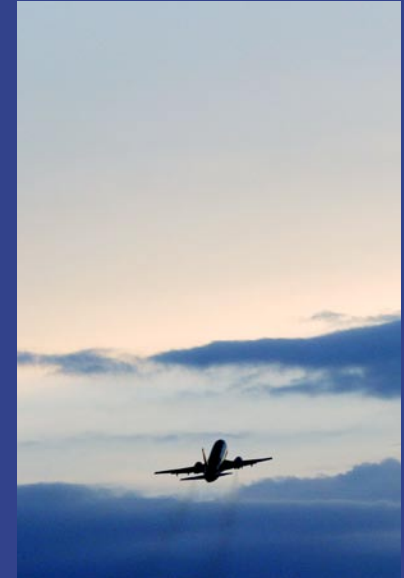


# RALEIGH-DURHAM AIRPORT AUTHORITY



# 2004 YEAR IN REVIEW: A YEAR OF GROWTH

Letter from the Chairman & Airport Director

# A Year of Growth and Progress



At the  
close of 2004,  
daily flights  
totaled  
500 per day,  
up 16 percent  
from the  
end of the  
previous year

RDU ended 2004 on a high note, concluding a year of growth and forward movement. The year also marked the beginning of a major capital development project to transform Terminal C from a regional hub into a dynamic travel center for RDU passengers.

During 2004, RDU celebrated the opening of its redeveloped general aviation complex, added 6,150 spaces to complete an 11,000-space parking garage complex, and opened new stores and restaurants. Our focus was on creating a pleasant customer experience by improving facilities and offering new services such as Wi-Fi connectivity, Exit Express parking, and a USO club for the military.

Domestic scheduled service increased 20 percent, from 205 daily flights in 2003 to 250 in 2004. Several new, non-stop destinations were added in 2004—Providence, Indianapolis, Austin and New Orleans beginning in March 2005. Existing service was also noteworthy, particularly the 10th anniversary of daily, non-stop service between RDU and London-Gatwick. The Triangle remains the only region of the country with an airport its size to support a daily transatlantic flight.

The year saw significant increases in passengers, cargo shipments, flights and parking—all indications of a strong regional economy.

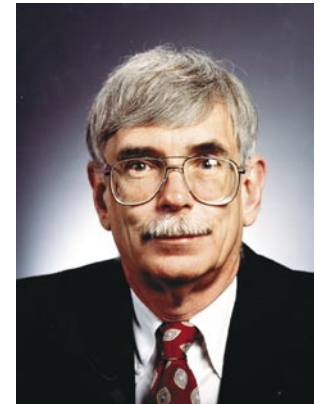
At the close of 2004, daily flights totaled 500 per day, up 16 percent from the end of the previous year, while passengers grew nine percent and cargo activity increased 13 percent. Nearly two million vehicles parked in airport lots during the year—an increase of 4.5 percent over last year.

The strong activity of 2004 is expected to continue in 2005. We will prepare for it by turning our attention to additional facility improvements and expanded services.

A \$350 million project to redevelop Terminal C—one of the largest public works projects ever undertaken in Wake County—is underway. The project will transform a previously designed hub facility for a single major carrier into one that can accommodate multiple airlines serving local passengers. Meanwhile, we will refurbish Terminal A and plan for the long-term needs of that facility. We will complete our improvements to the corporate aviation area when the final phase of our general aviation complex is finished this spring.

Next year we plan to introduce exciting new services for customers, including an automated vehicle identification system—a way to track parking activity and bill customers by mail when they enroll in our Passport parking program. The same technology will be in place on commercial vehicles and shuttles to better schedule and manage curbside activity.

While the airport is well-served by its airline partners, we will continue to work to increase frequencies and destinations to the places you most often travel. We look forward to making 2005 a year of exceptional service to support the vibrant Research Triangle region we serve.



