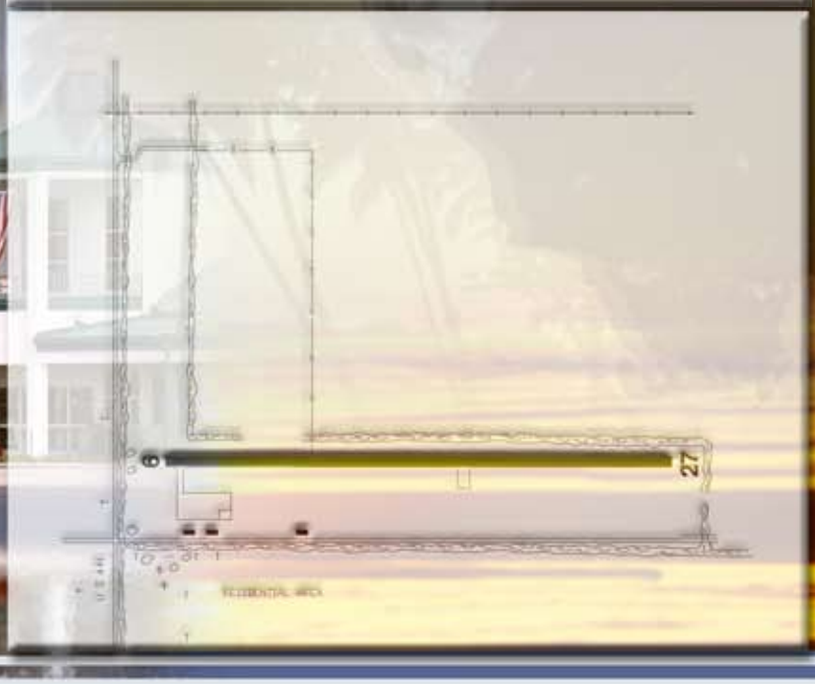
Belle Glade State Municipal Airport

Belle Glade
General Aviation Airport

Airport Location

Belle Glade State Municipal Airport is located in Palm Beach County, approximately one mile northeast of Belle Glade.



Existing Facilities

Belle Glade State Municipal Airport has one active runway, Runway 09/27, 3,750 feet long by 50 feet wide. Runway 09/27 is asphalt, has no lighting, taxiway, or navigational aids and is in poor condition. There are approximately one dozen aircraft storage spaces, mainly in tie-downs. The terminal is approximately 1,500 square feet and has no paved auto parking spaces.

Current and Forecast Demand

GENERAL AVIATION

Belle Glade State Municipal Airport serves the general aviation needs of the local community. The airport serves mainly agricultural spraying uses, as well as some recreational and flight training activity. There are 16 aircraft based at the field, with 14 in tie-downs and two in conventional hangars.

The airport's current FDOT work program includes new storage spaces with plans for 40 T-hangars, 10 conventional hangars, and 150 tie-down parking spaces. There is no established hangar waiting list, but management receives approximately 50 calls per year requesting space.

Historic and forecast FDOT aviation activity information on file for Belle Glade State Municipal Airport are as follows:

Belle Glade State Municipal Airport	2008	2013	2018	2028
Based Aircraft	8	8	9	10
General Aviation Operations	1,800	1,845	1,892	1,989
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, Belle Glade State Municipal Airport serves a moderate amount of local general aviation activity, including relatively high agricultural spraying activity. Eighty percent of all based aircraft are business related, and the largest segment of based aircraft is made up of crop-dusting aircraft. Flight training makes up just 5 percent of the airport's operations, and there is no air taxi/charter, military, or cargo activity.

In the airport's recent history, extensive soil contamination has been discovered as a result of the airport's role as an agricultural spraying facility. Since the contamination discovery in 1989, no upgrades have been made to the field while cleanup efforts continue. As a result of the limits to growth placed on the airport by the contamination problems, the airport's vision for its future is relatively simple. Management would like to see improvements to all facilities, with aims for attracting a charter service and increased general aviation activity. There is land available for increased on-airport businesses as well.

OTHER AIRPORT CHARACTERISTICS

Until the chemical contamination of the property's soil is rectified, all projects are on hold. The airport has funding in place for a new 5,500 foot crosswind runway with full parallel taxiway but is reluctant to begin construction before EPA certification. Once clean-up is completed, the airport plans to begin upgrades and additions to the facility including paving the existing runway, installing lighting and navigational aids, increasing storage space for aircraft, and attracting a FBO and charter service. The airport's last master plan was published in 1991 and work on an update will commence when the soil contamination is cleared.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport is currently undergoing contamination cleanup and is seeking EPA clearance to implement a development plan. Once the contamination issue is resolved, the airport expects that the runway will be repaved and adjacent land will be acquired for construction of a new 5500 ft. crosswind runway and associated taxiways. Approximately 20 acres of land is available for new T-hangar construction. Additionally, some interest has been expressed for a charter/Part 135 operator. Primary usage of the airport is for agri-spraying and treatment of the area's sugar cane.

Future development concepts (pending EPA chemical remediation approval) call for longer crosswind runway and T-hangar construction. The analysis indicates that low quotients in land use compatibility, available acreage, and socioeconomic activity would prove to be significant obstacles to supporting expansions in the future. However, the inability of the sponsor to participate in capital investment in the facility seriously impacts the future viability as a system airport.

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