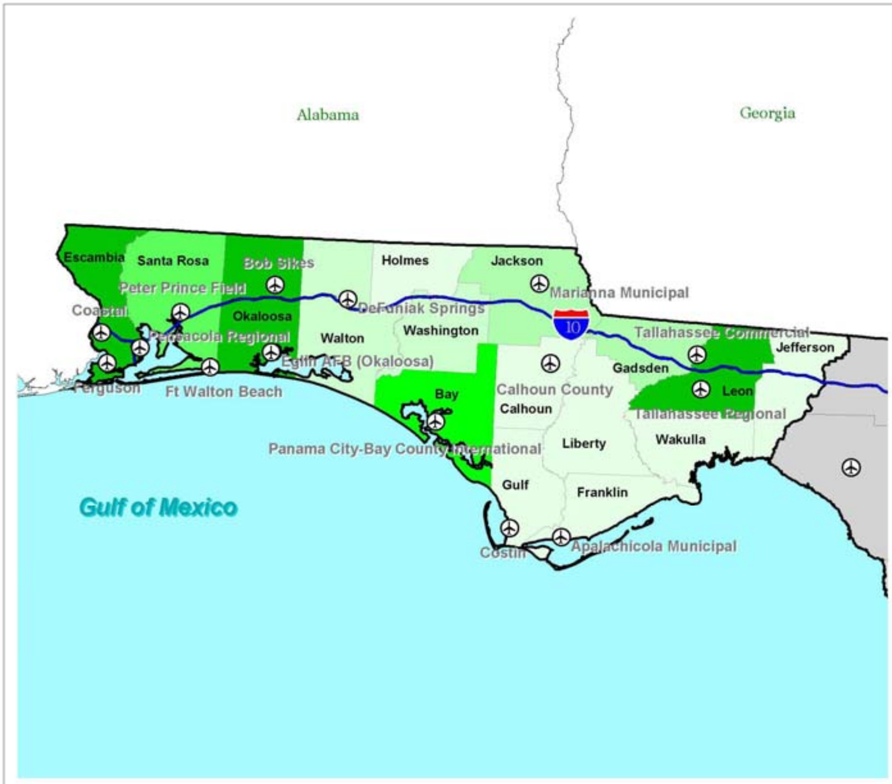


Exhibit 2.9.6.6-11 shows that within the Northwest Florida Region, Leon, Bay, Okalossa, and Escambia counties have the highest concentrations of employment. Each of these counties is currently served by at least one airport that has a business-related service category designation. As shown in **Exhibit 2.9.6.6-12**, Walton County and Santa Rosa County are projected to have the highest rates of population growth. Both of these counties, as well as other counties in this CFASPP region that are projected to have notable rates of increase in employment are served by at least one airport with a business-related service category.

Exhibit 2.9.6.6-11

FLORIDA AVIATION SYSTEM PLAN

Business Related Density Service Category - Northwest Florida Region



LEGEND

Florida County Employment Density

- Less Than 8,000
- 8,001 - 16,000
- 16,001 - 30,000
- 30,001 - 60,000
- 60,001 - 100,000
- 100,001 - 300,000
- 300,001 - 700,000
- More Than 700,000

	Business	Business/Recreation	Corporate
Apalachicola Muni.		✓	✓
Bob Sikes		✓	✓
Calhoun County		✓	
Coastal		✓	
Costin		✓	✓
DeFuniak Springs		✓	✓
Eglin AFB (Okaloosa)	✓		
Ferguson		✓	✓
Ft. Walton Beach		✓	
Marianna Muni.			✓
Panama City-Bay Co.	✓		✓
Pensacola Regional	✓		✓
Peter Prince Field			✓
Tallahassee Com.			✓
Tallahassee Reg.	✓	✓	✓

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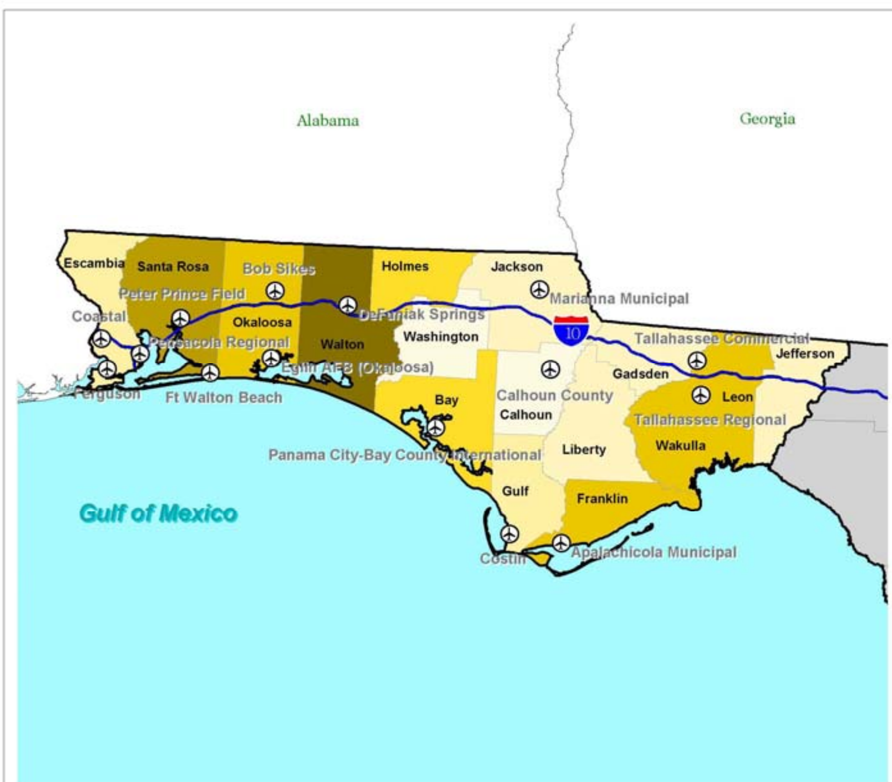
Exhibit 2.9.6.6-12

FLORIDA AVIATION SYSTEM PLAN

Business Related Growth Service Category - Northwest Florida Region



LEGEND

Florida County Employment Growth

- Less Than 25.0%
- 25.1 - 35.0%
- 35.1 - 45.0%
- 45.1 - 55.0%
- 55.1 - 70.0%
- 70.1 - 90.0%
- 90.1 - 115.0%
- More Than 115.0%

	Business	Business/Recreation	Corporate
Apalachicola Muni.		✓	✓
Bob Sikes		✓	✓
Calhoun County		✓	
Coastal		✓	
Costin		✓	✓
DeFuniak Springs		✓	✓
Eglin AFB (Okaloosa)	✓		
Ferguson		✓	✓
Ft. Walton Beach		✓	
Marianna Muni.			✓
Panama City-Bay Co.	✓		✓
Pensacola Regional	✓		✓
Peter Prince Field			✓
Tallahassee Com.			✓
Tallahassee Reg.	✓	✓	✓

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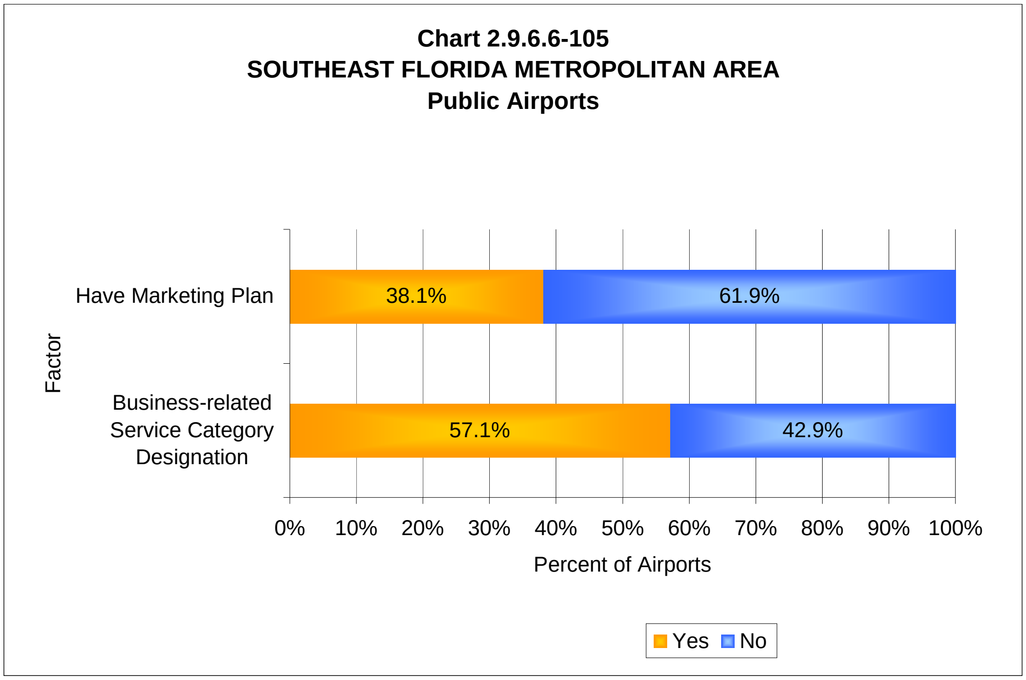
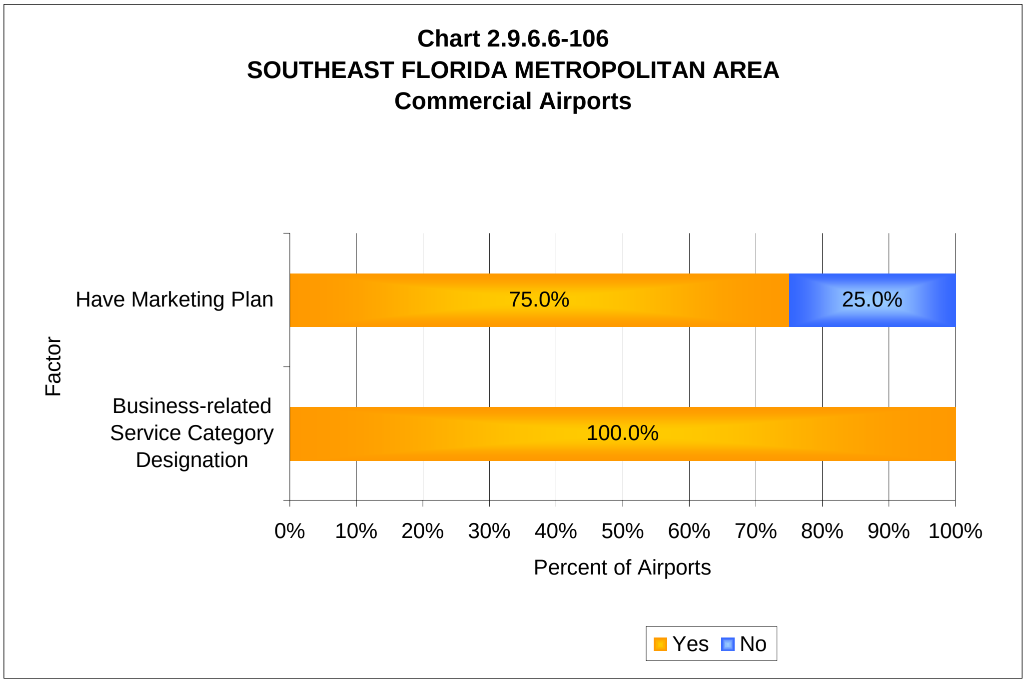
Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-105**, approximately 62 percent of all public airports in the Southeast Florida Metropolitan Area report they do not have a marketing plan. The remaining 38 percent of all public airports in this region report they have a marketing plan. Approximately 57 percent of all public airports in the Southeast Florida Metropolitan Area have business-related service categories.



As shown in **Chart 2.9.6.6-106**, approximately 75 percent of all commercial airports in the Southeast Florida Metropolitan Area report having a marketing plan and all commercial airports have a business-related service category designation. As indicated in **Chart 2.9.6.6-107**, approximately 71 percent of all community airports in the Southeast Florida Metropolitan Area report that they do not have a marketing plan, but 47 percent of all community airports have a business-related service category designation. Business-related service category designations for this analysis were established using FDOT's Aviation Infrastructure Investment Tool.



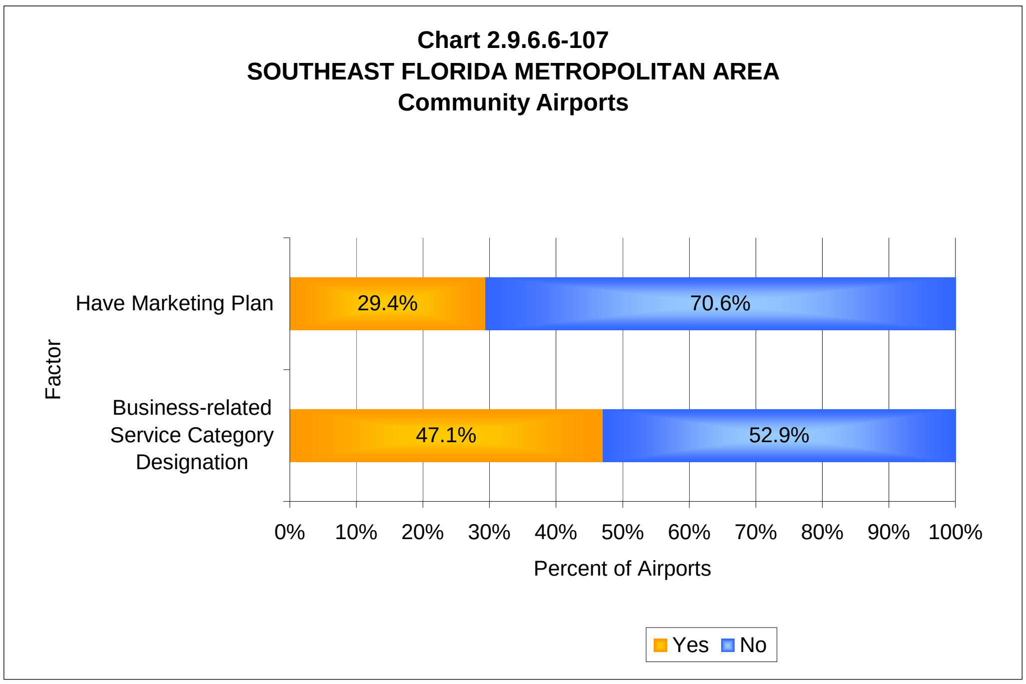
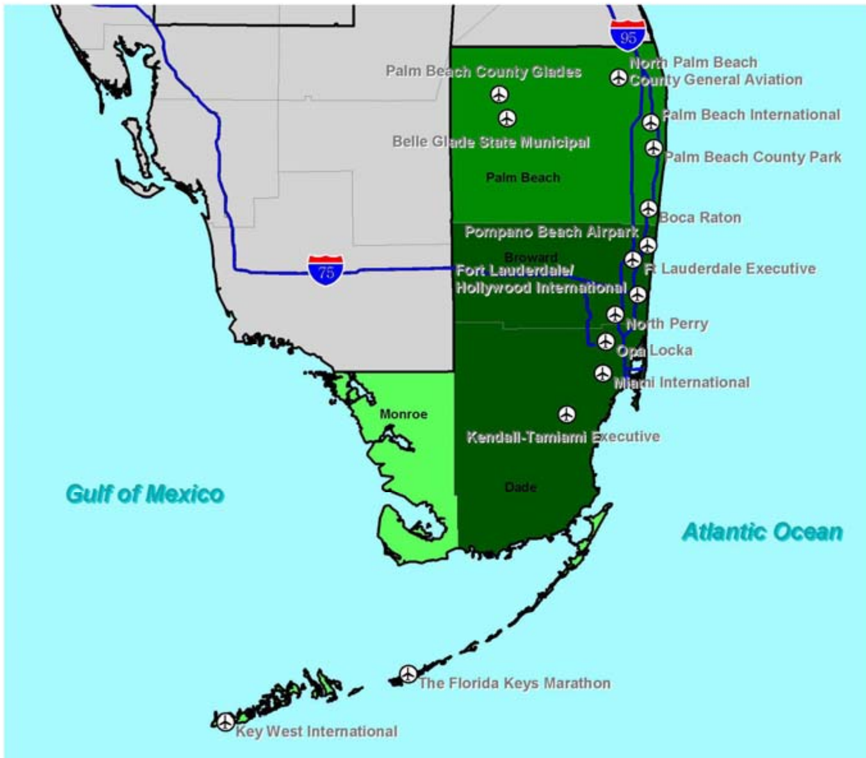


Exhibit 2.9.6.6-13 shows that most counties in the Southeast Florida Metropolitan Area have significant concentrations of employment. There are a number of airports in this CFASPP region that have business-related service categories. **Exhibit 2.9.6.6-14** reveals that Palm Beach and Monroe counties are projected to have the highest rates of employment increase. While Palm Beach County has a number of airport that have business-related service categories, both of the Monroe County airports that have a business-related service category designation are in the "keys."

Exhibit 2.9.6.6-13

FLORIDA AVIATION SYSTEM PLAN

Business Related Density Service Category - Southeast Florida Metropolitan Area



LEGEND

Florida County Employment Density

- Less Than 8,000
- 8,001 - 16,000
- 16,001 - 30,000
- 30,001 - 60,000
- 60,001 - 100,000
- 100,001 - 300,000
- 300,001 - 700,000
- More Than 700,000

	Business	Business/Recreation	Corporate
Belle Clade St. Muni.		✓	
Boca Raton		✓	✓
Ft Lauderdale Exec		✓	✓
Ft Lauderdale Intr.	✓		✓
Kendall-Tamiami Exec		✓	✓
Key West International			✓
Miami International	✓		✓
N. Palm Beach County		✓	✓
North Perry		✓	✓
Opa Locka		✓	✓
Palm Bch Co Glades		✓	
Palm Bch Co Park		✓	
Palm Beach Intr.	✓		✓
Pompano Bch Airpark		✓	
The FL Keys Marathon		✓	✓

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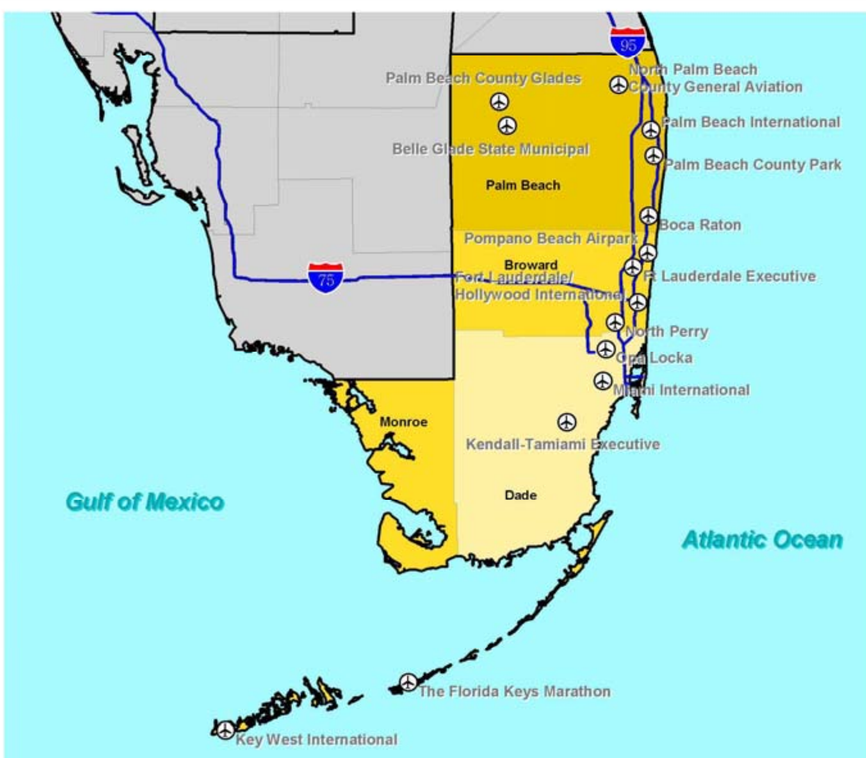
Exhibit 2.9.6.6-14

FLORIDA AVIATION SYSTEM PLAN

Business Related Growth Service Category - Southeast Florida Metropolitan Area



LEGEND

Florida County Employment Growth

- Less Than 25.0%
- 25.1 - 35.0%
- 35.1 - 45.0%
- 45.1 - 55.0%
- 55.1 - 70.0%
- 70.1 - 90.0%
- 90.1 - 115.0%
- More Than 115.0%

	Business	Business/Recreation	Corporate
Belle Clade St. Muni.		✓	
Boca Raton		✓	✓
Ft Lauderdale Exec		✓	✓
Ft Lauderdale Intr.	✓		✓
Kendall-Tamiami Exec		✓	✓
Key West International			✓
Miami International	✓		✓
N. Palm Beach County		✓	✓
North Perry		✓	✓
Opa Locka		✓	✓
Palm Bch Co Glades		✓	
Palm Bch Co Park		✓	
Palm Beach Intr.	✓		✓
Pompano Bch Airpark		✓	
The FL Keys Marathon		✓	✓