David T. Clancy, Chairman  
Airport Authority



John Brantley, Airport Director

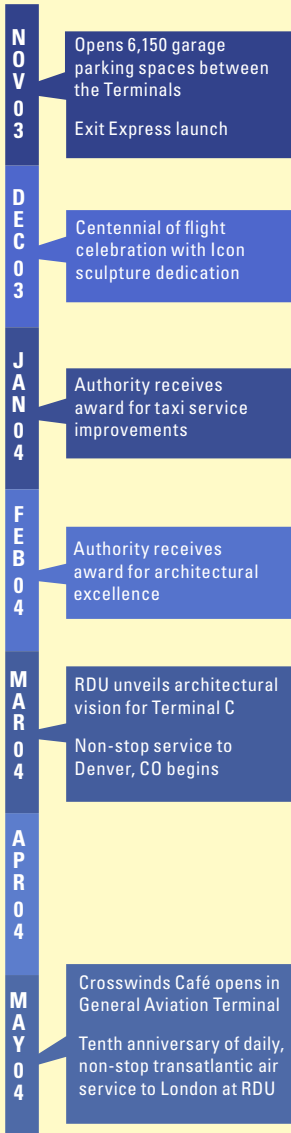
  
David T. Clancy, Chairman  
Airport Authority

  
John Brantley, Airport Director

# Year In Review



## 2003–2004 Timeline



## 2004 Activity & Growth Over 2003

### Airline Passengers:

8,636,718 Passengers  
23,598 Passengers per day  
9.05% Growth rate

### Aircraft Operations:

248,708 Takeoffs/landings  
681 Operations per day  
(Air Carrier, General Aviation and Military operations)  
11.4% Growth

### Air Cargo:

117,710 Tons  
322 Tons/643,224 Pounds per day  
13% Growth

### Public Parking:

1,992,245 Vehicles  
5,443 Vehicles per day  
4.4% Growth

### Outbound Taxi Trips:

184,778 Trips  
505 Trips per day  
23.6% Growth

Note: Per day=daily average

## 2004 Airline Service

### Top 10 RDU Markets:

Atlanta, New York LaGuardia, Chicago O'Hare, Newark, Dallas-Fort Worth, Orlando, Baltimore, Philadelphia, Las Vegas and Los Angeles  
7,700 people fly between RDU and these 10 markets each day.

### Total Airline Ticket Revenue:

\$983 million

### Average One-Way Fare:

\$129

### Average One-Way Trip:

1,005 Miles

### RDU Employees:

4,000

8,636,718  
passengers  
passed  
through RDU  
in 2004

## Airline Market Share

<b>American Airlines &amp; American Eagle</b>	<b>22.5%</b>
<b>Delta &amp; Delta Connection</b>	<b>18.5%</b>
<b>Southwest</b>	<b>16.5%</b>
<b>US Airways &amp; US Express</b>	<b>15%</b>
<b>Continental &amp; Northwest</b>	<b>13%</b>
<b>United Express</b>	<b>7%</b>
<b>AirTran</b>	<b>3%</b>
<b>America West</b>	<b>2%</b>
<b>Independence, Air Canada &amp; Charters</b>	<b>2.5%</b>



# Air Service



## RDU and American Airlines Mark 10<sup>th</sup> Anniversary of Transatlantic Flight

RDU and American Airlines celebrated the tenth anniversary of the region's popular flight to London on May 26, 1994. American Airlines began serving RDU and London-Gatwick Airport using a 165-seat Boeing 767. In 2001, the airline transitioned to the 240-seat Boeing 777 to meet growing local demand for this international flight. The RDU/London-Gatwick flight serves nearly 100,000 passengers a year. To commemorate the anniversary, RDU hosted a 'royal' reception for VIPs and airport patrons. The celebration featured volunteers in authentic Beefeater costumes.



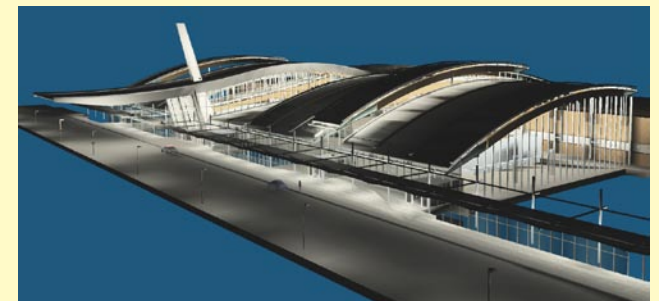
## Independence Air Launches RDU Service

Independence Air named RDU as one of its 35 summer launch destinations with new, low-fare service. The carrier initiated service with nine daily non-stop flights to Washington Dulles International Airport on June 16th, and added five more flights by July 17th. Connections to 25 cities were later made available through Dulles, resulting in more travel choices and competitive pricing for RDU customers.

Independence was the first new carrier to arrive at RDU since America West began service in May 2002.

