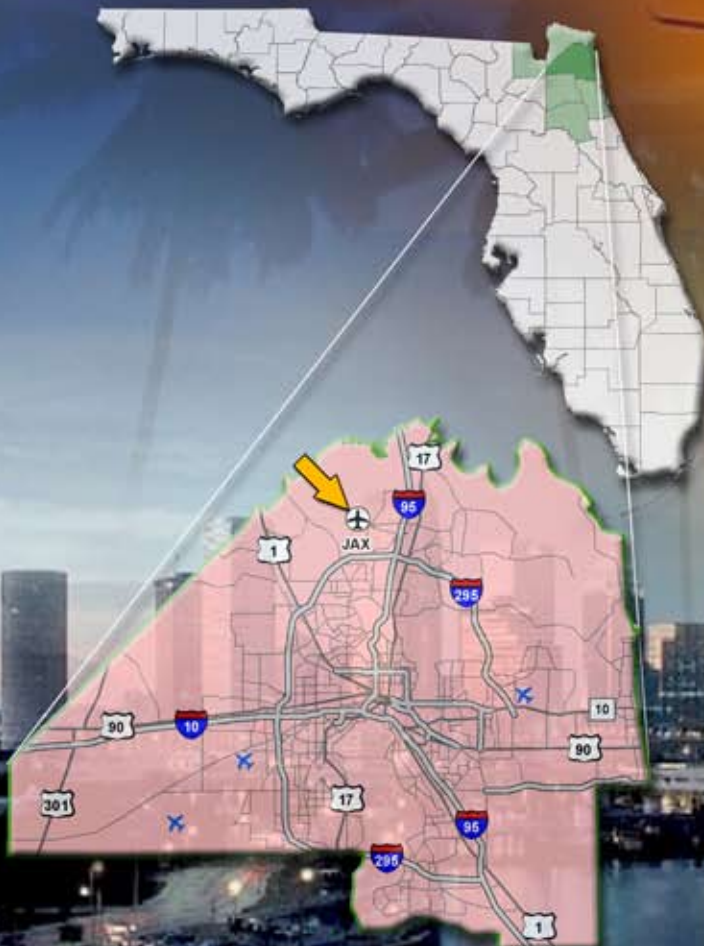


JACKSONVILLE INTERNATIONAL AIRPORT



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

Jacksonville International Airport (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 07/25 is 10,000 feet long by 150 feet wide and runway 13/31 is 7,701 feet long by 150 feet wide. Both are concrete and are generally in good condition. Each runway has a parallel full-length, 75 foot wide taxiway. The airport has a 622,403 square foot passenger terminal building with twenty eight aircraft boarding gates. JIA is in the middle of a major 250,000 square foot Terminal Expansion program that will replace all existing concourses in the terminal with new concourses which will include 26 new jet loading bridges, ample passenger hold rooms and circulation space, new concessions areas and an upgraded baggage screening system. During construction the gate capacity at JIA will fluctuate but will never go below that necessary to serve all of our current carriers.

There are approximately 9,583 on-airport automobile parking positions, consisting of two parking garages, one surface lot and three economy lots and approximately 1,000 ready rental car positions in the parking garages.

JIA also can accommodate the needs of general aviation pilots and passengers. Signature, one of the current fixed base operators (FBO), opened 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, SheltAir, began operations in their new 20,000 square foot terminal building in December of 2004. They also have two large conventional hangars and ample apron parking.

The airport is operated by the Jacksonville Aviation 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 that opened in late 2004. Following the Super Bowl in 2005, JAA has continued to implement the JIA Terminal Expansion program. This work will include two new concourses to replace existing Concourse A and C expected to be completed in 2009. Renovation and upgrade of Concourse B has been programmed to begin in 2009 as additional gates are required to serve our increasing passenger demand.

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

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. The Communications Center has been updated with state-of-the-art technology including a new access control system with biometric proximity card readers, smart cards, police dispatch system and an upgrade of existing cables and network infrastructure to ensure immediate response to all security and safety issues.

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, Northwest Airlines, JetBlue, Express Jet, and Frontier. The largest regularly scheduled plane is the Boeing 767-300; putting JIA into the D ARFF index. JIA commercial passenger traffic exceeded the pre-911 levels by the end of 2006. The current FDOT work plan for Jacksonville International Airport shows continued terminal expansion through at least 2012.

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.

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

Jacksonville International Airport	2009	2014	2019	2029
Based Aircraft	54	56	58	63
General Aviation Operations	17,765	18,857	20,016	22,552
Commercial Operations	78,162	86,297	95,279	116,145
Total Operations	95,981	105,210	115,353	138,760
Enplanements	2,777,041	3,203,754	3,696,035	4,919,147

Source: Airport records and FDOT Aviation Office.

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 Very Light Jet (VLJ) 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 Aviation 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 and is in the process of updating the Master Plan to be completed by 2008.

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 325 acre warehouse and distribution center at the junction of I-95 and I-295 and 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 also recently opened a new intermodal access road, International Airport Boulevard, 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. JAA is working with FDOT to continue this road to connect with I-95 north of the airport to provide additional intermodal cargo access north of the airport.

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 104 daily departures and twenty-eight 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 intermodal 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.

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