

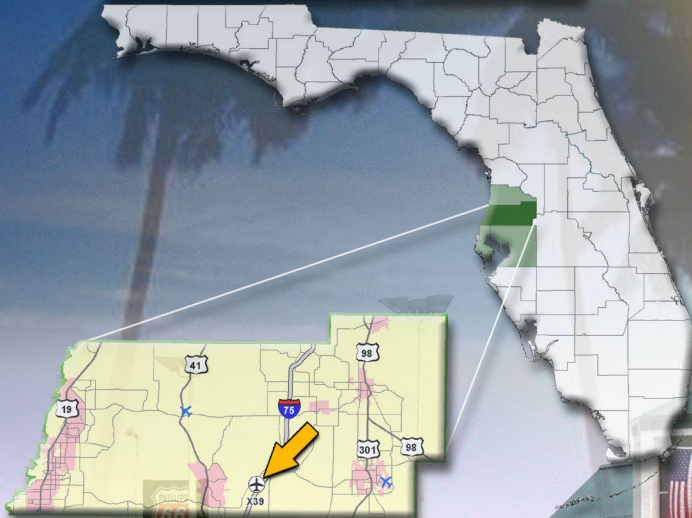
TAMPA NORTH AERO PARK

TAMPA
COMMUNITY AIRPORT



AIRPORT LOCATION

Tampa North Aero Park is located west of I-75 and east of State Road 54 in Pasco County, approximately 14 miles north of Tampa.



Existing Facilities

Tampa North Aero Park is served by one runway, Runway 14/32, 3,541 feet long by 60 feet wide. The runway is asphalt and is in fair condition. There are no parallel taxiways. The runway is equipped with high intensity runway lights. The airport has no passenger terminal building. There are no on-airport auto paved parking spaces. The airport has a 2,500-square foot administrative facility. There are tie-downs for airport's general aviation aircraft but no covered or T-hangars.

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

The largest plane that uses the airport on a regular basis is the Cessna Corporate Jet series. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 29 based general aviation aircraft. All aircraft are stored on turf areas. The airport presently reports a waiting list for 89 hangars. This is a privately owned airport and does not receive funding from FDOT or FAA. There are no air cargo operations at the airport.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for the airport follows:

Tampa North Aero Park	2002	2007	2012	2022
Based Aircraft	29	33	37	48
General Aviation Operations	11,000	11,278	11,563	12,154
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	6.8%	7.0%	7.2%	7.5%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation aircraft. The airport focuses on recreational activity, and it sees itself trying to attract additional users in this category in the future. The airport accommodates flight training and envisions increasing its role as a provider of flight training services. The airport could support SATS related air taxi operations. The airport does not report any environmental or community factors that will limit its future system role or growth. Manmade factors, i.e., roads on both ends of the runway (I-75 and S.R. 54) do affect future growth. The airport sees itself experiencing modest growth in the coming years. The airport's vision for its future is to provide a first-class airport facility with a GPS approach and construction of additional condo hangars.

Flight training is a component of this airport's general aviation activity. Roughly 50 percent of the airport's annual operations are related to flight training. There is one business located on the airport that provides flight training and employs three flight instructors and has six aircraft

that are based at the airport. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 30 percent of its annual general aviation operations are business related. Approximately 20 percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include local, privately owned law and medical firms. The airport also attracts some transient general aviation aircraft. No record is kept on the names or the number of operations for any class of aircraft. The airport does not have a large industrial park. While the airport does not have any based military aircraft, it does accommodate transient military operations from the U.S. Coast Guard. The airport does not keep a record of its operations.

OTHER AIRPORT CHARACTERISTICS

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

- 89 Condo Hangars
- GPS Approach
- Renovations of the Administrative Building

The airport is not required to have a master plan. With the construction of the 89-unit Condo Hangars, more aircraft will be attracted to the airport. Runway lighting was installed in 1993, and a fuel farm was also constructed in 1993.



CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport, Flight Training, Business/Recreational (banner towing, aerial photography), and Corporate services. The airport plans to increase its flight training and recreational operations. The analysis indicates that the airport is best suited for providing Recreational/Sport and Tourism (CS) services.

Based on the infrastructure planning analysis for Tampa North Aero Park, 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	X	X
Corporate	X	X
Tourism		
Recreational / Sport	X	X
Business / Recreational	X	X