

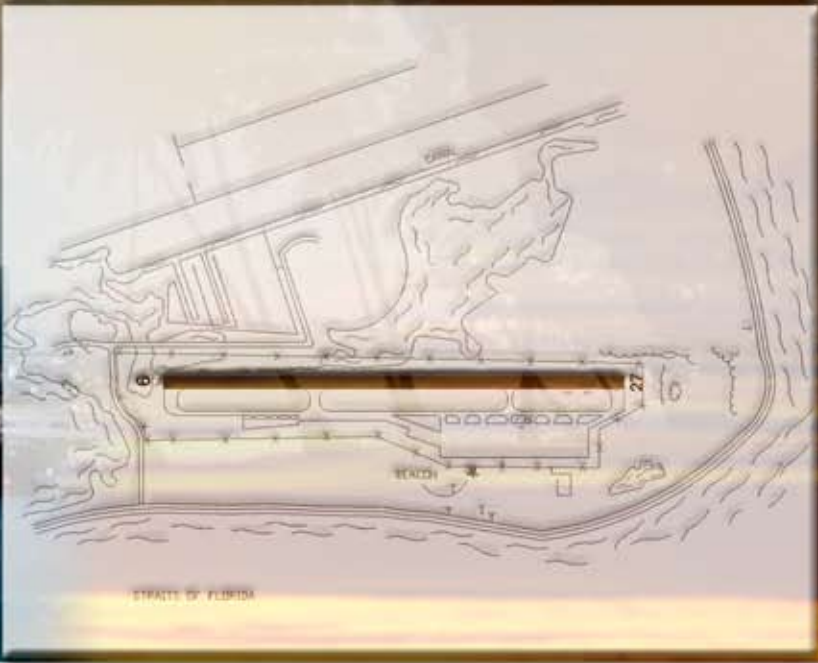
KEY WEST INTERNATIONAL AIRPORT

KEY WEST
COMMERCIAL SERVICE



AIRPORT LOCATION

Key West International Airport is located approximately 160 miles southwest of Miami via US-1. Located on the last Key in the Florida Keys chain of islands, Key West International Airport is the southern most airport in the continental United States.



Existing Facilities

Key West International is a single runway facility. Runway 09/27 is 4,801 feet long and 100 feet wide with a parallel taxiway. The runway itself is asphalt and is in good condition with MIRL and no displaced thresholds. Operations at the airport are supported by VASIs, REILs, VOR, GPS, NDB, and a non-precision approach. Presently there is one conventional hangar used for maintenance. There are 30 general aviation automobile parking spaces. Currently, there is a total of 75 tie downs but when construction is complete, the total will grow to 87.

At this time, there are 20 new hangars under construction: 8 T-hangars, 2 maintenance hangars and 10 others built to accommodate large GA aircraft. The Customs building is being rehabbed and both GA and Commercial ramps are being seal coated. New fencing has been installed to meet the new TSA 7' specifications. Plans are underway for a new \$30 million airline terminal. Construction will begin in 2006.

Current and Forecast Demand

COMMERCIAL AND GENERAL AVIATION

As the primary commercial service airport in the Florida Keys, Key West International serves the tourism market with convenient access to the Keys. The airport has 5 Part 121 air carriers that generate 100 regularly scheduled commercial flights a day, on average. There are 2 Part 135 operators. There is regional jet service to 4 cities presently. Additional cities will be added in the future. The FBO estimates that 80 to 90 percent of all activity in the busy season is related to visiting aircraft. Throughout the year, roughly 20 percent of total general aviation operations are business related, 20 percent are related to air taxi/charter, 30 percent are related to flight training, and the remaining 30 percent are related to sport or recreational usage. There is a single flight school at the airport, employing two full-time and two part-time workers. There are two aircraft based at the airport dedicated to flight training. The airport also supports flight training from other airports.

There are 3 regional jets that serve the airport: RJ 200, RJ 700 and EMB 135. Of the based aircraft at Key West International, 20 percent are owned by local businesses. Historic and forecast FDOT aviation activity information on file for Key West International Airport are as follows:

| Key West International Airport | 2007 | 2012 | 2017 | 2027 |
|--------------------------------|---------|---------|---------|---------|
| Based Aircraft | 43 | 46 | 50 | 58 |
| General Aviation Operations | 59,520 | 61,022 | 62,563 | 65,763 |
| Commercial Operations | 32,290 | 34,376 | 36,597 | 41,478 |
| Enplanements | 270,781 | 306,363 | 346,622 | 443,706 |

Source: FDOT Aviation Office.

COMMUNITY SERVICES

Several resort businesses are reliant on the airport and the convenience it provides to travelers. In addition to resort businesses, construction companies, the hospital, and Bama Seafood also use the airport on a regular basis. The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools.

While the airport does not have any based military aircraft, army helicopters and the coast guard occasionally conduct operations at Key West International. The FBO reports that military/coast guard helicopters will fly to the airport once or twice each week when there is consistent air traffic.

Other Airport Characteristics

Restrictive environmental barriers currently keep the airport from extending its runway. Thick mangroves at the east end of the runway and a salt pond to the west end currently inhibit growth. Ideally, the airport would like to address and resolve these constraints. Without these concerns, the airport would ideally acquire required safety areas and obtain land necessary for mitigation. The salt ponds would also be removed from Runway End 9. In the future, the airport intends to continue growing with increased levels of flight training, recreational operations, and business and air taxi operations. The airport could benefit from the new generation of Very Light Jet (VLJ) aircraft.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Business/Recreational (banner towing, sightseeing, and charter), Corporate, Tourism (CA), Tourism (CS), and Flight Training services. The airport plans to expand its corporate operations. Analysis indicates that the airport is best suited for providing Recreational/Sport, Tourism (CA), Flight Training, and Corporate services. Any expansion of the airport is seriously hampered by environmental concerns. It is expected that the airport will continue to provide Tourism (CS) service in the future because of the nature of the destination.

Based on the infrastructure planning analysis for Key West International Airport, 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:

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