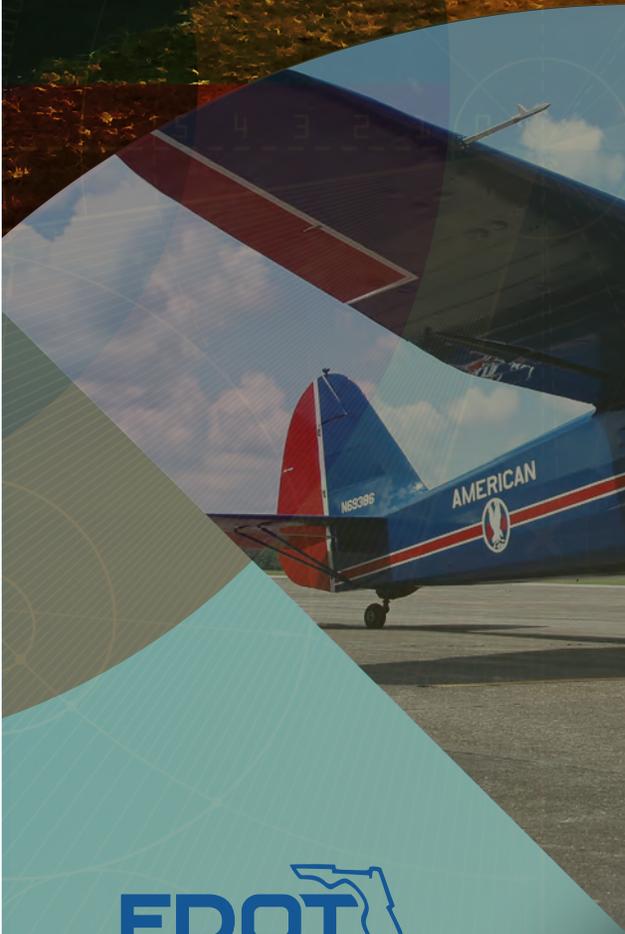
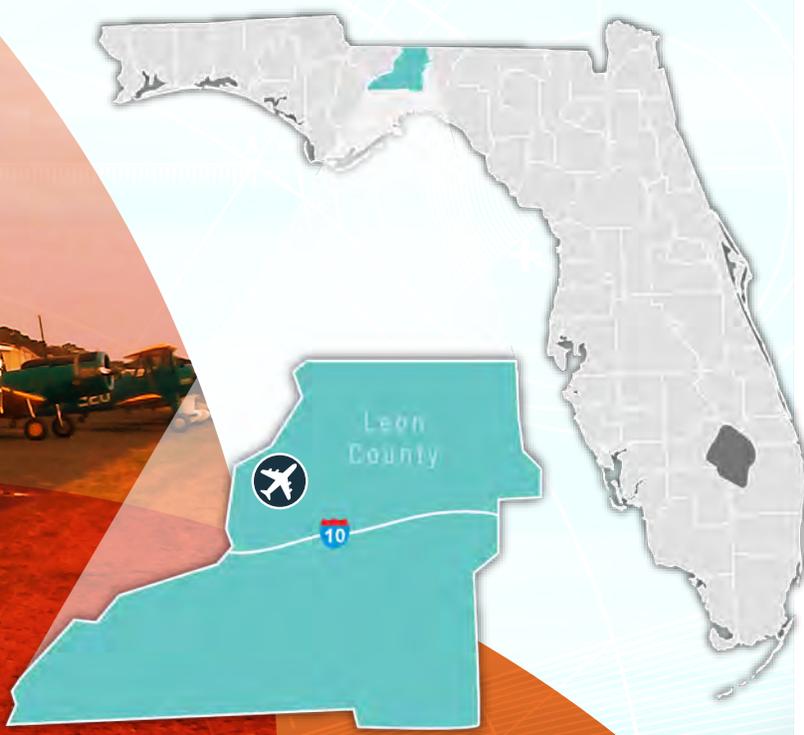


