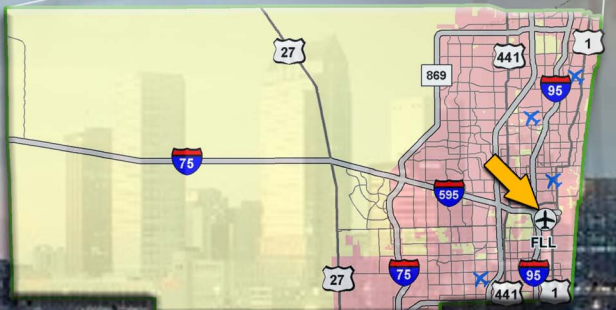


FORT LAUDERDALE / HOLLYWOOD INTERNATIONAL AIRPORT

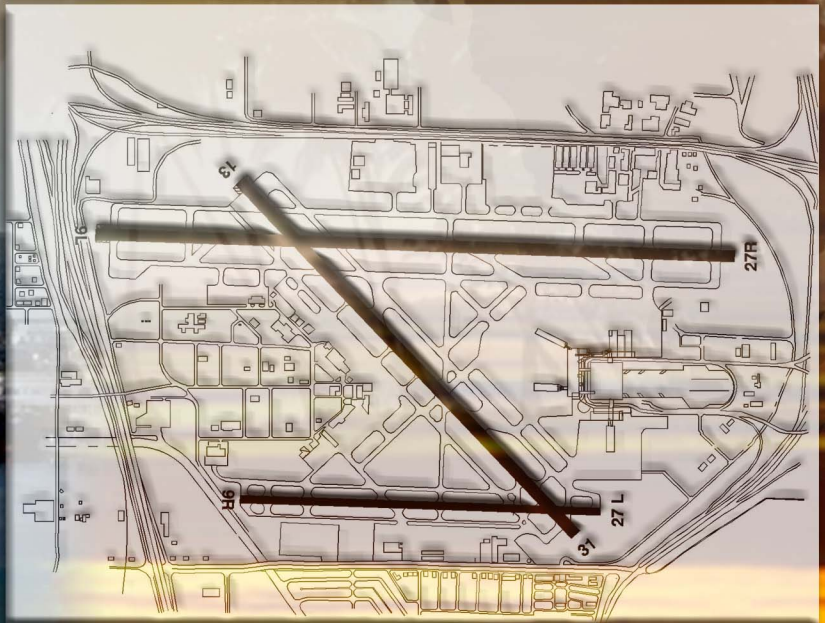


FORT LAUDERDALE-HOLLYWOOD
INTERNATIONAL AIRPORT
BROWARD COUNTY, FLORIDA

AIRPORT LOCATION



Fort Lauderdale/Hollywood International Airport is located in Broward County, approximately three miles southwest of Fort Lauderdale. The airport is at the intersection of I-595 and I-95.



Existing Facilities

The airport is served by two parallel runways, and a third runway that intersects both parallel runways. Runway 9L/27R is 9,000 feet long and 150 feet wide; this is the primary runway at the airport. The asphalt surface is in good condition. This runway has high intensity runway lights and a parallel taxiway with high intensity taxiway lights. There are PAPIs, a precision approach, and a non-precision approach that serve as landing aids. Runway 9R/27L is 5,276 feet long and 100 feet wide. It has medium intensity runway lights and a parallel taxiway with medium intensity taxiway lights. The runway is in good condition and has a non-precision approach. The crosswind runway, Runway 13/31, is 6,930 feet long by 150 feet wide. It has medium intensity runway lights and a parallel taxiway with medium intensity taxiway lights. This runway has a non-precision approach and is in good condition.

Landside facilities include a 1,005,900 square foot air carrier terminal with 57 jetways. There is also an temporary administration complex 56,000 square feet in size. There are four general aviation terminal buildings located on the airport.

