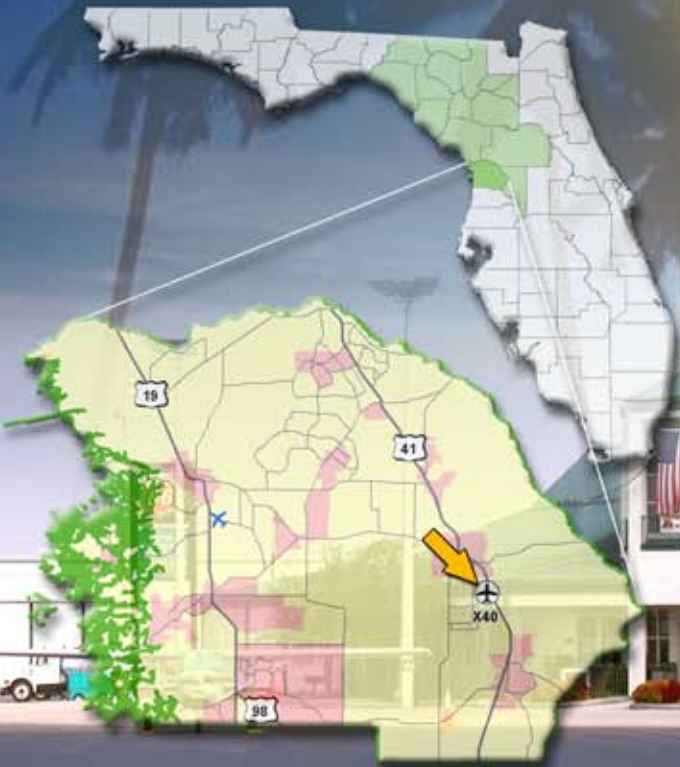


INVERNESS AIRPORT

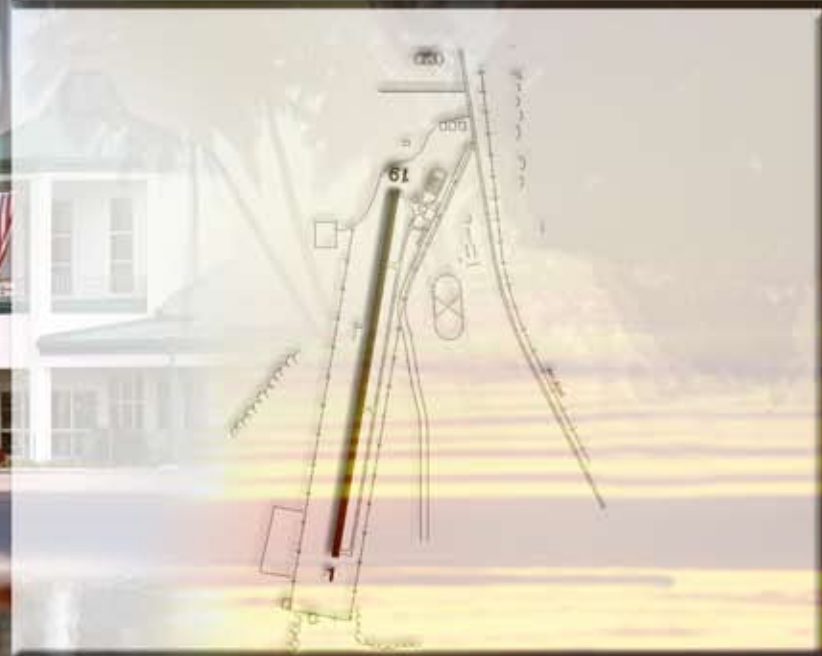
INVERNESS
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



The airport is located on 354 acres two miles southeast of the Inverness business district in the central Florida region.



Existing Facilities

Inverness Airport is served by one runway, Runway 01/19 (3,762 feet long by 60 feet wide). This runway is constructed of asphalt, is in good condition and has a full parallel taxiway. One FBO operator, located on the north end of the airfield, serves the airport. There are parking spaces for automobiles. The aircraft parking ramp encompasses approximately 14,000 square yards of pavement.

As part of its process to plan for near term and longer-term development needs, the airport has identified the following four initiatives as being needed in the near term:

1. Runway extension/relocation – Capital Project
2. FBO Terminal/Maintenance Hangar/Apron – Capital Project
3. T-hangars – Capital Project
4. Security – Capital Project

The airport had its most recent Master Plan and Airport Layout Plan completed in 2008. This airport will undergo major upgrades in the next 5 years to include development of a corporate/business air park.

Current and Forecast Demand

GENERAL AVIATION

Inverness Airport serves the basic needs of general aviation. Roughly 75 percent of the airport's annual operations are related to sport aviation/recreational flying. Flight training is a small component (one percent) of this airport's general aviation activity. The only business on the airport at present is the FBO operator. The FBO has begun helicopter flight training. General aviation is used by corporate and business in approximately four percent of the annual operations. The airport also attracts a number of transient or visiting aircraft, with approximately 20 percent of its business originating from visiting aircraft. The airport does not have any based military aircraft and does not conduct military operations.

The largest aircraft that will use the airport are Falcon Series Jet Aircraft . Ten of the based aircraft use tie-downs, and twenty-three are stored in hangars. The airport plans to add ten T-hangars and four corporate hangar areas. The runway/taxiway extension/relocation is currently under construction and is scheduled to be completed in November 2010. The new runway will be 5,000 feet long. The new FBO/Terminal Building/Maintenance Hangar and Apron Project is currently in design. Construction is scheduled to begin in October 2010. The current Airport Reference Code (ARC) as defined by the FAA circular 150/5300-13 for the airport is B-II.

Historic and forecast FDOT aviation activity information on file for Inverness Airport are as follows:

Inverness Airport	2008	2013	2018	2028
Based Aircraft	42	46	51	62
General Aviation Operations	15,000	16,159	17,408	20,203
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, Inverness Airport focuses primarily on serving general aviation aircraft. It presently supports a small amount of flight training, sport/recreational flying, and visiting aircraft stopping over for fuel. Sport/recreational flying comprise about 75 percent of the overall operations. The airport could attract more business, flight training, and recreational flights and could accommodate Very Light Jet (VLJ) operations. The airport does not report any manmade factors, environmental factors, community relations, or financial shortfalls that would limit its future growth. The airport's vision for its future is to provide a first-class airport for based flight schools, business, and recreational flying and business park development. Inverness Airport anticipates significant growth in the future.

OTHER AIRPORT CHARACTERISTICS

The County opened Inverness Airport's single runway in 1933. This facility has met the County's needs from its founding until the present. With the addition of a FBO general aviation terminal and maintenance hangar, runway extension, expanded paved aprons, and additional T-hangars, the general aviation needs of this area will be met well into year 2020.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport, Flight Training, and Business/Recreational (medical and law enforcement) services. The airport plans to increase its flight training, recreational, and business/corporate operations. The analysis indicates that the airport is currently suited to provide Recreational/Sport services, and marginally suited for providing Flight Training, and Tourism (CA) services. At this time, the airport is not well suited for providing Business/Recreational services due to its short runway (3,762 feet). However, future funding and construction of runway and taxiway improvement will be a catalyst for the development of the adjacent community business park.

Based on the infrastructure planning analysis for Inverness Airport, the following depicts the airport's current levels of service as well as the types and levels of service that the airport will likely be required to accommodate by the year 2030:

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