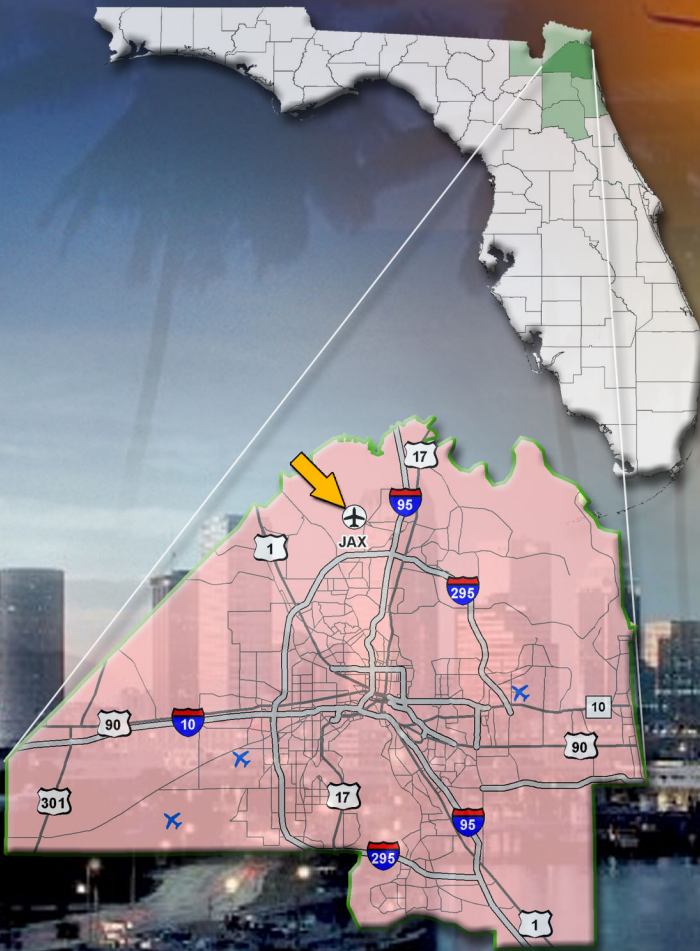


JACKSONVILLE INTERNATIONAL AIRPORT

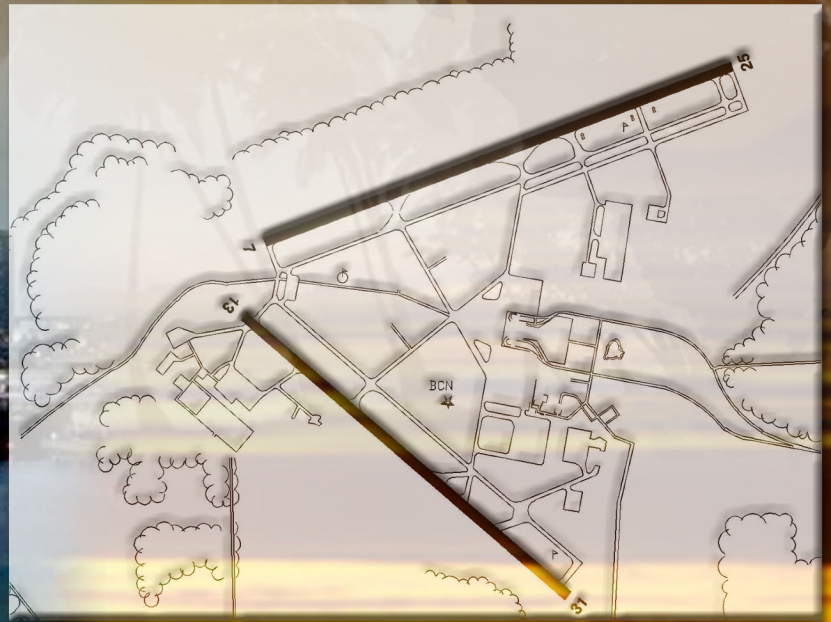


JACKSONVILLE AIRPORT AUTHORITY

AIRPORT LOCATION



Jacksonville International Airport is located in northern Duval County just north of Interstate 295 in northeastern Florida. The primary highway access to the Airport from the north and south is Interstate 95, and from the west is Interstate 10. Other roads in the vicinity include State Routes 9A and 102.



Existing Facilities

JIA is served by a number of airside and landside facilities. There are two runways that serve the airport in an open V configuration. The Annual Service Volume (ASV) of the runway system is 234,000 annual operations. Runway 7/25 is 10,000 feet long by 150 feet wide and runway 13/31 is 7,700 feet long by 150 feet wide. Both are concrete and are generally in excellent condition. Each runway has a parallel full-length, 75-foot wide taxiway. The airport has a 504,030-square foot passenger terminal building with twenty-eight aircraft boarding gates. Twenty-three of the aircraft gates have jet-loading bridges and five of the gates have aircraft parking positions with terminal access. There are approximately 10,696 on-airport automobile parking positions, consisting of two parking garages, one surface lot and three economy lots.

JIA also can accommodate the needs of general aviation pilots and passengers. Signature, the current fixed base operator (FBO), is getting ready to open a new 10,000 square foot terminal in June 2004. They have enough ramp space for 48 tie-downs; in addition there are eight large conventional hangars that are used for aircraft storage and related aircraft business. A second FBO, Jacksonville Jet Center, is currently being constructed including a terminal building, apron parking, and conventional hanger space.

