

FLYING TEN AIRPORT

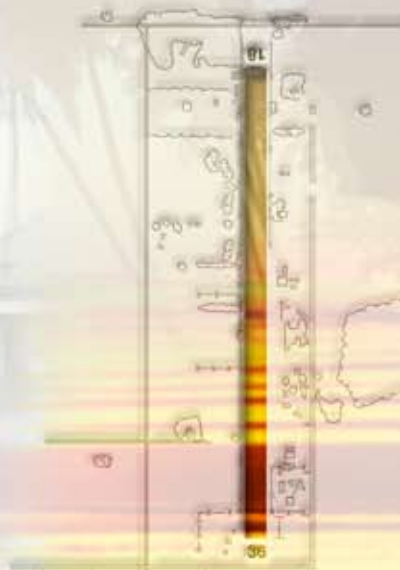
ARCHER
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Flying Ten Airport is located in southwest Alachua County in north Florida, approximately 15 miles southwest of Gainesville. The primary highway access to the Airport from the north and south is US Route 41/27, and from the east and west is State Route 24. Other roads in the vicinity include County Routes 241 and 346.



Existing Facilities

Flying Ten Airport is served by one turf runway, Runway 18/36, 2,617 feet long by 170 feet wide. The runway is turf and in fair condition. There is no taxiway. Transient aircraft parking is available near the south end of the field adjacent the out of service administration building. Approximately ten auto parking spaces are available to serve the building and transient parking. There are currently 18 tie-downs for the airport's general aviation aircraft and 3 privately owned bulk hangars. Airport Management would like to expand to serve banner towing and glider operations, primary flight training and provide T-hangar space for aircraft storage. Additionally, the airport is occasionally used as an alternative to Gainesville Regional on game days at the University of Florida. As a privately owned facility, the airport is not required to maintain a master plan.

Current and Forecast Demand

GENERAL AVIATION

The largest plane that uses the airport on a regular basis is a light twin-engine aircraft. General aviation constitutes all of the airport's annual activity. The airport currently has 12 based general aviation aircraft. Of this total, approximately 60 percent of the aircraft are stored on tie-downs, and 40 percent are in hangars. The airport presently reports a waiting list for T-hangars. Current plans include developing any additional covered storage spaces.

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 Flying Ten Airport is as follows:

Flying Ten Airport	2008	2013	2018	2028
Based Aircraft	8	9	9	11
General Aviation Operations	30,000	31,530	33,139	36,606
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 does not currently focus on recreational activity, and it does not see itself trying to attract additional users in this category in the future. The airport accommodates significant flight training activity and envisions increasing its role as a provider of flight training services. The airport cannot support Very Light Jet (VLJ) 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 have some manmade, environmental, and funding factors that will limit its future system role or growth. Some factors are the fence at the end of Runway 18/36, residential property on three sides of the airport, and no GPS approach because of the trees in close proximity to the airport. The airport sees itself retaining its current role in the coming years. The airport's vision for its future is to maintain the general aviation service that it currently offers and continue to provide a first-class facility.

Flight training is a major component of this airport’s general aviation activity. Roughly 70 percent of the airport’s annual operations are related to flight training. General aviation operations by corporate and business users are not common at the airport. The airport estimates that less than 5 percent of its annual general aviation operations are business-related. One of the airport’s based aircraft is owned by a local business. The airport attracts a small number of transient or visiting general aviation aircraft. No visiting general aviation aircraft fall into the business jet category. The airport does not support an industrial park.

OTHER AIRPORT CHARACTERISTICS

While the airport does not have any based military aircraft, it does accommodate a low number of transient military operations. The airport reports that less than 1 percent of its total annual activity is attributable to military operations. These military operations are performed primarily by visiting National Guard and Air Guard helicopters.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport currently serves primarily recreational/sport flying activities. Management indicates that the airport is an alternative to Gainesville Regional on University of Florida (football) game days. While there is a small amount of transient military activity, nearly 60 percent of operations are related to flight training. While Management does not anticipate any improvement projects in the near future, increased flight training, recreational/sport use is expected, with the potential for serving light twin-engine aircraft in the future. The airport does not anticipate significant change over the planning period. The analysis indicates that the extent of the existing airport property is not adequate for significant expansion, and the existing runway length (2,617 feet) is not sufficient to support use by larger aircraft. Additionally, the lack of any instrument or visual approach aids will limit the extent to which larger and more modern aircraft will use the airport.

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