

# LAKE CITY MUNICIPAL AIRPORT

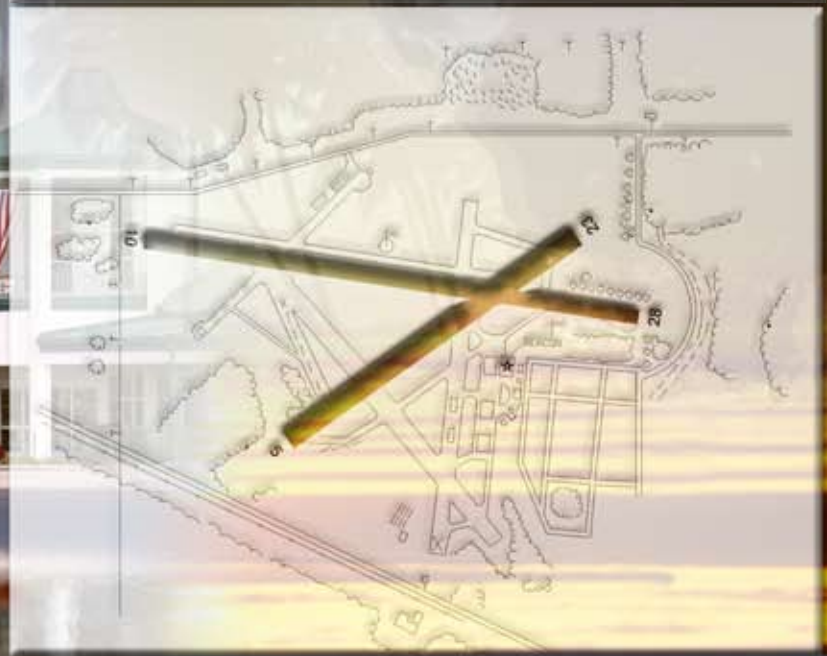
LAKE CITY  
GENERAL AVIATION AIRPORT



## AIRPORT LOCATION



Lake City Municipal Airport is located in Columbia County in northern Florida, approximately 60 miles west of Jacksonville and 50 miles north of Gainesville. The primary highway access to the Airport from the north and south is Interstate 75, with alternative access provided by US Route 441. Interstate 10 provides primary access from the east and west. Other roads in the vicinity include US Route 90, State Route 100, and County Route 245A.



## Existing Facilities

Lake City Municipal Airport is served by two intersecting runways. These runways are Runway 10/28, which is 8,003 feet long by 150 feet wide and Runway 05/23, which is 4,001 feet long by 75 feet wide. These runways are both asphalt and are in good condition. Runway 10/28 has a partial parallel taxiway located on the north side of the runway that measures 35 feet wide. Runway 5/23 has a partial parallel taxiway on the south side that measures 50 feet wide. The airport has a 3,000-square foot FBO terminal to serve general aviation pilots and passengers. There are 35 on-airport auto parking spaces to serve the terminal building. There are currently 35 tie-downs for airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 31 covered parking spaces for aircraft.

The airport has identified several initiatives as necessary to serve demand in the near term, including a second WAAS approach, installation of a self-serve Avgas island, an FDOT funded terminal building, and additional T-hangar storage space. The airport had its most recent master plan completed in March of 2004.

## Current and Forecast Demand

### GENERAL AVIATION

Lake City Municipal Airport serves all facets of general aviation. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is D-IV. General aviation constitutes the majority of the airport's annual activity. The airport currently reports 35 based general aviation aircraft. Of this total, 100 percent of the aircraft are stored in T-hangars or conventional hangars, and there is presently a small waiting list for hangar space. Due to the high population growth in Columbia County, the airport is experiencing an increased demand for T-hangars. Construction of twelve Florida Department of Transportation funded T-hangars will be completed in late 2011.

Lake City Municipal Airport has two operations on-site that are unique to general aviation airports: TIMCO and the U.S. Forestry Service. TIMCO is an aircraft modification and rehabilitation operation with both civilian and military contracts. Consequently, it is a familiar site to see large civil and military transport category (B-727, 737 and larger) aircraft on the airport. The U. S. Forestry operation also uses transport type aircraft (C-130) in support of its forest fire-fighting mission. Airport management would like to attract an air cargo operation because of the airport's ability to handle such an operation and because the airport is conveniently located near major interstate highways that facilitate ground transportation and distribution.

The U.S. Forestry base is located on 13 acres of leased airport property. It is the only fire support base in the southeast United States. The base provided primary air support during the 2007 fire season. The airport FBO fueled forestry aircraft with aviation fuel in excess of 230,000 gallons during the April to June 2007 fire season.

Historic and forecast FDOT aviation activity information on file for Lake City Municipal Airport follows:

Lake City Municipal Airport	2008	2013	2018	2028
Based Aircraft	36	40	45	56
General Aviation Operations	28,614	31,592	34,880	42,519
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 the entire range of general aviation aircraft and transport aircraft associated with the TIMCO and U. S. Forestry operations. In addition to business and pleasure flying, the airport's management also supports other recreational uses of the facility, citing that activities such as cave diving, bass fishing, and community athletic programs are conveniently located near the airport. The airport accommodates flight training activity and envisions increasing its role as a provider of flight training services. Although the airport does not presently have a Part 135 operation, management believes that a SATS operation would be attractive to the community. The airport's future role is limited primarily by financial considerations, while man-made, environmental and community relations factors are not a concern to the future of the airport. With these considerations, 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 for its existing patrons, and the airport would like to add an air cargo operation to its tenant mix.

Flight training is a component of this airport's general aviation activity. Roughly 40 percent of the airport's annual operations are related to flight training. At present, there is only one business located on the airport that provides flight training. The flight school has two instructors and one aircraft dedicated to flight training. General aviation operations by corporate and business users are also common at the airport. Airport management estimates that 10 percent of its annual general aviation operations are business-related. Approximately 27 percent of the airport's based aircraft are owned by local businesses. The airport attracts a number of transient or visiting general aviation aircraft, including those operated by CHS Labs. While the airport does not have any based military aircraft, it does accommodate transient military operations. Airport management reports that approximately 10 percent of the airport's annual activity is attributable to military operations by the Navy and National Guard using P-3 Orion and C-130 aircraft.

## OTHER AIRPORT CHARACTERISTICS

The airport supports a 12-acre industrial park on-site that is presently 25 percent utilized.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport has recently improved its ramp areas and added a PAPI landing system. Construction of a new 6,000 square-foot FBO/Terminal building will begin in February 2010. The airport primarily services business and flight training related activities along with a moderate amount of recreational/sport and charter/air taxi usage. Flight training is offered at the airport by one school which employs two instructors. The airport would like to install a new AWOS, extend and widen the taxiway for Runway 10/28, build additional hangars, and expand jet fuel sales volume in the future, and believes that air cargo operations are a possibility. Management anticipates continued flight training activity, along with charter/air taxi, business, and recreational/sport usage. The analysis indicates that the airport has a sufficient amount of land to support modest expansion. There is sufficient capacity to support increases in operations through the planning period. The runway is adequate to accommodate larger multi-engine and jet aircraft traffic, serving business and corporate demand in the near term and potentially tourism and air cargo activities by the end of the long term planning period. Tourism activity, however, would rely upon an upturn in socioeconomic activity.

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