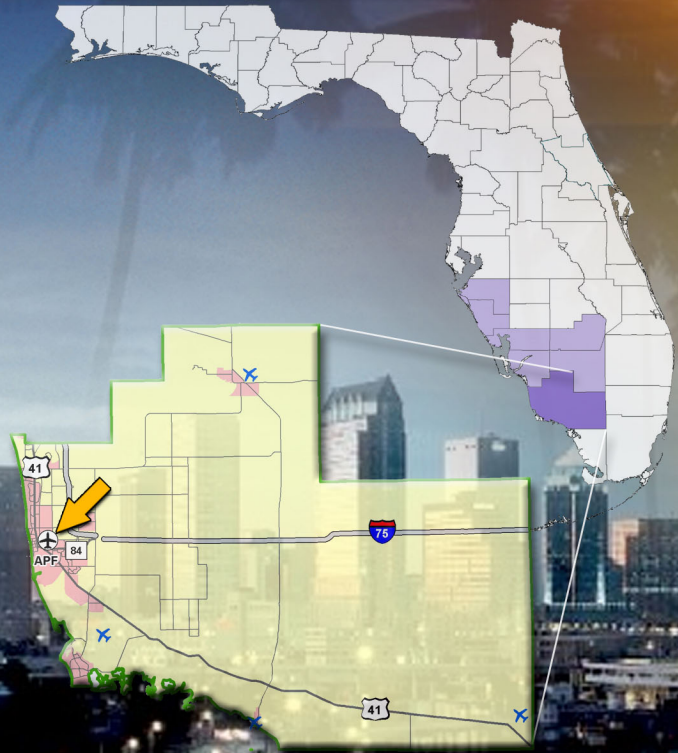


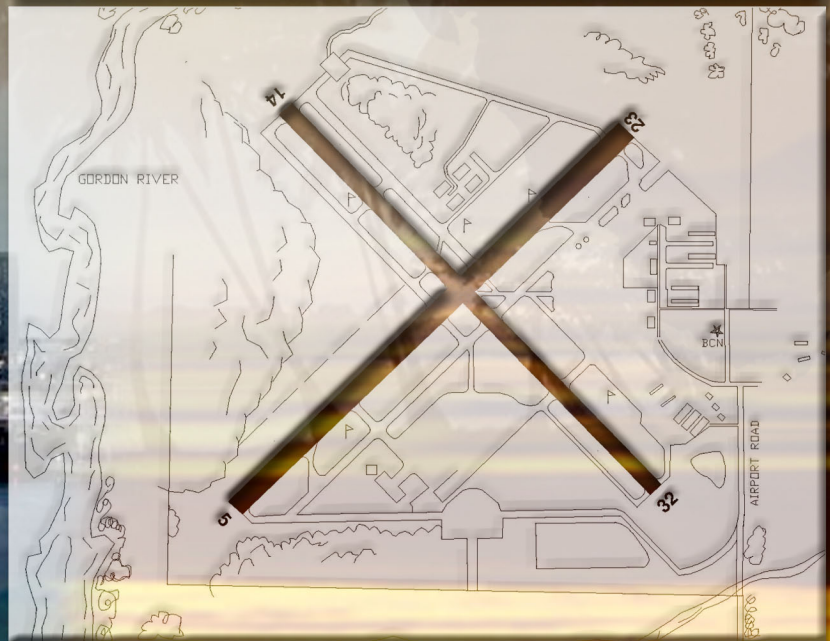
NAPLES MUNICIPAL AIRPORT



AIRPORT LOCATION



Naples Municipal Airport is located in Collier County along the Gulf Coast of South Florida, approximately 45 miles south of Fort Myers. The primary highway access to the airport from the north and east is Interstate 75, and from the south is US Route 41. Other roads in the vicinity include State Routes 84, and County Routes 864 and 856.



Existing Facilities

Three runways support aviation in Naples, Florida. The primary runway, Runway 5/23, has medium intensity runway lighting and is 5,000 feet long by 150 feet wide with a 50-foot wide parallel taxiway. Although the asphalt on the runway is in fair condition, it is supported by PAPIs, REILs, VOR, GPS, NDB, and a non-precision and circling approach. Runway 14/32 is 5,000 feet long by 100 feet wide, and the turf runway, Runway SW/NE, is 1,850 feet long by 100 feet wide. The airport's landside facilities include a 21,190-square foot terminal building with three commuter gates. The general aviation terminal and administration offices share a 21,250-square foot building. There are currently 206 paved general aviation automobile parking spaces.

The airport has identified several initiatives as necessary to serve levels of demand in the near term, including replacement of airfield lighting, expansion of terminal area auto parking, and rehabilitation of commercial terminal security checkpoint and non-exclusive areas. The airport had its most recent master plan and ALP completed in 1997, with an update scheduled for 2007. An economic impact study was completed in 2003.