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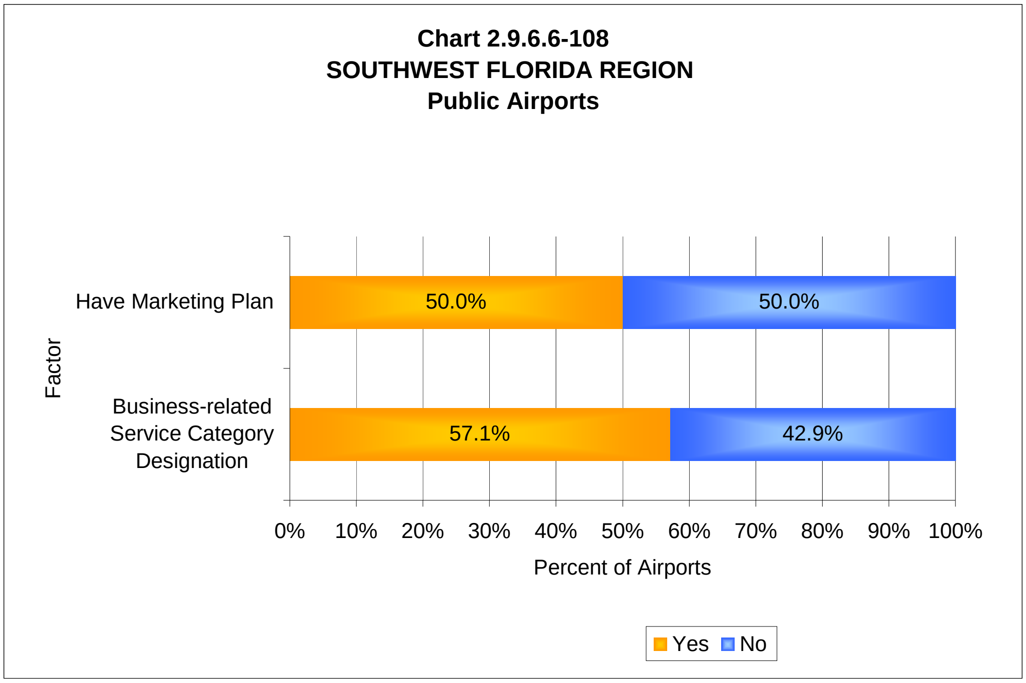
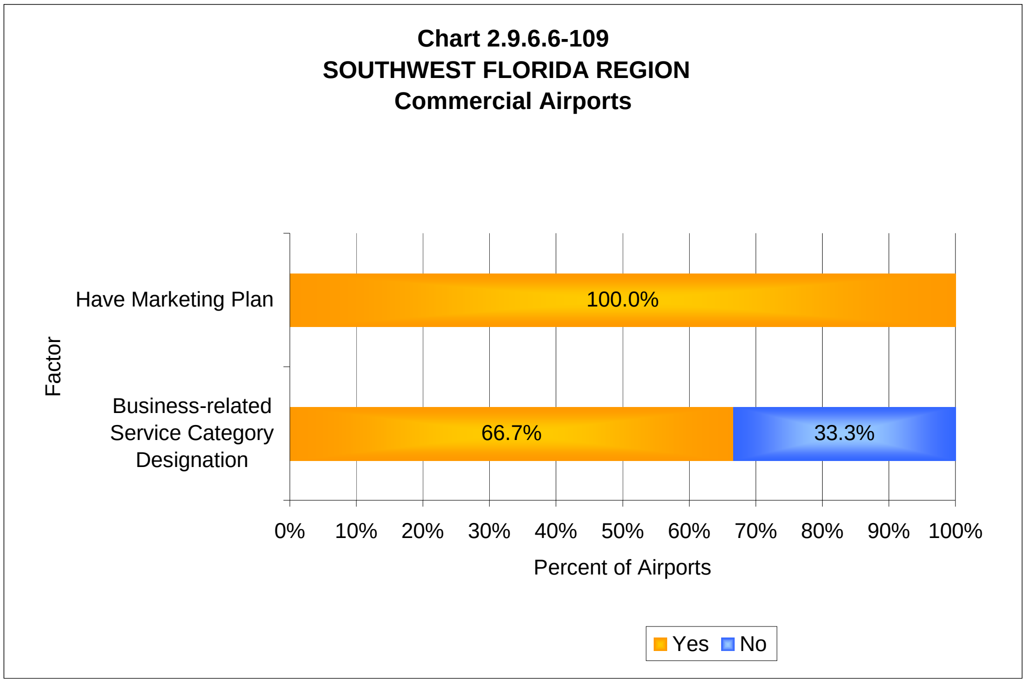
Southwest Florida Region

As indicated in **Chart 2.9.6.6-108**, approximately 50 percent of all public airports in the Southwest Florida Region report they do not have a marketing plan. The remaining 50 percent of all public airports in this region report they have a marketing plan. Approximately 57 percent of all public airports in the Southwest Florida Region have business-related service categories.



As shown in **Chart 2.9.6.6-109**, the three commercial airports in the Southwest Florida Region report having a marketing plan, and 67 percent of all commercial airports have a business-related service category designation. As indicated in **Chart 2.9.6.6-110**, approximately 64 percent of all community airports in the Southwest Florida Region report that they do not have a marketing plan, but 55 percent of all community airports have a business-related service category designation. Output from FDOT's Infrastructure Investment Tool was used to identify airports in business-related service categories.



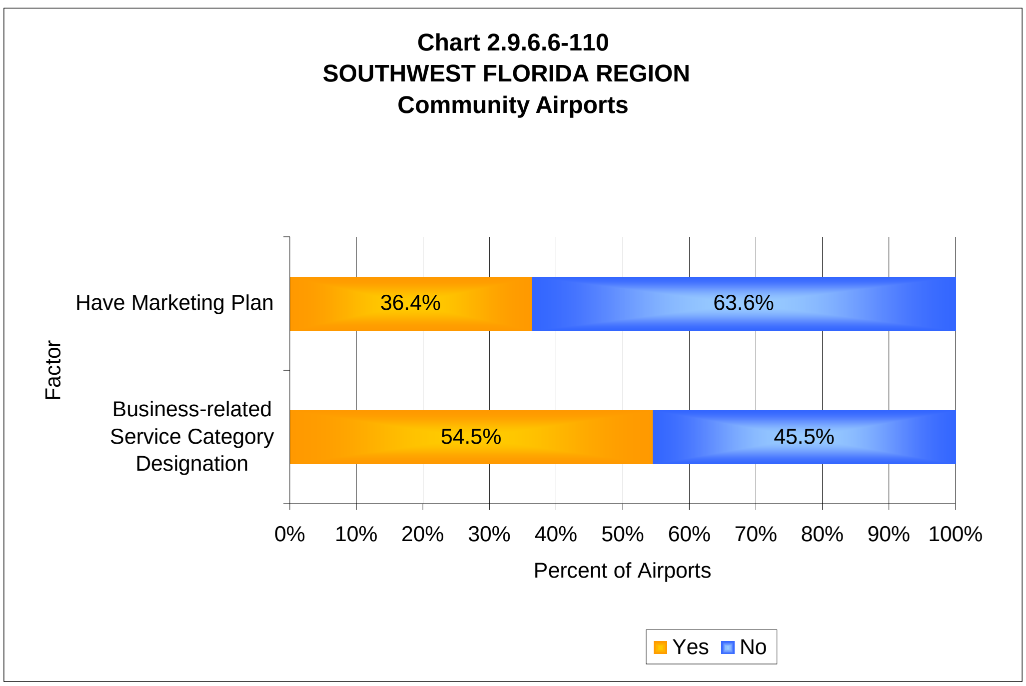
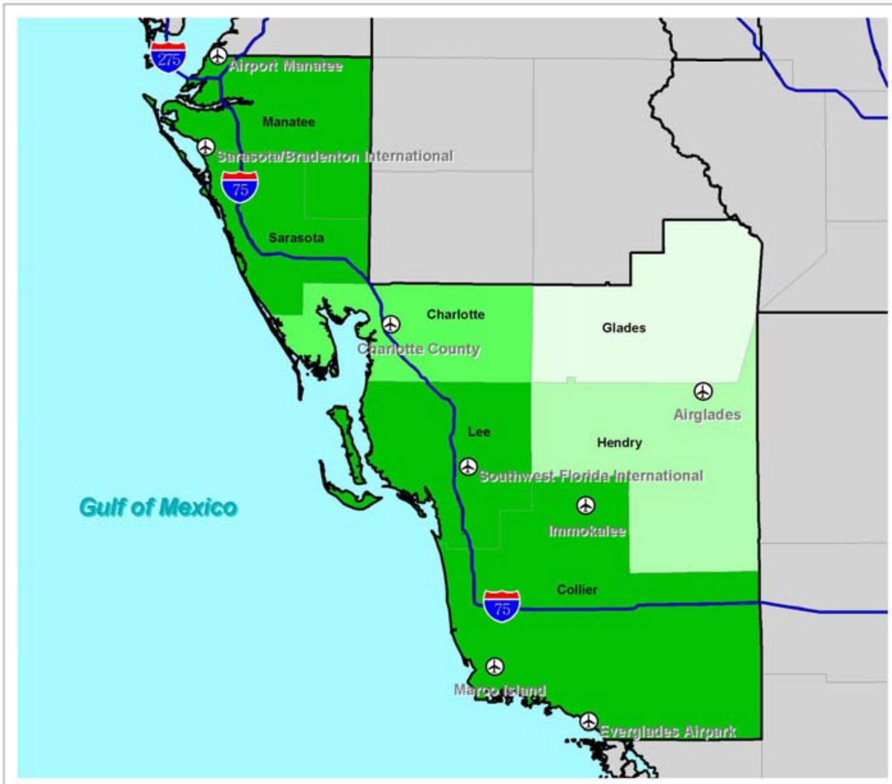


Exhibit 2.9.6.6-15 notes that counties with the highest rates of employment concentration in the Southwest Florida Region have at least one airport that has a business-related service category designation. As shown in **Exhibit 2.9.6.6-16**, most counties in this CFASPP region expect higher rates of employment increase. Glades County is the only county in this CFASPP region projected to experience the highest rate of employment increase that does not have an airport with a business-related service category designation.

Exhibit 2.9.6.6-15

FLORIDA AVIATION SYSTEM PLAN

Business Related Density Service Category - Southwest Florida Region



LEGEND

Florida County Employment Density

- Less Than 8,000
- 8,001 - 16,000
- 16,001 - 30,000
- 30,001 - 60,000
- 60,001 - 100,000
- 100,001 - 300,000
- 300,001 - 700,000
- More Than 700,000

System Airport

	Business	Business/Recreation	Corporate
Airglades		✓	✓
Airport Manatee		✓	
Charlotte County			✓
Everglades Airpark		✓	
Immokalee		✓	
Marco Island		✓	
Sarasota/Bradenton	✓	✓	✓
SW Florida Intr.	✓	✓	✓

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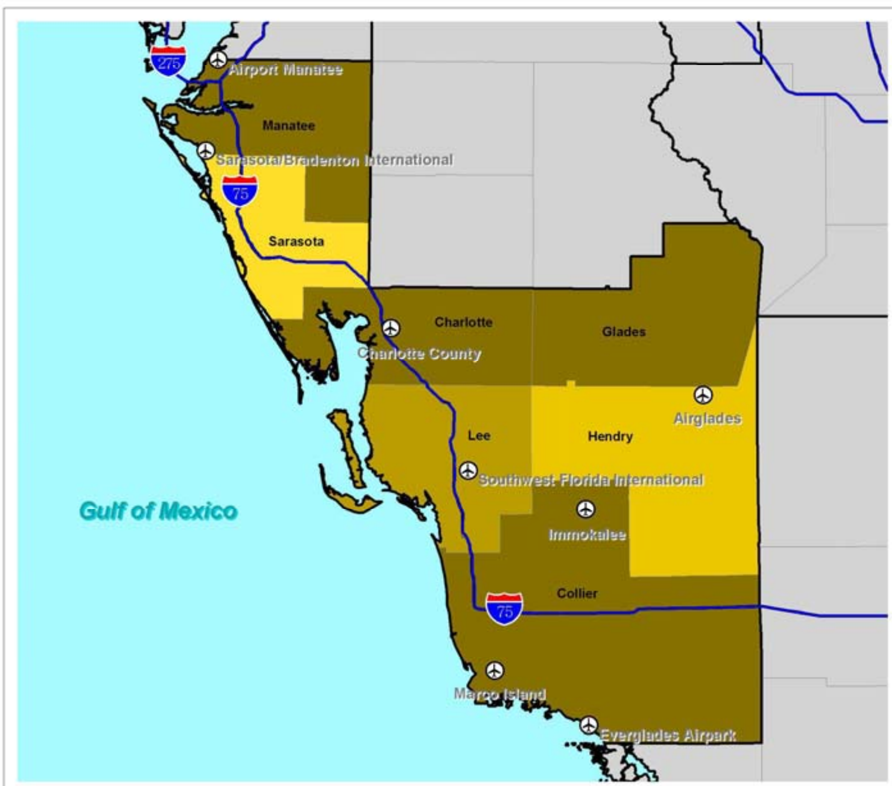
Exhibit 2.9.6.6-16

FLORIDA AVIATION SYSTEM PLAN

Business Related Growth Service Category - Southwest Floride Region



LEGEND

Florida County Employment Growth

- Less Than 25.0%
- 25.1 - 35.0%
- 35.1 - 45.0%
- 45.1 - 55.0%
- 55.1 - 70.0%
- 70.1 - 90.0%
- 90.1 - 115.0%
- More Than 115.0%

System Airport

	Business	Business/Recreation	Corporate
Airglades		✓	✓
Airport Manatee		✓	
Charlotte County			✓
Everglades Airpark		✓	
Immokalee		✓	
Marco Island		✓	
Sarasota/Bradenton	✓	✓	✓
SW Florida Intr.	✓	✓	✓

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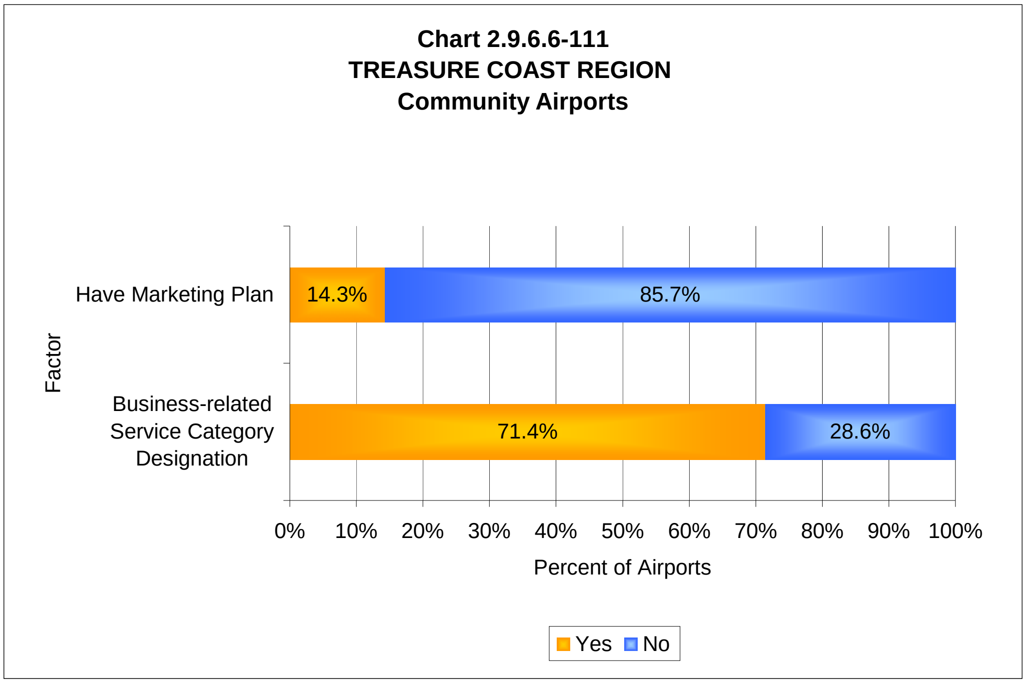
Treasure Coast Region

The Treasure Coast Region contains seven public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-111**, approximately 86 percent of all community airports in the Treasure Coast Region report they do not have a marketing plan. The remaining 14 percent of all community airports in this region report they have a marketing plan. Approximately 71 percent of all community airports in the Treasure Coast Region have business-related service categories.



As shown in **Exhibit 2.9.6.6-17**, St. Lucie and Martin counties have the highest volumes of employment concentration in the Treasure Coast Region. Both of these counties have at least one airport with a business-related service category. **Exhibit 2.9.6.6-18** shows that Martin County has the highest projected rate of increase for its employment. This county has one airport with a business-related service category designation; this was determined based on output from the Infrastructure Investment Tool.

Exhibit 2.9.6.6-17

FLORIDA AVIATION SYSTEM PLAN

Business Related Density Service Category - Treasure Coast Region

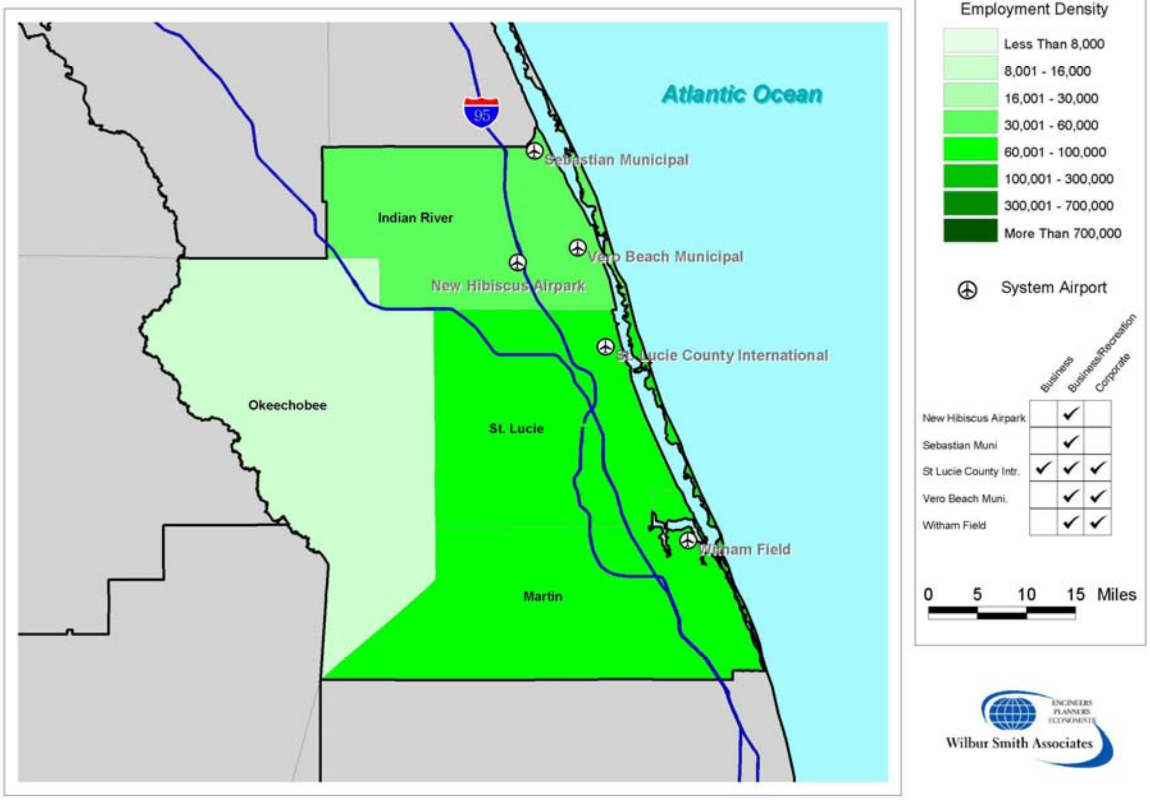
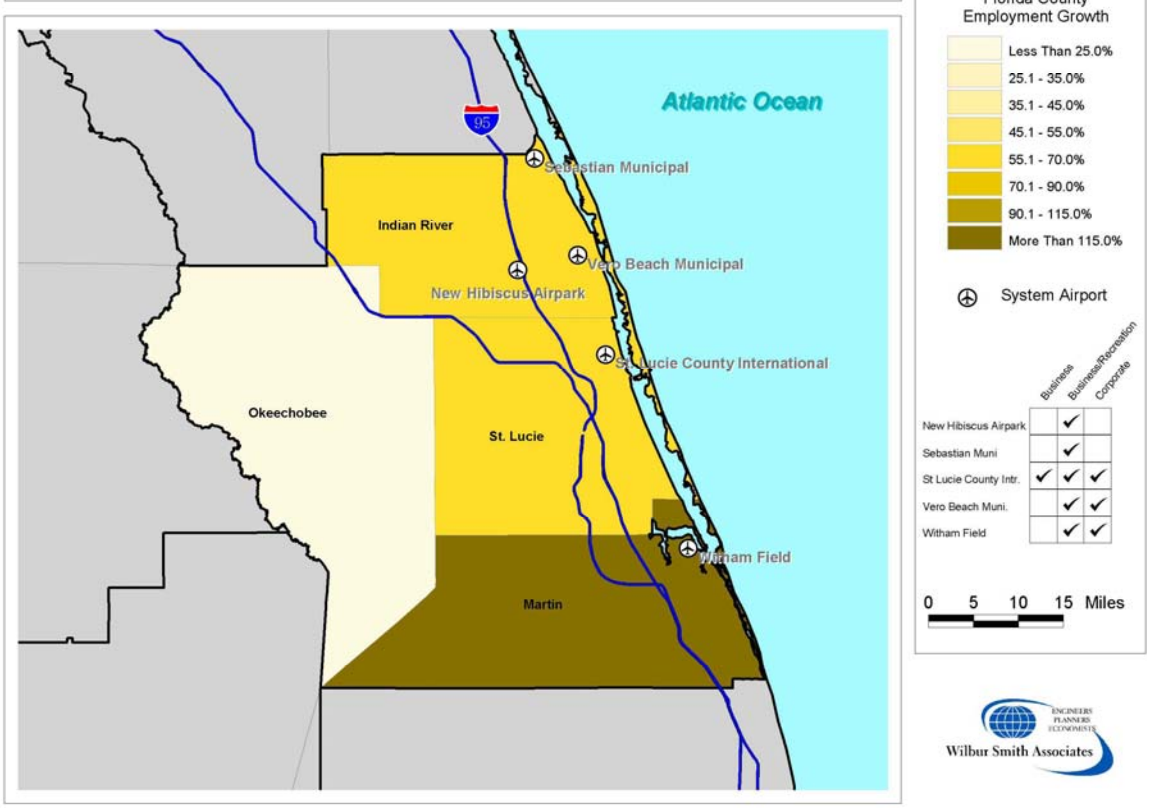


