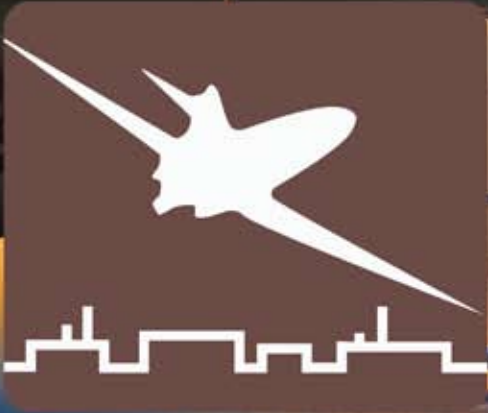
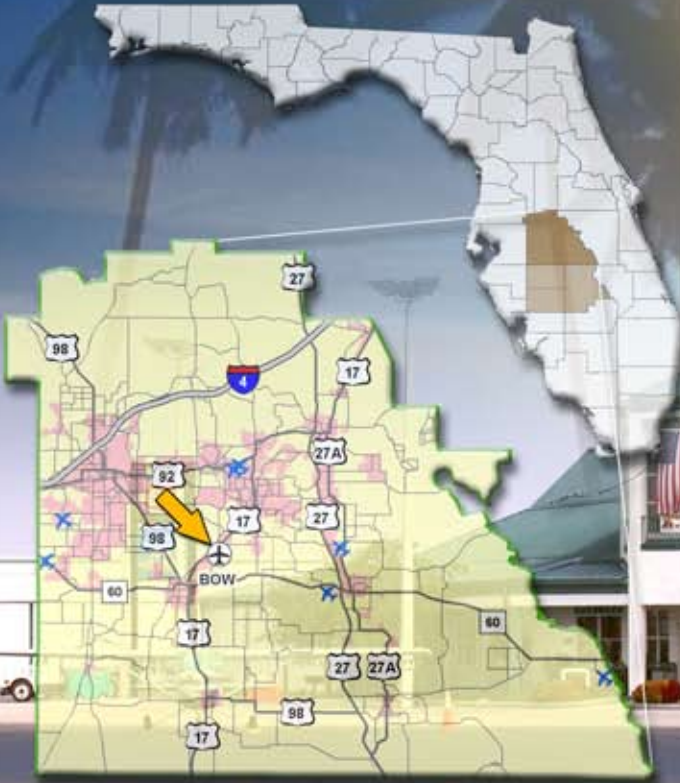


BARTOW MUNICIPAL AIRPORT

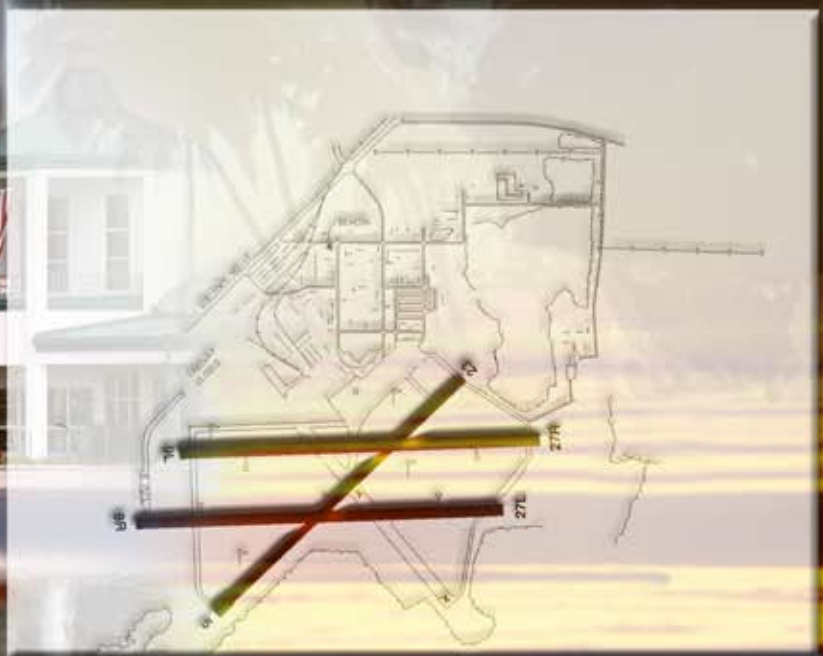
BARTOW
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Bartow Municipal Airport is located in Polk County, approximately 45 miles east of Tampa along State Route 60 in central Florida. The airport is just northeast of Bartow along US Route 17.



