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*Please Note:

- Orlando Country changed to Orlando/Apopka Country Airport
- Avon Park changed to Avon Park Executive Airport
- Kay Larkin changed to Palatka Municipal-LT Kay Larkin Field
- Panama City changed to Panama City-Bay County International Airport
- Orlando Executive changed to Executive Airport

Goal 2: Contribute to economic growth and competitiveness while remaining sensitive to Florida’s natural environment.

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

- 2.1 - Use aviation assets to bring new companies to Florida and expand employment at existing companies
- 2.2 - Maintain an appropriate mix of airport services within each of Florida’s regional economies consistent with market demand
- 2.3 - Increase coordination with other agencies and groups involved in tourism, and economic and workforce development
- 2.4 - Promote Florida’s assets for the mutual benefit of aviation and community development
- 2.5 - Through the FASP, encourage a well-planned distribution of airport roles throughout the State
- 2.6 - Promote existing or planned multi-modal connection opportunities at Florida’s commercial service airports through capital funding and Master Planning guidance

Florida has a diverse and geographically well distributed system of airports. The state’s unique aviation assets attract economically diverse development to all parts of Florida. Florida’s transportation systems need to support the state’s existing and expanding economy. Under optimum conditions, expansion of the state’s aviation assets should be accomplished considering Florida’s natural environment.

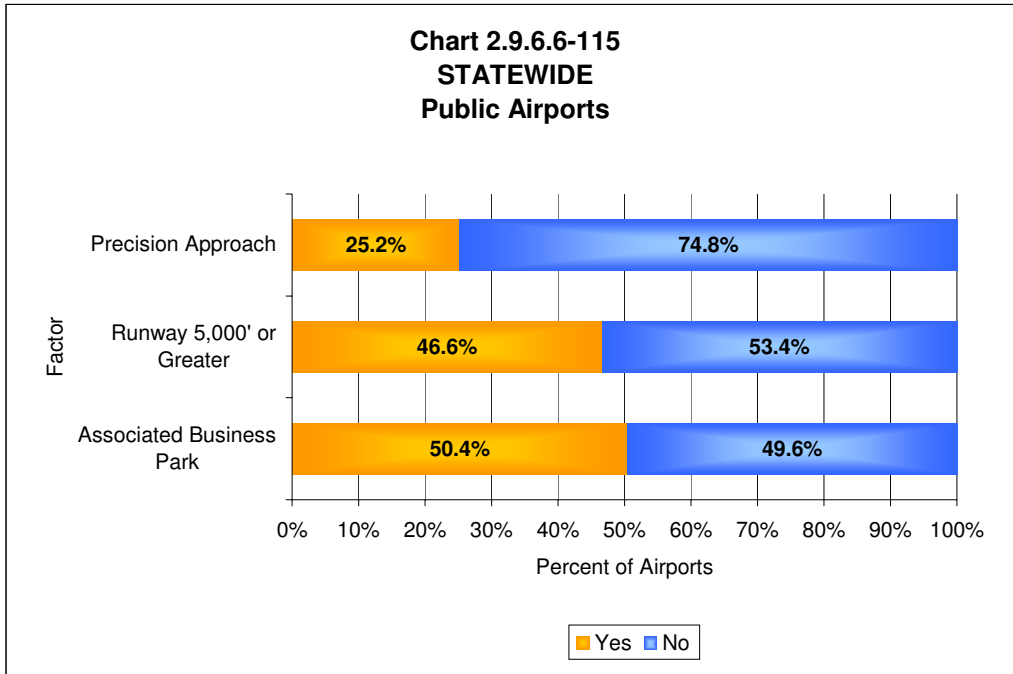
2.1 System Objective: Use aviation assets to bring new companies to Florida and expand employment at existing companies

In order to meet this objective, several critical factors were reviewed for each public airport in the system. Data on each airport from FDOT’s Aviation Infrastructure Assessment Tool was examined to determine whether airports have a primary runway at least 5,000 feet long and/or precision approach capabilities. The examination also included the consideration of whether the airport reports an associated business park.

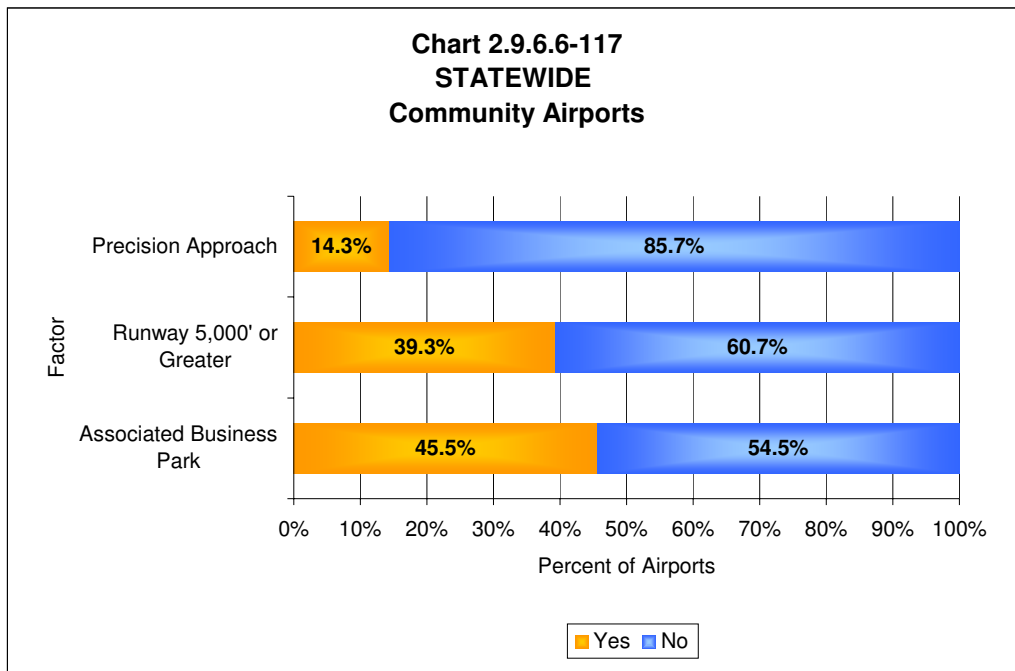
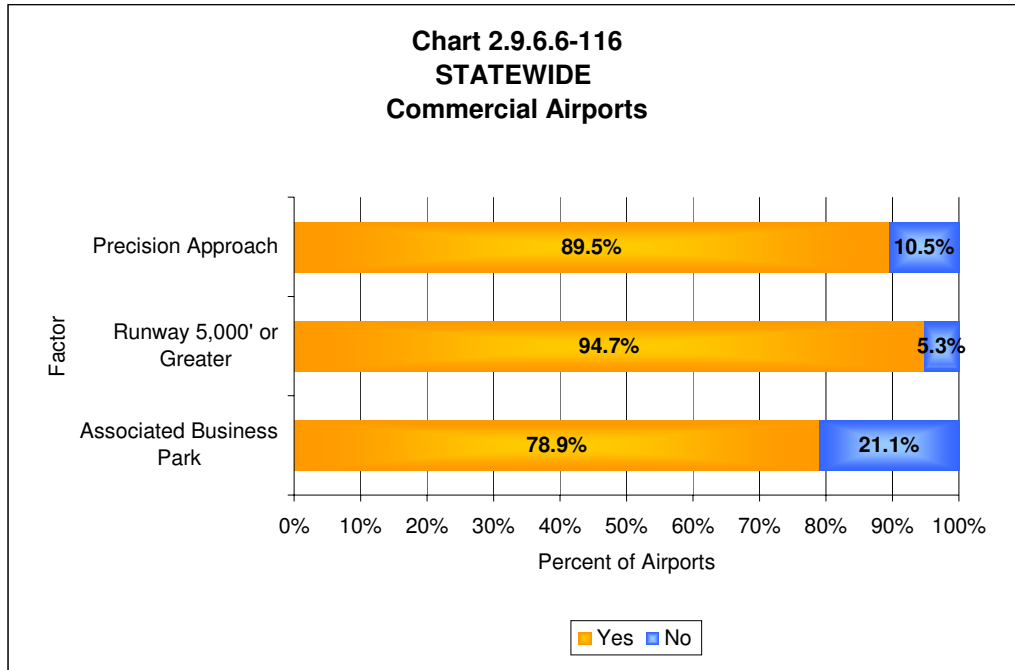
The system performance in regard to these measures is summarized for all commercial and community airports in the state and by CFASPP region in the following sections.

Statewide Summary

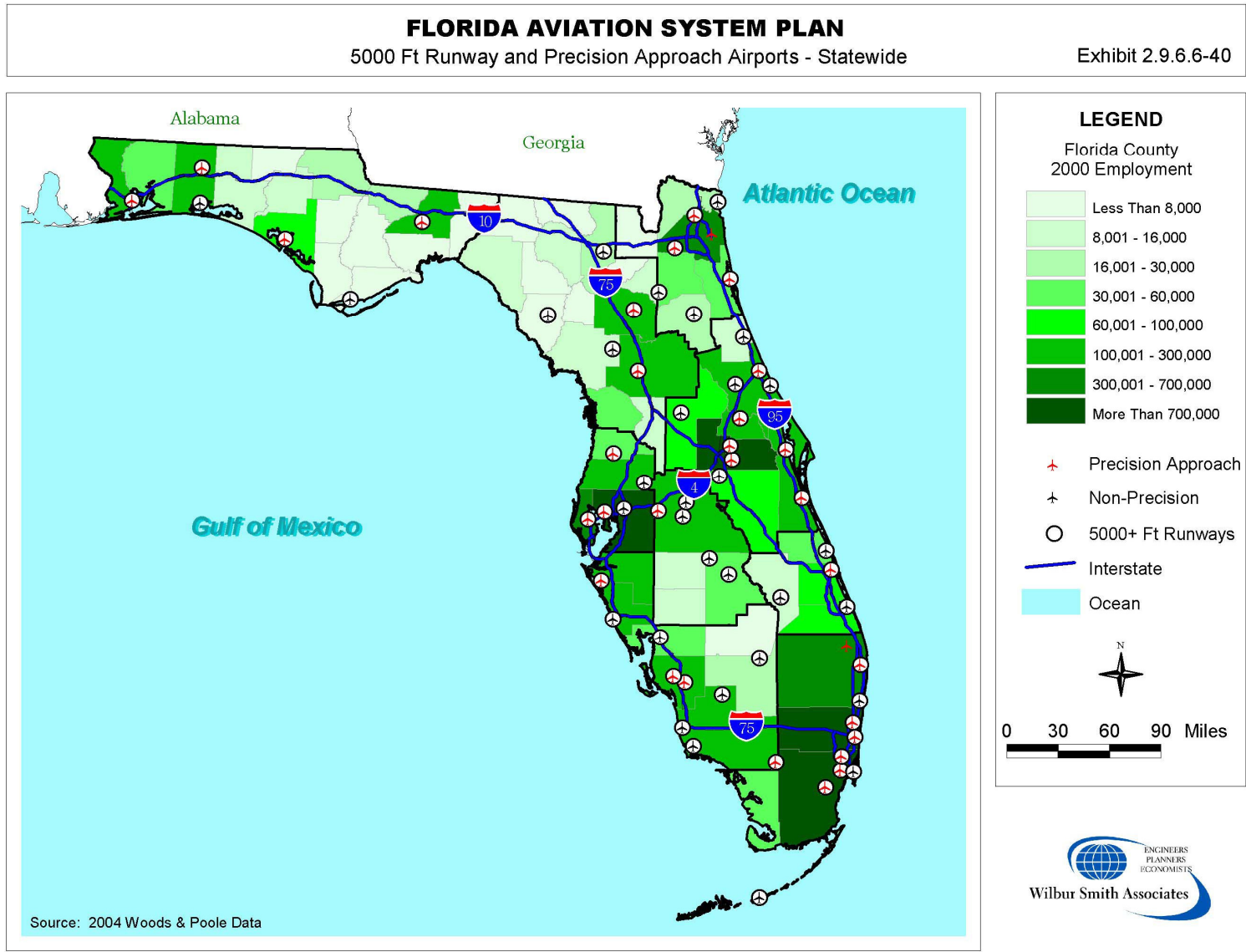
As indicated in **Chart 2.9.6.6-115**, approximately 25 percent of all public airports in the state have precision approach capabilities, and 47 percent of all public airports have one runway of at least 5,000 feet. Approximately 50 percent of all public airports in the state report they have an associated business park.



As indicated in **Charts 2.9.6.6-116** and **2.9.6.6-117**, approximately 90 percent of all commercial airports in the state have precision approach capabilities, while 14 percent of all community airports have a precision approach. Approximately 95 percent of all commercial airports in the state have a runway of at least 5,000 feet in length, and 79 percent of all commercial airports in the state report they have an associated business park. As shown in Chart 2.9.6.117, approximately 39 percent of all community airports in the state have one runway at least 5,000 feet long, and 46 percent of all community airports report they have an associated business park.



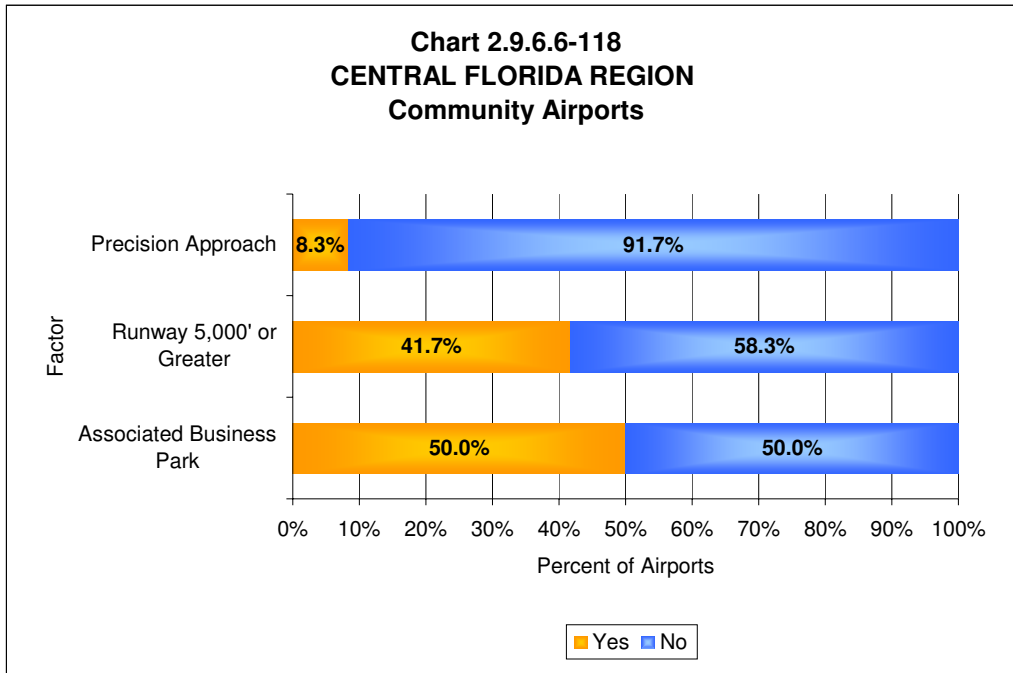
As indicated in **Exhibit 2.9.6.6-40**, a majority of the airports in Florida that have precision approach capabilities are located along major thoroughfares and the coastlines, and in counties where there is significant employment density. Those airports with non-precision approach capabilities are generally located inland and in counties with lower employment densities.



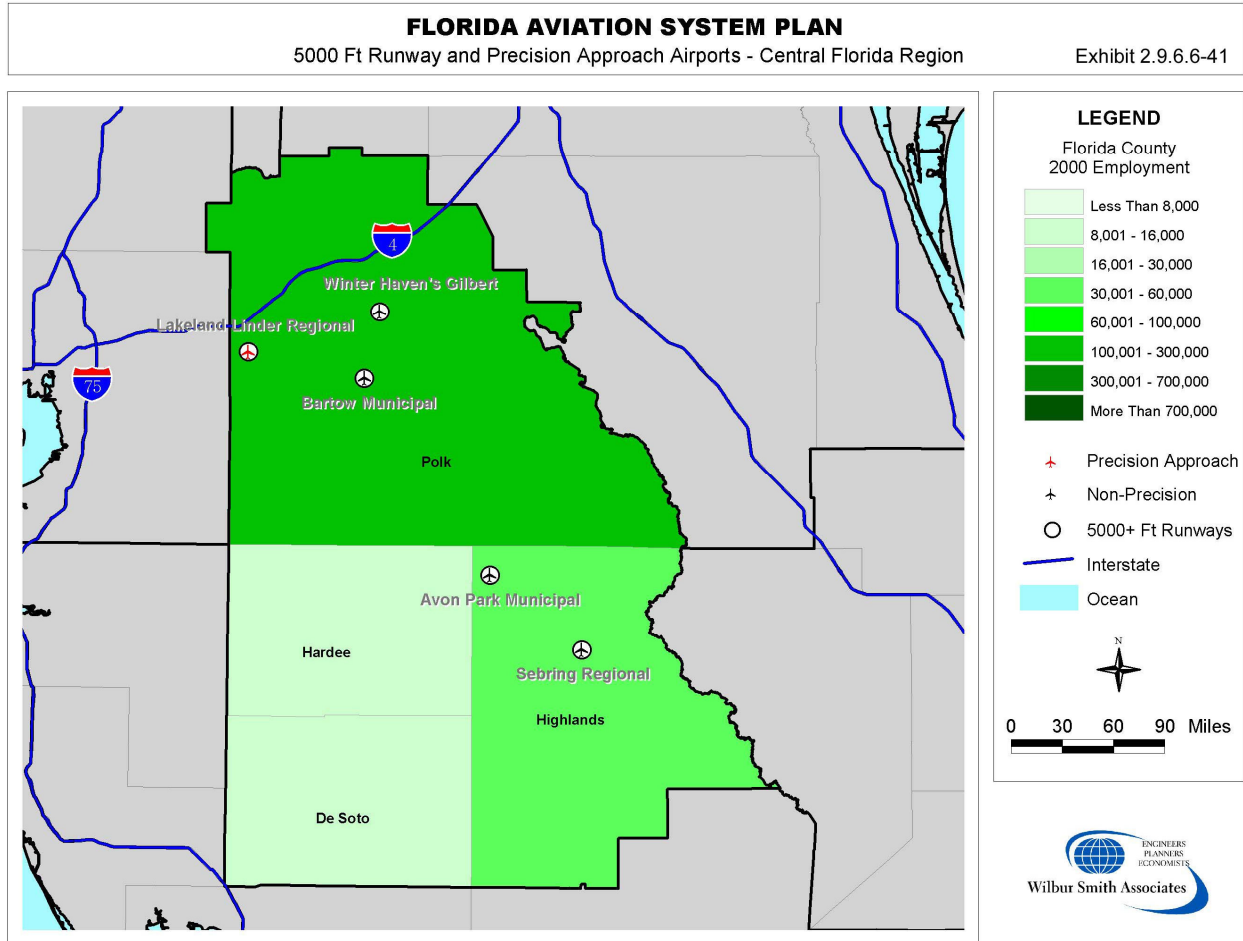
Regional Summaries

Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-118**, approximately 92 percent of all community airports in the Central Florida Region do not have precision instrument approach capabilities, while 42 percent of all community airports do have a runway that is at least 5,000 feet long. Approximately 50 percent of all community airports in this region report they have an associated business park.

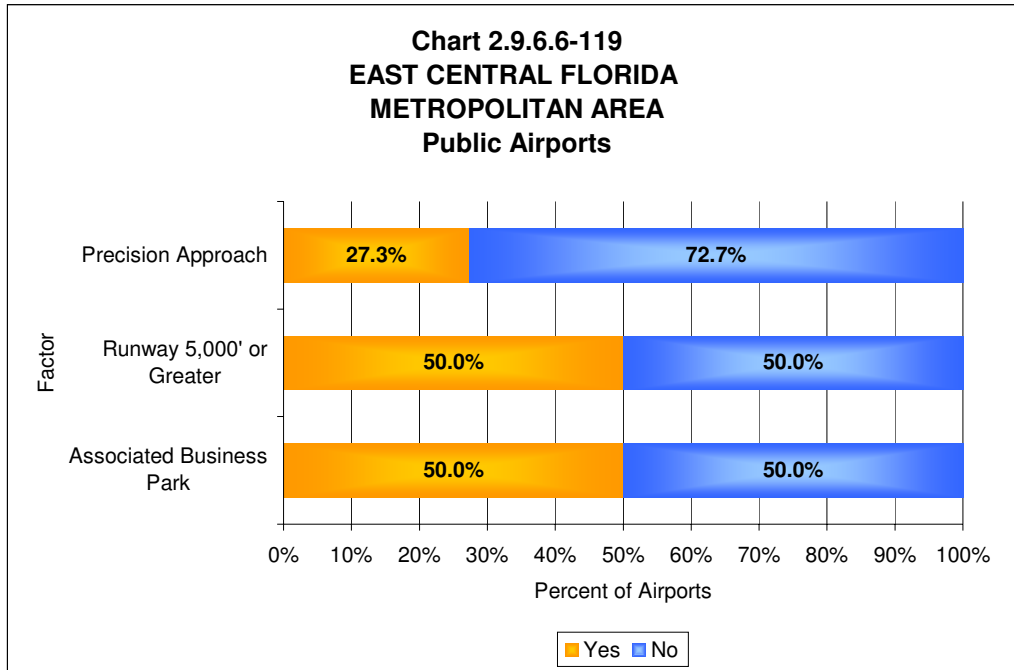


As shown on **Exhibit 2.9.6.6-41**, those counties that are in the Central Florida Region that have the highest concentration of employment each have one or more public airports that have a runway that is at least 5,000 feet long. As indicated on Exhibit 2.9.6.6-41, all of these runways also have at least a non-precision approach. Only one of the public airports in this region, Lakeland Linder Regional, has a precision approach.

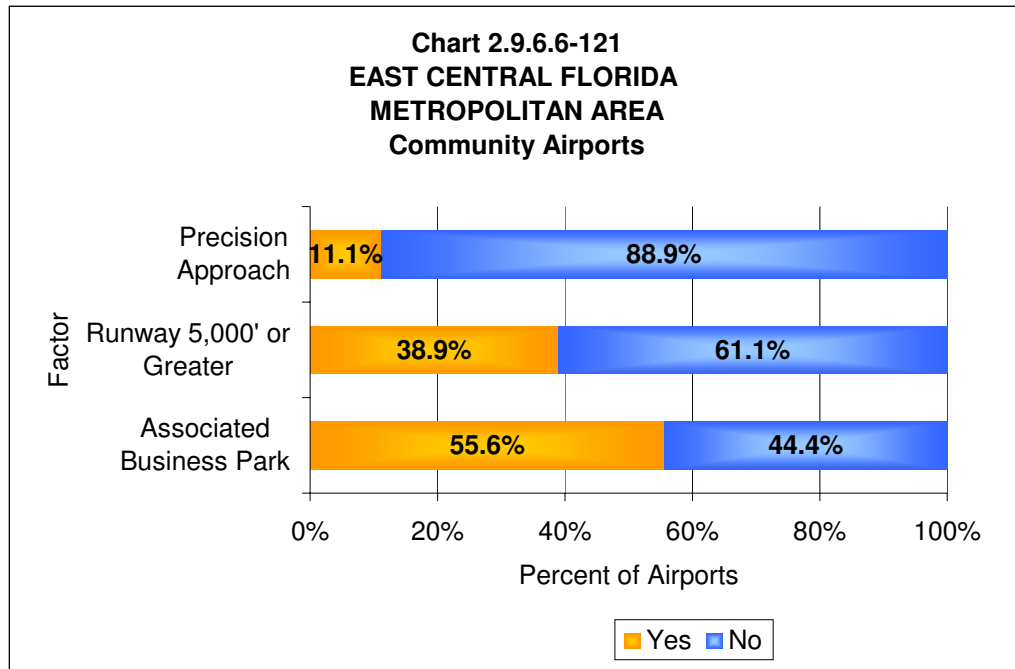
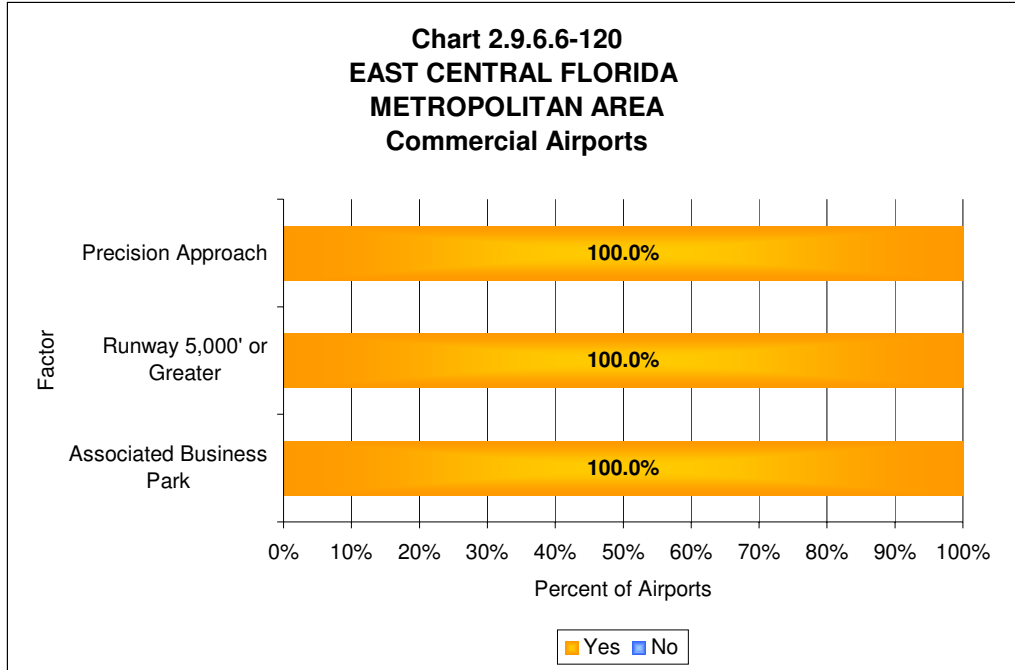


East Central Florida Metropolitan Area

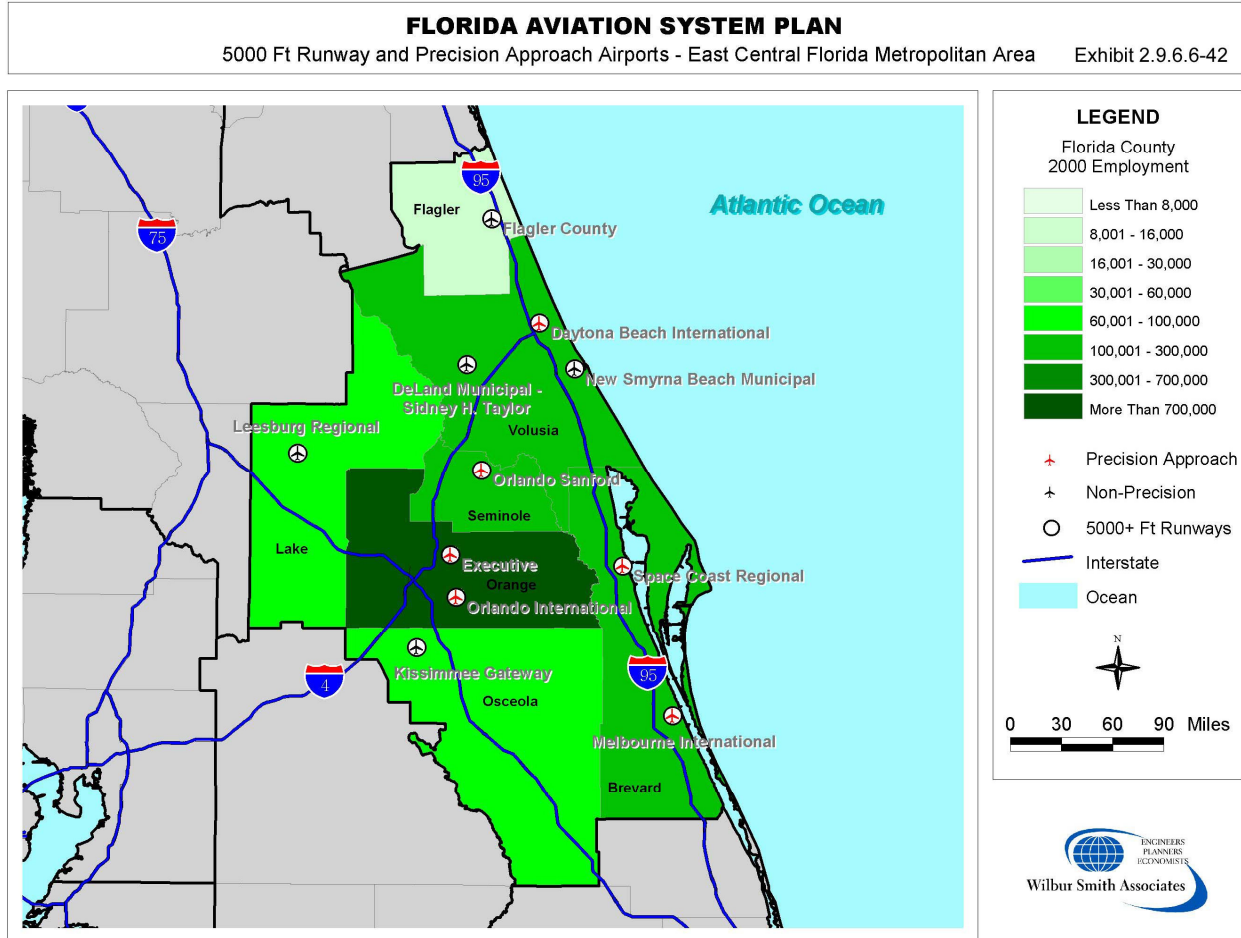
As indicated in **Chart 2.9.6.6-119**, approximately 73 percent of all public airports in the East Central Florida Metropolitan Area do not have precision approach capabilities, while 50 percent of all public airports in this region have a runway that is at least 5,000 feet long. Approximately 64 percent of all public airports in the East Central Florida Metropolitan Area report they have an associated business park.



As indicated in **Chart 2.9.6.6-120**, all four commercial airports in the East Central Florida Metropolitan Area have precision approach capabilities, a runway at least 5,000 feet long, and an associated business park. As shown in **Chart 2.9.6.6-121**, approximately 89 percent of all community airports in the East Central Florida Metropolitan Area do not have precision approach capabilities, while 39 percent of all community airports in this region have a runway at least 5,000 feet long. Approximately 56 percent of all community airports in the East Central Florida Metropolitan Area report they have an associated business park.

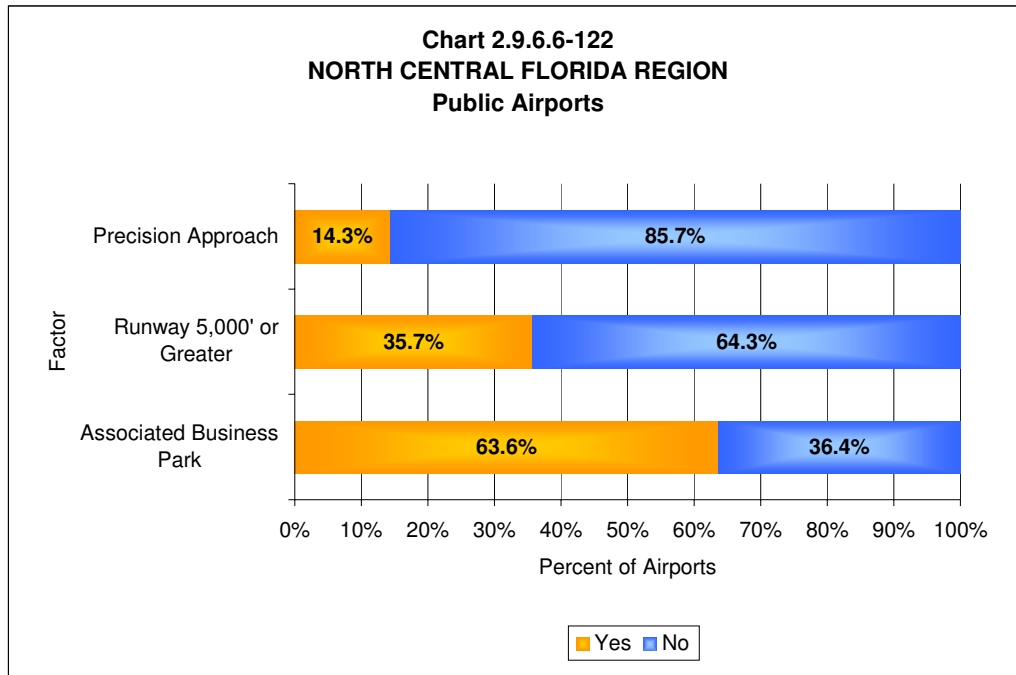


As shown on **Exhibit 2.9.6.6-42**, each of the counties in the East Central Florida Metropolitan Area has at least one airport that has an airport with runway at least 5,000 feet in length. Orange County, the county with the greatest employment concentration in this CFASPP region, has two airports with runways 5,000 feet or greater and both airports have precision approaches. In this region, most of the airports that have precision approaches are commercial airports. Executive Airport and Space Coast Regional are the only two community airports in this region that have precision approaches.

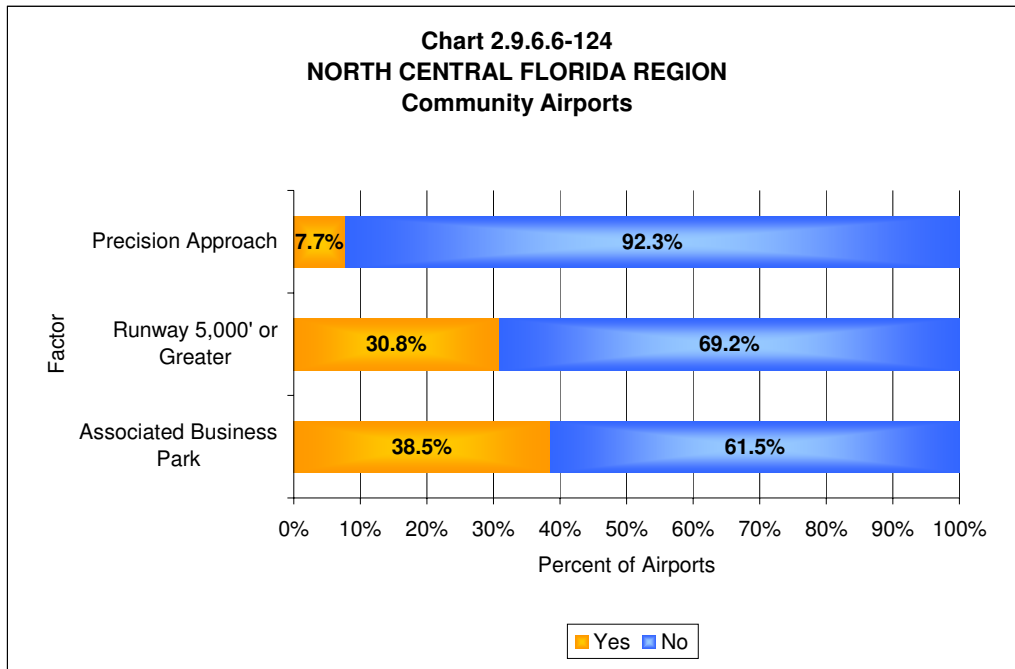
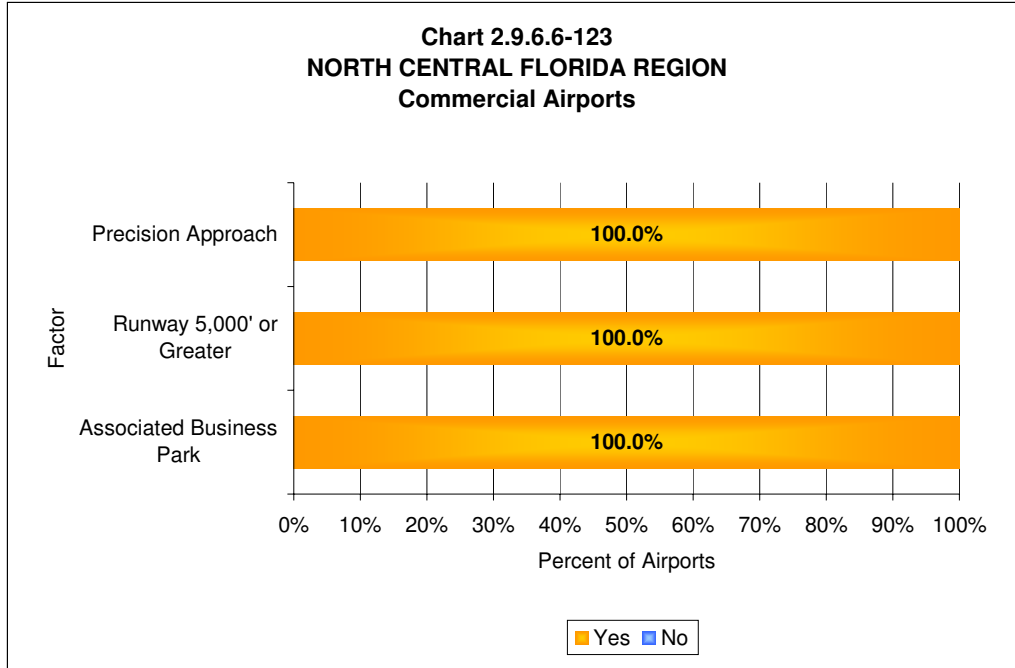


North Central Florida Region

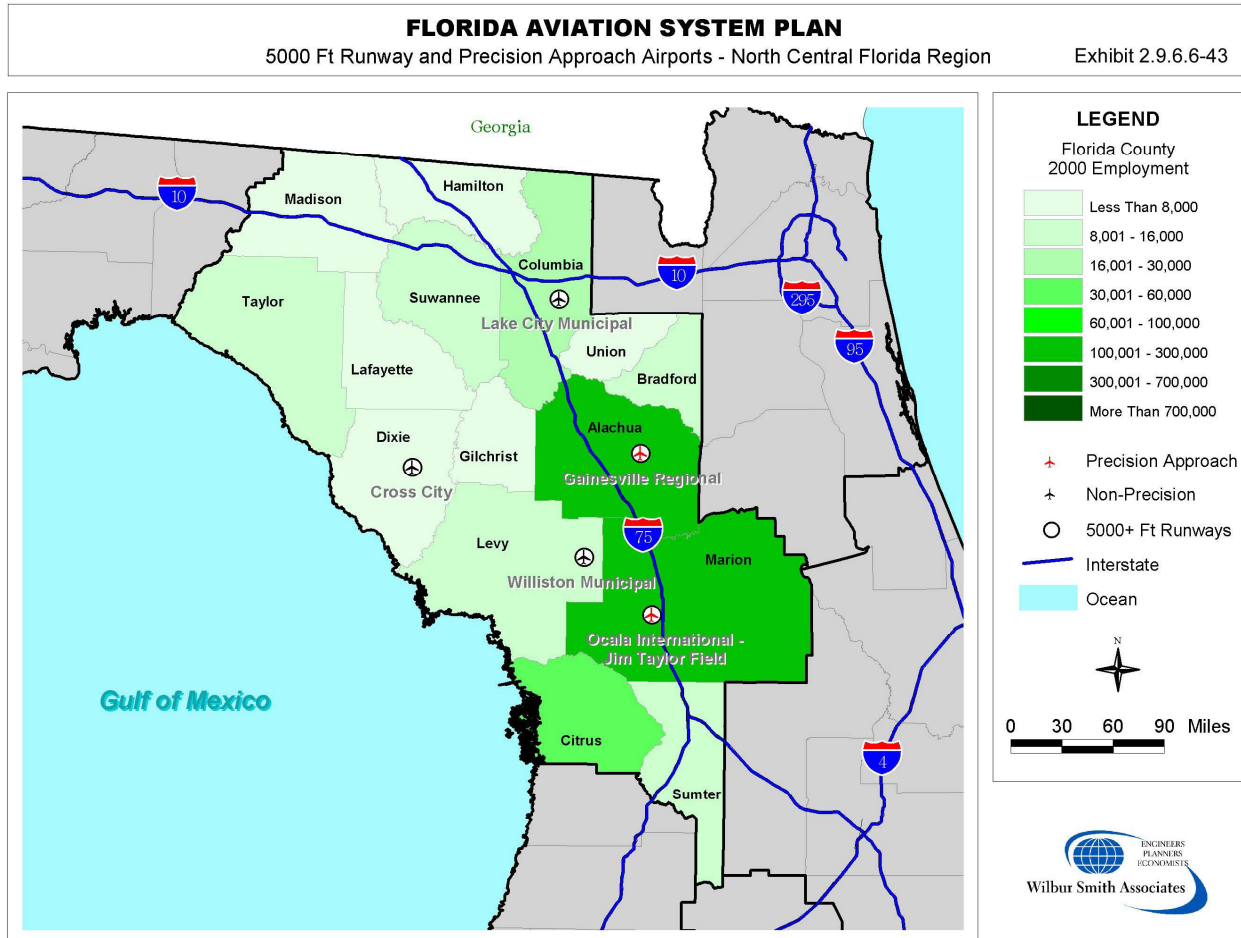
As indicated in **Chart 2.9.6.6-122**, approximately 86 percent of all public airports in the North Central Florida Region do not have precision approach capabilities, while 36 percent of all public airports in this region have one runway at least 5,000 feet long. Approximately 63 percent of all public airports in the North Central Florida Region report they have an associated business park.



As indicated in **Chart 2.9.6.6-123**, the one commercial airport in the North Central Florida Region has precision approach capabilities, a runway at least 5,000 feet long, and an associated business park. As shown in **Chart 2.9.6.6-124**, approximately 92 percent of all community airports in the North Central Florida Region do not have precision approach capabilities, while 31 percent of all community airports in this region have one runway at least 5,000 feet long. Approximately 39 percent of all community airports in the North Central Florida Region report they have an associated business park.