Tallahassee Commercial Airport



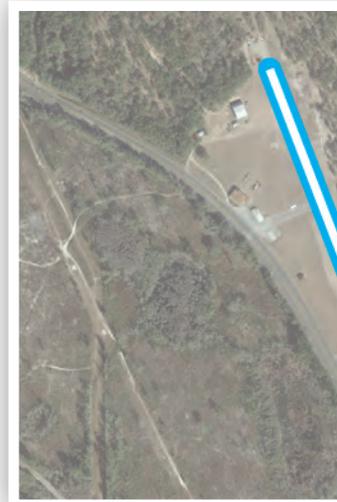
Airport: Tallahassee Commercial Airport (68J)
City: Tallahassee, Florida
County: Leon County
Owner: J.W. Hinson Trust
Role: General Aviation Airport

The Tallahassee Commercial Airport is located in Leon County about 8 miles northwest from the central business district of Tallahassee. It used to accommodate general aviation aircraft and operations but is currently closed.

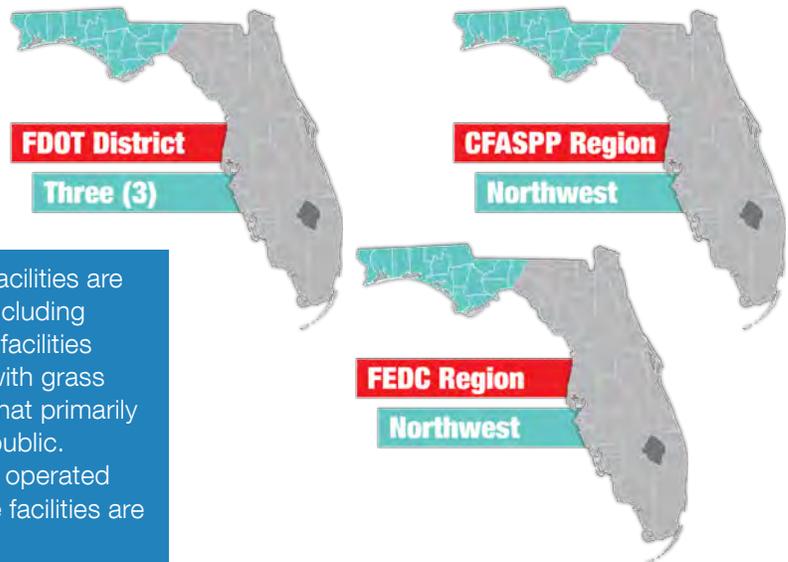


Existing Facilities

Facilities at the Tallahassee Commercial Airport include runway 16/34. Runway 16/34 is asphalt and measures 3,249 feet by 62 feet. Other facilities at the airport include a 3,000 square-foot fixed base operator terminal that includes 30 parking spaces for automobiles. The airport also includes 100/80-octane fueling and an aircraft parking ramp with approximately 25 tie-down spaces. The airport is currently closed and does not have an active FDOT airport license. However, the owners of the facility are looking to sell the airport with the intent that it be reopened as a public-use airport.



Airport Classification



Twenty-three privately-owned aviation facilities are open to the public throughout Florida including Tallahassee Commercial Airport. These facilities generally comprise fly-in communities with grass strips or contain short paved runways that primarily serve the recreational general aviation public. Although these facilities are owned and operated by private individuals or companies, the facilities are open to the public for aviation use.