Exhibit 2.9.6.6-18

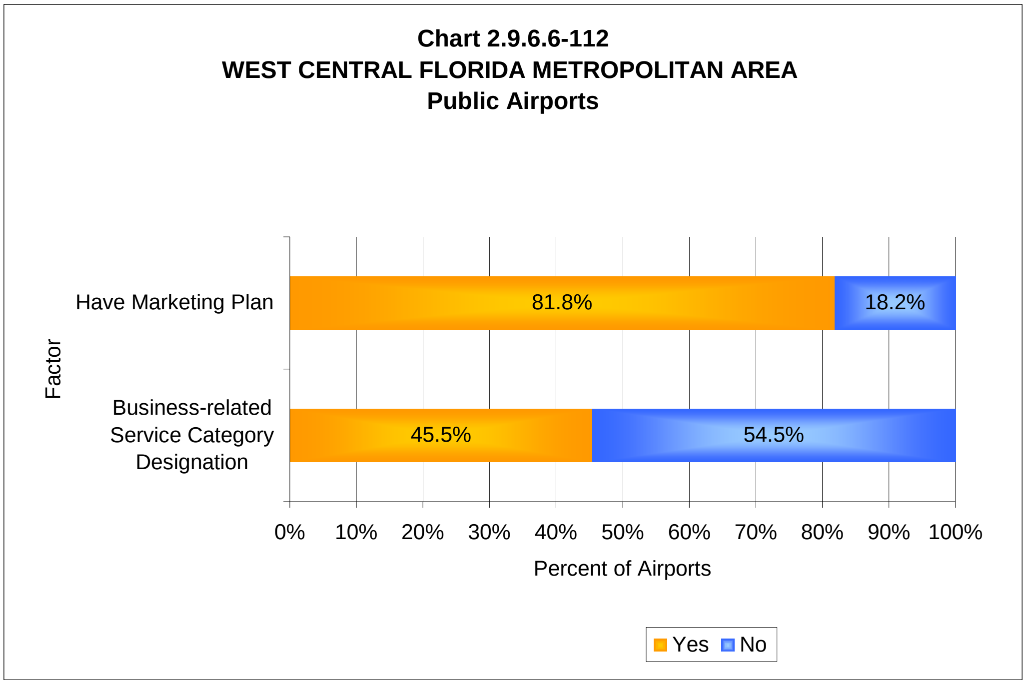
FLORIDA AVIATION SYSTEM PLAN

Business Related Growth Service Category - Treasure Coast Region

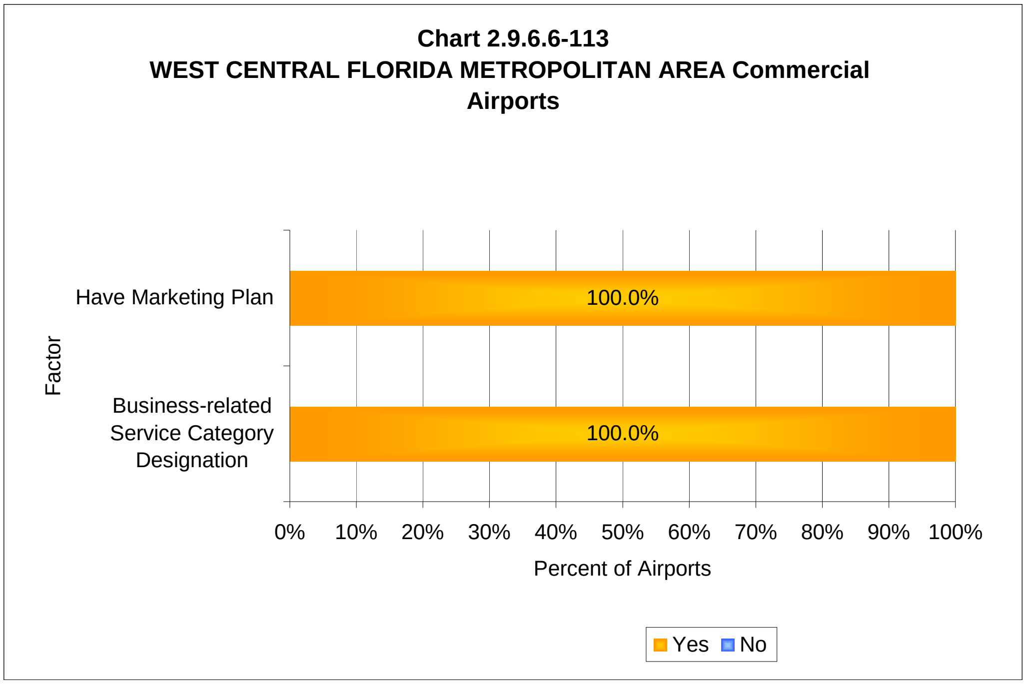


West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-112**, approximately 82 percent of all public airports in the West Central Florida Metropolitan Area report they have a marketing plan. The remaining 18 percent of all public airports in this region report they have a marketing plan. Approximately 46 percent of all public airports in the West Central Florida Metropolitan Area have business-related service categories.



As shown in **Chart 2.9.6.6-113**, the two commercial airports in the West Central Florida Metropolitan Area report having a marketing plan and a business-related service category designation. As indicated in **Chart 2.9.6.6-114**, approximately 78 percent of community airports in the West Central Florida Metropolitan Area report that they do not have a marketing plan, but 33 percent of all community airports have a business-related service category designation, according to output from FDOT's Aviation Infrastructure Investment Tool.



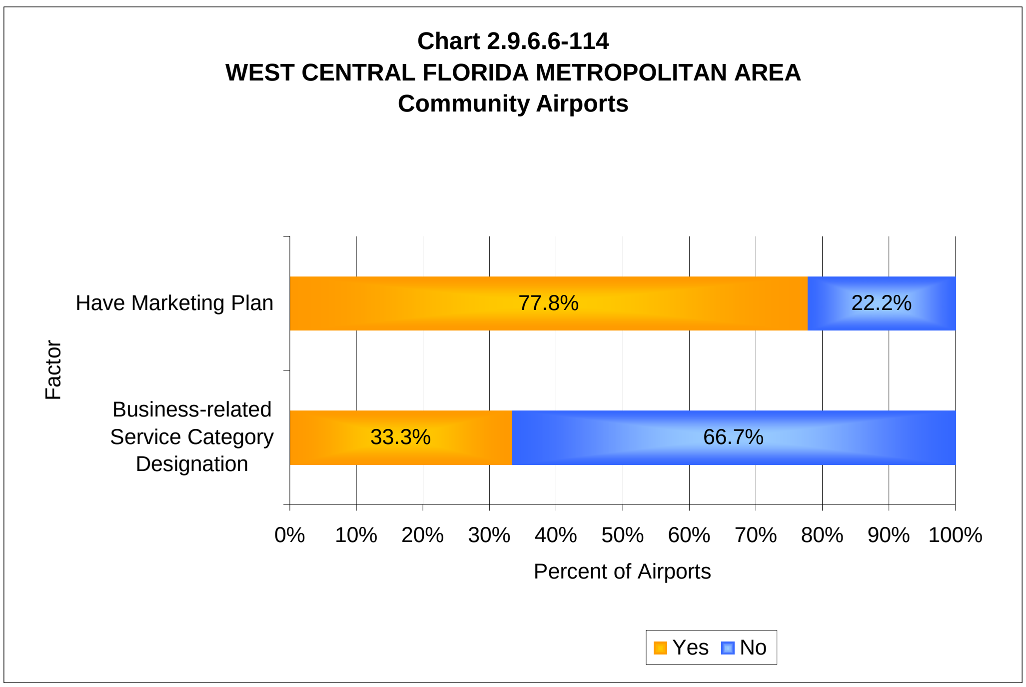


Exhibit 2.9.6.6-19 shows that in the West Central Florida Metropolitan Area, Hillsborough County and Pinellas County have the highest volumes of employment concentrations. Both counties have at least one business-related service category airport. While Hillsborough County is projected to have a high rate of employment increase, Hernando County (see **Exhibit 2.9.6.6-20**) is expected to have the highest rate of employment increase in this CFASPP region. Hernando County has one business-related service category airport.

Exhibit 2.9.6.6-19

FLORIDA AVIATION SYSTEM PLAN

Business Related Density Service Category - West Central Florida Metropolitan Area

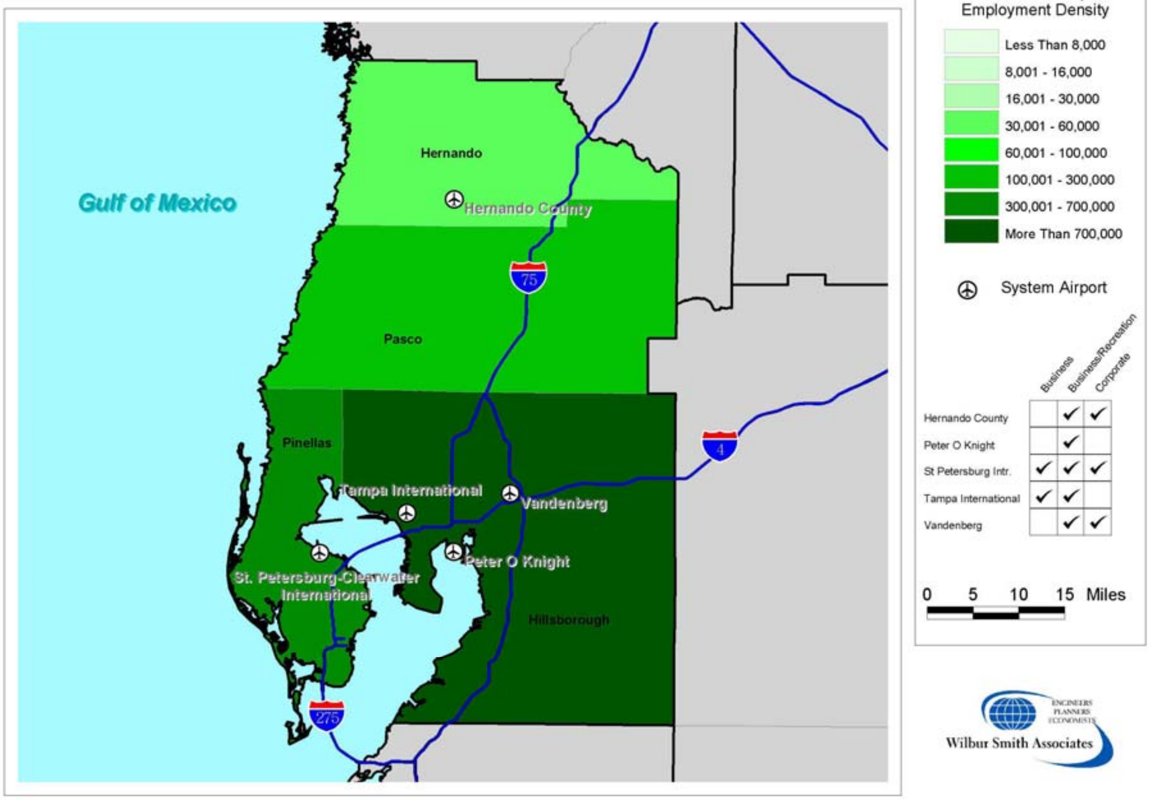
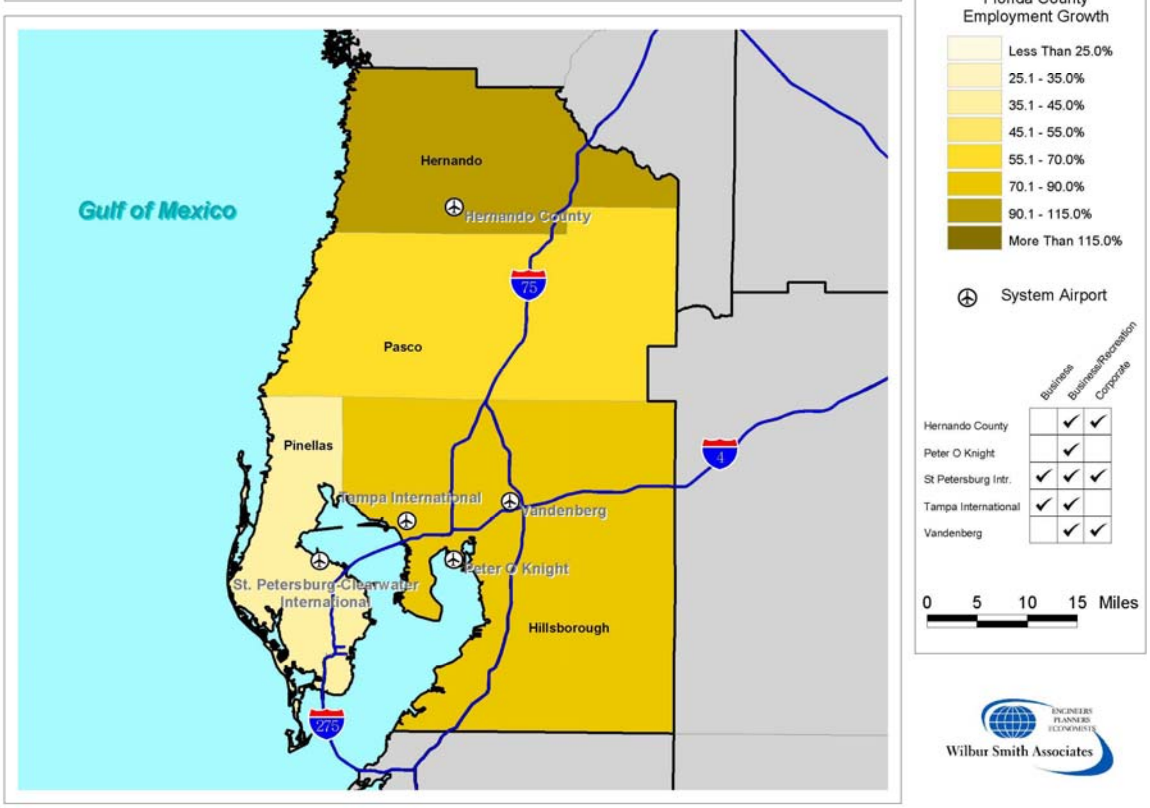


Exhibit 2.9.6.6-20

FLORIDA AVIATION SYSTEM PLAN

Business Related Growth Service Category - West Central Florida Metropolitan Area



1.6 System Objective: Provide adequate funding to capital projects aimed at alleviating flight training operational shortfalls at selected airports.

Flight training is an important activity for Florida airports. FDOT's Aviation Infrastructure Investment Tool was used to identify airports in the Flight Training Service Category. Out of the 127 public airport facilities, 80 (as determined by the Aviation Infrastructure Investment Tool) fall into the Flight Training Service category. Approximately 63 percent of all Florida airports have a Flight Training designation. Airports within the Flight Training Service Category are shown on **Exhibit 2.9.6.6-21**.

Many of the Florida airports that fall within the Flight Training Service Category accommodate high levels of annual activity. In fact, airports in this service category are often among Florida's busiest airports. Over the 20 year planning period, many of the airports in the Flight Training Service Category could reach or exceed FAA triggers that indicate the airport may experience shortfalls in operational capacity. As noted previously in this report, according to FAA guidelines when an airport has a demand/capacity ratio of 60 percent the airport should begin to plan for capacity enhancing measures. When an airport's demand/capacity ratio reaches 80 percent, the airport should begin to implement its capacity enhancing strategies. When an airport reaches a demand/capacity ration of 100 percent, capacity enhancing projects should ideally be in place.

FLORIDA AVIATION SYSTEM PLAN

Flight Training Service Category - Statewide

Exhibit 2.9.6.6-21

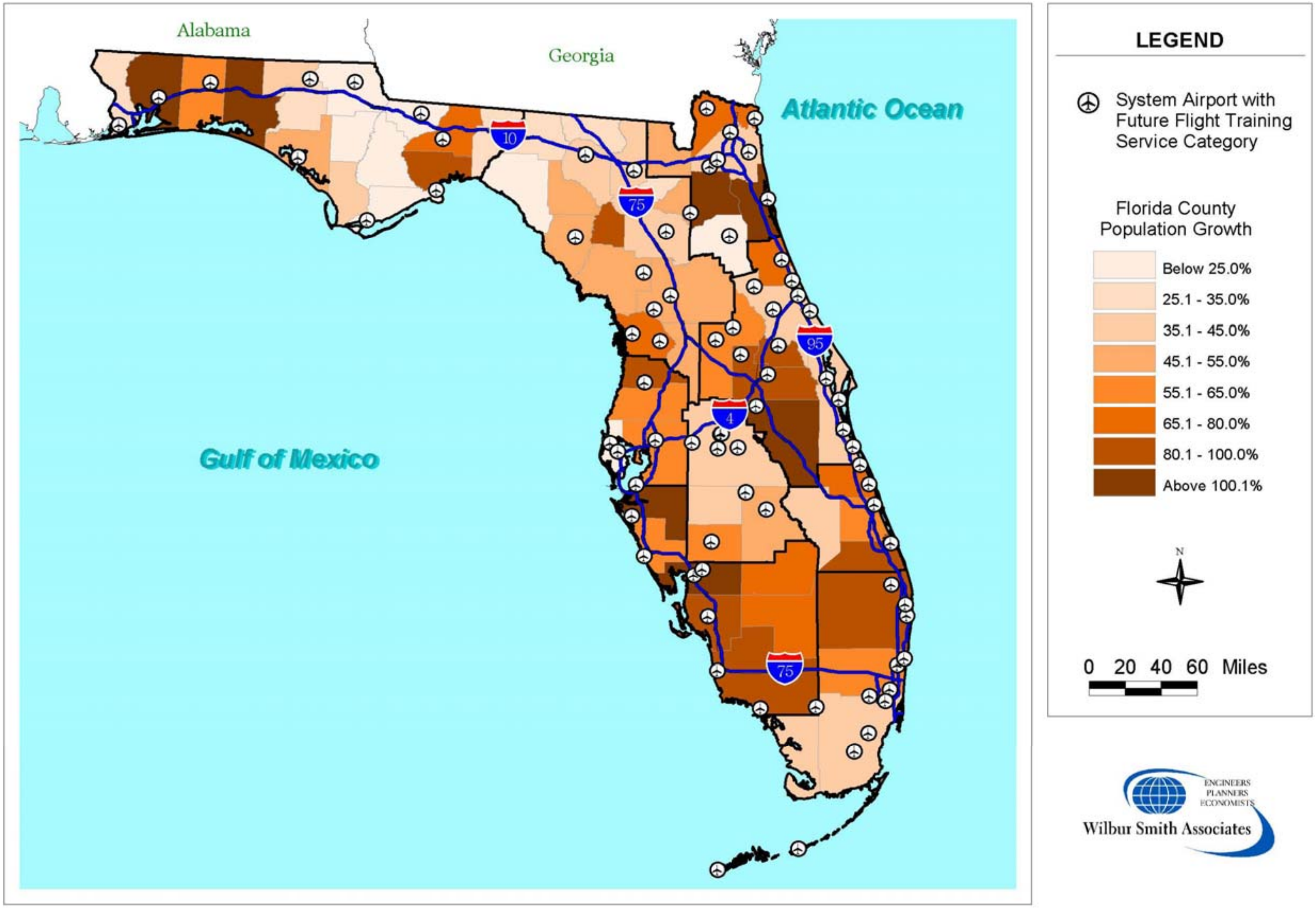


Table 2.9.6.6-1 provides statewide information on demand/capacity ratios for airports in the Flight Training Service Category. For this analysis, airports were assigned to the Flight Training service category based on results from FDOT's Aviation Infrastructure Investment Tool. Of the 80 airports statewide that fall into the Flight Training service category, it was estimated that 19 of these airports or 24 percent had demand/capacity ratios that were 60 percent or greater in 2003. In 2003, it was estimated that 10 of the 80 (13 percent) Flight Training airports operated at a demand/capacity ratio higher than 80 percent. Information presented in Table 2.9.6.6-1 indicates that in 2003, 3 of the 80 Flight Training airports (4 percent) were operating at a demand/capacity ratio of 100 percent or more.

