

# TRI-COUNTY AIRPORT

BONIFAY  
GENERAL AVIATION AIRPORT



## AIRPORT LOCATION



Tri-County Airport is situated in the middle of Holmes, Jackson, and Washington Counties, approximately six miles northeast of Bonifay.



## Existing Facilities

Tri-County Airport is served by one runway, Runway 01/19, 4,000 feet by 75 feet. The runway was recently resurfaced and is in excellent condition. Runway 01/19 is not served by a taxiway. It is equipped with medium intensity runway lights and precision approach path indicators. The airport has a single instrument approach (GPS or NDB).

The airport has a 1,200 square foot general aviation terminal building to serve pilots and passengers. There are 16 on-airport auto parking spaces to serve the terminal. There are currently 9 tiedown spaces and 8 shade hangars.

## Current and Forecast Demand

### GENERAL AVIATION

The largest aircraft that use the airport on a regular basis are single-engine piston aircraft. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is B-II. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 14 based general aviation aircraft. Of this total, all are in shade hangars, tie downs or conventional hangars. The airport does report a waiting list for T-hangars. The current FDOT work plan for Tri-County Airport shows plans to develop an additional 16 covered storage spaces. Eight of these T-hangars were built in 2004 with 8 more to follow.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Flight training is available through individuals at the airport. Historic and forecast FDOT aviation activity information on file for Tri-County Airport follows:

Tri-County Airport	2009	2014	2019	2029
Based Aircraft	38	43	49	64
General Aviation Operations	28,376	30,046	31,813	35,667
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 airport focuses primarily on serving general aviation aircraft. The airport currently focuses on recreational activity and flight training. Airport officials see the airport serving more recreational, business, and possible air taxi operations. The airport could support Very Light Jet (VLJ) related air taxi operations. The airport's future role is to increase as a recreational and business airport. The airport does not report any obstructions as a result of community relations or manmade factors. However, environmental factors and financial shortfalls are seen as issues. Additionally, the airport sees itself experiencing modest growth in the coming years.

Flight training is a component of the airport's general aviation activity. Nearly 50 percent of the airport's annual operations are related to flight training. There are no flight schools located on the airport's property. However, there are two individuals who do conduct some flight training at



the airport. General aviation operations related to corporate and business users do occur on a limited basis. The airport estimates that 10 percent of its annual general aviation operations are business related. Approximately 25 percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include rental car companies and flight instructors. The airport also attracts a number of transient general aviation aircraft. Visiting businesses that fly into the airport make up the highest percentage of annual operations. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that it annually accommodates 5,000 helicopter military operations.

## OTHER AIRPORT CHARACTERISTICS

The airport's last master plan was completed in 1997. In March 2001, runway lights were installed for \$164,000. Other recently completed projects include entrance road re-alignment and paving, vehicle parking, security fencing, rotating beacon, lighted wind sock, apron overlay, shade hanger paving with taxiway, credit card machine for fuel, drainage enhancements, Jet A truck and plans for a Jet A fuel farm.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

At the time of this review, airport management reports several ongoing improvement projects/activities at the airport, including a storm water master plan. The airport anticipates future activities and improvement projects such as additional T-hangars, an extended ramp, addition of Jet A fuel farm, a full length taxiway, a building for industrial development, and extension of the runway to the south. The airport serves flight training and recreational/sport aviation needs. It plans to continue serving these needs. Additionally, the airport would like to provide air cargo services as a hub for UPS or FedEx. The airport is also interested in a training facility, an air taxi operation, and the development of an industrial park. Acreage has been designated and funds are being sought for the development of an industrial park and hanger to be used to attract industry to Tri-County.

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
Tourism		
Recreational / Sport	X	X
Business / Recreational		X