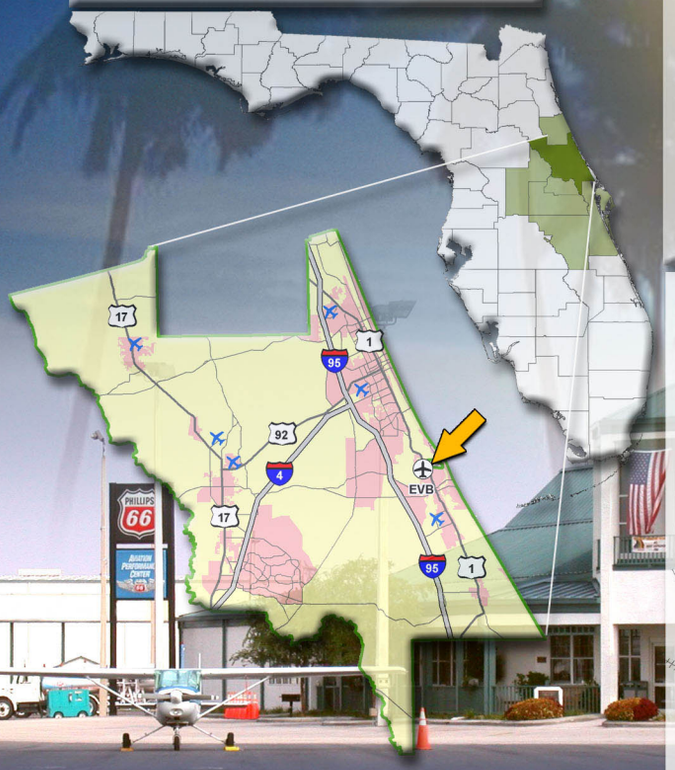
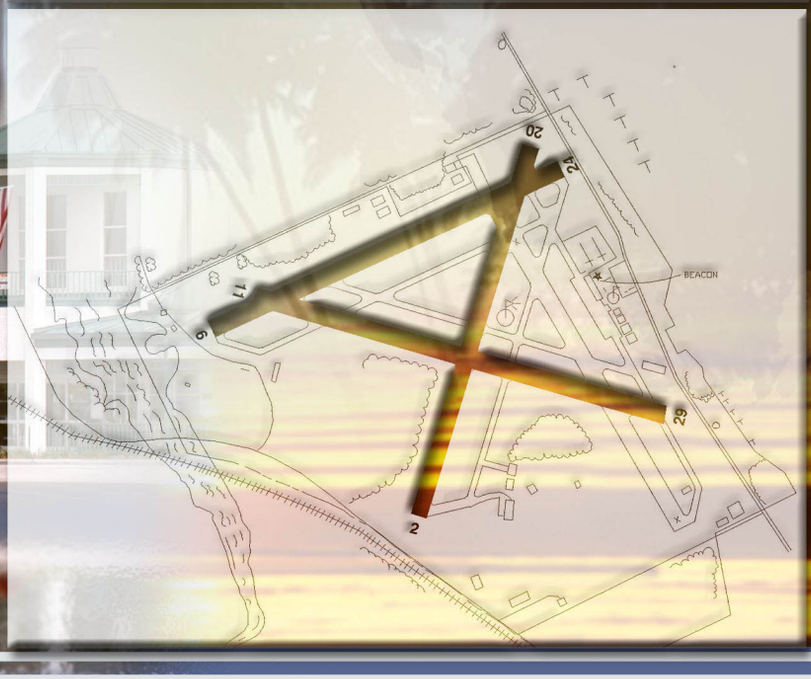
New Smyrna Beach Municipal Airport

New Smyrna Beach Community Airport

Airport Location

New Smyrna Beach Municipal Airport is located in Volusia County, just north of the central business district along the west side of North Dixie Highway and east of Interstate 95. New Smyrna Beach is just 15 miles south of Daytona Beach along US Route 1.





Existing Facilities

New Smyrna Beach Municipal Airport is served by a number of airside and landside facilities. The airport originally incorporated four intersecting asphalt runways, however at this time only three are operational. These runways are Runway 2/20, which is 4,000 feet long by 100 feet wide and is in fair condition; Runway 6/24, which is 5,000 feet long by 75 feet wide and is in good condition; Runway 11/29, which is 4,299 feet long by 100 feet wide and is in good condition; and Runway 15/33, which is 2,300 feet long by 75 feet wide and at this time is closed due to its poor condition. All runways are served by full-length parallel taxiways. The airport has a 200-square foot building that serves as the FBO and general aviation terminal with 30 paved automobile parking spaces. There are currently 90 tie-downs for airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 81 covered parking spaces for aircraft.