## Terminal C Redevelopment Takes Off

Air travel and the airline industry have changed and RDU is keeping pace by redeveloping Terminal C into a new, modern facility to support more airlines and passenger processing needs of the future.



The new design for Terminal C by Fentress Bradburn Architects.

The new Terminal C will move passengers easily through ticketing, security, concourse and baggage claim, and will accommodate the ever-increasing number of travelers using RDU. The design will be flexible enough to adapt to future changes that frequently arise in the air-travel marketplace.

When completed in mid-2009, Terminal C will become RDU's primary terminal. The project will feature:

- A 'Great Hall' approach to accommodate the millions of passengers using RDU.
- An intuitive layout and new design features, such as ticket "islands" and electronic signage, to lead passengers from ticketing all the way to their gates.
- Larger ticketing and enhanced security

areas, a wider and longer concourse with moving walkways, and state-of-the-art baggage handling to support multiple airline passengers.

- A sophisticated IT infrastructure to support new technologies for airline logistics and passenger processing.
- Gates and boarding bridges to accommodate a variety of aircraft sizes.
- A new federal inspection facility to support current and future international air service.

Pre-construction preparation began in the fall of 2004 behind temporary partitions, out of sight from passengers and the public. In the spring, the work becomes more visible when crews demolish the north concourse of Terminal C.

*continued*



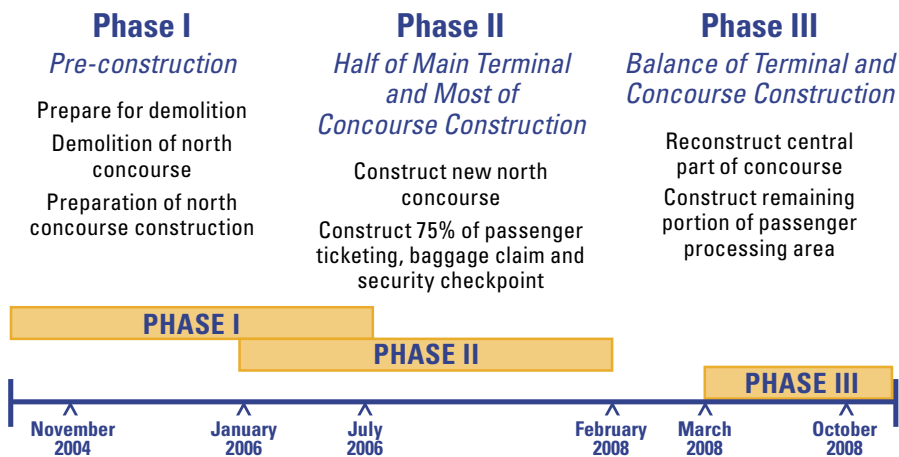
## New Terminal C—For the Way You Travel Today

The north section of the terminal has been vacant since Midway Airlines ceased operations in mid-2002. This made it possible to phase the redevelopment of Terminal C.

The south end of Terminal C will remain in operation throughout the project with American Airlines, American Eagle, United Express and Air Canada offering service from the facility.

[Click here to learn more about the redevelopment of Terminal C.](#)

### Terminal C Redevelopment Timeline



## New Service to Indianapolis Begins

Northwest Airlines began offering non-stop service between RDU and Indianapolis in October 2004.

Indianapolis is home to leading pharmaceutical and automotive companies and medical centers with ties to the Triangle. Northwest offers the only service between the two regions with two daily non-stop flights.

Thanks to service additions like Northwest's, RDU ended the year with 250 daily departures, up from 205 in December 2003.

## Delta Announces New Service to New Orleans from RDU

In December 2004, Delta Airlines announced daily non-stop service from Raleigh-Durham International Airport to New Orleans beginning March 2, 2005.

## More New Destinations for 2004

American Airlines began new service in July to Providence and to Austin in October. It is the only airline to offer service to these two cities.

In April, American Eagle also increased service between RDU and four of its existing destinations: Columbus, Hartford, Boston and New York JFK.

Southwest Airlines began serving Philadelphia from RDU in July.



### RDU Cargo Operations Going Strong

With over 9,800 tons of cargo imported and exported at RDU every month, cargo business is robust. Major cargo operators serving the Triangle region are Airborne Express (ABX), BAX Global, DHL, Emery Worldwide (now called Menlo Worldwide Forwarding), Federal Express, and United Parcel Service (UPS). There are also several freight forwarders on the airport.

