

PERRY-FOLEY AIRPORT

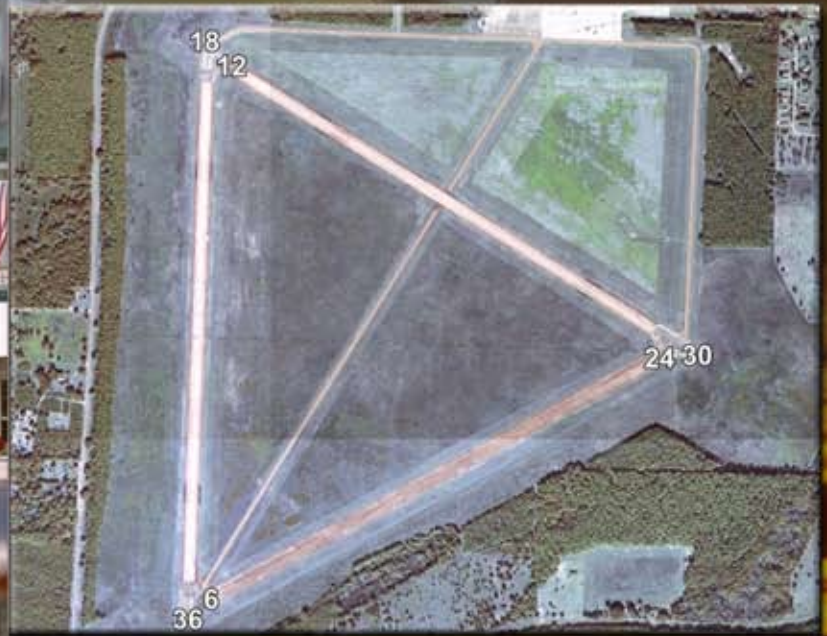
PERRY
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Perry-Foley Airport is located in Taylor County in northern Florida along the Gulf Coast, approximately 50 miles southeast of Tallahassee and 70 miles west of Lake City. The primary highway access to the airport from the north and south is US Route 19. US Routes 98 and 27 provide access to the airport from the west and east. Other roads in the vicinity include County Routes 361 and 361A.



Existing Facilities

Perry-Foley Airport is served by three intersecting runways. These runways are Runway 18/36, which is 5,010 feet long by 100 feet wide, in good condition; Runway 12/30, which is 4,754 feet long by 100 feet wide, in good condition; and Runway 06/24, which is 4,378 feet long by 150 feet wide, in fair condition but in need of repair. The airport has an 800-square foot FBO general aviation terminal building. There are eight parking spaces for automobiles. The aircraft parking ramp is quite large and contains approximately 100 tie-down spaces. There is a fuel facility for self service 100LL octane fuel and self service Jet A fuel.

The airport has identified several initiatives as necessary to serve demand for general aviation in the near term, including an update of the master plan and airport layout plan, along with additional T-hangar storage units and resurfacing Runway 18/36. The airport had its most recent master plan and ALP completed in 2005. Runway 18/36 is in the process of getting a WAAS GPS certified approach.

Perry-Foley is currently in the design phase for development of a business park on the south side of runway 6-24.

Current and Forecast Demand

GENERAL AVIATION

Perry-Foley Airport serves the basic needs of general aviation. The largest planes that use the airport are military aircraft. Eleven of the based aircraft are stored in hangars. The airport reports that in 2010 there are 15 based aircraft at the field. Historic and forecast FDOT aviation activity information on file for the Perry-Foley Airport is as follows:

Perry-Foley Airport	2009	2014	2019	2029
Based Aircraft	15	17	19	25
General Aviation Operations	18,400	19,339	20,325	22,451
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. It presently supports flight training, sport/recreational flying, forestry operations, medical flights, and visiting aircraft stopping over for fuel. Business flights also use the airport and are a large percentage of the overall operations. The airport could attract more recreational flights and could support Very Light Jet (VLJ) operations. The airport's future role is limited by lack of local funding and community support. The airport does not report any manmade or environmental factors that will limit its future system role of growth. The airport sees itself experiencing some growth in the future. The airport's vision for its future is to provide a first-class airport for based flight schools and recreational flying.

OTHER AIRPORT CHARACTERISTICS

Air Methods is the only business located on airport property. However, corporate and business operations account for 80 percent of the general aviation airport's annual operations. There is one government (Forestry) aircraft and one corporate based aircraft on the airfield at this time.. The airport also attracts a small number of transient or visiting aircraft, with approximately 75 percent of its business originating from these transient users. While the airport does not have any based military aircraft, it does accommodate some visiting military flight operations.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is currently undertaking several projects, including a master plan update, and an airport layout plan update. Activities at the airport are mostly related to business activities, with a small amount of recreational/sport use. Additional activities at the airport include fire fighting, corporate, EMS/rescue, agricultural spraying, and occasional transient military activity. There is flight training activity at the airport. Future projects anticipated by the airport include lighting, visual approach aids, apron and taxiway improvements, auto parking, signage and fuel storage. The airport expects continued use for business, charter/air taxi, recreational/sport purposes, with the possibility of flight training and maintenance activities. The analysis indicates that the airport does not have a high level of compatible land uses in surrounding areas, lacks local support and sufficient socioeconomic growth activity to support expanded activities in the near to mid-term planning periods. Additionally, the airport is not presumed capable of meeting local match requirements for State/Federally funded capital projects seriously impacting the viability to continue providing services.

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