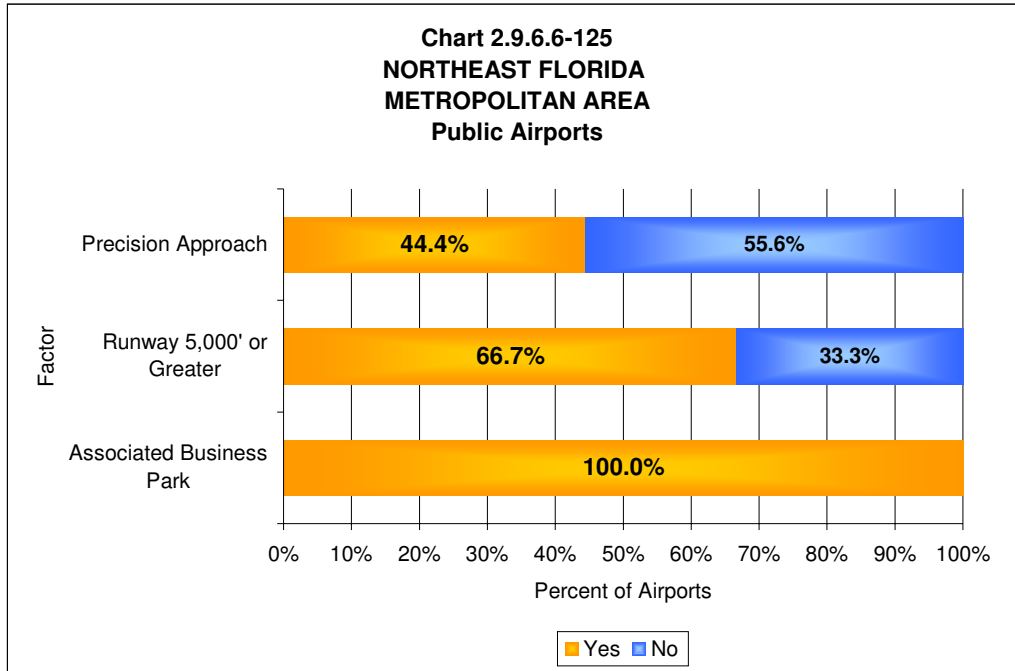


As shown on **Exhibit 2.9.6.6-43**, relatively, many of the counties in the North Central Florida Region do not have high concentrations of employment. The two counties with the highest employment densities, Alachua and Marion each have one public airport with a runway at least 5,000 feet long and a precision approach. Citrus County, one of the counties in this region that has a higher employment density, does not have an airport that has a 5,000-foot runway or an airport with a published approach. Only 33 percent of the counties in this region have an airport with a 5,000-foot runway that is supported by some type of a published approach.

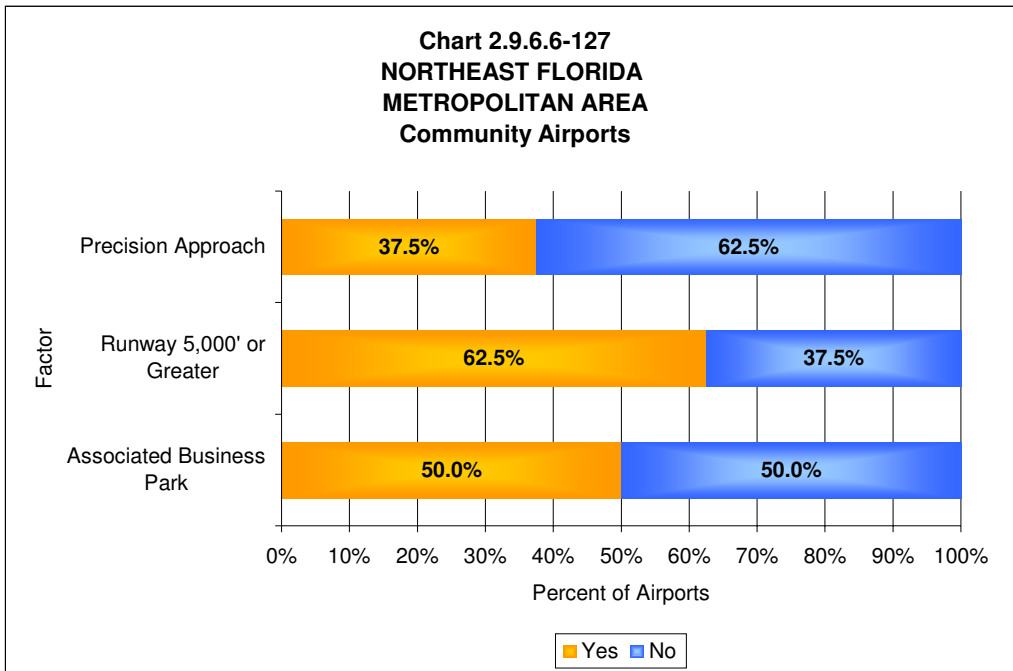
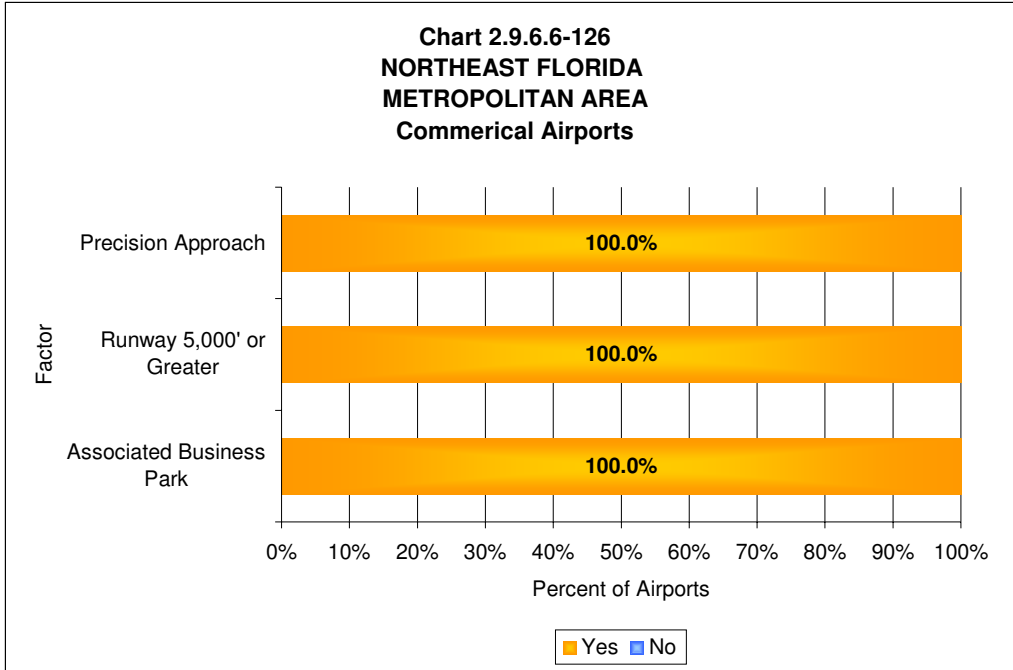


Northeast Florida Metropolitan Area

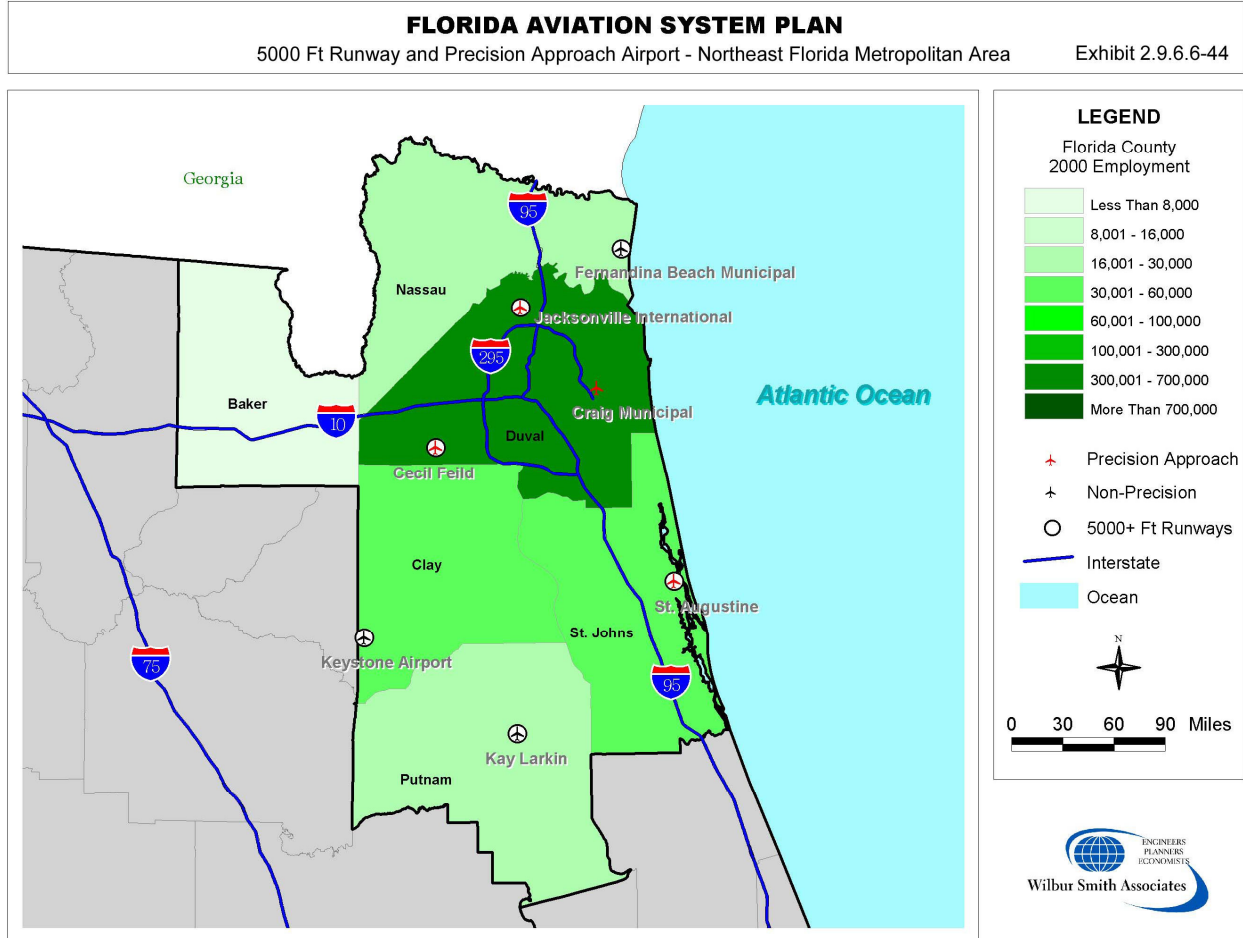
As indicated in **Chart 2.9.6.6-125**, approximately 56 percent of all public airports in the Northeast Florida Metropolitan Area do not have precision approach capabilities, while 67 percent of all public airports in this region have one runway at least 5,000 feet long. One hundred percent of all public airports in the Northeast Florida Metropolitan Area report they have an associated business park.



As indicated in **Chart 2.9.6.6-126**, the one commercial airport in the Northeast Florida Metropolitan Area has precision approach capabilities, a runway of at least 5,000 feet in length, and an associated business park. As shown in **Chart 2.9.6.6-127**, approximately 63 percent of all community airports in the Northeast Florida Metropolitan Area do not have precision approach capabilities, but 63 percent of all community airports in this region have a runway that is at least 5,000 feet long. Approximately 50 percent of all community airports in the Northeast Florida Metropolitan Area report they have an associated business park.

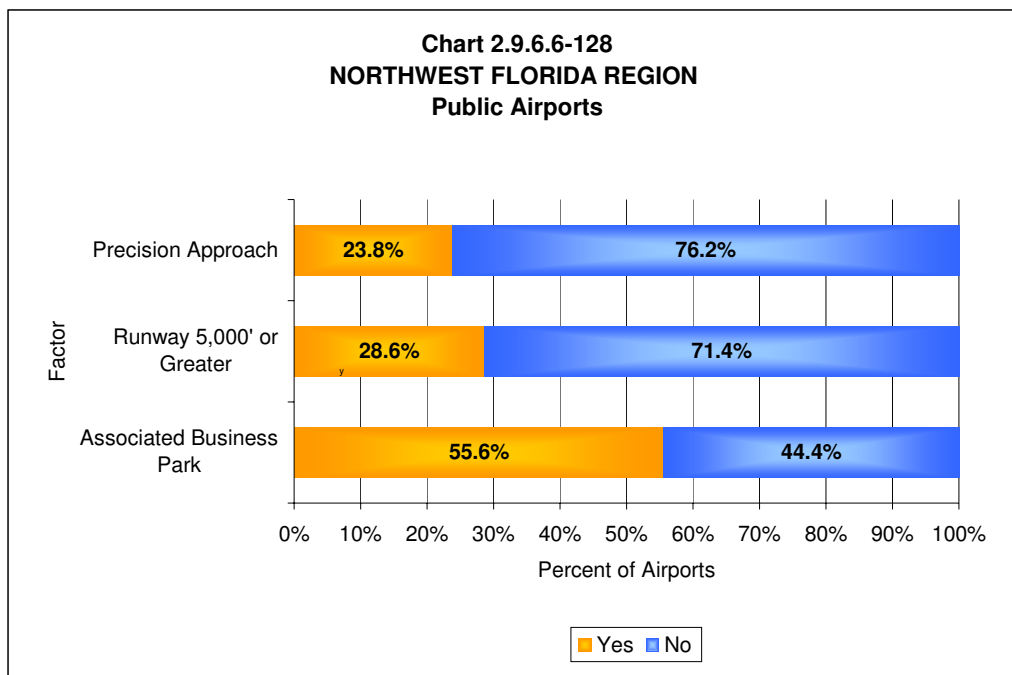


As shown on **Exhibit 2.9.6.6-44**, one of the six counties in this CFASPP region do not have a public airport with a runway of at least 5,000 feet or an airport with at least some type of published approach. The county with the greatest concentration of employment in the Northeast Florida Metropolitan Area, Duval County, has two airports that have runway lengths that are 5,000 feet or greater, and this county has three airports that have precision approaches.



Northwest Florida Region

As indicated in **Chart 2.9.6.6-128**, approximately 24 percent of all public airports in the Northwest Florida Region have precision approach capabilities, and 29 percent of all public airports in this region have one runway at least 5,000 feet long. Approximately 56 percent of all public airports in the Northwest Florida Region report they have an associated business park.



As indicated in **Chart 2.9.6.6-129**, 100 percent of all commercial airports in the Northwest Florida Region have precision approach capabilities and a runway of at least 5,000 feet in length; 75 percent of all commercial airports in this region have an associated business park. As shown in **Chart 2.9.6.6-130**, approximately 94 percent of all community airports in the Northwest Florida Region do not have precision approach capabilities, and 88 percent of all community airports in this region do not have at least one runway that is 5,000 feet long. Approximately 35 percent of all community airports in the Northwest Florida Region report they have an associated business park.

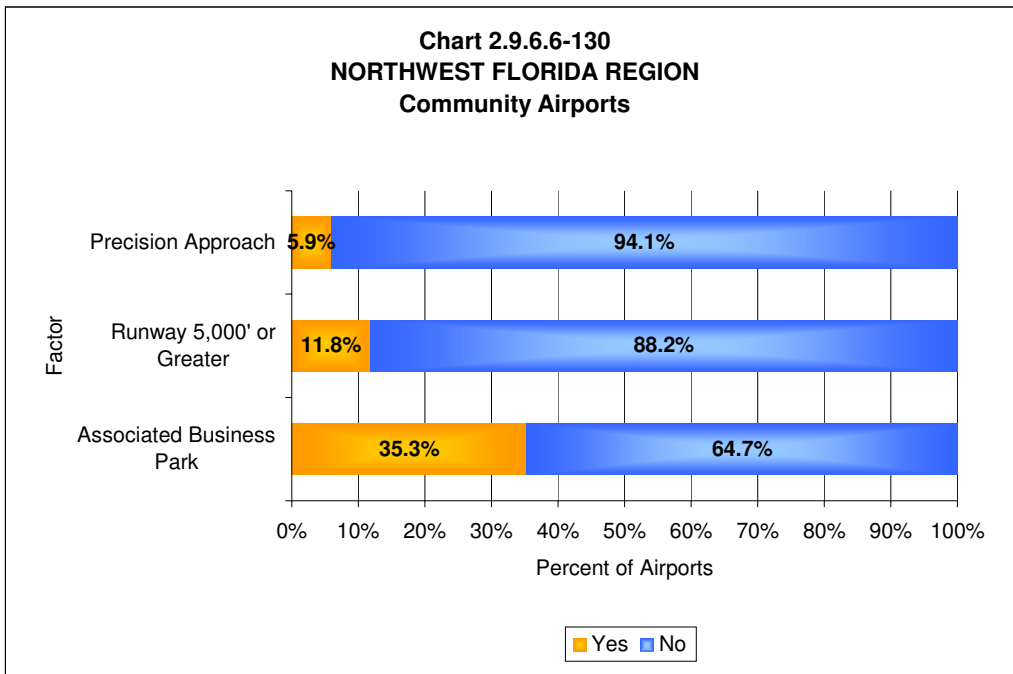
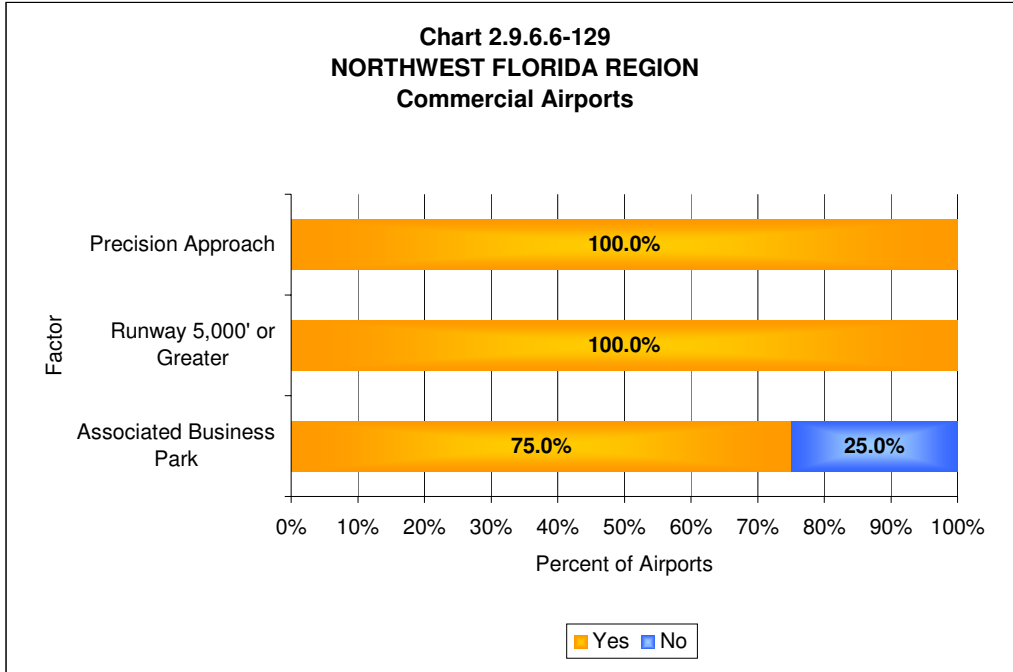
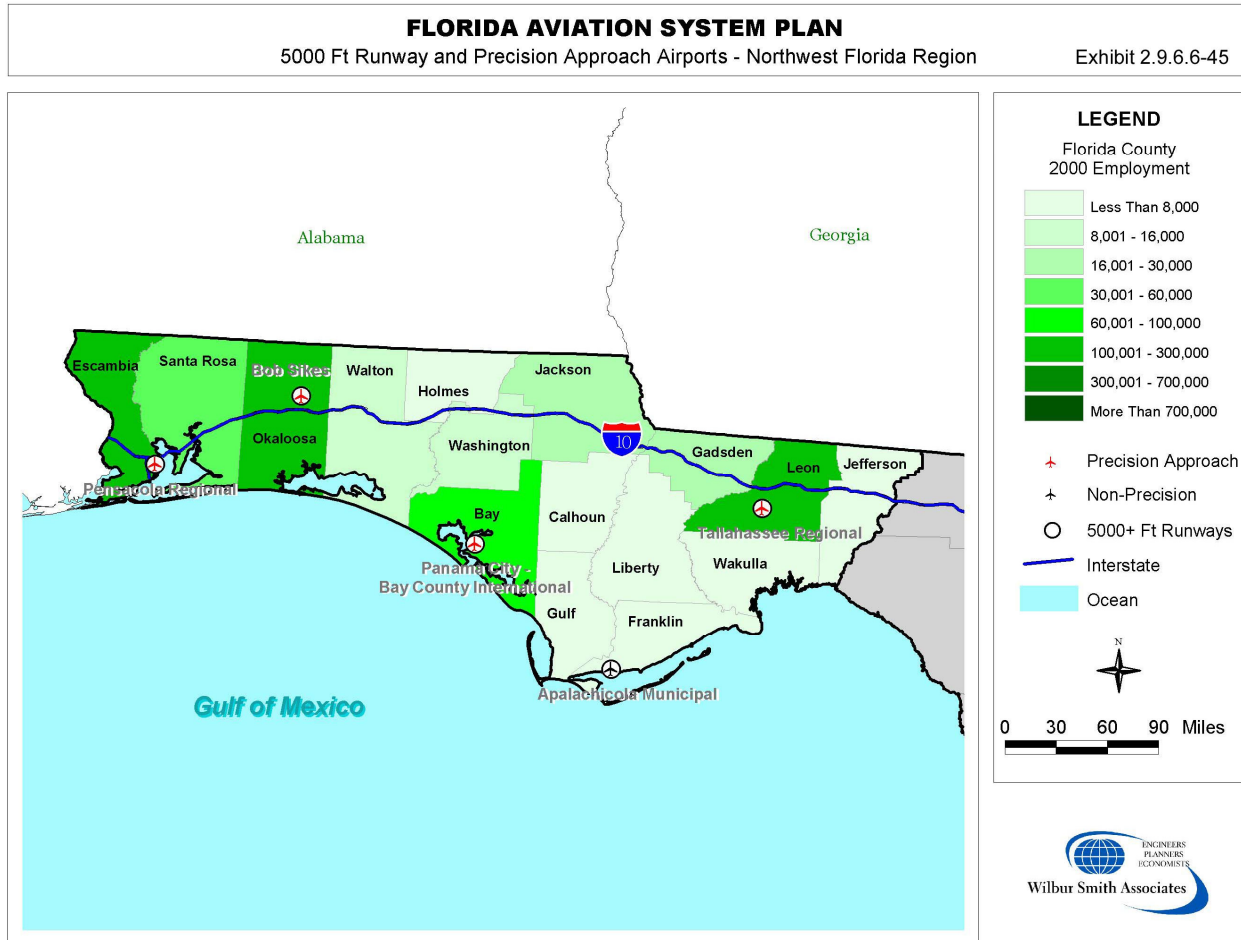
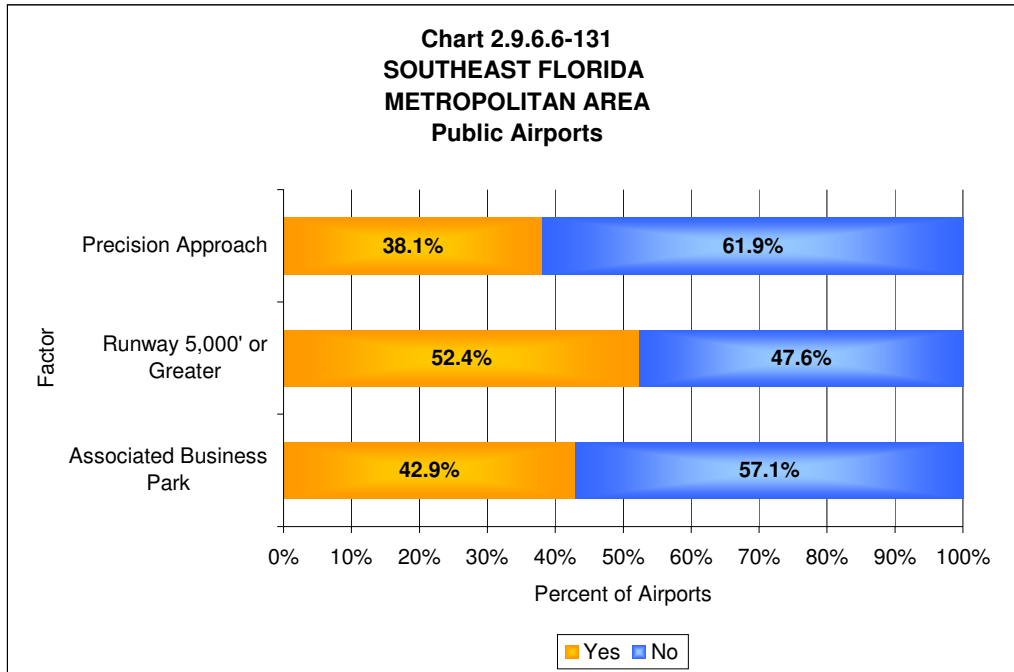


Exhibit 2.9.6.6-45 shows that in the Northwest Florida Region those counties that have the highest concentrations of employment each have an airport with a runway that is at least 5,000 feet long and a precision approach; the exception is Santa Rosa County. Most of the counties in this CFASPP region do not have relatively high concentrations of employment. Out of the 16 counties in this region, only 4 have airports that have 5,000-foot runways. Each of these airports also has a precision approach. 12 of the counties in this CFASPP region do not have an airport with a published approach or an airport that has a runway that is 5,000-foot or longer.

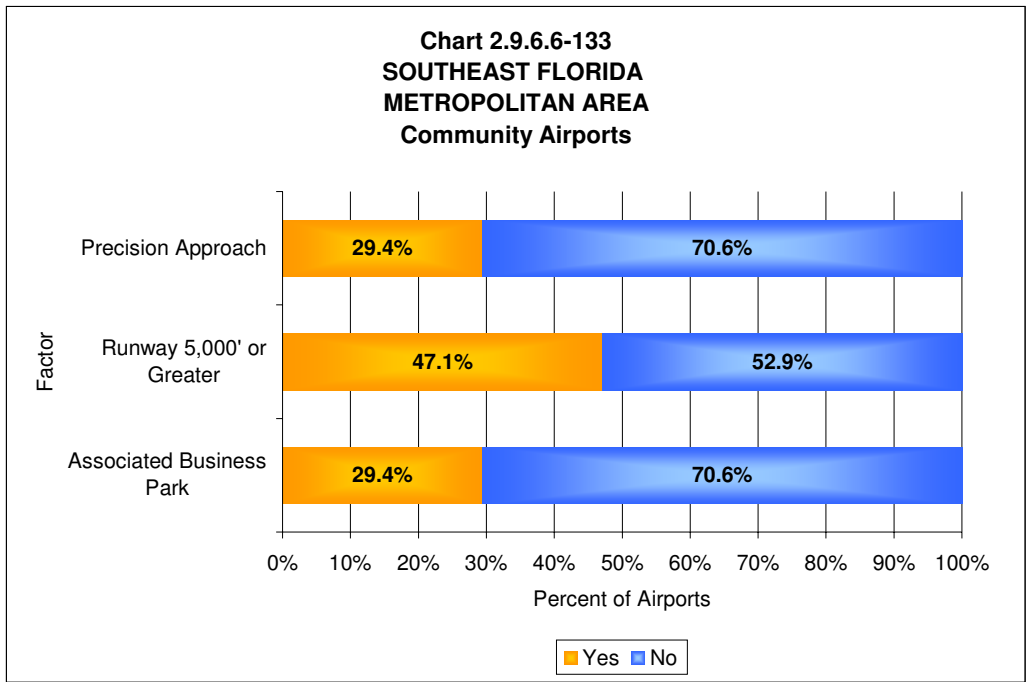
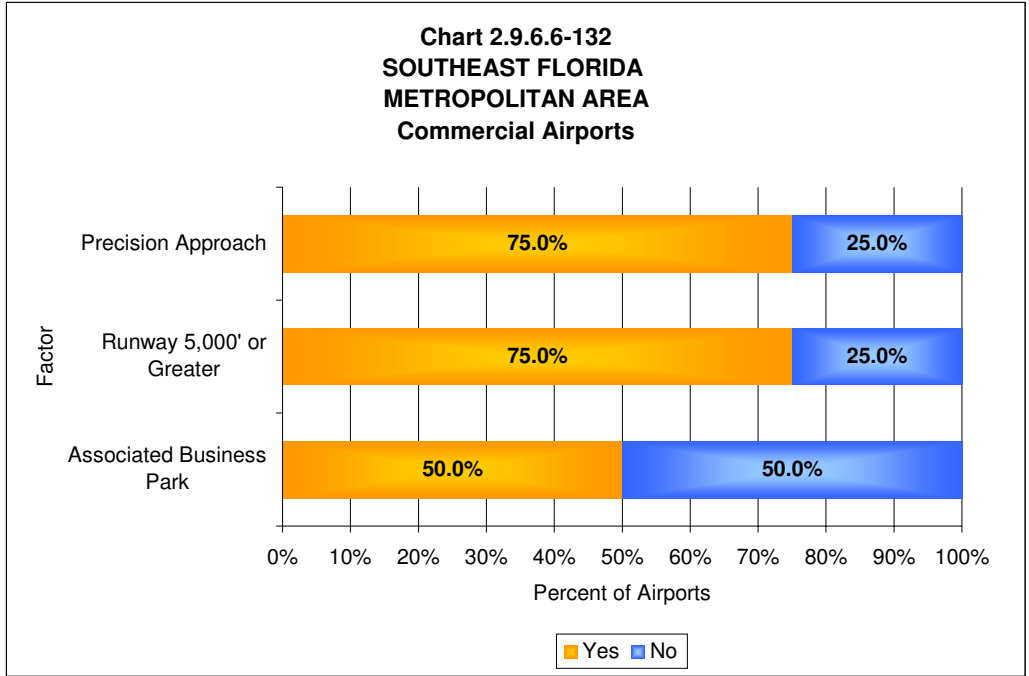


Southeast Florida Metropolitan Area

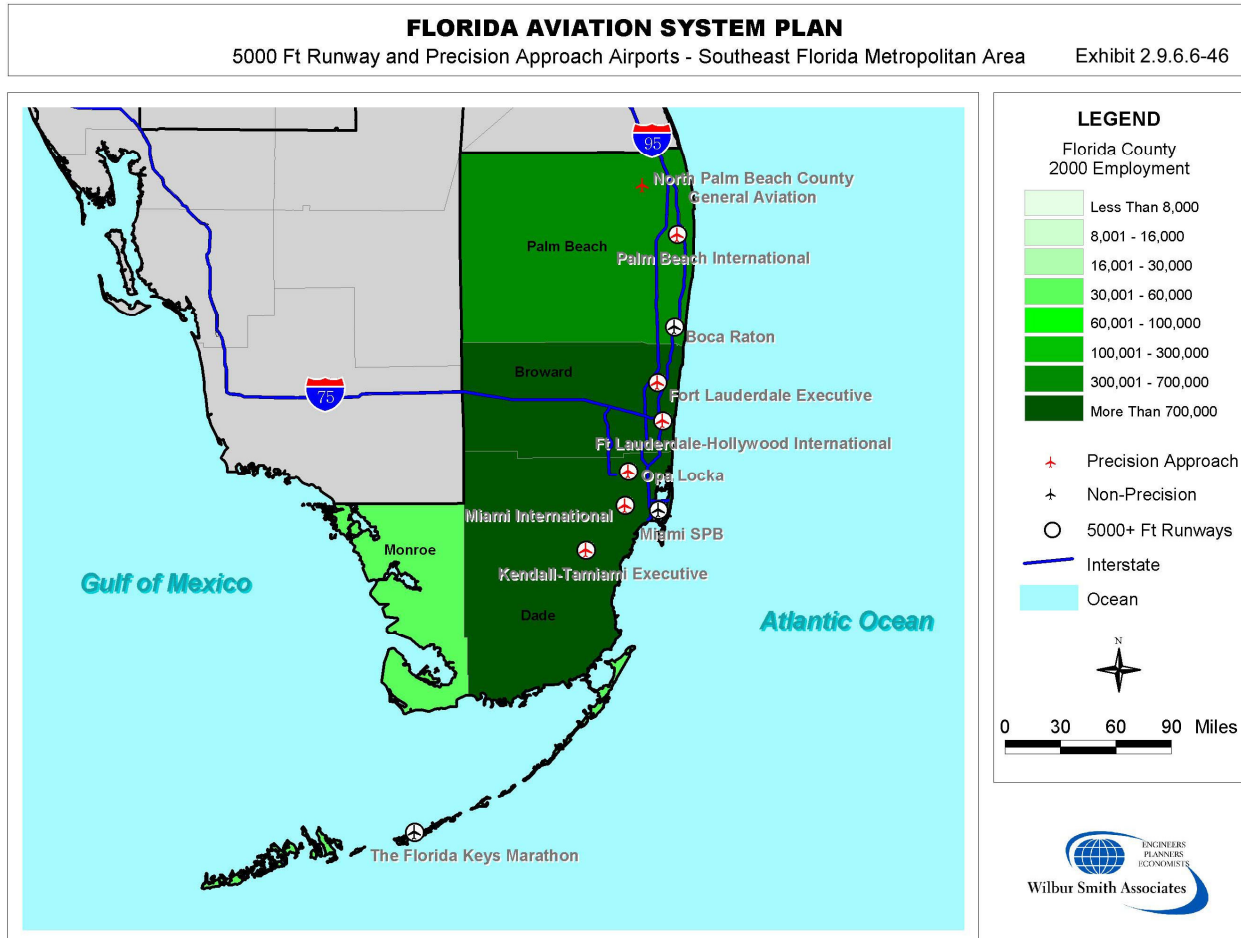
As indicated in **Chart 2.9.6.6-131**, approximately 62 percent of all public airports in the Southeast Florida Metropolitan Area do not have precision approach capabilities, but 52 percent of all public airports in this region have one runway that is at least 5,000 feet in length. Approximately 43 percent of all public airports in the Southeast Florida Metropolitan Area report they have an associated business park.



As indicated in **Chart 2.9.6.6-132**, 75 percent of all commercial airports in the Southeast Florida Metropolitan Area have precision approach capabilities, and 75 percent of all commercial airports have a runway of at least 5,000 feet in length. Approximately 50 percent of all commercial airports in this region have an associated business park. As shown in **Chart 2.9.6.6-133**, approximately 71 percent of all community airports in the Southeast Florida Metropolitan Area do not have precision approach capabilities, and 53 percent of all community airports in this region do not have a runway of at least 5,000 feet. Approximately 29 percent of all community airports in the Southeast Florida Metropolitan Area report they have an associated business park.

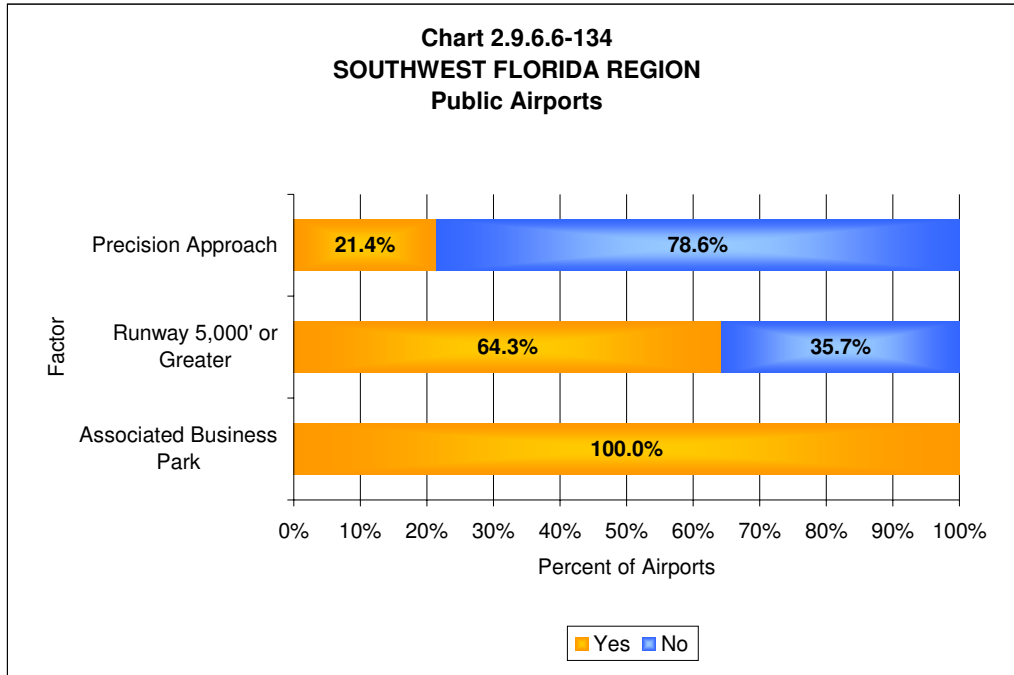


The three counties with the highest concentrations of employment in this CFASPP region each have several airports that have runways that are at least 5,000 feet long. Each of these same counties also has at least two airports that have a precision approach. Monroe County is the only county in the Southeast Florida Metropolitan Area that does not have an airport with a precision approach. **Exhibit 2.9.6.6-46** reflects those airports in this CFASPP region that have runways that are at least 5,000 feet long. This exhibit also depicts those airports that have precision or non-precision approaches.



Southwest Florida Region

As indicated in **Chart 2.9.6.6-134**, approximately 79 percent of all public airports in the Southwest Florida Region do not have precision approach capabilities, but 64 percent of all public airports in this region have one runway of at least 5,000 feet long. One hundred percent of all public airports in the Southwest Florida Region report they have an associated business park.



As indicated in **Chart 2.9.6.6-135**, 67 percent of all commercial airports in the Southwest Florida Region have precision approach capabilities, and all commercial airports have runways at least 5,000 feet long. Approximately 67 percent of all commercial airports in this region have an associated business park. As shown in **Chart 2.9.6.6-136**, approximately 91 percent of all community airports in the Southwest Florida Region do not have precision approach capabilities, and 45 percent of all community airports in this region do not have a runway of at least 5,000 feet. Approximately 46 percent of all community airports in the Southwest Florida Region report they have an associated business park.

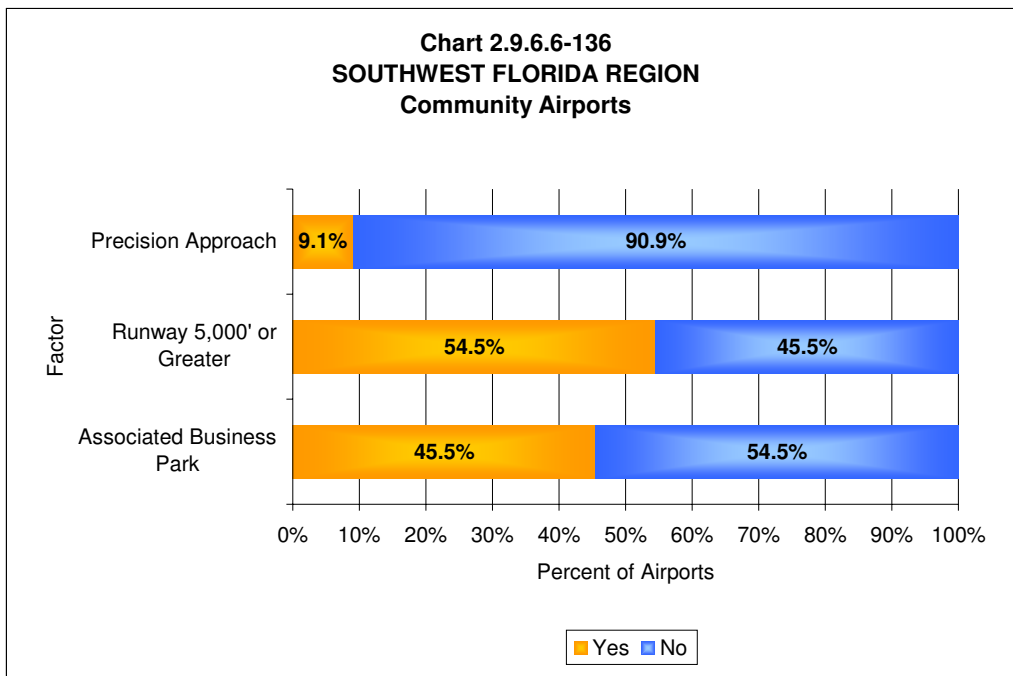
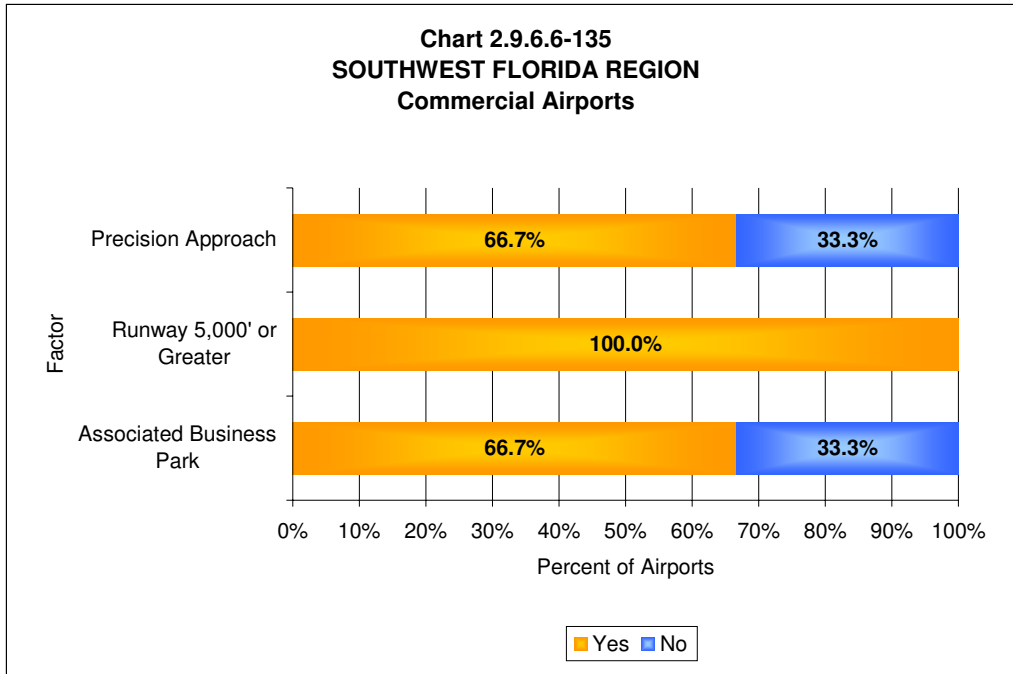
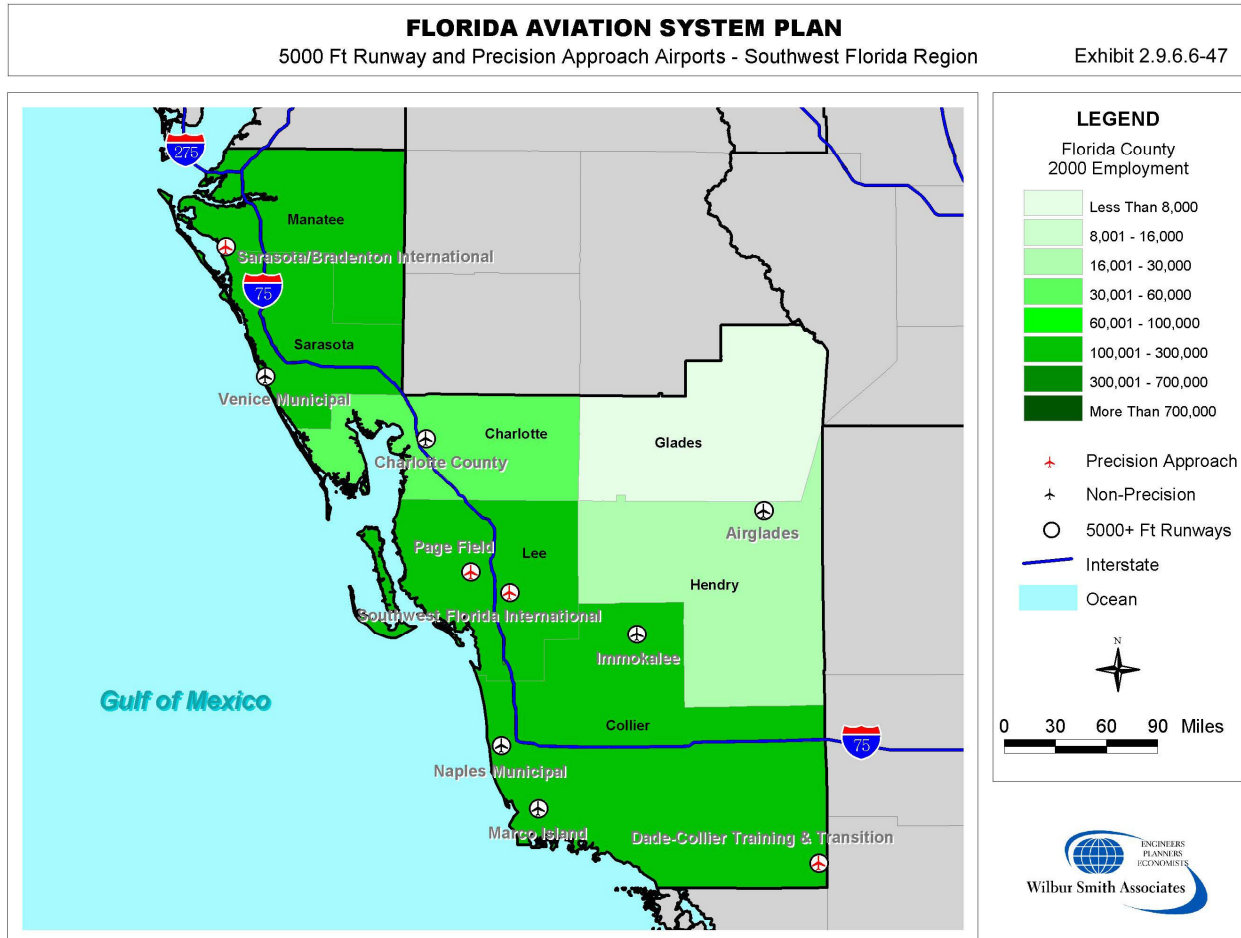
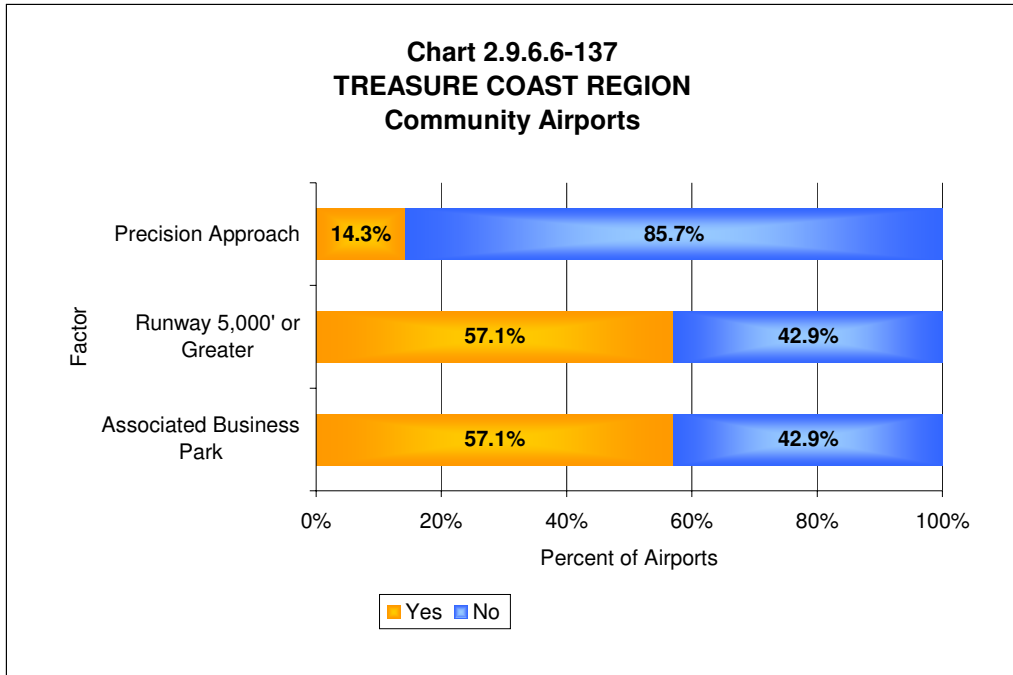


Exhibit 2.9.6.6-47 shows airports in the Southwest Florida Region that have runways that are at least 5,000 feet long. This same exhibit also shows airports in this CFASPP region that have precision or non-precision approaches. As shown on Exhibit 2.9.6.6-47, those counties in this region that have the highest concentrations of employment all have at least one airport with a runway that is at least 5,000 feet long and each of these airports has at least a non-precision approach. Glades County, the county in this region with the lowest concentration of employment, lacks an airport with an approach or a runway that is 5,000 feet long.

