

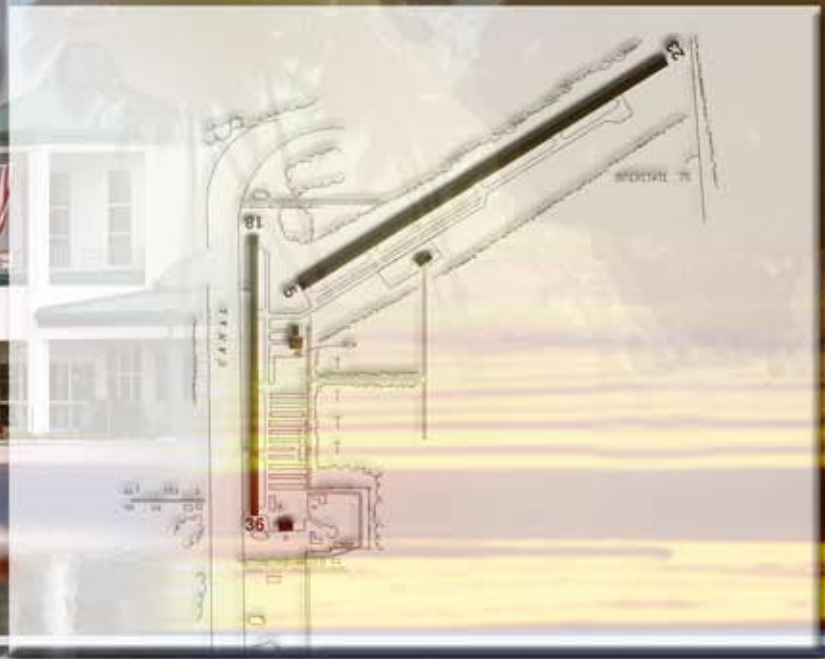
# TAMPA EXECUTIVE AIRPORT

TAMPA  
GENERAL AVIATION AIRPORT



## AIRPORT LOCATION

Tampa Executive Airport is located in Hillsborough County, within the Interstate 4 and Interstate 75 corridor.



## Existing Facilities

Tampa Executive Airport is served by two runways. These runways are Runway 05/23, which is 5,000 feet long by 100 feet wide and Runway 18/36, which is 3,220 feet long by 75 feet wide. The runways are both asphalt and in good condition. Both runways are served by full length parallel taxiways and medium intensity runway lights. The airport has two GPS approaches and a localizer approach.

The airport also has a 10,000 square foot terminal to serve general aviation pilots and passengers, and has 98 auto parking spaces.

## Current and Forecast Demand

### GENERAL AVIATION

The largest plane that uses the airport on a regular basis is the design Group II. The current Airport Reference Code (ARC) as defined by the FAA Circular 150/5300-13 for the airport is B-II. General aviation constitutes a considerable portion of the airport's annual activity. The airport currently reports 152 based general aviation aircraft. The current FDOT work plan for Tampa Executive Airport shows plans to develop one conventional storage space.

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 Tampa Executive Airport follows:

| Tampa Executive Airport     | 2008   | 2013   | 2018   | 2028   |
|-----------------------------|--------|--------|--------|--------|
| Based Aircraft              | 152    | 160    | 168    | 185    |
| General Aviation Operations | 66,712 | 73,223 | 80,370 | 96,824 |
| 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

In its current role, the airport focuses primarily on serving general aviation aircraft. The airport accommodates flight training and envisions increasing its role as a provider of flight training services. The airport could support Very Light Jet (VLJ) related air taxi operations. The airport has identified some manmade, environmental, and community factors that will limit its future system role or growth. It does not envision any financial shortfalls that would affect its future growth. The airport sees itself experiencing modest growth in the coming years.

Flight training is a component of this airport's general aviation activity. Roughly 20 percent of the airport's annual operations are related to flight training. General aviation operations by 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. Less than one percent of the airport's based aircraft are owned by local businesses. Local companies that use the airport's general aviation facilities include Ringhaver, TECO, Jordan Nicolas Dorsh, Without Walls International, Debartolo Aviation, and Wilder Corporation. The airport also attracts a number of transient or visiting general aviation aircraft. Visiting businesses that fly into the

airport include Anheuser Busch, JP Aviation, Costco, Coca Cola Enterprises, Eagle Transportation, and Ring Power. Approximately 7 percent of all visiting general aviation aircraft fall into the business jet category. The airport supports an industrial park that is approximately one mile west of the airport. This industrial park includes offices only. The 200 acres are about 90 percent occupied. The airport does not have any based military aircraft, and it does not accommodate transient military operations.

## **OTHER AIRPORT CHARACTERISTICS**

The airport had its most recent master plan completed in 1994 and updated it scheduled in 2003. Recent innovative or unique projects that have been completed or are underway include: phase 6B service road and associated taxiways northeast of the terminal; Installation of a localizer approach to Runway 05/23; and RPZ tree trimming. Future activities include rehabilitation of six conventional hangars, construction of an ARFF facility, construction of an air traffic control tower, glide slope installation, windsock replacement, and a new maintenance shop.

During 1999, the following developments occurred: north terminal area development, construction of Runway 05/23, a new terminal building, fuel farm, and bulk storage and a maintenance hangar. In 2001, a new bulk storage hangar and T-hangars were constructed.

## CURRENT AND FUTURE SYSTEM SERVICE REQUIREMENTS / RECOMMENDATIONS

The airport provides Recreational/Sport, Flight Training, Corporate, Tourism (CA), and Business/Recreational (sightseeing, charter, medical flights, aerial photography) services. The airport plans to increase its flight training, recreational, and charter operations. The analysis indicates that the airport is best suited for providing Recreational/Sport, Tourism (CA), and Business/Recreational services. Tampa Executive's ability to provide Flight Training and Corporate services is limited by its lack of an air traffic control tower, which the airport plans to construct. This would enhance its ability to provide these services.

Based on the infrastructure planning analysis for Tampa Executive 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                 |                 |                |
| GENERAL AVIATION AIRPORT ROLE |                 |                |
| Flight Training               | X               | X              |
| Corporate                     | X               | X              |
| Tourism                       | X               | X              |
| Recreational / Sport          | X               | X              |
| Business / Recreational       | X               | X              |