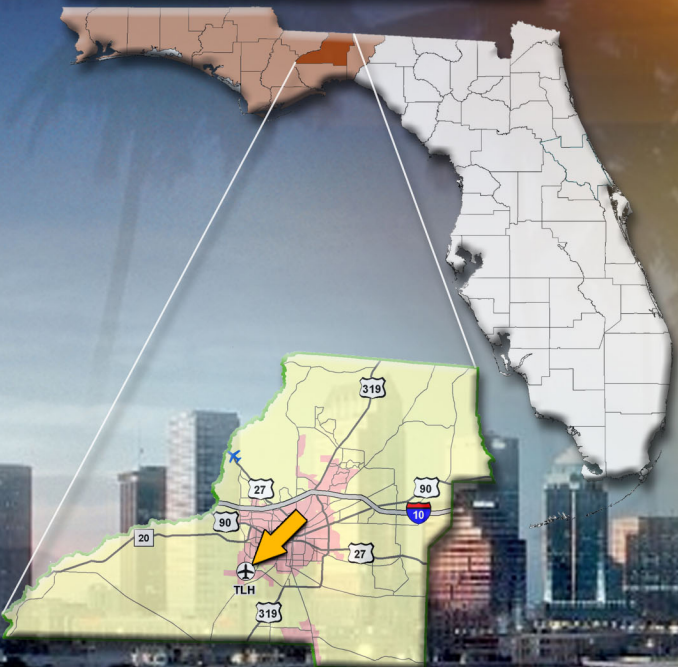


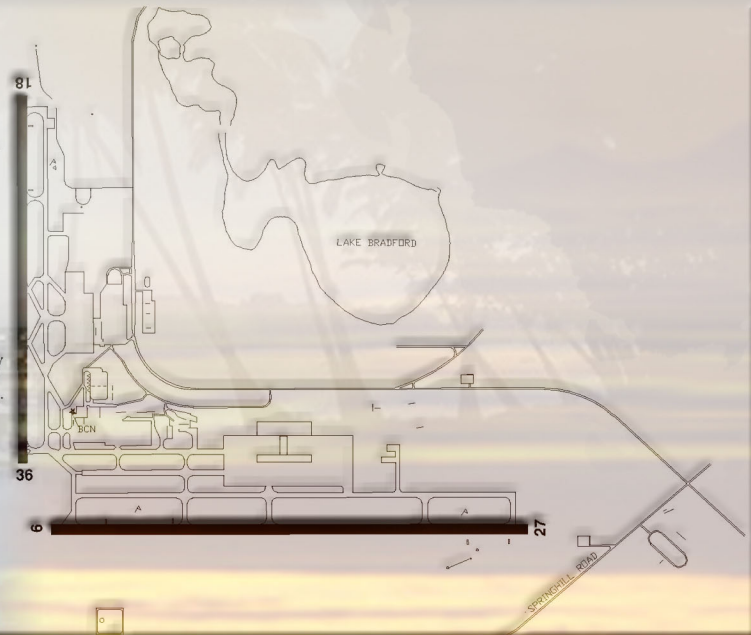
# TALLAHASSEE REGIONAL AIRPORT



## AIRPORT LOCATION



Tallahassee Regional Airport is located in Leon County, approximately six miles southwest of the Tallahassee. It has easy access to I-10.



## Existing Facilities

Tallahassee Regional Airport is served by numerous airside and landside facilities. Two runways serve the airport. These runways are Runway 09/27 (8,000 feet long by 150 feet wide) and Runway 18/36 (6,076 feet long by 150 feet wide). These runways are both asphalt and are in good condition. Both runways are served by full-length parallel taxiways and high intensity runway lights. Each runway has numerous instrument approaches, including an ILS for each, and an assortment of GPS, VOR, NDB, and VOR/DME approaches.