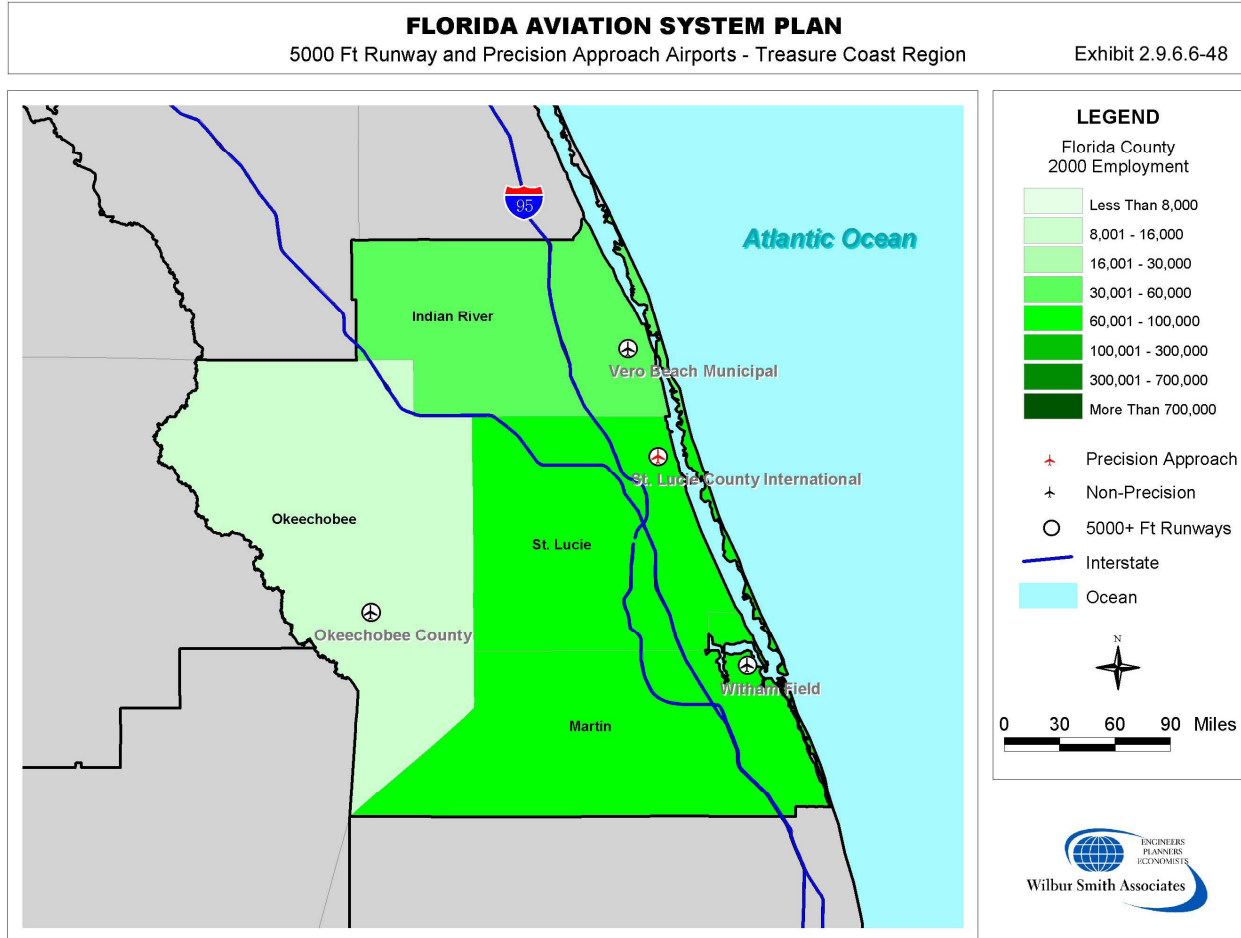


Treasure Coast Region

There are seven public airports located in the Treasure Coast Region, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-137**, approximately 86 percent of all community airports in the Treasure Coast Region do not have precision approach capabilities, but 57 percent of all community airports in this region have a runway that is at least 5,000 feet long. Approximately 57 percent of all community airports in the Treasure Coast Region report they have an associated business park.

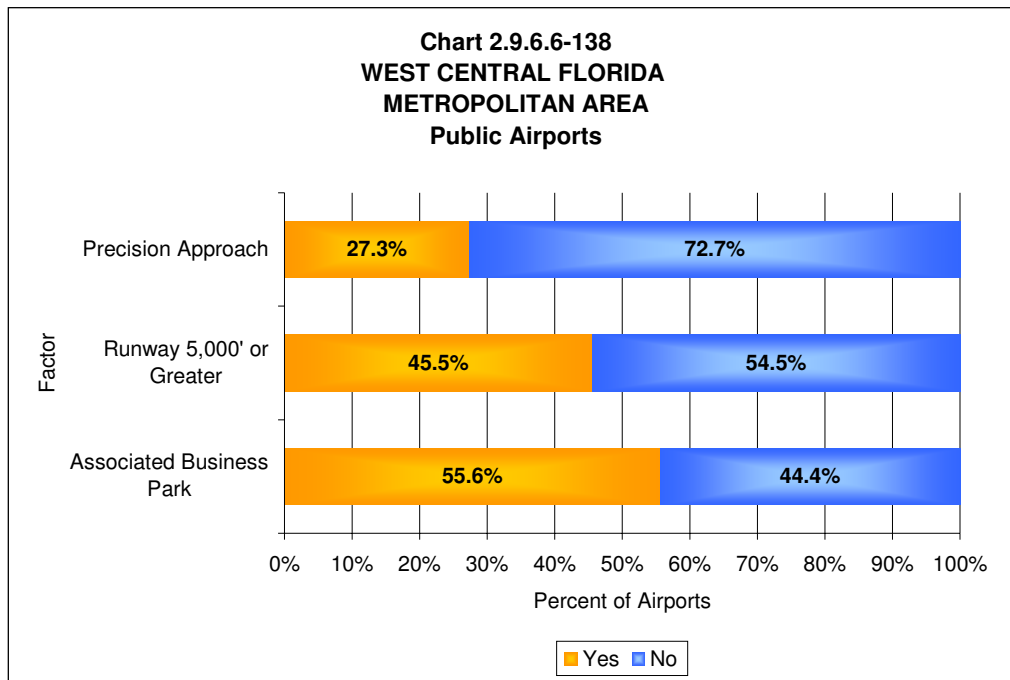


As shown on **Exhibit 2.9.6.6-48**, only one airport in the Treasure Coast Region, St. Lucie County International, has a precision approach. Each of the four counties in this region has one airport that has a runway that is at least 5,000 feet long and each of these same airports is served by at least some type of published approach.

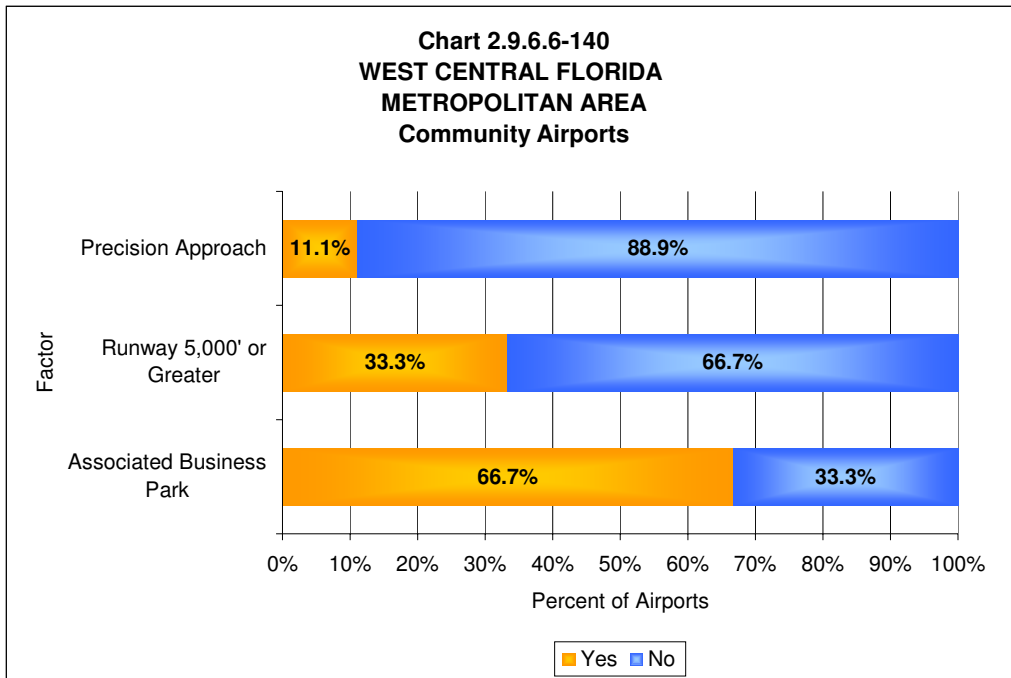
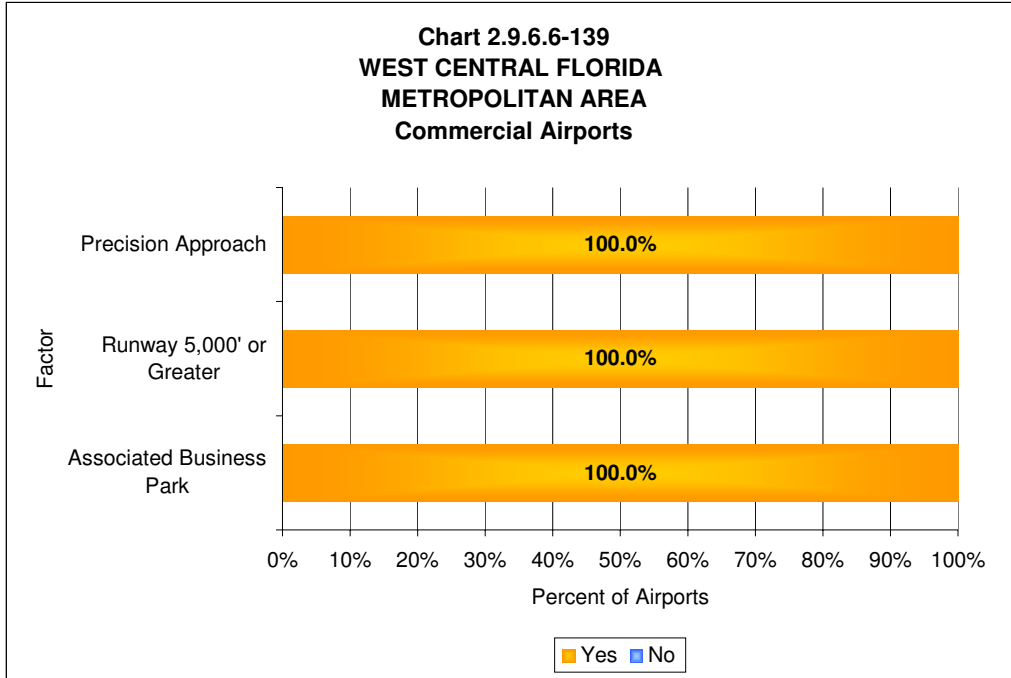


West Central Florida Metropolitan Area

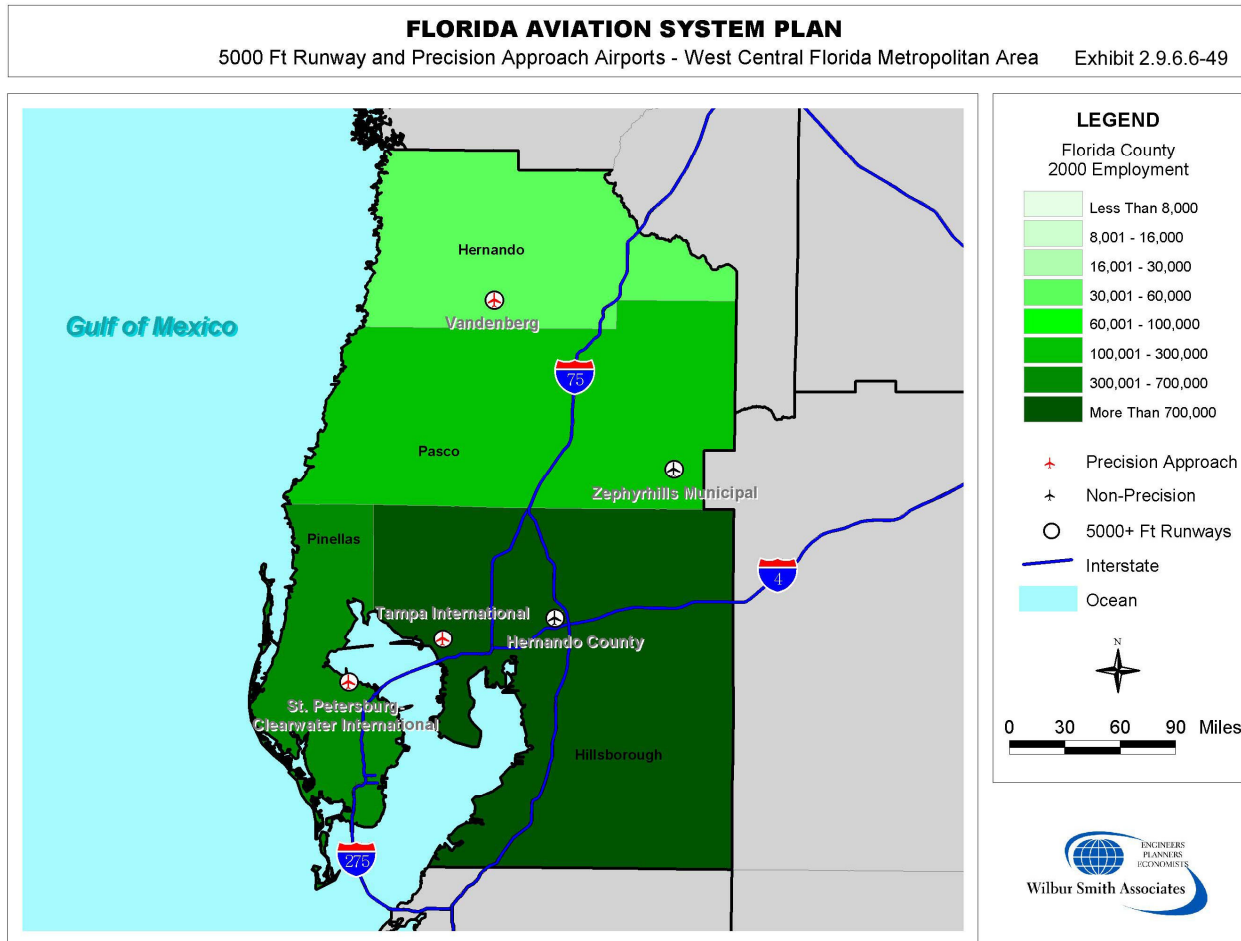
As indicated in **Chart 2.9.6.6-138**, approximately 73 percent of all public airports in the West Central Florida Metropolitan Area do not have precision approach capabilities, and 55 percent of all public airports in this region do not have a runway that is at least 5,000 feet in length. Approximately 56 percent of all public airports in the West Central Florida Metropolitan Area report they have an associated business park.



As indicated in **Chart 2.9.6.6-139**, the two commercial airports in the West Central Florida Metropolitan Area have precision approach capabilities, a runway of at least 5,000 feet in length, and an associated business park. As shown in **Chart 2.9.6.6-140**, approximately 89 percent of all community airports in the West Central Florida Metropolitan Area do not have precision approach capabilities, and 67 percent of all community airports in this region do not have a runway of at least 5,000 feet long. Approximately 67 percent of all community airports in the West Central Florida Metropolitan Area report they have an associated business park.



Each of the counties in the West Central Florida Metropolitan Area has at least one airport that has a runway that is at least 5,000 feet long. One of the counties in this CFASPP region, Pasco County, does not have an airport that has a precision approach. Hillsborough County, the county in this region that has the highest concentration of employment, has two airports that have runways that are 5,000 feet or greater in length; both of these airports have at least a non-precision approach. This information is reflected on **Exhibit 2.9.6.6-49**.



2.2 System Objective: Maintain an appropriate mix of airport services within each of Florida's regional economies consistent with market demand

In order to meet this objective, several critical factors were evaluated for each public airport in the system. Information regarding the current and future service categories, anticipated growth in population and employment, along with identified capacity shortfalls revealed “voids” or duplications in services provided by CFASPP region.

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.

Florida's geography and diverse economic base may make it desirable for each of the CFASPP regions to have a mix of airports. Sections 2.9.6.4 and 2.9.6.5 of this document reported on the results of FDOT's Aviation Infrastructure Investment Tool as it relates to establishing Service Categories for commercial and community airports throughout Florida; the reader is referred to those sections of this report to find that discussion. This discussion under this objective focuses on interpreting information presented in these prior sections of this document. Airport roles or service categories discussed in this section are based solely on the output from the Aviations Infrastructure Investment Tool.

Statewide

The number of commercial airports in Florida has been decreasing. Currently, 19 of the public airports in the Florida system are served by a certificated, scheduled commercial airline. Even as FASP 2004 was being prepared, this number has fluctuated. When this statewide planning process started, Marathon Regional in the Southeast Florida Metropolitan Area was a commercial airport. That airport has since lost scheduled service. As the FASP has progressed, Naples Municipal Airport also lost, but then re-gained scheduled airline service.

With many of the nation's airlines facing bankruptcy, it is quite possible that Florida will continue to see changes in its commercial airport system. Commercial airports served exclusively by one airline as well as those that are served only by ultra low cost or charter carriers also may be at risk.

There are two CFASPP regions that do not have a commercial airport. These are the North Central Region and the Treasure Coast Region. The commercial air travel needs of these regions are served by one or more commercial airports in neighboring regions. Given the current commercial airline environment, it is not considered likely that additional airports in Florida will secure service by commercial carriers, at least in the near term. Therefore, CFASPP regions that presently have no commercial airports will most likely continue to rely on commercial airports in neighboring regions for the foreseeable future.

The remaining public airports in the Florida airport system have been classified as part of FASP 2004 as community airports. These airports range from highly sophisticated airports that serve the most demanding business jets in Florida's urban areas, to small airports with unpaved runways that serve limited operational activity and whose use is restricted to the smallest of general aviation aircraft. Florida's community airports are fairly well distributed from a geographic standpoint. All community airports serve more than one type of activity; therefore, all community airports have multiple service categories.

The following sections summarize the distribution of commercial and community airports by CFASPP region.

Regional Summaries

Central Florida Region

Airport service categories or roles discussed in this section were determined using FDOT's Aviation Infrastructure Investment Tool. This is one of two of the nine CFASPP regions that does not have a commercial airport. There are four counties in this CFASPP region and all of the counties have at least one community airport. There are 12 community airports in the Central Florida Region. Primarily because this region does not have a commercial airport, none of the airports in this region have been designated as Air Cargo, Business, Tourism (Commercial), or Intercontinental Service airports.

Service categories that signify a high business/corporate dependence are fairly limited for this region. Only three airports, Bartow Municipal and Lakeland Linder Regional, and Sebring have Business/Recreational or Corporate Service Category designations from the Investment Tool. Most of the community airports in this region, 8 out of 12 or 67 percent, have a Flight Training designation. An even higher number of airports, 10 out of 12 or 83 percent, have a Recreational/Sport Service Category Designation. Although none of the community airports in this region currently have a Tourism Service Category, in the future, 7 out of the 12 community airports in this region (58 percent), will have a Tourism Service Category designation.

East Central Florida Metropolitan Area

Airport service categories or roles discussed in this section were determined using FDOT's Aviation Infrastructure Investment Tool. This CFASPP region has four commercial airports. According to the FDOT's Aviation Infrastructure Investment Tool, the commercial airports in this region fill all of the service categories. At least one of the four commercial airports is designated in the Air Cargo and Business Service Categories. Three of the commercial airports have Business/Recreational, Corporate, Flight Training, and Tourism (Community) Service Category designations. Two of the four commercial airports have Recreational/Sport, Tourism (Commercial), and Intercontinental Service designations.

None of the community airports in this region have an Air Cargo, Business, Tourism (Commercial) or Intercontinental Service designation, according to FDOT's Aviation Infrastructure Investment Tool. Of the 18 community airports in this region, 8 or 44 percent have Business/Recreational designations and 5 or 27 percent have Corporate designations. A high percentage, 72, of the airports in this region are designated as Flight Training airports, while 89 percent (16 out of 18) have a current and/or future designation as a Recreational/Sport facility. The same percentage, 89 percent, of the community airports in this region have a current and/or future designation as a Tourism (Community) airport.

North Central Florida Region

Airport service categories or roles discussed in this section were determined using FDOT's Aviation Infrastructure Investment Tool. There is only one commercial airport in the North Central Florida Region. Since FDOT's Aviation Infrastructure Investment Tool did not assign a service category of Air Cargo or Intercontinental Service to this commercial airport, none of the airports in this region have this designation. Current and future service categories for the commercial airport in this CFASPP region include: Business, Business/Recreational, Corporate, Flight Training, Tourism (Community), and Tourism (Commercial).

Similar to other regions, none of the 13 community airports in the North Central Florida Region have the following service categories: Air Cargo, Business, Tourism (Commercial), or Intercontinental Service. While only one of the 13 community airports has a Corporate Service Category designation, 9 of the 13 community airports (69 percent) have a current and/or future Business/Recreational designation. All of the community airports in this region have a Recreational/Sport Service Category, while 8 out of the 13 community airports in this CFASPP

region (62 percent) have a Flight Training Service Category designation. Six of the 13 community airports have a current and/or future Tourism (Community) Service Category designation.

Northeast Florida Metropolitan Area

Airport service categories or roles discussed in this section were determined using FDOT's Aviation Infrastructure Investment Tool. There is only one commercial airport in this CFASPP region. This airport has the following Service Category designations: Air Cargo, Business, Flight Training, Tourism (Commercial) and Intercontinental Service. The one commercial airport in the Northeast Florida Metropolitan Area does not have the following Service Category designations: Business/Recreational, Corporate, Recreational/Sport, and Tourism (Community). These Service Category designations are predicated upon the results of FDOT's Aviation Infrastructure Investment Model.

There are 8 community airports in this CFAPP region. None of the community airports have an Air Cargo, Tourism (Commercial), or Intercontinental Service designation. One of the community airports in this region does have a Business Service Category designation. All of the community airports in this region have a current and/or future Business/Recreational designation, and all have a Flight Training designation. While in the future, two of the 8 community airports will have a Corporate Service Category designation. Seven out of the 8 community airports in this CFASPP region have a Recreational/Sport designation, and 5 out of the 8 community airports have a current and/or future designation in the Tourism (Community) Service Category designation.

Northwest Florida Region

Airport service categories or roles discussed in this section were determined using FDOT's Aviation Infrastructure Investment Tool. There are four commercial airports in this region. None of the commercial airports in this region, according to FDOT's Aviation Infrastructure Investment Tool have an Intercontinental Service Category. Two of the four commercial airports have an Air Cargo designation, all have a Business designation, and one has a future designation as a Business/Recreational airport. Three of the four commercial airports in this region have a Corporate Service Category, two have a Flight Training designation, one has a Recreational/Sport Service Category, none have Tourism (Community) designations, but all four commercial airports in this region have Tourism (Commercial) Service Categories designations.

There are 17 community airports in this region, and one has a designation in the Air Cargo Service Category (this is the only community airport with this designation; all other airports in this category are commercial airports). None of the community airports in this region are included in the following service categories: Business, Tourism (Commercial), or Intercontinental Service. Of the 17 community airports in this region 8 (47 percent) are included in the following Service Categories: Business/Recreational, Corporate, and Flight Training. All of the community airports in this region are included in the Recreational/Sport Service Category. Four of the 17 community airports (24 percent) are included in the Tourism (Community) Service Category.

Southeast Florida Metropolitan Area

Airport Service Categories or roles discussed in this section were determined using FDOT's Aviation Infrastructure Investment Tool. This CFASPP region is home to some of Florida's busiest commercial airports; in all, there are four commercial airports in this four county area. Using FDOT's Aviation Infrastructure Investment Tool, 3 of the 4 airports have been designated as Air Cargo airports, 3 as Business airports, and 3 as Intercontinental Service airports. None of the 4 commercial airports in this region have a Business/Recreational Service Category designation, but all 4 have a Corporate designation. Two of the 4 commercial airports in this region are designated as Flight Training airports, one has a Recreational/Sport designation, 2 have Tourism (Community) designations, and all four are designated as Tourism (Commercial) airports.

Of the 17 community airports in the Southeast Florida Metropolitan Area, none have an Air Cargo, Business, or Intercontinental Service designation. One of the community airports in this region has Tourism (Commercial) designation, and 10 of the 17 community airports have Tourism (Community) designations. Eleven of the 17 airports have current or future designations as Business/Recreational and Flight Training airports. Twelve of the 17 airports have Recreational/Sport designations, and 9 of the 17 have Corporate designations.

Southwest Florida Region

Airport service categories or roles discussed in this section were determined using FDOT's Aviation Infrastructure Investment Tool. This CFASPP region has three commercial airports. According to FDOT's Aviation Infrastructure Investment Tool, at least one of these three commercial airports falls into each of the nine Service Category designations. All of the commercial airports in this region have future designations as Tourism (Community) airports. Two out of the 3 airports have designations in the following Service Categories: Business, Business/Recreational, Corporate, Flight Training, Recreational/Sport, and Tourism (Commercial). One of the 3 commercial airports in this region is designated as an Air Cargo airport and one is designated as an Intercontinental Service airport.

Of the 11 community airports in this CFASPP region, none have Air Cargo, Business, Tourism (Commercial), or Intercontinental Service designations. Five of the 11 community airports have Business/Recreational designations, but only 2 of the 11 are included in the Corporate Service Category. All 11 of the community airports in this region have Recreational/Sport designations, 6 have Flight Training designations, and 7 have Tourism (Community) designations.

Treasure Coast Region

Airport service categories or roles discussed in this section were determined using FDOT's Aviation Infrastructure Investment Tool. This is one of two CFASPP regions that has no commercial airport, and there are only 7 community airports in the Treasure Coast Region. FDOT's Aviation Infrastructure Investment Tool has not assigned any of the following Service Categories to community airports in this region: Air Cargo, Tourism (Commercial) or Intercontinental Service. One of the 7 community airports has a Business Service Category designation, and 3 have current or future designations as Corporate airports. Five of the 7 community airports in this CFASPP region have Business/Recreational designations, and 3 out of the 7 have current or future designations as Tourism (Community) facilities. Four of the 7 community airports have Flight Training Designations and all seven are designated as Recreational/Sport facilities.

West Central Florida Metropolitan Area

Airport service categories or roles discussed in this section were determined using FDOT's Aviation Infrastructure Investment Tool. There are two commercial airports in this CFASPP region. Both of the commercial airports, according to FDOT's Aviation Infrastructure Investment Tool, have designations as Business, Business/Recreational, and Tourism (Commercial) airports. One of the two commercial airports also has a designation in each of the following service categories: Air Cargo, Corporate, Flight Training, Tourism (Community), and Intercontinental Service.

There are 9 community airports in this CFASPP region, and according to FDOT's Aviation Infrastructure Investment Tool, none are included in the following service categories: Air Cargo, Business, Tourism (Commercial), or Intercontinental. Three of the 9 community airports have Business/Recreational designations and 2 have Corporate designations. Three of the 9 community airports have Flight Training designations and 5 have current or future designations in the Tourism (Community) Service Category. All of the community airports in this region have a Recreational/Sport designation.

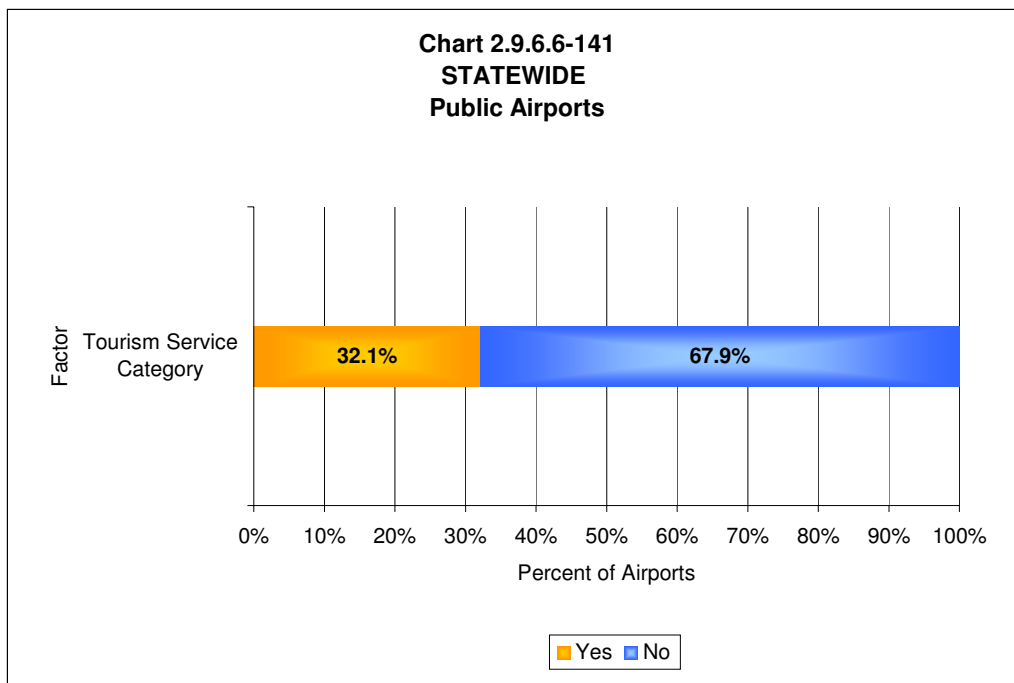
2.3 System Objective: Increase coordination with other agencies and groups involved in tourism, and economic and workforce development

In order to measure this objective, data from each airport and FDOT’s Aviation Infrastructure Assessment Tool were examined to determine airports included in the tourism service category.

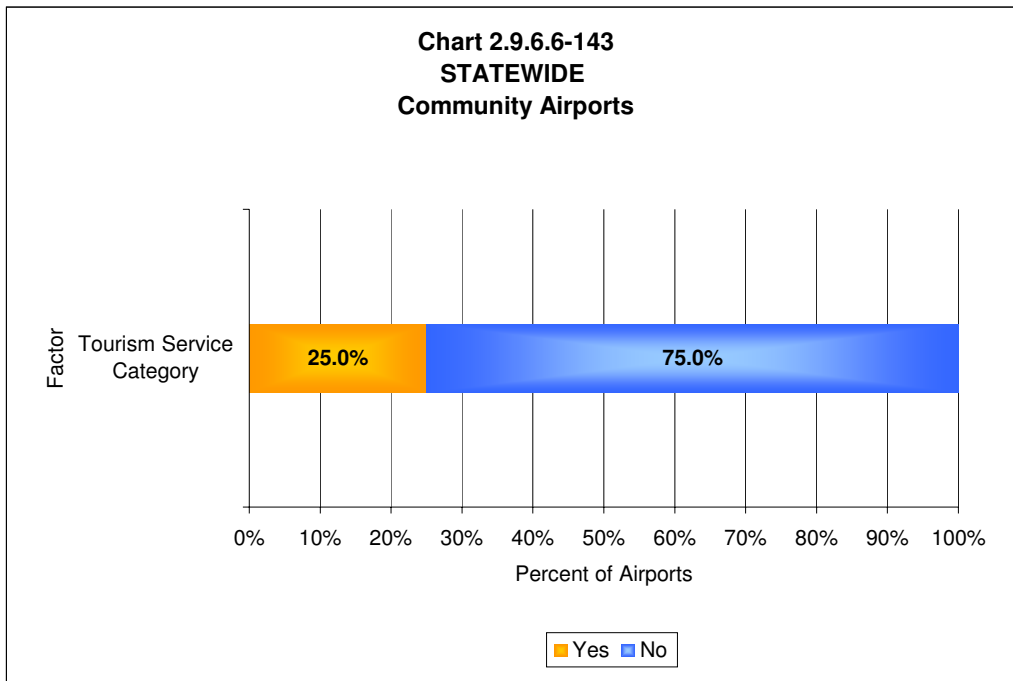
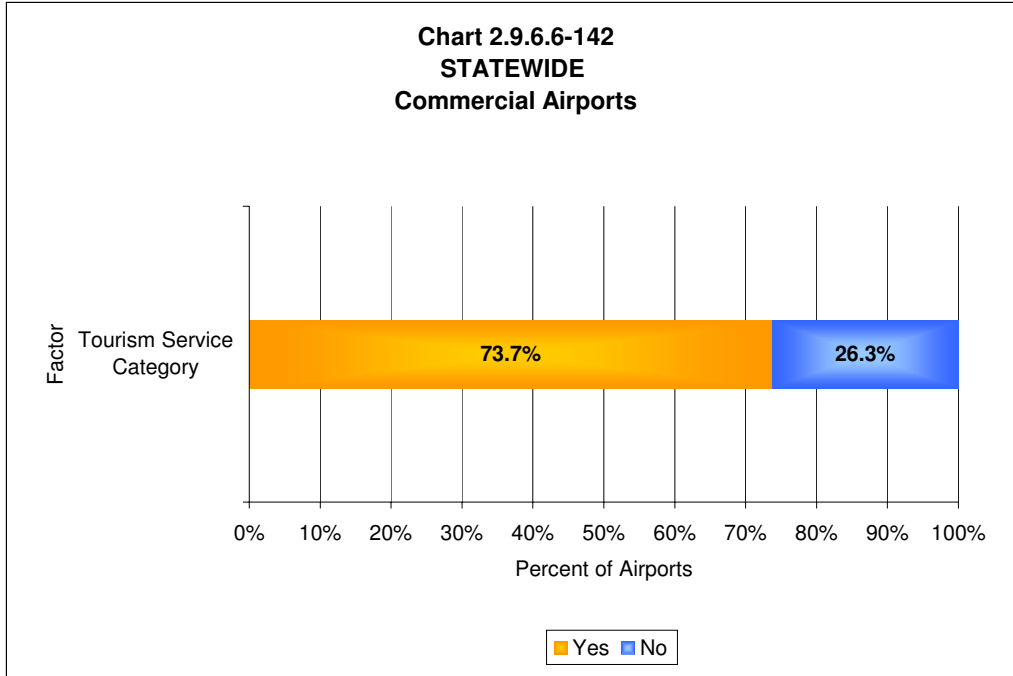
The system performance in regard to tourism support is summarized for all commercial and community airports in the state and by CFASPP region in the following sections. Additionally, the system evaluation is summarized to reflect performance of commercial and community airports in the state and by CFASPP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

Statewide Summary

As indicated in **Chart 2.9.6.6-141**, approximately 32 percent of all public airports in the state are designated in either a commercial or community tourism service category. This funding is based on output from FDOT’s Aviation Infrastructure Investment Tool. The remaining 68 percent of all public airports in the state are not designated by the Tool as airports that support tourism.



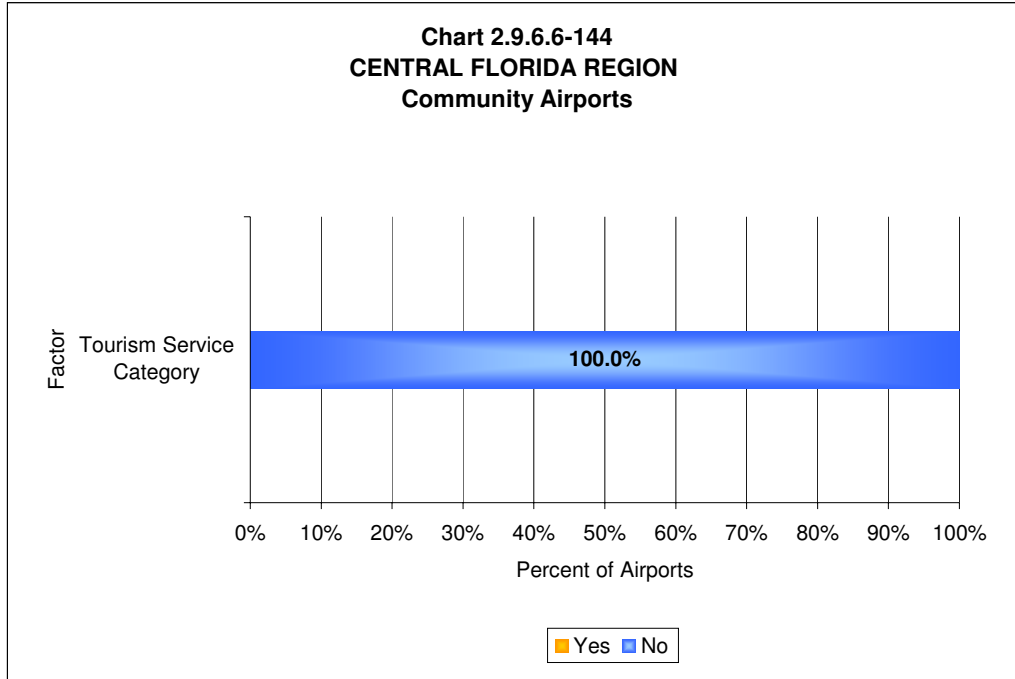
As shown in **Chart 2.9.6.6-142**, approximately 74 percent of all commercial airports in the state are designated by the Investment Tool in a tourism service category. As indicated in **Chart 2.9.6.6-143**, 25 percent of all community airports in the state are designated in a tourism service category. The remaining 26 percent of all commercial airports and 75 percent of all community airports in the state are not designated as facilities that support tourism, according to output from the Infrastructure Investment Tool.



