

LAKE WALES MUNICIPAL AIRPORT

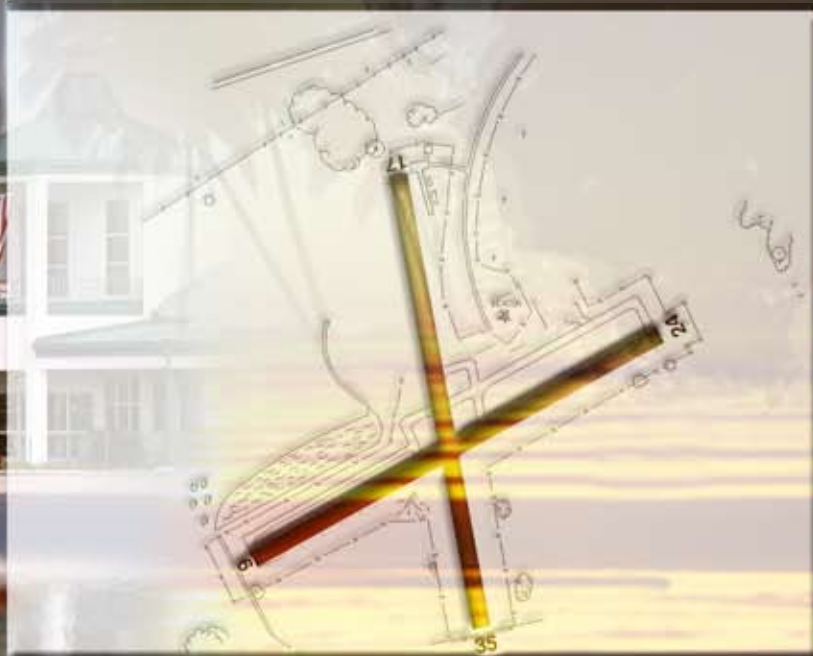
LAKE WALES
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Lake Wales Municipal Airport is located in Polk County in central Florida, approximately 60 miles east of Tampa and 55 miles south of Orlando. The primary highway access to the airport from the north and south is via US Route 27 and from the east and west via State Route 60. Other roads in the vicinity include State Routes 17, 17A, 17B and US Route 27 ALT.



Existing Facilities

Lake Wales Municipal Airport is served by two runways, Runway 06/24 (3,999 ft. x 100 ft.) and Runway 17/35 (3,999 ft. x 75 ft.). Runway 06/24 benefits from a full-length parallel taxiway while Runway 17/35 utilizes a short access system. The present general aviation area on the airport encompasses approximately 15 acres and is located in the northeast quadrant between the approach ends of Runways 17 and 24. T-hangars are located on the northeast portion of the airport east of Runway 17. Lake Wales Municipal also has a 17,760 square foot metal building serving as a FBO. The building includes several aviation related businesses along with an FBO. Other landside facilities include, paved and unpaved auto parking, a paved area for tie-down storage located on the south side of the FBO building, and a large paved area for tie downs on the east side of airport.

The airport has identified several initiatives as necessary to serve levels of demand in the near term, including the additions of wind cones and airfield signage, installation of approach path indicators, and an all weather observation system. A master plan update was completed in 2005. Other improvements recommended in the master plan update include the construction of additional T-hangars units, installation of runway lighting for Runway 06/24, additional auto parking, and extension of Runway 6 and taxiway to the southwest.

Current and Forecast Demand

GENERAL AVIATION

Lake Wales Municipal Airport caters primarily to the small end of the general aviation fleet and supports a great deal of sport aviation, recreational flying, and skydiving. The largest plane that uses the airport on a regular basis is the Citation II and/or the Beech King Air. According to the most recent master plan, the current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is A-I (utility), and it is projected to advance to an ARC of C-III (transport) during the planning period. This change in the ARC would be consistent with the types of aircraft that are already using the facility on a regular basis (i.e. Cessna Citation). General aviation constitutes a considerable portion of the airport's annual activity. According to the 2009 inspection, there are 20 based general aviation aircraft of which 2 are multi-engine aircraft. The remainder of the based fleet is composed of single-engine fixed-wing aircraft. Of the total based aircraft count, approximately 5 percent are stored on paved tie-downs, and 95 percent are in T-hangars or conventional hangars. The airport presently reports a waiting list for hangars that shows 5 aircraft.

The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools.

Historic and forecast FDOT aviation activity information on file for Lake Wales Municipal Airport is as follows:

Lake Wales Municipal Airport	2008	2013	2018	2028
Based Aircraft	22	24	27	33
General Aviation Operations	7,000	7,541	8,124	9,428
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 the general aviation fleet with an emphasis on sport aviation and recreational flying. The airport's current airport role and classification is listed in the FAA's National Plan of Integrated Airport System (NPIAS) as a General Utility General Aviation Airport capable of accommodating virtually all General Aviation aircraft with maximum gross takeoff weights of 12,500 pounds or less with wingspans up to, but not including, 79 feet. The airport is located 1.5 miles southwest of the junction of State Road 60 and U.S. 27, and the service area includes the cities of Lake Wales, Dundee, Eagle Lake, Fort Meade, Frostproof, Highland Park, Hillcrest Heights, and Lake Hamilton. Typical operations conducted at the airport are comprised of local and transient general aviation and localized recreational skydiving. Presently there are no air carrier, commuter, or air taxi operations conducted at the airport.

The airport does accommodate some flight training activity, but the airport does not envision increasing its role as a provider of flight training services. Airport management believes that, because of the airport's location and easy access, it could support Very Light Jet (VLJ) related air taxi operations. The airport's future role is limited primarily by environmental and financial consideration. There are environmental considerations on all sides of the airport, and two families own most of the adjacent properties. There have been land purchases, otherwise, there is sparse population around the airport as most of the land is zoned agricultural. The airport sees itself experiencing modest growth in the coming years. The airport's vision for its future is to provide a first-class airport. Management would like to extend Runway 17/35 to the south, build a new general aviation terminal, increase its aviation services, and attract air cargo activity.

Flight training is not a major component of this airport's general aviation activity. Less than one percent of the airport's annual operations can be attributed to flight training. Business activity at the airport is also sparse, but management has been noticing an increase in this activity over the past year. Presently, business activity represents less than one percent of the airport's annual operations and nearly all of this activity is transient. However, approximately 25 percent of these operations are performed by short-field jets (i.e. Cessna Citations). The airport experiences only a minor amount of transient military traffic, representing approximately one-half of a percent of all operations. Most airport activity falls into the recreational category.

OTHER AIRPORT CHARACTERISTICS

An industrial park is located approximately two miles south of the airport. This industrial park consists of 162 acres and accommodates six sites. At present, the industrial park is only 10 percent occupied.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

This airport is a recreational use airport, supporting Recreational/Sport and Business/Recreational (skydiving) services. The airport plans to continue serving the needs of recreational aviation. It would also like to establish a flight school and initiate cargo service. The analysis shows that the runway is insufficient to provide Air Cargo service. The airport also did not score well for Flight Training service, primarily because of its low financial index and lack of an air traffic control tower. The best future use of the airport is providing Recreational/Sport services.

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