The major operators currently lease 95,600-square feet of cargo space at RDU. Several cargo carriers recently expanded their on-airport facilities or moved into larger warehouse space.

In 2004, there was a 13 percent growth over 2003 cargo shipping activity.

## The Sky is the Limit at the New General Aviation Terminal

RDU's General Aviation (GA) community celebrated the 2004 opening of a state-of-the-art terminal and hangar space for corporations, executives and private pilots. The revitalized GA area features new fixed-base operator facilities, more than 30 acres of aircraft parking space, and new hangars for Piedmont Hawthorne and Southern Jet, RDU's two fixed-base operators.

More than 4,500 GA flights take off and land at RDU each month. Seventy percent of the flights are for business travel.

The new GA terminal is located north of the main passenger terminals near the air traffic control tower. The lobby of the GA terminal is graced with a glittering sculpture, "Dreams of Flight," which consists of 1,000 pieces of cut, stained glass suspended from stainless steel tubing. The art is designed to remind visitors of a time when people only dreamed of flight.



# Customer Service



## USO of North Carolina Opens Center at RDU

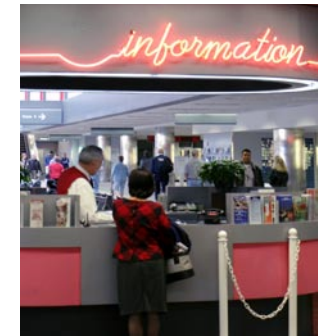
The [USO of North Carolina](#) and the Raleigh-Durham Airport Authority opened North Carolina's first airport-based USO center in August. The 1,500 square foot USO is located in Terminal A and offers service members and their families a place to rest and relax while awaiting their flight, or for transportation to one of the state's military bases. RDU is the primary arrival and departure point for service members from the state's six major bases. Each month, nearly 1,500 military men and women travel through the airport.

Amenities in the USO lounge include computers with high-speed Internet access, kitchenette, food and beverages, large screen television, children's area, changing rooms, overstuffed recliners and video games.

## RDU Volunteers Lead the Way in Customer Service

RDU's Volunteer Ambassador program has a loyal force of 33 volunteers. In 2004, they donated 8,113 hours of time, with each volunteer averaging 25 hours of service per month. These volunteers staff the information desks, rove the terminals to assist passengers, meet and greet airport visitors, and perform many other important customer service activities.

RDU is proud of these dedicated volunteers and considers them a crucial part of its success in meeting customer needs.



## RDU Continues its Commitment to Public Art

Public art at RDU carries the theme "mind-made, hand-made." This reflects the area's strengths in high technology, medicine and education, and showcases the region's rich fine arts and crafts heritage.

In Terminal A, passengers can relax as they view the art on display in the connector art gallery, located along the walkway between Terminal A and Terminal A Extension. This year the two exhibitions on display were curated by Artspace, a private visual arts center in Raleigh.



## RDU Public Art Highlights Local Artists and Themes

### Public Art Installation Graces GA Terminal

“Dream of Flight” is a permanent sculpture in the General Aviation Terminal. Raleigh-native Heath Satow created the sculpture that graces the lobby of the 22,000 square foot building.

### The Triangle Icon: A Symbol for the Region

RDU’s Triangle Icon commemorates the 100th anniversary of powered flight by Orville and Wilbur Wright on December 17, 1903. The sculpture, designed by Wellington Reiter of Urban Instruments, Inc. of Boston, evokes the spirit of invention and serves as a symbol for the Raleigh-Durham region.

A 50-foot tower anchors the work and points skyward, symbolizing man’s aspiration to fly. The pair of intersecting wings represents the Wright Brothers and the notion of flight. The 120-foot elliptical ring represents the length of the Wright Brothers’ first flight and the circuitous nature of air travel involving time, movement and return.

### An Education can be Found in RDU Murals

The airport’s first permanent work of art—a 2,500-piece ceramic tile mural depicting North Carolina’s ecosystems—is located in the pedestrian tunnel connecting the airport’s parking garage with Terminal A.

The work consists of six clay murals, handmade by Seagrove, N.C. artists Linda and Drew Krouse of LDDK Studios. Robert Johnson, a Burnsville, N.C. painter researched and painted the work.