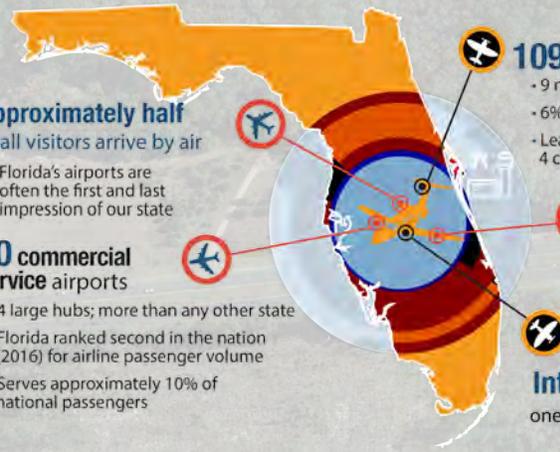
Florida by the Numbers

Approximately half of all visitors arrive by air

- Florida's airports are often the first and last impression of our state

20 commercial service airports

- 4 large hubs; more than any other state
- Florida ranked second in the nation (2016) for airline passenger volume
- Serves approximately 10% of national passengers



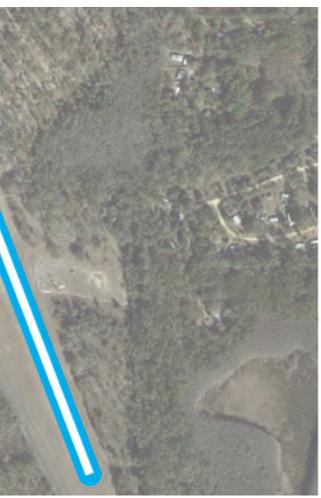
109 general aviation airports

- 9 national ASSET airports
- 6% of general aviation aircraft fleet
- Leading number of pilot certificates in 4 categories

Largest U.S. gateway for Latin American air cargo

Home to the **SUN 'n FUN International Fly-in Expo**, one of the **largest general aviation expos in the world**

Community Service

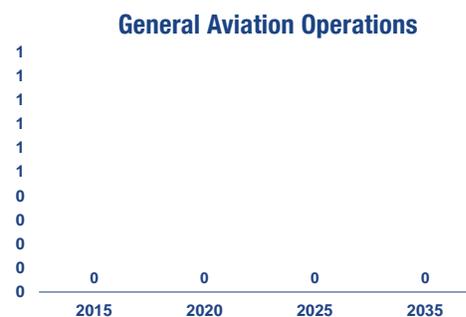
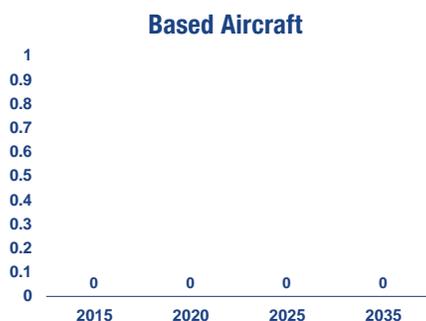


When it was open, the Tallahassee Commercial Airport accommodated GA aircraft and GA activities for the local region. The main use of the airport was for business flights. Corporate and business users were responsible for about 70 percent of the airport's annual operations. Flight training was another activity that occurred at the airport and made up roughly 10 percent of the airport's annual operations. The airport's aviation training was not connected to any local colleges, universities, or technical schools. The airport also acted as a stop-over location for fuel by transient aircraft.



Current and Forecast Demand

The Tallahassee Commercial Airport served the basic needs of general aviation. The largest plane that used the airport was a Cessna Grand Caravan and, based on that, the Airport Reference Code would be A-II. Historic and forecast FDOT aviation activity information on file for Tallahassee Commercial Airport follows:



Current and Future **System Service Requirements/Recommendations**

At the time of this review, airport management reports no currently ongoing airport improvement projects or activities. The airport is interested in resuming activities to entice corporate business users. The attributes of the airport make it suitable for many other services, especially flight training and tourism (CA). However, it is unlikely the airport will pursue these as long as it remains closed.

General Aviation Airport Role



Corporate



Recreational/Sport

Other **Airport Characteristics**

The Tallahassee Commercial Airport supported GA activities such as business flights, flight training, and served as a stop-over for transient pilots. The airport did not have any based military aircraft, yet, about one percent of the annual operations were due to transient military traffic with the majority being helicopters.



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