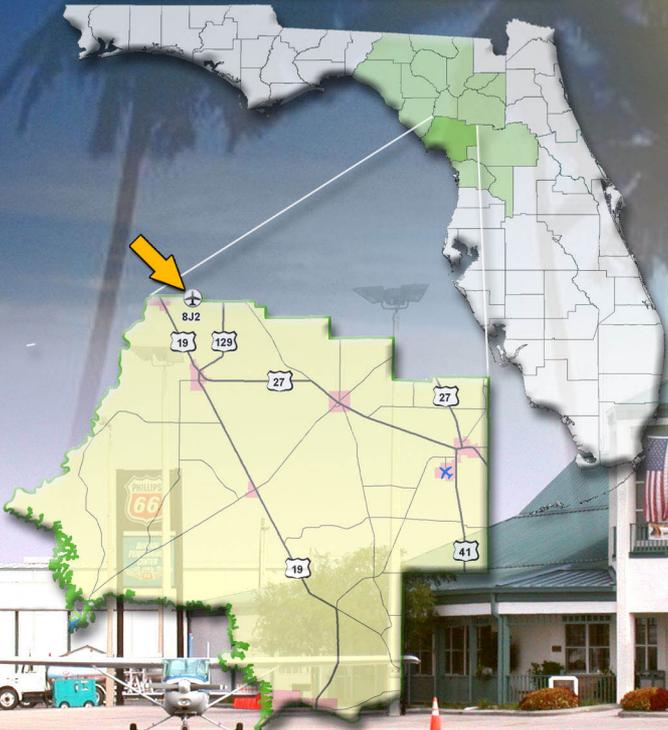


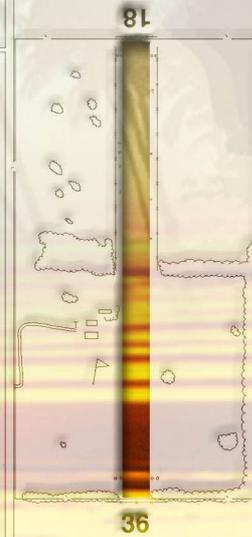
AMES FIELD



AIRPORT LOCATION



Ames Field is located in Levy County in north Florida along the Gulf Coast, approximately 35 miles southwest of Gainesville. The primary highway access to the Airport from the west is US Route 27 and from the east is State Route 26. Access from the north is via US Route 129 and from the south is US Route 19/98. Other roads in the vicinity include County Routes 341, 339, and 349.



Existing Facilities

The airport is served by one grass runway. Runway 18/36 is 2,600 feet long by 75 feet wide. The turf runway is in good condition. There is no established parking area for public automobiles. There is ample room for parking aircraft on tie-downs. There is no fuel available.

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

Ames Field Airport serves the basic needs of general aviation. The largest plane that uses the airport is a Cessna 172. The one based aircraft is tied-down. It is worth noting that FDOT records for this airport show 2 based aircraft in 2002. Historic and forecast FDOT aviation activity information on file for Ames Field is as follows:

Ames Field	2002	2007	2012	2022
Based Aircraft	1	1	1	2
General Aviation Operations	1,200	1,293	1,393	1,616
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	0.9%	1.0%	1.1%	1.3%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation. The airport presently supports flight training, sport/recreational flying, and visiting aircraft. The airport could attract more recreational flights, but since it is a grass runway, SATS operations would not be practical. The airport's future role is limited by lack of funding. The airport does not report any manmade, environmental, or community factors that limit its future system role of growth. The airport sees itself experiencing some growth in the future. The airport's vision for its future is to support more flight training and recreational flying.

Flight training is a component of this airport's general aviation activity. At present, however, very few aircraft use the airport. There are no businesses on the airport. There is one private based aircraft on the airfield at this time. The airport in the past has attracted a number of transient or visiting aircraft, with approximately 75 percent of the airport's business originating from transient users. There are no military operations at this airport.

OTHER AIRPORT CHARACTERISTICS

The airport does not have a master plan or ALP.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is privately owned and is currently for sale. The owners are determined that the land will continue to be used as an airfield. At present, it is currently used only for recreational/sport purposes by transient aircraft. There is a possibility for continued use for recreational/sport purposes, with the possibility of business/air taxi service if the airport remains open. The analysis indicates that the airport lacks sufficient land area to support any significant increases in operational activity beyond its current use as a recreational/sport facility. Additionally, its short runway (2600 feet) and lack of visual or instrument approach aids would require significant improvements in order to accommodate larger aircraft equipped with modern instrument technology.

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