## Crosswinds Café Lands at RDU

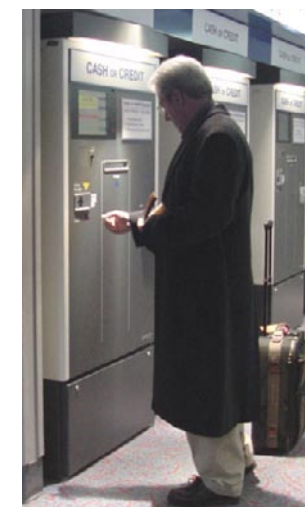
Located in the new General Aviation Terminal, RDU’s newest restaurant is [Crosswinds Café](#). The café features a variety of breakfast selections, innovative lunch and dinner entrees and specialty desserts set against a panoramic view of one of the airport’s runways.

## RDU Receives Award for Taxi Service

Less than a year after RDU launched a new taxi program, the Authority received the President’s Award for Outstanding Airport of the Year from the Airport Ground Transportation Association (AGTA). The award recognized the airport and taxi operator for making the single biggest improvement in airport ground transportation. RDU passengers have embraced the new program, which was launched in January 2003. Taxi use increased 23% percent in 2004 over the previous year.

## New Way to Pay for Parking

RDU kicked off 2004 with a faster way to pay for parking. [Exit Express](#) was launched during the year-end 2003 holiday season. Exit Express is an automated payment program that significantly decreases the amount of time it takes to pay for parking and exit the garage. Exit Express is available to drivers who park in RDU’s parking garages located between the airport’s terminals. More than half of the customers parking at RDU utilize this efficient payment program.





### Wi-Fi Access Debuts

RDU is now a ‘hot spot’ for wireless Internet, or Wi-Fi, use. Wi-Fi allows passengers with laptops and handheld devices to access the Internet without plugging into a modem. RDU offers service options for purchase through [Cingular Wireless](#).

Pay stations to access the Internet and email are located throughout the terminals and at the Triangle Cyber Café in Terminal C.

### RDU Landing Adds New Shops and Services

Two new shops opened this fall in Terminal A. **CNBC News** provides travelers up-to-the minute and in-depth coverage of news through telecasts, Internet access and a wide array of newspapers and periodicals. CNBC News also offers books, videos, gift items, snack foods and beverages.

**Brighton**, an upscale boutique for women, features leather goods and accessories ideal for traveling. Gift items include jewelry, handbags and scarves from popular designers.

RDU also celebrated the opening of **Traveling Grace Massage and Spa** in Terminal A. Passengers can enjoy chair massages and reflexology along with an assortment of aromatherapy products.

### RDU Uses Alternative Fuels

In 2004, RDU expanded its use of an alternative fuel called biodiesel to power the shuttle buses, maintenance equipment and emergency generators. Biodiesel is a cleaner burning alternative fuel produced from domestic, renewable resources such as soybean oil, yams and/or used cooking grease. RDU uses B20, a blend of 20 percent biodiesel and 80 percent petroleum diesel.

RDU’s hydrocarbon emission reduction from the use of biodiesel helps the region with attaining Clean Air Act standards.

RDU is committed to improving the air quality in the Triangle region. Starting July 2005, the Authority will require that all diesel-powered vehicles used to transport passengers operate on B20 or better biodiesel fuel.

### RDU Strives to Make Holiday Travelers More at Ease

The winter holiday season brings thousands of people to RDU. Beginning with the Thanksgiving holiday, customers saw an increased presence of Airport Authority staff offering assistance on peak morning and evening hours throughout the airport. From directions to helping start cars on very cold mornings, these “holiday helpers” provided proactive customer service to travelers. RDU Authority employees volunteered 373 hours to help make holiday travel as efficient as possible. RDU also created a Holiday Operations Team (HOT) to work with airport partners to discuss holiday operations and how to make travel easier in our busiest travel days.





## New Garage Parking a Welcome Addition

RDU began 2004 with a new garage, adding 6,150 parking spaces within walking distance of the terminals. With this new facility, RDU now offers more than 11,000 covered parking spaces between the terminals supported by one central entrance and exit plaza.

When designing the garage, RDU engineers focused on ease of use and safety. The garage features high-intensity lighting, open stairwells and glass-enclosed elevators. A simple, color-coded numbering system is used to help motorists find their vehicles.



