

# COSTIN AIRPORT

PORT ST. JOE  
GENERAL AVIATION AIRPORT



## AIRPORT LOCATION

Costin Airport is located in Gulf County, approximately two miles south of Port St. Joe.



## Existing Facilities

Costin Airport is served by one runway, Runway 18/36, that measures 3,140 feet in length by 60 feet in width with no lighting. The turf runway (Runway 18) has a 620 foot displaced threshold and has no parallel taxiway. There are no navigational aids and the overall turf condition is good condition. The airport does not have a general aviation terminal building to serve pilots and passengers. There is not a designated on-airport auto parking area to serve the airport. There is a \$10.00 landing fee and a \$5.00 per night tie down fee.

## Current and Forecast Demand

### GENERAL AVIATION

The largest aircraft that use the airport on a regular basis are light twin-engine aircraft. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is B-I. General aviation constitutes all of the airport's annual activity. The airport currently reports ten based general aviation aircraft. 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 Costin Airport follows:

Costin Airport	2008	2013	2018	2028
Based Aircraft	7	7	8	9
General Aviation Operations	5,000	5,126	5,256	5,524
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

Source: FDOT Aviation Office.

### COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation aircraft. The airport currently focuses on business activity. The airport does not serve flight training but does see increasing its recreational activity. The airport is not interested in attracting Very Light Jet (VLJ) related air taxi operations. The airport's future role is to increase as a recreational and business airport. The airport does report obstructions as a result of community relations, manmade factors, environmental factors, and financial shortfalls. Additionally, the airport sees itself growing modestly in the future.

Flight training is not a component of this airport's general aviation activity and has no flight schools located on the airport's property. General aviation operations related to corporate and business users do not occur on a limited basis. The airport estimates that 60 percent of its annual general aviation operations are business-related. The airport also attracts a number of transient general aviation aircraft. Approximately 100 operations are due to this visiting traffic. Visitors often come to visit Port St. Joe, beaches, and other various tourist areas. The airport does not support an industrial park or any military traffic.

## OTHER AIRPORT CHARACTERISTICS

The airport has never completed a master plan. Since its inception over 15 years ago, little has been done to this privately owned public use airport other than to maintain its turf runway.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

At the time of this review, the Management reports no current airside or landside improvement projects on the airport. However, even with low socioeconomic, intermodal connectivity, and approach indices evaluations, it is assumed that the airport will continue to serve primarily recreational/sport and corporate services. It should be noted that the airport reports that 60% of its operations are business related and that 25% of based aircraft are owned by businesses, further showing that the airport is indeed serving corporate activity. In the future, it is possible that Very Light Jet (VLJ) operations could be accommodated at the airport.

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