NOTE: In 2004, Florida experienced a record number of hurricanes, with many airports in Florida sustaining various amounts of damage. Since this report was in print at the time, facilities and based aircraft identified in this report do not reflect damage to infrastructure that may have occurred as a result of those hurricanes. Future reports will identify the impact of storm damage.

Current and Forecast Demand

GENERAL AVIATION

Naples Municipal Airport can serve the needs of regional/commuter airlines, business travelers, limited air cargo, and all facets of general aviation. The largest aircraft the airport currently accommodates is a Challenger or Gulfstream V. Naples Municipal's ARC is C-III, and its current ASV is 195,000 operations. The majority of operations recorded at the airport are related to general aviation. T-hangars currently store 196 single-engine and 12 multi-engine planes. There are 49 multi-engine aircraft in conventional hangars, 34 jets, and 12 helicopters. The remaining 69 single-engine planes, five multi-engine aircraft, and five jets are tied down. The current FDOT work program includes new storage spaces and new pavement for tie-downs at Naples Municipal. Historic and forecast FDOT aviation activity information on file for Naples Municipal is as follows:

Naples Municipal Airport	2002	2007	2012	2022
Based Aircraft	382	407	435	495
General Aviation Operations	118,585	131,506	145,835	179,347
Commercial Operations	12,515	14,508	16,819	22,603
Enplanements	30,244	35,061	40,645	54,624
Demand/Capacity Ratio	67.1%	74.7%	83.2%	103.3%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

Naples Municipal serves a variety of markets including air cargo, local businesses, transient businesses, recreational pilots, air taxi, and regional/commuter operators. The airport is home to over 300 employees, most of which work for business at the airport, ranging from aviation maintenance to retail shops and a restaurant. Over \$70 million flows into the local economy as a result of the airport; this monetary value includes direct and secondary impacts.

Local businesses own 75 planes, which account for 20 percent of the based planes at Naples Municipal Airport. Several businesses in the community rely on the airport, explaining in part the aforementioned economic activity. Twenty-five percent of the airport's annual aircraft operations are business-related. There is a high tendency for transient businesses to fly into Naples Municipal, several of them being repeat businesses. Although Naples is a service-oriented community, and there are not many large businesses based in the city, 47,000 transient operations each year are related to business jets, making it one of the top ten business jet destinations in the nation. Fortune 500 commonly uses Naples Municipal Airport.

Five percent of the airport's total operations are related to air taxi/charter, 40 percent are related to visiting aircraft, and five percent are related to sport/recreational flying. There is presently a Part 135 operator at the airport; approximately 7,600 annual operations result from air taxi/charter. Although there are no military aircraft based at the airport, military helicopters contribute approximately 245 operations each year. The Coast Guard and Civil Air Patrol make two takeoffs and landings each day.

At Naples Municipal Airport, extensive flight training is conducted by local and non-local flight schools. There are four flight schools located on the airport, and collectively, these schools employ more than 60 instructors. Twenty-five percent of total operations result from flight training carried out by 35 based aircraft dedicated to training. The FBO (Authority) has good customer service and is very supportive of small aircraft utilizing the airport. Along with businesses, several students and trainers regularly rent aircraft from the airport.

OTHER AIRPORT CHARACTERISTICS

Although the airport expects increased levels of flight training, business and air taxi operations, and recreational/sport aircraft, activity will remain similar to current conditions. The largest aircraft the airport will likely serve in the next 5 to 10 years is a Gulfstream-V, Global Express, or Regional Jet. Naples Municipal Airport is limited in its ability to grow or expand due to the size of the property, bordering wetlands, and a noise-sensitive community. Although community relations are better than they have ever been, and the airport has been very environmentally conscious in meeting guidelines, the wetlands, noise restrictions, and proximity of residential areas will always limit growth potential. As a result, the community and aviation personnel are satisfied with the airport's role and will not encourage accelerated growth in the coming years as long as the airport is serving the community's needs. The airport will continue to enhance existing facilities with safety and beautification improvements.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Tourism (CS) (commercial air service), Business (commercial air service), Flight Training, Corporate, Recreational/Sport, Business/Recreational (coastal patrol/rescue, medical flights, aerial photography) and Air Cargo services. The airport plans to expand its flight training, recreational, and charter operations and could support SATS operations. According to the analysis, the best future use of the airport is in providing Recreational/Sport, Flight Training, and Tourism (CA) services. Its short runway (5,000) seriously impacts the viability of the airport for commercial services (Tourism (CS), Business, Air Cargo). Its low Financial and Community Planning scores impede its ability to provide Corporate and Business/Recreational services.

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