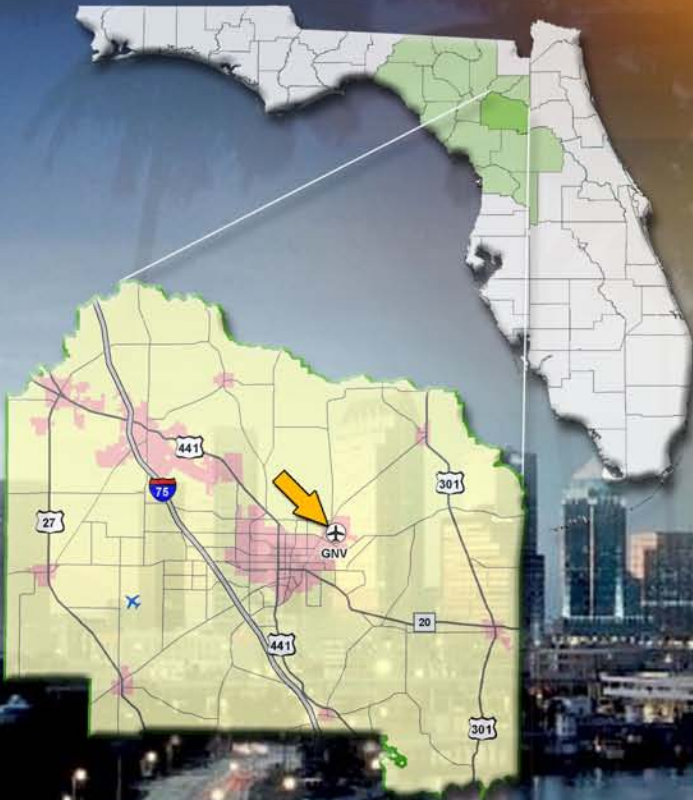


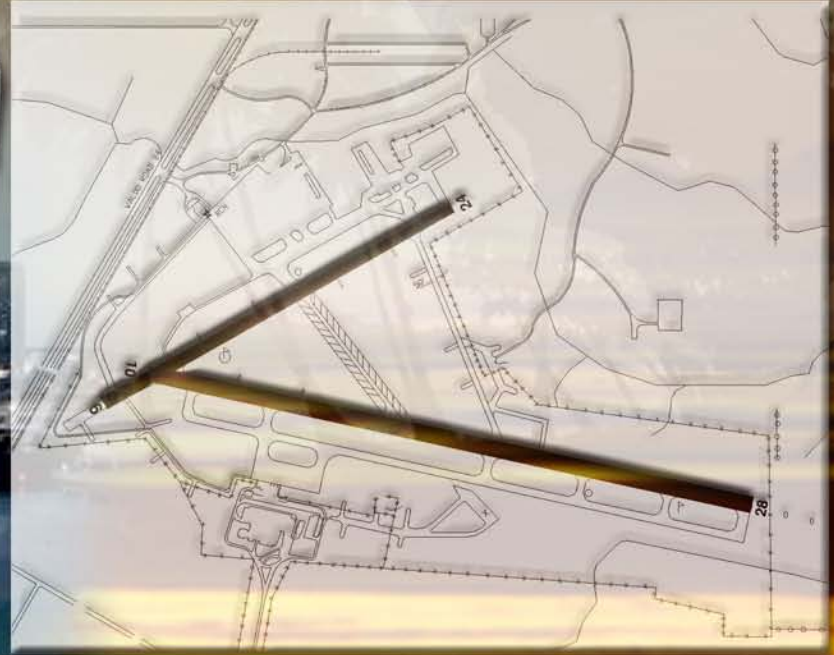
GAINESVILLE REGIONAL AIRPORT



AIRPORT LOCATION



Gainesville Regional Airport is located on the northeast side of Gainesville in Alachua County, approximately 70 miles southwest of Jacksonville. The primary highway access to the airport from the north and south is Interstate 75, along with US Routes 441 and 301. Access from the east and west is via State Route 20. Other roads in the vicinity include State Routes 24, 26 and 232.



Existing Facilities

Gainesville Regional Airport is served by two intersecting runways: Runway 07/25, which is 4,147 feet long by 100 feet wide, and Runway 11/29, which is 7,501 feet long by 150 feet wide. Both runways are served by full-length taxiways. The airport has a 57,000 square foot, recently renovated airline passenger terminal with three passenger boarding bridges. There are 127 T-hangars and covered storage units and one fixed base operator, University Air Center, with a 6,000 square foot GA Terminal to serve GA pilots and passengers. RD Air Services and Gator Aviation Services/Southeast Aircraft Charter are based at the airport and provide maintenance and charter services. There are dedicated auto parking positions to serve general aviation.

The airport has numerous projects recently completed, underway and planned. These projects are included in the master plan, which was updated in 2006. In December 2008, the airport completed a \$7 million airline terminal renovation (Phase 2), entailing the enclosure of the open atrium area, new restrooms, new food service and administrative areas, changes to the passenger screening area and meet and greet areas to improve flow, a new HVAC system, new electrical service and system upgrades, and new signage and finishes. Phase 1 included the installation of three passenger boarding bridges and the construction of vestibules. The airport recently completed the Taxiway A1 and B rehabilitation and lighting project. The airport is currently working to restore the general aviation apron. Additionally, the airport will soon begin replacing and/or improving the perimeter fence to enhance security and better prevent wildlife from entering the air operations area.