Existing Facilities

Bartow Municipal Airport is served by a number of airside and landside facilities. The airport has three asphalt runways (two parallel and one cross-wind). These runways are Runway 9L/27R, which is 5,001 feet long and 150 feet wide and in good condition, Runway 5/23, which is 5,000 feet long and 100 feet wide and in good condition, and Runway 9R/27L, which is 4,400 feet long and 150 feet wide and in fair condition. All runways are served by partial taxiways that are 50 feet wide. Runways 9L/27R and 5/23 both have PAPIs and REILs. The airport has a 20,000 square foot general aviation terminal building including a restaurant, to serve pilots and passengers. There are 82 on-airport auto parking spaces to serve the terminal. There are 32 tie-down spaces and 107 corporate and T-Hangars. Both are currently filled to capacity.

The airport has identified initiatives as necessary to serve general aviation demand in the near term, including construction of new hangars. The airport's master plan/airport layout plan was completed in 2003, and the airport layout plan was updated in May of 2007.

Current and Forecast Demand

GENERAL AVIATION

The largest planes that use the airport on a regular basis are the King Air 350 and Gulfstream IV/V. The current airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is C-III. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 148 based general aviation aircraft. Of this total, approximately 119 are in T-hangars or corporate hangars. The airport presently reports a waiting list for hangars. The current FDOT Work Program for Bartow Municipal shows additional covered storage spaces.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. They operate their own flight school and currently own three trainer aircraft.

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

Bartow Municipal Airport	2008	2013	2018	2028
Based Aircraft	149	163	179	215
General Aviation Operations	47,967	52,571	57,617	69,209
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 and is financially self-sufficient. The airport currently focuses on industrial development, as well as flight training. The airport could support Very Light Jet (VLJ) related air taxi operations. The airport's future role is to increase its business activity to include large business jets (Gulf Stream IV/V) and jets (737s) capable of carrying cargo. The airport does not report any obstructions as a result of community relations, manmade factors, or financial constraints. The airport does not anticipate any restrictions in their future growth; however, the Central Florida area is growing rapidly and the property adjacent to the airport has been purchased by two different developers. Potential noise complaints could result if residential subdivisions are constructed, although both developers have signed a Navigation Easement to protect the airport. If either developer builds an industrial area, the airport may face some competition. The airport sees itself experiencing modest growth in the coming years. The airport's vision is to increase training, increase corporate/business traffic, and become a cargo hub for Central Florida.

Flight training is a major component of this airport's general aviation activity. Roughly 60 percent of the airport's annual operations are related to flight training. There is one flight school on the property that is owned by the City and has three based aircraft at the airport dedicated to flight training. General aviation operations related to corporate and business users are also common at the airport. The airport estimates that 30 percent of its annual general aviation operations are business related. Approximately 10 percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include citrus, law enforcement, and various aviation related companies. The airport also attracts a number of transient, or visiting, general aviation aircraft. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that it has 65 military operations annually. These military operations are performed primarily by visiting National Guard helicopters.

OTHER AIRPORT CHARACTERISTICS

A large industrial park is located on the north side of the airport property and is owned by the City. The industrial park is 95 percent occupied and consists of 60+ sites. The Airport Authority and businesses in the airport produced nearly 107.1 million dollars in goods and services in 2007, and the Bartow area is 254.1 million dollars richer due to the economic impact.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Flight Training, Corporate, and Business/Recreational services. The Business/Recreational services are in the form of medical flights, agricultural spraying, environmental patrols, fire fighting and real estate tours. The airport recently built a new GA terminal to provide Corporate services with the intent to serve aircraft as large as a 737. Its high scores for Flight Training, Corporate and Business/Recreational services indicate that it will continue to serve these needs in the future. The airport would also like to become a cargo hub, but its runway length of just over 5,000 feet makes it unsuitable for Air Cargo service according to the analysis. Although the analysis resulted in a high quotient in Recreational/Sport category, the airport indicated a reluctance to focus on that service; therefore, it was not considered in future service categories.

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