Regional Summaries

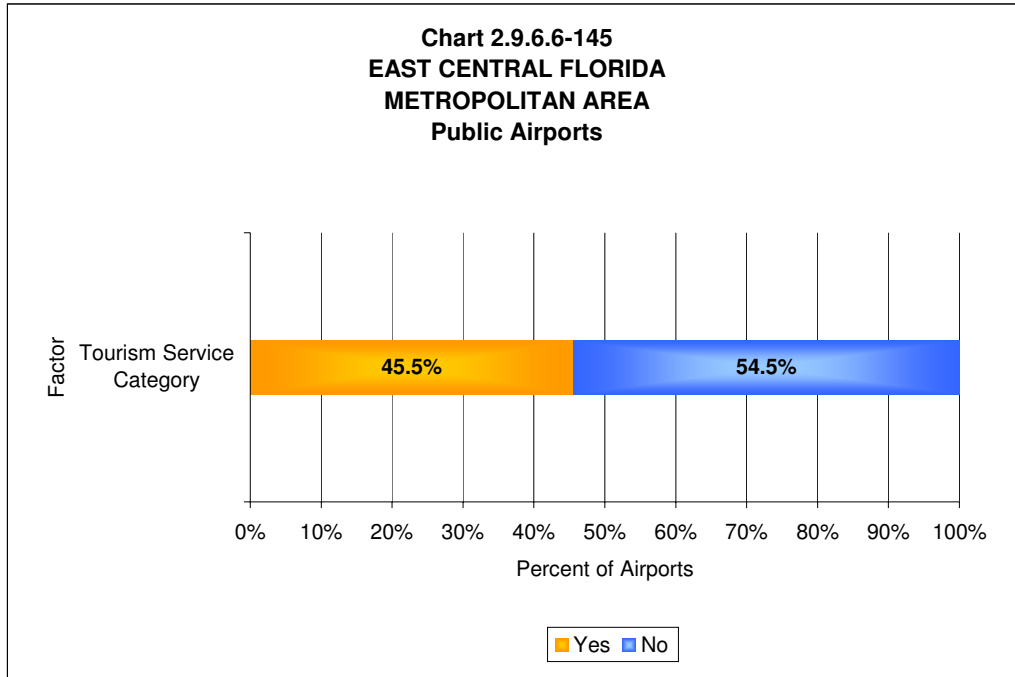
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-144**, no community airports in this region are designated by FDOT's Aviation Infrastructure Assessment Tool as facilities that support tourism.

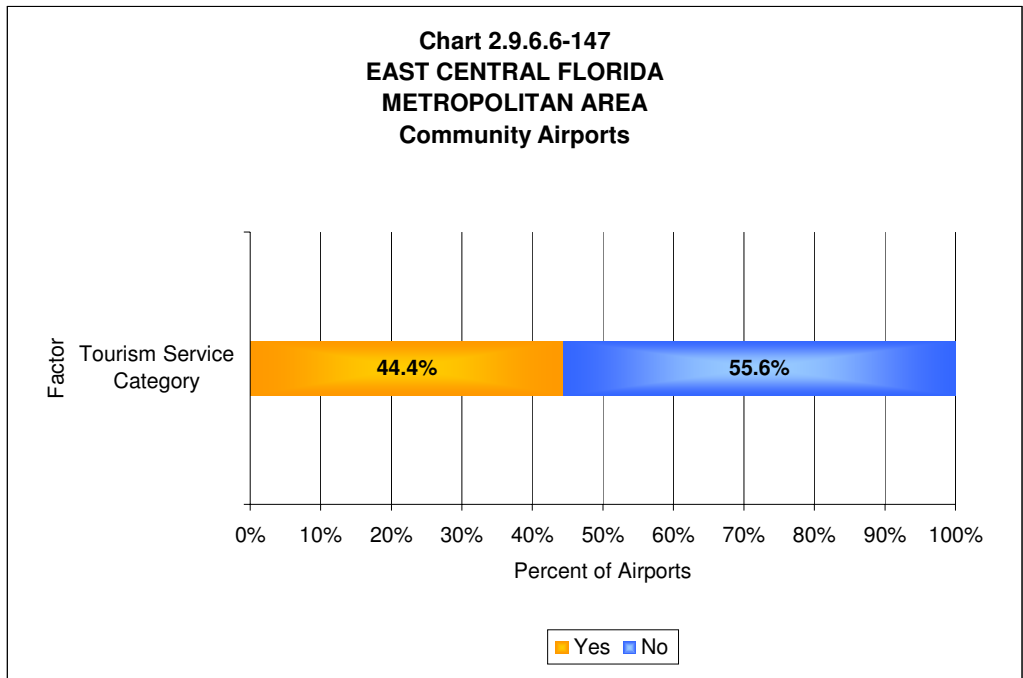
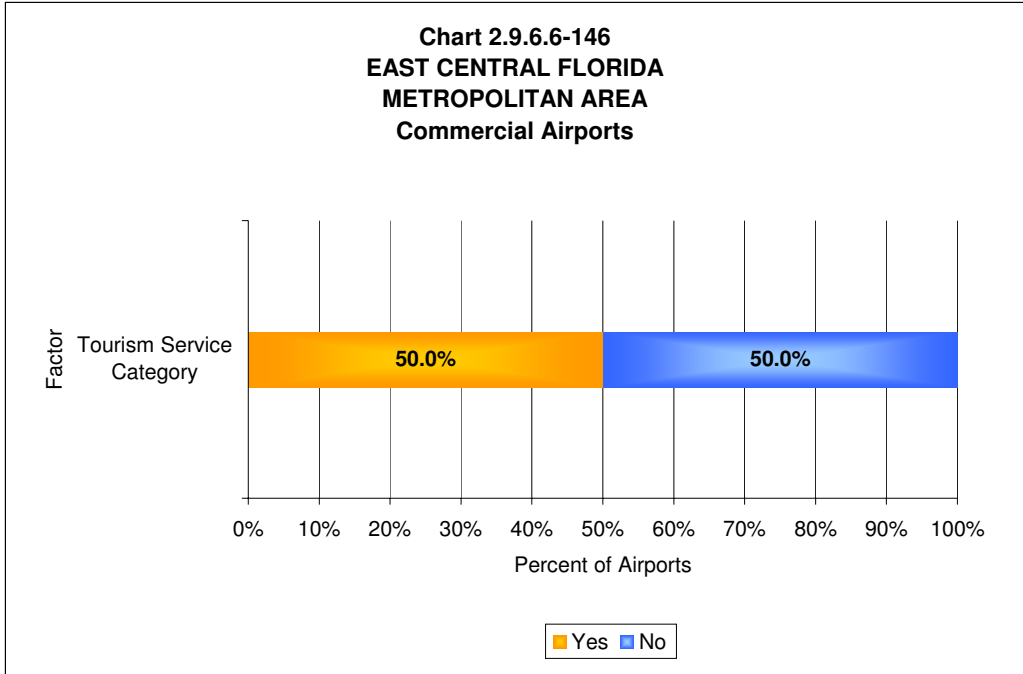


East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-145**, approximately 46 percent of all public airports in the East Central Florida Metropolitan Area are designated in either the commercial or community tourism service category. The remaining 54 percent of all public airports in this region are not designated by FDOT’s Aviation Infrastructure Assessment Tool as facilities that support tourism.

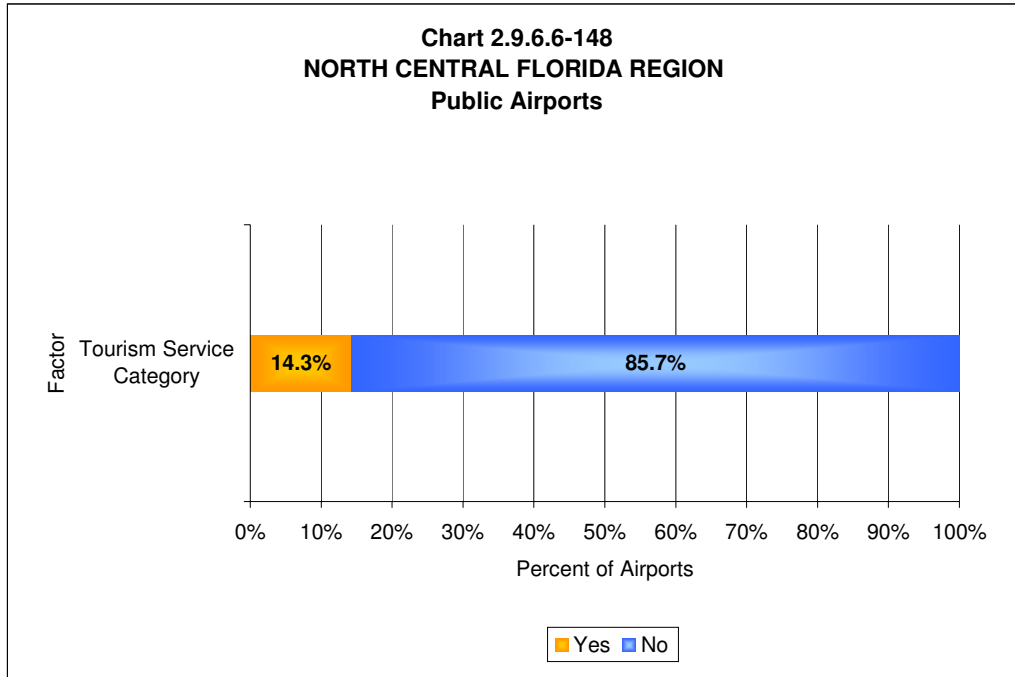


As shown in **Chart 2.9.6.6-146**, approximately 50 percent of all commercial airports in the East Central Florida Metropolitan Area are designated in the tourism service category. As indicated in **Chart 2.9.6.6-147**, approximately 44 percent of all community airports in this region are designated in the tourism service category. The remaining 50 percent of all commercial airports and 56 percent of all community airports in the East Central Florida Metropolitan Area are not designated by FDOT’s Aviation Infrastructure Assessment Tool as facilities that support tourism.

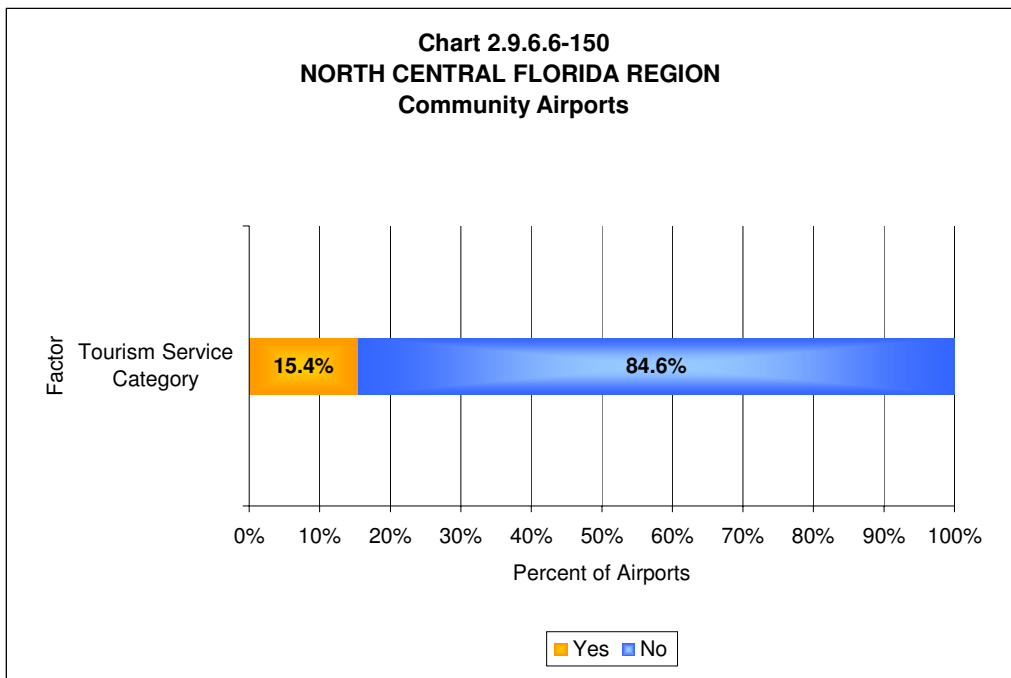
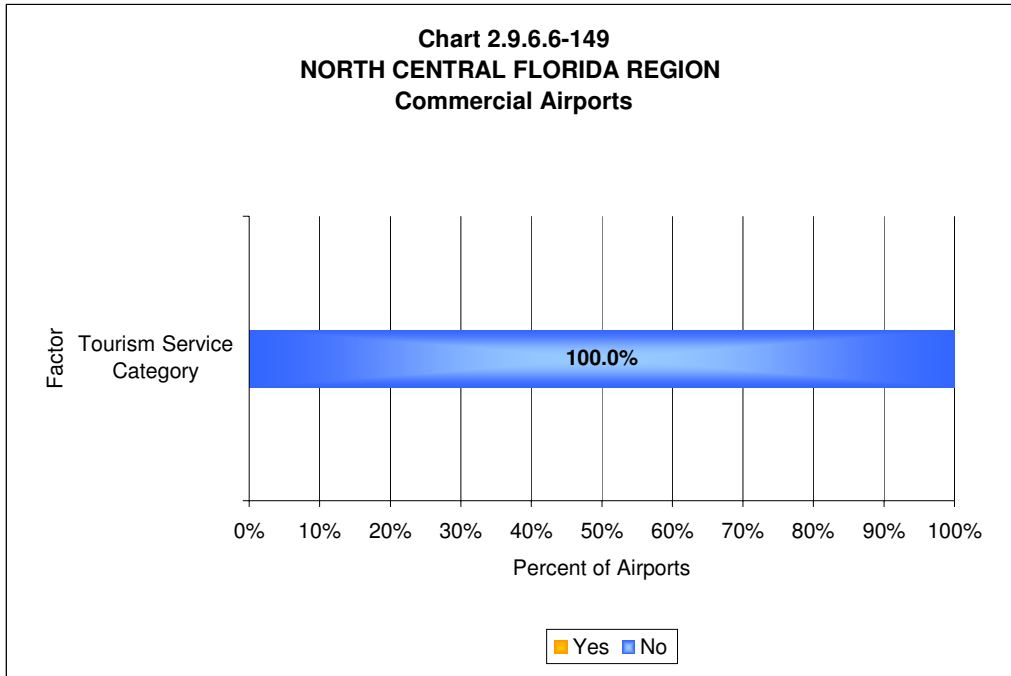


North Central Florida Region

As indicated in **Chart 2.9.6.6-148**, just 14 percent of all public airports in the North Central Florida Region are designated by FDOT’s Aviation Infrastructure Assessment Tool in either the commercial or community tourism service category. The remaining 86 percent of all public airports in this region are not designated as facilities that support tourism.

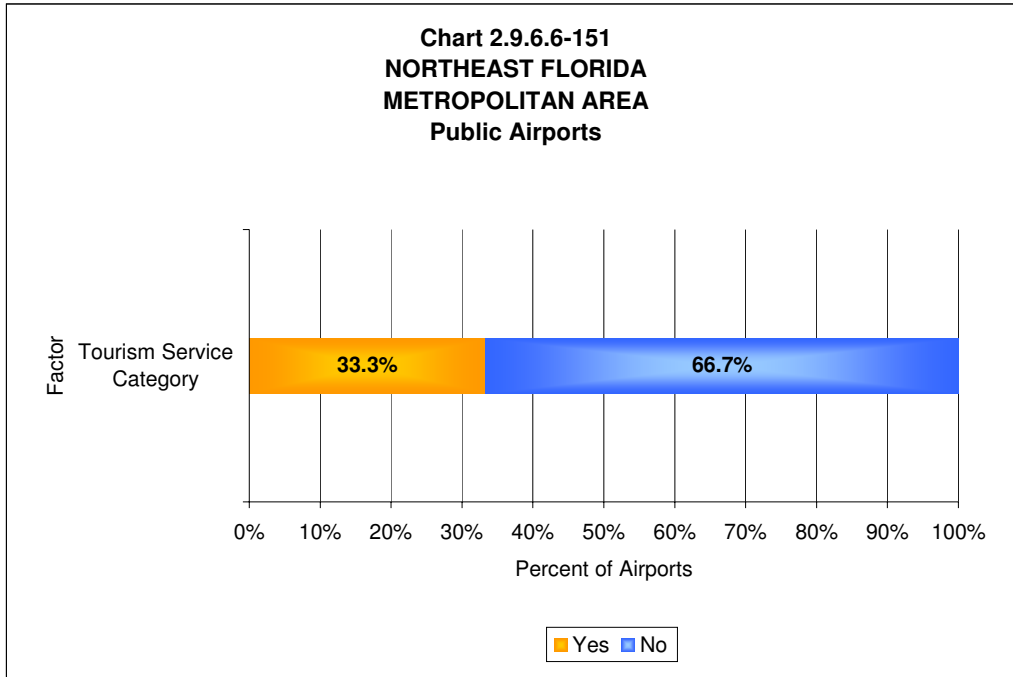


As shown in **Chart 2.9.6.6-149**, the one commercial airport in the North Central Florida Region is not designated in the tourism service category. As indicated in **Chart 2.9.6.6-150**, approximately 15 percent of all community airports in this region are designated in the tourism service category. The remaining 85 percent of all community airports in the North Central Florida Region are not designated by FDOT’s Aviation Infrastructure Assessment Tool as facilities that support tourism.

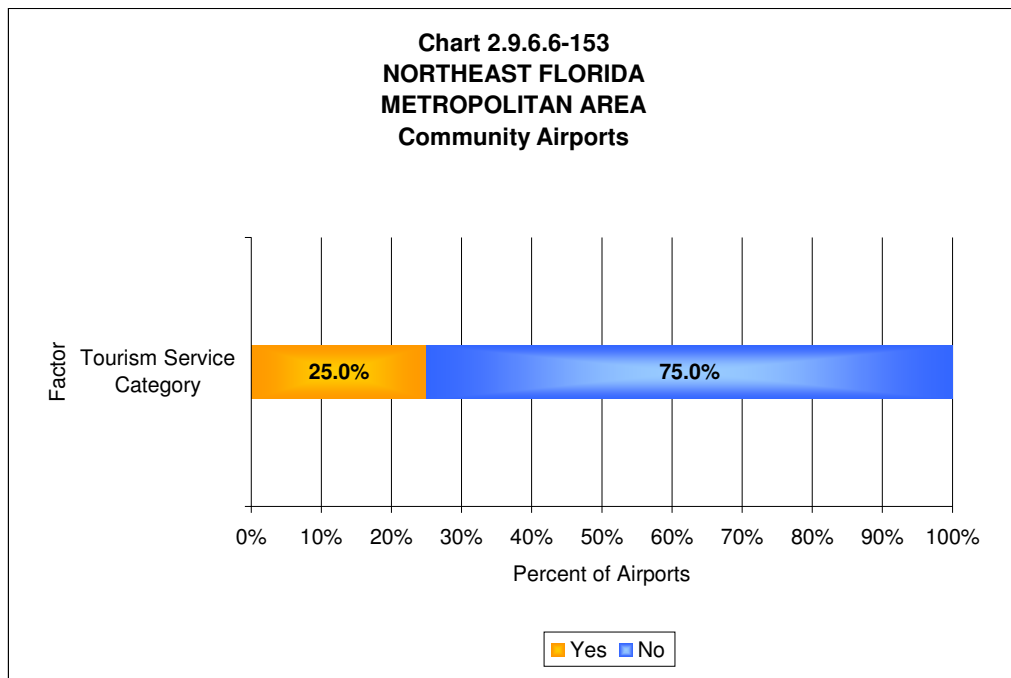
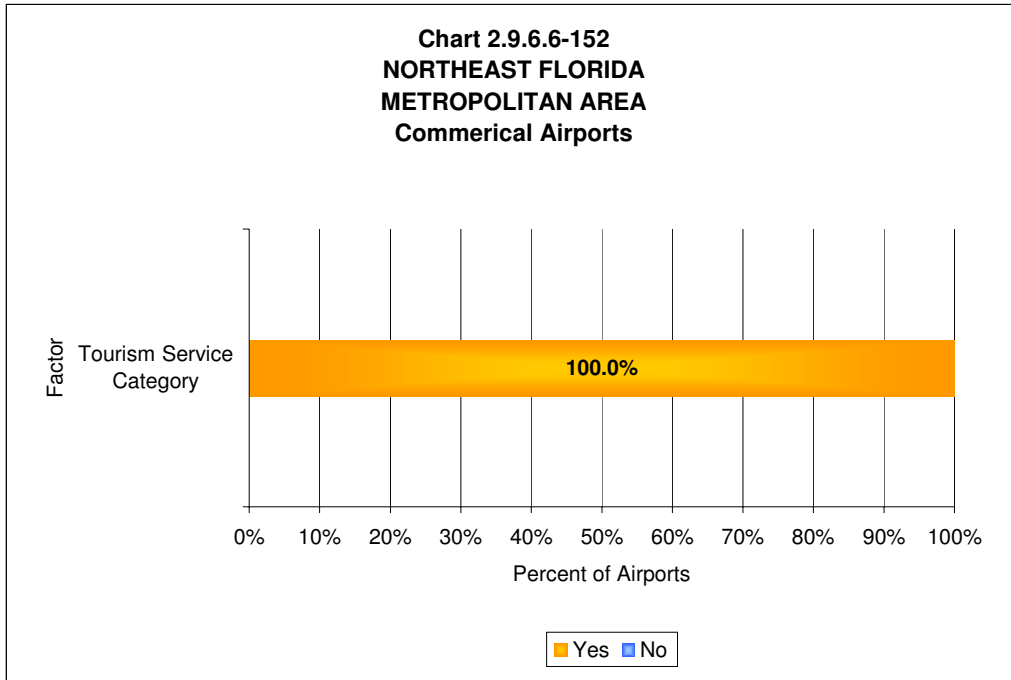


Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-151**, approximately 33 percent of all public airports in the Northeast Florida Metropolitan Area are designated by FDOT’s Aviation Infrastructure Assessment Tool in either the commercial or community tourism service category. The remaining 67 percent of all public airports in this region are not designated as facilities that support tourism.

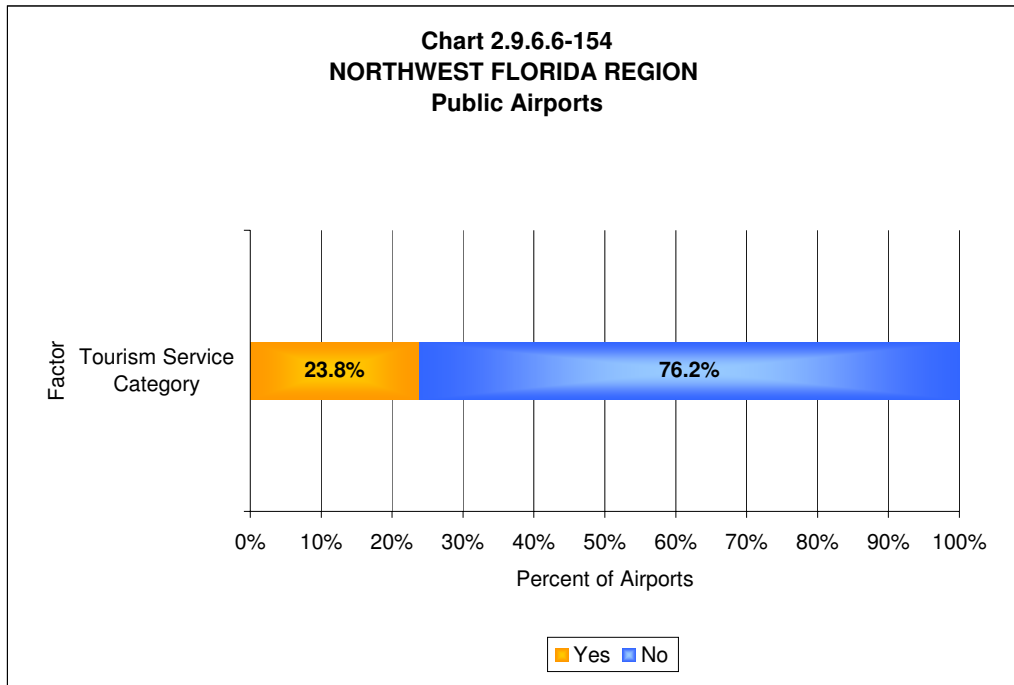


As shown in **Chart 2.9.6.6-152**, the one commercial airport in the Northeast Florida Metropolitan Area is designated in the tourism service category. As indicated in **Chart 2.9.6.6-153**, approximately 25 percent of all community airports in this region are designated in the tourism service category. The remaining 75 percent of all community airports in the Northeast Florida Metropolitan Area are not designated as facilities that support tourism, according to by FDOT’s Aviation Infrastructure Assessment Tool.

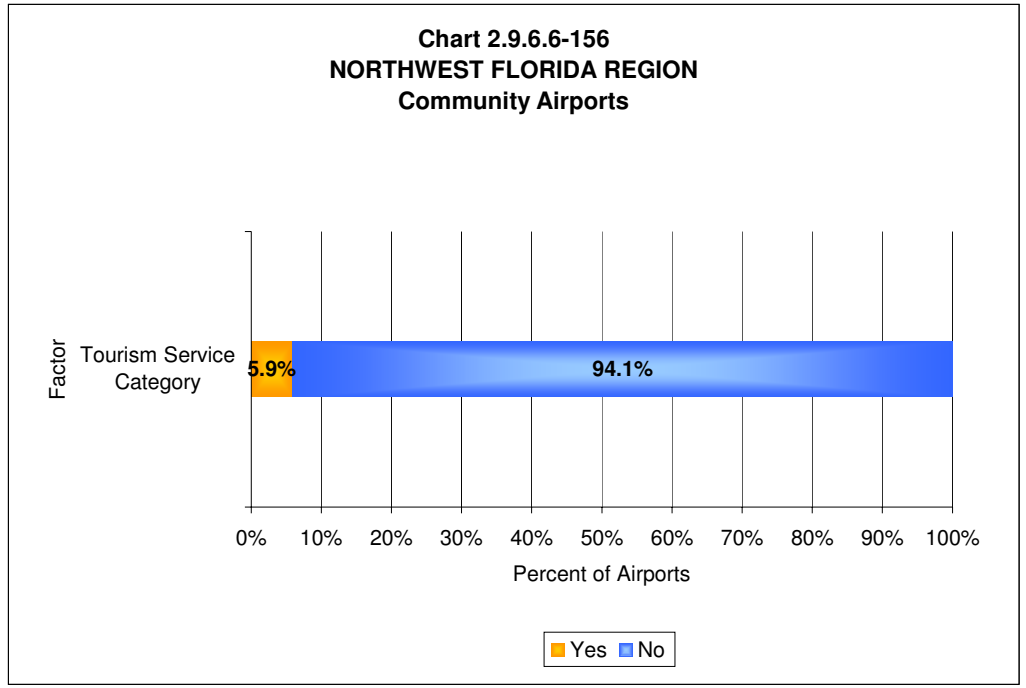
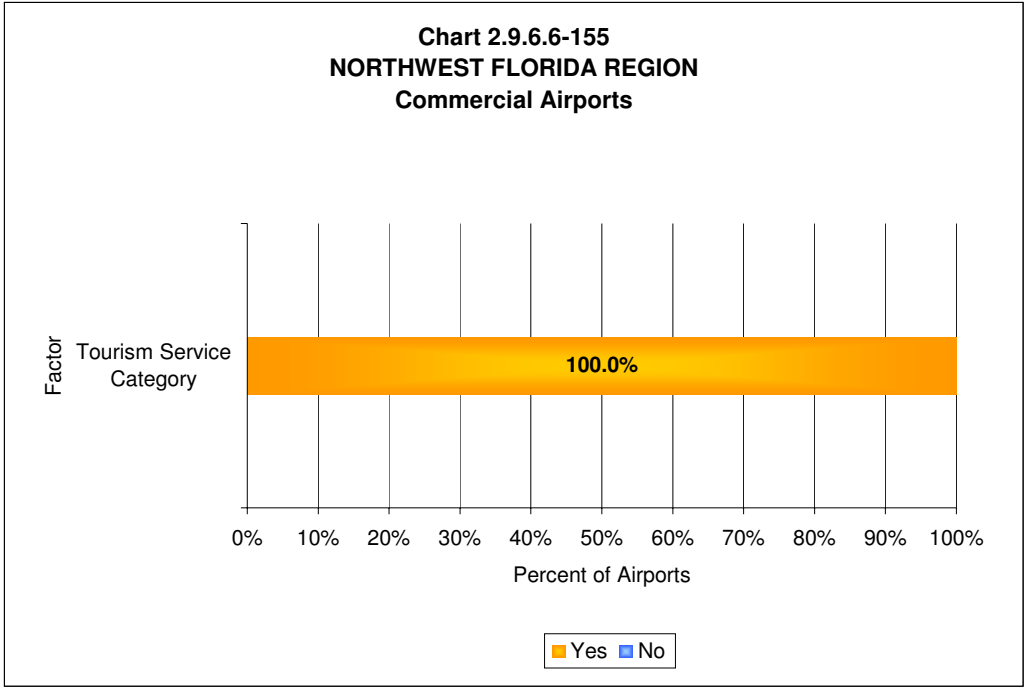


Northwest Florida Region

As indicated in **Chart 2.9.6.6-154**, approximately 24 percent of all public airports in the Northwest Florida Region are designated by FDOT’s Aviation Infrastructure Assessment Tool in either the commercial or community tourism service category. The remaining 76 percent of all public airports in this region are not designated as facilities that support tourism.

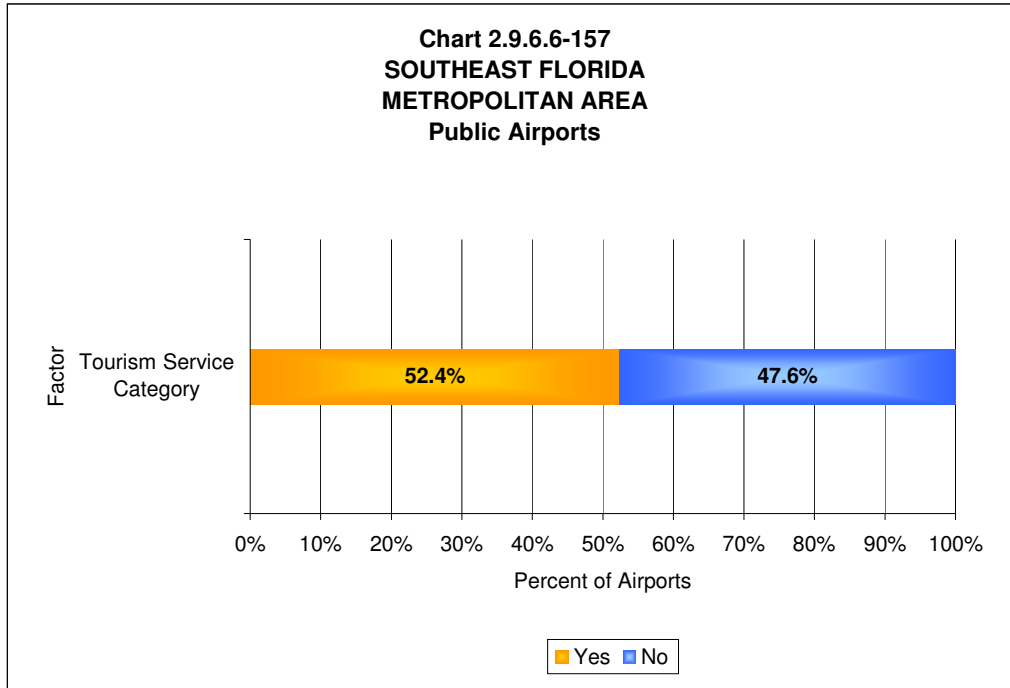


As shown in **Chart 2.9.6.6-155**, all four commercial airports in the Northwest Florida Region are designated in the tourism service category. As indicated in **Chart 2.9.6.6-156**, just six percent of all community airports in this region are designated by FDOT’s Aviation Infrastructure Assessment Tool in the tourism service category. The remaining 94 percent of all community airports in the Northwest Florida Region are not designated as facilities that support tourism.

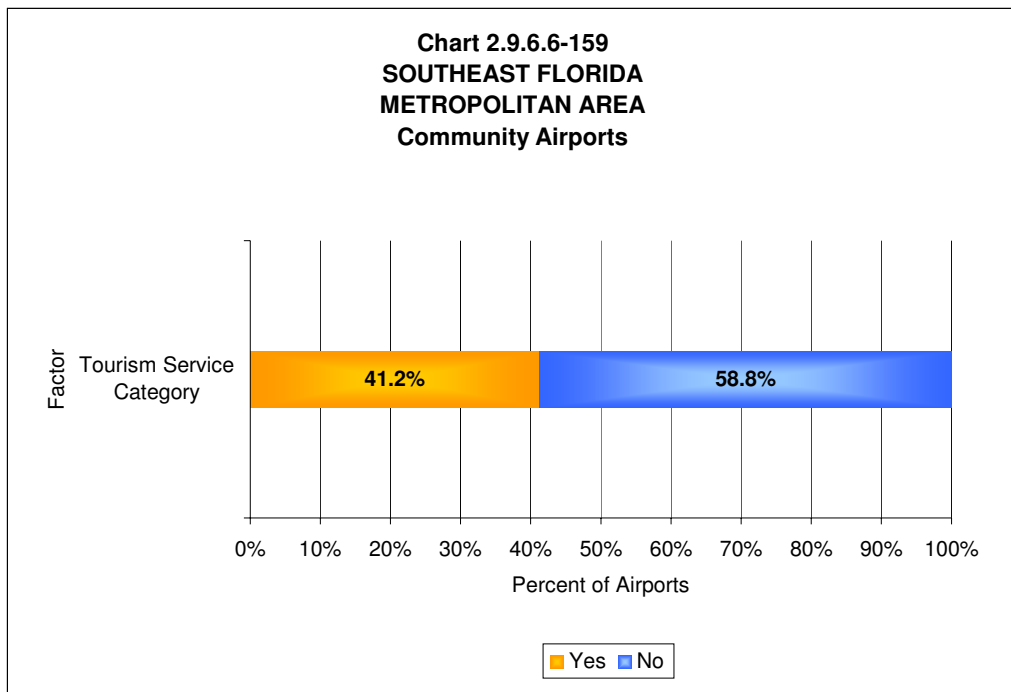
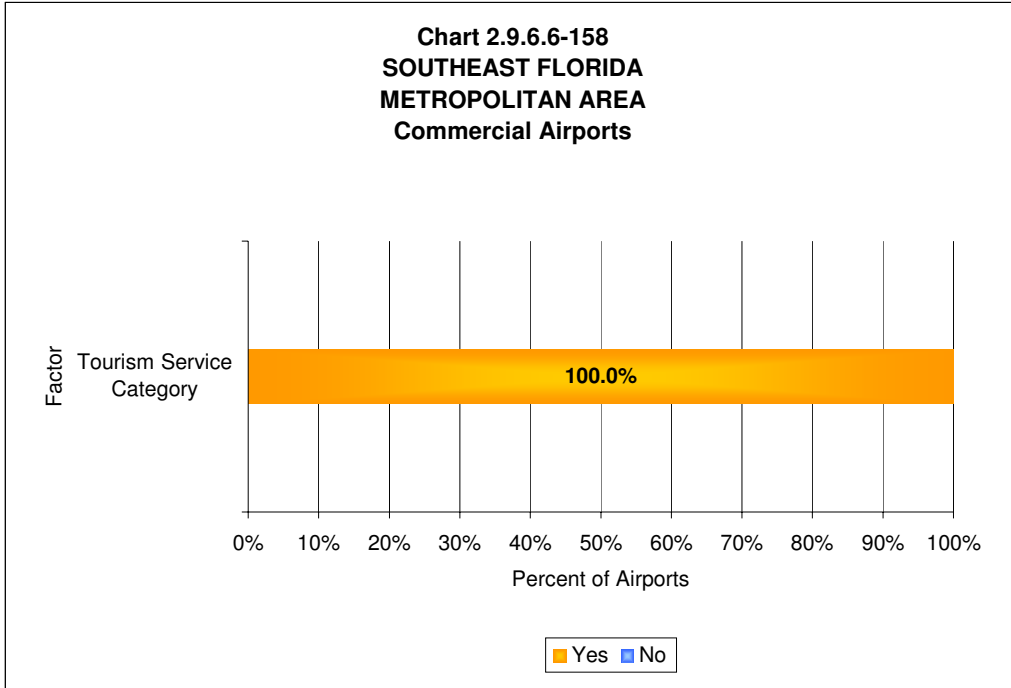


Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-157**, approximately 52 percent of all public airports in the Southeast Florida Metropolitan Area are designated by FDOT’s Aviation Infrastructure Assessment Tool in either the commercial or community tourism service category. The remaining 48 percent of all public airports in this region are not designated as facilities that support tourism.

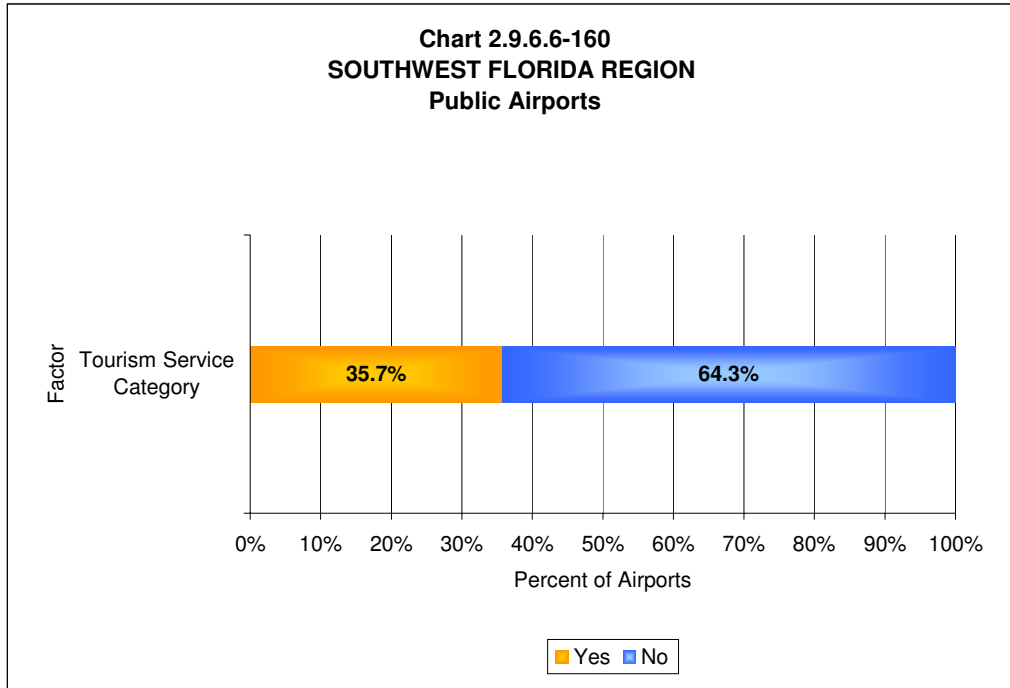


As shown in **Chart 2.9.6.6-158**, all four commercial airports in the Southeast Florida Metropolitan Area are designated in the tourism service category. As indicated in **Chart 2.9.6.6-159**, approximately 41 percent of all community airports in this region are designated by FDOT’s Aviation Infrastructure Assessment Tool in the tourism service category. The remaining 59 percent of all community airports in the Southeast Florida Metropolitan Area are not designated as facilities that support tourism.

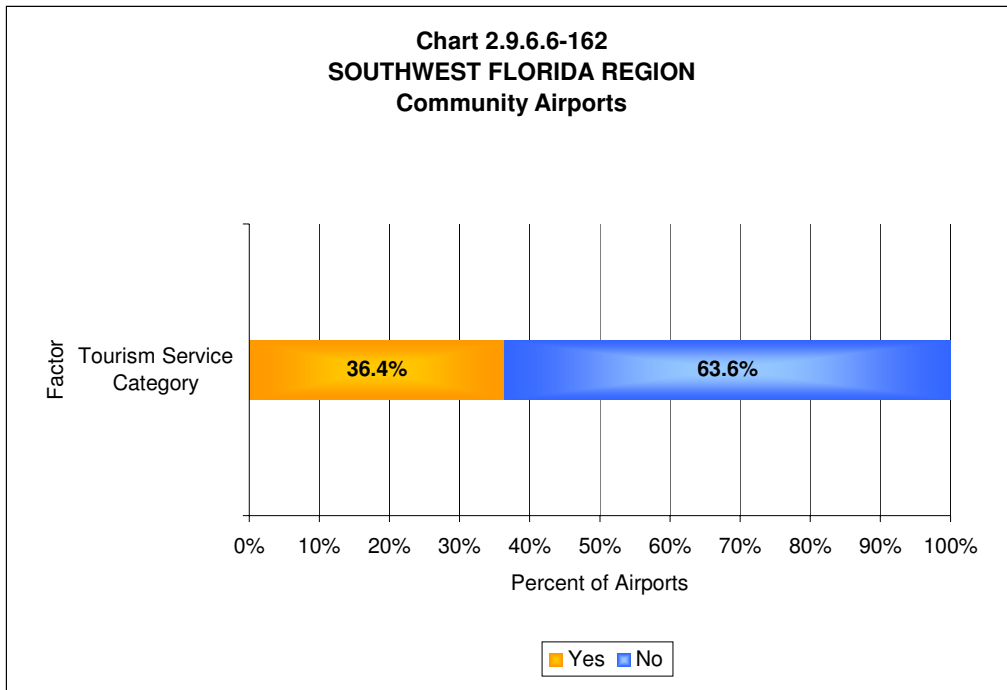
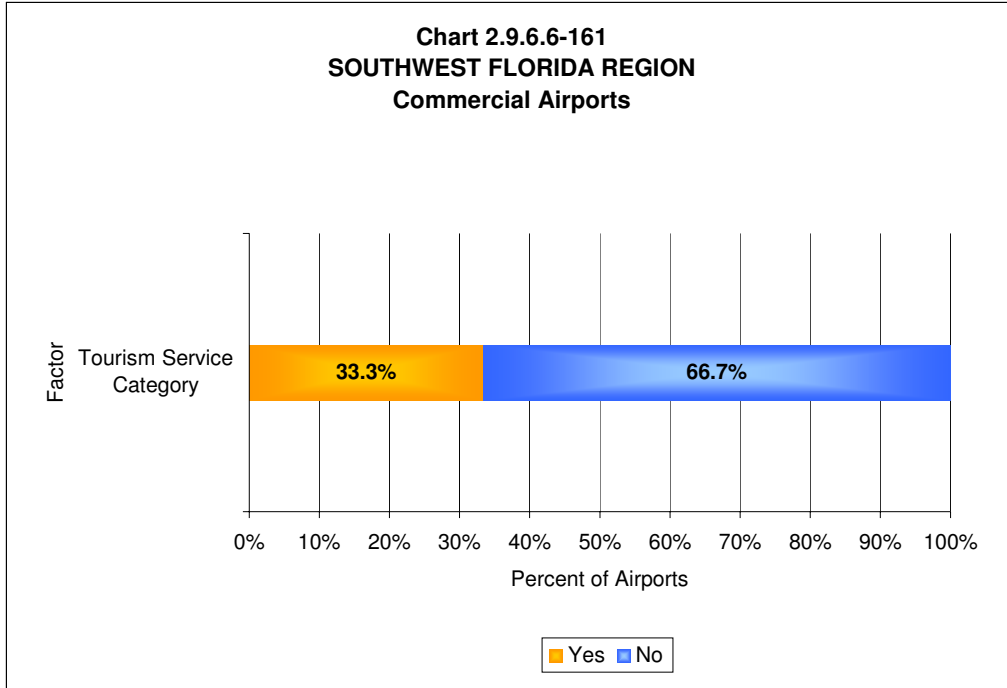


Southwest Florida Region

As indicated in **Chart 2.9.6.6-160**, approximately 36 percent of all public airports in the Southwest Florida Region are designated by FDOT’s Aviation Infrastructure Assessment Tool in either the commercial or community tourism service category. The remaining 64 percent of all public airports in this region are not designated as facilities that support tourism.