Current and Forecast Demand

GENERAL AVIATION

Gainesville Regional Airport serves the needs of commercial airlines, military, air cargo, and all facets of general aviation. The airport is located on the northeast side of Gainesville in Alachua County just minutes away from the University of Florida and Shands Hospital. The primary highway access to the airport from the north and south is Interstate 75, along with US Routes 441 and 301. Two commercial air carriers serve the airport; Delta and U.S. Airways provide 24 daily departures and arrivals to/from Atlanta and Charlotte. The largest plane that uses the airport on a regular basis is a CRJ-200. The airport also supports a significant number of sports and casino charters throughout the year. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is D-IV. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 156 based general aviation aircraft and built an additional 26 T-hangars in 2007. The airport has an active air cargo operation. There is a facility for FedEx operations. FedEx operates 2-3 C-208 aircraft per day between Jacksonville and Gainesville. The master plan has identified areas for future multi-tenant cargo facilities. Gainesville is the busiest cargo station in the ASA/Delta Connection system due to high priority of movement of human tissue associated with hospital and bio-medical activity.

General aviation operations by corporate and business users are also common at the airport. The airport estimates that 40 percent of its annual general aviation operations are business-related. The airport also attracts a number of transient or visiting general aviation aircraft. Approximately 33 percent of all visiting general aviation aircraft fall into the business jet category.

The airport's FBO, University Air Center, known for 21 years as Gulf Atlantic Airways, provides a full range of aviation services. Services include fuel, aircraft maintenance and avionics, aircraft charters, air ambulance services, flight training, aircraft rentals, hangar space and other ancillary ground support services. Flight training is a component of this airport's general aviation activity. UAC provides flight training and employs 12 flight instructors (both part 1431 and part 61) and has 17 aircraft that are based at the airport, including five jets. Additionally, UAC has the only FAA-approved full motion simulator in North Central Florida. As a community service, UAC also delivers blood, plasma and related supplies from Gainesville to Atlanta and four stops in Alabama for LifeSouth Community Blood Center 363 days per year.

Gator Aviation Services is based at Gainesville Regional Airport and services both piston and turbine aircraft, provides installation of many STCs, and provides insurance repair to damaged aircraft. Southeast Aircraft Charter based at Gator Aviation Services also provides charter services.

RD Air Services, an aircraft charter and maintenance company, recently built a 6,000 square feet customer service area and 24,000 square feet of hangar space. They also offer avionics and specialty services on a wide range of aircraft.

The airport recently welcomed a new tenant to the airport, AirMethods, the world's largest air ambulance operator. The company will operate a maintenance base out of a hangar on the north side of the general aviation ramp.

Historic and forecast FDOT aviation activity information on file for Gainesville Regional Airport is as follows:

Gainesville Regional Airport	2008	2013	2018	2028
Based Aircraft	156	172	191	233
General Aviation Operations	70,020	78,069	87,042	108,203
Commercial Operations	11,964	13,602	15,465	19,990
Enplanements	136,623	158,384	183,610	246,756

Source: Airport records and FDOT Aviation Office.

COMMUNITY SERVICES

The airport is a commercial service airport and focuses on attracting air service and business related activities. In addition to attracting new air service, the airport also focuses on recapturing traffic in the market, identified by the Boyd Group, by making residents and visitors aware of the current air carriers and affordable airfare available. As a result, the airport initiated the "Low Fare Alert" program in 2008, which is a weekly e-mail service provided by the airport that includes the lowest fares found less than \$300 roundtrip with taxes and fees. The airport has nearly 4,000 subscribers to date. However, the airport's higher average airfare compared to surrounding large hubs and limited service options results in significant "leakage." Thus, the airport spends considerable time in an effort to improve air service in the Gainesville area.

The airport does accommodate flight training activity and envisions increasing its role as a provider of domestic and international flight training services in the future. The airport greatly relies on outside funding sources to fully implement the airport's long-term development plans and obtain its full potential. The airport does not report any manmade factors that would limit its

future system or growth. The airport sees itself experiencing modest growth in the coming years. The airport's vision for its future is to regain its status as a small hub airport. Preserving efficient highway access from the airport to Interstate 75 and other major roadways is an important factor in preserving the growth potential of the airport.

OTHER AIRPORT CHARACTERISTICS

The airport supports an industrial park that is immediately north of the airport. This industrial park is 275 acres and it is approximately 50 to 60 percent occupied. While the airport does not have any based military aircraft, it does accommodate significant transient military and regional training operations. The airport reports that 9 percent of its total annual activity is attributable to military operations.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is currently undertaking several improvement projects as identified in the airport master plan, including the rehabilitation of the general aviation and commercial apron, perimeter fencing improvements, an ALP update and the purchase of an airport sweeper. The airport currently provides scheduled commercial service using regional jets, with 40 percent of operations related to business travel, 20 percent for flight training, 25 percent for charter/air taxi, and a minimal amount of recreational/sport and transient military activities. The airport anticipates modest growth in these areas, with no increase in recreational/sport activity, with significant growth in commercial service. Management hopes to regain its previously held small hub status. The analysis indicates that the airport has sufficient land area to support moderate expansion of facilities to serve growth in business, corporate, air cargo, business/recreational and flight training segments, along with continued and/or expanded intercontinental service, but there is little indication that there is a regional need for increased intercontinental services.

COMMERCIAL SERVICE ROLE	<u>Current Service</u>	<u>Future Service</u>
Tourism		X
Business	X	X
Air Cargo	X	X
International		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate	X	X
Tourism		X
Recreational / Sport		X
Business / Recreational	X	X