The airport is operated by the Jacksonville Airport Authority (JAA). The Authority has identified several initiatives necessary to keep up with the forecasted demand in the near term. These include the on-going terminal expansion program and corporate general aviation expansion. Construction associated with the Terminal Expansion Program includes a new consolidated security checkpoint and additional retail space to be open by late 2004. Following the Super Bowl in 2005, JAA will continue the Terminal Expansion program. This work will include two new concourses to replace existing Concourse A and C and renovation and upgrade of Concourse B.

The General Aviation Expansion program included the construction of two new General Aviation Terminals, several corporate hangars, and a second fixed base operator (Jacksonville Jet Center).

An automated Hold Baggage System (HBS) screening facility was completed in December 2002 in response to the new Transportation Security Administration Regulations. The facility houses several CTX machines and a conveyor system that provides one hundred percent automated screening of all checked baggage. Phase I and II of the The Communications Center have been completed. The Center was upgraded with state-of-the art technology including a new access control system with biometric proximity card readers, smart cards, and an upgrade of existing cables and network infrastructure.

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 SERVICE

Jacksonville International Airport serves the needs of commercial airlines, military, air cargo, and general aviation. Seventeen different commercial carriers serve JIA including; Delta,

Southwest, American, AirTran, US Airways, and Northwest Airlines, just to name a few. The largest regularly scheduled plane is the Boeing 767-300; putting JIA into the D ARFF index. JIA commercial passenger traffic returned to pre-911 levels by the end of 2004. The current FDOT work plan for Jacksonville International Airport shows continued terminal expansion through the next 5 years.

GENERAL AVIATION

General aviation constitutes a considerable portion of the airport's annual activity. Approximately 30 percent of total operations are general aviation. Of the based aircraft total, all are stored in conventional hangars with tie-down space reserved for transit aircraft.

AIR CARGO

Jacksonville International Airport has four air cargo buildings. The airport's air cargo area has more than 200,000 square feet of warehouse space dedicated to air cargo operations and hundreds of acres of on-airport property suitable for air cargo development. FedEx, UPS, and Airborne all utilize JIA.

The airport has programs with local trade and post-secondary educational facilities. Flightstar has been repairing and retrofitting B727s, and performing detailed A through D maintenance checks. Flightstar moved all work to Cecil Field at the end of 2004.

Historic and forecasted FDOT aviation activity information on file for Jacksonville International Airport follows:

Jacksonville International Airport	2002	2007	2012	2022
Based Aircraft	49	54	60	73
General Aviation Operations	42,528	46,268	50,337	59,579
Military	13,000	15,500	18,000	20,500
Commercial Operations	82,292	95,724	111,347	150,662
Total Operations	137,820	157,492	179,684	230,741
Demand/Capacity Ratio	59 %	67 %	77 %	98.6 %
Enplanements	2,462,399	2,807,791	3,201,629	4,162,782

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role, JIA focuses primarily on serving commercial airline activity and large corporate general aviation aircraft. The airport does not offer flight training; however, approximately 50 percent of military operations at the airport are military training operations. At this time the airport does not envision increasing its role as a provider of flight training services. The airport could attract SATS related air taxi operations. However, those operations could more logically be accommodated at one of Jacksonville's three general aviation airports. The airport does not report any manmade, environmental, or community factors or financial shortfalls that will limit its future system role or growth. The airport is forecast to experience significant growth in the coming years. Jacksonville Airport Authority's vision for the future is for JIA to become the site for additional direct commercial airline service and intercontinental flights, as well as expanding its air cargo operations. The airport had its most recent Master Plan completed in 2002.

General aviation operations by corporate and business users also occur at the airport. Almost 95 percent of the airport's based aircraft are owned by local businesses. The airport also attracts a number of transient or visiting corporate general aviation aircraft. Visiting businesses that fly into the airport include Net Jets, Flight Options, Executive Jet, and JM Families. Approximately, 95 percent of all visiting general aviation aircraft fall into the business jet category.

The Florida Air National Guard (FANG) is based at JIA and operates F-15 Eagle aircraft along with support facilities. The airport reports that approximately 10 percent of its total annual activity is attributable to military operations. C-130, C-26, and C-5 aircraft also operate from JIA on a mission specific basis.

OTHER AIRPORT CHARACTERISTICS

A large private industrial park (Trade Port) is approximately one mile south of the airport; this industrial park has 425 acres and eight multi-tenant sites. JIA is also working on developing a 725-acre mixed-use warehouse distribution and office park center between the airport and Trade Port. JIA is directly connected to Interstate 95 through Airport Road.

FDOT recently opened a new inter-modal access road from I-295 to the existing main airport entrance road. This road provides a second direct link with the interstate highway system and will allow the airport to segregate truck traffic going to the air cargo facilities from passenger traffic using the main passenger terminal.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is undergoing several improvement projects including terminal expansion, corporate general aviation expansion and development of a mixed-use business center. The airport currently serves as a primary, medium-hub commercial service airport with 100 daily departures and twenty-six direct flights providing air transportation services to northeast Florida and southeast Georgia. The airport also supports air cargo and general aviation service serving businesses and tourism activities. Management is expanding corporate general aviation services and plans to construct a new south parallel runway and air cargo operations as demand requires. JAA is also working with FDOT to continue the just completed south inter-modal air cargo access road on north to link with Interstate 95.

With the attention the Jacksonville community received during Super Bowl 2005, the JAA anticipates significant growth in the business segments it currently serves, with additional business jet and air taxi operations. The Authority is positioning JIA for more direct flights and intercontinental service. The analysis indicates that the Airport has sufficient land, community support, financial positioning, and facilities to expand its service offerings.

	<u>Current Service</u>	<u>Future Service</u>
COMMERCIAL SERVICE ROLE		
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		