

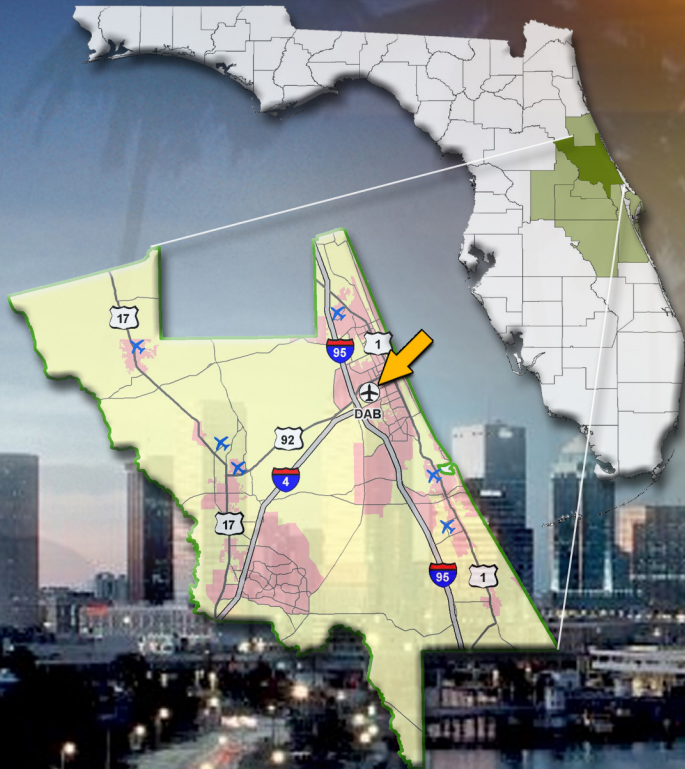
DAYTONA BEACH INTERNATIONAL AIRPORT

DAYTONA BEACH
COMMERCIAL SERVICE



DAYTONA BEACH
INTERNATIONAL AIRPORT

AIRPORT LOCATION



Daytona Beach International Airport is located in Volusia County on the east coast of Florida approximately 90 miles south of Jacksonville and 50 miles north of Titusville and Cape Canaveral. The primary highway access to the airport from the north and south is via Interstate 95 and from the west Interstate 4 using the U.S. 92 East exit off of I-95. Other roads in the vicinity include US Highway 1, and Florida Routes 11, 40, 400, and 415. Volusia County is served by three railroads, a countywide bus transit system (VOTRAN), and Daytona Beach is also a proposed future passenger stop for Amtrak.



Existing Facilities

Daytona Beach International Airport is served by a number of airside and landside facilities. The airport has three asphalt runways: Runway 7L/25R (10,500 feet long by 150 feet wide), Runway 7R/25L (3,195 feet long by 100 feet wide), and Runway 16/34 (6,000 feet long by 150 feet wide). All three runways are served by full-length parallel taxiways. Airport instrumentation includes a Category 1 ILS and a MALSR approach lighting system (R/W 7L), a LOC BC Backcourse (R/W 25R), NDB, VOR, and GPS approaches are available at the airport, and the primary runway, Runway 7L/25R, incorporates high intensity runway lighting while the remaining runways have medium intensity lighting.

Current landside facilities include a 175,000-square foot passenger terminal building with six aircraft gates to accommodate scheduled airline passenger needs. The airport also has a 60,000 square foot International Arrivals building to serve international flights. The airport has three fixed base operators (FBO) including the Daytona Beach Jet Center, Yelvington Jet Aviation and Executive Flight Line Services. Each FBO offers all general aviation services including fueling, terminals and tie down services. Between the airport's T-hangars and conventional hangars, there are 64 covered parking spaces for aircraft. Aviation services at Daytona Beach International Airport include customs, aircraft charter, sales, rental and repair, avionics sales and repair, avgas and jet fuel, rental cars, and restaurant facilities.

