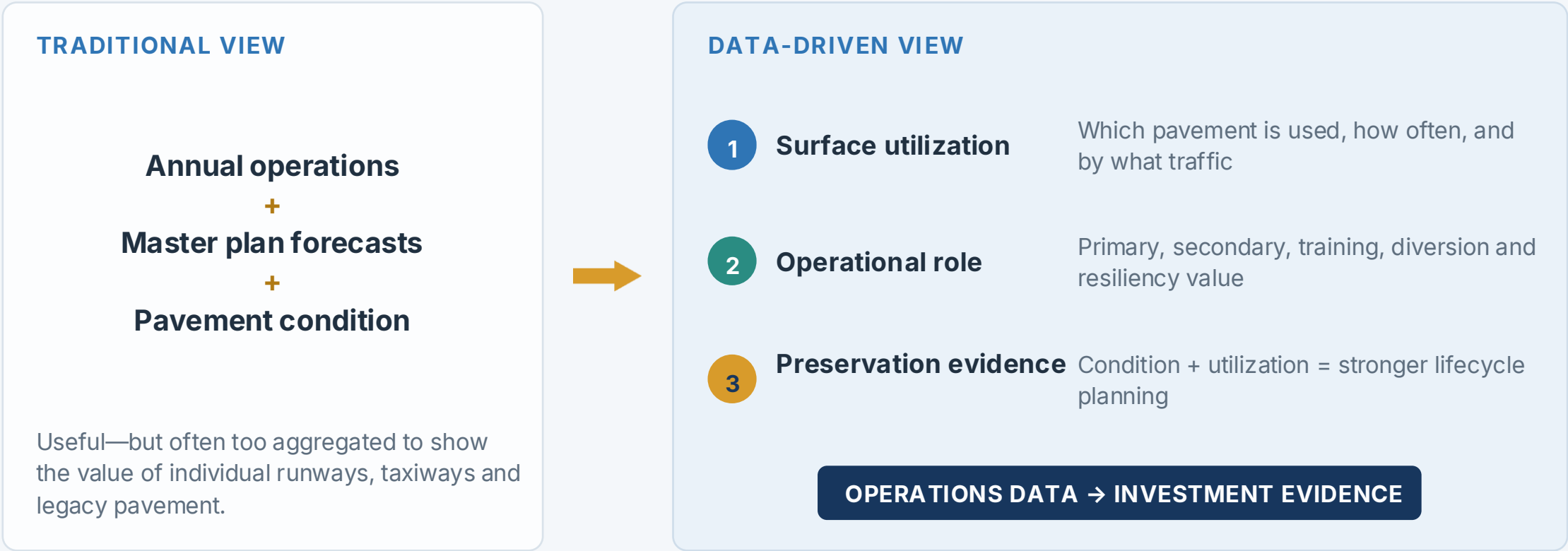


Airport Data Is Becoming Capital-Planning Evidence

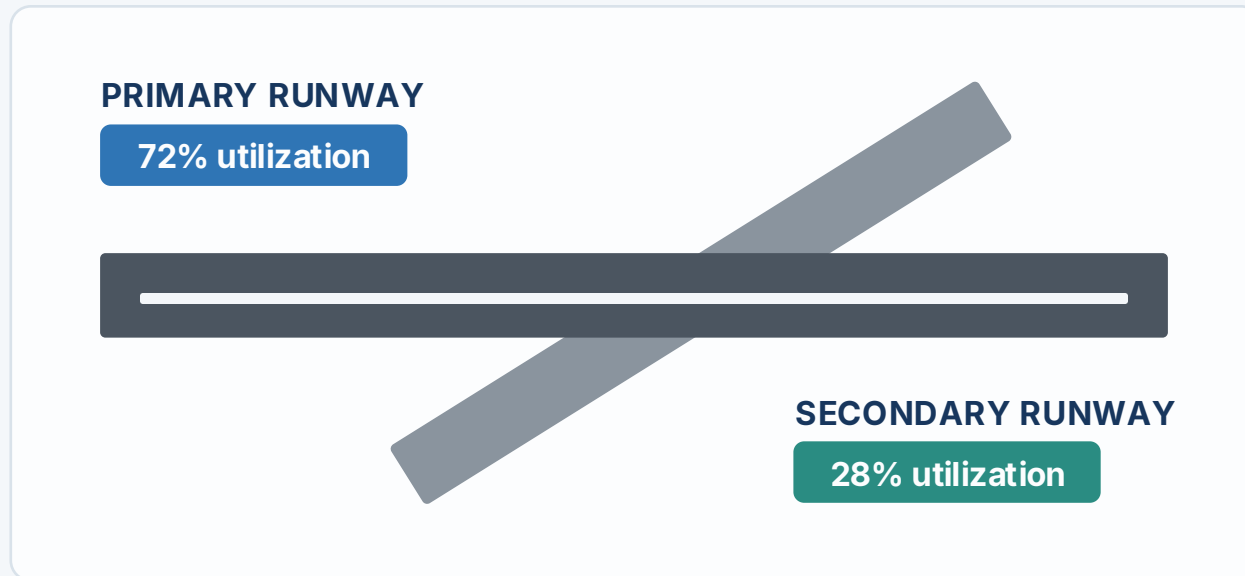
States and the FAA increasingly need more than annual operation counts—they need evidence of how each surface is actually used.



