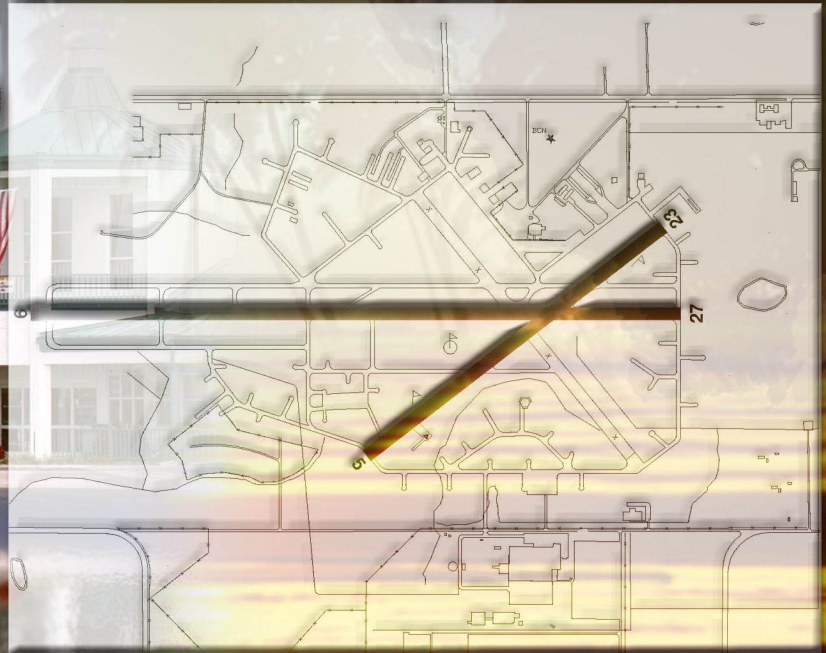
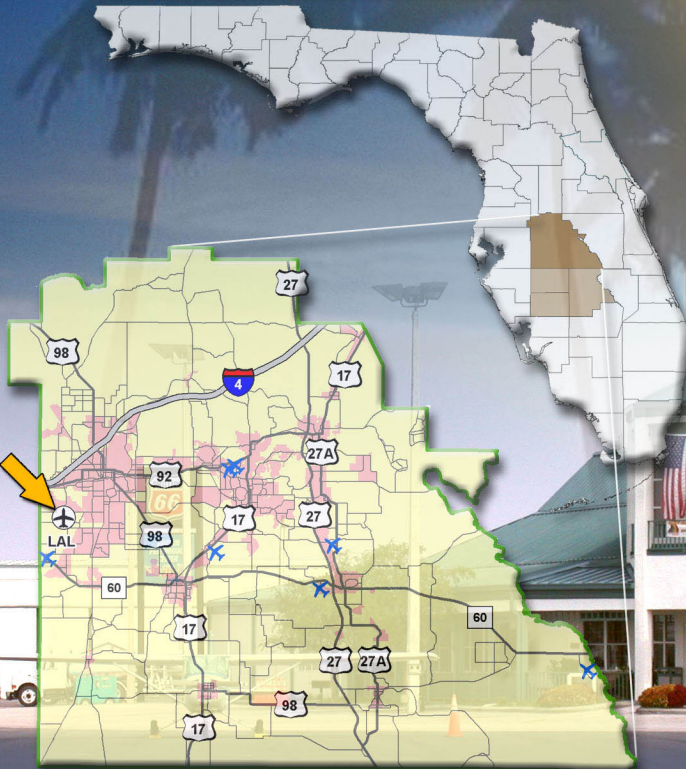


LAKELAND LINDER REGIONAL AIRPORT



AIRPORT LOCATION

Lakeland Linder Regional Airport is located in Polk County in central Florida, approximately 30 miles east of Tampa and 55 miles south of Orlando. The primary highway access to the airport from the north and west is Interstate 4, and from the south is US Route 17. Access from the east is via State Routes 655 and 653. Other roads in the vicinity include State Routes 570, 60, and US Route 92.



