

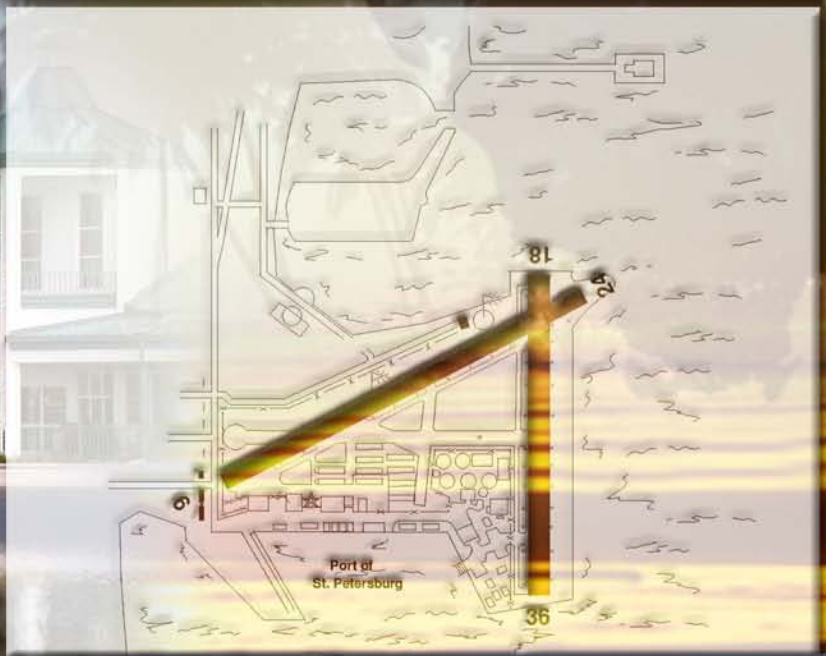
ALBERT WHITTED AIRPORT



AIRPORT LOCATION



Albert Whitted Airport is located on the southeastern edge of downtown St. Petersburg, on the shore of Tampa Bay. The airport, bordered on three sides by water, was developed on land created from spoilage obtained during Port of St. Petersburg dredging operations.



Existing Facilities

Albert Whitted Airport is owned and operated by the City of St. Petersburg. The airport property encompasses 189 acres, of which 67 are currently submerged. The airport is served by two intersecting runways. These runways are Runway 6/24 (future 7/25), which is 3,677 feet long by 75 feet wide, and Runway 18/36 which is 2,864 feet long by 150 feet wide. The runways are both asphalt and are in good condition. The runways are served by full-length parallel taxiways. Existing facilities on the airport include an Intermodal General Aviation Center (“IGAC”), complete with a 10,600 sq/ft terminal building and a 12,200 sq/ft aircraft ramp. Additional aircraft storage facilities include 2 large hangars, 5 mid-sized hangars, 88 T-hangars, 10 shade-hangars, 9 “Port-a-Port” hangars and approximately 90 tie-downs.

The airport has a control tower in operation daily from 7am to 9pm local time. The facility is staffed through the FAA’s Contract Tower Program. The City is currently in the process of designing/constructing a new tower. The new facility is estimated to be operational in 2009.

Current and Forecast Demand

GENERAL AVIATION

The airport supports a wide mix of general aviation activities and entities on the airport. Private or “recreational” aviators own a number of aircraft based on the airport. A number of aviation businesses are based at the airport as well. The IGAC terminal contains space for the airport’s FBO as well as a full-service restaurant, rental car and other aviation operators. In addition, other commercial services are provided on the field through various companies including, aircraft maintenance, avionics, banner towing, upholstery, flight instruction, aircraft sales, aircraft charter, internet-based pilot retail and aerial photography businesses. The airport also supports aviation operations by Bayflight (trauma, medical flight service), Civil Air Patrol, Florida Highway Patrol, local news organizations & various air ambulance services. Military operations do occur frequently on the airport. The majority of this activity is comprised of local area-based training conducted by U.S. Coast Guard and U.S. Army Reserve Helicopters.

The current based fleet mix is made up of an estimated 82% single-engine, 14% multi-engine, 1% jet aircraft, and 4% rotor. The airport currently reports 184 based general aviation aircraft. This figure was up from 173 based aircraft reported in 2001. Of this total, approximately 23 percent of the aircraft are stored on paved tie-downs, and 77 percent are in T-hangars or conventional hangars. The waiting list for hangar space at the airport is currently at 70+.

In recent years, aircraft operations have remained close to 80,000 per year. Approximately 53% of the annual operations represent local traffic, with the remaining 47% made up of itinerant traffic. Operational fleet mix estimates conclude that 75% of total operations were conducted by single-engine aircraft, 10% by rotor aircraft and the remaining 15% by multi-engine aircraft with very infrequent jet activity.

The largest plane that uses the airport on a regular basis is in Design Group II. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is B-I. General aviation constitutes a considerable portion of the airport’s annual activity.

Historic and forecast FDOT aviation activity information on file for Albert Whitted Airport are as follows:

Albert Whitted Airport	2006	2011	2016	2026
Based Aircraft	184	195	207	234
General Aviation Operations	97,540	103,074	108,924	121,636
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

The airport provides a plethora of general aviation services (as previously discussed) to the citizens of St. Petersburg, Pinellas County and the greater Tampa Bay area. The airport also has on-going activities to promote the communities involvement in the airport. The airport has an active EAA chapter that promotes the Young Eagles program on the airport. Every October, the airport hosts the **St. Petersburg Airfest**. The weekend-long event features aerial performances, static displays, military demonstrations and other entertainment for the public. Each April, the airport plays a huge role in the annual **Honda Grand Prix of St. Petersburg** as Runway 6/24 becomes part of the race course.

The City has completed a new waterfront park on the north side of the airport property called **Albert Whitted Park**. The park contains observation areas that overlook the airport and are equipped with speakers that broadcast live feeds of the tower frequency so the public can listen in. Aviation themed playground equipment is planned to be added in the near future.

The new IGAC terminal contains a 2nd floor observation deck that is assessable to the general public or the patrons using the 2nd floor restaurant.

Other Airport Characteristics

In 2007, the City completed a new Master Plan for the airport. Along with the on-going tower project mentioned previously, the City is considering other projects for the near future including a new parallel taxiway on the north side of Runway 6/24 (future 7/25), seawall replacement, and re-marking of Runway 18/36 to accommodate declared distances to correct the non-standardized Runway Safety Areas on this runway. The Master Plan identified many sites for new hangar development. Contingent upon funding, hangar development will be the next major phase in the continued improvement of the airport.

In July of 2007, the FAA commissioned GPS approaches for Runways 18, 36 and 6 (future 7).

CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport, Flight Training, Corporate, Tourism (CA), and Business/Recreational (banner towing, sightseeing, charter, military, coastal patrol/rescue, medical flights) services. Due to the constraints of existing runway lengths, the fleet mix of aircraft able to use the airport will remain limited to smaller general aviation aircraft, including some small and medium jets. The introduction of the Very Light Jets (VLJs) and new SATS vision may represent new opportunities for the airport in terms of increased corporate, air taxi and charter operations particularly in light of the new IGAC going into operation. For the foreseeable future, Albert Whitted will remain a common-use, general aviation airport.

Based on the infrastructure planning analysis for Albert Whitted Airport, the following depicts the airport's current levels of service as well as the types and levels of service that the airport will likely be required to accommodate by the year 2030:

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