## RDU Hosts Southern Heritage Music Series

During the 2004 Thanksgiving and year-end holidays, travelers enjoyed live music at the airport with the Southern Heritage Music Series. The Airport Authority partnered with the Music Maker Relief Foundation to bring passengers the American musical traditions of blues, bluegrass and jazz. Music Maker Relief Foundation, Inc. is a local non-profit organization dedicated to helping the pioneers and forgotten heroes of Southern musical traditions gain recognition and meet their day-to-day needs.

The Southern Heritage Music Series provided a festive environment for RDU passengers, while also highlighting the music and artists who played a critical role in defining American music.

# Financial Report



The Raleigh-Durham Authority is a local governmental unit with the mission of developing, operating and maintaining Raleigh-Durham International Airport (RDU).

All revenue to the Authority is derived from rentals and fees for the use of airport facilities and services. Any revenue earned that exceeds annual operating and debt service (payment of bonds) expenses is reinvested in airport facilities.

The Cities of Durham and Raleigh, and the Counties of Durham and Wake, contribute \$12,500 per year to the Authority. These four governmental units each appoint two members to the policy-making Authority Board.

In FY 2004-2005 (April 1, 2004–March 31, 2005), total operating revenue of \$99.9 million was anticipated. Of that, \$62.3 million was budgeted as operating revenue and \$37.5 million designated as non-operating revenue. Non-operating revenue consists of federal and state grants, passenger facility charges collected and interest on investments.

On the expense side, \$30.59 million was budgeted for operating expenses during this fiscal year. Bond debt service was budgeted at \$18.55 million. Salary related expenses were budgeted at \$14.15 million and non-salary expenses of \$16.44 million were budgeted.

## FY 2004–2005 Budget Summary

### Expenditures

Airport Operating Expenses	\$31,076,850
Less: Capitalized Facility Development Expenses	-487,200
Net Airport Operating Expenses	\$30,589,650
Debt Service—Interest	12,040,957
Debt Service—Principal	\$6,515,000
Cash Transfers to Capital Construction	\$50,763,659
<b>Total</b>	<b>\$99,909,266</b>

### Revenues

Airfield	\$6,641,339
General Aviation	\$984,580
Building and Grounds	54,769,360
Interest Income	\$1,000,000
Federal Grants	\$20,963,987
State Grants	\$1,900,000
TSA Security Grants	\$600,000
Local Grants	\$50,000
PFC Revenues	\$13,000,000
<b>Total</b>	<b>\$99,909,266</b>



## Statement of Operations: FY 2004-2005 Budget

Operating Revenues	62,395,279
<b>Total Operating Revenues</b>	<b>62,395,279</b>
Operating Expenses	
Operations, Maintenance & Admin Expenses	-31,076,850
Less: Capitalized Development Cost <sup>1</sup>	487,200
Net Operations, Maintenance & Admin. Expenses	-30,589,650
Depreciation	-25,642,882
<b>Total Operating Expenses</b>	<b>-58,232,532</b>
<b>Operating Income</b>	<b>6,162,747</b>
Non-Operating Revenues	
Interest Income	1,000,000
Capital Contributions <sup>2</sup>	50,000
Federal and State Grants <sup>2</sup>	23,463,987
Passenger Facility Charge (PFCs) <sup>3</sup>	13,000,000
<b>Total Non-Operating Revenues</b>	<b>37,513,987</b>
Non-Operating Expenses	
Interest Expense:	
G/O Bonds:	
Special Airport District of Durham & Wake Counties	-163,013
General Airport Revenue Bonds (GARBs):	
Airport Rev. Bonds Anticipation Notes Series 2003(BAN)	-2,063,542
Airport Rev. Bonds Anticipation Notes Series 2002(BAN)	n/a
Add: Capitalization of Interest Expenses (Const. period) <sup>4</sup>	1,500,000
Airport Revenue Bonds Series 2002(Variable Rate)	-752,612
Airport Revenue Bonds Series 2001A(Fixed Rate)	-7,960,436
Add: Capitalization of Interest Expenses (Const. period) <sup>4</sup>	0
Airport Revenue Refunding Bonds Series 2001B	-1,405,419
<b>Total Non-Operating Expenses</b>	<b>-10,818,021</b>
<b>Net Earnings</b>	<b>\$32,858,713</b>

### Notes

<sup>1</sup> It is proper treatment to capitalize Department 30, Major Capital Improvement Program Division, as Development Costs in accordance with Generally Accepted Accounting Principles or GAAP