In addition to presenting demand/capacity ratio information for the Flight Training airports for 2003, Table 2.9.6.6-1 also provides this information for 2023. If demand grows as projected and no additional capacity is provided at the Flight Training airports, 32 of the Flight Training airports (40 percent) will be operating at demand/capacity ratio of 60 percent or greater. By 2023, 20 of the Flight Training airports (25 percent) are anticipated to be operating at a demand/capacity ratio of 80 percent or greater. Table 2.9.6.6-1 also indicates that by 2023 13 (16 percent) of the Flight Training airports will have a demand/capacity ratio that exceeds 100 percent.

These types of current and future statewide demand/capacity ratios indicate that FDOT's strategic planning initiatives related to flight training are well founded. FDOT should proceed with initiatives to implement selected portions of this plan.

Table 2.9.6.6-1
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY STATEWIDE

CFASP Region	Airport Name	ASV	2003 Dem/Cap Ratio	2023 Dem/Cap Ratio
Central Florida Region	Arcadia Municipal	172,500	11.3%	12.8%
Central Florida Region	Avon Park Municipal	184,000	17.7%	20.4%
Central Florida Region	Bartow Municipal	319,500	15.6%	21.1%
Central Florida Region	Chalet Suzanne Air Strip	161,000	1.5%	1.6%
Central Florida Region	Lake Wales Municipal	184,000	N.A.	N.A.
Central Florida Region	Lakeland Linder Regional	230,000	75.9%	124.3%
Central Florida Region	River Ranch Resort	161,000	N.A.	N.A.
Central Florida Region	Sebring Regional	184,000	53.8%	72.4%
Central Florida Region	South Lakeland	161,000	N.A.	N.A.
Central Florida Region	Wauchula Municipal	184,000	N.A.	N.A.
Central Florida Region	Winter Havens Gilbert	195,500	31.0%	37.8%
Regional Total		**2,136,500**	**20.5%**	**29.1%**
East Central Florida Metropolitan Area	Arthur Dunn Airpark	172,500	N.A.	N.A.
East Central Florida Metropolitan Area	Bob Lee Flight Strip	132,250	N.A.	N.A.
East Central Florida Metropolitan Area	Bob White Field	161,000	N.A.	N.A.
East Central Florida Metropolitan Area	Daytona Beach International	355,000	101.6%	131.4%
East Central Florida Metropolitan Area	DeLand Municipal-Sidney H Taylor Field	230,000	34.1%	40.8%
East Central Florida Metropolitan Area	Flagler County	230,000	83.4%	101.8%
East Central Florida Metropolitan Area	Kissimmee Gateway	218,500	78.6%	108.0%
East Central Florida Metropolitan Area	Leesburg Regional	195,500	61.5%	91.4%
East Central Florida Metropolitan Area	Massey Ranch Airpark	166,750	N.A.	N.A.
East Central Florida Metropolitan Area	Melbourne International	375,000	50.7%	76.3%
East Central Florida Metropolitan Area	Merritt Island	195,500	58.8%	76.1%
East Central Florida Metropolitan Area	Mid Florida Air Service	103,750	N.A.	N.A.

Table 2.9.6.6-1
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
STATEWIDE, CONTINUED

CFASP Region	Airport Name	ASV	2003 Dem/Cap Ratio	2023 Dem/Cap Ratio
East Central Florida Metropolitan Area	New Smyrna Beach Municipal	301,750	46.9%	53.9%
East Central Florida Metropolitan Area	Orlando Country	149,500	15.1%	27.3%
East Central Florida Metropolitan Area	Orlando Executive	228,600	97.7%	133.4%
East Central Florida Metropolitan Area	Orlando International	471,000	N.A.	N.A.
East Central Florida Metropolitan Area	Orlando Sanford	468,100	80.9%	108.8%
East Central Florida Metropolitan Area	Ormond Beach Municipal	195,500	66.0%	91.0%
East Central Florida Metropolitan Area	Pierson Municipal	122,000	11.7%	17.4%
East Central Florida Metropolitan Area	Space Coast Regional	200,000	112.2%	136.9%
East Central Florida Metropolitan Area	Umatilla Municipal	161,000	3.1%	3.7%
East Central Florida Metropolitan Area	Valkaria	161,000	9.0%	9.9%
Regional Total		**4,994,200**	**53.6%**	**73.1%**
North Central Florida Region	Ames Field	126,500	N.A.	N.A.
North Central Florida Region	Cross City	195,500	9.3%	11.8%
North Central Florida Region	Crystal River	172,500	21.4%	26.1%
North Central Florida Region	Dunnellon/Marion County & Park of Commerce	155,250	9.8%	14.3%
North Central Florida Region	Flying Ten	130,000	N.A.	N.A.
North Central Florida Region	Gainesville Regional	220,000	34.4%	49.2%
North Central Florida Region	George T. Lewis	161,000	N.A.	N.A.
North Central Florida Region	Inverness	184,000	6.6%	8.9%
North Central Florida Region	Lake City Municipal	218,500	14.0%	21.6%
North Central Florida Region	Ocala International - Jim Taylor Field	234,000	41.3%	61.3%
North Central Florida Region	Perry-Foley	301,750	N.A.	N.A.
North Central Florida Region	Rudy's	128,000	N.A.	N.A.
North Central Florida Region	Suwannee County	172,500	9.6%	14.3%
North Central Florida Region	Williston Municipal	188,500	8.7%	9.6%
Regional Total		**2,588,000**	**14.4%**	**19.8%**
Northeast Florida Metropolitan Area	Cecil Field	200,000	32.6%	43.9%
Northeast Florida Metropolitan Area	Craig Municipal	200,000	80.7%	111.2%
Northeast Florida Metropolitan Area	Fernandina Beach Municipal	301,750	16.3%	25.6%
Northeast Florida Metropolitan Area	Herlong	221,000	36.9%	45.0%
Northeast Florida Metropolitan Area	Hilliard Airpark	126,500	4.0%	5.4%
Northeast Florida Metropolitan Area	Jacksonville International	262,850	48.7%	82.1%
Northeast Florida Metropolitan Area	Kay Larkin	301,750	17.3%	28.7%
Northeast Florida Metropolitan Area	Keystone Airpark	301,750	10.4%	13.5%
Northeast Florida Metropolitan Area	St. Augustine	233,750	67.5%	97.5%

Table 2.9.6.6-1
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
STATEWIDE, CONTINUED

CFASP Region	Airport Name	ASV	2003 Dem/Cap Ratio	2023 Dem/Cap Ratio
Regional Total		**2,149,350**	**34.0%**	**49.6%**
Northwest Florida Region	Apalachicola Municipal	284,000	5.4%	8.0%
Northwest Florida Region	Bob Sikes	207,000	23.8%	32.6%
Northwest Florida Region	Calhoun County	126,500	N.A.	N.A.
Northwest Florida Region	Carrabelle-Thompson	161,000	N.A.	N.A.
Northwest Florida Region	Coastal	126,500	N.A.	N.A.
Northwest Florida Region	Costin	126,500	N.A.	N.A.
Northwest Florida Region	DeFuniak Springs	149,500	N.A.	N.A.
Northwest Florida Region	Destin-Ft Walton Beach	113,000	N.A.	N.A.
Northwest Florida Region	Eglin AFB (Okaloosa)	225,000	N.A.	N.A.
Northwest Florida Region	Ferguson	143,750	47.7%	64.2%
Regional Total		**3,525,500**	**21.2%**	**29.4%**
Southeast Florida Metropolitan Area	Belle Glade State Municipal	155,250	N.A.	N.A.
Southeast Florida Metropolitan Area	Boca Raton	165,750	N.A.	N.A.
Southeast Florida Metropolitan Area	Dade-Collier Training and Transition	175,500	8.3%	10.2%
Southeast Florida Metropolitan Area	Fort Lauderdale Executive	260,000	101.7%	130.4%
Southeast Florida Metropolitan Area	Fort Lauderdale-Hollywood International	265,000	N.A.	N.A.
Southeast Florida Metropolitan Area	Homestead General Aviation	190,250	38.3%	46.5%
Southeast Florida Metropolitan Area	Kendall-Tamiami Executive	370,000	51.0%	62.2%
Southeast Florida Metropolitan Area	Key West International	185,250	53.8%	62.6%
Southeast Florida Metropolitan Area	Miami International	550,000	N.A.	N.A.
Southeast Florida Metropolitan Area	North Palm Beach County General Aviation	306,500	14.3%	16.1%
Southeast Florida Metropolitan Area	North Perry	337,250	52.2%	75.6%
Southeast Florida Metropolitan Area	Opa Locka	320,000	46.9%	51.8%

Table 2.9.6.6-1
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
STATEWIDE, CONTINUED

CFASP Region	Airport Name	ASV	2003 Dem/Cap Ratio	2023 Dem/Cap Ratio
Southeast Florida Metropolitan Area	Opa Locka West	184,000	6.6%	7.3%
Southeast Florida Metropolitan Area	Palm Beach County Glades	172,500	N.A.	N.A.
Southeast Florida Metropolitan Area	Palm Beach County Park	301,750	46.7%	51.6%
Southeast Florida Metropolitan Area	Palm Beach International	296,000	57.2%	75.7%
Southeast Florida Metropolitan Area	Pompano Beach Airpark	337,250	64.0%	78.1%
Southeast Florida Metropolitan Area	The Florida Keys Marathon	195,500	29.9%	38.4%
Regional Total		**4,767,750**	**52.7%**	**73.4%**
Southwest Florida Region	Airglades	184,000	N.A.	N.A.
Southwest Florida Region	Airport Manatee	126,500	5.8%	12.3%
Southwest Florida Region	Buchan	126,500	N.A.	N.A.
Southwest Florida Region	Charlotte County	301,750	26.0%	35.1%
Southwest Florida Region	Everglades Airpark	172,500	2.8%	4.2%
Southwest Florida Region	Immokalee	195,500	N.A.	N.A.
Southwest Florida Region	La Belle Municipal	172,500	N.A.	N.A.
Southwest Florida Region	Marco Island	172,500	N.A.	N.A.
Southwest Florida Region	Naples Municipal	195,500	68.5%	105.6%
Southwest Florida Region	Page Field	214,777	44.5%	54.3%
Southwest Florida Region	Sarasota/Bradenton International	195,000	78.5%	113.1%
Southwest Florida Region	Shell Creek Airpark	126,500	1.7%	1.9%
Southwest Florida Region	Southwest Florida International	205,000	N.A.	N.A.
Southwest Florida Region	Venice Municipal	184,000	95.8%	142.4%
Regional Total		**2,572,527**	**31.1%**	**46.0%**
Treasure Coast Region	Indiantown	126,500	N.A.	N.A.
Treasure Coast Region	New Hibiscus Airpark	130,000	N.A.	N.A.
Treasure Coast Region	Okeechobee County	184,000	N.A.	N.A.
Treasure Coast Region	Sebastian Municipal	172,500	28.3%	42.0%
Treasure Coast Region	St. Lucie County International	270,000	71.1%	95.7%
Treasure Coast Region	Vero Beach Municipal	337,250	72.0%	92.2%
Treasure Coast Region	Witham Field	261,250	48.2%	61.2%
Regional Total		**1,481,500**	**47.0%**	**62.5%**
West Central Florida Metropolitan Area	Albert Whitted	218,500	N.A.	N.A.
West Central Florida Metropolitan Area	Clearwater Airpark	195,500	25.8%	31.5%
West Central Florida Metropolitan Area	Hernando County	234,000	21.3%	28.6%
West Central Florida Metropolitan Area	Peter O Knight	195,500	N.A.	N.A.
West Central Florida Metropolitan Area	Pilot Country	184,000	N.A.	N.A.

Table 2.9.6.6-1
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
STATEWIDE, CONTINUED

CFASP Region	Airport Name	ASV	2003 Dem/Cap Ratio	2023 Dem/Cap Ratio
West Central Florida Metropolitan Area	Plant City Municipal	195,500	N.A.	N.A.
West Central Florida Metropolitan Area	St. Petersburg-Clearwater International	260,000	84.0%	138.6%
West Central Florida Metropolitan Area	Tampa International	430,000	58.5%	79.1%
West Central Florida Metropolitan Area	Tampa North Aero Park	161,000	N.A.	N.A.
West Central Florida Metropolitan Area	Vandenberg	180,000	37.8%	56.2%
West Central Florida Metropolitan Area	Zephyrhills Municipal	195,500	N.A.	N.A.
Regional Total		**2,449,500**	**37.8%**	**52.4%**
Commercial Airports Total		5,573,700	64.9%	98.4%
State Total		26,664,827	37.1%	51.7%

Regional Summaries

Central Florida Region

There are 11 system airports in the Central Florida Region. Of these 11 airports, according to FDOT's Aviation Infrastructure Investment Tool, 7 have a Flight Training Service Category. These Flight Training airports are depicted on **Exhibit 2.9.6.6-22**.

For 2003, only one of the Flight Training airports in this CFASPP region exceeded FAA demand/capacity triggers. By 2023, however, 29 percent of the airports in this region that have a Flight Training service category are projected to exceed FAA triggers for planning, implementing or providing additional operational capacity. One of these airports will exceed the 60 percent demand/capacity threshold, while the other will exceed the 100 percent demand/capacity threshold. (See **Table 2.9.6.6-2**)

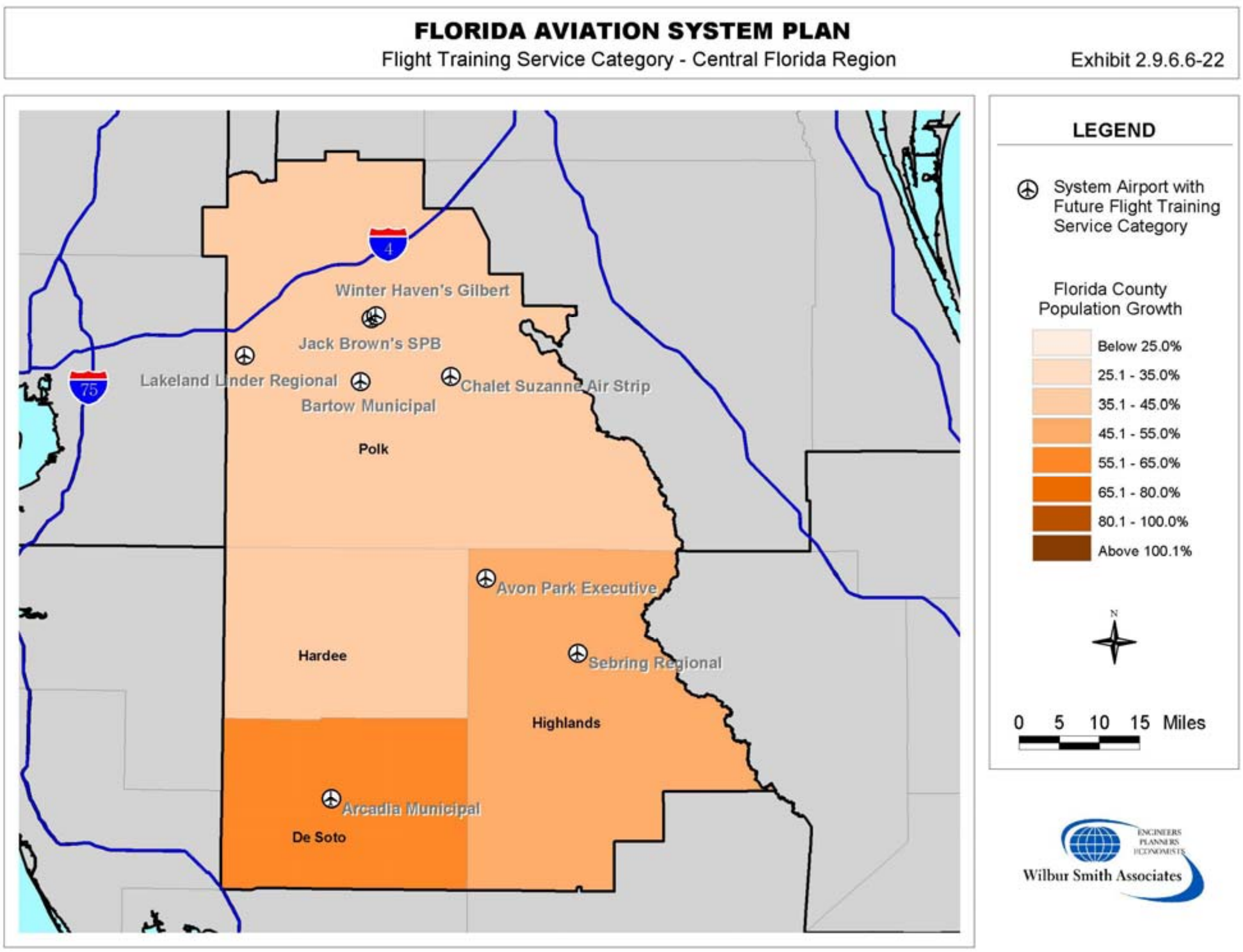


Table 2.9.6.6-2
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
CENTRAL FLORIDA REGION

CFASP Region	Airport Name	ASV	2003 Dem/Cap Ratio	2023 Dem/Cap Ratio
Central Florida Region	Arcadia Municipal	172,500	11.3%	12.8%
Central Florida Region	Avon Park Municipal	184,000	17.7%	20.4%
Central Florida Region	Bartow Municipal	319,500	15.6%	21.1%
Central Florida Region	Chalet Suzanne Air Strip	161,000	1.5%	1.6%
Central Florida Region	Lake Wales Municipal	184,000	N.A.	N.A.
Central Florida Region	Lakeland Linder Regional	230,000	75.9%	124.3%
Central Florida Region	River Ranch Resort	161,000	N.A.	N.A.
Central Florida Region	Sebring Regional	184,000	53.8%	72.4%
Central Florida Region	South Lakeland	161,000	N.A.	N.A.
Central Florida Region	Wauchula Municipal	184,000	N.A.	N.A.
Central Florida Region	Winter Havens Gilbert	195,500	31.0%	37.8%
Regional Total		**2,136,500**	**20.5%**	**29.1%**

East Central Florida Metropolitan Area

There are a total of 22 public airports in this CFASPP region. FDOT's Aviation Infrastructure Investment Tool assigned 16 of these airports to the Flight Training Service Category; these airports are depicted on **Exhibit 2.9.6.6-23**. Information provided in **Table 2.9.6.6-3** indicates that by the end of the FASP planning period, an estimated 63 percent of the Flight Training airports in this CFASPP region could meet or exceed FAA triggers for planning or providing additional operational capacity.

Information in Table 2.9.6.6-3 shows that in 2003, 8 of the 16 Flight Training airports in this area were operating at demand/capacity levels that met or exceeded FAA's 60 percent trigger for planning additional capacity. In 2003, 2 of the Flight Training airports in this CFASPP region were already exceeding the 100 percent demand/capacity ratio. By 2023, it is anticipated that 10 of the 16 Flight Training airports in this area of Florida will meet or exceed the FAA threshold of 60 percent demand/capacity for planning additional capacity enhancing facilities. By 2023, 5 of the Flight Training airports in this CFASPP region are expected to have demand/capacity ratios in excess of 100 percent.

