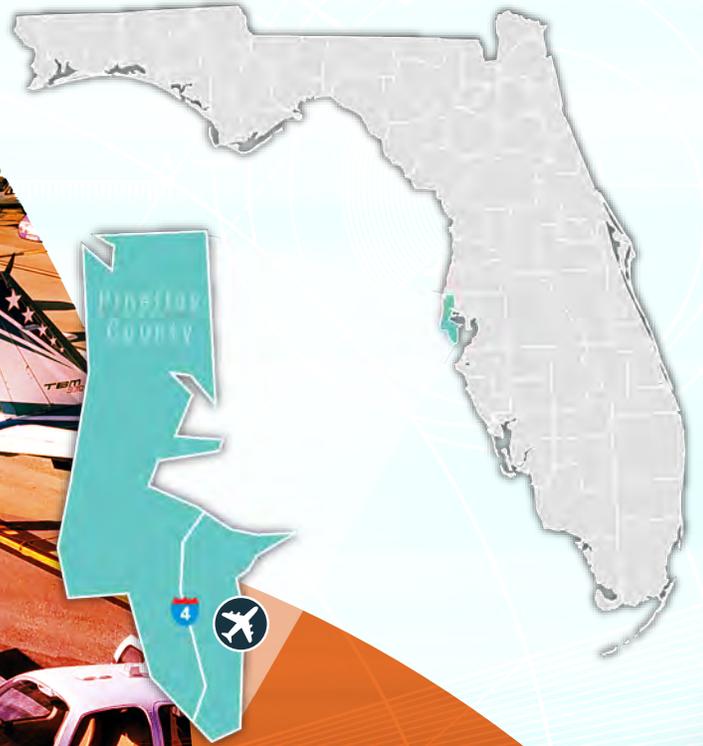


Albert Whitted Airport



FLORIDA DEPARTMENT OF TRANSPORTATION
AVIATION AND SPACEPORTS OFFICE

Airport: Albert Whitted Airport (SPG)

City: St. Petersburg, Florida

County: Pinellas County

Owner: City of St. Petersburg

Role: General Aviation Airport

Located in downtown St. Petersburg on the shores of Tampa Bay, the Albert Whitted Airport (Airport) serves as St. Petersburg's air transportation gateway. The Airport is used by a wide fleet mix of aircraft in multiple types of general aviation applications. Based on the current facilities and airfield configuration, the Airport can accommodate up to medium-sized corporate jets.

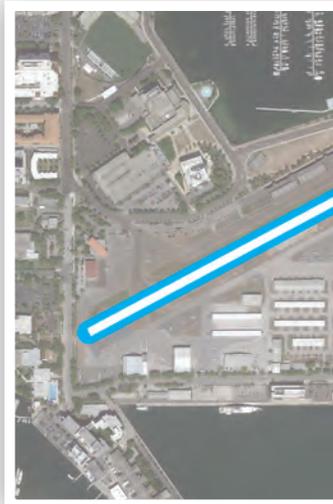


Existing Facilities

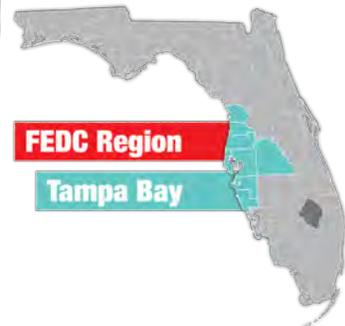
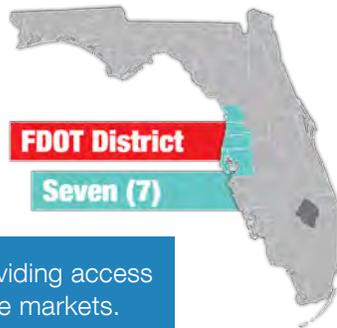
Owned by the City of St. Petersburg, Albert Whitted Airport resides on 179 acres, of which 110 acres are utilized for functional aeronautical use, about nine acres are being utilized for a municipal waste water treatment plant, and the remaining is submerged land. The airfield includes two asphalt runways in good condition: Runway 7/25 (3,677ft x 75ft) and Runway 18/36 (2,864ft x 150ft). Both runways are equipped with medium intensity edge lights, runway end identifier lights, precision approach path indicator lights, and fully paved parallel taxiways. Runways 7, 18, and 36 are all equipped with RNAV GPS approaches, while the Runway 18 end also features a VOR instrument approach. Aviation activity is directed by the airport's Federal Contract Control Tower, which is attended from 7am – 9pm daily.

Aircraft parking and storage at the airport is accommodated by a variety of storage facilities, including 88 t-hangars, three community hangars, six corporate hangars, and 74 tie-down spots. The airport has an Intermodal General Aviation Center (IGAC) located in the southwest corner of the airfield. The IGAC terminal is a two story, 10,600 square foot facility that houses the airport's fixed base operator (FBO), restaurant, rental car, and other aeronautical tenants. The IGAC also contains a 12,000 square yard ramp for transient aircraft parking and a 64-space parking lot.

For more information, please visit the Airport's website at: <http://www.albertwhittedairport.com>



Airport Classification



Local airports serve communities by providing access to primarily intrastate and some interstate markets. There are 1,278 Local Asset airports nationwide and 29 within Florida, including Albert Whitted Airport. More information can be found in the Federal Aviation Administration's ASSET Studies at https://www.faa.gov/airports/planning_capacity/ga_study/.