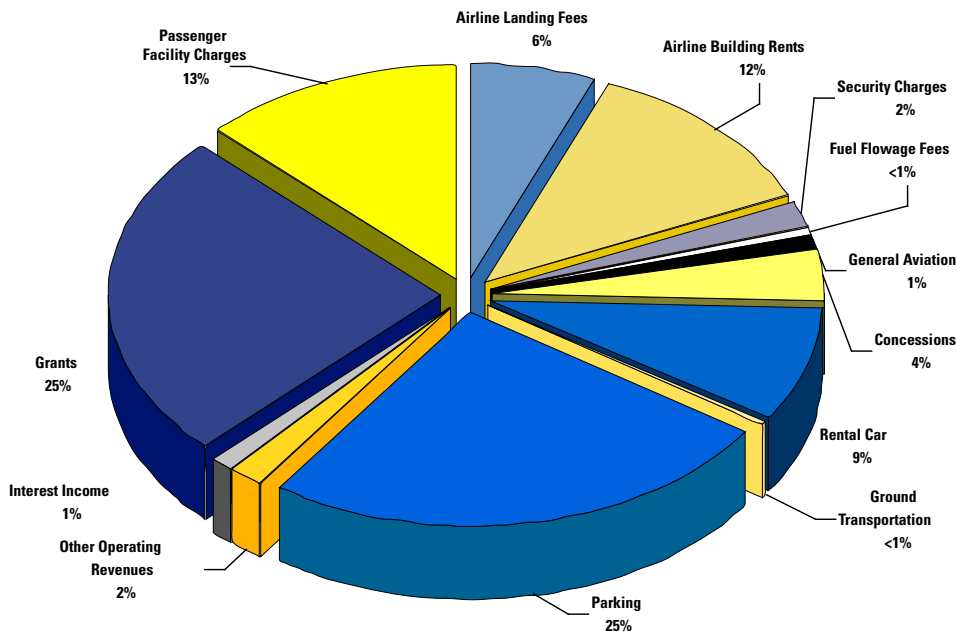
<sup>2</sup> Due to the issuance of Statement 33 by the Government Accounting Standards Board (GASB) Statement, the Authority is required effective FY 03/04, to treat all capital contributions as revenue (Non-Operating) rather than as Contributed Capital as in all prior years. Federal & State Grants of \$22,463,987 for FY 04/05 are comprised of \$20,963,987 Federal, \$1,900,000 State, and \$600,000 TSA Grants.

<sup>3</sup>RDU obtained FAA Approval on January 22, 2003, to begin collecting a \$3.00 Passenger Facility Charge (PFC) effective May 1, 2003. The Authority amended its PFC application during FY 03/04 to begin collecting \$4.50 PFC effective October 1, 2004.

<sup>4</sup>This portion of Revenue Bond Interest Expense will be incurred during the construction phase of bond related projects (Parking Garage 4) and should be capitalized as a cost of the asset under construction as pursuant to Generally Accepted Accounting Principles or GAAP. This treatment in effect removes this portion of interest expense from the Operating Budget and records it in the appropriate capital project (to be expensed in future years as depreciation). Consequently, to accurately budget Net Earnings for this statement, we add back this construction period or capitalized portion of interest expense. As this Statement of Operations is designed to project GAAP-based net earnings for the year, this treatment mirrors our financial statement treatment of this portion of construction period interest expense.



## Total 2004–2005 Revenues: Operating and Non-Operating



The funds available for capital improvements in the 2004-2005 fiscal year were budgeted at \$50.76 million.

The Authority’s Capital Improvement Plan is supported by a combination of funds generated from Authority activities, Passenger Facility Charges (PFCs), Airport Improvement Program grants-in-aid, grants from the State of North Carolina, Transportation Security Administration funding and by the sale of revenue bonds.

The largest source of Authority revenue is derived from air carrier landing fees, public parking fees and a percentage of gross revenue charged to businesses operating on the airport.

Landing fees are calculated according to a cost compensatory methodology and charged to the individual carriers on the basis of aircraft landed weight. Landing fees of \$ 0.97 per 1,000 pounds of landed weight were expected to generate \$6.278 million, or 10 % of total operating revenue in FY 2004-2005.

