

INDIANTOWN AIRPORT

INDIANTOWN
GENERAL AVIATION AIRPORT



AIRPORT LOCATION

Indiantown Airport is located in Martin County, approximately two miles northeast of Indiantown.



Existing Facilities

Indiantown Airport has one runway, Runway 13/31, which is 5,400 feet by 95 feet wide and composed of turf in good condition. The runway was recrowned for drainage purposes, and new runway edge markers were installed in 2001. There is an asphalt taxiway/apron for the automated fuel station that was installed in 1994 and upgraded to a state of the art 12,000-gallon facility. The airport has eleven conventional hangars and 32 T-hangars, with approximately 56 aircraft storage spaces. There are no paved auto parking spaces.

Current and Forecast Demand

GENERAL AVIATION

Indiantown Airport (X58) serves the general business and recreation aviation needs of the local community. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is difficult to determine; although most aircraft that use the facility fit the code B-I category, the length and width of the runway have allowed operations by aircraft as large as the C-III category. The airport is included in the Florida Aviation System Plan as a General Aviation (GA) airport. According to the 2009 inspection, there are currently 67 aircraft based at the airport, with 62 in T-hangars and conventional hangars and the remainder in tie-downs. There is a waiting list for hangar space.

Historic and forecast FDOT aviation activity information on file for Indiantown Airport are as follows:

Indiantown Airport	2008	2013	2018	2028
Based Aircraft	67	71	75	84
General Aviation Operations	5,000	5,126	5,256	5,524
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, Indiantown Airport serves the needs of local general aviation. There are a small number of operations per year related to local businesses and local agriculture concerns. There is a flight training operation associated with a local college and a few individuals that have contracted with the airport to offer flight training. There are no cargo operations and no military activity at the airport, and there are no air taxi or charter flights. There is a full maintenance facility on the field. The airport, managed by X-58 Inc., is a privately owned public-use facility which does not allow transient flight training or touch and goes without prior authorization. There is a landing fee.

The airport's vision for its future is to become a more developed general aviation facility. The owners would like to see significant upgrades to the facilities at the airport, including some runway paving and installation of lighting and navigational aids. The owners anticipate having an upscale aviation and equestrian community of 109 lots on approximately 560 acres adjacent to the airport which is presently in the county approval process. There are approximately 600

acres of industrial zoned land being planned for future development on the airport. In its current condition, the facility cannot support Very Light Jet (VLJ) operations.

OTHER AIRPORT CHARACTERISTICS

While the airport has not gotten approval for a master plan, its last airport layout plan was started in 1997 and completed in 2005. The airport has identified the following projects as being needed in the near term:

- New Hangar construction
- General field maintenance
- Road access paving and improvements
- Paved parking
- Runway pavement
- Runway lighting

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport anticipates future improvement projects, such as paving, airfield lighting, and the construction of more hangars. Airport ownership would like to see the airport become a full service general aviation facility with a fly-in equestrian community adjacent to it. There are large amounts of industrial land available for development and the airport can foresee its use in the future. There are some industrial uses currently located on the airport. The analysis indicates that the facility is most appropriate for business, corporate, recreation and training purposes in the near term. The long term capabilities of the airport will depend upon significant growth in activity and ability to serve the general aviation community.

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	X	X
Recreational / Sport	X	X
Business / Recreational	X	X