Current and Forecast Demand

COMMERCIAL AND GENERAL AVIATION

Fort Lauderdale/Hollywood International serves a variety of general aviation needs, regional air cargo, and commercial airline demand. The current ARC for the airport is D-IV and the ASV is 230,000 annual operations. Pending capacity-enhancing projects may increase the ASV after 2010, if they are carried out. There are currently 88 aircraft based at the airport. There are five helicopters, 23 single-engine aircraft, 34 jets, and 26 multi-engine aircraft. The FDOT work program does not include the development of more covered storage spaces.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for Fort Lauderdale/Hollywood follows:

Fort Lauderdale/Hollywood International Airport	2004	2009	2014	2024
Based Aircraft	88	102	117	156
General Aviation Operations	73,466	80,123	87,384	103,938
Commercial Operations	242,022	283,304	331,628	454,411
Enplanements	10,040,598	12,572,395	15,742,599	24,682,734

Source: FDOT Aviation Office.

COMMUNITY SERVICES

Fort Lauderdale/Hollywood International is a large hub airport serving the commercial service needs of its market area. In addition to other airlines, three low-cost carriers, Southwest Airlines, Air Tran, and Jet Blue, provide service to Fort Lauderdale-Hollywood. Also, Fort Lauderdale/Hollywood International is home to Spirit Airlines, a rapidly growing low cost carrier that now ranks as the fourth busiest carrier at the airport and is still growing by leaps and bounds.

Regardless of its physical constraints, the airport is one of the fastest growing in Florida. Its proximity to Port Everglades, one of the most active cruise ship ports in the world, draws vacationers to the airport throughout the year. The airport also provides air cargo services and a variety of general aviation services, concentrating on business/corporate aircraft. Fifty percent of the airport's annual general aviation operations are business-related and 20 percent are related to air taxi or charter. There is limited, if any, recreational flying at the airport. The vast majority of annual general aviation aircraft operations, 95 percent, are generated from visiting aircraft.

In the future, management does not predict an increase in flight training or sport-recreational operations. There will likely be an increase in business and air taxi operations. The largest plane the airport expects to serve in the next five to 10 years is the B-787. The airport will continue to grow significantly, regardless of its numerous manmade, environmental, and community constraints. With surrounding wetlands, neighborhoods, and Interstates 95, 595 and US1, growth will need to be innovative in order to maintain the airport's profile as an "easy-in, easy-out" facility. Many of the noise complaints arise from use of the crosswind runway to the southeast and northwest ends of the airport; the runway is used to serve less than 1 percent of all total annual operations, so there would actually be limited impact if this runway closes. Without restraints, the airport would like to become more involved in short haul international travel, develop international air cargo, and increase hangar space. The airport's purpose is to serve the community, and it would like to do what it can to meet demand.

There are various business/industrial parks north, south, and west of the airport, but none are directly related to the airport. There are no military aircraft based at the airport, but there are approximately 700 transient military operations annually. The federal government has a fuel contract with one or more FBOs; hence transient military aircraft occasionally refuel at Fort Lauderdale/Hollywood. Support aircraft for warships making port calls utilize the airport, as do Coast Guard aircraft and support aircraft associated with the Naval Surface Warfare Center. Additionally, a large number of military aircraft utilize the airport during Fleet Week and the Air and Sea Show.

OTHER AIRPORT CHARACTERISTICS

The airport's most recent master plan was completed in 1994 and an ALP was completed in 2003. Fort Lauderdale/Hollywood International airport has a uniquely aggressive vision for the future of this facility. The essential goal is to redesign the airport to provide more efficient multimodal transportation to and from Port Everglades in addition to advanced security and check-in areas. With these initiatives, the airport hopes to increase the volume of travelers and decrease congestion.

- The airport is currently completing both a master plan update and a Part 150 Study that will define the future of the airport for the next twenty years.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is a large hub serving commercial service needs along with air cargo, corporate and limited military. Future facility enhancement projects anticipated by the airport include opening a new ARFF facility, with continued commercial service by Jet Blue, SW, and Spirit. Management anticipates that there will eventually be a large intermodal facility adjacent to the airport that will become the center for transient light rail, busses, people movers to port, and even check-in for the airlines. The airport also anticipates more short haul international flights, international cargo and hangar development. The analysis indicates that the airport scored a zero for all Commercial Service and most Community Airport capabilities because of D/C ratio above 100 percent. Improvements aimed at increasing capacity would significantly improve the capabilities of the airport. Aside from the capacity issue, expansion of facilities and services to serve demand in commercial service and community airport segments should be feasible during the planning period.

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