The airport has a large FBO/general aviation terminal building. There are a large number of general aviation parking spaces for automobiles. The aircraft parking ramp is quite large and has many tie-down spaces. The FBO is a full-service operation. The airport is served by a relatively new commercial passenger terminal. This building covers 185,000 square feet, and has the potential to be expanded to meet future demand. The commercial passenger terminal is served by a dedicated auto parking area. The commercial parking lot serves the needs of both passengers and rental car companies located at 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

### COMMERCIAL AND GENERAL AVIATION

Tallahassee Regional Airport serves the needs of commercial airlines, military, air cargo, and all facets of general aviation. The largest plane that uses the airport on a regular basis is a Boeing 727. The airport stores approximately 25 percent of its based aircraft on tie-downs and 75 percent in hangars. The airport plans on adding a substantial number of T-hangars in the future. The current ARC for the airport is D-III.

The airport has aviation training that is connected to a local technical school that provides airframe and powerplant mechanic training.

Historic and forecast FDOT aviation activity information on file for the Tallahassee Regional airport follows:


Tallahassee Regional Airport	2002	2007	2012	2022
Based Aircraft	128	141	156	190
General Aviation Operations	77,196	85,231	94,101	114,709
Commercial Operations	31,283	36,266	42,042	56,501
Enplanements	538,289	630,107	737,586	1,010,670
Demand/Capacity Ratio	50.5%	56.5%	63.3%	79.6%

Source: Airport records and FASP 2004.

### COMMUNITY SERVICES

In its current role, the airport focuses primarily on serving commercial airline activity and larger general aviation aircraft. It presently supports flight training, sport/recreational flying, and visiting aircraft stopping over for fuel. Business flights also use the airport and comprise a large percentage (40 percent) of overall operations. The airport could attract more flight training and





recreational flights, and it could accommodate SATS operations. The airport's future role is limited by manmade and environmental factors. Local ordinances limit growth, and the airport is surrounded by national forests. The airport sees itself experiencing some growth in the future. The airport's vision for its future is to provide a first-class airport for commercial and general aviation flying.

Flight training is a component of this airport's general aviation activity. Between five and eight percent of the airport's annual operations are related to flight training. Businesses on the airport at present are Flightline Group, Aero Associates, Eagle Aircraft, and Capital Avionics. Corporate and business users are responsible for approximately 40 percent of the airport's annual operations. There are 75 corporate based aircraft at the airfield at this time; and a total of 128 based aircraft. The State of Florida owns the largest fleet of the aircraft based at the airport. The airport also attracts a large number of transient or visiting aircraft with approximately 70 percent of the airport's business originating from transient aircraft. While the airport does not have any based military aircraft, it does have considerable military operations, both by helicopters and fixed wing aircraft.

## **OTHER AIRPORT CHARACTERISTICS**

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The airport had its most recent master plan completed in 1996, with a new master plan completed in 2004. The ALP was completed in 1996, and updated in 2004. There are two unique projects. One is a security fence, which will be constructed of two feet of concrete underground with an 11-foot high construction of chain link fence and barbed wire on top in a "Y" configuration. This fence will be approximately eight miles in length. The other innovative project has recently been completed. This was a sinkhole project. The sinkhole was filled with 104 four-inch grout filled steel pipe driven into the hole. The taxiway was then built back on top. The airport did not fill the voids.

Tallahassee Regional Airport and the Florida Department of Transportation have established a Technical Operations Center at the airport. This operations center serves as a test bed for new technologies. Some of the technologies being considered include an offline baggage system, SATS, and a visual aircraft counting system.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

Tallahassee Regional is the primary commercial service airport in the region and is expected to continue in this role. The analysis indicates that it is capable of accommodating every service category, and the airport has indicated that it is interested in having a major flight school as a tenant. In its current role, the airport focuses primarily on serving commercial airline activity and larger general aviation aircraft. It presently supports flight training, sport/recreational flying, and visiting aircraft stopping over for fuel. Business flights also use the airport and comprise a large percentage (40 percent) of overall operations. The airport could attract more flight training and recreational flights, and it could accommodate SATS operations. The airport's future role is limited by manmade and environmental factors. Local ordinances limit growth, and the airport is surrounded by national forests. The airport sees itself experiencing some growth in the future.

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