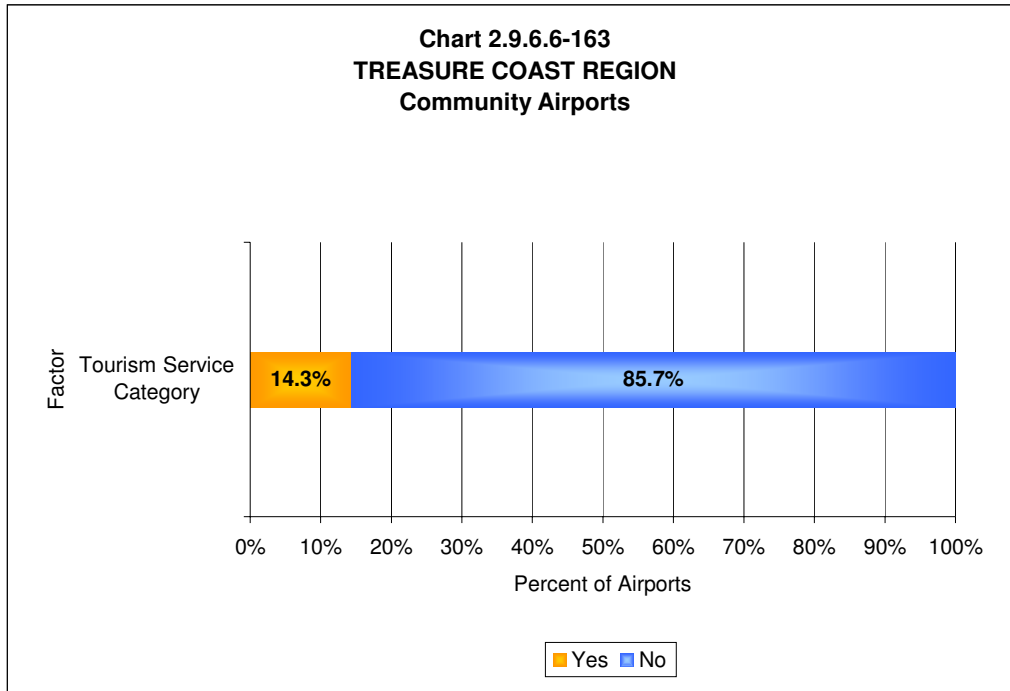


As shown in **Chart 2.9.6.6-161**, approximately 33 percent of all commercial airports in the Southwest Florida Region are designated in the tourism service category. As indicated in **Chart 2.9.6.6-162**, approximately 36 percent of all community airports in this region are designated in a tourism service category. The remaining 67 percent of all commercial airports and 64 percent of all community airports in the Southwest Florida Region are not designated as facilities that support tourism, according to FDOT’s Aviation Infrastructure Assessment Tool.



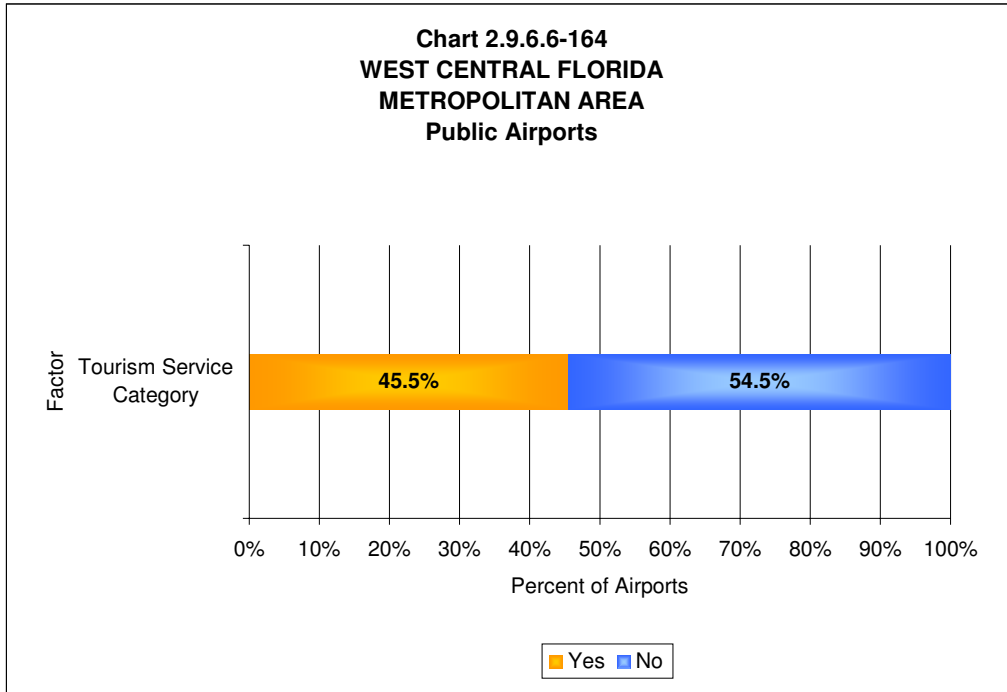
Treasure Coast Region

There are seven public airports located in the Treasure Coast Region, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-163**, approximately 14 percent of all community airports in the Treasure Coast Region are designated by FDOT's Aviation Infrastructure Assessment Tool in the community service tourism category. The remaining 86 percent of all community airports in this region are not designated as facilities that support tourism.

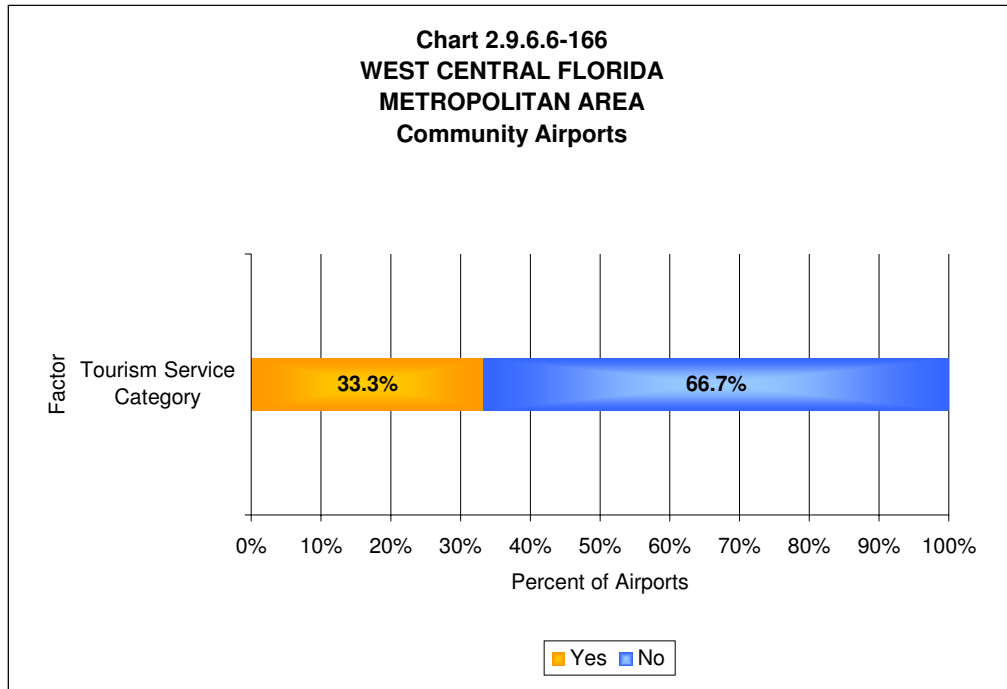
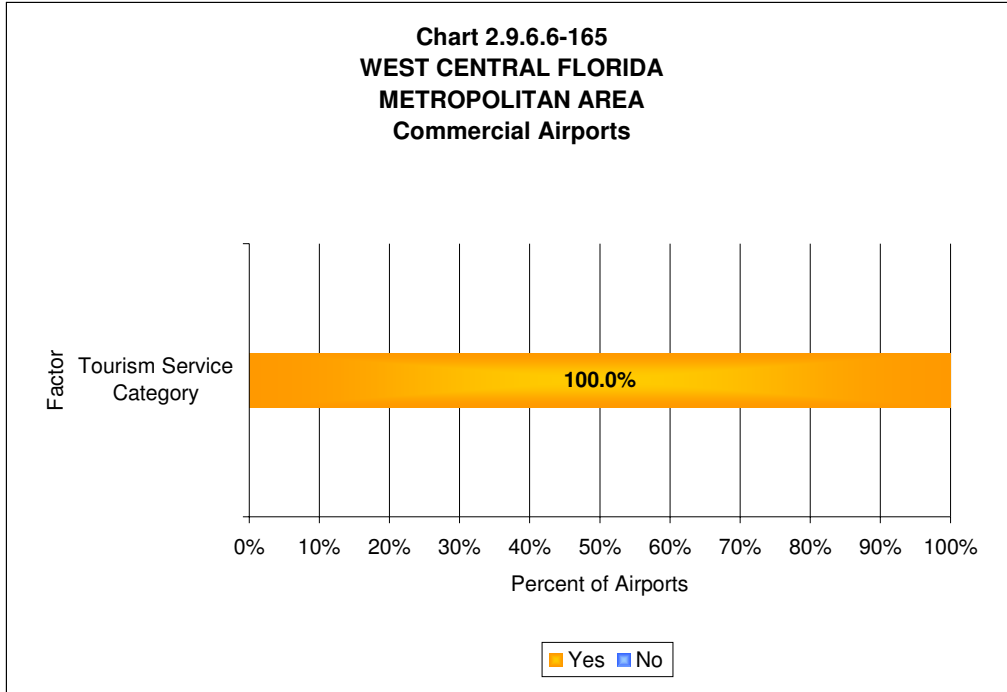


West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-164**, approximately 46 percent of all public airports in the West Central Florida Metropolitan Area are designated by FDOT’s Aviation Infrastructure Assessment Tool in the tourism service category. The remaining 54 percent of all community airports in this region are not designated as facilities that support tourism.



As shown in **Chart 2.9.6.6-165**, the two commercial airports in the West Central Florida Metropolitan Area are designated in the tourism service category. As indicated in **Chart 2.9.6.6-166**, approximately 33 percent of all community airports in this region are designated by FDOT’s Aviation Infrastructure Assessment Tool in the tourism service category. The remaining 67 percent of all community airports in the West Central Florida Metropolitan Area are not designated as facilities that support tourism.

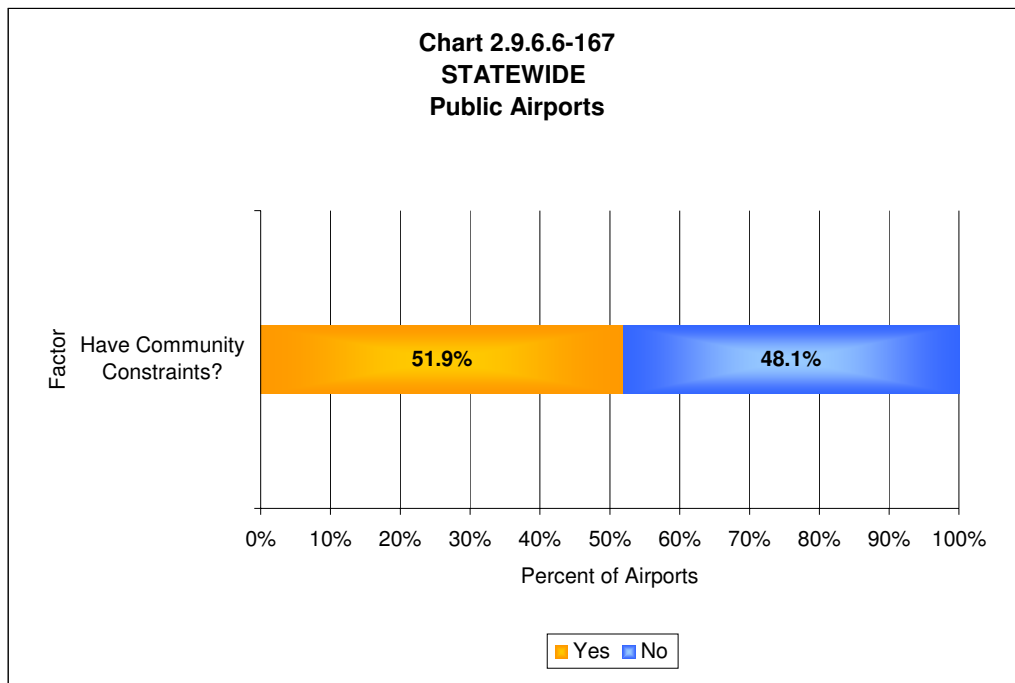


2.4 System Objective: Promote Florida’s assets for the mutual benefit of aviation and community development

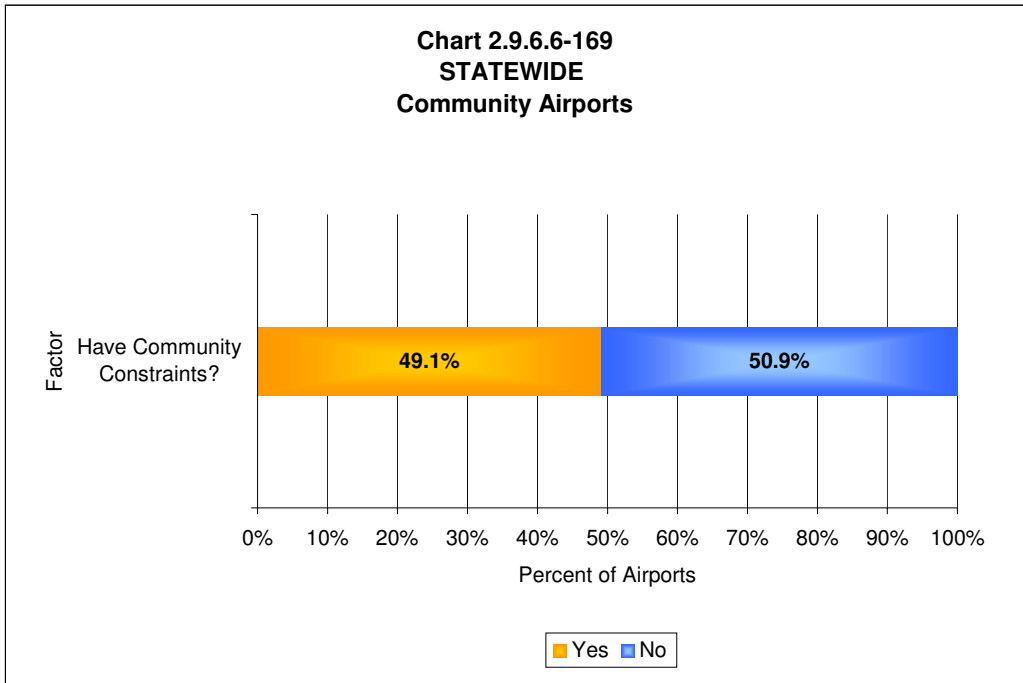
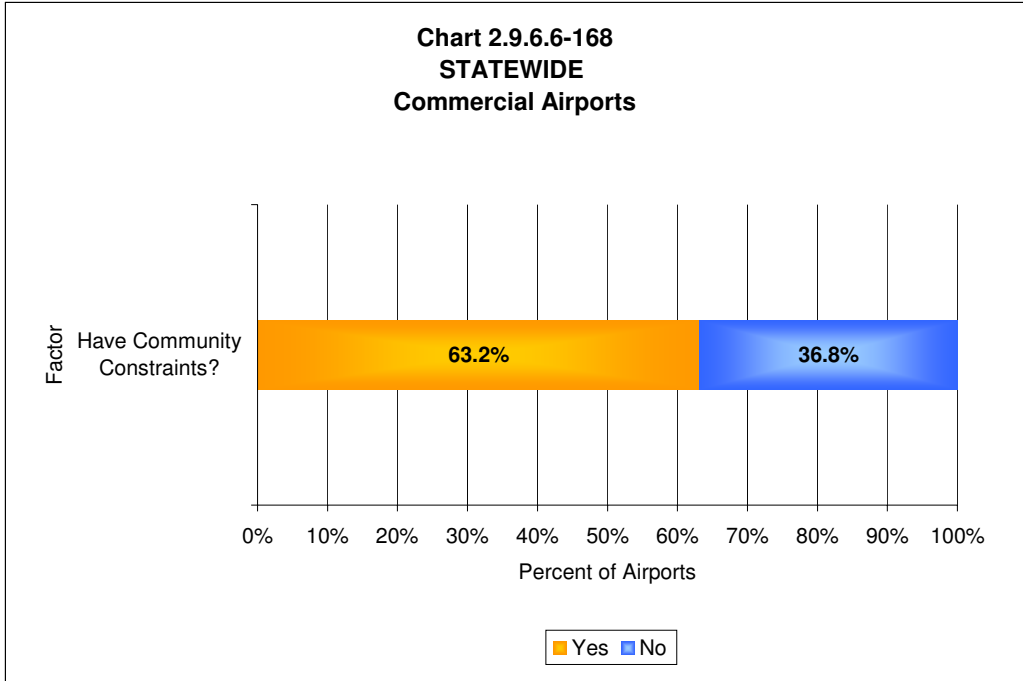
In order to meet this objective, information from each airport was examined to determine whether airports reported they have constraints to development. The system performance in regard to this measure is summarized for all commercial and community airports in the state and by CFASPP region in the following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

Statewide Summary

As indicated in **Chart 2.9.6.6-167**, approximately 52 percent of all public airports in the state report they have community constraints to development. The remaining 48 percent of all public airports in the state report they do not presently have community constraints to development.



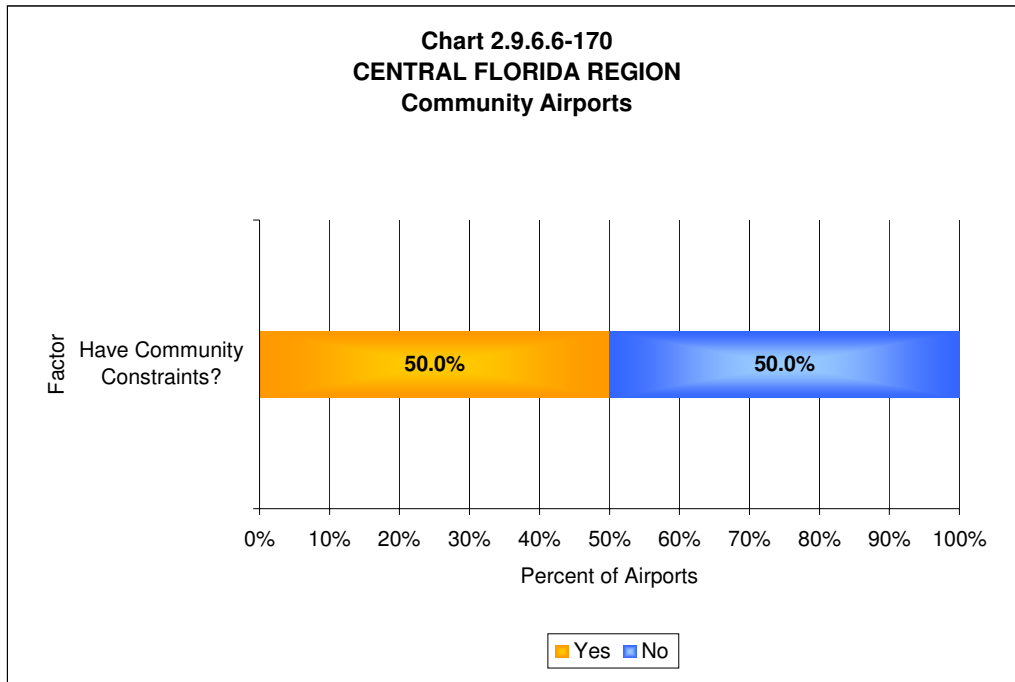
As shown in **Charts 2.9.6.6-168**, approximately 63 percent of all commercial airports in the state report they have community constraints to development. As indicated in **Chart 2.9.6.6-169**, approximately 49 percent of all community airports in the state report they have community constraints to development. The remaining 37 percent of all commercial airports and 51 percent of all community airports in the state report they do not have community constraints to development.



Regional Summaries

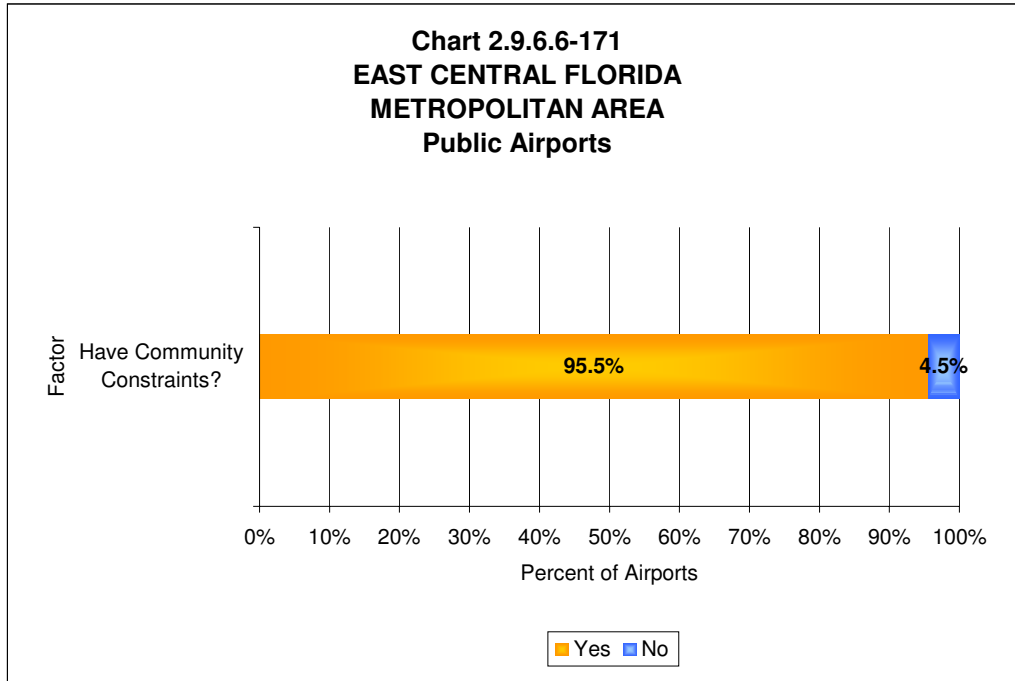
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-170**, approximately 50 percent of all community airports in the Central Florida Region report they have community constraints to development. The remaining 50 percent of all community airports in this region report they do not have community constraints to development.

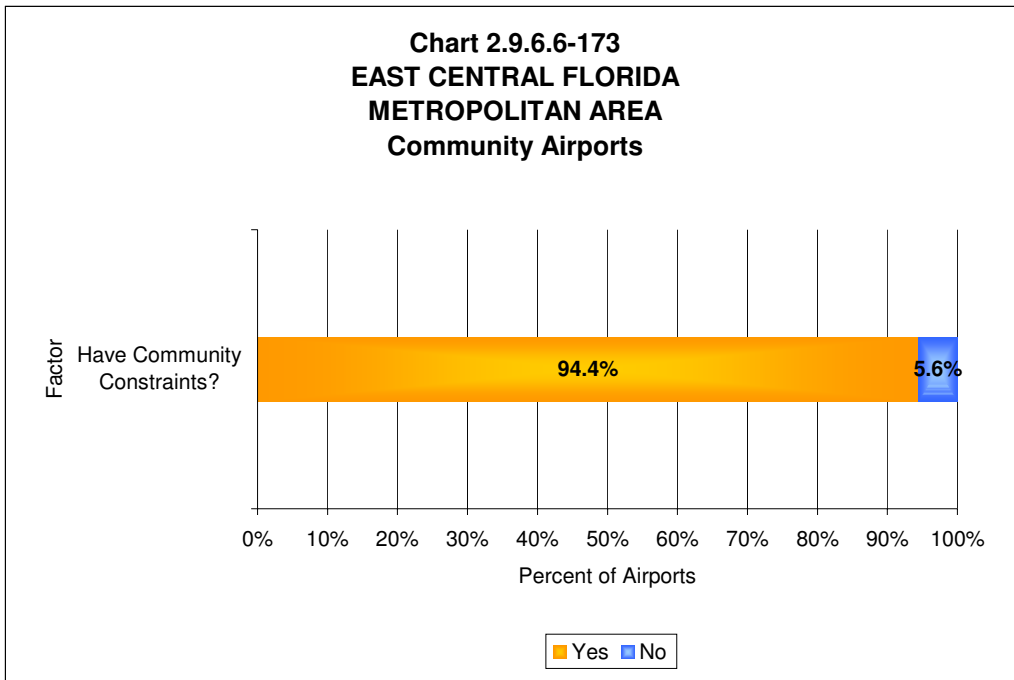
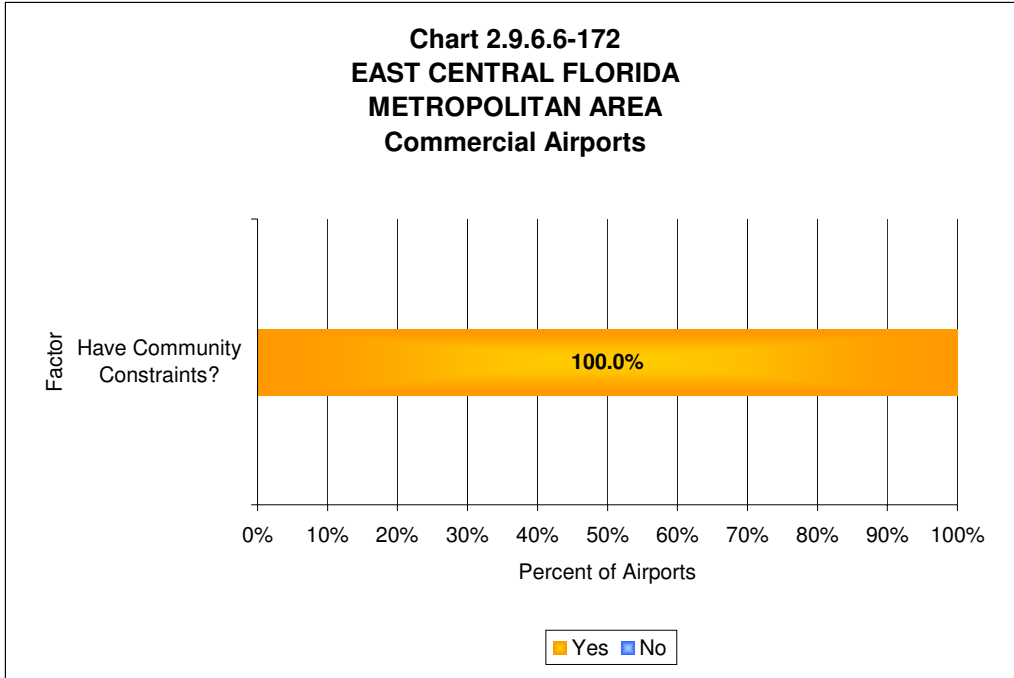


East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-71**, approximately 96 percent of all public airports in the East Central Florida Metropolitan Area report they have community constraints to development. The remaining four percent of all public airports in the East Central Florida Metropolitan Area report they do not have community constraints to development.

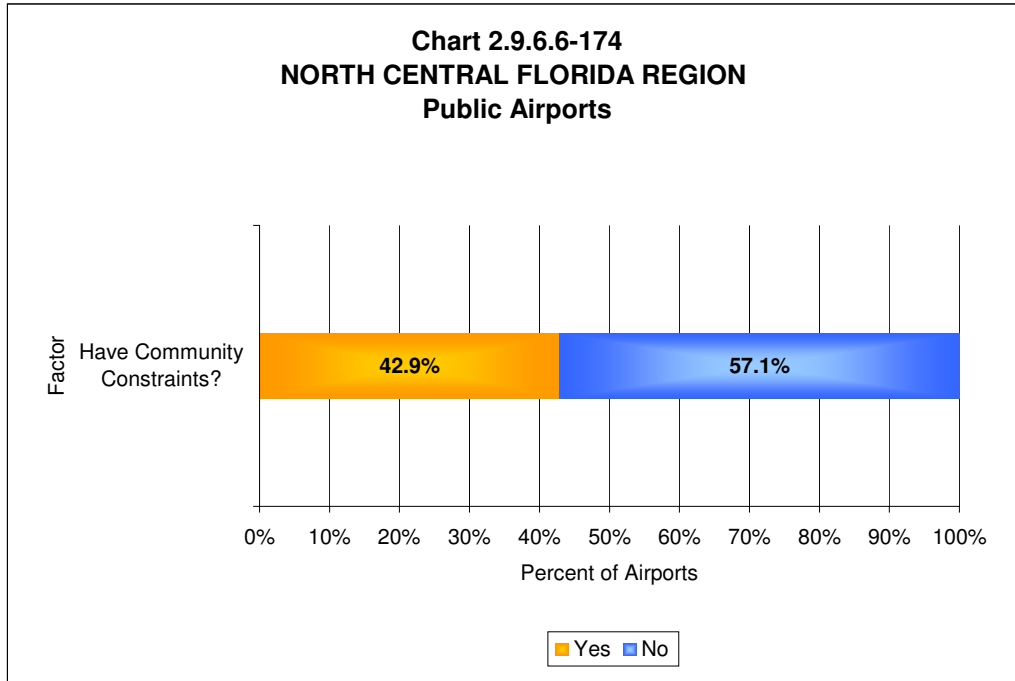


As shown in **Charts 2.9.6.6-172**, all commercial airports in the East Central Florida Metropolitan Area report they have community constraints to development. As indicated in **Chart 2.9.6.6-173**, approximately 94 percent of all community airports in this region report they have community constraints to development. The remaining six percent of all community airports in the East Central Florida Metropolitan Area report they do not have community constraints to development.

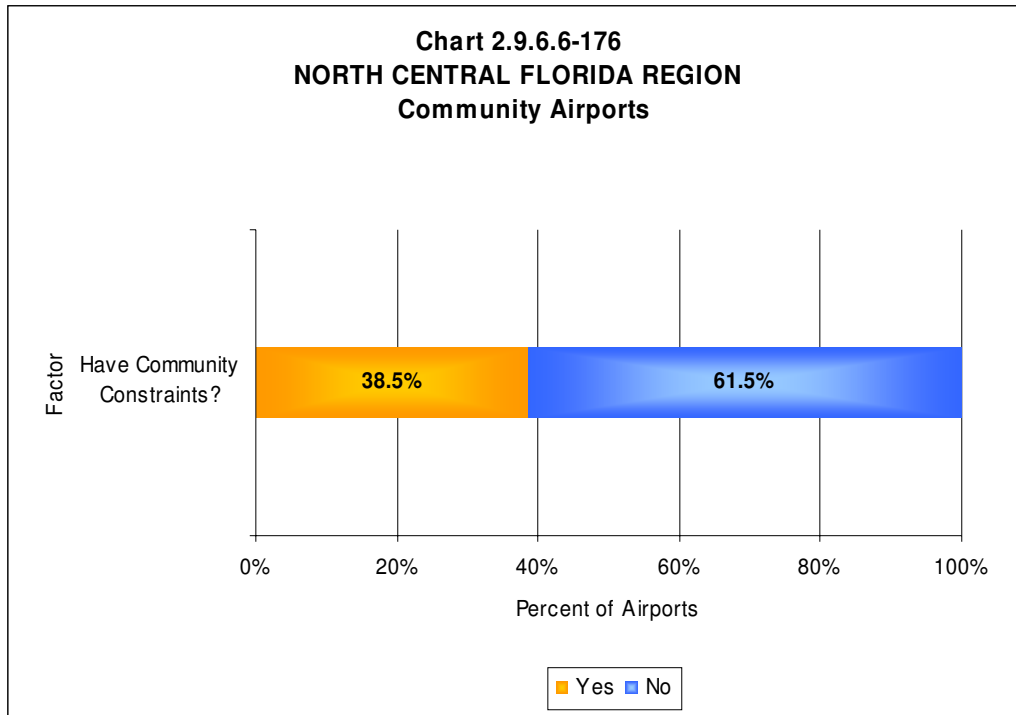
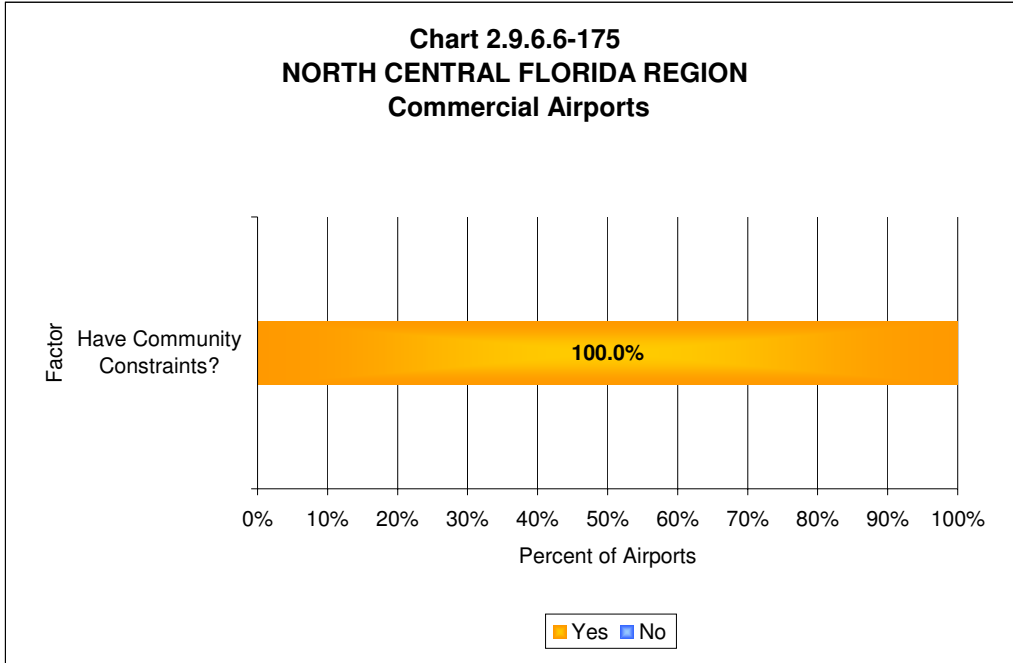


North Central Florida Region

As indicated in **Chart 2.9.6.6-174**, approximately 43 percent of all public airports in the North Central Florida Region report they have community constraints to development. The remaining 57 percent of all public airports in the North Central Florida Region report they do not have community constraints to development.

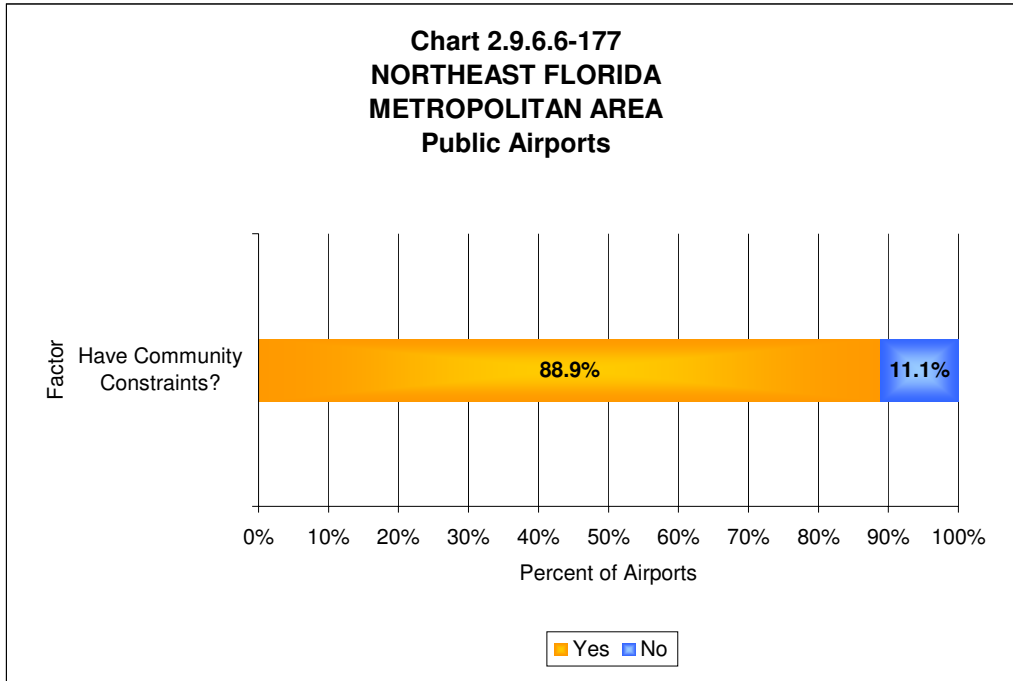


As shown in **Charts 2.9.6.6-175**, the one commercial airport in the North Central Florida Region report that it has community constraints to development. As indicated in **Chart 2.9.6.6-176**, approximately 39 percent of all community airports in this region report they have community constraints to development. The remaining 61 percent of all community airports in the North Central Florida Region report they do not have community constraints to development.

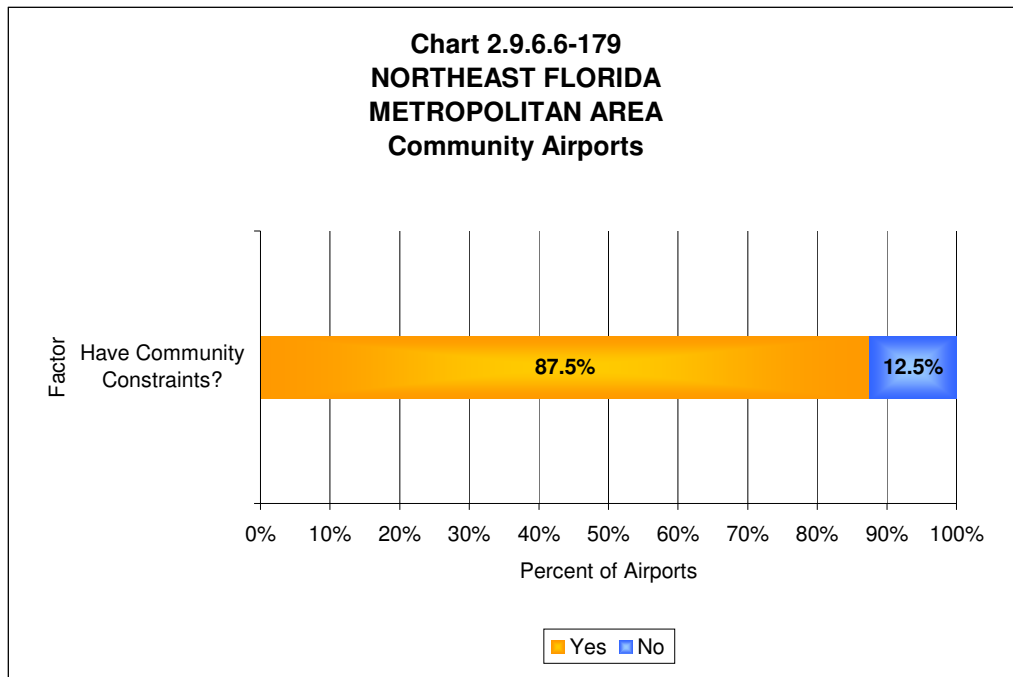
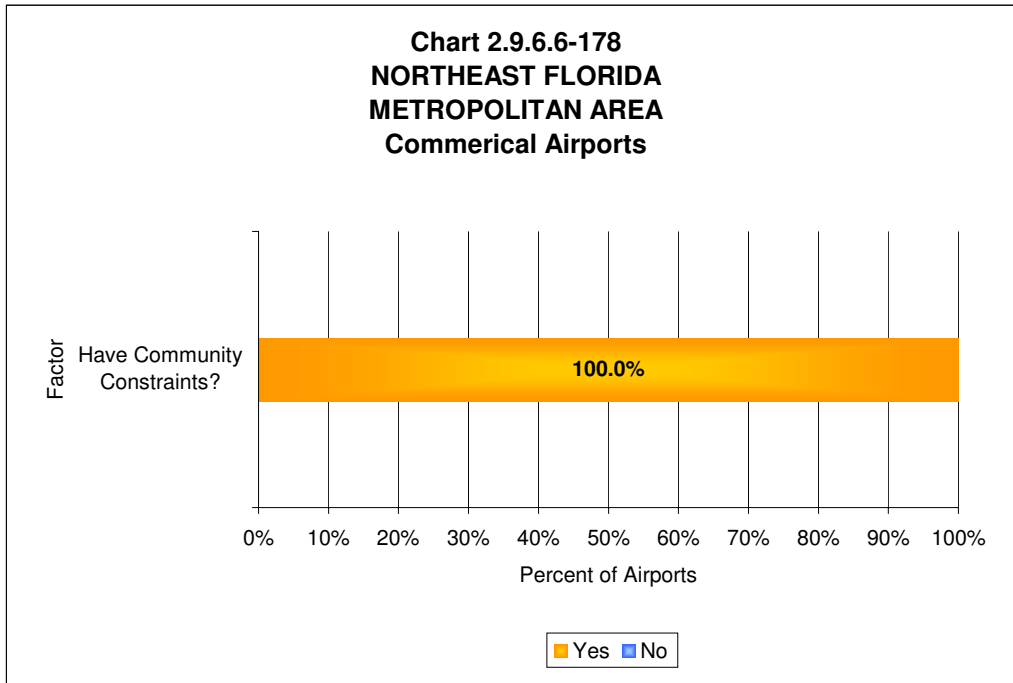


Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-177**, approximately 89 percent of all public airports in the Northeast Florida Metropolitan Area report they have community constraints to development. The remaining 11 percent of all public airports in the Northeast Florida Metropolitan Area report they do not have community constraints to development.

