What’s it Worth?

Billions of Dollars

0
20
40
60
80
100
120
140
160
What’s it Worth?

Annual Economic Activity of Disney in Florida

Billions of Dollars

18.2
What's it Worth?

- Annual Economic Activity of Disney in Florida: $18.2 billion
- Combined Value of all 32 NFL Franchises: $74.8 billion
What’s it Worth?

- Annual Economic Activity of Disney in Florida: $18.2 billion
- Combined Value of all 32 NFL Franchises: $74.8 billion
- Bill Gates' Net Worth: $75 billion
What’s it Worth?

Annual Economic Activity of Disney in Florida: $18.2 billion

Combined Value of all 32 NFL Franchises: $74.8 billion

Bill Gates: $75 billion

GDP of Hungary: $117 billion
Today’s Flight Plan

- Overview of aviation in Florida
- Aviation system planning
- The Florida Aviation System Plan (FASP)
  - History
  - Ongoing update
- Aviation system planning at the local level
- Your role in the FASP
- Next steps
8.5% of Florida’s GSP is from aviation-dependent businesses

Both the first scheduled airline flight and the first international flight took off in Florida

#1 state for aerospace manufacturing attractiveness

128 public use airports

Over 650 private use facilities

High return on investment

- 2013/2014 to 2015/2016: 1.37
- 2014/2017 to 2020/2021: 1.72

Over 50% of Florida’s visitors arrive by air
Florida’s Public Use Airport System
What Does Aviation Do in Florida?
What Does Aviation Do in Florida?
What is Airport System Planning?

✈ Lots of definitions, none of which are right or wrong

✈ Common themes exist:
  ✈ A viable, balanced system through integrated planning
  ✈ Identifying system needs (infrastructure, services, and facilities)
    ✈ Locally, regionally, statewide, and nationally
  ✈ Performance measures and tracking
  ✈ Examining interrelationships and interaction between airports
  ✈ Development needs to meet current and future demand (a.k.a. HOW MUCH WILL IT COST?!)

✈ An airport vs. airport systems vs. THE airport system
Florida Aviation System Plan (FASP)

First FASP completed by the airports in 1992
- Major update in 2005 (first by FDOT)
- Minor update in 2012

Identifies goals, approaches, measurements, and recommendations

Strategic 20-year plan for developing the state’s 128 public use airports
- Analyze Florida’s system collectively
- Understand the relationships of the facilities and the demographics
- Compare current and future needs (demand) to current and future capacity

Currently being updated – FASP 2035
FASP 2035 Elements

- Existing system evaluation
- Development needs
- Aviation issues
- Decision-making guidance
- Recommendations

Will examine:
- Regional capacity constraints
- Investment policies and priorities
- System utilization
- Best opportunities
- Development costs by District and statewide
How is the System Doing?

✈️ 7 goals (different than but tied to the FTP’s goals)
   - Supporting objectives
   - Performance measures: how are we doing at what we can influence?
   - Performance indicators: FDOT can’t influence but still help us evaluate

✈️ Development and validation of goals, objectives, and performance measures and indicators
FASP Update: Where Are We Now?

**Phase 1**
- April 2015

**Phase 2A**
- August 2015
- April 2016
- September 2016
- April 2017

**Phase 2B**
- April 2016
- July 2017

**FASP Documents**
- August 2015
- September 2016
- April 2017

**CRT Meetings**
- April 2015
- August 2015
- April 2016
- September 2016
- April 2017
FASP Deliverables and Tools

- **Standard products**
- **Functional tools**
  - 4 tailored primers
  - CFASPP regional overviews
  - GIS
  - Videos
- **Recommendations**
  - Policy
  - Project prioritization
  - Development by District and CFASPP region
  - Guidance to other modes pertaining to aviation
- **Follow on FDOT projects and initiatives**
So What Does This Mean to You?

✈ Better understand the role aviation plays in your region
   ✈ As a transportation option
   ✈ Bringing in visitors
   ✈ What do airports need?

✈ Better understand your role in Florida’s aviation system

✈ Improve coordination between airport and regional planning

✈ What are the trends and issues for aviation? How do they impact your regional policies, plans, and decisions?

✈ What do airports and FDOT’s Aviation & Spaceports Office need to consider from your perspective?
National Plan of Integrated Airport Systems: Defines system for FAA funding eligibility and airport development needs.

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

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

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

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

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

- Consider airports in your local and regional planning (it’s actually a statutory requirement)
- Be an active stakeholder in Florida’s statewide, regional, and local airport planning processes
- Help us understand what we need to consider from your perspective
Questions?
Thank You

Jim Halley, A.A.E., ACE
Aviation System Manager
FDOT Aviation and Spaceports Office
(850) 414-4505
Jim.Halley@dot.state.fl.us
www.fdot.gov/aviation
www.cfaspp.com