Existing Facilities

Lakeland Linder Regional Airport is served by two intersecting runways. These runways are Runway 05/23, which is 5,000 feet long by 150 feet wide and Runway 09/27, which is 8,500 feet long by 150 feet wide. These runways are both asphalt and in good condition. Runway 05/23 is served by a partial length parallel taxiway. Runway 09/27 is served by a full-length parallel taxiway. The airport has a 27,000-square foot general aviation terminal building that includes the administration offices. There are 308 on-airport auto-parking spaces to serve the terminal building. There are currently 16 tie-downs for the airport's general aviation aircraft, and between the airport's T-hangars and conventional hangars, there are 87 covered parking spaces for aircraft.

The airport has identified several initiatives as necessary to serve levels of demand in the near term, including construction of Taxiway B and 30 additional T-hangar storage units. The airport completed an update of its master plan in June 2003. The airport is planning an east side perimeter road for the airport, adding a service road as part of the Taxiway B project, and adding some corporate hangars and a second FBO facility in a hangar vacated by the Army Guard unit that left the airport.

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 class of plane that uses the airport on a regular basis is a Group III aircraft. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 204 based general aviation aircraft. Of this total, approximately eight percent of the aircraft are stored on paved tie-downs and 92 percent are in T-hangars or conventional hangars. It should be noted that FDOT records for this airport show 165 based aircraft for 2002. The airport presently reports a waiting list for hangars that shows 44 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 Lakeland Linder Regional Airport is as follows:

Lakeland Linder Regional Airport	2002	2007	2012	2022
Based Aircraft	165	187	211	270
General Aviation Operations	170,234	192,604	217,914	278,948
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	74.0%	83.7%	94.7%	121.3%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation aircraft and its two Part 135 operators. Both Renaissance Aviation and Lakeland Air Service provide Part 135 service with approximately 721 operations per year. The airport does not currently focus on recreational activity but is carefully watching the new light/sport pilot category. The airport does accommodate flight training activity and envisions increasing its role as a provider of flight training services. The airport could support SATS related air taxi operations. The airport's future role is limited primarily by the lack of funds to fully implement the airport's long-term development plans. The airport has experienced problems in securing matching funds for projects. The airport does report some manmade and community factors that will limit its future system role or growth. Cell towers along County Line Road and noise concerns may limit future growth. The airport sees itself experiencing significant growth in the coming years. The airport's vision for its future is to provide a first-class airport facility providing charter service and premier corporate aviation facilities and services.

Flight training is a component of this airport's general aviation activity. There is one business located on the airport that provides flight training. This business employs three flight instructors and has five aircraft that are based at the airport. Originally, there were two flight schools, but one filed for bankruptcy. The current flight training operation accounts for approximately 20 percent of annual operations and this number is steadily increasing. General aviation operations by corporate and business users are also common at the airport. Lakeland Linder Regional is a reliever airport for Orlando and Tampa International Airport's corporate aircraft. The airport estimates that 50 percent of its annual general aviation operations are business-related, but it does not track this on a regular basis. Some of the airport's based aircraft are owned by local businesses. The airport also attracts a number of transient or visiting general aviation aircraft. Visiting businesses that fly into the airport include various food/grocery vendors and truck manufacturers. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that two percent of its total annual activity (approximately 3,515 operations) is attributable to military operations. These military operations are performed primarily by G-5, C-130, and T-34 aircraft from various armed services.

OTHER AIRPORT CHARACTERISTICS

The airport supports two industrial parks that are located adjacent to the airport, one on the north side and one on the south side. These industrial parks house one business at the north site and 14 businesses at the south site. The south industrial park is 99 percent occupied and the north industrial park is 10 percent occupied. The south park has approximately 200 acres, while the north park has 100 acres. There is no foreign trade zone associated at either park.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

This airport provides extensive Flight Training, Corporate, Recreational/Sport, and Business/Recreational (sightseeing, military, fire fighting, charter, coastal patrol/rescue, medical flights, environmental patrols) services. The airport would like to expand its flight training, charter, and introduce SATS and air carrier service. The analysis shows that the airport is well equipped to meet Flight Training, Corporate, Recreational/Sport and Business/Recreational service needs. However, its low Socioeconomic index, high demand/capacity ratio (>80%) and low Intermodal score indicate that it is not a good candidate for air carrier service, as shown by the low Tourism (CS) and Business indices. Its relatively high Tourism (CA) index indicates that there is a strong potential for this future service.

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