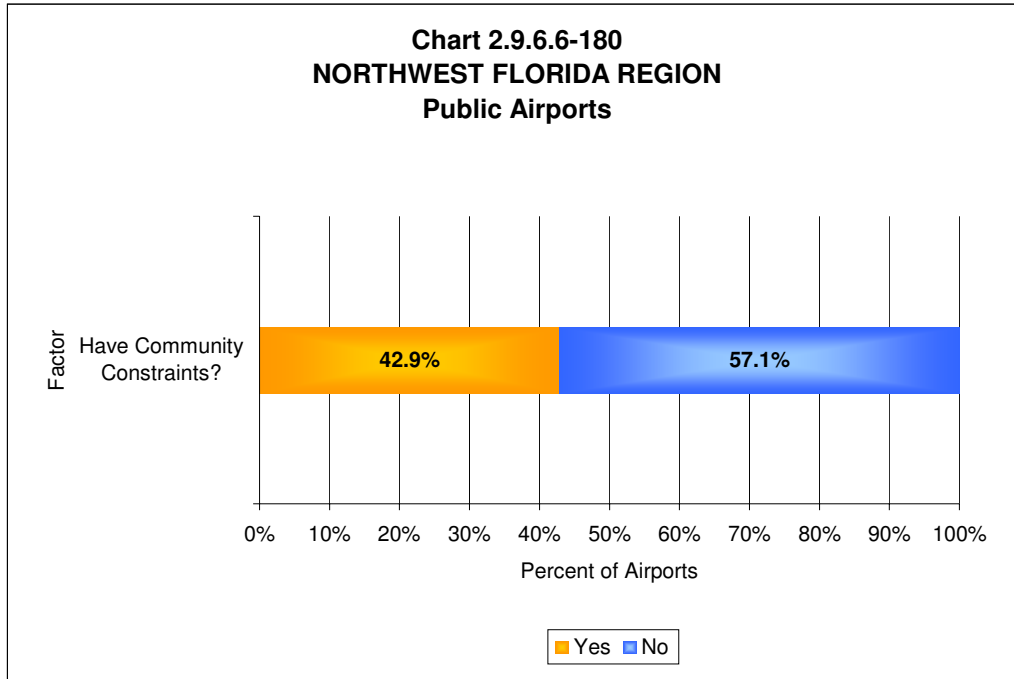


As shown in **Charts 2.9.6.6-178**, the one commercial airport in the Northeast Florida Metropolitan Area reports it has community constraints to development. As indicated in **Chart 2.9.6.6-179**, approximately 88 percent of all community airports in this region report they have community constraints to development. The remaining 12 percent of all community airports in the Northeast Florida Metropolitan Area report they do not have community constraints to development.

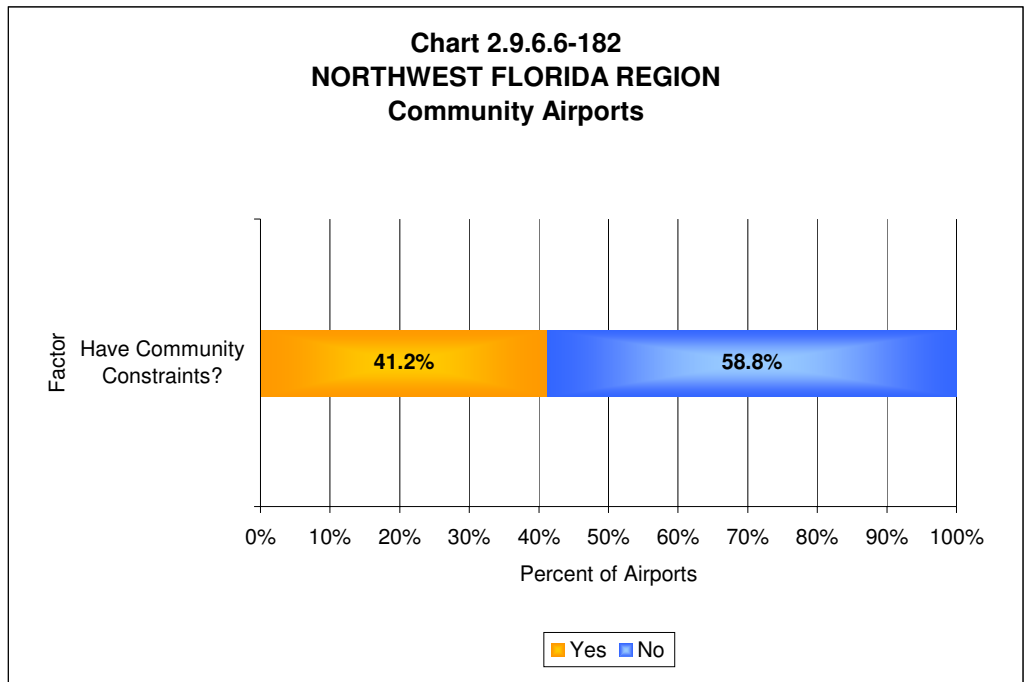
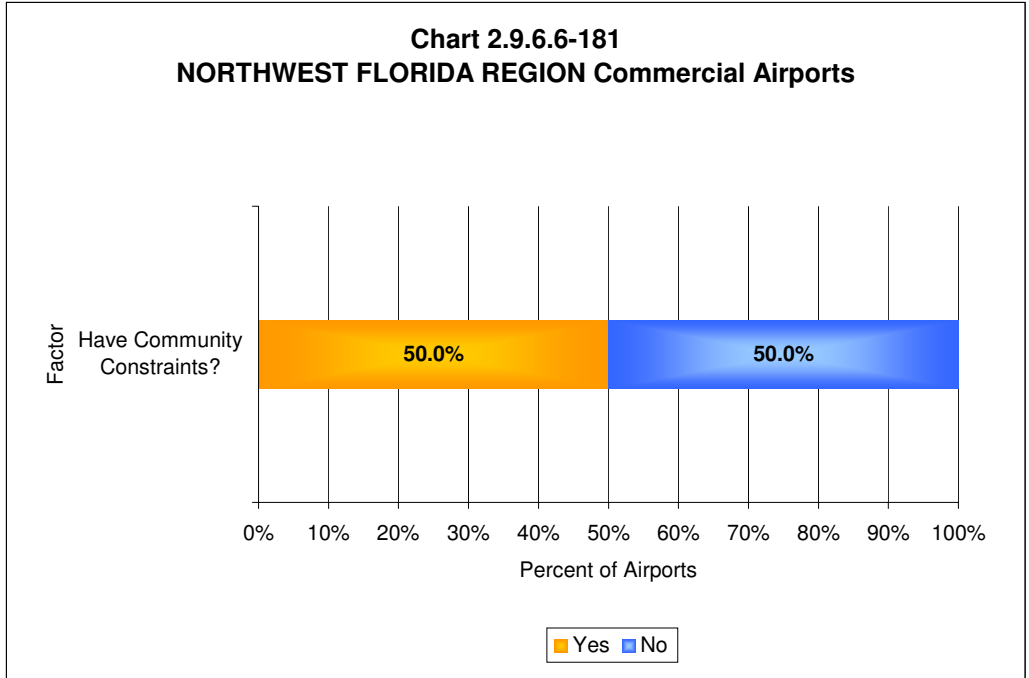


Northwest Florida Region

As indicated in **Chart 2.9.6.6-180**, approximately 43 percent of all public airports in the Northwest Florida Region report they have community constraints to development. The remaining 57 percent of all public airports in the Northwest Florida Region report they do not have community constraints to development.

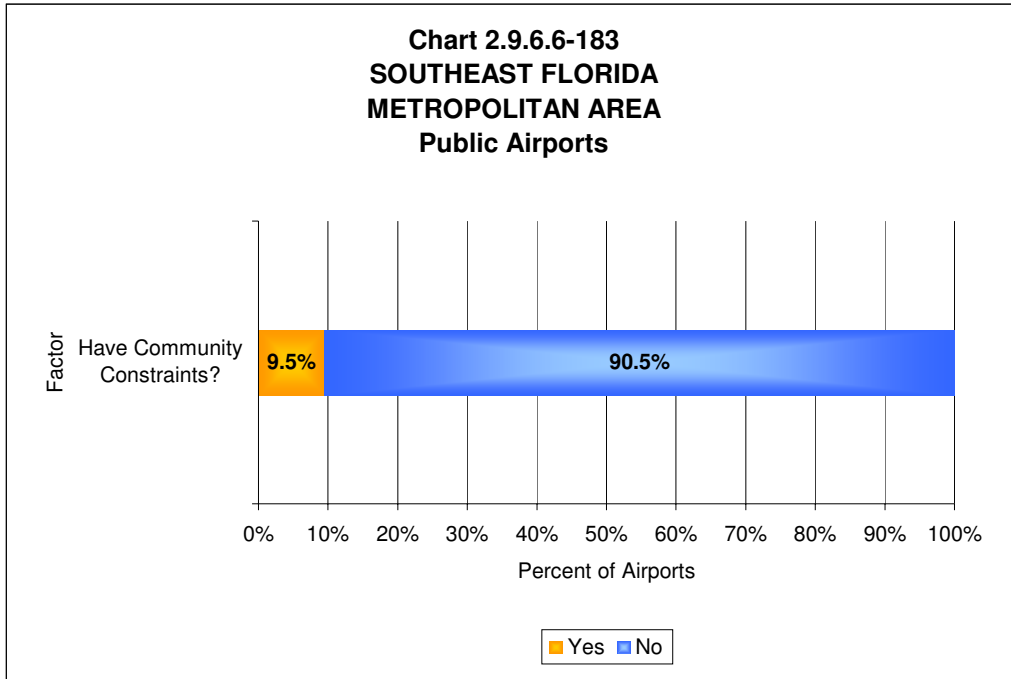


As shown in **Charts 2.9.6.6-181**, approximately 50 percent of all commercial airports in the Northwest Florida Region report they have community constraints to development. As indicated in **Chart 2.9.6.6-182**, approximately 41 percent of all community airports in this region report they have community constraints to development. The remaining 50 percent of all commercial airports and 59 percent of all community airports in the Northwest Florida Region report they do not have community constraints to development.

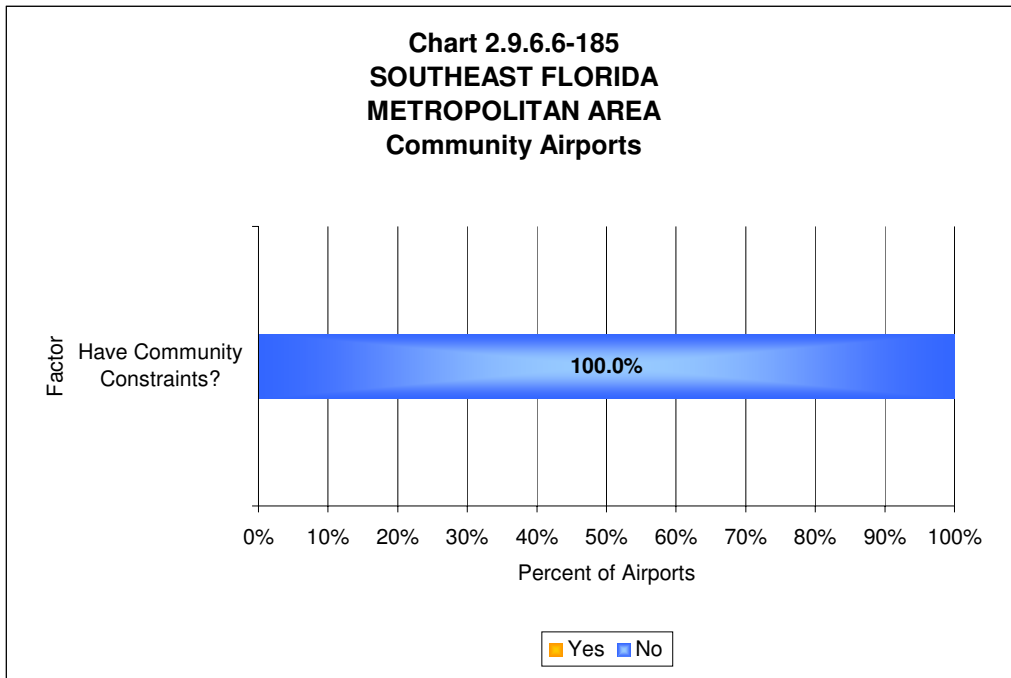
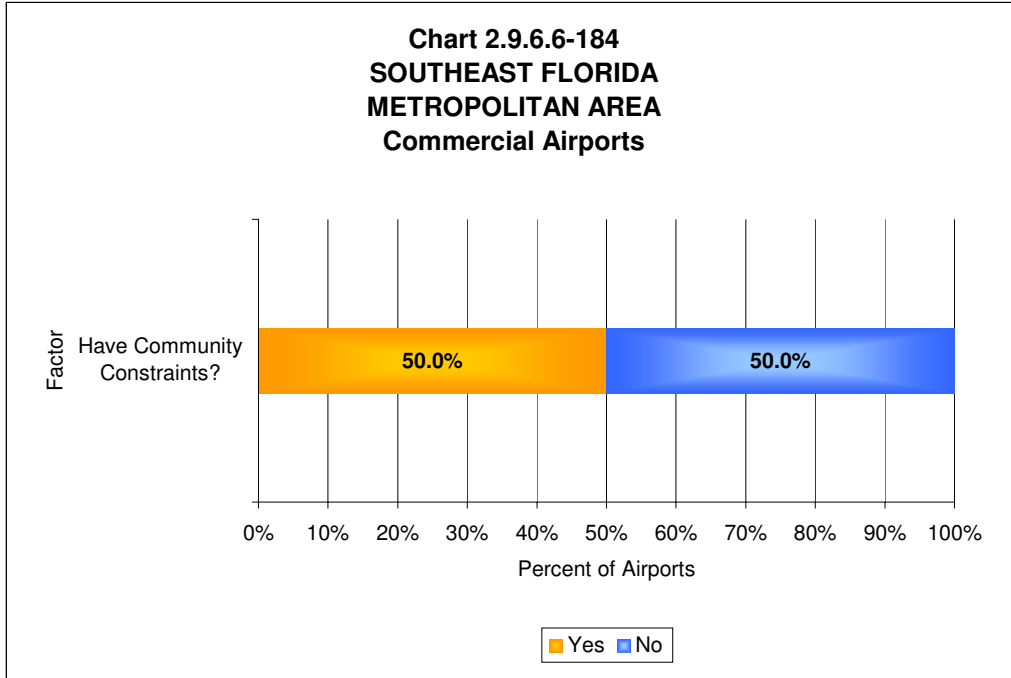


Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-183**, approximately 91 percent of all public airports in the Southeast Florida Metropolitan Area report they do not have community constraints to development. The remaining nine percent of all public airports in the Southeast Florida Metropolitan Area report they have community constraints to development.

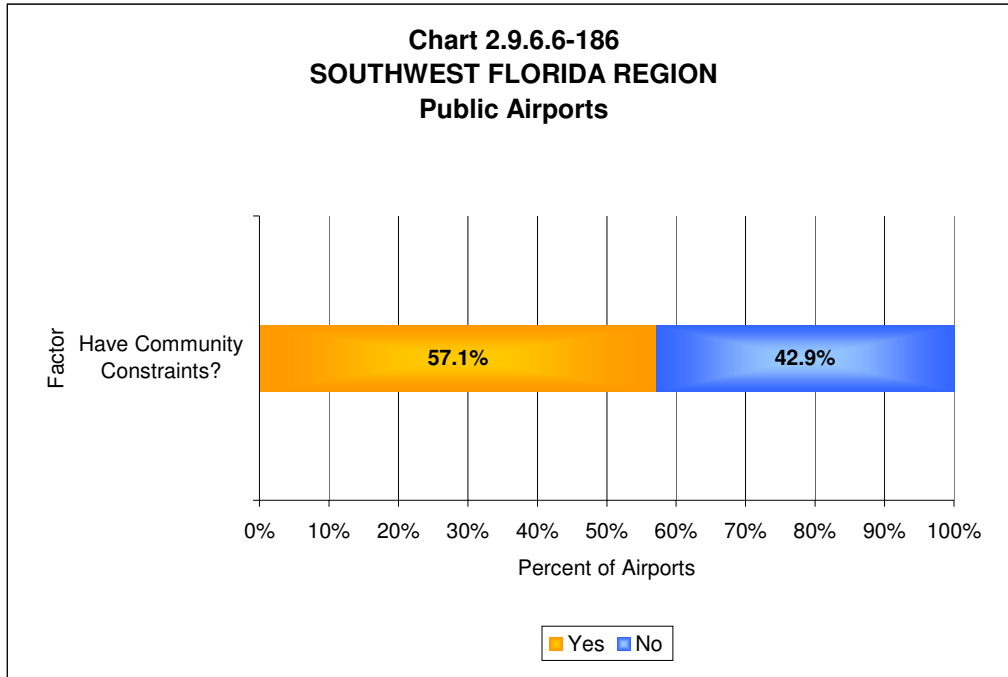


As shown in **Charts 2.9.6.6-184**, approximately 50 percent of all commercial airports in the Southeast Florida Metropolitan Area report they have community constraints to development. As indicated in **Chart 2.9.6.6-185**, all community airports in this region report they do not have community constraints to development.

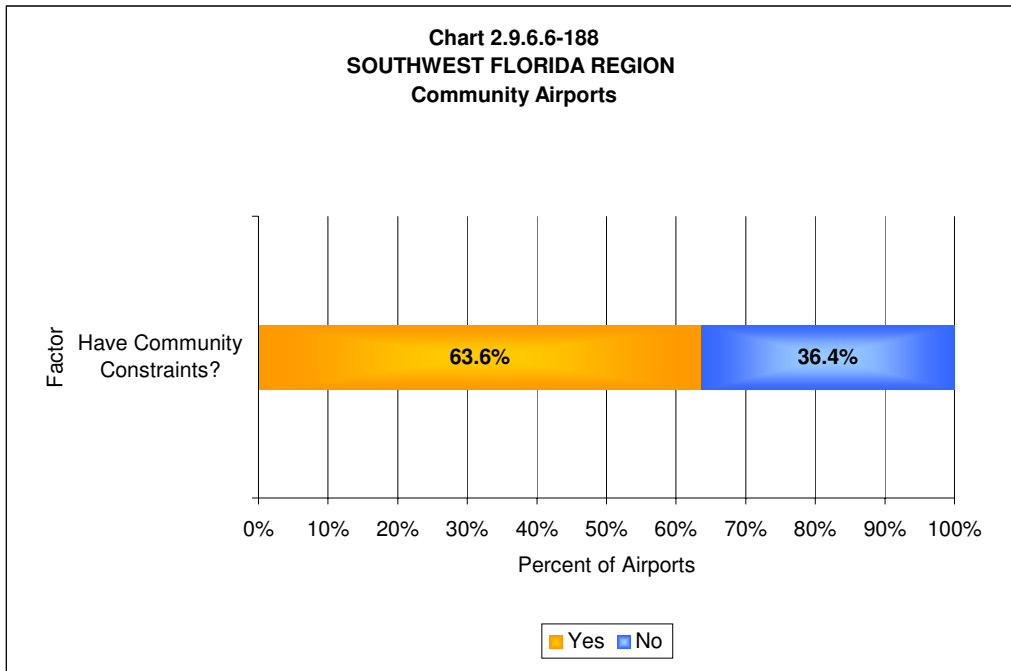
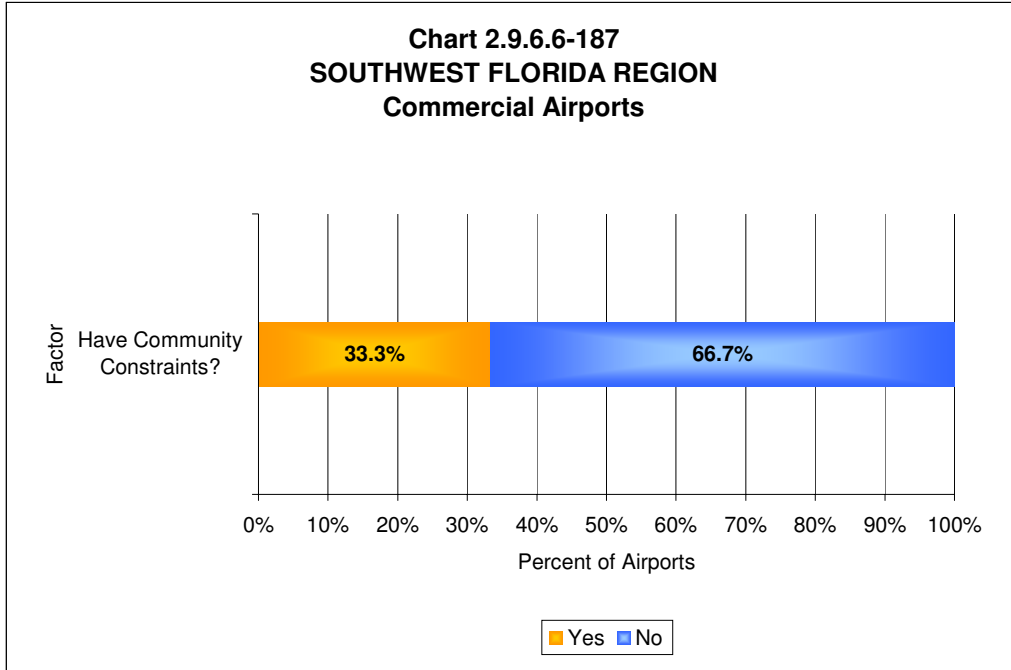


Southwest Florida Region

As indicated in **Chart 2.9.6.6-186**, approximately 57.1 percent of all public airports in the Southwest Florida Region report they have community constraints to development. The remaining 43 percent of all public airports in the Southwest Florida Region report they do not have community constraints to development.

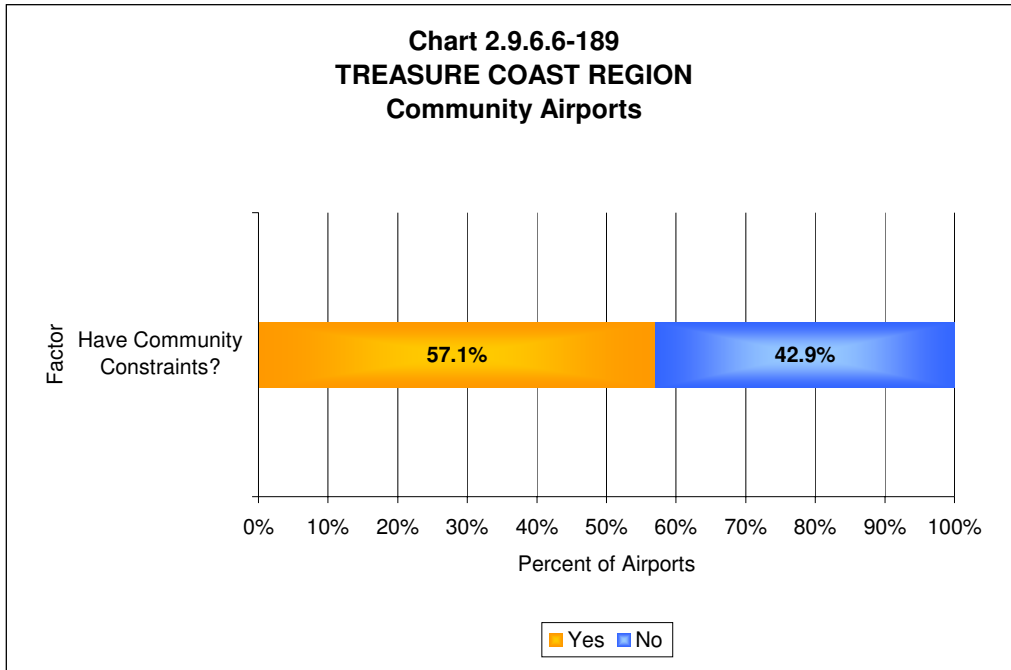


As shown in **Charts 2.9.6.6-187**, approximately 33 percent of all commercial airports in the Southwest Florida Region report they have community constraints to development. As indicated in **Chart 2.9.6.6-188**, approximately 64 percent of all community airports in this region report they have community constraints to development. The remaining 67 percent of all commercial airports and 36 percent of all community airports in the Southwest Florida Region report they do not have community constraints to development.



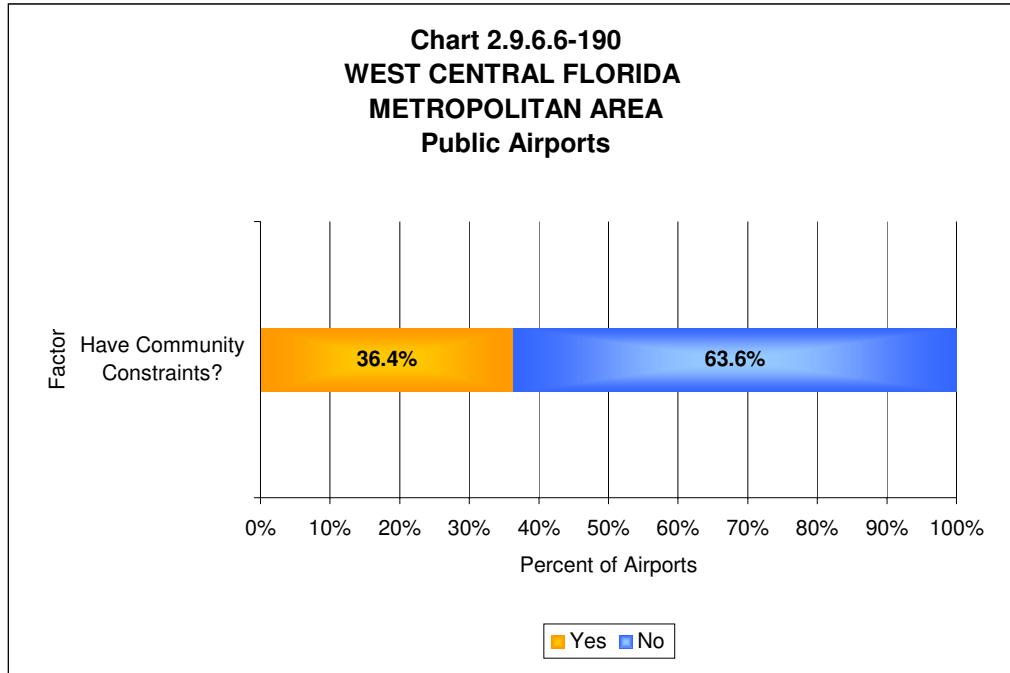
Treasure Coast Region

There are seven public airports located in the Treasure Coast Region, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-189**, approximately 57 percent of all community airports in the Treasure Coast Region report they have community constraints to development. The remaining 43 percent of all community airports in the Treasure Coast Region report they do not have community constraints to development.

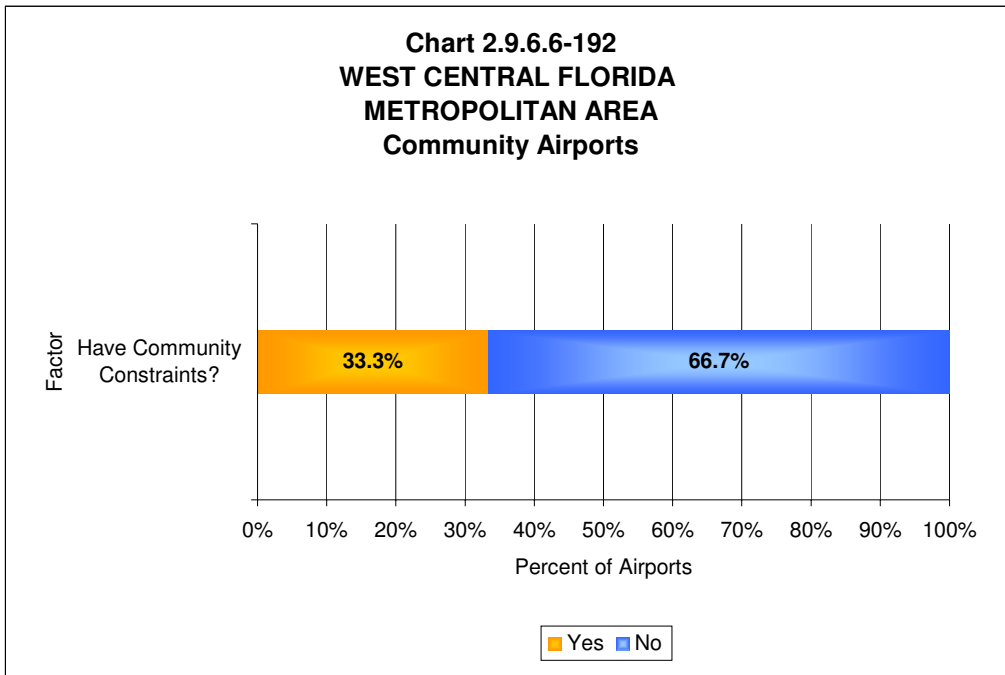
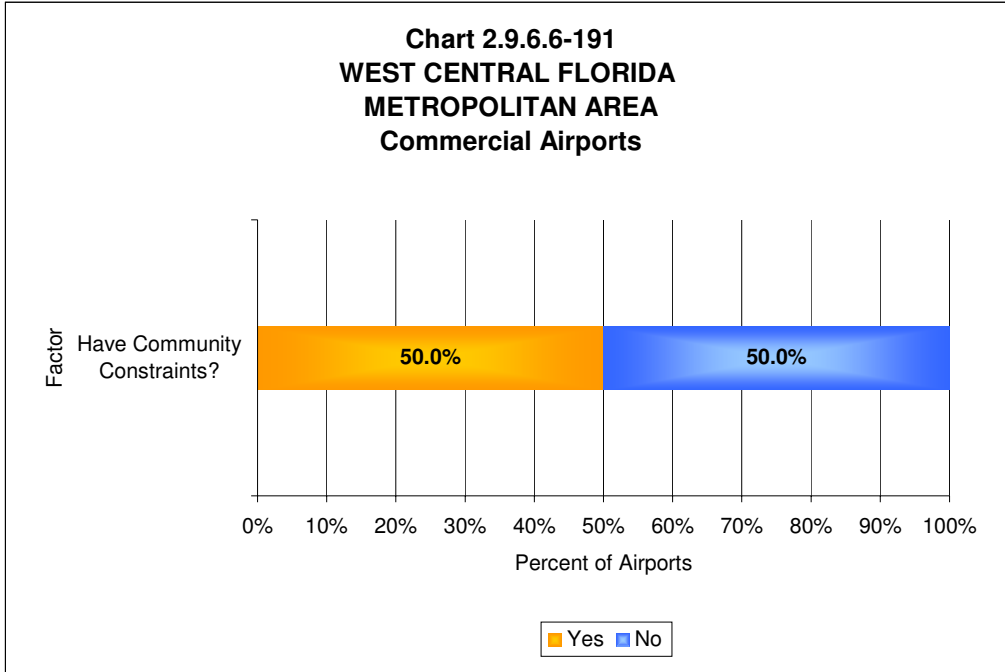


West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-190**, approximately 36 percent of all public airports in the West Central Florida Metropolitan Area report they have community constraints to development. The remaining 64 percent of all public airports in the West Central Florida Metropolitan Area report they do not have community constraints to development.



As shown in **Charts 2.9.6.6-191**, approximately 50 percent of all commercial airports in the West Central Florida Metropolitan Area report they have community constraints to development. As indicated in **Chart 2.9.6.6-192**, approximately 33 percent of all community airports in this region report they have community constraints to development. The remaining 50 percent of all commercial airports and 67 percent of all community airports in the West Central Florida Metropolitan Area report they do not have community constraints to development.



2.5 System Objective: Through the FASP, encourage a well-planned distribution of airport roles throughout the State

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 they have a primary runway of at least 5000 feet in length, and whether the airport reports precision approach capabilities. The examination also included the consideration of whether the airport reports an associated business park.

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.

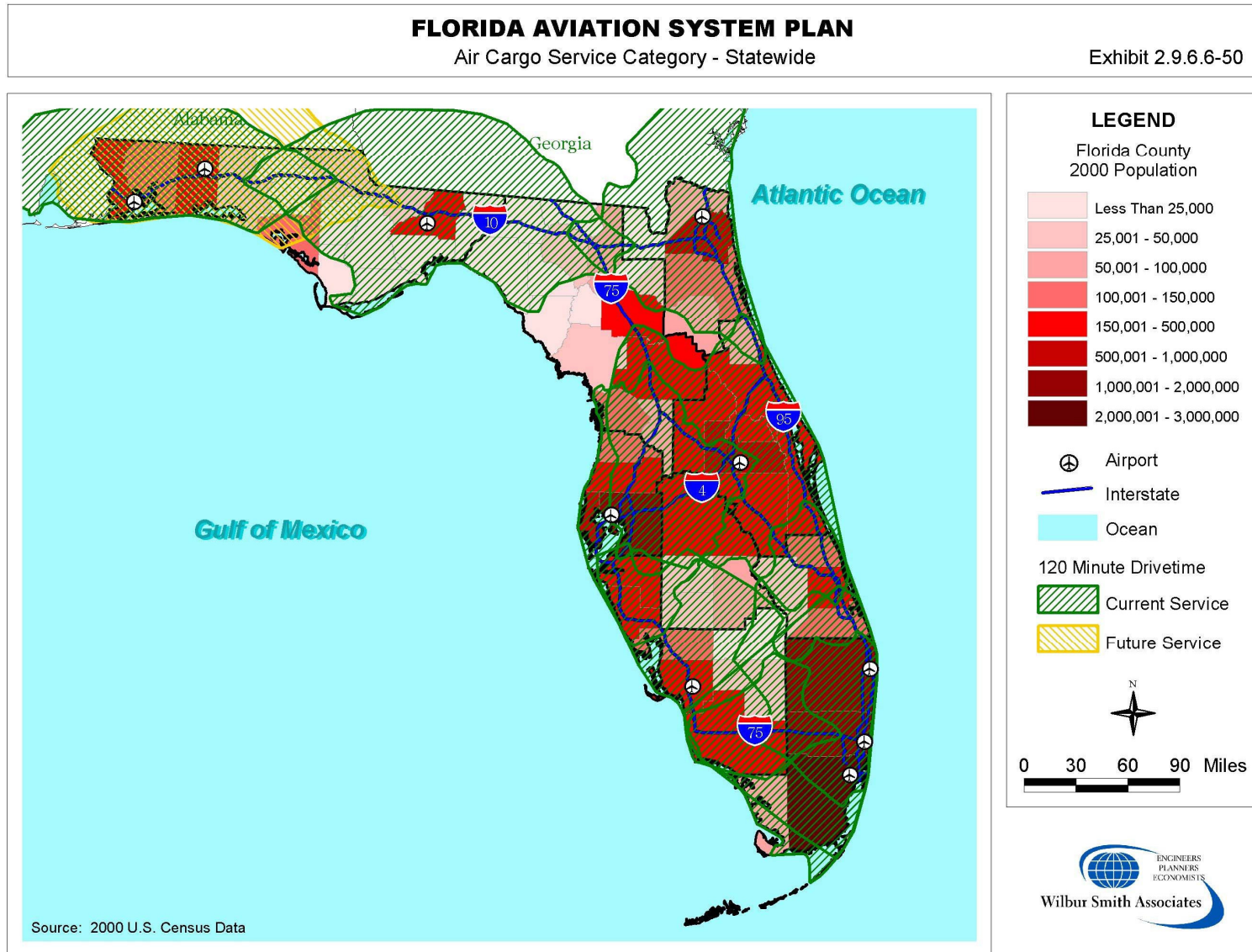
Objective 2.2 discussed the distribution of airports by service category for each of the CFAPP regions. As part of this objective, a brief discussion of factors such as population, employment and capacity are introduced in relationship to the distribution of airports in each region by service category. This information can be used by FDOT Districts and the CFASPP committees to determine what actions may be appropriate for areas, regions, and airports throughout Florida in order for the Florida airport system to be responsive to this objective.

Statewide and Regional Summaries

Florida is one of the fastest growing states; Florida gains 1,000 new residents each day. Demand for air travel and airport infrastructure is growing. This section of this report provides an overview of the existing distribution of airports by service category. For the Air Cargo, Tourism Commercial, and Intercontinental Service categories, a two hour drive time service area was used. For all other service categories included in FDOT's Aviation Infrastructure Investment Tool, 30 minute drive times were used. Results are discussed in the following sections. Information provided in each section helps the reader to understand Florida's development patterns in relationship to airports that are identified for each Service Category, according to output from FDOT's Aviation Infrastructure Investment Tool.

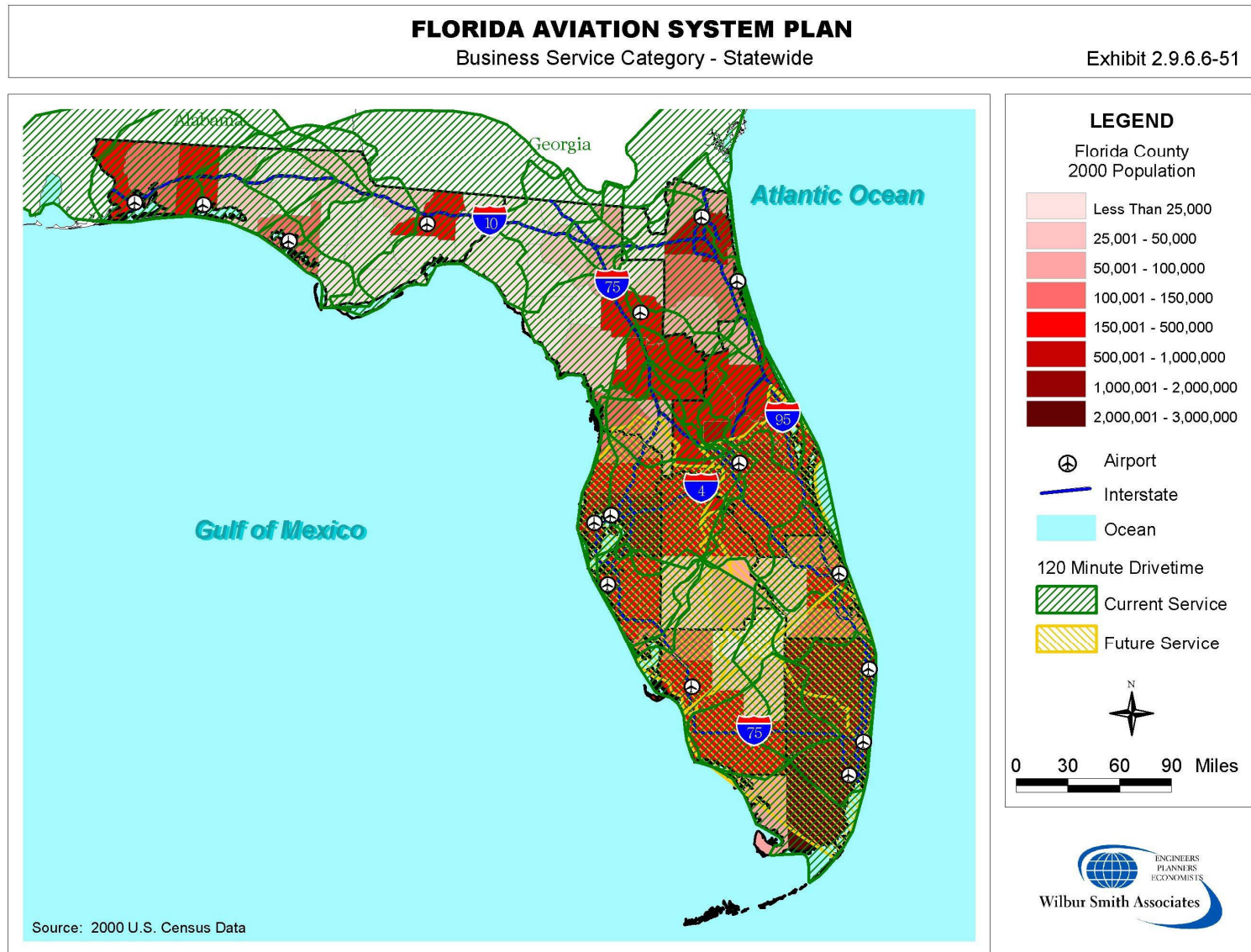
Air Cargo Service Category

As shown in **Exhibit 2.9.6.6-50**, when two hour drive time service areas are considered for airports that currently have an Air Cargo Service Category designation (as per output from FDOT's Aviation Infrastructure Investment Tool), most of Florida, with the exception of a few counties in the North Central Region and the Northwest Florida Region, are covered. As reflected on this exhibit, the only additional Air Cargo coverage from a future designation in the Air Cargo category (as per the Infrastructure Investment Tool) may come in the Northwest Florida Region. As shown on Exhibit 2.9.6.6-50, there are some highly developed counties in the North Central Florida Region that are not and that will not be within 2 hours of an Air Cargo Service Category facility.



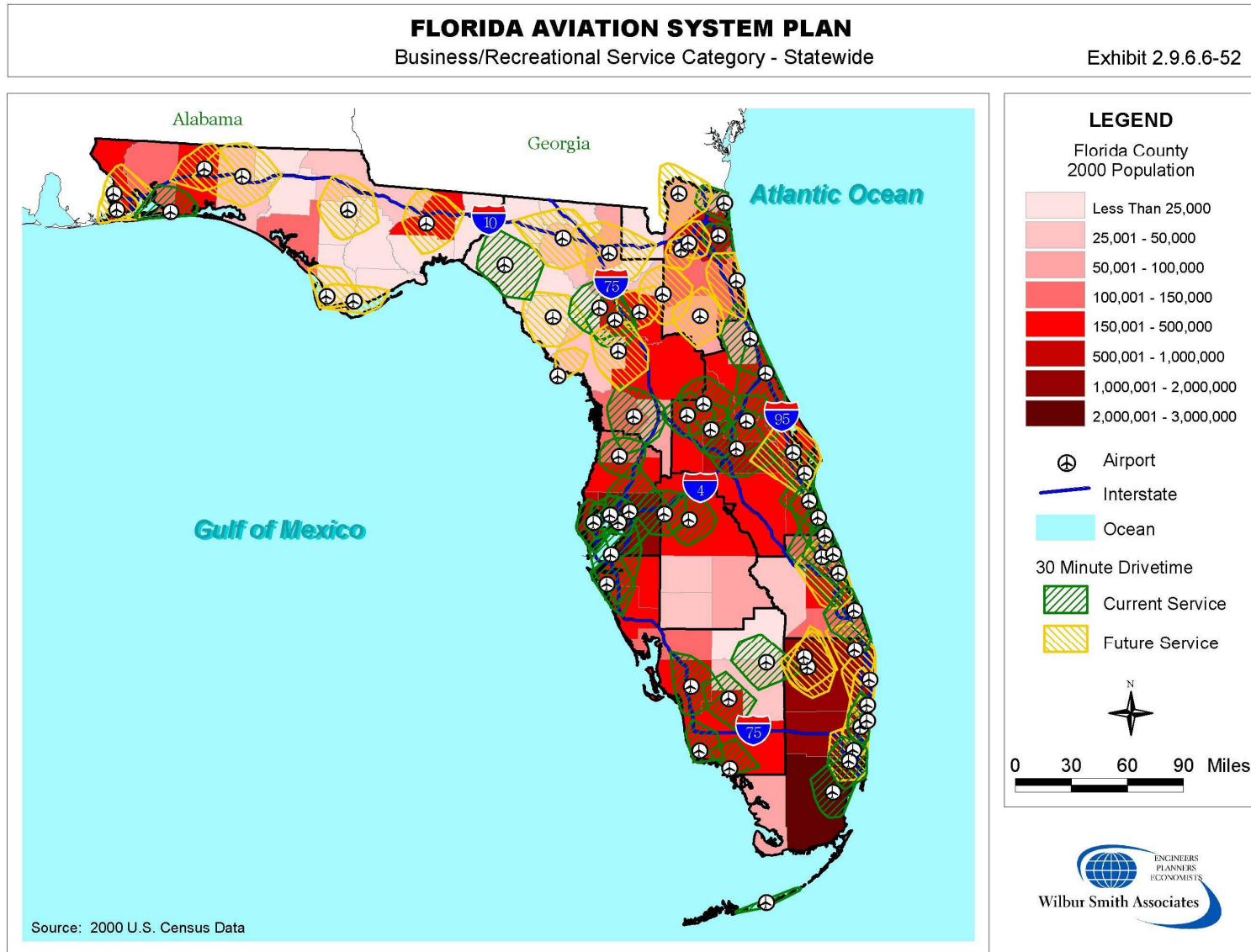
Business Service Category

For the most part, only commercial airports have been included in this service category based on analysis completed in conjunction with the Infrastructure Investment Tool. As shown in **Exhibit 2.9.6.6-51**, when a two hour service area is considered for airports that are currently in or that may be in the Business Service Category (according to results from the Aviation Infrastructure Investment Tool) in the future, almost all areas of the state are covered. The exception to this coverage is a portion of Monroe County in the Southeast Florida Metropolitan Area.