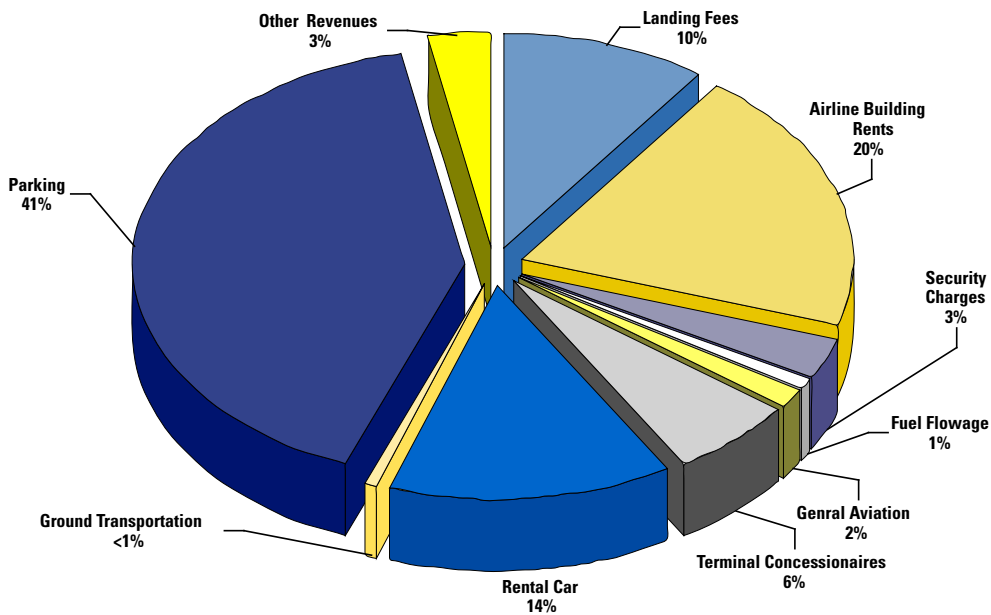
The Authority operates more than 20,000 public parking spaces as an airport business. For the FY ending March 31, 2005, parking operating revenues were budget at \$25.5 million, representing 44.5% of the total operating revenue.

Nine automobile rental companies provide service to RDU. In FY 2004-2005, \$8.7 million was budgeted as rental car operating revenue, representing 14% of total annual operating revenue.

Contractual relationships with concessionaires for food, beverage, merchandise advertising and various other service, generate additional airport operating revenue.



## Distribution of Operating Revenues 2004–2005



Per Authority policy, an operating reserve equal to one year's maintenance and operation of the airport is maintained with the reserve capped at \$35 million.

RDU experienced positive growth in 2004, and this trend is expected to continue in 2005. As a result, air carrier activity, parking and concession activity are all expected to rise, producing growing revenue for the airport's operation and development.

[Click here](#) to request the most current year of audited financial statements and budget.

# RDU At A Glance



## General Information

<b>Location</b>	Wake County, North Carolina USA; 11 miles northwest of Raleigh, 10.5 miles southeast of Durham, and 17 miles east-southeast of Chapel Hill
<b>Property</b>	5,100 acres
<b>Elevation</b>	436 feet above mean sea level

## Facilities

<b>Garage Parking</b>	11,700 public parking spaces
<b>Park &amp; Ride Parking</b>	9,700 public parking spaces
<b>Terminal A</b>	Total square feet: 296,000; Gates: 23 Terminal opened: 1982; North Concourse Extension: 1998; South Concourse Extension: 2001
<b>Terminal C</b>	Total square feet: 352,300; Gates: 26 (14 temporarily closed for redevelopment) Terminal opened: 1987; Currently under redevelopment
<b>Runway 5L-23R</b>	Length 10,000 feet x 150 feet wide
<b>Runway 5R-23L</b>	Length 7,500 feet x 150 feet wide
<b>Runway 14-32</b>	Length 3,550 feet x 100 feet wide
<b>Observation Park</b>	Opened 1987; renovated in 1996

## Business

<b>Flights</b>	500 daily arrivals and departures
<b>Destinations</b>	41 destinations served with non-stop flights (as of March 2005)
<b>Airlines</b>	9 major airlines; 12 regional airlines
<b>Passengers</b>	8.6 million passengers in 2004
<b>Cargo</b>	117,710 tons in 2004

## Key Expansion

<b>Terminal A</b>	Interior refurbishing in 2005
<b>Terminal C</b>	Facility redevelopment 2004-2009
<b>Parking Garages</b>	6,150-space parking deck opened in November of 2003 featuring Exit Express, an automated parking payment system.
<b>General Aviation</b>	Final phase of redevelopment to be completed in Summer 2005.