FLORIDA AVIATION SYSTEM PLAN

Flight Training Service Category - East Central Florida Metropolitan Area

Exhibit 2.9.6.6-23

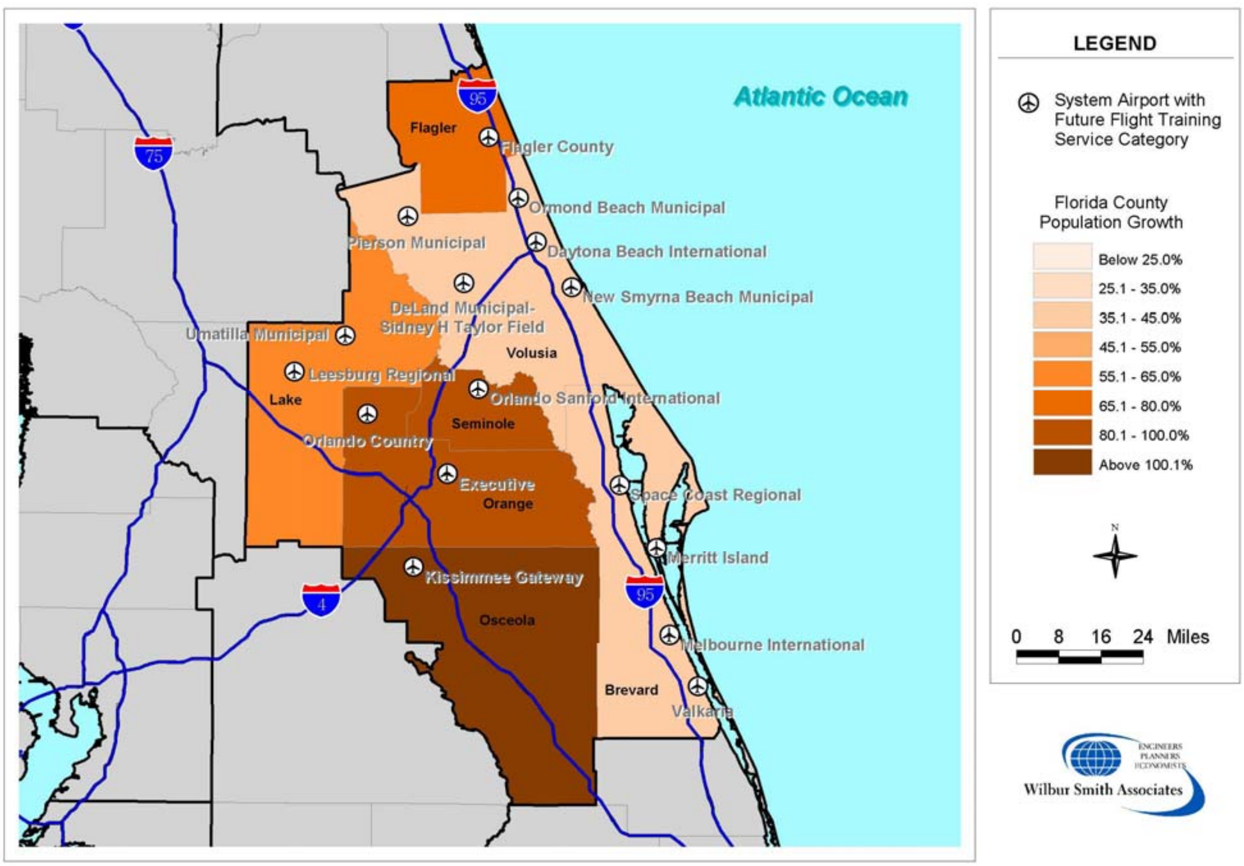


Table 2.9.6.6-3
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
EAST CENTRAL FLORIDA METROPOLITAN AREA

CFASP Region	Airport Name	ASV	2003 Dem/Cap Ratio	2023 Dem/Cap Ratio
East Central Florida Metropolitan Area	Arthur Dunn Airpark	172,500	N.A.	N.A.
East Central Florida Metropolitan Area	Bob Lee Flight Strip	132,250	N.A.	N.A.
East Central Florida Metropolitan Area	Bob White Field	161,000	N.A.	N.A.
East Central Florida Metropolitan Area	Daytona Beach International	355,000	101.6%	131.4%
East Central Florida Metropolitan Area	DeLand Municipal-Sidney H Taylor Field	230,000	34.1%	40.8%
East Central Florida Metropolitan Area	Flagler County	230,000	83.4%	101.8%
East Central Florida Metropolitan Area	Kissimmee Gateway	218,500	78.6%	108.0%
East Central Florida Metropolitan Area	Leesburg Regional	195,500	61.5%	91.4%
East Central Florida Metropolitan Area	Massey Ranch Airpark	166,750	N.A.	N.A.
East Central Florida Metropolitan Area	Melbourne International	375,000	50.7%	76.3%
East Central Florida Metropolitan Area	Merritt Island	195,500	58.8%	76.1%
East Central Florida Metropolitan Area	Mid Florida Air Service	103,750	N.A.	N.A.
East Central Florida Metropolitan Area	New Smyrna Beach Municipal	301,750	46.9%	53.9%
East Central Florida Metropolitan Area	Orlando Country	149,500	15.1%	27.3%
East Central Florida Metropolitan Area	Orlando Executive	228,600	97.7%	133.4%
East Central Florida Metropolitan Area	Orlando International	471,000	N.A.	N.A.
East Central Florida Metropolitan Area	Orlando Sanford	468,100	80.9%	108.8%
East Central Florida Metropolitan Area	Ormond Beach Municipal	195,500	66.0%	91.0%
East Central Florida Metropolitan Area	Pierson Municipal	122,000	11.7%	17.4%
East Central Florida Metropolitan Area	Space Coast Regional	200,000	112.2%	136.9%
East Central Florida Metropolitan Area	Umatilla Municipal	161,000	3.1%	3.7%
East Central Florida Metropolitan Area	Valkaria	161,000	9.0%	9.9%
Regional Total		**4,994,200**	**53.6%**	**73.1%**

North Central Florida Region

Out of the 14 public airports in this region, FDOT's Aviation Infrastructure Investment Tool has assigned a Flight Training Service Category to 9 (64 percent) of the region's airports. The Flight Training airports for this region are depicted on **Exhibit 2.9.6.6-24**. Information on demand/capacity ratios for the Flight Training airports in this CFASPP region is presented in **Table 2.9.6.6-4**.

Unlike many of the other CFASPP regions, the Flight Training airports in the North Central Florida Region are not expected to face significant shortfalls in operational capacity. The information presented in Table 2.9.6.6-4 shows that for 2003, none of the Flight Training airports in this region were approaching critical FAA triggers that signal a shortfall in demand/capacity. By 2023, only one of the Flight Training airports in this region will exceed FAA's threshold of 60 percent demand/capacity.

FLORIDA AVIATION SYSTEM PLAN

Flight Training Service Category - North Central Florida Region

Exhibit 2.9.6.6-24

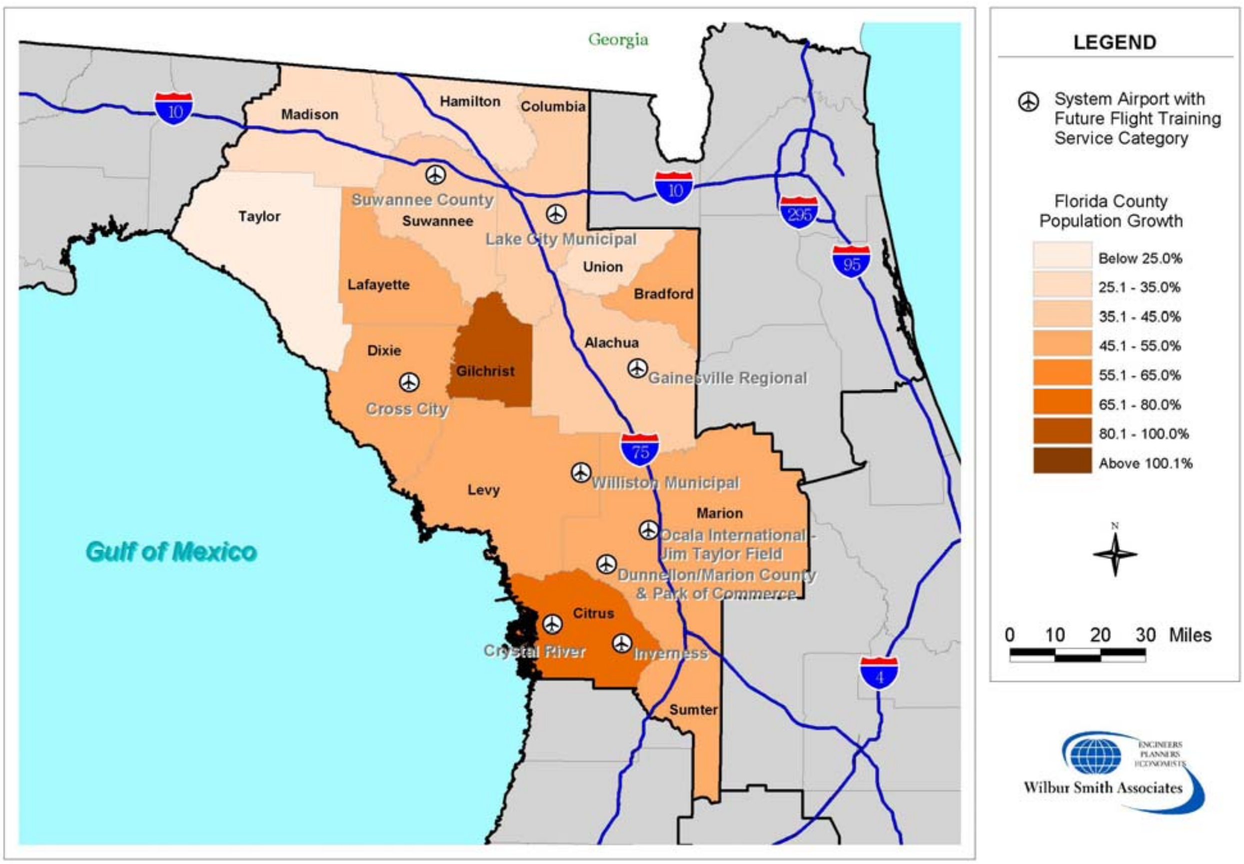


Table 2.9.6.6-4
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
NORTH CENTRAL FLORIDA REGION

CFASP Region	Airport Name	ASV	2003 Dem/Cap Ratio	2023 Dem/Cap Ratio
North Central Florida Region	Ames Field	126,500	N.A.	N.A.
North Central Florida Region	Cross City	195,500	9.3%	11.8%
North Central Florida Region	Crystal River	172,500	21.4%	26.1%
North Central Florida Region	Dunnellon/Marion County & Park of Commerce	155,250	9.8%	14.3%
North Central Florida Region	Flying Ten	130,000	N.A.	N.A.
North Central Florida Region	Gainesville Regional	220,000	34.4%	49.2%
North Central Florida Region	George T. Lewis	161,000	N.A.	N.A.
North Central Florida Region	Inverness	184,000	6.6%	8.9%
North Central Florida Region	Lake City Municipal	218,500	14.0%	21.6%
North Central Florida Region	Ocala International - Jim Taylor Field	234,000	41.3%	61.3%
North Central Florida Region	Perry-Foley	301,750	N.A.	N.A.
North Central Florida Region	Rudy's	128,000	N.A.	N.A.
North Central Florida Region	Suwannee County	172,500	9.6%	14.3%
North Central Florida Region	Williston Municipal	188,500	8.7%	9.6%
Regional Total		**2,588,000**	**14.4%**	**19.8%**

Northeast Florida Metropolitan Area

There are 9 public airports in this CFASPP region, and FDOT's Aviation Infrastructure Investment Tool has assigned all of these 9 airports a Flight Training Service Category designation. These airports are depicted in **Exhibit 2.9.6.6-25**.

Information presented in **Table 2.9.6.6-5** indicates that by 2023 about 33 percent of the Flight Training airports in this CFASPP region could meet or exceed FAA triggers which signal the need to plan or provide additional operating capacity. For 2003, only 2 of the Flight Training airports in this CFASPP region exceeded the 60 percent demand/capacity threshold. By 2023, this number is expected to increase to 3 airports, and demand at one of these airports is expected to exceed 100 percent of current operating capacity.

FLORIDA AVIATION SYSTEM PLAN

Flight Training Service Category - Northeast Florida Metropolitan Area

Exhibit 2.9.6.6-25

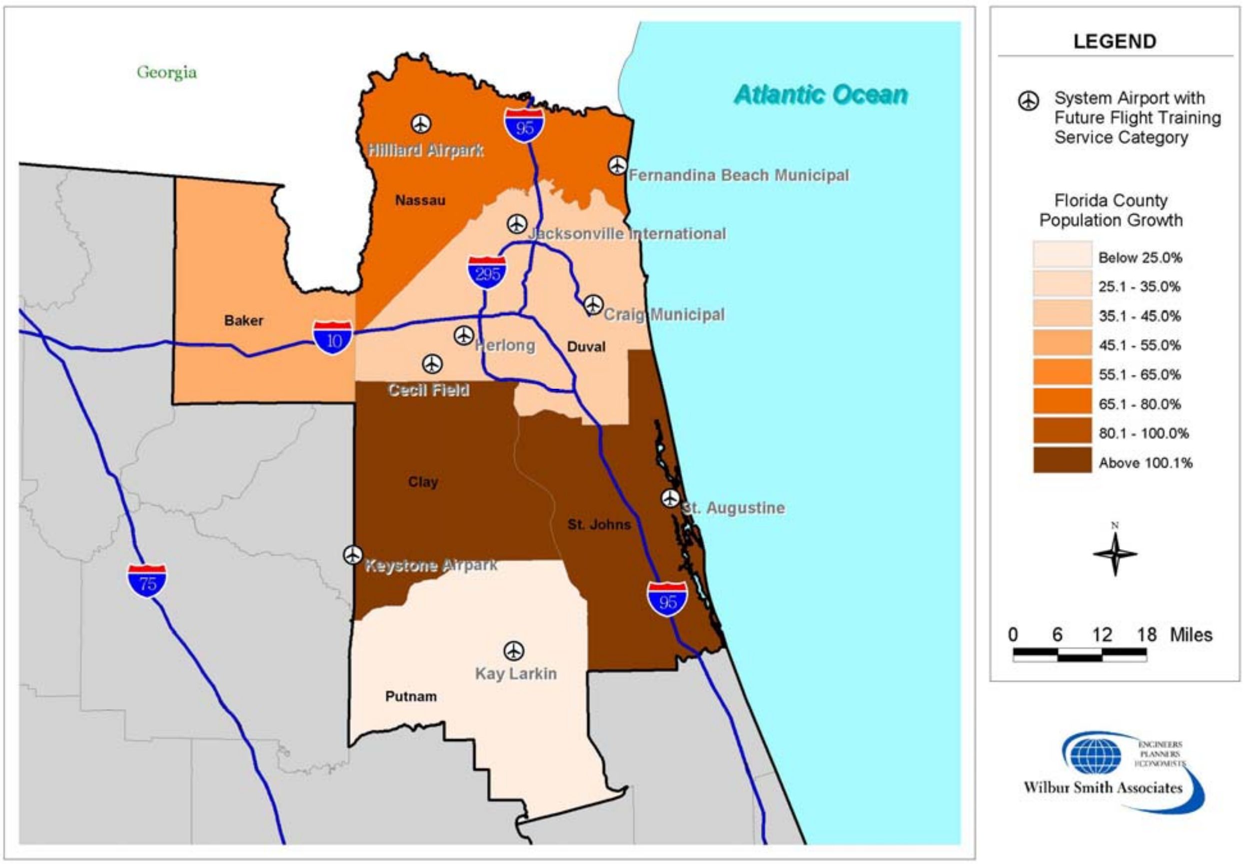


Table 2.9.6.6-5
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
NORTHEAST FLORIDA METROPOLITAN AREA

CFASP Region	Airport Name	ASV	Dem/Cap Ratio	Dem/Cap Ratio
Northeast Florida Metropolitan Area	Cecil Field	200,000	32.6%	43.9%
Northeast Florida Metropolitan Area	Craig Municipal	200,000	80.7%	111.2%
Northeast Florida Metropolitan Area	Fernandina Beach Municipal	301,750	16.3%	25.6%
Northeast Florida Metropolitan Area	Herlong	221,000	36.9%	45.0%
Northeast Florida Metropolitan Area	Hilliard Airpark	126,500	4.0%	5.4%
Northeast Florida Metropolitan Area	Jacksonville International	262,850	48.7%	82.1%
Northeast Florida Metropolitan Area	Kay Larkin	301,750	17.3%	28.7%
Northeast Florida Metropolitan Area	Keystone Airpark	301,750	10.4%	13.5%
Northeast Florida Metropolitan Area	St. Augustine	233,750	67.5%	97.5%
Regional Total		**2,149,350**	**34.0%**	**49.6%**

Northwest Florida Region

There are 21 public airports in this CFASPP region; 10 of these airports have a Flight Training Service Category designation. This equates to 48 percent of all public airports in this region. These airports are shown on **Exhibit 2.9.6.6-26**.

Information in **Table 2.9.6.6-6** shows that in 2003, none of the Flight Training airports in this region meet or exceed FAA triggers for planning or providing additional operational capacity. By 2023, 3 of the Flight Training airports in this region are expected to meet or exceed the FAA threshold for planning additional operating capacity.

FLORIDA AVIATION SYSTEM PLAN

Flight Training Service Category - Northwest Florida Region

Exhibit 2.9.6.6-26

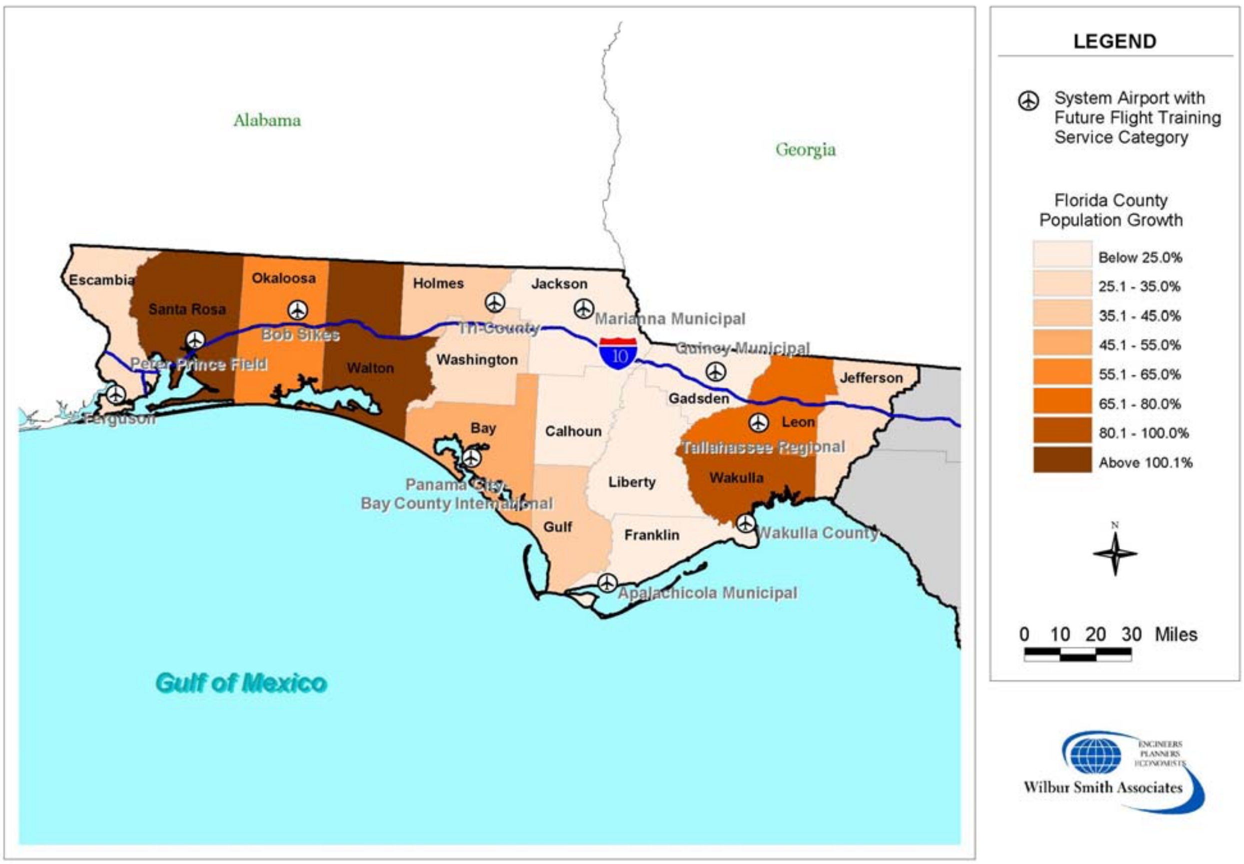


Table 2.9.6.6-6
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
NORTHWEST FLORIDA REGION

CFASP Region	Airport Name	ASV	Dem/Cap Ratio	Dem/Cap Ratio
Northwest Florida Region	Apalachicola Municipal	284,000	5.4%	8.0%
Northwest Florida Region	Bob Sikes	207,000	23.8%	32.6%
Northwest Florida Region	Calhoun County	126,500	N.A.	N.A.
Northwest Florida Region	Carrabelle-Thompson	161,000	N.A.	N.A.
Northwest Florida Region	Coastal	126,500	N.A.	N.A.
Northwest Florida Region	Costin	126,500	N.A.	N.A.
Northwest Florida Region	DeFuniak Springs	149,500	N.A.	N.A.
Northwest Florida Region	Destin-Ft Walton Beach	113,000	N.A.	N.A.
Northwest Florida Region	Eglin AFB (Okaloosa)	225,000	N.A.	N.A.
Northwest Florida Region	Ferguson	143,750	47.7%	64.2%
Regional Total		**3,525,500**	**21.2%**	**29.4%**

Southeast Florida Metropolitan Area

Of the 18 public airports in this CFASPP region, FDOT's Aviation Infrastructure Investment Tool have designated 13 (72 percent) as Flight Training airports. **Exhibit 2.9.6.6-27** reflects the Flight Training airports in this region.

