

KEYSTONE AIRPARK

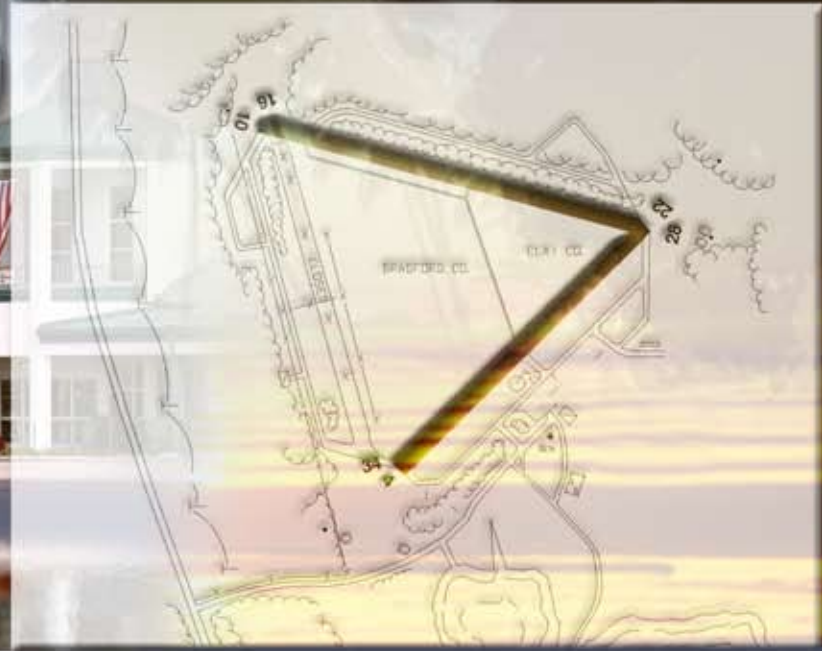
KEYSTONE HEIGHTS
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Keystone Airpark is located on the county line between southern Clay and Bradford Counties. Most of the airport property is in Bradford County. The Airpark is approximately 55 miles southwest of Jacksonville and 25 miles northeast of Gainesville. The primary highway to the Airpark is State Road 100. Other roads in the vicinity are US Route 301 in Starke and State Road 21 in Keystone Heights.



Existing Facilities

Keystone Airpark is served by two converging runways. These runways are Runway 05/23, which is 5,044 feet long by 100 feet wide and Runway 11/29, which is 4,899 feet long by 75 feet wide. These runways are both asphalt and are in good condition. Runway 4/22 has a full-length parallel taxiway, while Runway 10/28 has a partial parallel taxiway. Both runways have PAPI lights and both runways are lighted and pilot controlled. The airpark also has a 1,600 square foot terminal to serve general aviation pilots and passengers at the FBO. There are 50 on-airpark auto-parking spaces to serve the general aviation terminal facility. There are currently 30 tie-downs for the airpark's general aviation aircraft, and between the airpark's 40 T-hangars, and conventional and corporate hangars, there are 40 covered parking spaces for aircraft.

In order to satisfy the general aviation needs and to consistently attract trade and commerce in the airpark's service area, the City of Keystone Heights and the Keystone Airpark Authority have monitored general aviation demands and implemented a number of major improvement projects to provide both landside and airside facilities. The airpark has identified several initiatives as necessary to serve demand in the near term, including renovation of the FBO structure, installation of an automated weather observation system, expansion of the apron area, and installation of a complete fire suppression system. The airpark had its most recent master plan completed in 2004.

Current and Forecast Demand

GENERAL AVIATION

Keystone Airpark serves the needs of a wide range of general aviation and military users. There are 66 aircraft based at Keystone Airpark. Of this total, approximately 25 percent of the aircraft are stored on paved tie-downs, and 75 percent are in T-hangars or conventional hangars. The airpark presently reports a waiting list for hangars that shows over 40 aircraft. The airpark has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. There is a fixed wing flight school at the airpark

Historic and forecast FDOT aviation activity information on file for Keystone Airpark follows:

Keystone Airpark	2008	2013	2018	2028
Based Aircraft	66	73	80	97
General Aviation Operations	32,400	34,561	36,867	41,950
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 airpark focuses primarily on serving recreational and business-related general aviation, as well as military operations conducted by Camp Blanding, which abuts the airpark on the north side. The airpark accommodates flight training activity and envisions increasing its role as a provider of flight training services in the future. At present, flight training accounts for 25 percent of the airpark's annual operations. Increased business use of the airpark is another goal of the Authority. Airpark management also believes that it could support SATS related air taxi operations at the facility. The airpark's future role is limited primarily by manmade factors and financial shortfalls. If there were no limitations on the airpark or its growth, the Airpark Authority would construct an adequate number of T-hangars and corporate hangars to accommodate aircraft storage for Clay, Bradford, Alachua and Putnam County areas. The airpark is ideal for recreational pilots as well as flight training and would serve as an alternate airpark to Gainesville and Jacksonville International. The airpark is 30 minutes driving time from Palatka, Gainesville, and Orange Park/Middleburg/Fleming Island and serves these areas well. In addition to civilian use, it is a training area for the military (Army, National Guard, and Coast Guard) because Camp Blanding is continuous, and the rural location makes night vision training possible. Very Light Jet (VLJ) operations and small business jets/commuter flights are a perfect match for Keystone. The location is rural and serves many areas such as Starke, Lake Butler, Keystone and Melrose. The 300-acre business park is an ideal location for aircraft auxiliary services and Hub-type activities such as Federal Express or Cargo business. State Road 100, US 301, and Blanding Boulevard serve as the primary access routes to the airpark.

General aviation operations by corporate and business users are also becoming more common at the airpark. The airpark estimates that 10 percent of its annual general aviation operations are business-related. Approximately five percent of the airpark's based aircraft are owned by local businesses. Local companies that use the airpark's general aviation facilities include Griffin Industries, Camp Blanding, Express Air, European Rally & Performance Driving School, and Aquila Aviation.

While the airpark does not have any based military aircraft, it does accommodate transient military operations. The airpark reports that three percent of its total annual activity is attributable to military operations. Visiting National Guard, Air Guard, and Camp Blanding helicopters performs the majority of these military operations.

OTHER AIRPARK CHARACTERISTICS

The airpark also supports a large business park that is located on-site. The business park is five percent full at present and consists of approximately 300 acres with 60 individual sites. In general, the Airpark Authority sees the facility experiencing substantial growth in the coming years. The Authority's vision for the future is to provide a first-class airpark facility for all types of general aviation users.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airpark recently renovated the FBO and airpark administration spaces, and primarily serves recreational/sport and flight training activities. There are a moderate amount of business and charter/air taxi activities on the airpark. Flight training is conducted by off-airpark schools, and management expects this to continue through the planning period. The airpark anticipates several improvements in the future, including a runway extension, apron expansion, additional hangar spaces, and perhaps a business park. Management sees the possibility of the airpark serving as an alternative to Gainesville Regional and Jacksonville International. The analysis indicates that the airpark is, perhaps best suited in its current role of serving flight training and recreational/sport activities. However, the current property is sufficient to support some expansion into business and/or corporate activities. While an extension of the existing runway would be desirable to accommodate larger and more modern aircraft, the availability of a non-precision approach and visual approach aids is of benefit to existing and potential users.

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