

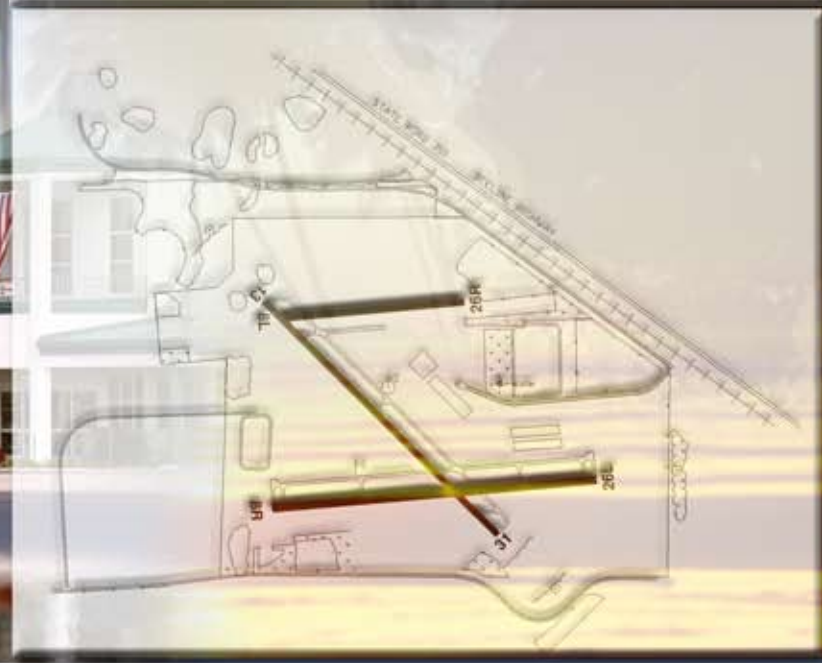
NORTH PALM BEACH COUNTY GENERAL AVIATION AIRPORT

WEST PALM BEACH
GENERAL AVIATION AIRPORT



AIRPORT LOCATION

North Palm Beach County General Aviation Airport is located in Palm Beach County, approximately 12 miles northwest of West Palm Beach.



Existing Facilities

The North Palm Beach County General Aviation Airport is located 12 miles NW of West Palm Beach. The airport has three active runways. The primary runway, Runway 08R/26L, is 4,300 feet long by 100 feet wide. The asphalt runway has high intensity runway lights, REILs, and is in good condition. There are ILS, VOR and GPS approaches to Runway 08R, and a GPS approach to Runway 26L. Parallel runway, Runway 08L/26R, is a turf runway 3,700 feet long by 75 feet wide in fair condition. Runway 13/31, the crosswind runway is 4,300 feet long by 75 feet wide. The weight limit for this runway has been increased to 30,000 lbs. The asphalt is in good condition and has medium intensity runway lights and REILs. Runways 8R/26L and 13/31 have full length parallel taxiways.

There is one full service FBO located at the airport. In addition, there are several businesses located at the airport offering a variety of aircraft services, including flight training, aircraft rental, aircraft maintenance (fixed wing and rotorcraft), aircraft sales and avionics. There are approximately 164 tie-downs, for single and multi-engine aircraft, 170 aircraft storage hangars, both conventional and t-hangars, 10 shadeports and 8 commercial use executive hangars. The airport manager and the FBO are located in the 6,808 square feet Terminal building.

The airport has approximately 260 based aircraft and experiences 72,850 annual aircraft operations.

Current and Forecast Demand

GENERAL AVIATION

The North Palm Beach County General Aviation Airport services the general aviation needs of central and northern Palm Beach County and is a designated reliever for Palm Beach International Airport, twelve miles to the south. The airport is frequently used by business/corporate, recreational and training aircraft.

The current Airport Reference Code (ARC), as defined by FAA Circular 150/5300-13, for the airport is B-II. The annual service volume (ASV) for Palm Beach County General Aviation is 330,000 operations.

Historic and forecast FDOT aviation activity information on file for North Palm Beach County General Aviation Airport is as follows:

North Palm Beach County General Aviation Airport	2008	2013	2018	2028
Based Aircraft	243	270	301	373
General Aviation Operations	75,391	81,218	87,494	101,541
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 North Palm Beach County General Aviation Airport is a general aviation airport and acts as a reliever to Palm Beach International Airport. The airport is placed in an ideal location. Amidst an affluent area and with high-tech, white-collar businesses in the community, the airport focuses on corporate/business recreational and training aircraft and has experienced a growing demand for services. There are increasing levels of flight training, other general aviation activities, and jet traffic (primarily 12,500-pound aircraft). Activities in the future seem limitless for this airport, but management hopes to see air taxi service in the short term. The airport also predicts increased levels of flight training, sport/recreational aircraft, and business/air taxi operations in the future. Although the airport is growing significantly, an inter-local agreement limits noise pollution, thus restricting the size of aircraft allowed to utilize the airport. During the next 5 to 10 years, the largest aircraft the airport will serve is likely to be a Beach King Air. Other restrictions include environmental issues caused by wetlands on the property. Although demand for development will increase, developable land is limited by these wetlands.

Thirty percent of the annual aircraft operations are business-related with over 20 percent of the based aircraft at the airport owned by local businesses. Flight training operations account for 40 percent of the total operations while sport/recreational aviation is responsible for approximately 20 percent. There are two fixed wing training schools and two helicopter schools offering basic, advanced and specialized flight training. There is a high reliance of local businesses on the airport's existence and several CEOs in the area own planes and frequently use the airport. Twenty-five to 30 percent of transient operations are business related at the airport. There is currently no Part 135 operator at the airport, and there are no based military units or post-secondary educational facilities. Although there is not an industrial park associated with the airport, there is an industrial park five miles east of the property.

Of the Airport's 1,832 acres, more than 1,100 are dedicated to environmental preserves that surround the airport. The Sweetbay Natural Area, located on airport property, offers visitors walking trails where Florida box turtles, red-shouldered hawks, bobcats and many other animals share this area of wetlands, pine flatwoods and oak hammocks.

OTHER AIRPORT CHARACTERISTICS

The airport had its most recent master plan and Airport Layout Plan (ALP) completed in 2006. The airport has identified the following projects as being needed in the near term:

- Relocate Access Road.
- Construct Parallel Taxiway to 8-26.
- Future extension to Runway 13/31
- Additional aircraft storage hangars

Recently completed projects include the addition of a segmented circle and HVAC improvements to the Terminal building. Currently, the airport is constructing eleven large corporate storage hangars to attract larger aircraft to the airport and to meet requested demand.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport serves flight training and moderate amounts of jet traffic due to the availability of an instrument approach. The airport is located in a high-tech and mostly affluent area with moderate levels of socioeconomic activity, some of which is related to the proximity of PGA National Resort and its events, including the Honda Classic. The airport anticipates the addition of air taxi operations in the future. Management does not foresee significant obstacles to expansion of the airport during the planning period, which will provide additional increases in corporate aviation activity. The analysis indicates that the airport benefits from compatible land uses, no airspace constraints, favorable community support, adequate socioeconomic activity, sufficient capacity, and available approaches to support expansions during the planning period. However, the existing runway length would prohibit serving commercial service segments. Therefore, it is most appropriate for the airport to continue in its current role, with moderate expansions to serve corporate and business/recreational activity during the long term planning period.

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	X
Tourism		
Recreational / Sport	X	X
Business / Recreational	X	X