Table 2.9.6.6-7 provides information on demand/capacity ratios for the Flight Training airports in this region. In 2003, only 2 of the 13 Flight Training airports in this region meet or exceed FAA's thresholds for planning or providing additional operating capacity. In 2003, one of the Flight Training airports in this region had already surpassed the 100 percent demand/capacity threshold. By 2023, 6 of the 13 Flight Training airports in this CFASPP region will meet or exceed at least the 60 percent demand/capacity threshold. By 2023, only one of the Flight Training airports in this region will continue to be operating over 100 percent of capacity, assuming no additional capacity enhancing facilities are provided.

FLORIDA AVIATION SYSTEM PLAN

Flight Training Service Category - Southeast Florida Metropolitan Area

Exhibit 2.9.6.6-27

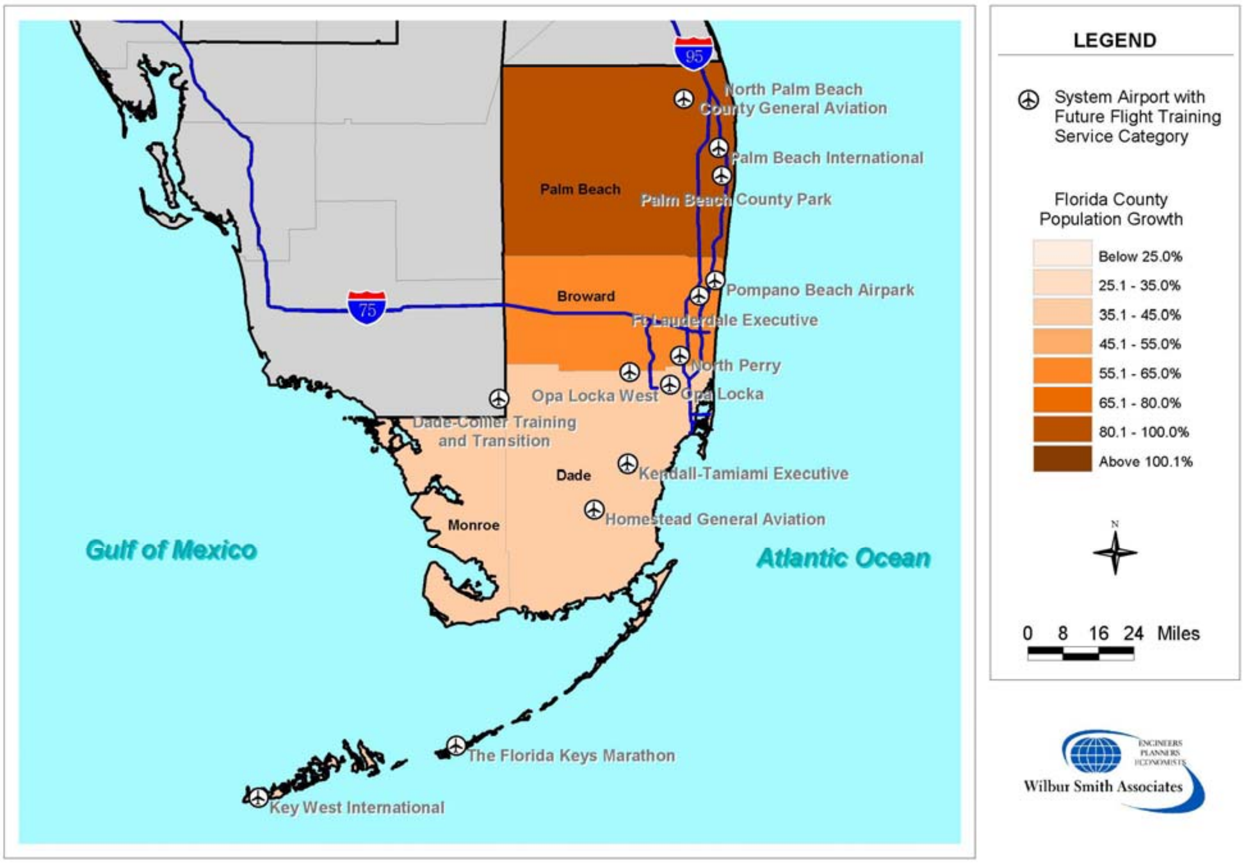


Table 2.9.6.6-7
FLIGHT TRAINING DEMAND/CAPACITY SUMMER
SOUTHEAST FLORIDA METROPOLITAN AREA

CFASP Region	Airport Name	ASV	Dem/Cap Ratio	Dem/Cap Ratio
Southeast Florida Metropolitan Area	Belle Glade State Municipal	155,250	N.A.	N.A.
Southeast Florida Metropolitan Area	Boca Raton	165,750	N.A.	N.A.
Southeast Florida Metropolitan Area	Dade-Collier Training and Transition	175,500	8.3%	10.2%
Southeast Florida Metropolitan Area	Fort Lauderdale Executive	260,000	101.7%	130.4%
Southeast Florida Metropolitan Area	Fort Lauderdale-Hollywood International	265,000	N.A.	N.A.
Southeast Florida Metropolitan Area	Homestead General Aviation	190,250	38.3%	46.5%
Southeast Florida Metropolitan Area	Kendall-Tamiami Executive	370,000	51.0%	62.2%
Southeast Florida Metropolitan Area	Key West International	185,250	53.8%	62.6%
Southeast Florida Metropolitan Area	Miami International	550,000	N.A.	N.A.
Southeast Florida Metropolitan Area	North Palm Beach County General Aviation	306,500	14.3%	16.1%
Southeast Florida Metropolitan Area	North Perry	337,250	52.2%	75.6%
Southeast Florida Metropolitan Area	Opa Locka	320,000	46.9%	51.8%
Southeast Florida Metropolitan Area	Opa Locka West	184,000	6.6%	7.3%
Southeast Florida Metropolitan Area	Palm Beach County Glades	172,500	N.A.	N.A.
Southeast Florida Metropolitan Area	Palm Beach County Park	301,750	46.7%	51.6%
Southeast Florida Metropolitan Area	Palm Beach International	296,000	57.2%	75.7%
Southeast Florida Metropolitan Area	Pompano Beach Airpark	337,250	64.0%	78.1%
Southeast Florida Metropolitan Area	The Florida Keys Marathon	195,500	29.9%	38.4%
Regional Total		**4,767,750**	**52.7%**	**73.4%**

Southwest Florida Region

This CFASPP region has a total of 14 public airports, 8 of these airports (57 percent) have a Flight Training Service Category. The Flight Training airports in this region are shown on **Exhibit 2.9.6.6-28**.

In 2003, 3 of the Flight Training airports in this CFAPP region meet or exceeded the FAA threshold (60 percent demand/capacity) for planning additional capacity enhancing projects. As shown in **Table 2.9.6.6-8**, by 2023, these three Flight Training airports may all exceed the 100 percent demand/capacity ratio if demand grows as projected and no additional capacity enhancing facilities are provided at these airports.

FLORIDA AVIATION SYSTEM PLAN
Flight Training Service Category - Southwest Florida Region
Exhibit 2.9.6.6-28

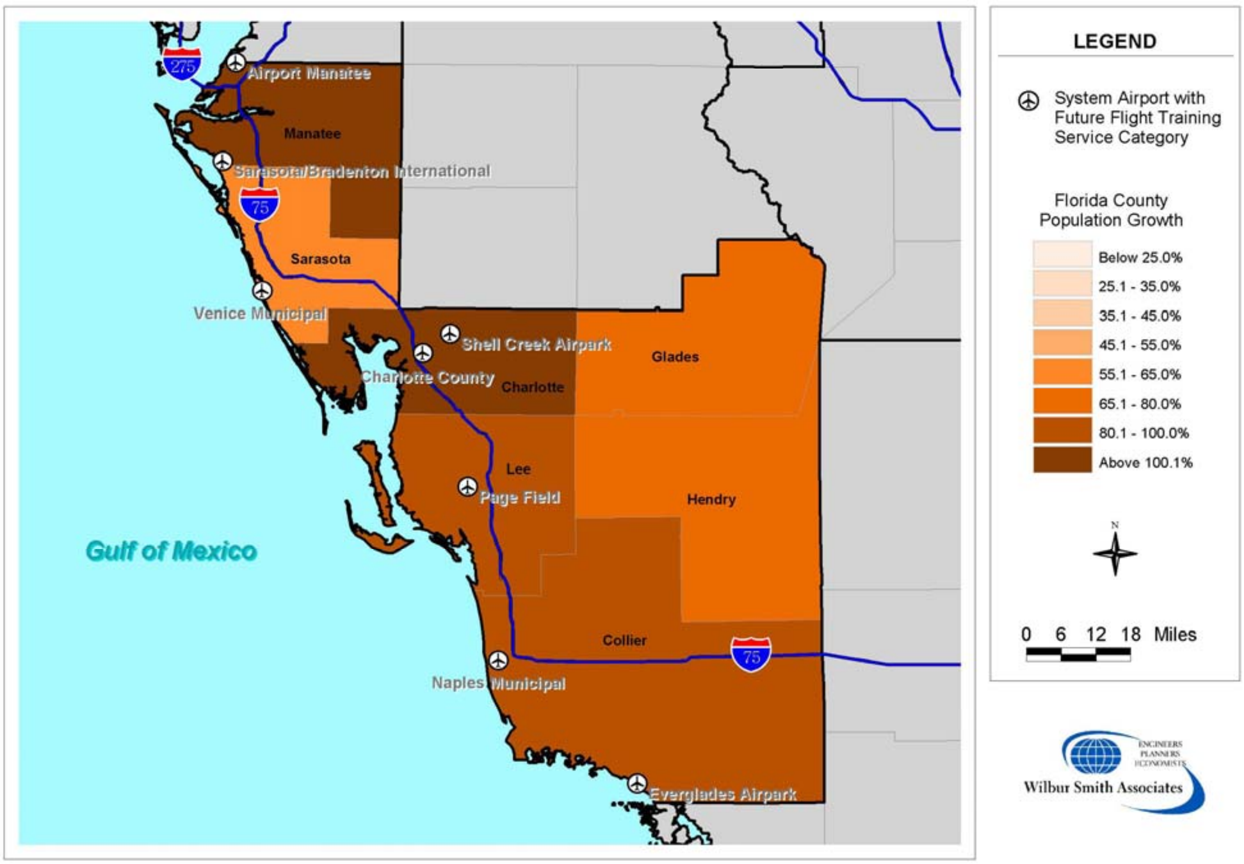


Table 2.9.6.6-8
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
SOUTHWEST FLORIDA REGION

CFASP Region	Airport Name	ASV	Dem/Cap Ratio	Dem/Cap Ratio
Southwest Florida Region	Airglades	184,000	N.A.	N.A.
Southwest Florida Region	Airport Manatee	126,500	5.8%	12.3%
Southwest Florida Region	Buchan	126,500	N.A.	N.A.
Southwest Florida Region	Charlotte County	301,750	26.0%	35.1%
Southwest Florida Region	Everglades Airpark	172,500	2.8%	4.2%
Southwest Florida Region	Immokalee	195,500	N.A.	N.A.
Southwest Florida Region	La Belle Municipal	172,500	N.A.	N.A.
Southwest Florida Region	Marco Island	172,500	N.A.	N.A.
Southwest Florida Region	Naples Municipal	195,500	68.5%	105.6%
Southwest Florida Region	Page Field	214,777	44.5%	54.3%
Southwest Florida Region	Sarasota/Bradenton International	195,000	78.5%	113.1%
Southwest Florida Region	Shell Creek Airpark	126,500	1.7%	1.9%
Southwest Florida Region	Southwest Florida International	205,000	N.A.	N.A.
Southwest Florida Region	Venice Municipal	184,000	95.8%	142.4%
Regional Total		**2,572,527**	**31.1%**	**46.0%**

Treasure Coast Region

This CFASPP region has 7 public airports; 4 of these airports are included in the Flight Training Service Category. **Exhibit 2.9.6.6-29** shows the Flight Training airports for this region.

Table 2.9.6.6-9 summarizes demand/capacity information for the Flight Training airports in this region. In 2003, 2 of the 4 Flight Training airports exceeded the 60 percent demand/capacity ratio; this ratio, according to FAA, signals the need to plan for capacity enhancing projects. By 2023, 3 out of the 4 Flight Training airports in this region will meet or exceed FAA triggers for planning or providing additional operational capacity.

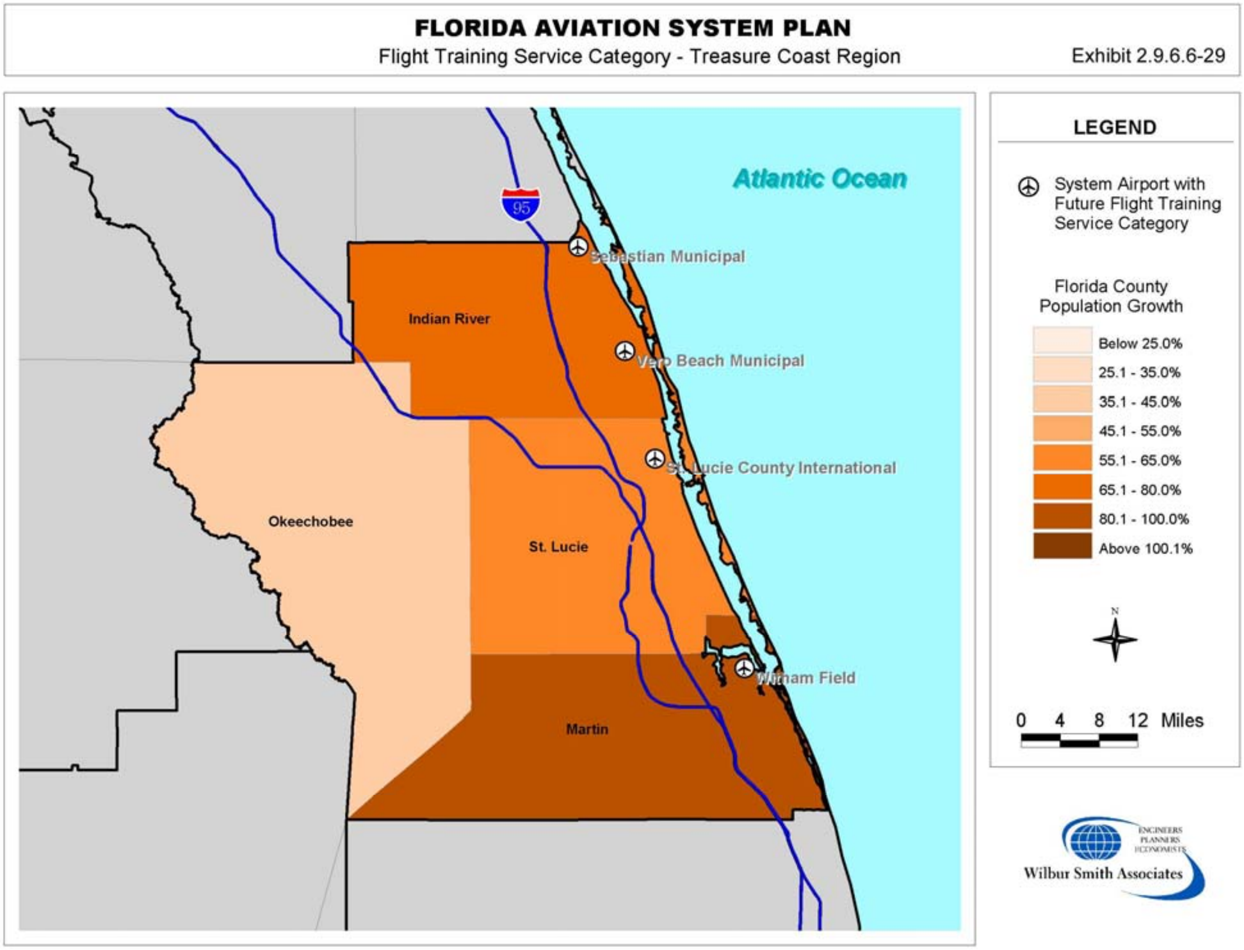


Table 2.9.6.6-9
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
TREASURE COAST REGION

CFASP Region	Airport Name	ASV	Dem/Cap Ratio	Dem/Cap Ratio
Treasure Coast Region	Indiantown	126,500	N.A.	N.A.
Treasure Coast Region	New Hibiscus Airpark	130,000	N.A.	N.A.
Treasure Coast Region	Okeechobee County	184,000	N.A.	N.A.
Treasure Coast Region	Sebastian Municipal	172,500	28.3%	42.0%
Treasure Coast Region	St. Lucie County International	270,000	71.1%	95.7%
Treasure Coast Region	Vero Beach Municipal	337,250	72.0%	92.2%
Treasure Coast Region	Witham Field	261,250	48.2%	61.2%
Regional Total		**1,481,500**	**47.0%**	**62.5%**

West Central Florida Metropolitan Area

Of the 11 public airports in this CFASPP region, FDOT's Aviation Infrastructure Investment Tool has assigned Flight Training Service Categories to 4 airports. These Flight Training airports for the West Central Florida Metropolitan Area are shown on **Exhibit 2.9.6.6-30**.

Table 2.9.6.6-10 provides information on the demand/capacity ratios for the Flight Training airports in this CFASPP region. As shown in this table, only one of the Flight Training airports in this region exceeded established FAA triggers for planning or providing additional operational capacity in 2003. By 2023, it is expected that 2 out of the 4 Flight Training airports in this region will meet or exceed FAA triggers for planning or providing additional operational capacity. One of these airports is expected to exceed the 100 percent demand/capacity threshold.

FLORIDA AVIATION SYSTEM PLAN

Flight Training Service Category - West Central Florida Metropolitan Area — Exhibit 2.9.6.6-30

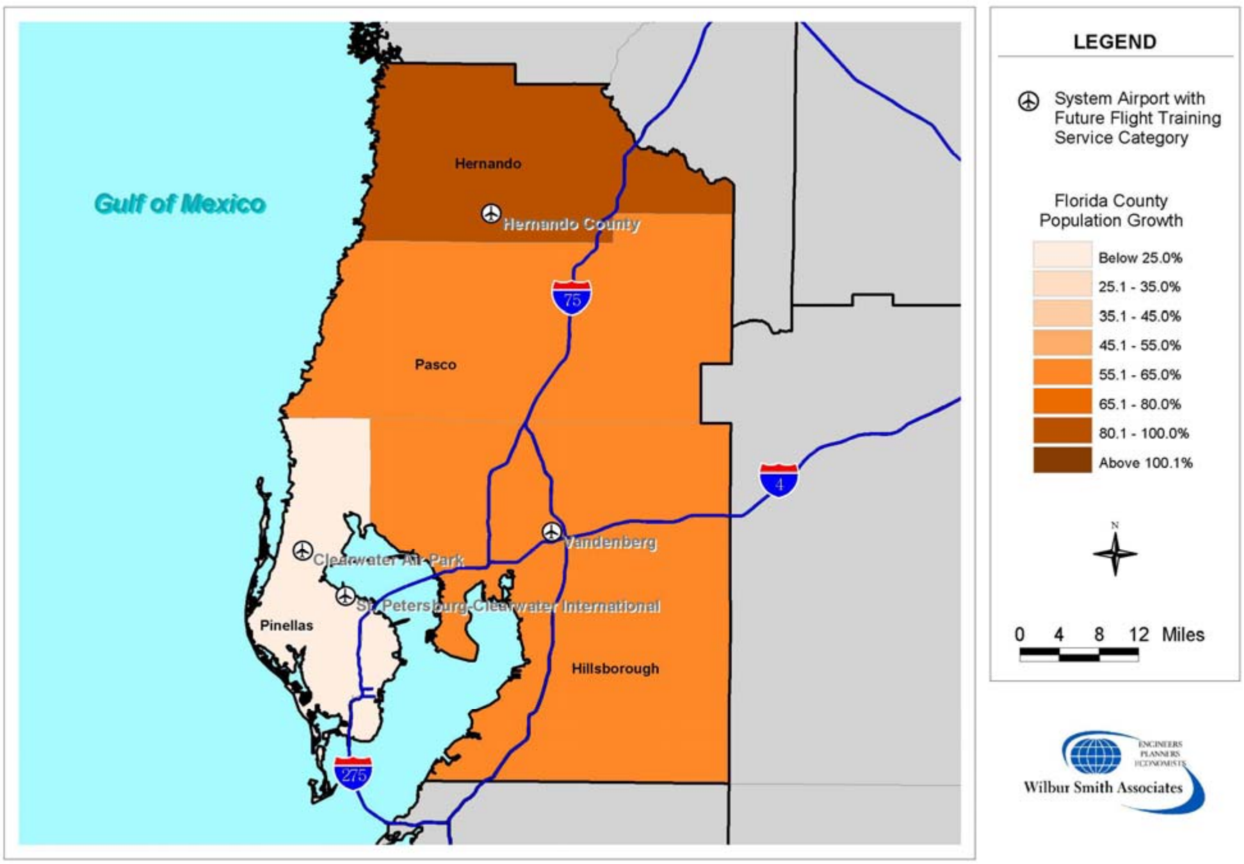


Table 2.9.6.6-10
FLIGHT TRAINING DEMAND/CAPACITY SUMMARY
WEST CENTRAL FLORIDA METROPOLITAN AREA

CFASP Region	Airport Name	ASV	Dem/Cap Ratio	Dem/Cap Ratio
West Central Florida Metropolitan Area	Albert Whitted	218,500	N.A.	N.A.
West Central Florida Metropolitan Area	Clearwater Airpark	195,500	25.8%	31.5%
West Central Florida Metropolitan Area	Hernando County	234,000	21.3%	28.6%
West Central Florida Metropolitan Area	Peter O Knight	195,500	N.A.	N.A.
West Central Florida Metropolitan Area	Pilot Country	184,000	N.A.	N.A.
West Central Florida Metropolitan Area	Plant City Municipal	195,500	N.A.	N.A.
West Central Florida Metropolitan Area	St. Petersburg-Clearwater International	260,000	84.0%	138.6%
West Central Florida Metropolitan Area	Tampa International	430,000	58.5%	79.1%
West Central Florida Metropolitan Area	Tampa North Aero Park	161,000	N.A.	N.A.
West Central Florida Metropolitan Area	Vandenberg	180,000	37.8%	56.2%
West Central Florida Metropolitan Area	Zephyrhills Municipal	195,500	N.A.	N.A.
Regional Total		**2,449,500**	**37.8%**	**52.4%**

1.7 System Objective: Protect Florida airports form over regulation in the area of security systems.

Following 9/11, U.S. airports faced new and more restrictive security mandates. Airport security is now the responsibility of the Transportation Security Administration (TSA). At most commercial airports, TSA is responsible for screening passengers and enforcing other applicable security measures. TSA requirements for commercial airports vary based on airport size and passenger volumes. Florida's commercial airports have responded to TSA initiatives and requirements, but almost all of Florida's commercial airports cite unfunded TSA mandates as one of their most critical issues and challenges. Sufficient federal funding has not been made available to Florida's commercial airports for them to be fully compliant with TSA requirements. While airports are willing to meet TSA mandates, the funds on the Federal level are not available. Even though Letters of Authorization (LOAs) have been issued for several large security-related projects at Florida's commercial airports, funds have yet to be committed. Despite the fact that FDOT has provided increased flexibility for airports to use FDOT funds for security related projects, funding shortfalls are still a major issue.

