

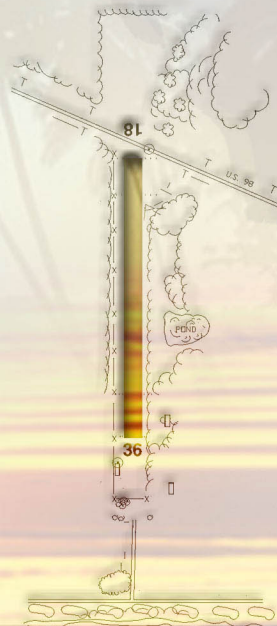
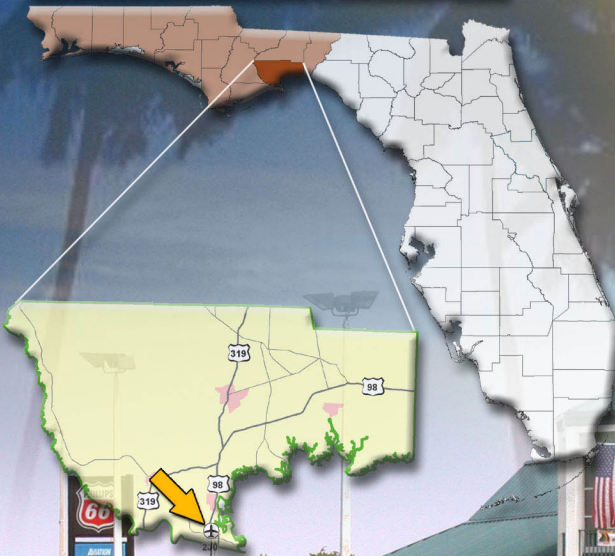
WAKULLA COUNTY AIRPORT

PANACEA
COMMUNITY AIRPORT



AIRPORT LOCATION

Wakulla County Airport is located in Wakulla County, approximately three miles south of Panacea.



Existing Facilities

The Wakulla County Airport has one runway, Runway 18/36, 2,590 feet long by 70 feet wide. The runway is turf and in good condition. The airport serves a fly-in/live-in community. There are no taxiways, auto parking spaces, or ramp space. There are 10 grass tie-downs.

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

Wakulla County Airport serves the basic needs of general aviation. The largest plane that uses the airport is a Cessna 310. Five of the based aircraft use tie-downs and 19 are stored in hangars. The airport plans to add 20 private T-hangars in the future. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is unknown. It should be noted that FDOT records for this airport show nine based aircraft for 2002.

Historic and forecast FDOT aviation activity information on file for the Wakulla County Airport follows:

Wakulla County Airport	2002	2007	2012	2022
Based Aircraft	9	10	10	12
General Aviation Operations	5,475	5,717	5,970	6,511
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	4.3%	4.5%	4.7%	5.1%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation aircraft. It presently supports flight training, sport/recreational flying, and visiting aircraft. Some business flights use the airport, but are a small percentage of the overall operations. The airport could attract more recreational flights if fuel facilities were provided. The airport's future role is limited by lack of local funding, manmade factors, and environmental factors. The airport does not report any community factors that will limit its future system role of growth. The airport sees itself experiencing some growth in the future. The airport's vision for its future is to provide an airport for based flight schools and recreational flying.

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 on the airport. Corporate and business users are responsible for about 10 per cent of the annual operations. There are no corporate based aircraft on the airfield at this time. The airport also attracts transient or visiting aircraft, with approximately 20 percent of the airport's business originating from transient users. The airport does not have any based military aircraft and does not accommodate any military operations.

OTHER AIRPORT CHARACTERISTICS

At present, the entire airport property is 2,800 feet long by 200 feet wide and is adjacent to a fly-in/live-in community with through-the-fence operations. The airport had its most recent master plan completed in 1987 and has no new master plan scheduled for completion.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport has recently installed an irrigation system and has leveled and resodded the runway surface. An effort to remove old hangars and remove trees is underway that will effectively increase the existing runway length. Additionally, the airport is currently in the process of developing 20 hangar storage spaces with taxilane access to the runway. The airport has also solicited FDOT for assistance in acquiring property immediately west of the existing airport property for the purpose of taxiway, parking, and runway expansion. The airport also recognizes that fuel facilities, auto parking, restrooms and hangars are necessary to accommodate demand. The analysis indicates that the existing airport property (15 acres) will severely limit the extent to which the airport can expand to support local general aviation demand. For this reason, the airport will likely continue to serve recreational/sport activities, along with some flight training use during the planning period.

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