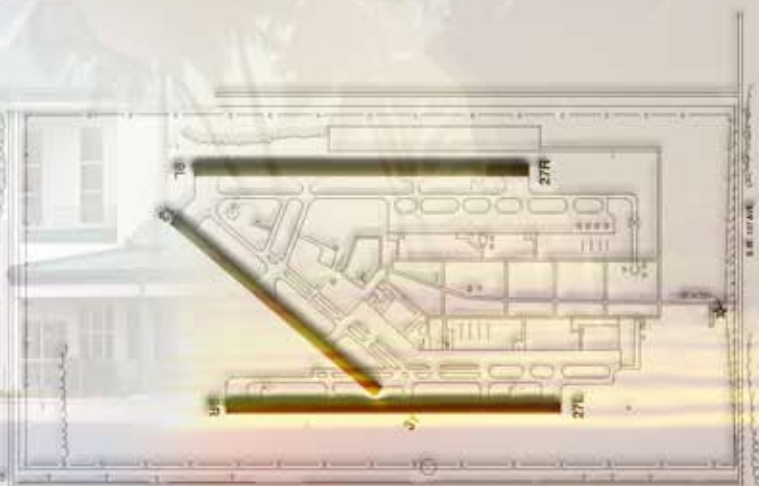
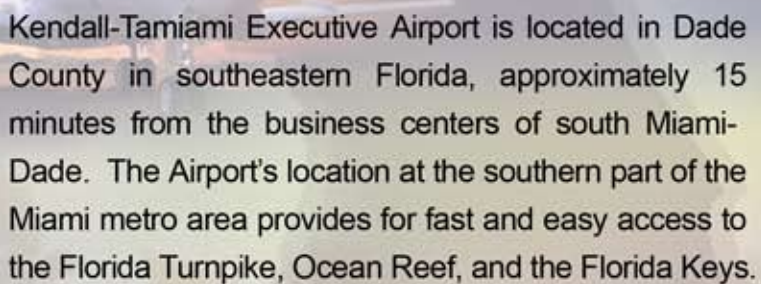


MIAMI GENERAL AVIATION AIRPORT



Existing Facilities

Kendall-Tamiami Executive Airport is served by three runways and Helicopter Training Area "A". Runway 9R/27L is 5,002 feet long by 150 feet wide with high intensity runway lighting and two 50-foot wide parallel taxiways with medium intensity taxiway lighting. All three airport runways were repaved and grooved in 2006 through an AIP project. Runway 9R has VASI, ILS, and RNAV GPS approaches for both 9R and 27L. Runway 27L also hosts a PAPI-4. The secondary runway, Runway 9L/27R, is 5,003 feet long by 150 feet wide with medium intensity runway lights and PAPIs. A 50 foot wide parallel taxiway further increases airside capacity. The third runway, Runway 13/31, is 4,001 feet long by 150 feet wide with medium intensity runway lights and REILS. The FAA expects to commission a new PAPI-4 for Runway 13 in mid-summer 2008. There are two 50 foot wide parallel taxiways serving Runway 13/31 with MITL. Helicopter Training Area A is a designated grass area located south of Runway 27L that is included in the airport movement area under the control of the FAA Air Traffic Control Tower, located south of Runway 9R. The airport has an 8,000-square foot administration building and more than 250 general aviation aircraft parking spaces located at various FBO's.

As part of its process to plan for near term and long term development needs, the airport has identified the following three initiatives as being needed in the near term:

1. Security infrastructure facility improvements.
2. ALP designation of land areas for revenue generating non-aviation commercial use.
3. West side access bridge to access future aviation and industrial expansion area between Runway 9L and 9R approaches.

Safety and security upgrades are to be completed in CY2008/2009 in a new FDOT grant. This project will provide positive control of airside access to all FBO vehicle gates by mag cards and cipher locks on pedestrian gates. Closed Caption Television (CCTV) capability will also be installed and will be complimented by a recently completed high mast lighting project throughout the airport ramp areas. An airport access personnel ID card system will be re-established in late 2008.

The airport ALP identifies a number of new features including a 2,350 foot runway extension on Runway 9R-27L, areas for anticipated new hangar development, west side combination of industrial and aviation areas and designation of perimeter non-aviation commercial development areas. An EA was completed during December 2006, and design of a 1,000 foot extension for Runway 9R is underway in June 2008. The runway extension to the west includes moving the ILS, FAA Navaids, and approach lighting within existing airfield areas.

Current and Forecast Demand

GENERAL AVIATION

Continuously attracting new aircraft and business to Southern Florida, Kendall-Tamiami Executive Airport is a rapidly growing general aviation airport. Relieving Miami International, Kendall-Tamiami Executive accommodates a very diverse set of aviation needs, including corporate and business-use traffic, flight training, and recreational/sport aviation. Most of the airport's annual operations are related to business and flight training. A notable percentage of the airport's annual operations are also related to sport aviation/recreational flying. Charters

and air taxi are also common at the airport. Government operations, including police/fire rescue and other safety-related operations, are frequently accommodated. Of these operations, almost one half are related to transient visiting aircraft. The airport is one of the busiest general aviation facilities in Florida, with traffic patterns staying busy until well after midnight.

Corporate jets are the largest class of airplane that uses the airport on a regular basis. The airport experienced 274,207 flight operations during CY 2007 including approximately 10,950 nightly operations when the ATCT is closed. That combined activity reflects more than a 26% increase in traffic over Cy2006. Of the 460 aircraft currently based at the airport, the majority of these aircraft are single-engine planes that are tied down. The airport's current based aircraft fleet consists of 322 single engine aircraft, 69 multi-engine aircraft, 28 jet aircraft or turbine aircraft and 41 helicopters. These aircraft are stored/parked using a combination of tiedowns, T-hangars, and conventional hangars. Although the current FDOT work plan does not show plans to develop additional hangars, FalconTrust Air, an FBO, has recently completed its seventh building a 35,000 square-foot bulk storage hangar capable of accommodating Grumman V and Global Express aircraft. Two other private developer hangar complexes, Advance Aircraft and Tamiami Air Inc. are under construction as of June 2008. Three more private development aviation projects are currently in design/permitting processes and expected to be under construction in late 2008.

Historic and forecast FDOT aviation activity information on file for Kendall-Tamiami Executive Airport are as follows:

| Kendall-Tamiami Executive Airport | 2007 | 2012 | 2017 | 2027 |
|-----------------------------------|---------|---------|---------|---------|
| Based Aircraft | 420 | 441 | 464 | 513 |
| General Aviation Operations | 316,260 | 332,392 | 349,347 | 385,897 |
| Commercial Operations | N/A | N/A | N/A | N/A |
| Enplanements | N/A | N/A | N/A | N/A |

Source: FDOT Aviation Office.

COMMUNITY SERVICES

Kendall-Tamiami Executive serves the needs of the aviation system by relieving Miami International of business aircraft and all facets of general aviation. There are three Part 141 training schools at the airport and a number of other non-141 flight training providers. Approximately sixty five based aircraft are dedicated to flight training. Complimenting the flight training is the on-site presence of Miami Dade College's Eig-Watson School of Aviation with both classroom and large flight simulation lab and flight training programs available on airport. The airport also supports flight training from other airports. Although there are no military units based at the airport, limited transient military activities do take place at Kendall-Tamiami Executive. Military helicopter and aircraft operations amount to about 60 total operations at the airport.

Many repeat businesses are known transient users at the airport. Of the estimated 85,000 to 95,000 annual transient business operations, between 20,000 and 25,000 operations are related to corporate business and charter jets. Several businesses in the community also rely

on the airport. Calendar year 2007 operations statistics reflect that about 48% of all aircraft movements are itinerant operations.

Other Airport Characteristics

The airport's future role is limited by manmade, environmental, and community factors, but there are still opportunities for significant growth. In the future, the Aviation Department projects an increase in levels of business, charter/air taxi operations, flight training, and recreational/sport aircraft. In the next five to ten years, the Boeing Business Jet will be the largest aircraft the airport serves. Notable growth is possible in corporate/business aircraft use and in the air taxi market. The airport can also support growth of technology intensive flight training and simulators.

The airport does not have programs with local trade or post-secondary educational facilities at the airport.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport, Flight Training, Corporate, and Business/Recreational (charter, medical flights) services. The airport plans to increase its flight training, recreational, corporate, and charter operations. The analysis indicates that the airport is best suited for providing Recreational/Sport, Flight Training, and Tourism (CA) services. It is marginally suitable for providing Corporate and Business/Recreational services, with the longest runway of only 5,003 feet with a near term runway extension project for Runway 9R/27L.

Based on the infrastructure planning analysis for Kendall-Tamiami Executive, the following depicts the airport's current levels of service, as well as the types and levels of service that the airport will likely be required to accommodate by the year 2030:

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