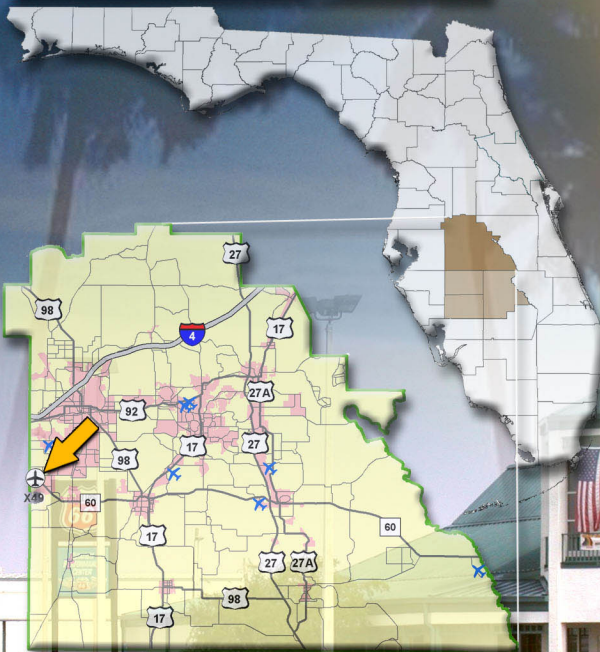


SOUTH LAKELAND AIRPORT

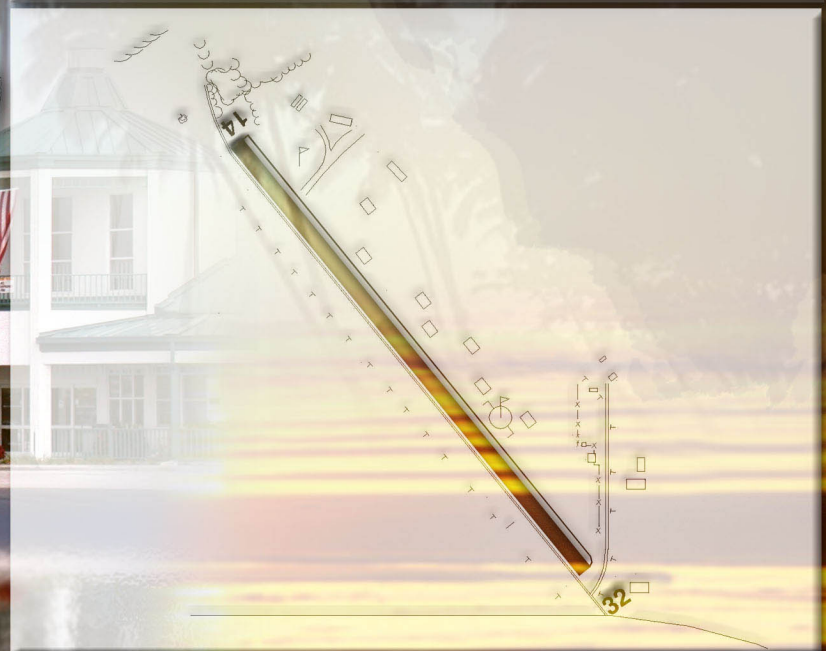
MULBERRY
COMMUNITY AIRPORT



AIRPORT LOCATION



South Lakeland Airport is located in Polk County in central Florida, approximately 35 miles east of Tampa and 70 miles southwest of Orlando. The primary highway access to the Airport from the north and south is State Route 37, and from the east and west is State Route 60. Other roads in the vicinity include US Routes 92 and County Routes 676 and 640.



Existing Facilities

South Lakeland Airport is served by one turf runway, Runway 14/32, 4,025 feet long by 100 feet wide. The turf runway is in good condition. This runway is served by a full-length parallel taxiway. The airport has neither a passenger terminal building nor an administration building. There is no airport auto parking. There are tie-downs and hangars for the airport's general aviation aircraft.

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 a King Air. The Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport has not been designated. General aviation constitutes all of the airport's annual activity. According to 2002 FDOT records, there are 57 based general aviation aircraft. Of this total, approximately 98 percent of the aircraft are stored in T-hangars or conventional hangars. The airport does have a waiting list for hangars but shows that it would benefit by adding 13 T-hangars and a conventional hangar for three aircraft. The current FDOT work plan for South Lakeland does not show plans to develop any additional hangars because the airport is privately owned.