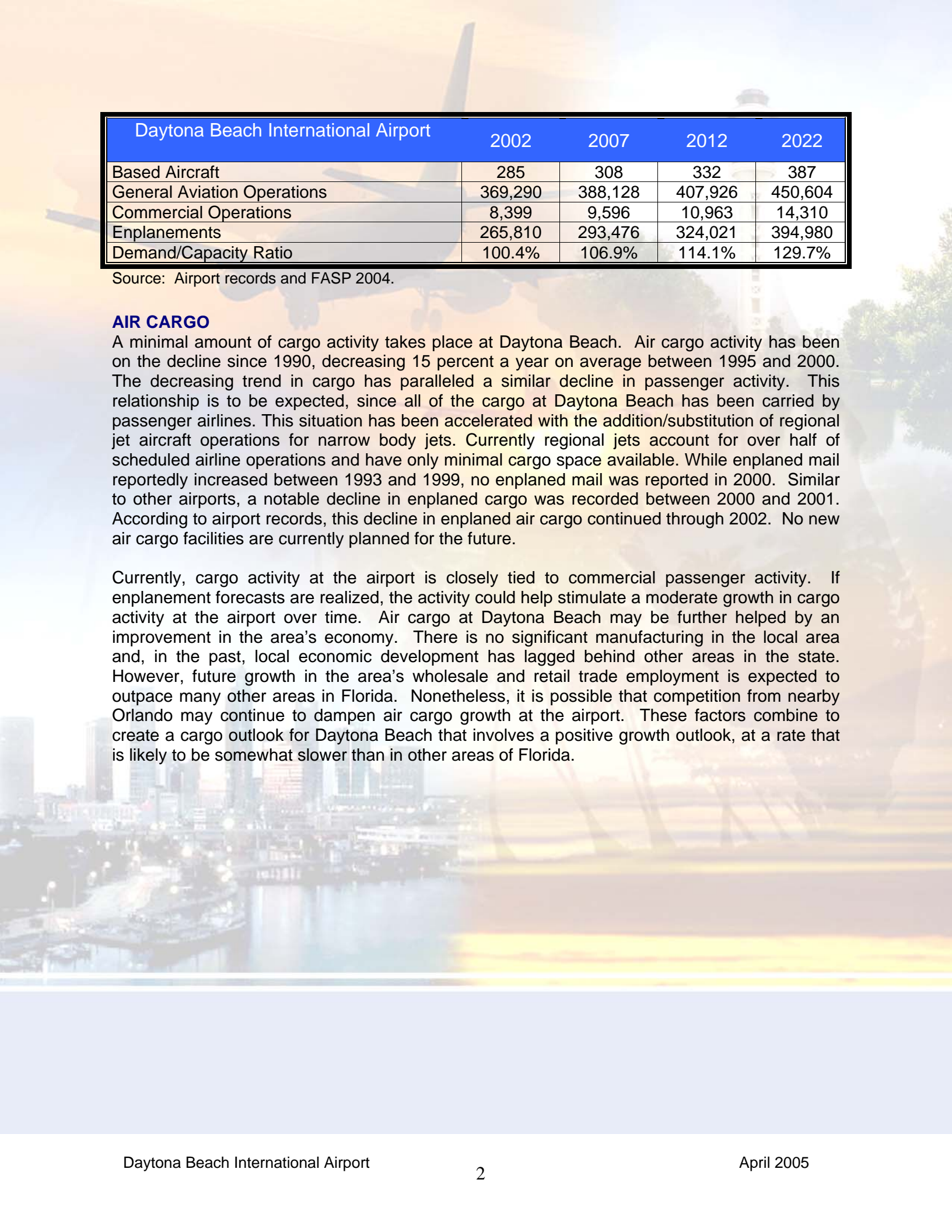
NOTE: In 2004, Florida experienced a record number of hurricanes, with many airports in Florida sustaining various amounts of damage. Since this report was in print at the time, facilities and based aircraft identified in this report do not reflect damage to infrastructure that may have occurred as a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

Current and Forecast Demand

COMMERCIAL AND GENERAL AVIATION

Daytona Beach International Airport serves the needs of commercial airlines, transient military, air cargo, and all facets of general aviation. The airport is served by three different commercial carriers. These carriers are Delta, Continental, and Vintage Props and Jets. The largest plane that uses the airport on a regular basis is the MD-88 operated by Delta. The current ARC for the airport is D-IV. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 281 based general aviation aircraft. Of this total, approximately 77 percent of the aircraft are stored on paved tie-downs, and 23 percent are in T-hangars or conventional hangars. Daytona Beach International Airport constructed additional T-hangars in 2004.

The airport has aviation training programs that are connected with the local colleges and technical schools. Training is provided in avionics, aircraft repair, flight instruction, air traffic control, and mechanics. Historic and forecast FDOT aviation activity information on file in 2002 for Daytona Beach International Airport is as follows:



Daytona Beach International Airport	2002	2007	2012	2022
Based Aircraft	285	308	332	387
General Aviation Operations	369,290	388,128	407,926	450,604
Commercial Operations	8,399	9,596	10,963	14,310
Enplanements	265,810	293,476	324,021	394,980
Demand/Capacity Ratio	100.4%	106.9%	114.1%	129.7%

Source: Airport records and FASP 2004.

AIR CARGO

A minimal amount of cargo activity takes place at Daytona Beach. Air cargo activity has been on the decline since 1990, decreasing 15 percent a year on average between 1995 and 2000. The decreasing trend in cargo has paralleled a similar decline in passenger activity. This relationship is to be expected, since all of the cargo at Daytona Beach has been carried by passenger airlines. This situation has been accelerated with the addition/substitution of regional jet aircraft operations for narrow body jets. Currently regional jets account for over half of scheduled airline operations and have only minimal cargo space available. While enplaned mail reportedly increased between 1993 and 1999, no enplaned mail was reported in 2000. Similar to other airports, a notable decline in enplaned cargo was recorded between 2000 and 2001. According to airport records, this decline in enplaned air cargo continued through 2002. No new air cargo facilities are currently planned for the future.

Currently, cargo activity at the airport is closely tied to commercial passenger activity. If enplanement forecasts are realized, the activity could help stimulate a moderate growth in cargo activity at the airport over time. Air cargo at Daytona Beach may be further helped by an improvement in the area's economy. There is no significant manufacturing in the local area and, in the past, local economic development has lagged behind other areas in the state. However, future growth in the area's wholesale and retail trade employment is expected to outpace many other areas in Florida. Nonetheless, it is possible that competition from nearby Orlando may continue to dampen air cargo growth at the airport. These factors combine to create a cargo outlook for Daytona Beach that involves a positive growth outlook, at a rate that is likely to be somewhat slower than in other areas of Florida.

Daytona Beach International Air Cargo Summary

Year	Total Freight (tons)	Total Mail (tons)	Total Freight and Mail (tons)
1990	623	88	711
1991	702	6	708
1992	713	5	718
1993	662	1	663
1994	538	1	539
1995	530	3	533
Compound Annual Growth 1990-1995	-3.2%	-49.1%	-5.6%
1996	530	4	534
1997	317	6	323
1998	266	94	360
1999	212	103	315
2000	236	----	236
Compound Annual Growth 1995-2000	-14.9%	1421%	-15.0%
2001	180	2	182
Compound Annual Growth 2000-2001	-23.7%	N/A	-22.9%
Projected 2002	----	----	----
Compound Annual Growth 2001-2002	----	----	----

Source: Airport records and FASP 2004.

OTHER AIRPORT CHARACTERISTICS

The current mix of aviation activities at Daytona Beach International Airport is summarized as follows:

- Less than .1% of the based aircraft are owned by local business
- An estimated 8 % of total annual operations are strictly business related (not including flight training operations)
- Approximately 90% of total annual operations are related to flight training
- Nearly 80% of total annual operations are itinerant

While there are a number of local tourist attractions that support the current level of itinerant activity at the airport (i.e. Daytona International Speedway, Tomoka State Park, Gamble Rodger State Park and the beaches), all indications are that flight training will continue to be a dominant factor in the airport's operational mix during the planning period. The presence of this large amount of flight training, particularly at a commercial service airport, is directly attributable to the flight training operations of Embry Riddle Aeronautical University. In addition to the anticipated growth in flight training, it should also be noted that Airport Management continues to develop plans and actions for increasing scheduled commercial service at Daytona Beach. From Management's point of view, the airport could easily handle increased commercial arrivals and

departures by working with ERAU and ATC to develop compatible commercial / flight training schedules, however, the airport is presently operating at theoretical capacity (annual service volume) and it is projected to be at nearly 130 percent of capacity by the year 2022. Consequently airside capacity is, and will continue to be, an issue for the airport over the planning period.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

Flight training will continue to dominate operations at the airport. The airport is well suited to accommodate significantly higher levels of Commercial Service operations with its 10,500 foot runway, being located adjacent to the I-95 and I-4 interchange and currently the lack of noise problems on the west approach to the main runway. Additionally, the growth of high technology businesses in the Brevard County/Daytona Beach area will place greater demands on the airport for corporate flying activities. Based on the infrastructure planning analysis for Daytona Beach 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:

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