

FLAGLER COUNTY AIRPORT

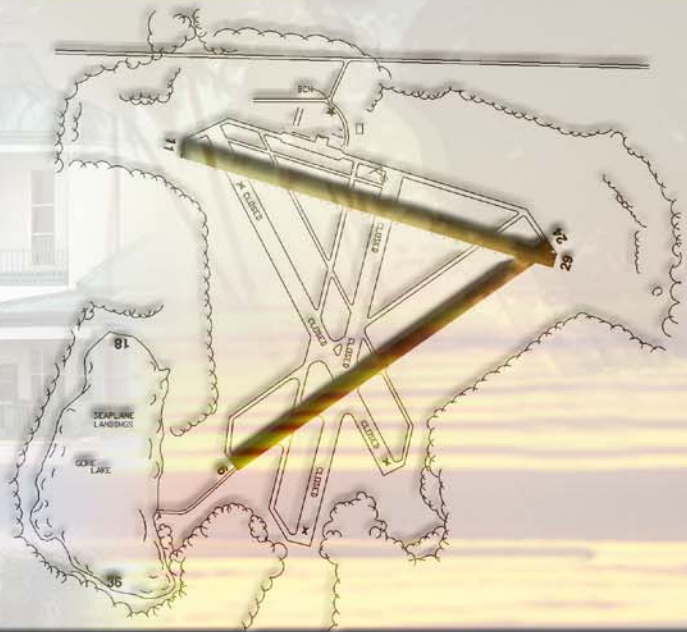
BUNNELL
COMMUNITY AIRPORT



AIRPORT LOCATION



Flagler County Airport is located in eastern Flagler County along SR 100, between the cities of Bunnell and Flagler Beach. The Airport is situated just one mile west of the I-95 interchange, and is roughly equidistant from the metropolitan areas of Orlando and Jacksonville. Ground access to the Airport is provided primarily via I-95 and SR 100, which connect to a network of other major roadways including US Route 1, and State Routes 11 and 13 in the City of Bunnell.



Existing Facilities

Flagler County Airport is served by two intersecting asphalt runways and one seaplane landing area on Gore Lake. These runways are Runway 6/24, which is 5,000 feet long by 100 feet wide and in good condition; and Runway 11/29, which is 4,999 feet long by 100 feet wide and in fair condition. Runway 11/29 is serviced by a taxilane and taxiway, and Runway 6/24 is served by a full-length parallel taxiway. The seaplane landing area, Runway 18W/36W, is 2,875 feet long by 500 feet wide. The airport has a 1,000 square foot terminal to serve general aviation pilots and passengers. There are 37 on-airport automobile parking spaces to serve the general aviation terminal building. There are currently 48 tie-downs for the airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 70 covered parking spaces for aircraft.

The airport had its most recent updated master plan completed in 2006. The airport has identified several initiatives for the near term, including construction of an Air Traffic Control Tower, a retention pond/drainage system, the construction of additional hangars, and the development of a business park.

Current and Forecast Demand

GENERAL AVIATION

Flagler County Airport serves the needs of all facets of general aviation. The largest plane that uses the airport on a regular basis is the Gulfstream. The airport currently reports 88 based general aviation aircraft. Of this total, approximately 20 percent of the aircraft are stored on paved tie-downs, and 80 percent are in T-hangars or conventional hangars. The airport presently reports a waiting list for hangars. The current FDOT work plan for Flagler County Airport shows plans to develop additional conventional hangars. It should be noted that FDOT records for this airport show 65 based aircraft for 2004.

The airport has an aviation training program that is connected to Flight Training Services International. Historic and forecast aviation activity information on file for Flagler County Airport is as follows:

Flagler County Airport	2004	2009	2014	2024
Based Aircraft	65	77	92	129
General Aviation Operations	190,910	201,699	211,988	234,167
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 flight schools from the Daytona Beach area, corporate jet/turbo-prop business/tourist transit aircraft and local aircraft owner recreational/sport activities. The airport sees growth in both of these areas. The airport does not have any commercial aviation activity and, given the close proximity of Daytona Beach, Jacksonville International, and Orlando International, commercial service at Flagler County Airport is remote.

The airport does not have a Part 135 operator at this time. However, there is some potential for 135 operations as Palm Coast grows. The airport's future role is limited primarily by environmental factors. The airport is situated in a massive wetland area and wetland mitigation is a major hurdle to overcome. Also, as an "enterprise" operation, development of revenue-generating activities is a challenge. That challenge is being met by the recent addition of corporate aviation tenants and non-aviation related land-side commercial leases. The main concern is the use of the airport by non-locally based tenants who do not pay to use the airport (i.e., Embry Riddle University). The airport sees itself experiencing modest growth in the coming five years, with significant growth over the 15 to 20 year timeframe. Currently, Flagler County is the fastest growing county in the United States, and as the county expands the airport is planning to expand as well. The airport's vision for its future is to provide a first class airport facility similar to Tallahassee Regional Airport.

Flight training is a major component of this airport's general aviation activity. Roughly 75 percent of the airport's annual operations are related to flight training. There are several Daytona Beach area flight schools that provide flight training, including Embry-Riddle University, Phoenix East, and Phil Air. These businesses are based out of Daytona Beach International Airport and employ a considerable number of flight instructors and have over 100 aircraft based at the airport.

OTHER AIRPORT CHARACTERISTICS

General aviation operations by corporate and business users are also common at the airport. The airport estimates that 10 percent of its annual general aviation operations are business-related. Approximately 5 percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include The Ginn Company, Sea Ray Boats, Palm Coast Holdings, and Palm Coast Resort. There is no industrial park that is associated with the airport, however planning is underway in development of an airport airport. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that less than 2 percent of its total annual activity is attributable to military operations. Visiting Coast Guard helicopters make up the majority of visiting military operations.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Recreational/Sport (ultralights), Corporate, and Business/Recreational (banner towing, medical flights, environmental patrol) services. The airport plans to increase its flight training, recreational, and charter operations. The analysis indicates that the airport is best suited for providing Recreational/Sport, Business/Recreational, and Tourism (CA) services. Even though the airport is one of the busiest flight training airports in the busiest regions for flight training, the lack of proper infrastructure gives it marginal suitability for providing Flight Training and Corporate services; however, when planned improvements to runway length and approaches are instituted, those service categories will be integral to the airport.

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		X
Recreational / Sport	X	X
Business / Recreational	X	X