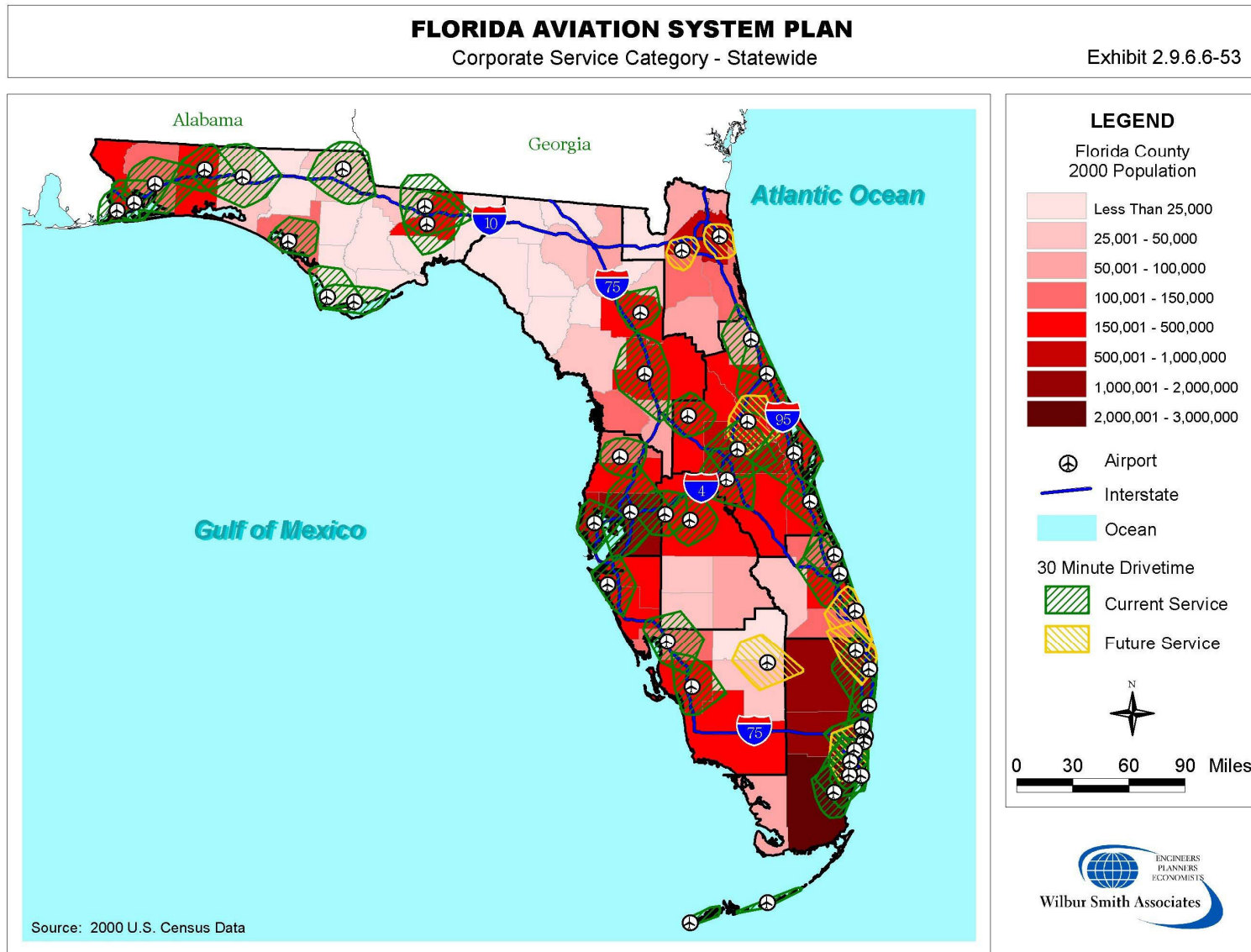
Business/Recreational Service Category

For this service category, 30 minute drive times were considered. When only airports that are currently in the Business Recreation Service Category are considered, as shown in **Exhibit 2.9.6.6-52**, there are many densely developed areas in Florida that are beyond 30 minutes of an airport in the Business/Recreational Category. For this analysis, airports were assigned to the Business/Recreational service category based solely on output from FDOT's Aviation Infrastructure Investment Tool. Exhibit 2.9.6.6-52 also shows that there are a number of additional airports identified for this service category. The majority of these additional Business/Recreational airports are in the Northwest Florida Region, the North Central Florida Region, the Northeast Florida Metropolitan Area, and the Southeast Florida Metropolitan Area. Even with future airports in this service category, as shown on Exhibit 2.9.6.6-52, there will be highly developed areas of the state that are beyond a 30-minute drive time of a current and/or future Business/Recreational airport.



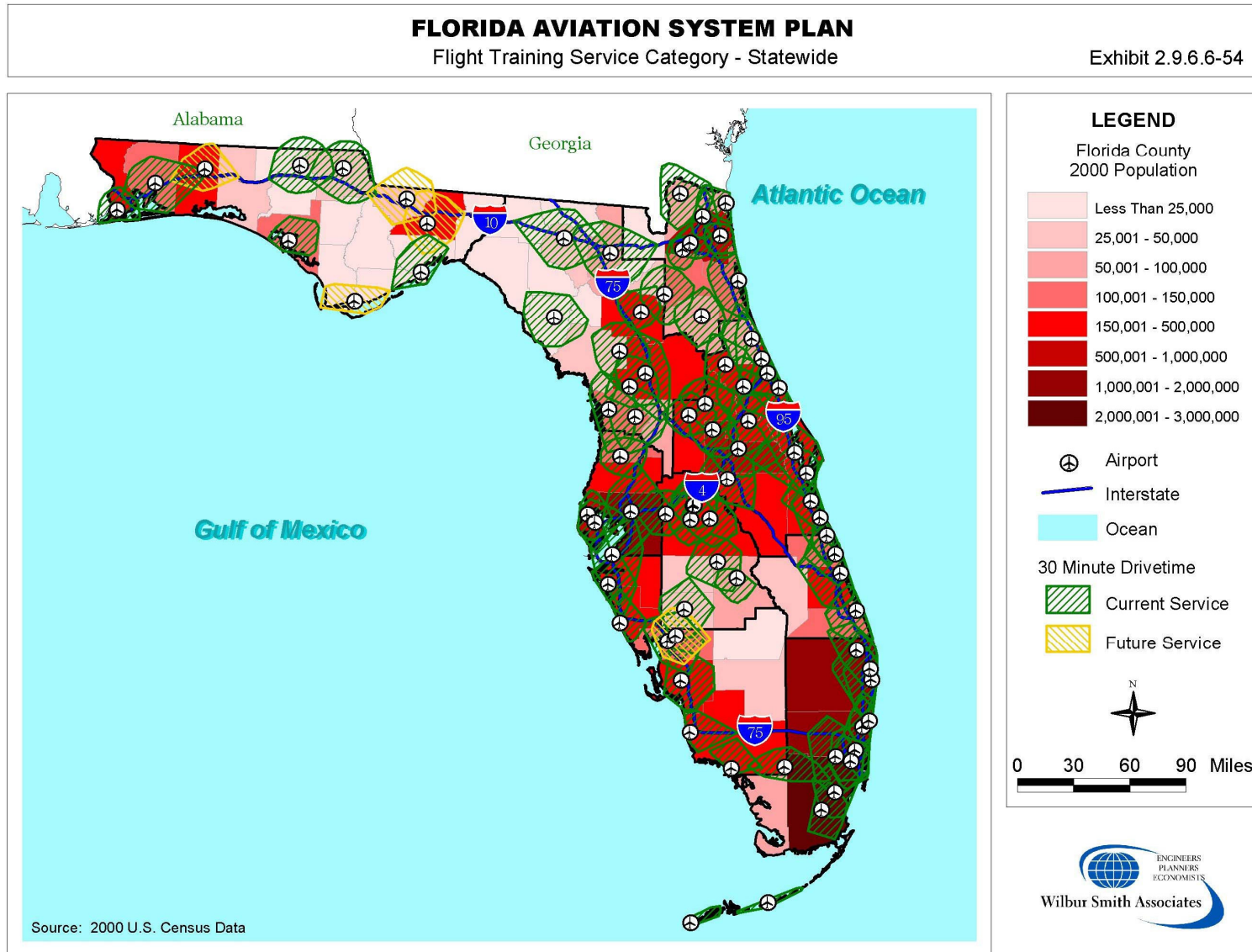
Corporate Service Category

Using FDOT's Aviation Infrastructure Investment Tool, some airports were assigned to the corporate service category. For this analysis, a corporate designation was based solely on the results from the Investment Tool. As shown in **Exhibit 2.9.6.6-53**, future additions to this service category will help to provide additional coverage to highly developed areas in the Northeast Florida Metropolitan Area. Even with additional airports being added to this service category in the future, as can be seen from Exhibit 2.9.6.6-53, some of Florida's more highly developed counties will continue to be beyond a 30-minute drive time from one or more of the airports in the Corporate Service Category.



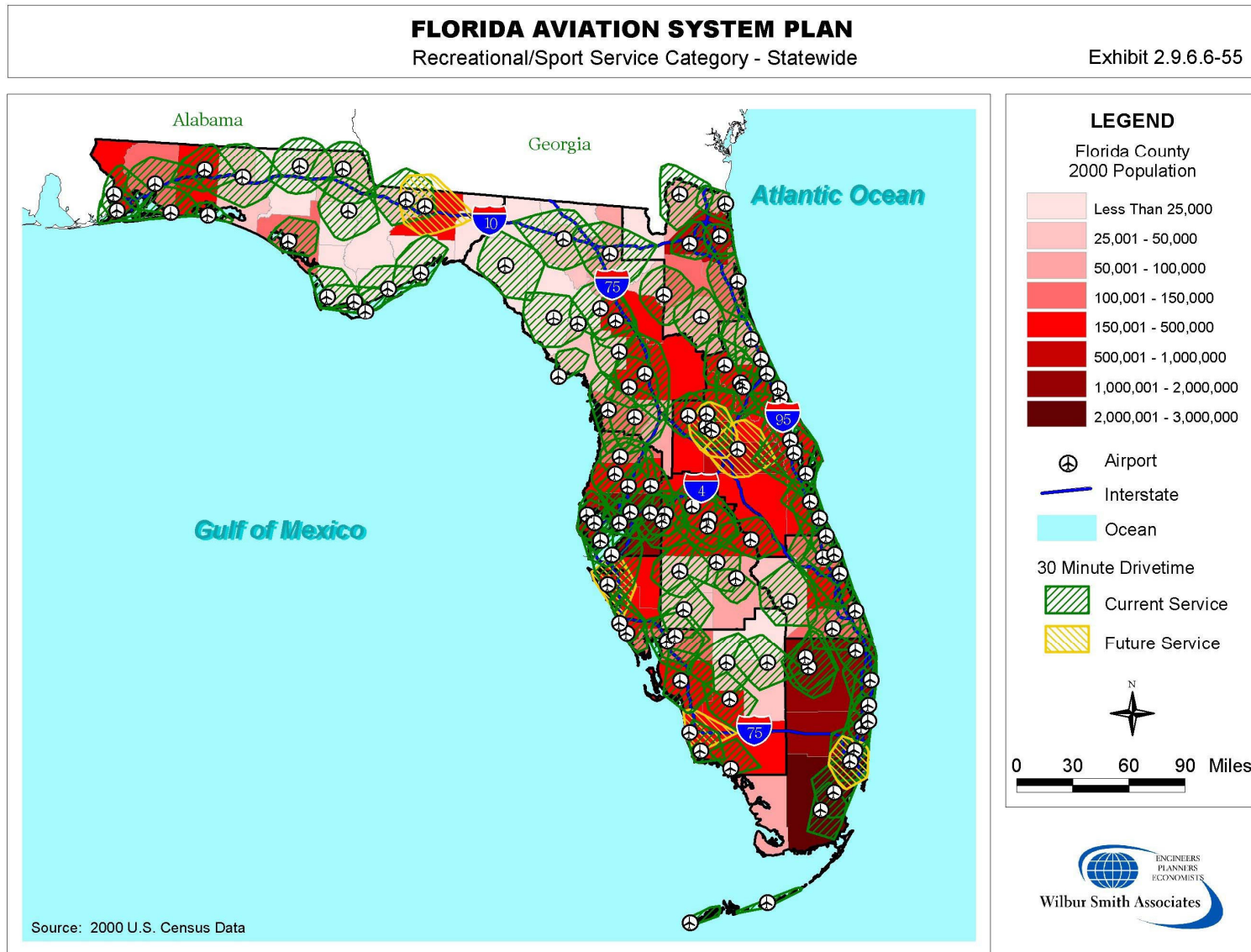
Flight Training Service Category

As shown in **Exhibit 2.9.6.6-54**, most of the airports in the Florida system are now designated in the Flight Training Service Category. Relatively few additional airports have been identified as being added to this service category in the future. For this analysis, both current and future service categories were developed using FDOT's Aviation Infrastructure Investment Tool. The majority of the future Flight Training airports have been identified in the Northwest Florida Region. It is worth noting that other sections of this analysis have concluded that up to 60 percent of the airports in the Flight Training Service Category could experience shortfalls in operational capacity over the FASP forecast period. This shortfall indicates that additional airports in the Flight Training Service Category or capacity enhancing projects at Flight Training airports may be desirable.



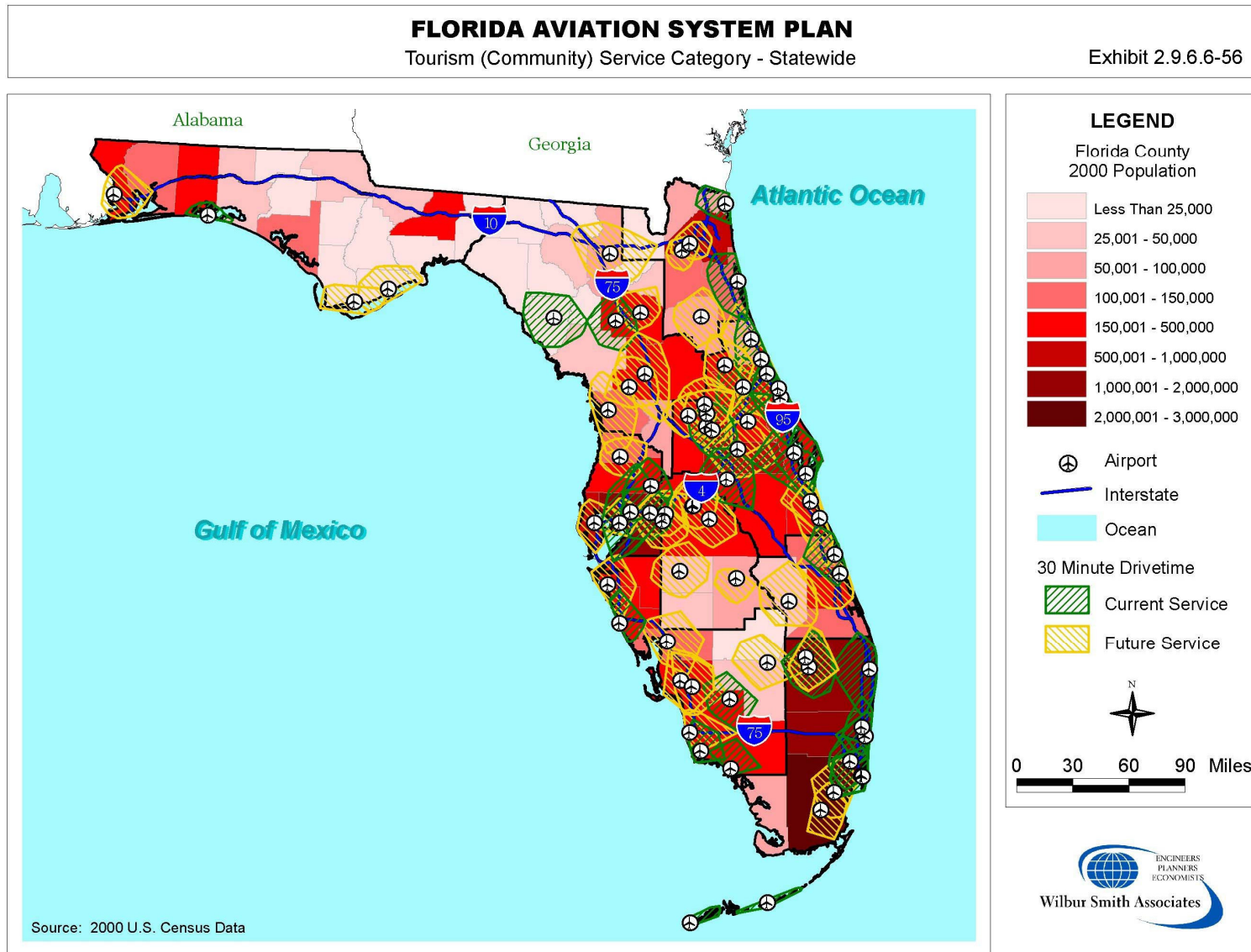
Recreational/Sport Service Category

As shown in **Exhibit 2.9.6.6-55**, almost all Florida airports are or will be included in this service category. FDOT's Aviation Infrastructure Investment Tool was used to establish which airports are or should be included in this service category. Most of Florida's destinations and attractions are within a 30-minute drive time of one or more airports in this service category.



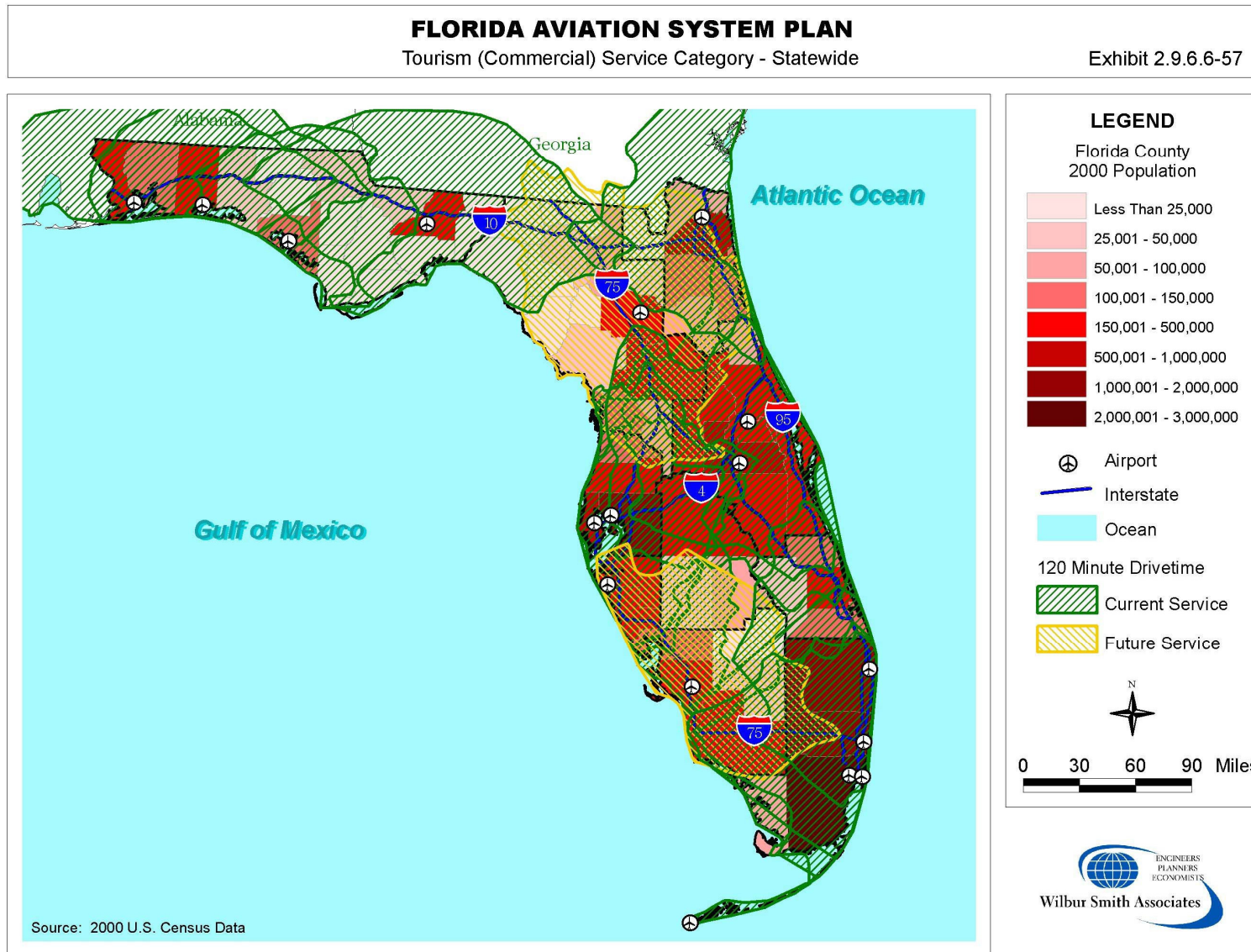
Tourism Community Service Category

As shown in **Exhibit 2.9.6.6-56**, there are many additional airports identified for inclusion in the community airport Tourism Service Category. Current and future service category designations were developed using FDOT's Aviation Infrastructure Investment Tool. Currently, many areas of the state are beyond a 30-minute drive time of an airport that is included in the community airport Tourism Service Category. In the future, if airports are added to this service category, as reflected in Exhibit 2.9.6.6-56, most of the state's attractions will be within a 30-minute drive time of one or more airports in this service category. As reflected on Exhibit 2.9.6.6-56, the exception will be the Northwest Florida Region and the North Central Florida Region where many areas will continue to be beyond 30-minutes of an airport with a community airport Tourism designation.



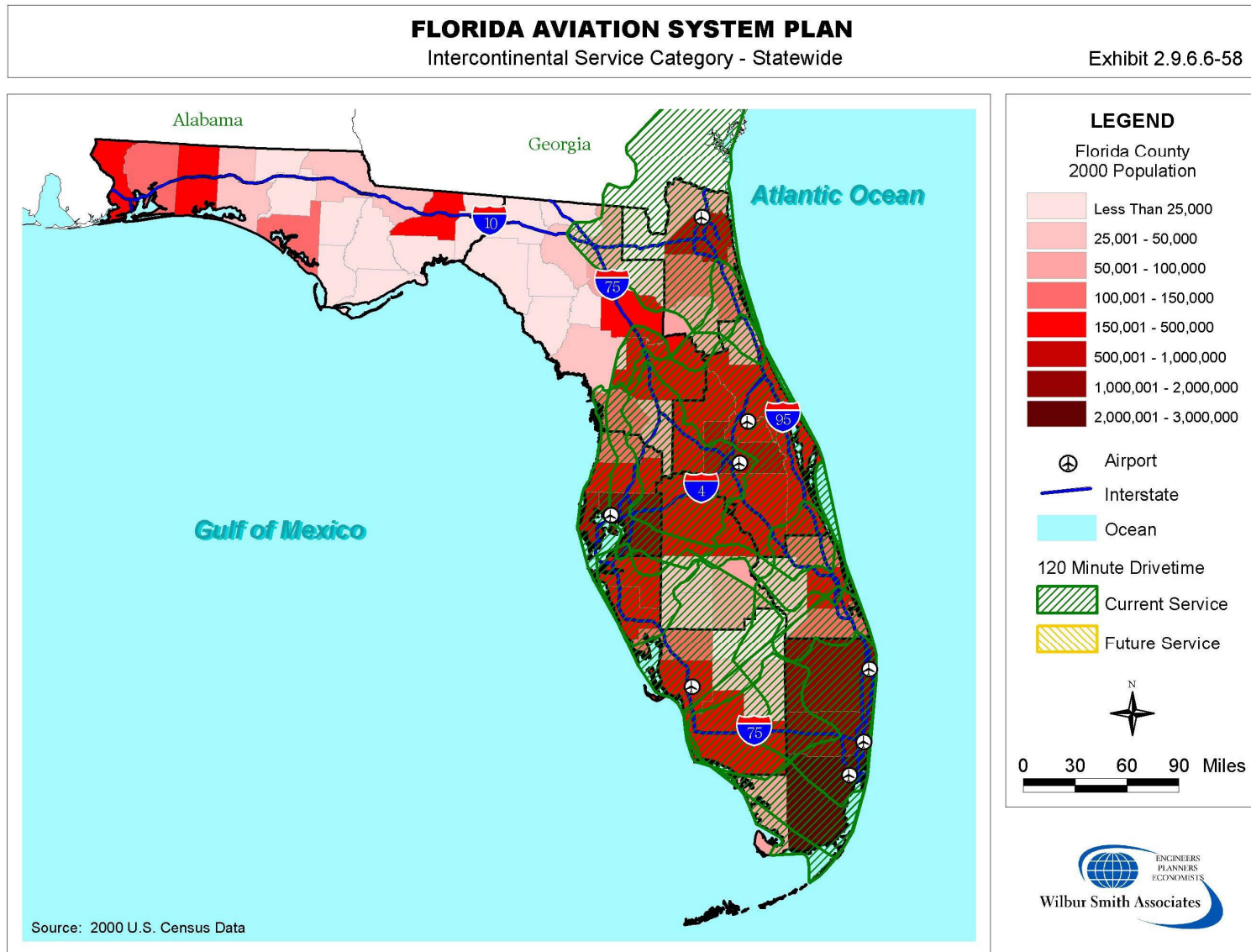
Tourism Commercial Service Category

As shown in **Exhibit 2.9.6.6-57**, there are a few additional airports identified for future inclusion in this category, according to output from FDOT's Aviation Infrastructure Investment Tool. With the inclusion of these additional airports in this service category, all areas of the state are or will be within a 2 hour drive of one or more airports included in the commercial airport Tourism Service Category.



Intercontinental Service Category

As shown in **Exhibit 2.9.6.6-58**, there are no additional airports recommended for this service category in the future. Many counties in the North Central Florida Region and all counties in the Northwest Florida Region fall outside a 2 hour drive time for an airport included in the Intercontinental Service Category. Service categories, current and future were assigned using FDOT's Aviation Infrastructure Investment Tool.



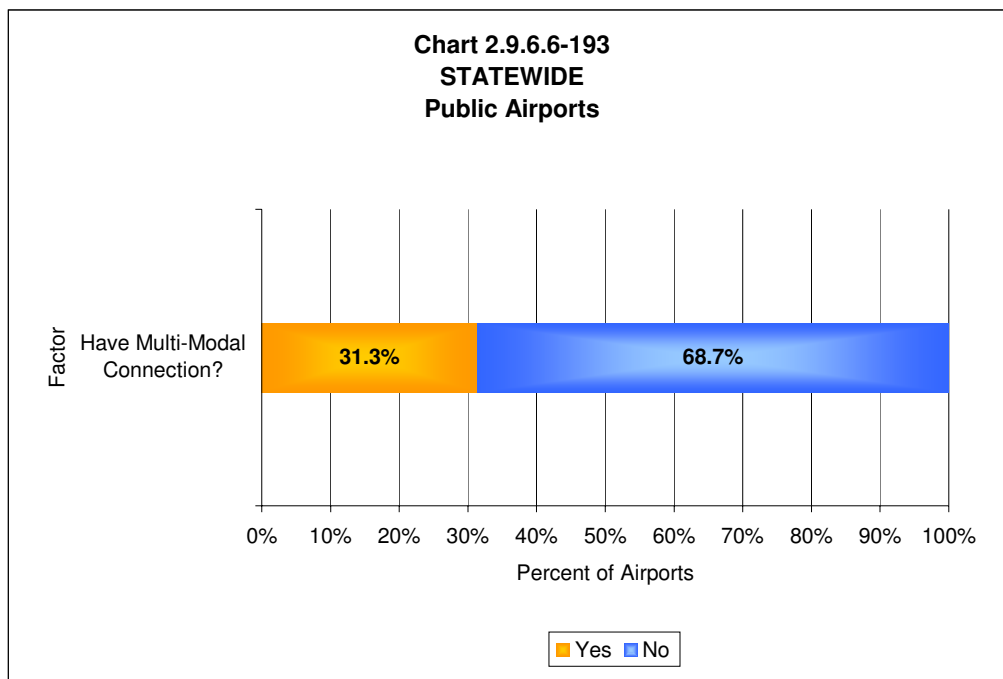
2.6 System Objective: Promote existing or planned multi-modal connection opportunities at Florida’s commercial service airports through capital funding and Master Planning guidance

In order to measure this objective, information from each airport was examined to determine whether airports reported they have a multi-modal connection. A multi-modal connection refers to a point of service where alternate modes of transportation are available to aviation users.

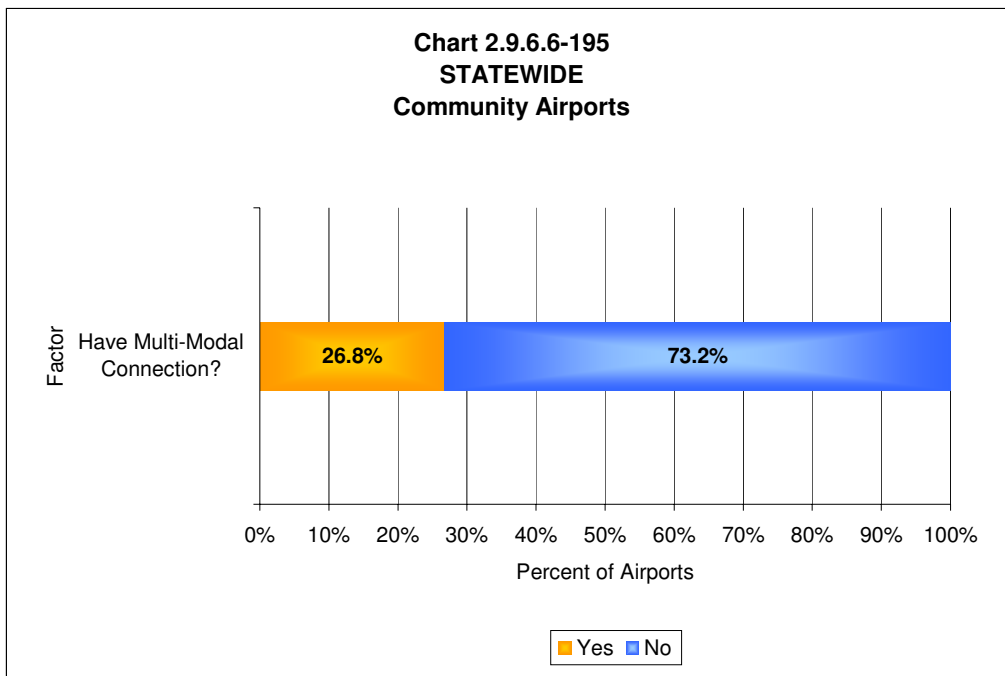
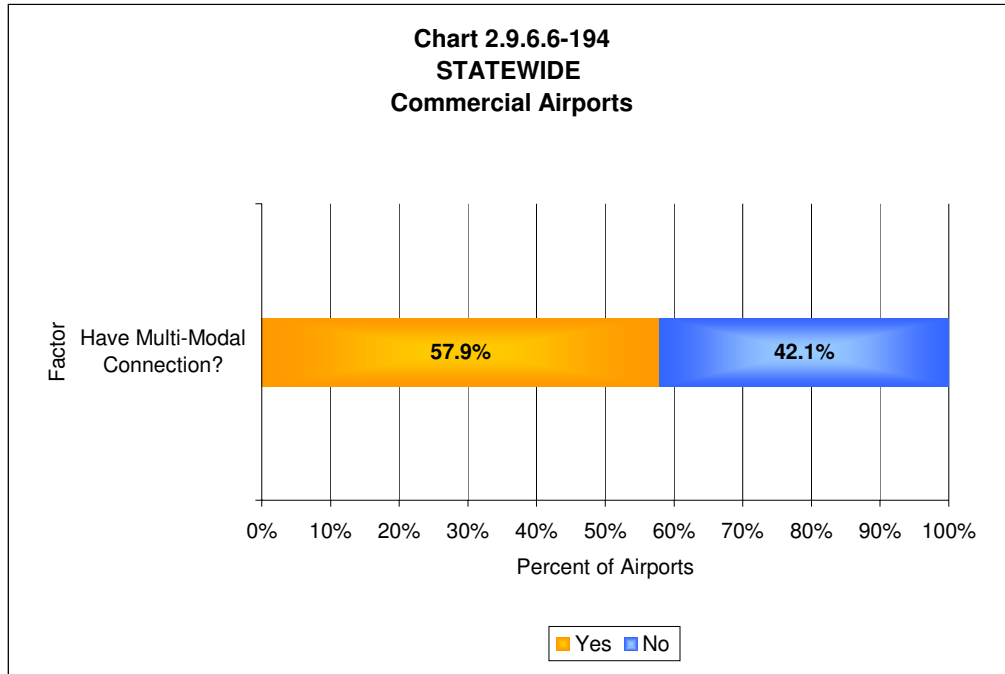
System performance in regard to this measure is summarized for all commercial and community airports in the state and by CFASPP region in the following sections.

Statewide Summary

As indicated in **Chart 2.9.6.6-193**, approximately 31 percent of all public airports in the state report having a multi-modal transportation connection. The remaining 69 percent of all public airports in the state report they do not have a multi-modal connection.



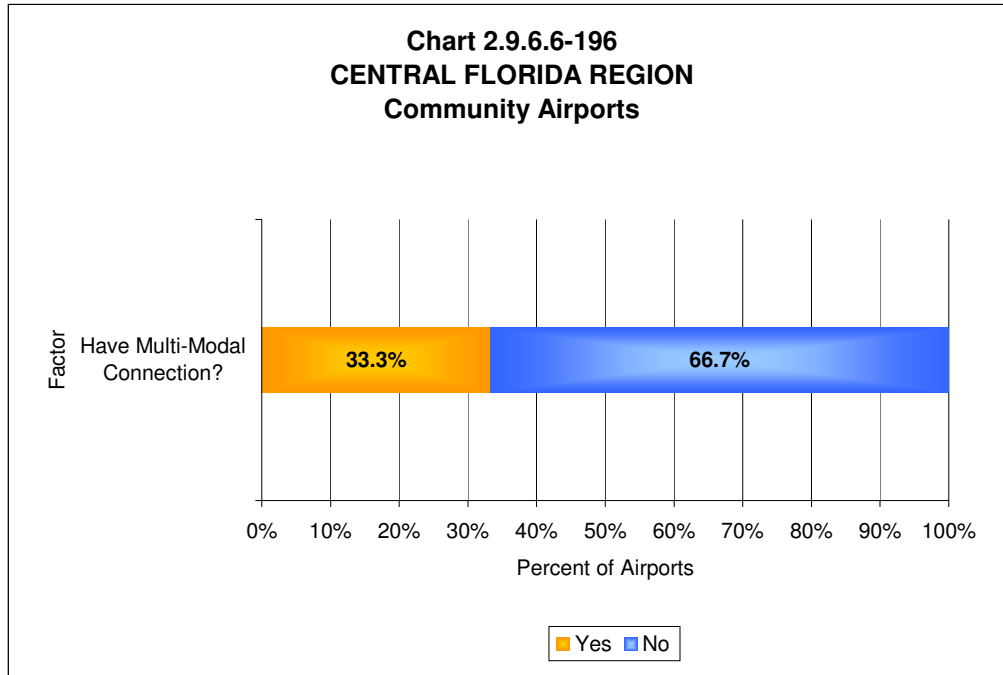
As shown in **Chart 2.9.6.6-194**, approximately 58 percent of all commercial airports in the state report having a multi-modal transportation connection. As indicated in **Chart 2.9.6.6-195**, approximately 27 percent of all community airports in the state report having a multi-modal connection. The remaining 42 percent of all commercial airports and 73 percent of all community airports in the state report they do not have a multi-modal connection.



Regional Summaries

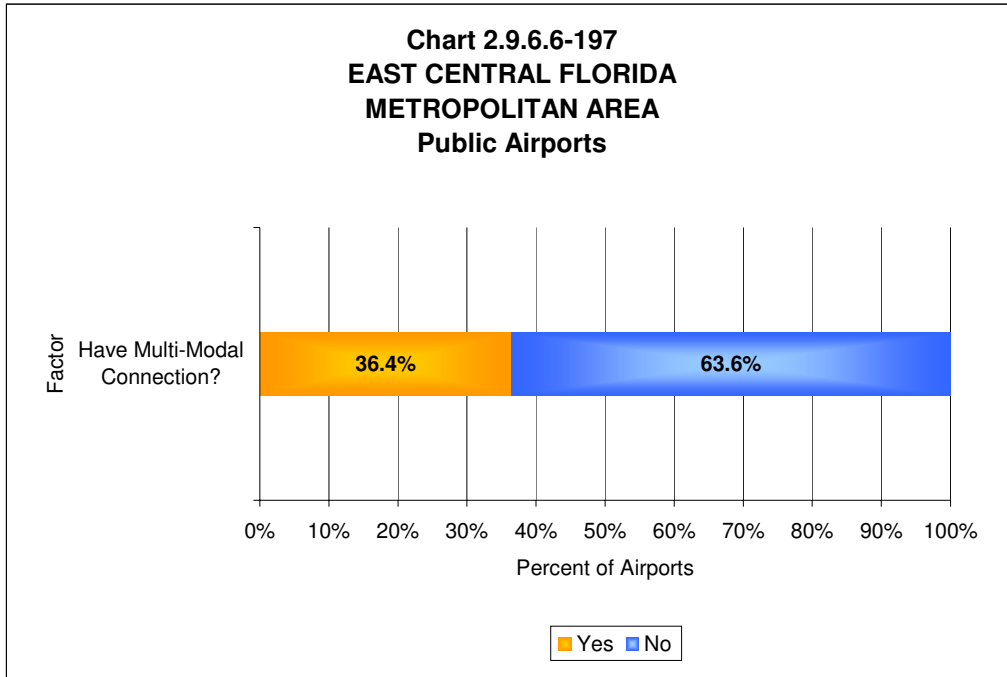
Central Florida Region

The Central Florida Region contains 12 public airport facilities, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-196**, approximately 33 percent of all community airports in the Central Florida Region report having a multi-modal transportation connection. The remaining 67 percent of all community airports in this region report they do not have a multi-modal connection.

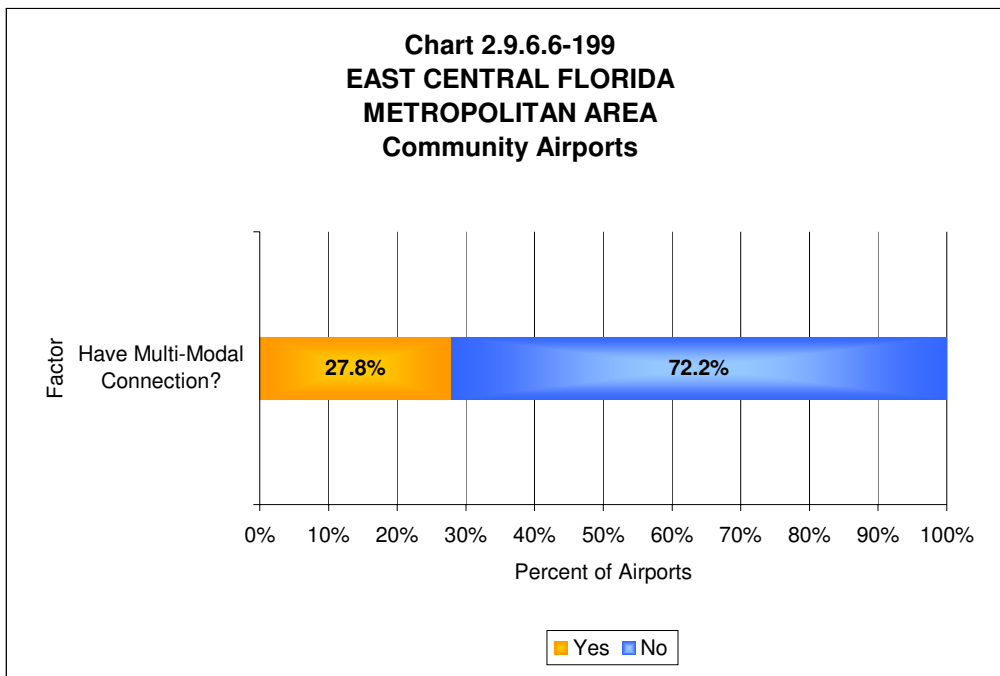
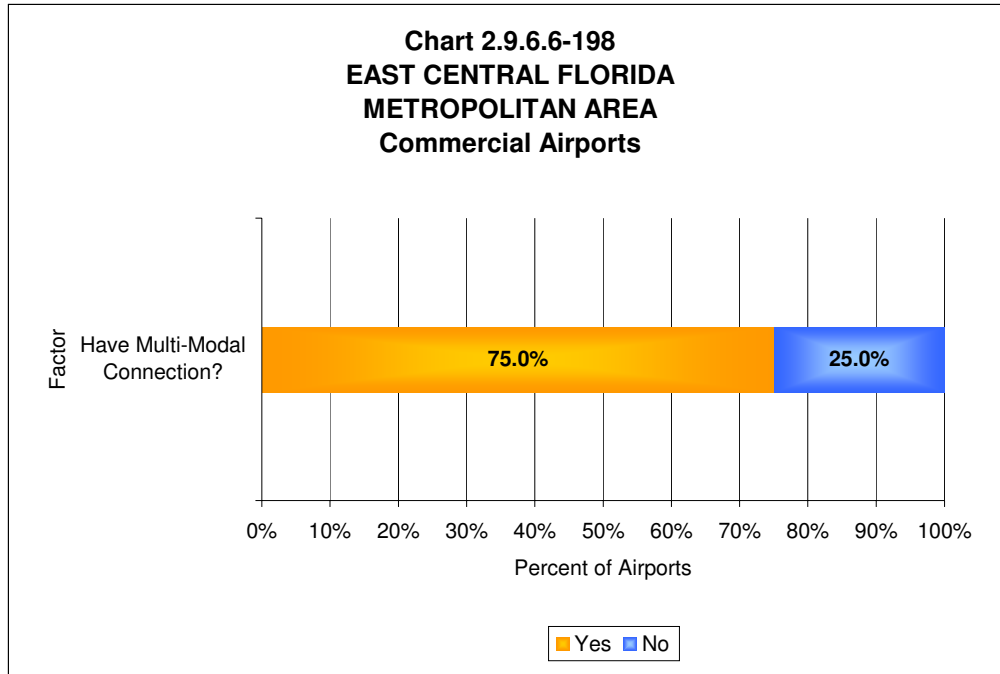


East Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-197**, approximately 36 percent of all public airports in the East Central Florida Metropolitan Area report having a multi-modal transportation connection. The remaining 64 percent of all public airports in the East Central Florida Metropolitan Area report they do not have a multi-modal connection.