Also following 9/11, travel to and from the U.S. became more restrictive as new passport and visa restrictions were put in place. Many of Florida's largest commercial airports, in particular Miami International, are major international gateways for the U.S. More restrictions on international travel have slowed the flow of passengers to many Florida airports. Lower passenger volumes resulted in restricted revenue streams. Shortfalls in revenue have many adverse impacts on Florida's airports.

Unfunded TSA mandates and adverse impacts on international travel are issues for all commercial airports on a national level; these are not Florida specific issues. Florida airports and elected officials on all levels need to work with national coalitions to prevent the over regulation of our nation's airports.

Recently, additional security guidelines were issued by the TSA for general aviation/community airports. As part of their Security Guidelines for General Aviation Airports (May 2004), TSA provided a General Aviation Airport Characteristics Measurement Tool. This tool facilitates the assignment of "point values" to airports based on their relative security risks. General aviation/community airports can be assigned to one of four groups. Generally speaking, Group One airports should provide the highest level of security. Using TSA guidelines, airports can be assigned point values and grouped based on factors such as proximity to population and other sensitive areas, number and type of based aircraft the airport accommodates, runway length and approach type, and consideration of other types of activities at the airport.

Specific criteria to be considered in this process are as follows:

- Location
  1. Is the airport within 30 nautical miles of a metropolitan area of 100,000 or more? (score 5 points if yes)
  2. Is the airport within 30 nautical miles of a sensitive site such as a military base, nuclear power plant, or center of government? (score 4 points if yes)
  3. Is the airport within the outer perimeter of Class B airspace? (score 3 points if yes)
  4. Is the airport within the boundaries of restricted airspace? (score 3 points if yes)

- Based Aircraft
  1. Does the airport have 101 or more based aircraft? (score 3 points if yes)
  2. Does the airport have between 26 and 100 based aircraft? (score 2 points if yes)
  3. Does the airport have between 11 and 25 based aircraft? (score 1 point if yes)
  4. Does the airport have based aircraft that are over 12,500 lbs.? (score 3 points if yes)

- Runway
  1. Does the airport have a runway that is longer than 5,000 feet? (score 5 points if yes)
  2. Does the airport have a runway that is between 2,000 feet and 5,000 feet? (score 4 points if yes)
  3. Does the airport have a runway that is less than 2,000 feet in length? (score 2 points if yes)
  4. Does the airport have a hard surface (asphalt or concrete) runway? (score 1 point if yes)

- Operations
  1. Does the airport have over 50,000 annual operations? (score 4 points if yes)
  2. Does the airport have Part 135 operations at the airport? (score 3 points if yes)
  3. Does the airport have Part 137 agricultural operations? (score 3 points if yes)
  4. Does the airport have Part 125 operations? (score 4 points if yes)
  5. Does the airport have on-site flight training operations? (score 3 points if yes)
  6. Does the airport have flight training in aircraft weighing over 12,500 lbs.? (score 4 points if yes)
  7. Does the airport have rental aircraft? (score 4 points if yes)
  8. Does the airport have maintenance and repair services with long term storage for aircraft weighing over 12,500 lbs.? (score 4 points if yes)

Based on these factors, TSA suggests that airports scoring 45 or more points should be considered as Group 1 Airports. Group 2 Airports have scores between 25 and 44 points. Group 3 Airports have scores between 15 and 24 points, and Group 4 Airports have scores between 0 and 14.

Table 2.9.6.6-11 indicates best security practices for airports in each of the four groups based on their associated levels of activity, their facilities and their potential risks. Each practice refers to a section with a more detailed explanation in the TSA Information Publication A-001, *Security Guidelines for General Aviation Airports*.

Table 2.9.6.6-11

	GROUP 1	GROUP 2	GROUP 3	GROUP 4
Fencing (Section 3.3.3)	✓	-	-	-
Hangars (Section 3.3.1)	✓	-	-	-
Closed Circuit TV (Section 3.4.5)	✓	-	-	-
Intrusion Detection System (Section 3.4.6)	✓	-	-	-
Access Controls (Section 3.3.3)	✓	✓	-	-
Lighting System (Section 3.3.4)	✓	✓	-	-
Personnel ID System (Section 3.3.6)	✓	✓	-	-
Vehicle ID System (Section 3.3.6)	✓	✓	-	-
Challenge Procedures (Section 3.4.1)	✓	✓	-	-
Law Enforcement Official Support (Section 3.4.4)	✓	✓	✓	-
Security Committee (Section 3.4.3)	✓	✓	✓	-
Transient Pilot Sign-In/Out Procedures (Section 3.1.4)	✓	✓	✓	-
Signs (Section 3.3.5)	✓	✓	✓	✓
Documented Security Procedures (Section 3.5.1)	✓	✓	✓	✓
Positive Passenger/Cargo/Baggage ID (Section 3.1.1)	✓	✓	✓	✓
All Aircraft Secured (Section 3.2)	✓	✓	✓	✓
Community Watch Program (Section 3.4.1)	✓	✓	✓	✓
Contact List (Section 3.5.3)	✓	✓	✓	✓

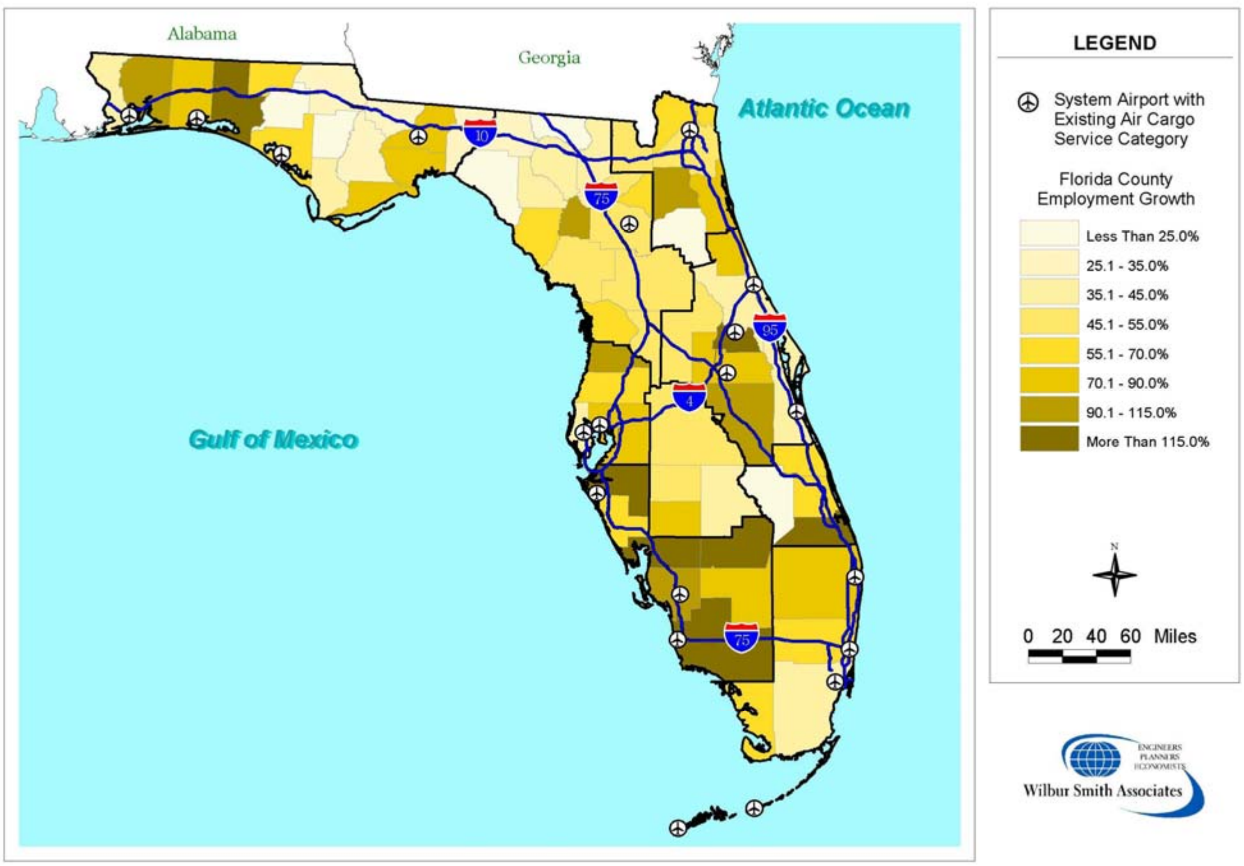
1.8 System Objective: Maximize support to Florida's air cargo industry.

Annually, air cargo is a $33 billion dollar business in Florida. Florida is a major international air cargo gateway. Air cargo is trucked from points throughout the southeast for collection and shipment to destinations in South America. **Exhibit 2.9.6.6-31** depicts the airports that have historically accounted for most of Florida's air cargo activity.

It is worth noting that since the information supporting Exhibit 2.9.6.6-31 was collected, which was pre-9/11, there has been a shift in the ways in which air cargo is accommodated in the U.S. Although commercial airlines continue to carry air cargo and mail, since 9/11, the commercial airlines have carried proportionately a smaller percent of all air cargo and mail in the U.S. All cargo carriers such as UPS, FedEx, DHL and others have increased the share of total domestic and international air cargo and mail that they carry. This is worth noting since historic volumes of air cargo served at some of Florida's smaller commercial airports were carried exclusively by the airlines.

Current and future security regulations from the Transportation Security Administration (TSA) may portend consolidation of air cargo services a smaller rather than a larger number of Florida airports.

FLORIDA AVIATION SYSTEM PLAN
Existing Air Cargo Airports - Statewide
Exhibit 2.9.6.6-31

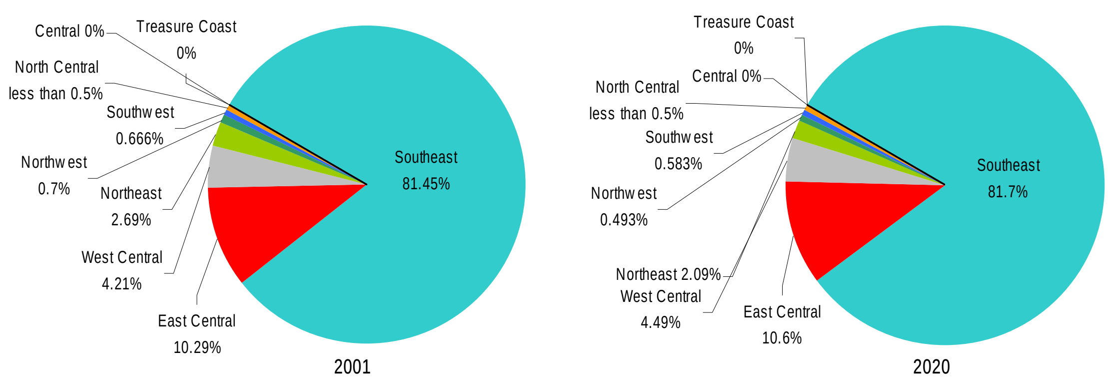


Statewide

Statewide, Florida airports enplaned an estimated 2.5 million tons of air cargo in 2001. This level of cargo was carried primarily by airlines and all cargo carriers serving commercial airports in Florida. Since enplaned cargo is not tracked as rigorously as are enplaned passengers, it is possible that airports in Florida could have enplaned more cargo than reflected in the 2.5 million ton estimate. In particular, there are smaller operators carrying cargo and freight who operate at community airports throughout the state. The cargo shipments accommodated at these airports most often go unreported.

Statewide projections of air cargo prepared as part of the FASP indicate that air cargo accommodated by airports in Florida could increase to an estimated 9.1 million tons by 2020. As shown in **Exhibit 2.9.6.6-32** each CFASPP region's share of Florida's enplaned air cargo tonnage is not expected to change significantly. It is worth noting that TSA requirements for air cargo and freight shipments could influence how and where Florida's air cargo shipments are handled in the future.

Exhibit 2.9.6.6-32
STATEWIDE MARKET SHARE OF ANNUAL AIR CARGO TONNAGE BY CFASPP REGION

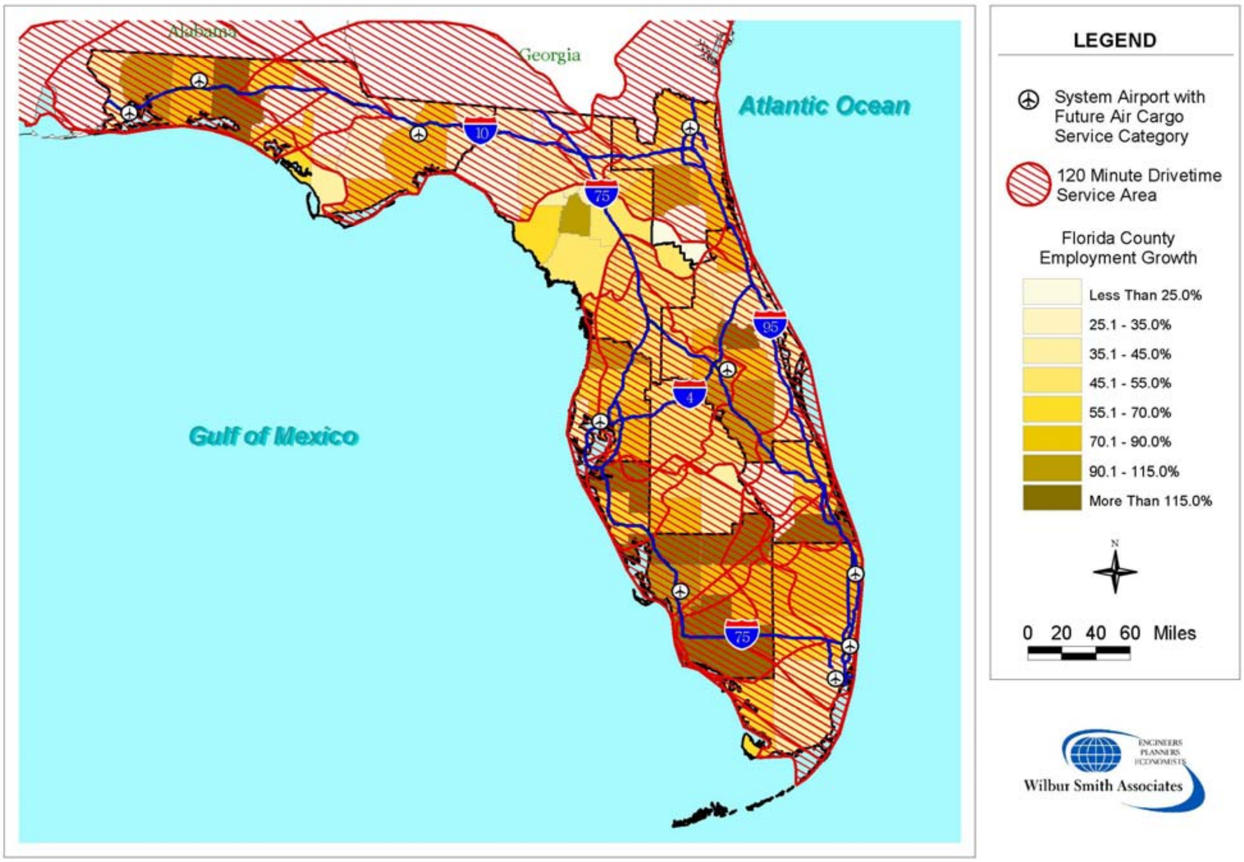


FDOT's Aviation Infrastructure Investment Tool was used to identify those airports in Florida that are most likely to meet the state's future air cargo needs. Airports within the Air Cargo Service Category (as determined by FDOT's Aviation Infrastructure Investment Tool) are shown on **Exhibit 2.9.6.6-33.** A geographic information system was also used to reflect a two-hour drive time to and from each of the Air Cargo Service Category airports. As shown in Exhibit 2.9.6.6.33, most of Florida is within a two hour drive time of one or more airports with an Air Cargo designation.

FLORIDA AVIATION SYSTEM PLAN

Air Cargo Service Category - Statewide

Exhibit 2.9.6.6-33



Regional Summaries

Central Florida Region

There are no airports in this CFASPP region that have an Air Cargo designation (according to the Infrastructure Investment Tool), and FASP projections reflect no enplaned air cargo tonnage for this region.

East Central Florida Metropolitan Area

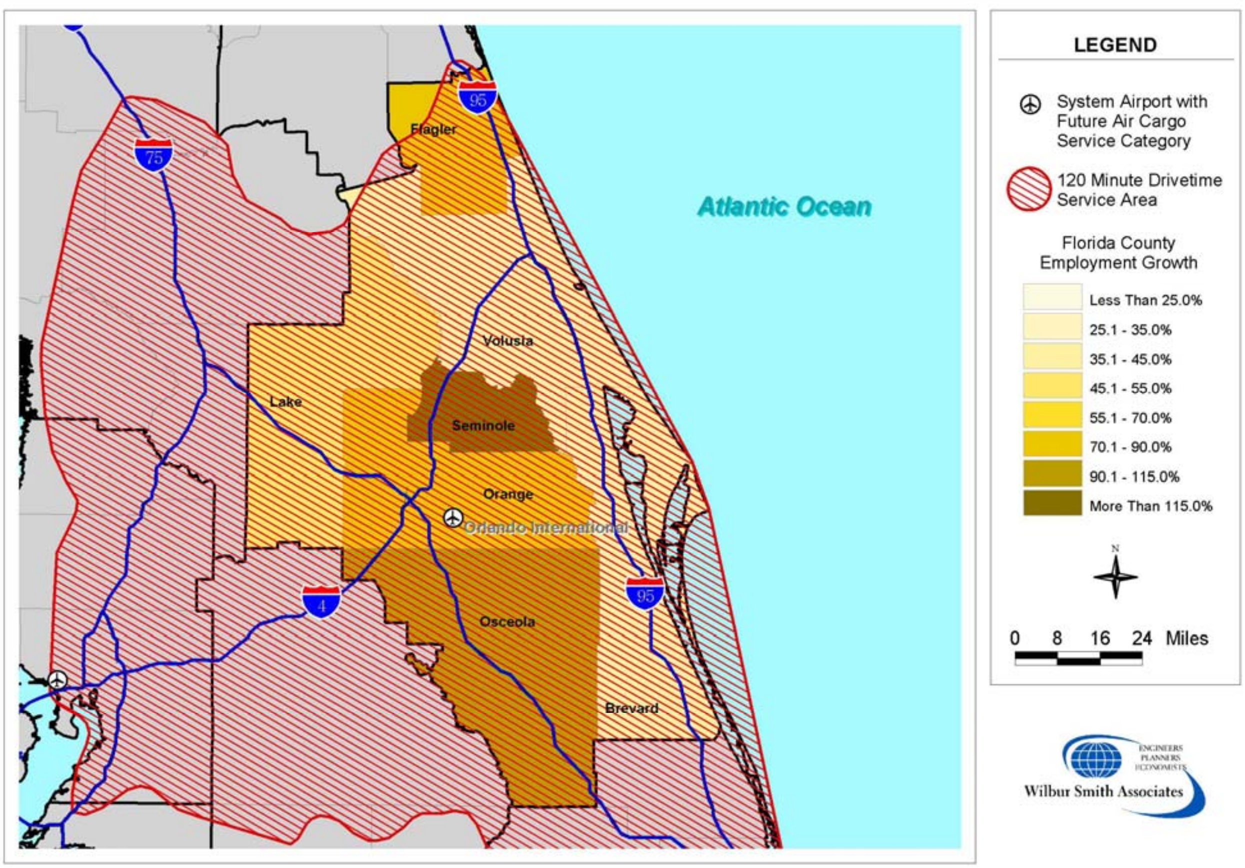
Exhibit 2.9.6.6-34 shows the two hour drive time service area for the Air Cargo airport, Orlando International, in this CFASPP region. This Air Cargo Service Category designation resulted from FDOT's Aviation Infrastructure Investment Tool. As shown on Exhibit 2.9.6.6-34, almost all counties in this CFASPP region are within two hours or less drive time of this Air Cargo airport. Only a small part of Flagler County is beyond the two hour drive time radius. It is worth noting that the two hour drive time radius for this Air Cargo airport extends into neighboring CFASPP regions.

