

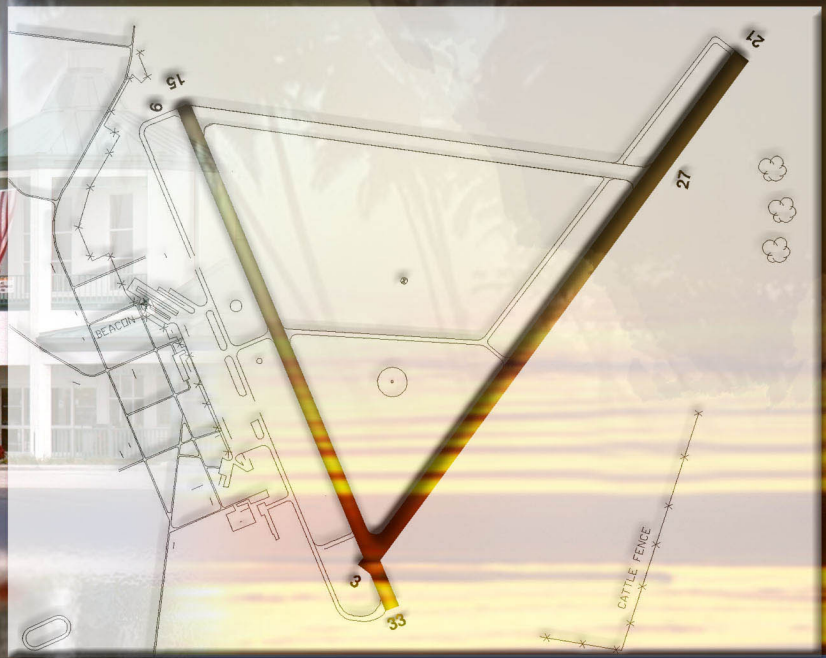
CHARLOTTE COUNTY AIRPORT

PUNTA GORDA
COMMUNITY AIRPORT



AIRPORT LOCATION

Charlotte County Airport is located in Charlotte County in central Florida and along the Gulf Coast. The airport lies just east of the central business district, east of Interstate 75 and west of the Babcock-Webb Wildlife Area.



Existing Facilities

Charlotte County Airport is served by three intersecting asphalt runways. Runway 03/21 is 6,580 feet long by 150 feet wide and in good condition, and Runway 09/27 is 4,591 feet long by 150 feet wide and in poor condition. The third runway, Runway 15/33, is 4,743 feet long by 150 feet wide and is in good condition. Runway 03/21 has MIRL, a parallel taxiway 40 feet wide, MITL, PAPI, REIL, VOR, and a non-precision approach. Runway 09/27 has a displaced threshold and no taxiway, runway lighting, or any navigational aids. Runway 15/33 has MIRL, displaced threshold, MITL, VASI, REIL, and a non-precision approach. The airport has a 2,300-square foot administration building to serve general aviation pilots and passengers. There are 176 on-airport auto parking spaces to serve the terminal building. There are currently over 100 tie-downs for the airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 136 covered parking spaces for aircraft.

The airport has identified several initiatives as necessary to serve general aviation demand in the near term, including rehabilitation of airfield pavements and relocation of Runway 15/33. The airport completed an updated master plan in 2003.

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

The largest plane that uses the airport on a regular basis is the Global Express; the current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is D-III. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 307 based general aviation aircraft. Of this total, approximately 34 percent of the aircraft are stored on paved tie-downs, and 66 percent are in T-hangars or conventional hangars. It should be noted that FDOT records for this airport show 284 based aircraft for 2002. The airport presently reports a waiting list for hangars that shows 95 aircraft. The current FDOT Work Program for Charlotte County Airport reveals additional covered storage spaces.

The airport has no programs in place that are connected with any of the local colleges, universities, or technical schools. However, Charlotte County Airport is in the process of developing an aircraft control program. Historic and forecast FDOT aviation activity information on file for the airport follows:

Charlotte County Airport	2002	2007	2012	2022
Based Aircraft	303	335	369	450
General Aviation Operations	77,431	83,415	89,862	104,288
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	25.7%	27.6%	29.8%	34.6%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation. The airport serves recreational activity, flight training, and business, and it would like to increase these levels of activity. The airport estimates that 50 percent of the total annual general aviation operations are recreational activity. The airport could support SATS-related air taxi operations. The airport's future role is restricted by manmade factors; however, environmental factors, community relations issues, and financial shortfalls are not a threat. The airport sees itself growing significantly in the future and plans to increase recreational areas, industrial property, and all current services. The airport's vision for the future is to better serve the community by incorporating commercial flights, cargo shipments, and jobs.

Flight training is a component of this airport's general aviation activity. Annual operations for flight training are difficult to determine because one of the former participating flight schools no longer operates in Charlotte County. It is estimated that 10-15 percent of the airport's annual activity is related to flight training. Currently, there are two flight schools located on the property that employ six flight instructors with ten aircraft that are dedicated to flight training. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 20-25 percent of its annual general aviation operations are business related. Approximately 15 percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include medical, resort, real estate, university, and avionics personnel. 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 activity. The airport reports that less than one percent of its annual operations are related to military operations.

OTHER AIRPORT CHARACTERISTICS

The airport supports an industrial park that is less than a mile away that is 100 percent occupied. The industrial park is not completely developed to capacity, as 250 acres remain for development.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport has flight training, recreational users, business users, and is a staging area for emergency operations relating to hurricane response. The military also makes use of the airport. These activities correspond to Flight Training, Corporate, Recreational/Sport, and Business/Recreational services. The airport plans to continue serving flight training, recreational users and business users and would like to extend the runway to 8,500 feet, add an ILS and a control tower and construct a commercial airline terminal building. Because the airport is not totally self-sufficient fiscally, and has not protected the airspace around the airport with local ordinances addressing Part 77 issues, overall viability to provide corporate services is adversely impacted. However, based on the upward mobility of the local community and the Sponsor's focus on the business community, the airport is suited to provide Flight Training, Corporate, Tourism, and Recreational/Sport services. Business/Recreational service is considered less viable due to a lack of large conferencing facilities for businesses.

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