

# MID FLORIDA AIR SERVICE AIRPORT

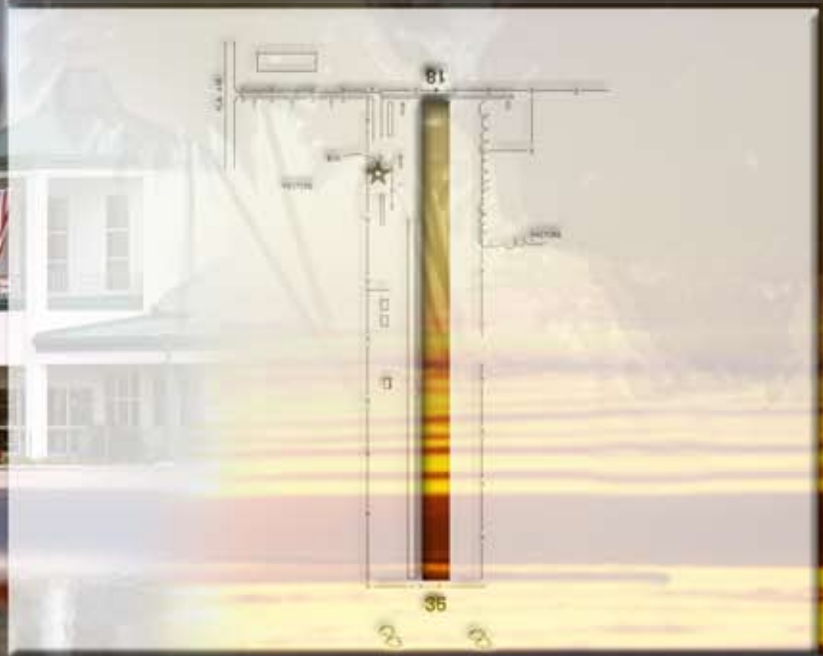
EUSTIS  
GENERAL AVIATION AIRPORT



## AIRPORT LOCATION



Mid Florida Air Service Airport is located in Lake County, roughly three miles east of Eustis along County Route 44. The Airport is approximately 35 miles northwest of Orlando, situated northeast of US Route 441.



## Existing Facilities

Mid Florida Air Service Airport is served by one turf runway, Runway 18/36, and a full-length parallel turf taxiway. The runway measures 3,200 feet in length and 100 feet in width, and the taxiway measures 30 feet in width. All operating surfaces are in fair condition. The airport has a 3,000-square foot facility that serves as the FBO and a general aviation terminal with 15 automobile parking spaces. There are currently 24 grass tie-downs for the airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 49 covered parking spaces for aircraft.

The airport has identified several initiatives as necessary to serve general aviation demand in the near term, including construction of T-hangar storage spaces, runway and taxiway paving, and the acquisition of property. Since the airport is privately owned, the airport does not have an FAA/FDOT approved airport master plan. However, management does have a plan for its future development. Most of the airport's earned revenue goes toward maintaining the turf runway and taxiway and toward maintaining existing building structures.

## Current and Forecast Demand

### GENERAL AVIATION

Mid Florida Air Service Airport serves the needs of general aviation. The largest planes that use the airport on a regular basis are aircraft such as the Piper Seneca, Beech Baron, and Cessna 192. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is A-I. According to FDOT records for 2006, there are 63 based aircraft at the airport. Of this total, approximately 25 percent of the aircraft are stored on turf tie-downs and the remaining 75 percent are in T-hangars or conventional hangars. The airport presently reports a hangar wait list for 11 aircraft and management plans to construct facilities to accommodate these aircraft.

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 Mid Florida Air Service Airport is as follows:

Mid Florida Air Service Airport	2006	2011	2016	2026
Based Aircraft	63	66	70	77
General Aviation Operations	21,024	23,212	25,628	31,240
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, Mid Florida is a privately owned facility open to the public, and the airport's management focuses primarily on serving general aviation and the needs of airport tenants. The airport's management supports recreational and sport flying and is interested in attracting more of this activity in the future. The airport accommodates some flight training activity, but management does not envision increasing its role as a provider of flight training services. Although management supports the SATS concept, it does not think that Mid Florida Air Service would be a user of SATS, primarily due to its rural setting, the lack of a Part 135 operator, and the relatively small amount of business-generated operations at the airport. Most of the business related flying at the airport is due to the aircraft maintenance services available at the airport. The airport's future role is limited primarily by manmade, environmental, and financial considerations. The airport sees itself experiencing modest growth in the coming years. Airport management's vision for the future is to develop the airport as a residential "fly in" community with upscale housing that incorporates hangars rather than automobile garages. Management also envisions the airport as being primarily operated by and for its tenants and residents, although transient activity is always welcome.

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 is one business located on the airport that provides flight training. The FBO flight training business employs 3 flight instructors with 4 aircraft dedicated to flight training. There are also a few tenants that are Certified Flight Instructors. From time to time, these instructors provide instruction in their own aircraft. General aviation operations by corporate and business users are uncommon at the airport. The airport estimates that only two percent of its annual general aviation operations are business related, and none of the airport's based aircraft are owned by local businesses. There are no industrial parks in the immediate vicinity of the airport. While the airport does not have any based military aircraft, it does accommodate some transient military operations. Airport management reports that less than one-tenth of a percent of its total annual activity is attributable to military operations. National Guard and Air Guard helicopters primarily perform these military operations.

## **OTHER AIRPORT CHARACTERISTICS**

Mid Florida Air Service Airport opened in 1976 when the Griffen Family Corporation established a turf runway and a few hangars on 34 acres of land. In 1982, the airport was acquired by new ownership which sought to make much needed improvements to the property. Today, the 167-acre privately owned public service facility has 32 T-hangars, 2 conventional hangars, fuel facilities, and a building that serves as the FBO and general aviation terminal.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training (mostly by independent flight instructors, although there is a school specializing in tailwheel instruction), Business/Recreational (sightseeing), and Recreational/Sport (experimental) services. The airport plans to remain as is, with some increase in recreational operations and additional hangars. The analysis indicates that the airport is best suited for Recreational/Sport and Tourism (CA) services.

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