

AVON PARK EXECUTIVE AIRPORT

AVON PARK
GENERAL AVIATION AIRPORT



AIRPORT LOCATION



Avon Park Executive Airport is located on the west side of Avon Park, which is in the northwest corner of Highlands County in south central Florida. The airport is located on State Road 64, one mile west of U.S. Highway 27. Avon Park is located on U.S. Highway 27 approximately 25 miles south of Lake Wales and State Road 60.



Existing Facilities

Located in the northwest corner of Highlands County in south central Florida, Avon Park Executive Airport (AVO) serves many types of general aviation activities. With its two intersecting runways, the longest of which is 5,374 feet, the airport can accommodate smaller general aviation business jet aircraft. The airport's terminal is ideal for serving local users as well as those visiting the area.

Two asphalt runways serve Avon Park Executive Airport. These runways are Runway 05/23 which is 5,374 feet long and 100 feet wide and in good condition, and Runway 10/28 which is 3,844 feet long and 75 feet wide and in good condition. Runway 05/23 is served by a full parallel taxiway that is 35 feet wide. Runway 10/28 is served by a partial taxiway that is 30 feet wide. Runway 05/23 has both PAPIs and REILs. Runway 10/28 has PAPIs. The airport has a 5,000 square foot general aviation terminal building to serve pilots and passengers. There are 18 on-airport auto parking spaces to serve the terminal. There are 11 tie-down spaces and 58 T-hangars. The airport also has two corporate hangars and one building suitable for a maintenance operation.

The airport has identified several initiatives as necessary to serve general aviation demand in the near term. A complete Master Plan rewrite was initiated in 2015.

Current and Forecast Demand

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The largest plane that uses the airport on a regular basis is a Gulfstream IV/V. The current Airport Reference Code (ARC) as defined by the FAA Advisory Circular 150/5300-13A for the airport is C-II. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 61 based general aviation aircraft. Of this total, approximately 52 are in T-hangars or conventional hangars. The airport presently reports vacancies. 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 the airport are as follows:

AVON PARK EXECUTIVE AIRPORT	2013	2018	2023	2028
Based Aircraft	61	66	71	76
General Aviation Operations	32,400	33,550	34,741	35,974
Commercial Operations	0	0	0	0
Enplanements	0	0	0	0

Source: FDOT Aviation and Spaceports Office

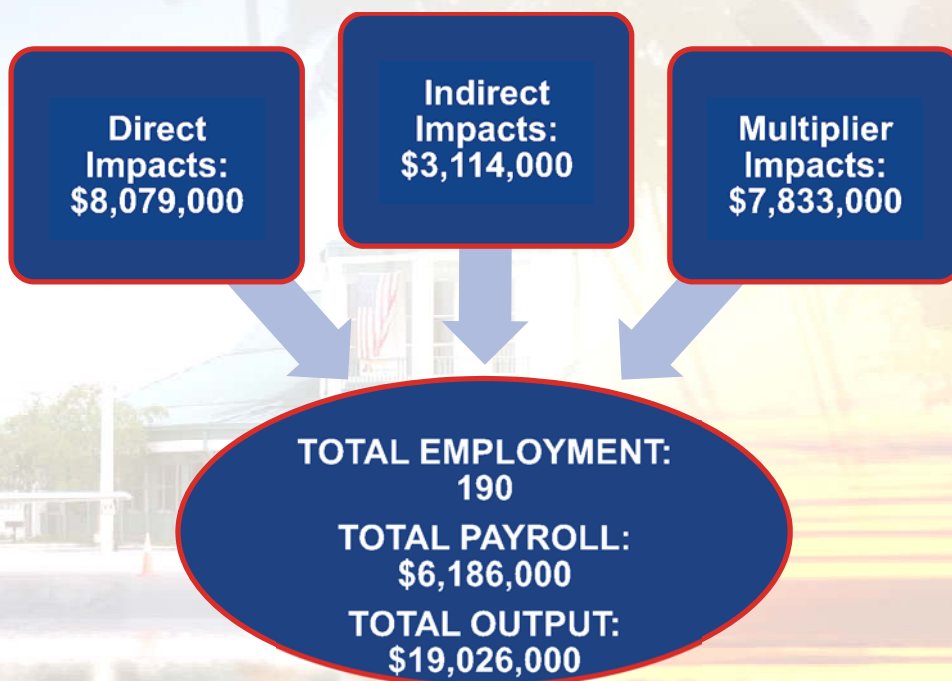
Community Services

In its current role, the airport focuses primarily on serving general aviation aircraft. The airport currently focuses on recreational activity and flight training with a growing corporate presence becoming more evident. They do not see the airport serving more flight training activity, but they do see the airport serving more recreational and business activity. The airport could support Very Light Jet (VLJ) related air taxi operations. The airport's future goal is to grow as a corporate and recreational airport. The airport does not report any restrictions on the future growth of the airport.

as a result of community relations, manmade factors, or financial shortfalls. Additionally, the airport sees itself experiencing modest growth in the coming years.

Flight training is a major component of this airport's general aviation activity. Roughly 20 percent of the airport's annual operations are related to flight training. There is one flight school on the property and it has based aircraft at the airport dedicated to flight training. General aviation operations related to corporate and business users are also common at the airport. The airport estimates that 40 percent of its annual general aviation operations are business-related. Approximately 40 percent of the airport's based aircraft are owned by local businesses. Approximately 5 percent of all visiting general aviation aircraft fall into the business jet category. The airport does not support an industrial park. However, approximately 30 acres of airport property are being leased for non-aviation activities that include a five-building complex on 32 acres east of Runway 05/23.

AVO was identified as a "Local" airport in the FAA's 2012 GA ASSET Study. The complete ASSET Study with details about the different airport categories and the services they provide can be found at http://www.faa.gov/airports/planning_capacity/ga_study/. The airport is designated as a general aviation airport for both the current year and 5-year horizon in the FAA's 2015-2019 National Plan of Integrated Airport Systems (NPIAS) report. The full NPIAS report can be found at http://www.faa.gov/airports/planning_capacity/npias/. Additionally, in the Economic Impact Study conducted by the Florida Department of Transportation (FDOT) Aviation and Spaceports Office in 2014, the airport was determined to have the following annual economic impacts:



The annual economic impact of Avon Park Executive Airport is associated with direct impacts that come from operations at the airport and construction projects that are undertaken at the airport. Indirect impacts are associated with spending from visitors who arrive in the area via general aviation aircraft.

Other Airport Characteristics

Recent airport improvement projects include the complete rehabilitation of the secondary runway, Runway 10/28, to include Medium Intensity Runway Lights. An Automated Weather Observation System was installed and the general aviation apron was moved and expanded. The airport is now completely enclosed with a perimeter fence with access-controlled gates. Other recently completed projects include the construction of a new terminal building that is providing space for the Fixed Base Operator, airport administration, flight training and airport operations, and the completion of a Runway Safety Area Study. Future projects include a complete rewrite of the Airport Master Plan, and a parallel taxiway for Runway 10/28.

Current and Future System Service Requirements/Recommendations

The airport has one flight school and serves mostly recreational aviation, making it a Flight Training and Recreational/Sport airport. It also serves an agriculture spraying operation, making it a Business/Recreational airport. The airport would like to continue serving flight training in the future, but not recreational aviation. Instead, it would like to cater to business jets. However, its low Corporate quotient, due to low Land Use Compatibility, Financial, and Approaches indices, indicate that this is not a good airport for providing Corporate service. It received the same quotient for Business/Recreational, indicating that it does not have the necessary facilities to serve this segment in the future.

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