Core shift: move from “How many operations?” to “What infrastructure supports those operations—and what is the consequence of losing it?”

Pavement Utilization Adds the Missing Operational Layer

Surface-level metrics help agencies connect pavement condition to actual operational demand.



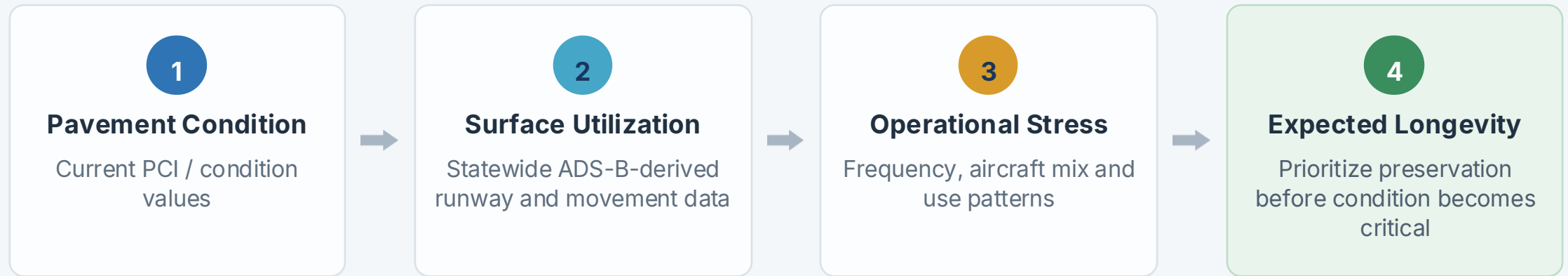
WHAT STATES CAN NOW SEE

- Operations by runway and taxiway
- Aircraft mix and weight-class exposure
- Touch-and-go / training intensity
- Seasonal and peak-period dependence
- Secondary-runway use during wind, closure or capacity constraints

The result is a defensible utilization profile for each pavement asset—not just a single airport-wide operations total.

Florida Example: Condition + ADS-B Utilization = Lifecycle Insight

A statewide data layer can turn pavement condition snapshots into a more dynamic preservation strategy.



Why this matters

Preservation can be prioritized around both physical condition and demonstrated operational value—helping agencies identify where intervention can extend useful life and protect capacity.

Example based on the Florida approach described for statewide pavement planning using current pavement-condition values and statewide ADS-B utilization data.

The Same Evidence Strengthens FAA Project Justification

Detailed operations data helps explain why secondary and legacy infrastructure still matters—even when it is not the primary surface.

02

SECONDARY RUNWAYS

Quantify use by wind condition, aircraft type, training activity and periods when the primary runway is constrained.

TWY

SURFACE PAVEMENT

Show taxiway, apron and movement-area demand that may be hidden inside airport-wide annual operations totals.

HIST

LEGACY PAVEMENT

Demonstrate continuing operational, resiliency or capacity value before rehabilitation, repurposing or removal decisions.

BETTER DATA → CLEARER NEED → STRONGER CAPITAL NARRATIVE

Operational evidence does not replace engineering, planning or benefit-cost analysis; it strengthens the factual record supporting those decisions.

From Historical Master Plans to Continuous Evidence

Statewide operations data can keep planning assumptions current between master-plan cycles and improve how agencies respond to changing airport needs.



The planning question changes from “What did the last study predict?” to “What is the airport demonstrating today, and how should that change the investment plan?”

Outcome: a more responsive, evidence-based preservation and capital-planning process for states, airports and FAA coordination.

Operations Data Strengthens ALP, Part 77 & Noise Analysis

Observed flight activity adds a real-world operational layer when evaluating airport layout changes, protected airspace and community impacts.

AIRPORT LAYOUT PLAN — OPERATIONAL VALIDATION

PART 77

Approach / imaginary surfaces



Observed tracks & runway use

01 Evaluate ALP & Part 77 Changes

Use actual runway selection, arrival/departure paths and traffic patterns to test how proposed runway, taxiway or facility changes interact with protected airspace and operational use.

02 Improve Part 150 Study Inputs

Observed operations, fleet mix, time-of-day activity and flight tracks can help validate assumptions used in noise exposure mapping and compatibility planning—especially when historical forecasts no longer reflect current activity.

ALP CHANGE → OBSERVED OPERATIONS → AIRSPACE / NOISE IMPACT → BETTER-INFORMED PLANNING

Continuous operations data helps agencies evaluate proposed changes against how the airport is actually being used today.