

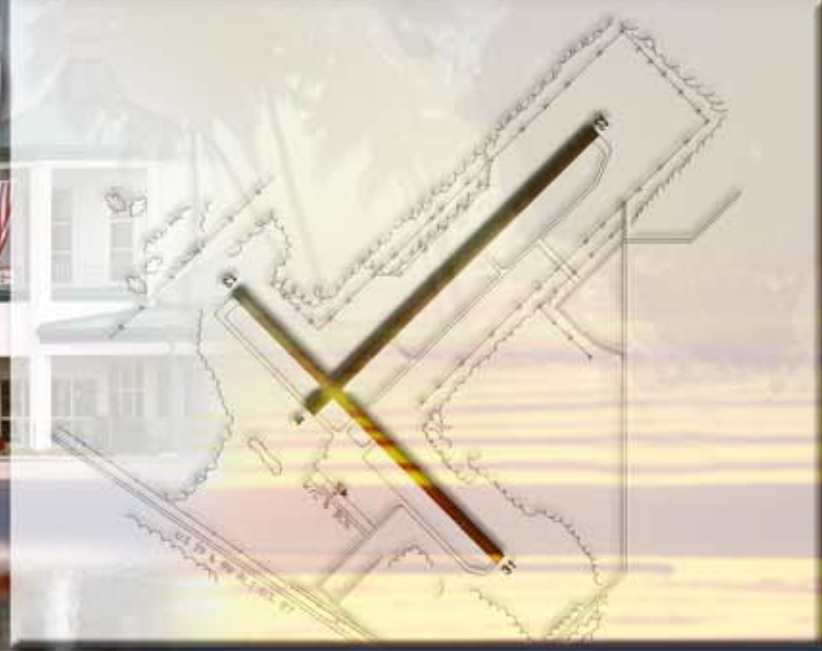
CROSS CITY AIRPORT

CROSS CITY
GENERAL AVIATION AIRPORT



AIRPORT LOCATION

Cross City Airport is located in Dixie County in north Florida along the Gulf Coast, approximately 60 miles west of Gainesville. The primary highway access to the Airport from the east and west is US Route 27 ALT. Access from the north is via State Route 349. Access from the south is available via US Route 19/98. Other roads in the vicinity include County Routes 349 and 351.



Existing Facilities

One FBO operator with a small general aviation terminal serves the airport. The airport has two intersecting runways. These runways are Runway 04/22, which is 5,005 feet long by 75 feet wide and Runway 13/31, which is 5,001 feet long by 100 feet wide. Both runways are asphalt and in good condition. The runways are served by full length parallel taxiways. The airport has a 2,000 square foot FBO general aviation terminal building. There are 30 parking spaces for automobiles. The aircraft parking ramp is quite large and has approximately 100 tie-down spaces. There is a new self-service fueling point for the aircraft.

Current and Forecast Demand

GENERAL AVIATION

Cross City Airport serves the basic needs of general aviation. The largest plane that uses the airport is a Gulfstream G-IV. Approximately 50 percent of the based aircraft use tie-downs and 50 percent are stored in hangars. The airport plans to add 12 T-hangars in the future. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is D.

The airport has no aviation training that is connected to any local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for the Cross City Airport is as follows:

Cross City Airport	2008	2013	2018	2028
Based Aircraft	16	17	17	19
General Aviation Operations	20,000	21,229	22,534	25,389
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. It presently supports flight training, sport/recreational flying, and visiting aircraft stopping over for fuel. Some business flights use the airport but comprise a small percentage of the overall operations. The airport could attract more recreational flights and could accommodate Light Jet operations. The airport's future role is limited by insufficient local funding. The airport does not report any manmade, environmental, or community factors that will 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 provide a first-class airport for based flight schools and recreational flying.

Flight training is a component of this airport's general aviation activity. Roughly 30 percent of the airport's annual operations are related to flight training. The businesses on the airport at present are the two FBO operators. Red Roof Aviation hangars and provides care-taking of based aircraft. Also, Dixie Aviation performs aircraft maintenance and alterations, parts sales, and aircraft inspections. General aviation is used by corporate and business for about 10 to 12 percent of the airport's annual operations. There are three corporate based aircraft on the airfield at this time. All three are owned by Anderson Columbia Construction Corporation. The airport also attracts a large number of transient or visiting aircraft, with approximately 60 percent

of the airport's business originating from transient users. While the airport does not have any based military aircraft, it does report some military operations, mostly helicopters.

OTHER AIRPORT CHARACTERISTICS

The airport had its most recent master plan completed in 2003. As part of its process to plan for near term and longer term development needs, the airport has identified the following three initiatives as being needed in the near term:

- T-Hangars.
- Runway markings.
- Tree removal and trimming.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport has built a new structure for the FBO and is also improving fuel storage, hangars and tie-down spaces. The airport's current activities are primarily related to recreational/sport activities, flight training, with a small amount of business and charter/air taxi activity. Management also mentioned a segment of users that use the airport for providing access for stay-over hunting, fishing, antiquing, canoeing and sight seeing. The airport anticipates continued improvements to aircraft storage facilities, with future activities remaining centered around flight training and recreational/sport purposes. Management would like to attract a flight school(s), and would like an instrument landing system and AWOS. The airport could support Very Light Jets, however, there is not currently a great demand for charter/air taxi services. The analysis indicates low indices for land use compatibility, acreage, socioeconomic growth, and runway length. Based on these indicators, the airport is best suited for community airport services such as flight training, recreational/sport, tourism (CA), and business/recreational purposes. The existing runway length is not optimal for corporate activity.

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