

Facility Name: Mid-Florida Airport		Inspection Date: 9/10/2024	
Facility Type: Airport		Status: Active	
Inspector: David Smith			
Location ID: X55	FAA Site No.: 03180.01*A	FDOT District: 5	
3.00 Miles E of Eustis		County: Lake	
ARP Latitude: 28° 50' 36.064	Source: Estimated	Ownership: Private	
ARP Longitude: 81° 37' 48.300		Use: Public	
Elevation: 167	Source: Estimated	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Mid-Florida At Eustis, Inc.	Facility Physical Address
Address: 2200 NW 102 Ave Unit 5B	Address: 19708 Eustis Airport Rd Ste 100
City: Doral	City: Eustis
State: FL	State: FL
ZIP: 33172	ZIP: 32736
Phone: (786) 395-5632	Phone: (786) 395-5632
Fax: (305) 362-4669	
Email: yas@airportx55.com	
Owner Representative: Mahmood Rahmanparast	Facility Manager: Yas Rahmanparast
Address: U.S. South Engineering & Testing Lab, Inc 14400 NW 77th Ct, Ste 201	Address: 13354 SW 58th Av
City: Miami Lakes	City: Miami
State: FL	State: FL
ZIP: 33016-1502	ZIP: 33156
Phone: (305) 525-2910	Phone: (786) 395-5632
Email: rama@ussouth.org	Email: yas@airportx55.com

Acreeage: 30	Residential Airpark: No	Beacon: C-G
Section: 08	Township: 19S	Wind Indicator: Yes
	Range: 27E	Lighted: No
Lighting Schedule: Radio Controlled		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: No
	ALL / ALL / 0900-SS	Lighted: No
		Facility Website: https://www.airportx55.com/
		Ask in any new facility aerals/photos are available

Based Aircraft			
Year: 2011	Single Engine: 59	Jet Engine:	Glider:
Source: Inspector	Multi Engine: 4	Helicopter:	Ultralight:
Total Based Aircraft:			

Annual Operations			
Year:	Air Carrier:	Air Taxi:	GA Local:
End Date:	Commuter:	Military:	GA Itinerant:
Total Annual Operations:			

FAR 139 Certificated

FAA NavCom	
FSS ID:	<input checked="" type="checkbox"/> PIE
FSS on Airport:	<input checked="" type="checkbox"/> No
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF
VorTac:	<input type="checkbox"/>
AWOS/ASOS:	<input type="checkbox"/>
Instrument Approach:	<input type="checkbox"/>
Clearance Delivery:	<input type="checkbox"/>
Ground Control:	<input type="checkbox"/>
Control Tower:	<input type="checkbox"/>
Approach Control:	<input checked="" type="checkbox"/> 135.300
Unicom:	<input checked="" type="checkbox"/> 122.800
ATIS:	<input type="checkbox"/>
CTAF:	<input checked="" type="checkbox"/> 122.800

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Services

Fuel:

A ☐

A1 ☐

A1+ ☐

B ☐

B+ ☐

Mogas ☐

80 ☐

100 ☐

100LL ☐

115 ☐

Airframe:

Major ☐

Minor ☐

Power Plant:

Major ☐

Minor ☐

Bottle Oxygen:

High ☐

Low ☐

Bulk Oxygen:

High ☐

Low ☐

Transient Storage:

Buoy ☐

Hangar ☒

Tie Downs ☒

Other Services:

Aerial Surveying ☐

Air Ambulance ☐

Air Freight ☐

Aircraft Rental ☐

Aircraft Sales ☐

Avionics ☐

Beaching Gear ☐

Car Rental ☐

Cargo ☐

Courtesy Car ☐

Charter ☐

Crop Dusting ☐

Glider ☐

Glider Towing ☐

Instruction ☐

Internet ☐

Lodging ☒ 2 miles

Parachute Jumping Area ☐

Restaurant ☐ 2 miles

Restrooms ☒ 2 On-Site

Taxi ☒ Local taxi

Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,200 x 100	Turf	Fair	NSTD
Comments:					

RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(V).