FASP projections show total annual enplaned air cargo for this region increasing from 257,029 tons to 996,550 tons in 2020. This region's market share of total air cargo enplaned in Florida is expected to increase slightly from 10.3 percent to 10.6 percent.

FLORIDA AVIATION SYSTEM PLAN

Air Cargo Service Category - East Central Florida Metropolitan Area

Exhibit 2.9.6.6-34



North Central Region

FDOT's Aviation Infrastructure Investment Tools has not assigned a future air cargo role to any airport in this CASPP region. Historically, a small percent (less than .5 percent) of Florida's total annual air cargo has been enplaned in this CFASPP region. Historically, air cargo in this region has been served at Gainesville Regional Airport. FASP information on annual enplaned air cargo shows that this CFASPP region enplaned 212 tons in 2001. This number, according to FASP projections, could increase to 680 tons by 2020. Even with this type of an increase, this region would still account for less than .5 percent of all air cargo enplaned in Florida.

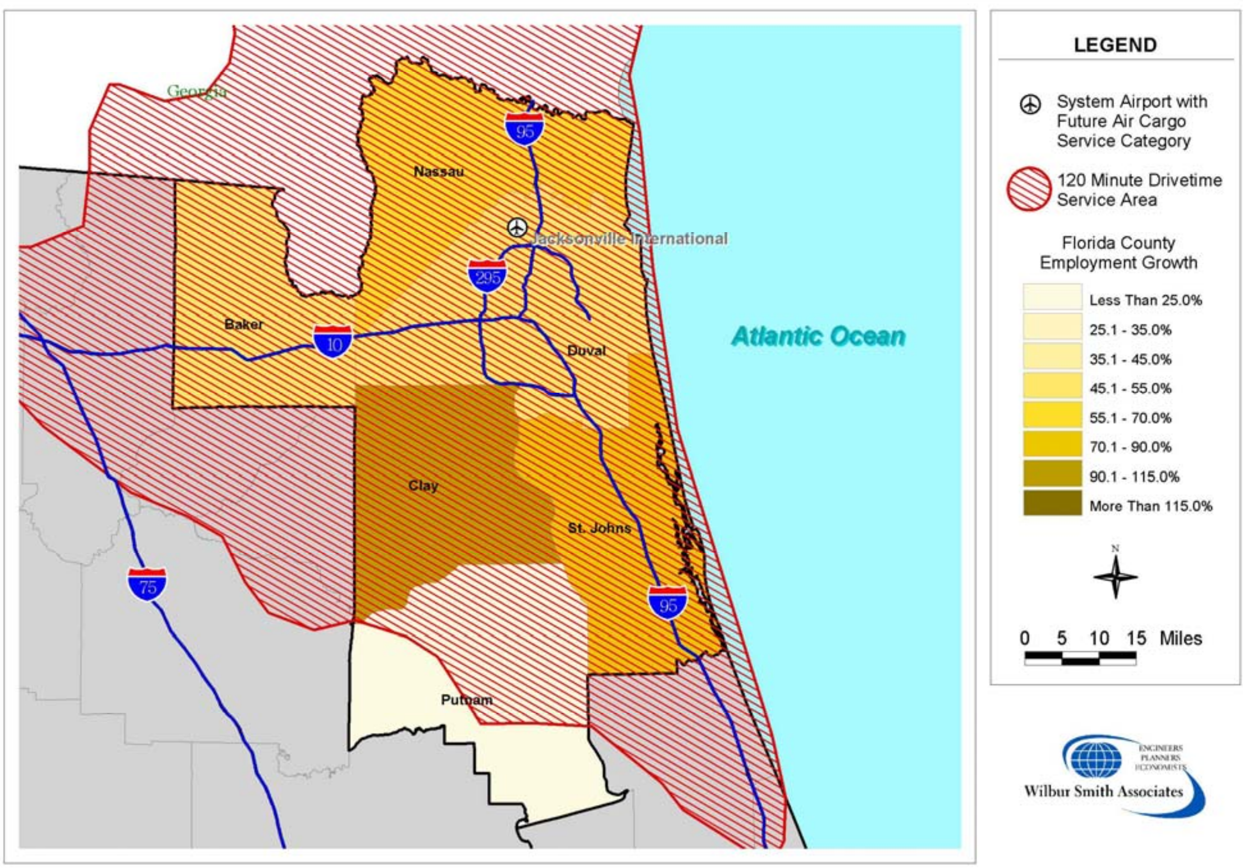
Northeast Florida Metropolitan Area

Exhibit 2.9.6.6-35 shows the two hour drive time service area for the Air Cargo airport, Jacksonville International, in this CFASPP region. This Air Cargo Service Category designation resulted from FDOT's Aviation Infrastructure Investment Tool. As shown on Exhibit 2.9.6.6-35, almost all counties in this CFASPP region are within two hours or less drive time of this Air Cargo airport. Only a small part of Putnam County is beyond the two hour drive time radius. It is worth noting that the two hour drive time radius for this Air Cargo airport extends into neighboring CFASPP regions, as well as into southern Georgia.

FASP projections show total annual enplaned air cargo for this region increasing from 67,025 tons to 190,000 tons in 2020. This region's market share of total air cargo enplaned in Florida is expected to decrease slightly from 2.68 percent to 2.09 percent.

FLORIDA AVIATION SYSTEM PLAN

Air Cargo Service Category - Northeast Florida Metropolitan Area Exhibit 2.9.6.6-35



Northwest Florida Region

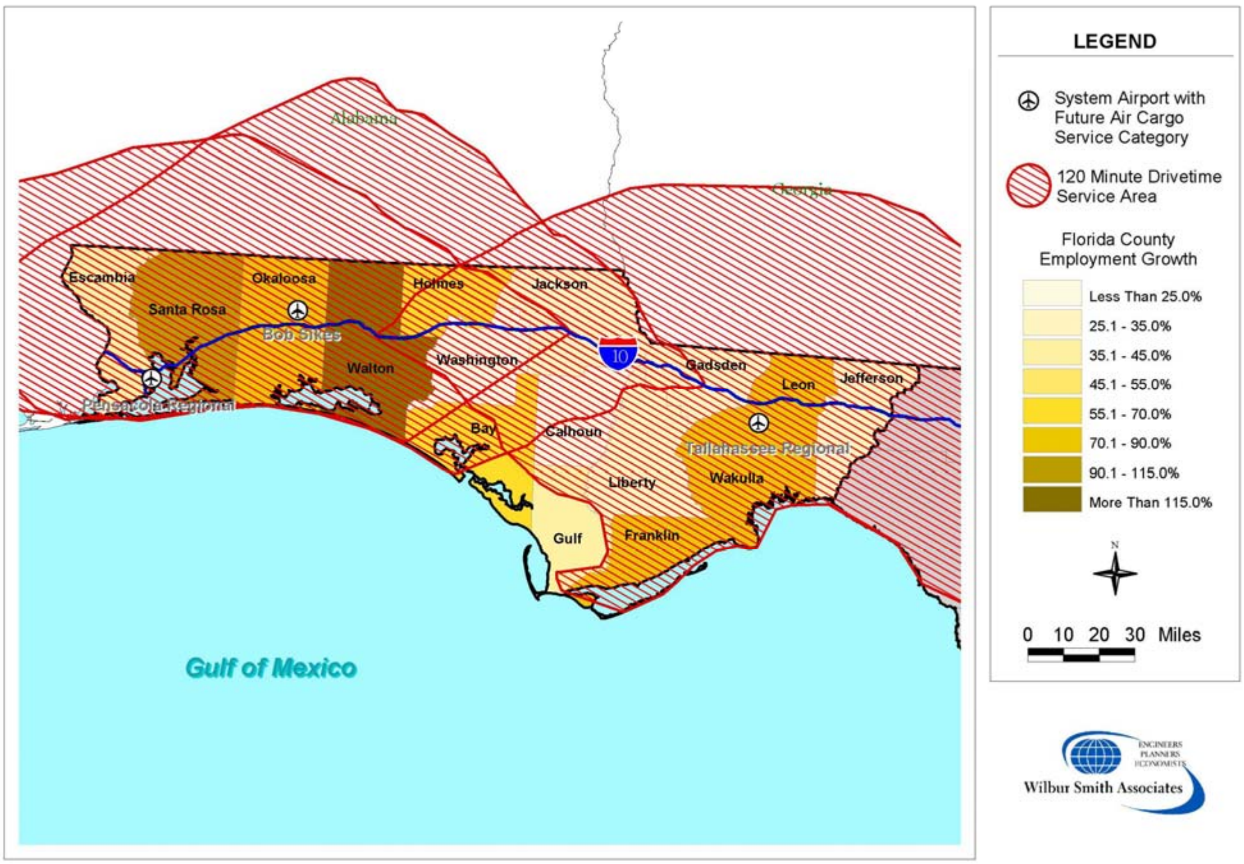
Exhibit 2.9.6.6-36 shows the two hour drive time service area for the three Air Cargo airports, Pensacola Regional, Bob Sikes, and Tallahassee Regional, in this CFASPP region. These Air Cargo Service Category designations resulted from FDOT's Aviation Infrastructure Investment Tool. As shown on Exhibit 2.9.6.6-36, all counties in this CFASPP region are within two hours or less drive time of this Air Cargo airport. It is worth noting that the two hour drive time radius for these Air Cargo airports extends into neighboring CFASPP regions, as well as into southern Georgia and Alabama.

FASP projections show total annual enplaned air cargo for this region increasing from 17,182 tons to 44,850 tons in 2020. This region's market share of total air cargo enplaned in Florida is expected to decrease slightly from .689 percent to .493 percent.

FLORIDA AVIATION SYSTEM PLAN

Air Cargo Service Category - Northwest Florida Region

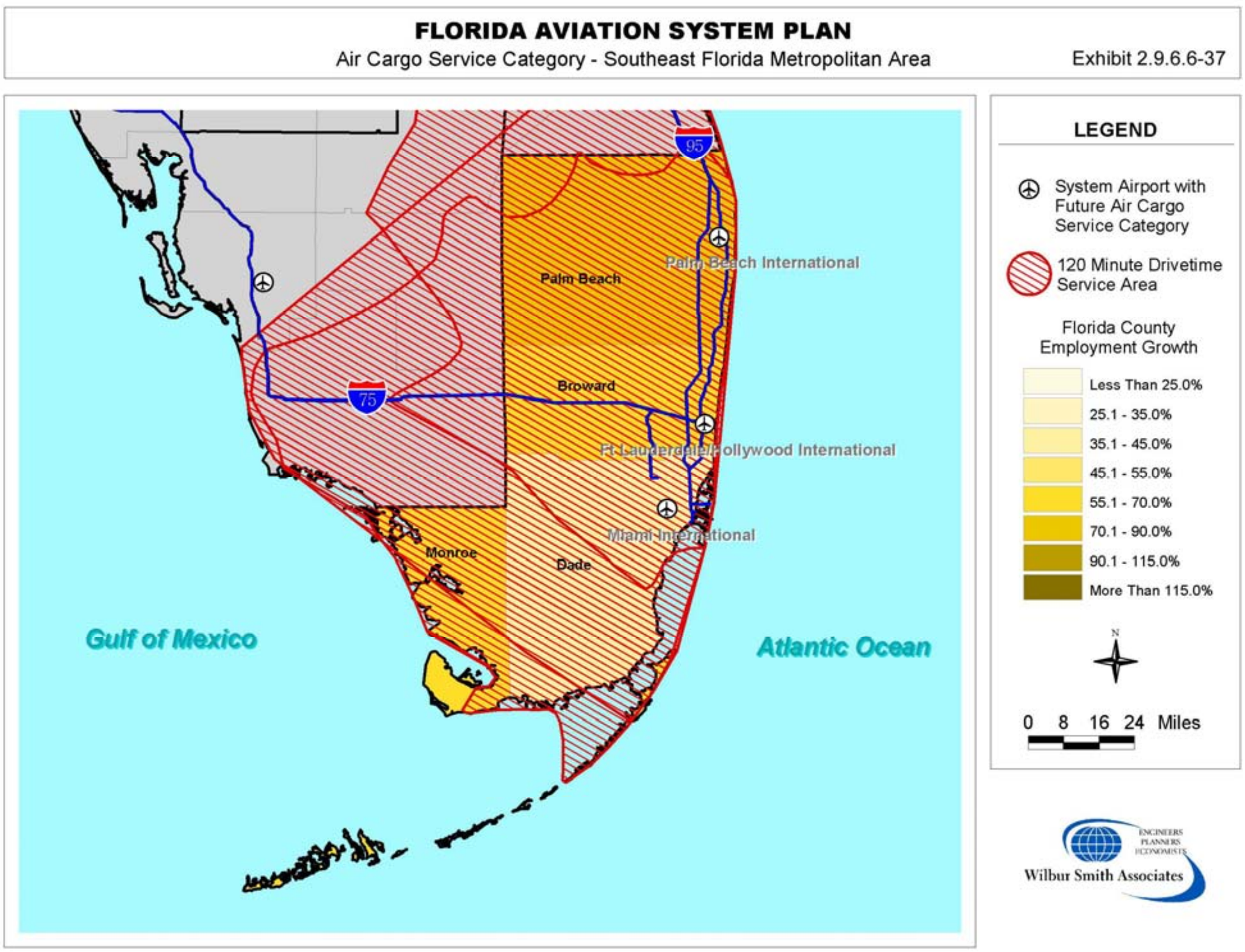
Exhibit 2.9.6.6-36



Southeast Florida Metropolitan Area

Exhibit 2.9.6.6-37 shows the two hour drive time service area for the three Air Cargo airports, Miami International, Fort Lauderdale Hollywood International, and Palm Beach International, in this CFASPP region. These Air Cargo Service Category designations resulted from FDOT's Aviation Infrastructure Investment Tool. As shown on Exhibit 2.9.6.6-37, most counties in this CFASPP region are within two hours or less drive time of this Air Cargo airport. A portion of Monroe County through the Keys lies beyond the two hour drive time. It is worth noting that the two hour drive time radius for these Air Cargo airports extends into neighboring CFASPP regions.

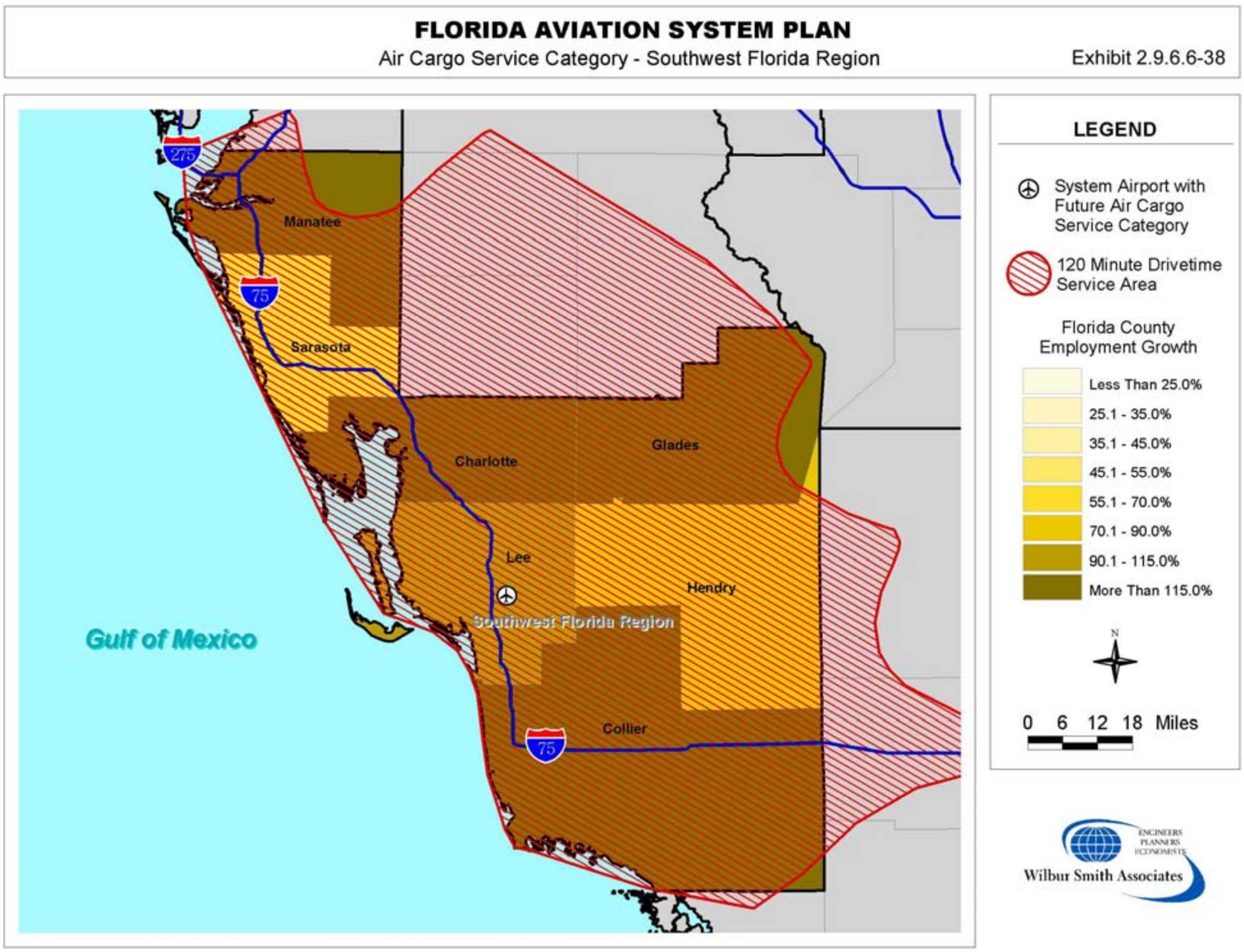
FASP projections show total annual enplaned air cargo for this region increasing from 2,033,662 tons to 7,421,470 tons in 2020. This region's market share of total air cargo enplaned in Florida is expected to increase slightly from 81.45 percent to 81.7 percent. By far, the Southeast Florida Metropolitan Area accounts for the vast majority of Florida's air cargo activity.



Southwest Florida Region

Exhibit 2.9.6.6-38 shows the two hour drive time service area for the Air Cargo airport, Southwest Florida International, in this CFASPP region. This Air Cargo Service Category designation resulted from FDOT's Aviation Infrastructure Investment Tool. As shown on Exhibit 2.9.6.6-38, almost all counties in this CFASPP region are within two hours or less drive time of this Air Cargo airport. Only a small part of Manatee County and Glades County are beyond the two hour drive time radius. It is worth noting that the two hour drive time radius for this Air Cargo airport extends into neighboring CFASPP regions.

FASP projections show total annual enplaned air cargo for this region increasing from 16,640 tons to 53,027 tons in 2020. This region's market share of total air cargo enplaned in Florida is expected to decrease slightly from .666 percent to .583 percent.



Treasure Coast Region

There are no airports with Air Cargo Service Category designations in this CFASPP (according to the output from the FDOT's Aviation Infrastructure Investment Tool), and FASP shows no historic or forecast air cargo tonnage for this region.

West Central Florida Metropolitan Area

Exhibit 2.9.6.6-39 shows the two hour drive time service area for the Air Cargo airport, Tampa International, in this CFASPP region. This Air Cargo Service Category designation resulted from FDOT's Aviation Infrastructure Investment Tool. As shown on Exhibit 2.9.6.6-39, all counties in this CFASPP region are within two hours or less drive time of this Air Cargo airport. It is worth noting that the two hour drive time radius for this Air Cargo airport extends into neighboring CFASPP regions.

FASP projections show total annual enplaned air cargo for this region increasing from 105,046 tons to 408,000 tons in 2020. This region's market share of total air cargo enplaned in Florida is expected to increase slightly from 4.21 percent to 4.49 percent.

FLORIDA AVIATION SYSTEM PLAN

Air Cargo Service Category - West Central Florida Metropolitan Area

Exhibit 2.9.6.6-39