

HERLONG AIRPORT

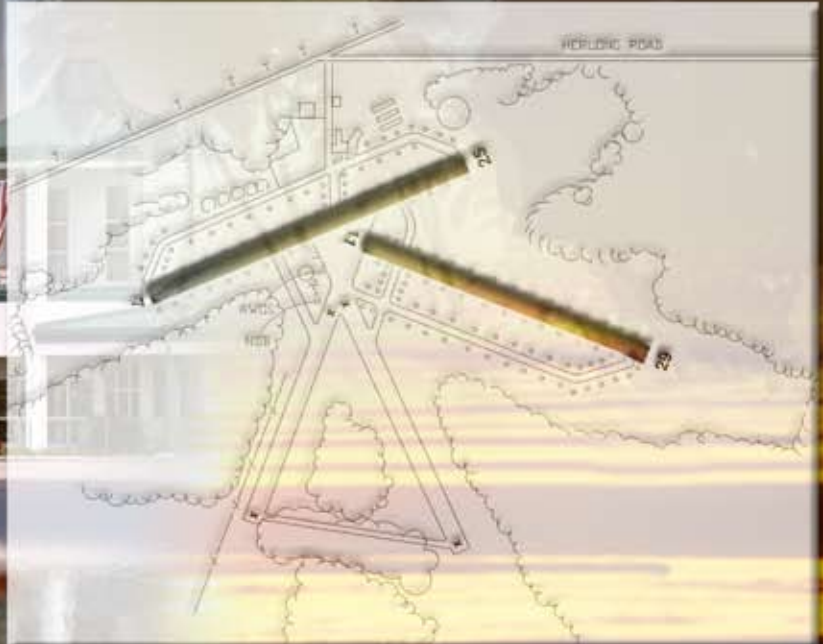
JACKSONVILLE
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Herlong Airport is located in Duval County in northeastern Florida and on the southwest side of Jacksonville. The primary highway access to the airport from the north and south are Interstates 295 and 95. Access from the west is Interstate 10. Other roads in the vicinity include State Routes 21, 134, and 228.



Existing Facilities

Herlong Airport is served by two intersecting runways. These runways are Runway 7/25, which is 4,000 feet long by 100 feet wide and Runway 11/29, which is 3,500 feet long by 100 feet wide. The runways are both asphalt and in good condition. Both runways are served by 50-foot wide taxiways. The airport has a 4,000 square foot terminal to serve general aviation pilots and passengers. There are 65 tie-downs for the airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 101 covered parking spaces for aircraft.

The airport has identified several initiatives as necessary to serve demand in the near term, including the construction of another row of T-hangars (14 bays), construct Taxiway Echo connector, and pavement improvements. The airport had its most recent master plan completed in 2000, with an update currently underway. Also, the airport is considering the development of a parallel turf runway, which will effectively separate gliders and ultralights from other general aviation aircraft.

Current and Forecast Demand

GENERAL AVIATION

Herlong Airport serves most facets of general aviation. The largest plane that uses the airport on a regular basis is a Lear 45/Citation 3; the current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is B-II. The airport currently reports 79 based general aviation aircraft. Of this total, approximately 34 percent of the aircraft are stored on paved tie-downs, and 66 percent are in T-hangars or conventional hangars. The airport presently reports a waiting list for hangars that shows approximately 30 aircraft. The current FDOT work plan for Herlong Airport shows plans to develop an additional 14 covered storage spaces in FY 2008.

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 Herlong Airport is as follows:

Herlong Airport	2008	2013	2018	2028
Based Aircraft	79	84	90	102
General Aviation Operations	80,700	84,817	89,143	98,469
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on recreational and sport flying activities. The airport does accommodate flight training activity and envisions increasing its role as a provider of flight training services. The airport could support Very Light Jet (VLJ) related air taxi operations with some minor modifications. However, since Herlong is located within the same service area as Jacksonville International Airport (JIA), the majority of commercial trips are handled at JIA. The airport sees itself experiencing modest growth in the coming years. The airport's vision for its future is to increase both training and recreational activities and upgrade its maintenance facilities. Currently, 40 percent of the airport's annual operations are related to sport aviation/recreational activities.

Flight training is a component of this airport's general aviation activity. Roughly 30 percent of the airport's annual operations are related to flight training. There are two businesses located on the airport that provide flight training. These businesses employ 6 flight instructors and have 6 aircraft that are based at the airport. The non-141 schools are open to the general public. The airport also supports cross-country flights. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 10 percent of its annual general aviation operations are business-related. Approximately 5 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. Visiting businesses that fly into the airport include the Barnhill Restaurant, Clay Mobile Homes, Duval Asphalt, and Canadian Steel. Approximately 13 percent of all visiting general aviation aircraft fall into the business jet category. There is no industrial park associated with the airport. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that 3 percent of its total annual activity is attributable to military operations.

OTHER AIRPORT CHARACTERISTICS

Herlong Airport is Jacksonville's premier recreational and sport flying airport. In 2001, the airport was awarded the Florida Department of Transportation's General Aviation Airport of the Year. Single and twin-engine aircraft, gliders, helicopters, ultralights, parachute jumpers and an increasing number of corporate jets and turboprop aircraft use this airport, which is located about 11 miles southwest of downtown Jacksonville. Herlong's role as a recreational airport helps relieve general aviation activity at Jacksonville International Airport.

Jacksonville Aviation Authority (JAA) serves as the fixed base operator for Herlong, providing a terminal for pilots, hangar space, tie-down areas, and fueling services. Last year, Herlong Airport reported more than 72,200 operations (take-offs and landings). In 1999, JAA opened a new 20,400-square foot bulk hangar capable of housing multiple aircraft as well as office space for tenants. A recent economic impact study revealed that JAA and its tenants at Herlong employ 99 full-time employees and contribute \$9 million annually to the local economy.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport primarily serves recreational/sport and flight training activities, along with moderate corporate business activities. There are two flight schools located on the airport together offering 8 instructors and 13 aircraft and accounting for 25,000 annual operations. There is also limited transient military training activity and increasing transient business aircraft that operate at the airport in addition to gliders and ultralights. The airport would like to develop a parallel turf runway to accommodate gliders and ultralight aircraft. The airport anticipates continued flight training, recreational/sport, and air taxi activities on the airfield over the planning period, and would like a runway extension, precision approach, and additional aircraft storage. The analysis indicates that the airport does not have sufficient runway length nor instrument or visual approach aids to accommodate advanced corporate activities by larger multi-engine and jet aircraft. However, there is adequate acreage to support moderate expansion of facilities over the planning period.

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