

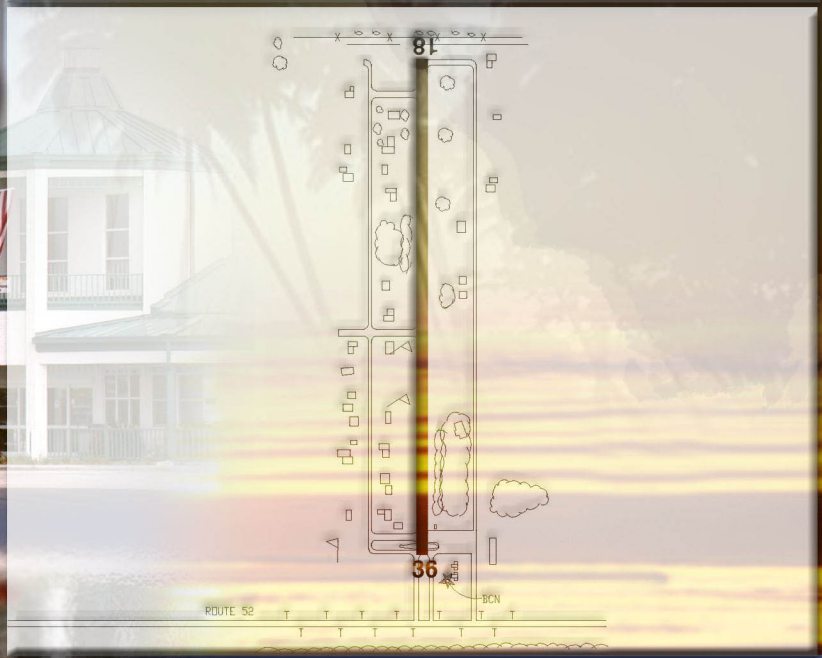
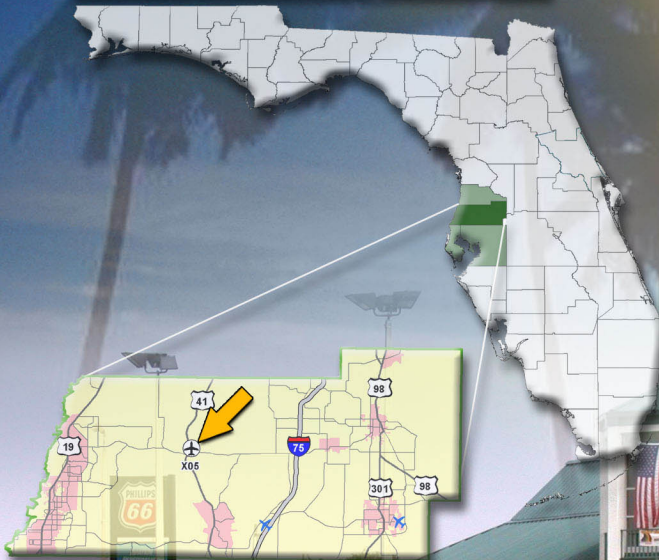
PILOT COUNTRY AIRPORT

BROOKSVILLE
COMMUNITY AIRPORT



AIRPORT LOCATION

Pilot Country Airport is located 13 miles south of Brooksville in western central Florida.



Existing Facilities

Pilot Country Airport is served by a single asphalt runway, Runway 18/36. The runway is 3,700 feet long by 75 feet wide and in good condition with a full-length parallel taxiway. The airport has no passenger terminal building. There are 10 auto parking spaces to serve a 416 square foot administration building. There are currently six tie-downs for the airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 52 covered parking spaces for aircraft.

There are no recent or planned projects. Because it is privately owned, a master plan is not required. Recent innovative or unique projects have not been completed, but the airport is considering upcoming projects in this category. The airport would like to complete its maintenance hangar (10,000 square feet), as well as an additional 3,000 square feet for shops and offices. It would also like to extend its runway from 3,700 feet to 5,000 feet (75 feet wide).

NOTE: In 2004, Florida experienced a record number of hurricanes, with many airports in Florida sustaining various amounts of damage. Since this report was in print at the time, facilities and based aircraft identified in this report do not reflect damage to infrastructure that may have occurred as a result of those hurricanes. Future reports will identify the impact of storm damage.

Current and Forecast Demand

GENERAL AVIATION

Flight training is a component of this airport's general aviation activity. Roughly 10 percent of the airport's annual operations are related to flight training. There are no businesses located on the airport that provide flight training. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 20 percent of its annual general aviation operations are business related. Approximately 12 percent of the airport's based aircraft are owned by local businesses. No record is kept to identify the companies that operate out of the airport. The airport also attracts some transient or visiting general aviation aircraft, though none of these aircraft fall into the business jet category.

The largest class of airplane that uses the airport on a regular basis is a Group II. Since the airport is privately owned there is no current Airport Reference Code (ARC) for the airport. General aviation constitutes all of the airport's annual activity. According to the 2002 FDOT records, there are 66 based general aviation aircraft. Of this total, approximately 10 percent of the aircraft are stored on paved tie-downs and 90 percent are in T-hangars or conventional hangars. The airport presently does not have a waiting list for hangars.

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

Pilot Country Airport	2002	2007	2012	2022
Based Aircraft	66	73	80	98
General Aviation Operations	30,000	31,530	33,139	36,606
Commercial Operations	0	0	0	0
Enplanements	0	0	0	0
Demand/Capacity Ratio	16.3%	17.1%	18.0%	19.9%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

Pilot Country Airport focuses on serving only general aviation aircraft. The airport does accommodate flight training activity from other airports, but the airport does not envision increasing its role as a provider of flight training services. The airport could support SATS related air taxi operations. The airport's future role is limited primarily by the lack of funds to fully implement the airport's long-term development plans. The airport does not report any environmental or community factors that will limit its future system role or growth. State Road 52 to the south limits any expansion in that direction. The airport sees itself experiencing modest growth in the coming years. The airport's vision for its future is to support increased levels of flight training and more recreational and sport aircraft as well as supporting more business and air taxi operations.

OTHER AIRPORT CHARACTERISTICS

The Pilot Country Airport is a privately owned and operated facility, founded in 1971 by Gallops Inc. The 27-acre airport is part of a residential housing area originally designed for lots. Current residential lots at the airport (to date, fewer than the planned 70 are developed) have direct access to taxi ways directly from the home sites, making Pilot Country Airport a true fly-in community.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport (experimental), Corporate, and Business/Recreational (charter, medical flights, aerial photography) services. The airport plans to establish a flight school, as well as increasing recreational, and charter operations. The analysis indicates that the airport is best suited for providing Recreational/Sport, Tourism (CA), and Flight Training. The airport is not particularly well suited for providing Corporate or Business/Recreational services because of the lack of any approach aids and the short runway (3,700 feet). Because of the airport's status as a residential airpark, this facility should be considered only for Recreational/Sport services in the future.

Based on the infrastructure planning analysis for Pilot Country 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		
COMMUNITY AIRPORT ROLE		
Flight Training		
Corporate	X	
Tourism		
Recreational / Sport	X	X
Business / Recreational	X	