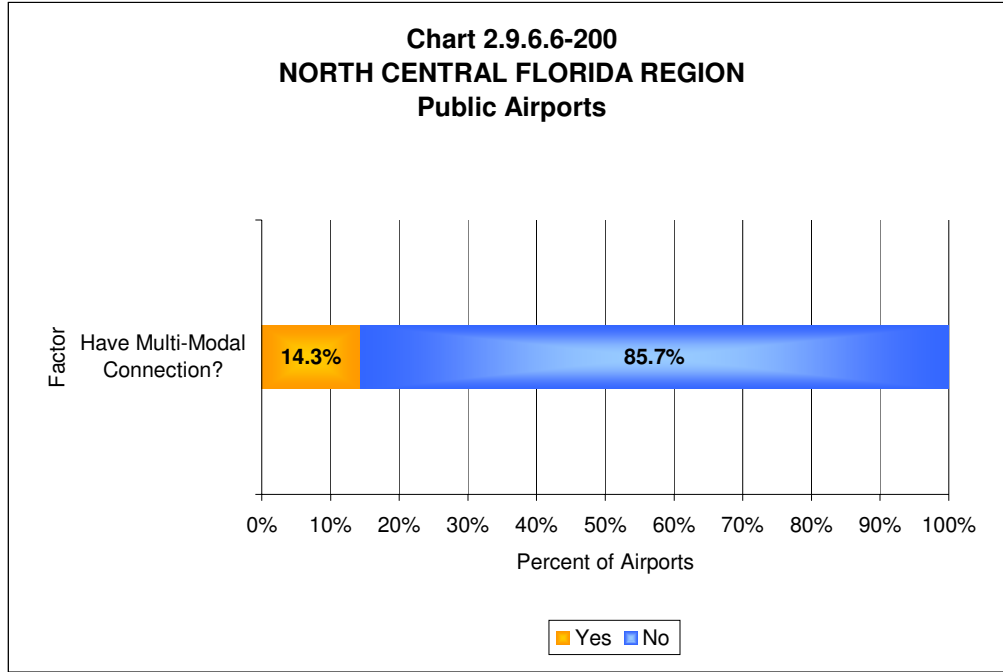


As shown in **Chart 2.9.6.6-198**, 75 percent of all commercial airports in the East Central Florida Metropolitan Area report having a multi-modal transportation connection. As indicated in **Chart 2.9.6.6-199**, approximately 28 percent of all community airports in this region report having a multi-modal connection. The remaining 25 percent of all commercial airports and 72 percent of all community airports in the East Central Florida Metropolitan Area report they do not have a multi-modal connection.

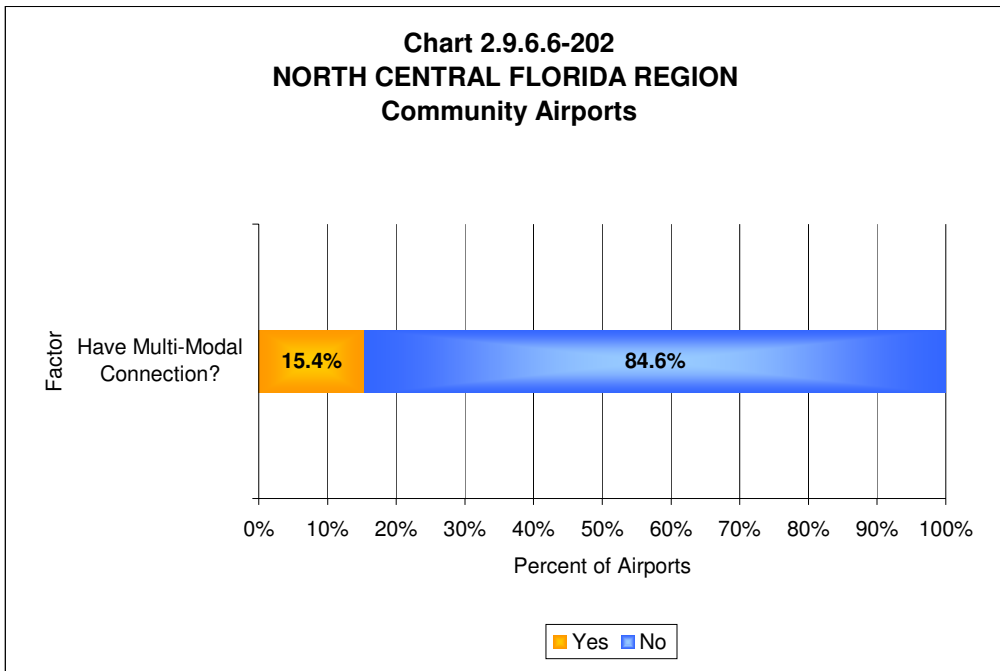
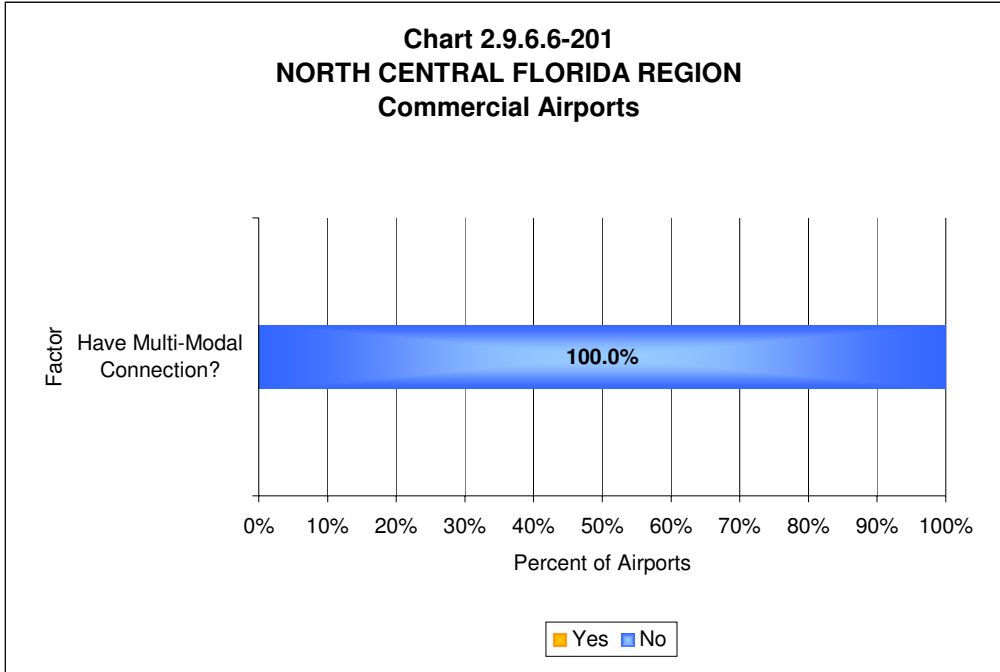


North Central Florida Region

As indicated in **Chart 2.9.6.6-200**, approximately 14 percent of all public airports in the North Central Florida Region report having a multi-modal transportation connection. The remaining 86 percent of all public airports in the North Central Florida Region report they do not have a multi-modal connection.

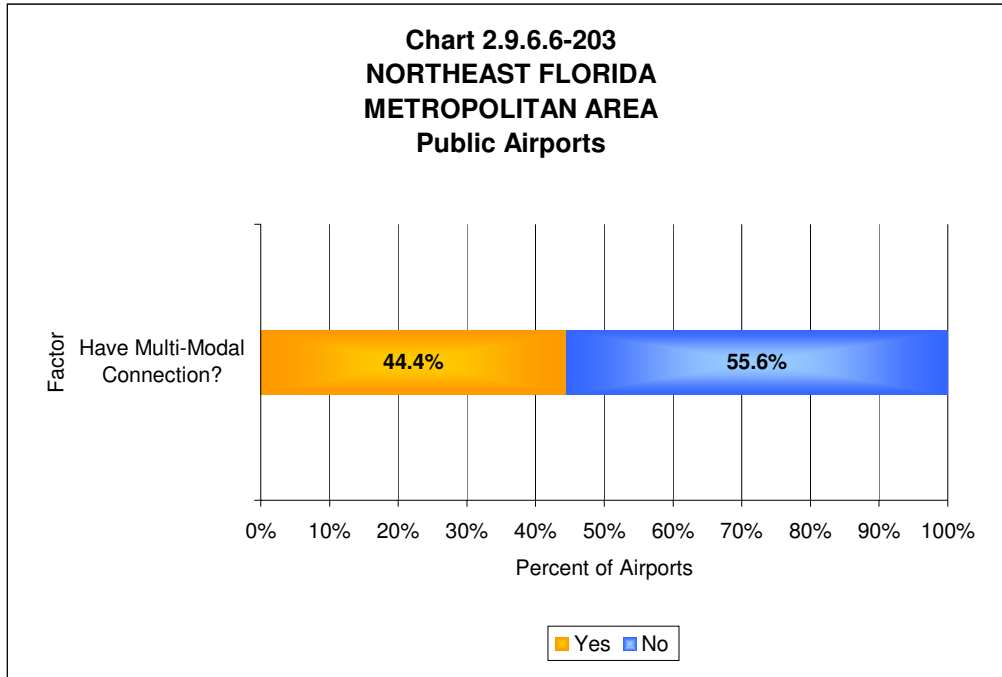


As shown in **Chart 2.9.6.6-201**, the one commercial airport in the North Central Florida Region reports that it does not have a multi-modal transportation connection. As indicated in **Chart 2.9.6.6-202**, approximately 15 percent of all community airports in this region report having a multi-modal connection. The remaining 85 percent of all community airports in the North Central Florida Region report they do not have a multi-modal connection.

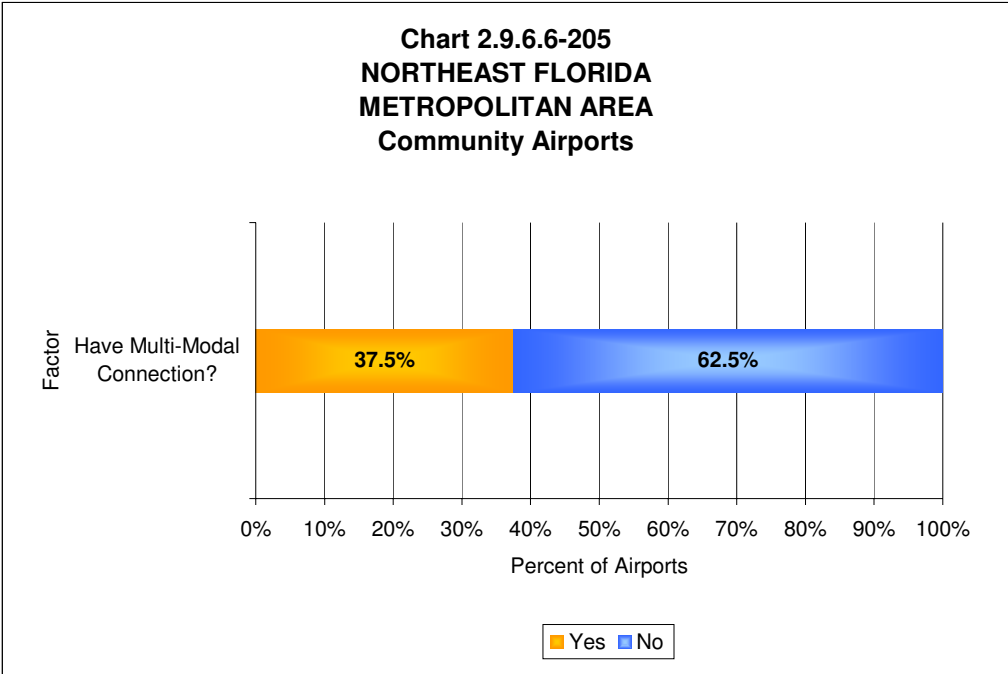
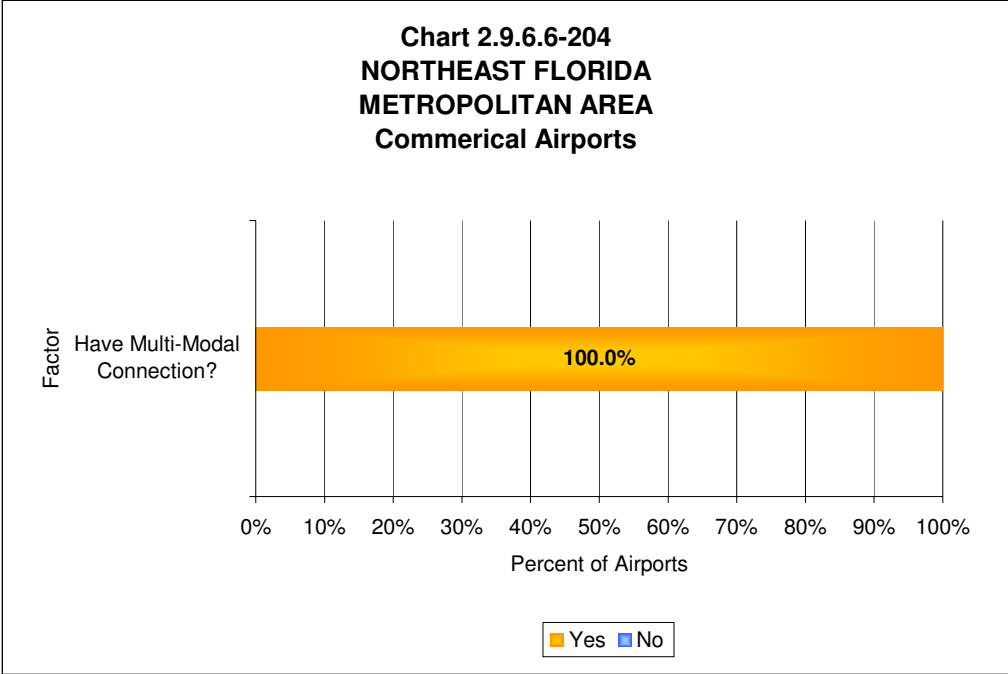


Northeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-203**, approximately 44 percent of all public airports in the Northeast Florida Metropolitan Area report having a multi-modal transportation connection. The remaining 56 percent of all public airports in the Northeast Florida Metropolitan Area report they do not have a multi-modal connection.

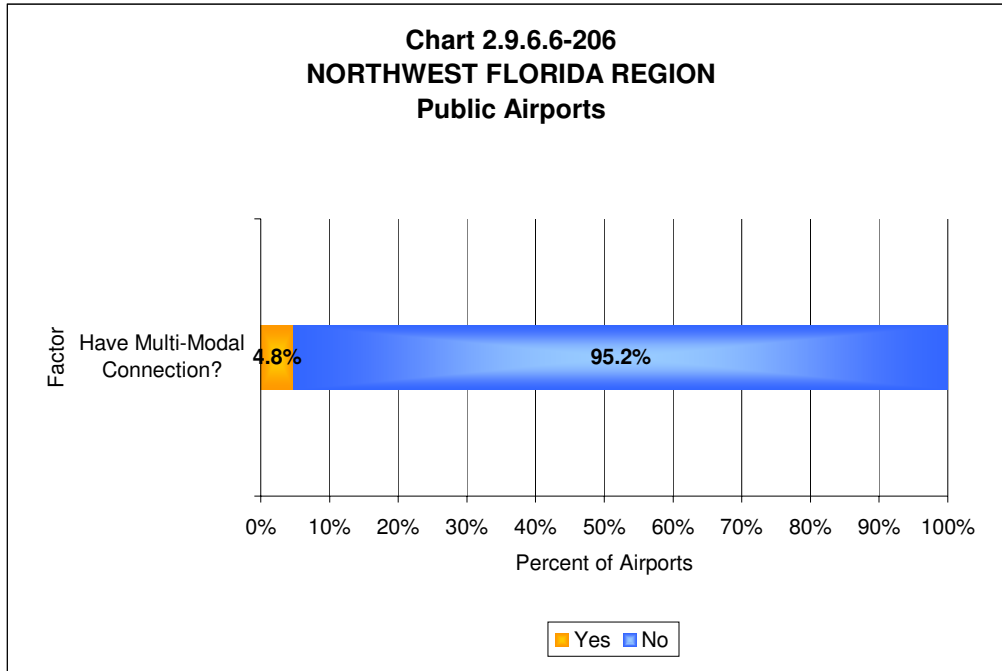


As shown in **Chart 2.9.6.6-204**, the one commercial airport in the Northeast Florida Metropolitan Area reports that it has a multi-modal transportation connection. As indicated in **Chart 2.9.6.6-205**, approximately 38 percent of all community airports in this region report having a multi-modal connection. The remaining 62 percent of all community airports in the Northeast Florida Metropolitan Area report they do not have a multi-modal connection.

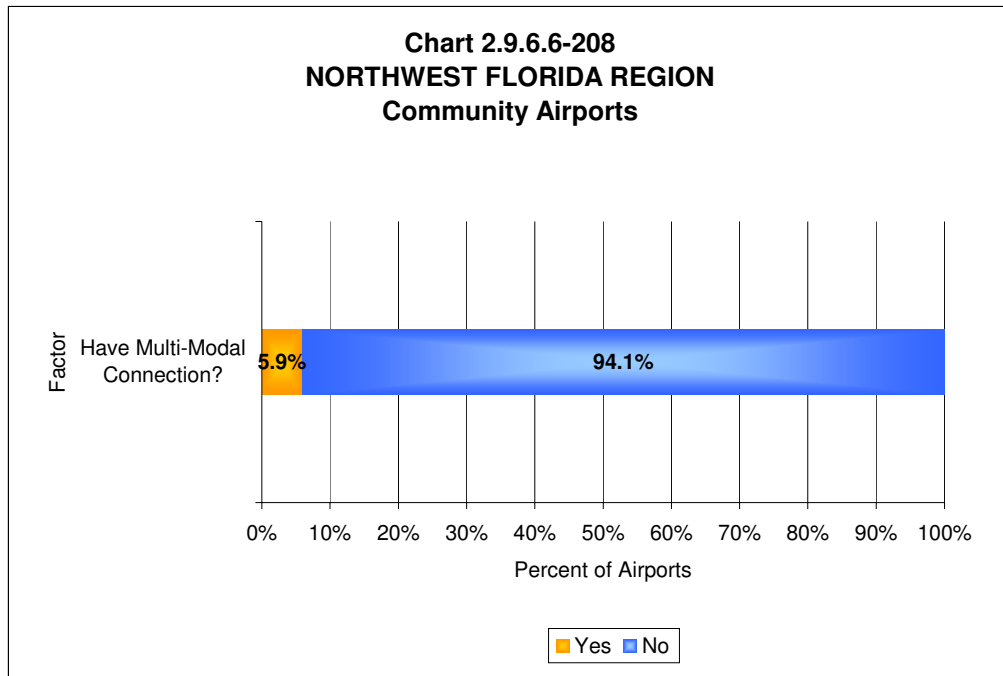
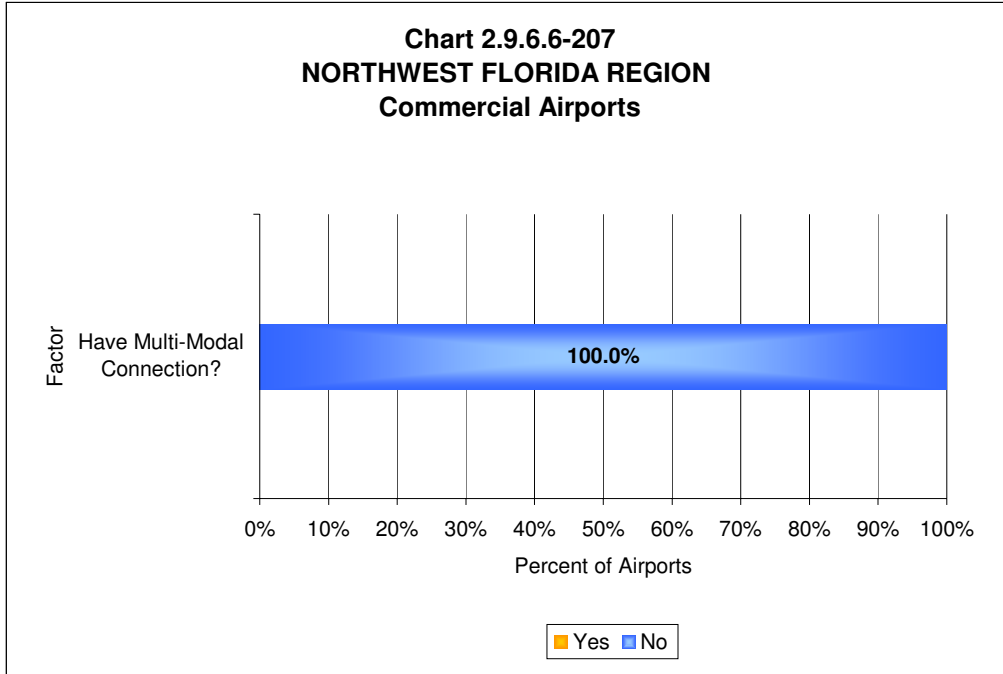


Northwest Florida Region

As indicated in **Chart 2.9.6.6-206**, approximately 95 percent of all public airports in the Northwest Florida Region report they do not have a multi-modal transportation connection. The remaining five percent of all public airports in the Northwest Florida Region report they do have a multi-modal connection.

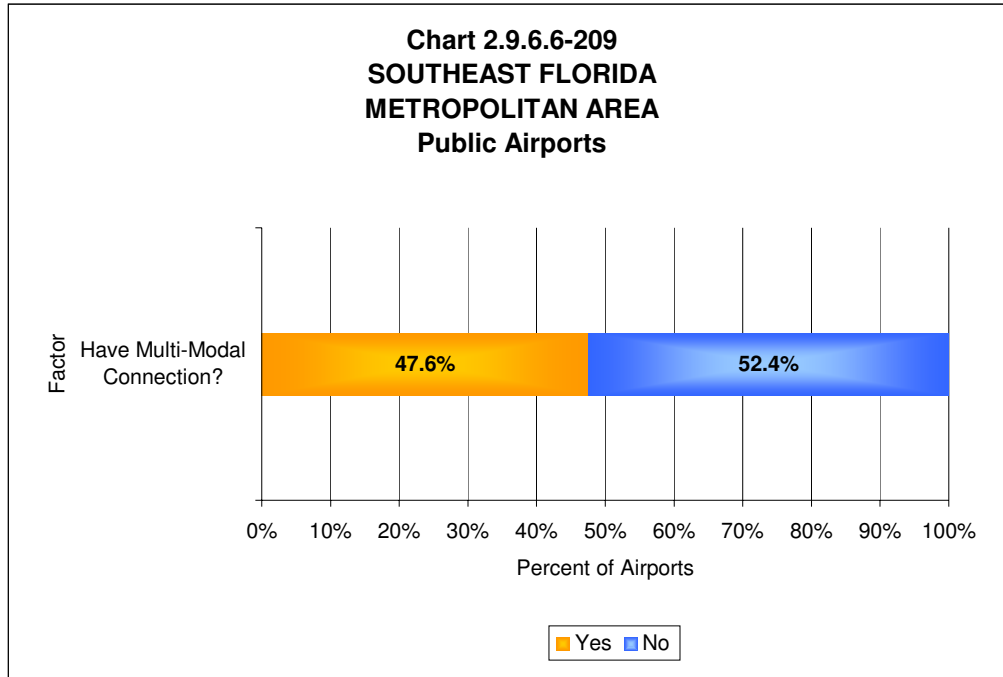


As shown in **Charts 2.9.6.6-207**, the four commercial airports in the Northwest Florida Region report they do not have multi-modal transportation connections. As indicated in **Chart 2.9.6.6-208**, approximately 94 percent of all community airports in this region report they do not have a multi-modal connection. The remaining six percent of all community airports in the Northwest Florida Region report they do have a multi-modal connection.

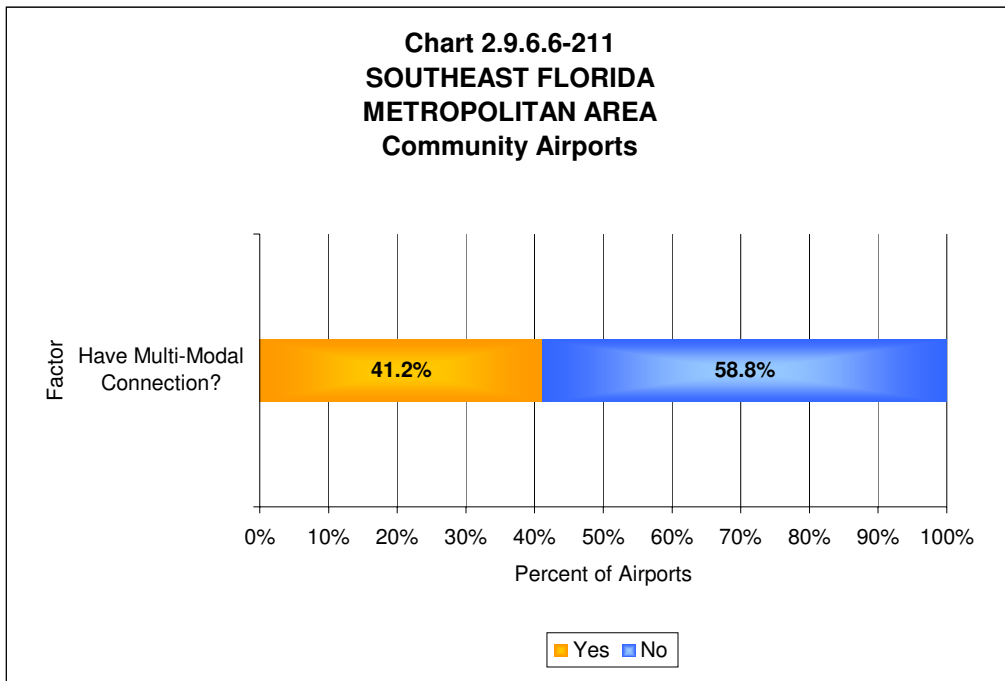
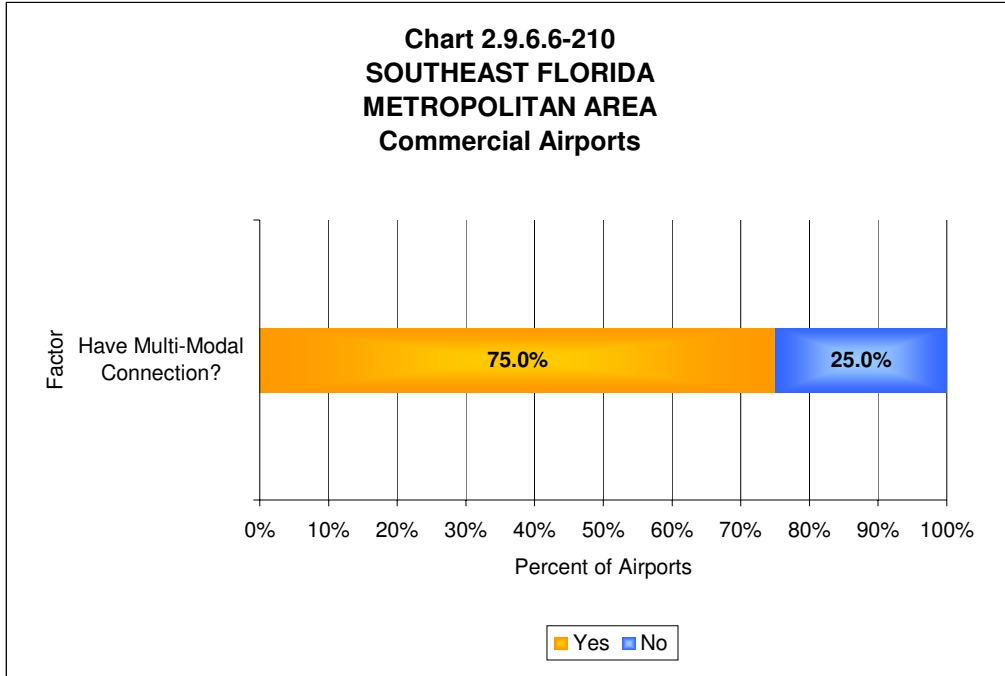


Southeast Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-209**, approximately 48 percent of all public airports in the Southeast Florida Metropolitan Area report having a multi-modal transportation connection. The remaining 52 percent of all public airports in the Southeast Florida Metropolitan Area report they do not have a multi-modal connection.

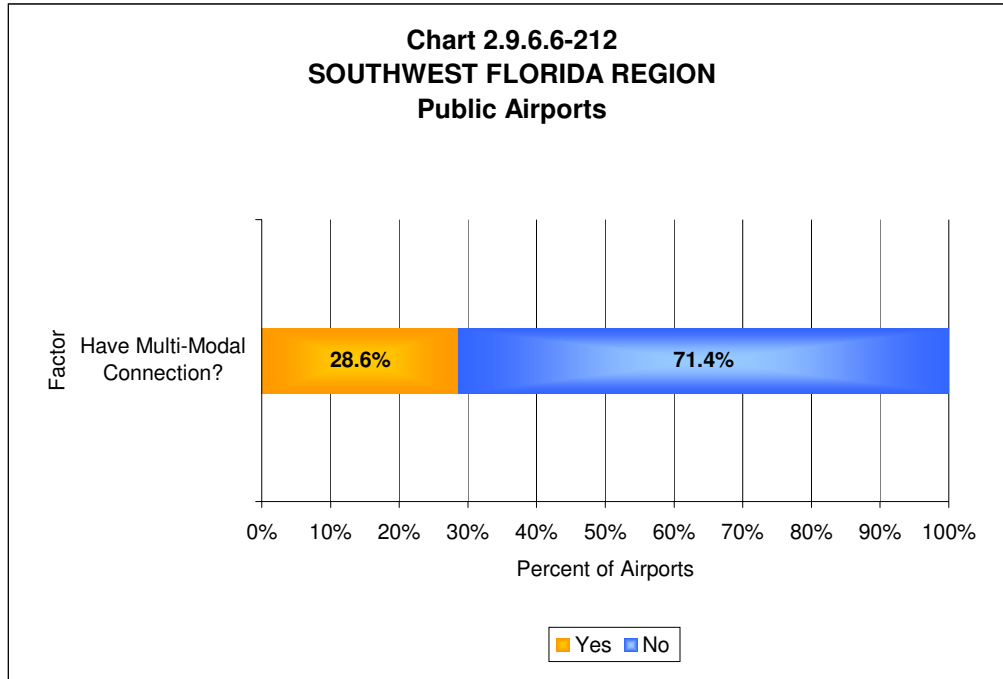


As shown in **Chart 2.9.6.6-210**, 75 percent of all commercial airports in the Southeast Florida Metropolitan Area report they have a multi-modal transportation connection. As indicated in **Chart 2.9.6.6-211**, approximately 41 percent of all community airports in this region report having a multi-modal connection. The remaining 25 percent of all commercial airports and 59 percent of all community airports in the Southeast Florida Metropolitan Area report they do not have a multi-modal connection.

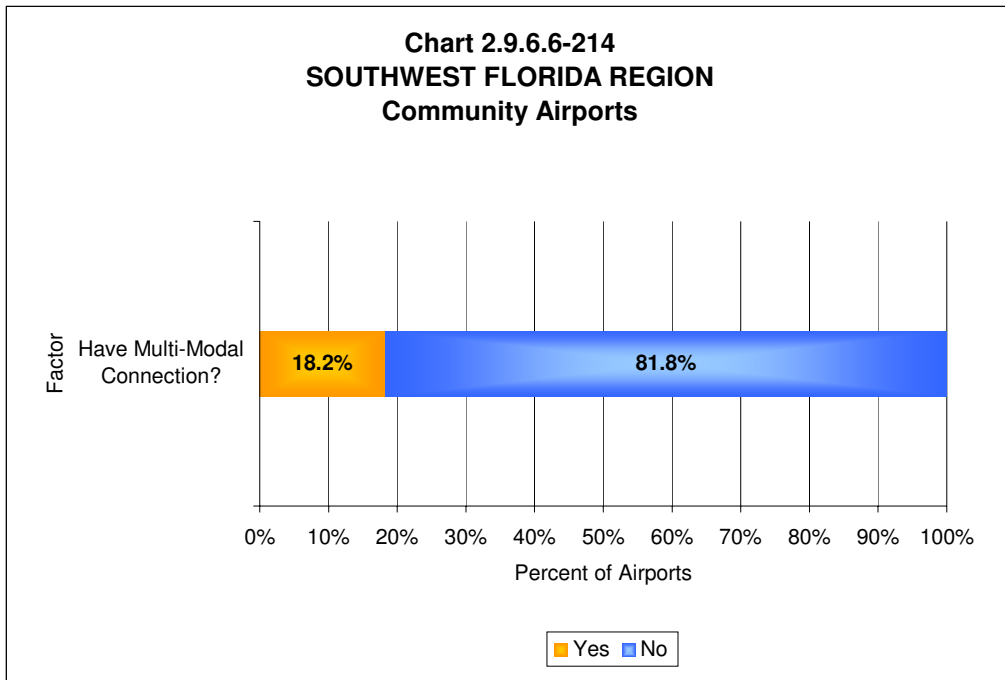
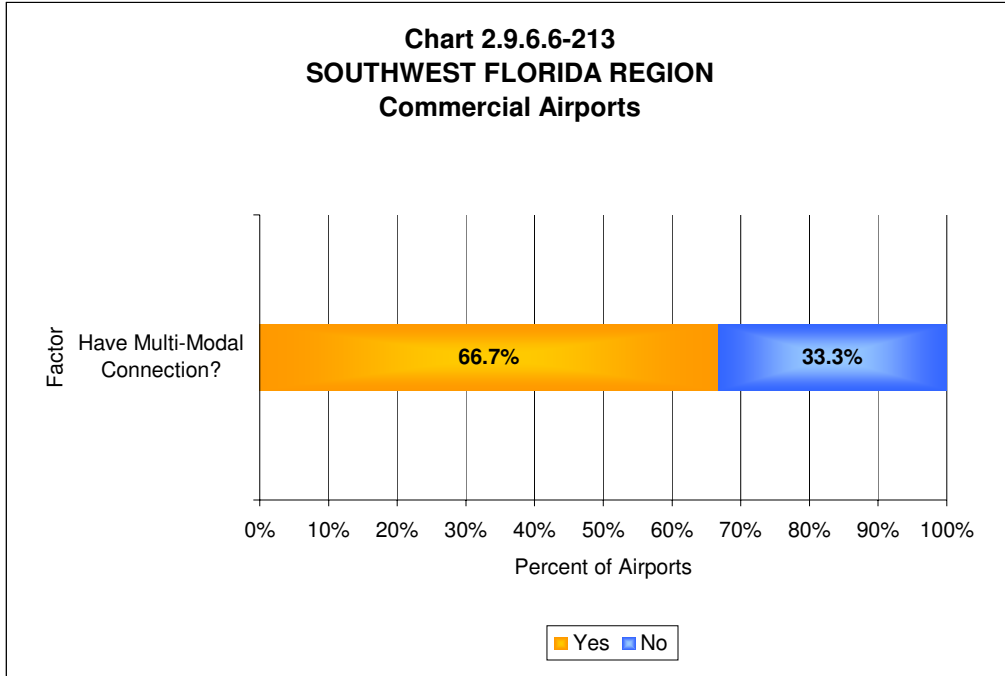


Southwest Florida Region

As indicated in **Chart 2.9.6.6-212**, approximately 29 percent of all public airports in the Southwest Florida Region report having a multi-modal transportation connection. The remaining 71 percent of all public airports in the Southwest Florida Region report they do not have a multi-modal connection.

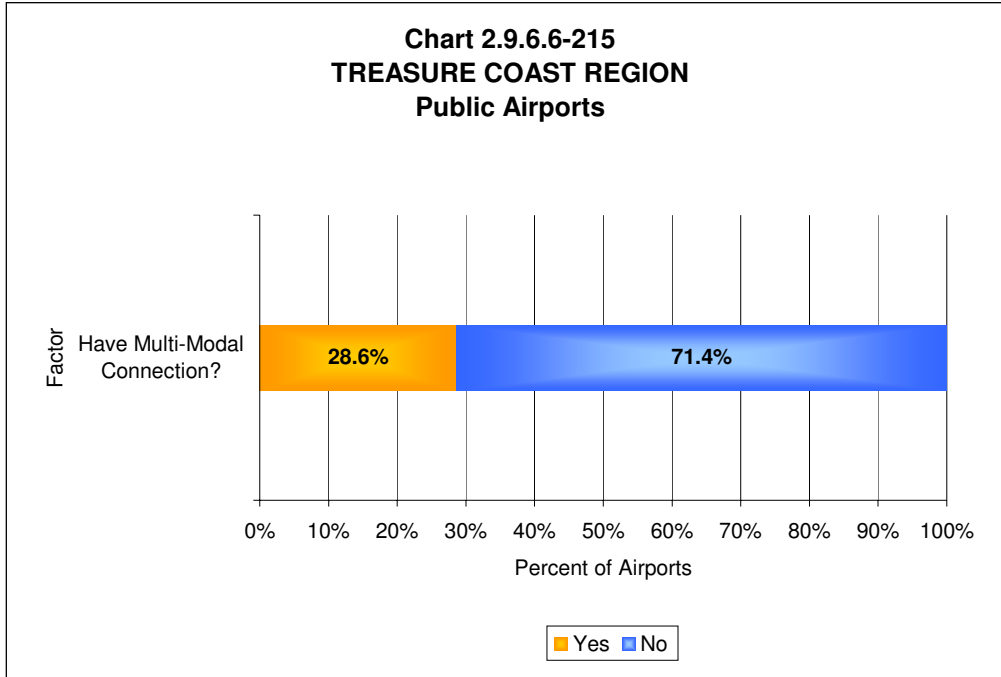


As shown in **Chart 2.9.6.6-213**, approximately 67 percent of all commercial airports in the Southwest Florida Region report they have a multi-modal transportation connection. As indicated in **Chart 2.9.6.6-214**, approximately 18 percent of all community airports in this region report having a multi-modal connection. The remaining 33 percent of all commercial airports and 82 percent of all community airports in the Southwest Florida Region report they do not have a multi-modal connection.



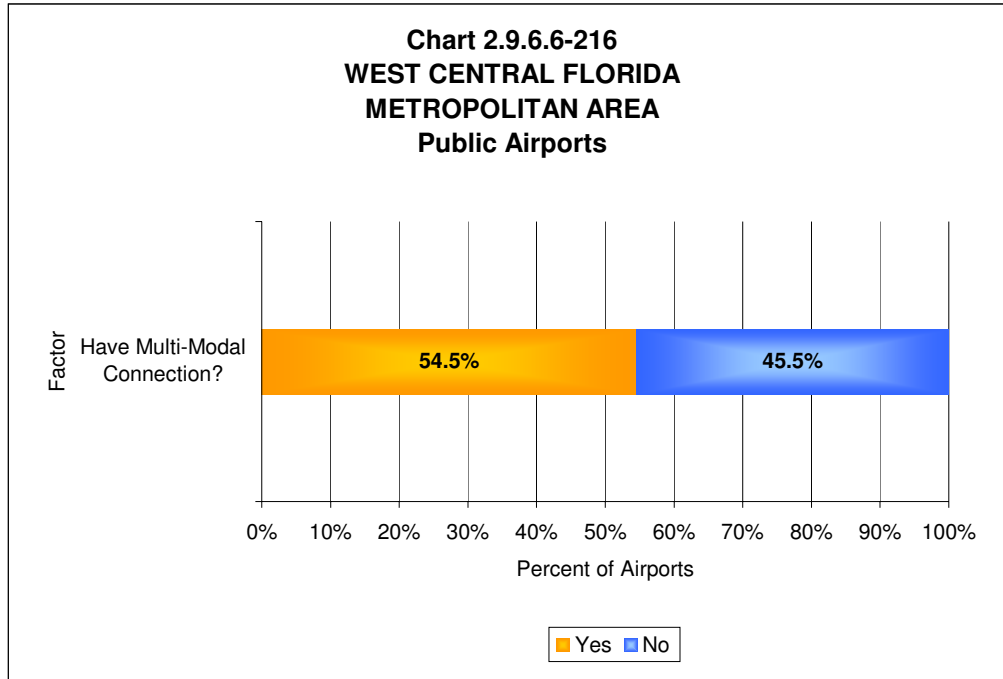
Treasure Coast Region

There are seven public airports located in the Treasure Coast Region, all of which are designated as community airports. As indicated in **Chart 2.9.6.6-215**, approximately 29 percent of all community airports in the Treasure Coast Region report having a multi-modal transportation connection. The remaining 71 percent of all community airports in the Treasure Coast Region report they do not have a multi-modal connection.



West Central Florida Metropolitan Area

As indicated in **Chart 2.9.6.6-216**, approximately 55 percent of all public airports in the West Central Florida Metropolitan Area report having a multi-modal transportation connection. The remaining 45 percent of all public airports in the West Central Florida Metropolitan Area report they do not have a multi-modal connection.



As shown in **Chart 2.9.6.6-217**, the two commercial airports in the West Central Florida Metropolitan Area report they have multi-modal transportation connections. As indicated in **Chart 2.9.6.6-218**, approximately 44 percent of all community airports in this region report having a multi-modal connection. The remaining 56 percent of all community airports in the West Central Florida Metropolitan Area report they do not have a multi-modal connection.

