

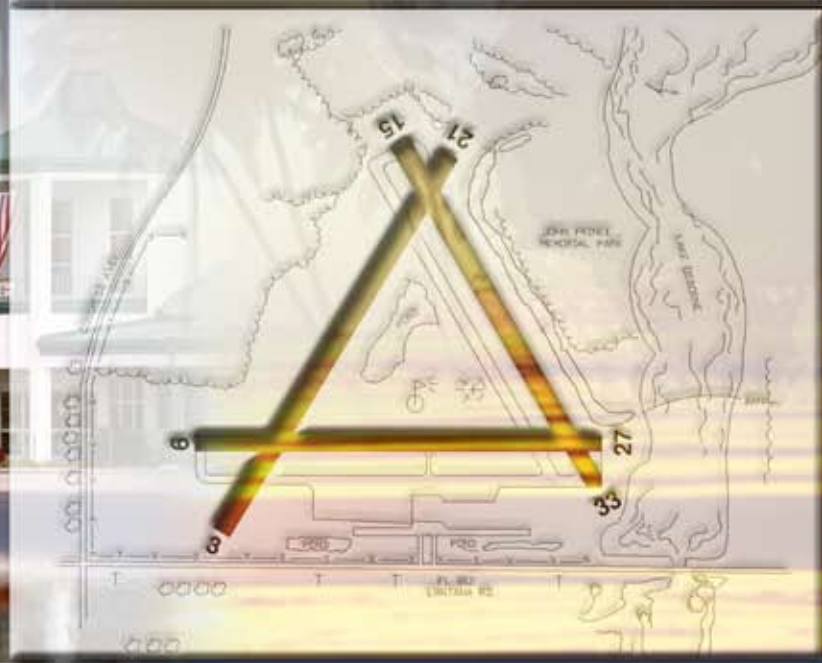
PALM BEACH COUNTY PARK

WEST PALM BEACH
GENERAL AVIATION AIRPORT



AIRPORT LOCATION

Palm Beach County Park is located in Palm Beach County, approximately six miles south of West Palm Beach.



Existing Facilities

The Palm Beach County Park Airport has three active runways. The primary runway, Runway 15/33, is a 3,421 foot long by 100 foot wide asphalt runway with medium intensity runway lights and PAPIs. Runway 15/33 is in fair condition. Runways 03/21 and 09/27 are both asphalt with medium intensity runway lights. Runway 03/21 is 3,256 feet long by 75 feet wide, in good condition and Runway 09/27 is 3,489 feet long by 75 feet wide with PAPIs and in good condition. Full length parallel taxi ways serve runways 09/27 and 15/33. The airport has VOR and GPS approaches.

There is one full service Fixed Based Operator and numerous businesses on the airport which offer a variety of aircraft services, including flight training and aircraft rental, aircraft maintenance (fixed wing and rotorcraft), major engine repair, aircraft painting and propeller services.

There is approximately 646,400 square feet of apron space with tie downs and 52 conventional hangars of various size and a small number of t-hangars. The airport has 275 based aircraft and experiences 160,000 annual aircraft operations.

Current and Forecast Demand

GENERAL AVIATION

The Palm Beach County Park Airport serves the general aviation needs of central Palm Beach County and is a designated reliever for Palm Beach International Airport, 4 miles to the North.

There are currently two Airport Reference Codes (ARC), as defined by FAA Circular 150/5300-13, for the airport. Runways 15/33 and 09/27 are designated as B-II runways and runway 03/21 is designated as a B-1 runway. The airport's annual service volume (ASV) is approximately 447,000 operations.

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

Palm Beach County Park Airport	2008	2013	2018	2028
Based Aircraft	340	359	379	423
General Aviation Operations	145,000	149,032	153,175	161,812
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 Palm Beach County Park Airport is a general aviation airport and acts as a reliever to Palm Beach International Airport. The airport primarily serves recreational and training aircraft as well as business/corporate airplanes using a variety of single and multi-engine aircraft, helicopters and turboprop aircraft. There is increasing levels of flight training, both fixed wing and rotorcraft. Although the airport is growing, noise procedures and the 12,500 weight limit will continue to restrict larger aircraft from operating at the airport.

