

APALACHICOLA MUNICIPAL AIRPORT

APALACHICOLA
COMMUNITY AIRPORT



AIRPORT LOCATION

Apalachicola Municipal Airport is located in Franklin County, approximately two miles west of Apalachicola.



Existing Facilities

Apalachicola Municipal Airport has three concrete runways (Runway 6/24, 18/36, and 13/31) all in good condition. Runway 13/31 is 5,350 feet in length and 150 feet in width; it has a partial parallel taxiway that runs parallel to the runway providing access to either end of the runway. The taxiway is 4,600 feet long and 75 feet wide. Runway 6/24 is 5,070 feet in length and 150 feet in width, and Runway 18/36 is 5,265 feet in length and 150 feet in width. Both Runway 6/24 and 18/36 have partial parallel taxiways 2,600 feet long and 75 feet wide. Runways 6/24 and 13/31 have medium intensity runway lights and PAPIs. The airport has GPS and NDB approaches. The airport has a tetrahedron to aid approaches and a rotating beacon to aid in navigation.

The airport has a general aviation terminal building to serve pilots and passengers. The building is approximately 900 square feet. There are 74 on-airport auto parking positions and 20 tiedown spaces for aircraft.

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

The largest plane that uses the airport on a regular basis is a Learjet 35. The current Airport Reference Code (ARC) as defined by the FAA Advisory Circular 150/5300-13 for the airport is B-II. General aviation constitutes all of the airport's annual activity. The airport currently reports 33 based general aviation aircraft. Of this total, 24 percent of the aircraft are stored on tie downs, 63 percent are in T-hangers, and 13 percent are in conventional hangers. The current FDOT work plan for Apalachicola Municipal Airport shows plans to develop 13 additional covered storage spaces.

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 Apalachicola Municipal Airport follows:

Apalachicola Municipal Airport	2002	2007	2012	2022
Based Aircraft	33	38	44	60
General Aviation Operations	15,000	16,561	18,285	22,289
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	5.3%	5.8%	6.4%	7.8%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation aircraft. The airport currently focuses on recreational, business, and flight training activity. The airport could support SATS-related air taxi operations. The airport's future role is to increase both recreational and

business activity. The airport does report significant constraints as a result of man-made, environmental, or community relations. The seafood industry and noise impact restrictions are seen as issues to future growth. There is a limited amount of land available for expansion due to the airport's location on the coast and surrounding residential areas. Financial shortfalls, although they are not preventing the airport from making improvements, are curtailing development. An industrial park under construction on the property should increase business activity. Future improvements consist of the extension of Runway 13 and the addition of maintenance hangars.

Flight training is a component of this airport's general aviation activity. Roughly 10 percent of the airport's annual operations are related to flight training. There is one flight school located on the airport's property, with two based aircraft dedicated to flight training. General aviation operations related to corporate and business users occur on a limited basis. The airport estimates that 40 percent of its annual general aviation operations are business-related. Approximately 10 percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include tourist, motels/hotels, and restaurants. The airport also attracts a number of transient general aviation aircraft. Visiting businesses that fly into the airport make up the highest percentage of annual operations. Visiting businesses include bankers, concrete, oil, construction, and land developing companies. Approximately 40 percent of all visiting general aviation aircraft fall into the business jet category. The airport does not support an industrial park at the present time; however, the airport is in the beginning stages of planning for either an industrial park and/or an international air freight park. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that it annually accommodates 200 military operations.

OTHER AIRPORT CHARACTERISTICS

The airport's last master plan was completed in 1996. An update was completed in 2003. The airport also had an airport layout plan (ALP) done in 1999 and well as a business plan for the airport. The most recent upgrade to the airport was in 1997 with the construction of T-hangars to store 21 aircraft. The airport plans for two T-hangar units that will increase aircraft storage by 13 units.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport received low quotients in the corporate and flight training services. However, the airport reports that 50% of its operations are business/corporate related and it already offers flight training and is actively trying to increase this service. It is the assumption that this airport will continue to provide corporate and recreational/sport use and has the capability to provide additional flight training and business/recreational service. Although this analysis does not support developing cargo services, it should be noted that the airport is in the planning stages of extending RW 13/31 to nearly 10,000 feet and construction a 10,000 square foot building which are both intended to be used for cargo services.

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