The airport has identified several initiatives as being necessary to serve general aviation demand in the near term, including installation of visual approach indicators, security fence Installation, construction of a commercial hangar, and an air traffic control tower. The airport had its most recent master plan completed in 1995 and updated 2003. Recent innovative or unique projects have not been completed, but the airport is considering upcoming projects in this category.

NOTE: In 2004, Florida experienced a record number of hurricanes, with many airports in Florida sustaining various amounts of damage. Since this report was in print at the time, facilities and based aircraft identified in this report do not reflect damage to infrastructure that may have occurred as a result of those hurricanes. Future reports will identify the impact of storm damage.

Current and Forecast Demand

GENERAL AVIATION

New Smyrna Beach Municipal Airport serves the needs of general aviation, flight training, charter airlines, and corporate air travel. The largest plane that uses the airport on a regular basis is the Beech 1900. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is B-II. General aviation constitutes the majority of the airport's annual activity. According to 2002 FDOT records, the airport has 159 based general aviation aircraft. Of this total, approximately 50 percent of the aircraft are stored on paved tie-downs, and the remaining 50 percent are in T-hangars or conventional hangars. Airport management presently reports a wait list for hangars that shows 50 aircraft. The current FDOT work plan for New Smyrna Beach Municipal Airport shows plans to develop an additional 16 T-hangars, 2 conventional hangars and 12 additional tie-down 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 general aviation activity information on file for New Smyrna Beach Municipal Airport is as follows:

New Smyrna Beach Municipal Airport	2002	2007	2012	2022
Based Aircraft	159	165	170	183
General Aviation Operations	140,554	145,543	150,709	161,597
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	46.6%	48.2%	49.9%	53.6%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

The National Plan of Integrated Airport Systems (NPIAS) classifies New Smyrna Beach Municipal Airport as a general aviation transport airport. As a transport airport, New Smyrna Beach accommodates business jet aircraft. The airport accommodates a significant amount of training activity. The Embry-Riddle Aeronautical University located nearby at Daytona Beach International Airport generates a great deal of this activity. EVB, Inc. is the primary flight training facility at the airport, along with one other flight training school. It is likely that flight training will remain a major operational component for the airport in the future. Roughly 75 percent of the airport's annual operations are related to flight training. The two flight schools located on the airport employ 25 instructors and have 17 aircraft dedicated to flight training.

The airport also has a very successful charter operation, Vintage Airlines, serving the Bahamas. airport management has been trying to secure a "customs presence" on the airport because of the Bahamas charter activity. However, they have not been successful in this endeavor to date. The airport supports a large aircraft kit building facility on-site. The airport does not currently focus on recreational activity, and it does not see itself trying to support users in this category in the future. The airport could support SATS related air taxi operations. The airport's future role is limited primarily by manmade, environmental, and community relations factors. However, the airport is in good financial condition, receiving revenues from the air charter and FBO businesses, hangar rentals, and fuel sales. The airport sees itself experiencing modest growth in the coming years. Airport management's vision for the future is to continue to accommodate flight training and charter activity and to lengthen Runway 11/29 to 5,000 feet in order to enable and encourage more corporate operations.

OTHER AIRPORT CHARACTERISTICS

Airport management estimates that five percent of its annual general aviation operations are business-related. Approximately three percent of the airport's based aircraft are owned by local businesses. Local businesses that have aircraft based at the airport include HMC Aviation, Labelcom, and Angelo Enterprises. The airport also attracts business related transient aircraft. Visiting businesses that fly into the airport account for approximately one percent of total activity. Of this amount, slightly less than 50 percent are flown using jet aircraft. The airport supports an industrial park that is adjacent to the west side of the airport. The industrial park encompasses 25 acres and is 50 percent occupied. While the airport does not have any based military aircraft, it does accommodate approximately 100 transient military operations annually by helicopters and King Air type aircraft.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Business/Recreational (fire fighting, charter), Recreational/Sport, Corporate, and Tourism (CA) services. The airport plans to increase its corporate, flight training, and charter operations. The analysis indicates that the airport is best suited for providing Recreational/Sport, Tourism (CA), and, marginally, Flight Training. It received a low quotient in Corporate service because of the lack of an air traffic control tower and it received a low quotient in Business/Recreational because of its low Socioeconomic index.

	Current Service	Future Service
COMMERCIAL SERVICE ROLE		
Tourism		
Business		
Air Cargo		
International		
COMMUNITY AIRPORT ROLE		
Flight Training	X	X
Corporate	X	
Tourism	X	X
Recreational / Sport	X	X
Business / Recreational	X	