The Department of Airports participates in several forums of community involvement. Monthly, the Department participates in the Lantana Airport Safety & Security meetings comprised of airport tenants. Pertinent issues of airfield safety, perimeter security and general operations and maintenance concerns are discussed among the participants. At a minimum of once a year, a community forum is hosted by the Department inviting local homeowner associations, Lantana Airport tenants, area residents, City of Atlantis Manager's Office, Federal Aviation Administration and Florida Department of Transportation representatives. At the request of local homeowner associations or the City of Atlantis Council, Department staff will attend community meetings to discuss concerns and provide airport information. In addition to participating with the residential community, at least once a year, the Department co-hosts pilot meetings along with local Federal Aviation Administration Flight Standards District Office and Air Traffic Control. At the pilot meetings, the voluntary noise procedures for LNA, pertinent FAA Advisory Circulars and the telephone numbers for pilot information for PBI, Lantana and North County are distributed.

Current activity is comprised of 5 percent business related operations, 35 percent related to flight training, 5 percent related to air taxi, and 30 percent related to visiting aircraft. The majority of operations are the result of recreational and sport aviation. Activities conducive to recreational flying are supported at the airport such as occasional fly-ins and pancake breakfasts throughout the year. Local businesses or locals do regularly rent aircraft from the airport. There is a low to medium dependence from local businesses with nearly 5 percent of the based aircraft serving businesses. There are three fixed wing flight schools and two helicopter schools. There are 12 flight instructors and 20 based aircraft dedicated to flight training. Flight training from other airports is not supported.

The Civil Air Patrol remains at the airport which houses the Group 5 Headquarters of the Florida Wing. This is an excellent youth program for Palm Beach and Lantana, in addition to a search unit for the U.S. Customs Department. Aside from flight instruction and the Civil Air Patrol, there are no other aviation-related programs associated with the airport. There are also no based military aircraft at the airport, no repeat businesses that are known transient users, and no industrial parks in the area. There is a small cargo operator who specializes in cargo to the Bahamas however, despite the airport's close proximity to the I-95 Interstate, the demand for cargo operations is limited.

Restricted by a lake to the east, wetlands to the west, a county park to the north, roadways and residential areas, the airport is nearly built-out. Due to the 12,500 pound weight restrictions set by local agreements, a Beech King Air is the largest aircraft that will likely operate at the airport in the next 10 years. Even with these restrictions, modest growth will lead to an increase in flight training, recreational and sport aircraft, and business and air taxi operations.

The airport is one of two airports in the state that has a prop shop. It also has a governor repair station and a certified non-destructive testing facility on site. The airport also features a paint shop and an interior/upholstery shop, along with general maintenance.

OTHER AIRPORT CHARACTERISTICS

The airport had its most recent Master Plan and Airport Layout Plan (ALP) completed in 2006. Based on the Airport Master Plan recommendations, future development projects have been identified and include:

- 1) Development of the area west of runway 03-21 for use as general aviation expansion/FBO location
- 2) Development of non-aviation areas on west side of airport

Recently completed projects include the installation of 59 new airfield location and guidance signs aimed at increasing safety and awareness on the airport. Also, the airfield electrical vault has recently been renovated and updated to include an emergency generator.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport reports that all aviation activity currently occurs on the south side of the airfield as there is not currently any developed areas on the north, east and west sides of the airport. There are areas for future development, non-aviation commercial activity, on the west side. The airport currently caters to small single and multi-engine piston and turboprop aircraft and serves as a reliever for Palm Beach International training activities. The analysis indicates that the airport received low quotients in available acreage, financial conditions, and runway length limiting the viability of significant expansion. However, due to the availability of non-precision approach, the airport is suited to continue in its current role of supporting flight training, recreational/sport and business/recreational activities.

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