

TALLAHASSEE REGIONAL AIRPORT

TALLAHASSEE
COMMERCIAL SERVICE



AIRPORT LOCATION

Tallahassee Regional Airport is located in Leon County, approximately six miles southwest of the Tallahassee central business district. 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 Runways 27 and 36, and LOC; LOC/DME; VOR; VOR/DME; NDB; ASR; GPS; and RNAV 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 Ivan Munroe Terminal (commercial passenger terminal) 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.

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 T-hangars in the future. The current ARC for the airport is D-IV.

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


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

Tallahassee Regional Airport	2009	2014	2019	2029
Based Aircraft	127	132	138	149
General Aviation Operations	61,447	68,510	76,385	94,955
Commercial Operations	27,377	30,824	34,704	43,993
Enplanements	360,441	413,809	475,078	626,176

Source: Airport records and FDOT Aviation Office.

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, military training flights, 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 does accommodate Very Light Jet (VLJ) 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, and Eagle Aircraft. 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 136 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

The airport Master Plan and Airport Layout Plan (ALP) were updated in 2007. The Airport recently completed rehabilitation of all taxiways and constructed a new Cargo Complex. Upcoming projects include the reconstruction of Runway 9/27.

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 does accommodate Very Light Jet (VLJ) 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		
GENERAL AVIATION AIRPORT ROLE		
Flight Training	X	X
Corporate	X	X
Tourism		
Recreational / Sport	X	X
Business / Recreational	X	X