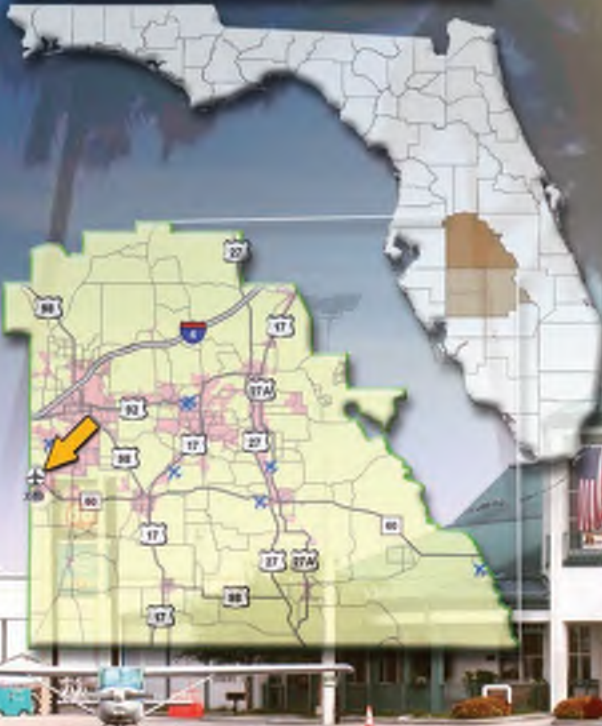


SOUTH LAKELAND AIRPORT

LAKELAND
GENERAL AVIATION 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 Route 92 and County Routes 676 and 640.



Existing Facilities

South Lakeland Airport is served by one turf runway, Runway 14/32, 3,115 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 auto parking at the airport. There are tie-downs and hangars for the airport's general aviation aircraft.

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 FAA Advisory Circular 150/5300-13 for the airport has not been designated. General aviation constitutes all of the airport's annual activity. According to airport-reported numbers, there are 69 based 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 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	2013	2018	2023	2033
Based Aircraft	69	76	83	99
General Aviation Operations	3,700	4,097	4,537	5,563
Commercial Operations	N/A	N/A	N/A	N/A
Enplanements	N/A	N/A	N/A	N/A

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 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 Very Light Jet (VLJ) 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 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. 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 to initiate charter service. However, the analysis indicates that the airport is best suited for providing Recreational/Sport and Tourism (CA) services. The lack of an air traffic control tower and an instrument approach 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.

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