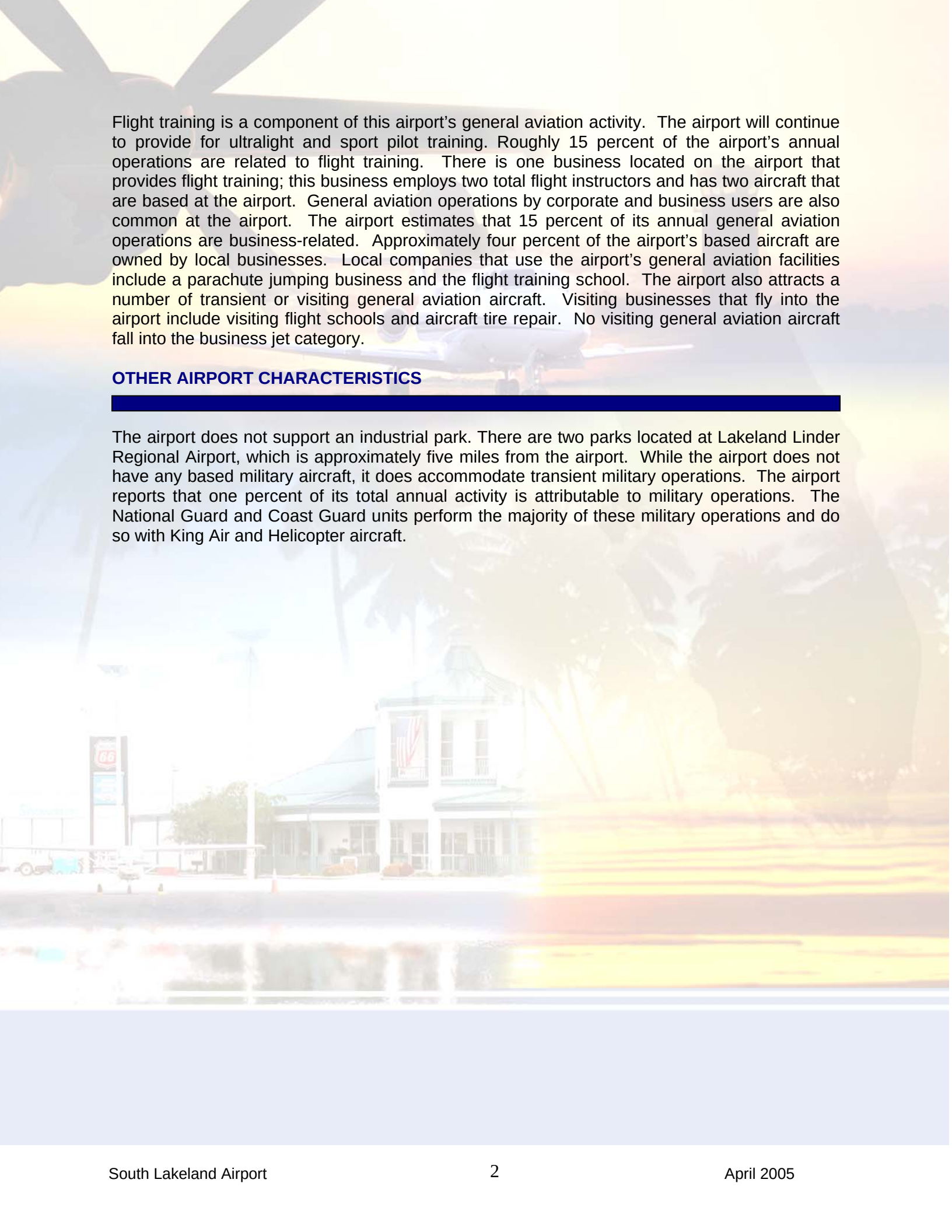
The airport has no aviation training programs that are connected with any of the local colleges, universities, or technical schools. Historic and forecast FDOT aviation activity information on file for South Lakeland Airport is as follows:

South Lakeland Airport	2002	2007	2012	2022
Based Aircraft	57	62	68	81
General Aviation Operations	15,000	16,770	18,720	22,620
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A
Demand/Capacity Ratio	9.3%	10.4%	11.6%	14.0%

Source: Airport records and FASP 2004.

COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving general aviation aircraft. The airport currently focuses on recreational activities and sees itself trying to attract additional users in this category in the future. The airport does accommodate flight training activity and envisions increasing its role as a provider of flight training services. The airport could not 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 does not report any manmade, environmental, or community factors that will limit its future system role or growth. The airport sees itself growing slowly in the coming years. The airport's vision for its future is to provide an operation to serve more business aircraft operations.



Flight training is a component of this airport's general aviation activity. The airport will continue to provide for ultralight and sport pilot training. Roughly 15 percent of the airport's annual operations are related to flight training. There is one business located on the airport that provides flight training; this business employs two total flight instructors and has two aircraft that are based at the airport. General aviation operations by corporate and business users are also common at the airport. The airport estimates that 15 percent of its annual general aviation operations are business-related. Approximately four percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include a parachute jumping business and the flight training school. The airport also attracts a number of transient or visiting general aviation aircraft. Visiting businesses that fly into the airport include visiting flight schools and aircraft tire repair. No visiting general aviation aircraft fall into the business jet category.

OTHER AIRPORT CHARACTERISTICS

The airport does not support an industrial park. There are two parks located at Lakeland Linder Regional Airport, which is approximately five miles from the airport. While the airport does not have any based military aircraft, it does accommodate transient military operations. The airport reports that one percent of its total annual activity is attributable to military operations. The National Guard and Coast Guard units perform the majority of these military operations and do so with King Air and Helicopter aircraft.

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport (experimental, ultralights), Flight Training, Air Cargo and Business/Recreational (skydiving, aerial photography) services. The airport plans to increase its flight training and recreational operations, as well as initiating charter service. However, the analysis indicates that the airport is best suited for providing Recreational/Sport and Tourism (CA) services. Lack of instrument approach and an air traffic control tower inhibit its ability to provide Flight Training service. The lack of an instrument approach and its low Socioeconomic index make the airport a poor candidate for providing Business/Recreational service.

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