Approach ratio required is RWY 18 20:1 and RWY 36 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Runway 18										
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach	
18	28° 50' 51.9	81° 37' 48.8	Estimated	0:1	Tires-F	N	No	No	NONE	
Obstruction Data										
	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset	
Primary Surface	Yes		0:1	FENCE		4 ft	0 ft	Before Runway End	0 ft Both	
Runway End										
Marked Displaced Threshold	Yes	540 ft	20:1	TREE		63 ft	710 ft	Before Runway End	0 ft Both	
Required Displaced Threshold										
Runway 36										
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach	
36	28° 50' 20.3	81° 37' 47.9	Estimated	3:1	Tires-F	N	No	No	NONE	
Obstruction Data										
	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset	
Primary Surface	No		3:1	TREE		14 ft	46 ft	Before Runway End	50 ft L	
Runway End										
Marked Displaced Threshold	No	108 ft	11:1	TREE		14 ft	46 ft	Before Runway End	50 ft L	
Required Displaced Threshold	No	234 ft	20:1	TREE		14 ft	46 ft	Before Runway End	50 ft L	
Primary Surface and Safety Area										
Object	Latititude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study Determination
BLDG	28° 50' 48.52	81° 37' 50.12	Estimated	120 ft	W	10 ft	No	No	No	

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Deficiencies

Inspection Date 9/10/24

Next Inspection 9/30/25

Deficiencies

General In accordance with Chapter 14-60.007(7)(a), FAC. – The windsock shall be lighted if the landing area is lighted.
Windsock is not lighted.

Rwy End: 18 In accordance with Chapter 14-60.007(10)(b), FAC. – The other lights in each runway end light group shall be located on 10 foot centers toward the extended runway centerline.
Runway 18 runway end lights are spaced out at 20 foot intervals on each side of the runway.

Rwy End: 18 Runway End Lights In accordance with Chapter 14-60.007(10), FAC. – If an airport is lighted, all lights shall be on mounts not more than 14 inches tall.
Runway 18 runway end lights are installed on mounts higher than 14 inches tall.

Rwy End: 36 In accordance with Chapter 14-60.007(9)(a), FAC. – Markers shall be installed on both sides of non-paved runways at 200 foot intervals along the edge of the usable runway width.
Runway edge markers are installed at 180 foot intervals.

Rwy End: 36 Runway End Lights (Other Light) In accordance with Chapter 14-60.007(10)(c), FAC. – For a displaced threshold, the runway end lights shall be red all the way around.
Runway 36 runway end lights are not installed.

Mitigated Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.
Runway 18 approach surface ratio is 0:1 due to fence 4 feet tall, at the approach end of the runway, on centerline.
Runway 18 threshold is displaced 540 feet.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.
Runway 36 approach surface ratio is 3:1 due to tree 14 feet tall, 46 feet before the approach end of the runway, 50 feet left of centerline.

Runway 36 approach surface ratio is 11:1 to the marked displaced threshold due to tree 14 feet tall, 46 feet before the approach end of the runway, 50 feet left of centerline.

Runway 36 threshold is displaced 108 feet.

Received an e-mail from Ms. Yasamin Rahmanparast, Airport Manager, on September 10, 2024, stating that the tree had been removed and pictures were provided to confirm removal. With this tree removed, the approach surface ratio is 20:1 to the displaced threshold due to brush 8 feet tall, 52 feet before the approach end of the runway, 15 feet right of centerline.

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License

Effective: 01/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 12/31/2025

☐ VFR Use Only

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 18/36 is available for visual approaches only.

a. Runway 18 is FAR 77 category A(V).

b. Runway 36 is FAR 77 category A(V).

2. Runway 18 threshold is displaced 540 feet.

3. Runway 36 threshold is displaced 108 feet.

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Runway 18 runway end lights are non-standard.

2. Runway 36 runway end lights are not installed.

3. Windsock is not lighted.

Additional Licensing Remarks: