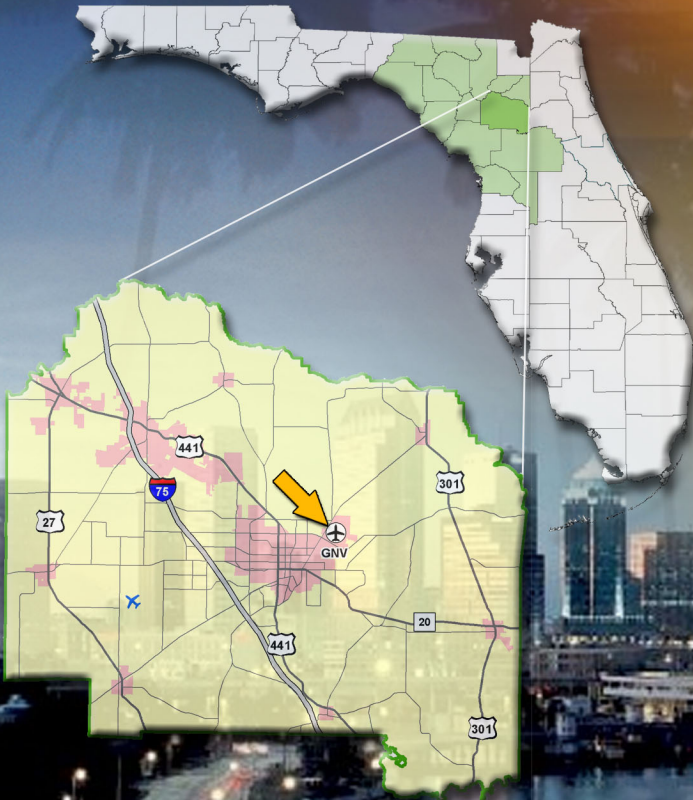


# GAINESVILLE REGIONAL AIRPORT



## AIRPORT LOCATION



Gainesville Regional Airport is located on the northeast side of Gainesville in Alachua County, approximately 70 miles southwest of Jacksonville. The primary highway access to the airport from the north and south is Interstate 75, along with US Routes 441 and 301. Access from the east and west is via State Route 20. Other roads in the vicinity include State Routes 24, 26 and 232.





## Existing Facilities

Gainesville Regional is served by two intersecting runways. These runways are Runway 6/24, which is 4,158 feet long by 100 feet wide and Runway 11/29, which is 7,501 feet long by 150 feet wide. The runways are both asphalt and are in good condition. Both runways are served by full-length parallel taxiways. The airport has a 57,000-square foot passenger terminal building. The terminal has two aircraft gates or parking positions. There are dedicated auto parking positions to serve general aviation. The airport also has a 6,000 square foot terminal to serve general aviation pilots and passengers. There are currently nine based aircraft that utilize tie-downs with the remainder aircraft housed in Sunshade or T-hangar facilities. Between the airport's T-hangars and conventional hangars, there are 125 covered parking spaces for aircraft.

The airport has identified several initiatives as necessary to serve demand in the near term, including renovation of the terminal and extension of Runway 6/24. The airport had its most recent master plan completed in 1987 and is currently underway with an update.

*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

Gainesville Regional Airport serves the needs of commercial airlines, military, air cargo, and all facets of general aviation. Four commercial air carriers serve the airport. These carriers are Continental, Delta, Northwest and U.S. Airways. The largest plane that uses the airport on a regular basis is an ATR. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is D-IV. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 123 based general aviation aircraft. Of this total, approximately seven percent of the aircraft are stored on paved tie-downs, and 93 percent are in T-hangars or conventional hangars. The airport presently reports a waiting list for hangars that shows 20 aircraft. The current FDOT work plan for Gainesville Regional Airport show plans to build additional T-hangars in the fall of 2004. The airport has an active air cargo operation. There is a facility for FedEx operations. FedEx operates 2-3 C-208 aircraft per day between Jacksonville and Gainesville. The master plan has identified areas for future multi-tenant cargo facilities. Gainesville is the busiest cargo station in the ASA/Delta Connection system due to high priority of movement of human tissue associated with hospital and bio-medical activity.

The airport's FBO offers flight training and has established a curriculum with Santa Fe Community College that began in the fall of 2004.

Historic and forecast FDOT aviation activity information on file for Gainesville Regional Airport is as follows:

Gainesville Regional Airport	2002	2007	2012	2022
Based Aircraft	123	128	133	144
General Aviation Operations	64,920	68,910	73,145	82,412
Commercial Operations	9,620	12,046	15,083	23,649
Enplanements	130,683	142,876	156,206	186,713
Demand/Capacity Ratio	33.9%	36.8%	40.1%	48.2%

Source: Airport records and FASP 2004.

### **COMMUNITY SERVICES**

The airport is a commercial service airport and is focused on attracting air service and business related activities. The airport needs additional facilities to accommodate recreational activity. The airport does accommodate flight training activity and envisions increasing its role as a provider of flight training services in the future. Gainesville Regional Airport is a member and strong supporter of the Southeast SATS Lab Consortium. The lack of funds to fully implement the airport's long-term development plans is the only obstacle preventing the airport from obtaining its full potential. The airport does not report any manmade factors that would limit its future system or growth. As for community factors, the City and County Commissioners are more development-oriented than in the past. The airport sees itself experiencing modest growth in the coming years. The airport's vision for its future is to regain its status as a small hub airport.

Flight training is a component of this airport's general aviation activity. Roughly, 20 percent of the airport's annual operations are related to flight training. One business located on the airport provides flight training; this business employs five flight instructors and has five aircraft that are based at the airport. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 40 percent of its annual general aviation operations are business-related. Approximately 18 percent of the airport's based aircraft are owned by local businesses. The airport also attracts a number of transient or visiting general aviation aircraft. Approximately 33 percent of all visiting general aviation aircraft fall into the business jet category.

### **OTHER AIRPORT CHARACTERISTICS**

The airport supports an industrial park that is immediately north of the airport; this industrial park is 500 acres and it is approximately 35 percent occupied. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that five percent of its total annual activity is attributable to military operations.



## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is currently undertaking several improvement projects, including a master plan update, an environmental assessment for the extension of RW 6/24, a drainage plan, security access and fencing, renovations to the fuel farm, improved airfield lighting and a beacon. The airport currently provides scheduled commercial service using regional jets and ATRs, with 40 percent of operations being related to business travel, 20 percent for flight training, 25 percent for charter/air taxi, and a minimal amount of recreational/sport and transient military activities. The airport anticipates continued growth in these areas, with no increase in recreational/sport activity, with significant growth in commercial service. Management hopes to regain its previously held small hub status. The analysis indicates that the airport has sufficient land area to support moderate expansion of facilities to serve growth in business, corporate, air cargo, business/recreational and flight training segments, along with continued and/or expanded intercontinental service, but there is little indication that there is a regional need for increased intercontinental services.

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