Florida by the Numbers



Community Service



Albert Whitted Airport plays an important role supporting aviation activity within the Tampa Bay region, serving as a GA reliever airport for nearby St. Pete-Clearwater International and Tampa International Airports. The airport provides a wide range of aviation services, including aircraft fueling, storage, flight training, aircraft rental, maintenance, avionics, charter/air taxi, sightseeing, and aerial advertising. While historically used primarily for private, recreational, and/or flight training, corporate and business utilization is a growing segment at the airport. Several businesses and organizations, such as Johns Hopkins All Children's Hospital, Bayflite medevac, and other air ambulances, base aircraft at and/or utilize the airport to support their missions. Traffic and news reporting, law enforcement, mosquito control, and Civil Air Patrol also make use of the facilities. The airport has noticed an increase in transient corporate usage in recent years, resulting in an expanding fleet mix including more corporate jets.

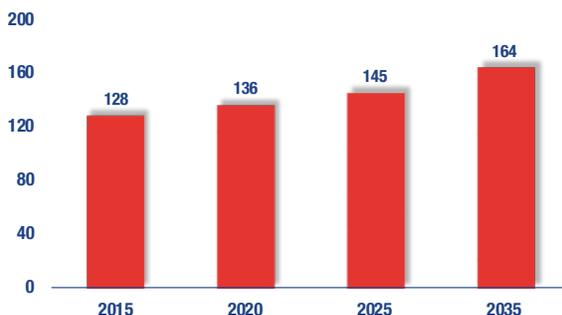
The airport has also expanded its amenities for the non-flying public. Within the IGAC terminal, visitors will find the Hangar Restaurant and Flight Lounge, which offers panoramic views of the airfield, as well as multiple aerial sightseeing operators. Dining and a sightseeing flight has become a popular combination with visitors. To the immediate north of the airport sits Albert Whitted Park, which contains an aviation-themed playground designed to reflect

the history of the airport. The airport also plays a significant role in the largest annual event that occurs in St. Petersburg: the St. Petersburg Grand Prix. This IndyCar Series race winds through the downtown area and onto runway 7/25 at the airport, which serves as the start/finish line and includes the main grandstands, pit lane, and paddock areas.

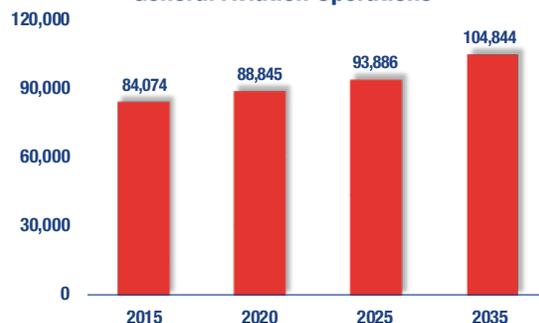
Current and Forecast Demand

According to 2014 Florida Aviation System Plan data, in 2014 there were 141 aircraft based at Albert Whitted Airport. During the same time period, there were approximately 4,382 commercial operations and 93,535 general aviation operations, resulting in 97,917 total annual operations. For the 12-month period ending on December 14, 2016, 50 percent of all operations were local general aviation, 42 percent were transient general aviation, four percent were air taxis, and four percent were military. The current Airport Reference Code for Albert Whitted Airport is B-I.

Based Aircraft



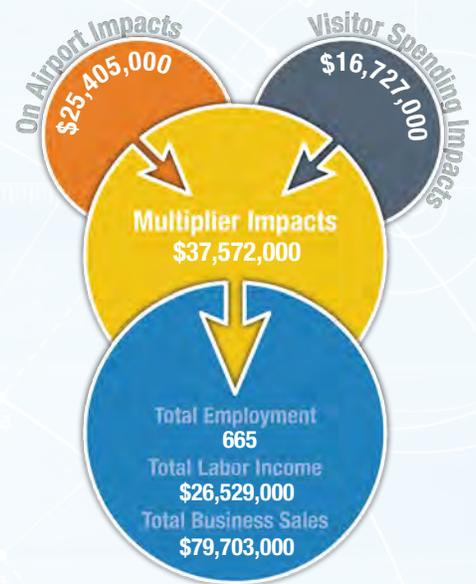
General Aviation Operations



Economic Impact

Albert Whitted Airport is located in Pinellas County adjacent to downtown St. Petersburg. The airport has two intersecting runways, with the longest runway measuring 3,677 feet. The airport accommodates general aviation aircraft, including small business jets, and serves a variety of general aviation activities.

Albert Whitted Airport primarily supports recreational flying, flight training, and business travel. An onsite flight school attracts students from all over the nation. Notable tenants at the airport include Bay News 9 traffic reporting, the Hangar Lounge and Restaurant, a banner towing service, and an aerial surveying service. The Coast Guard occasionally performs search and rescue operations and trainings, and the airport also provides critical support service to All Children's Hospital. The airport is home to the Grand Prix of St. Petersburg, an annual IndyCar Series international racing event attracting hundreds of thousands of visitors to the area. Sheltair, the onsite fixed base operator (FBO), provides vital services to users.



Other Airport Characteristics

The airport has a rich history, with the property first being used as an airfield in 1917. At various points within its history, some within the community have questioned if there were better uses for the airport property given its desirable downtown waterfront location. This issue was raised as recently as 2003, which led to a voter referendum on the property. Fortunately, the citizens overwhelmingly voted to keep the property as an operating airport. Given this strong mandate, city leadership has firmly supported the airport and diligently pursued Federal and State grant opportunities to improve and advance the facility. Since that vote, the City has completed over \$17 million in improvements including the IGAC (2007), air traffic control tower (2011), as well as numerous airfield infrastructure projects. New hangar development is also underway, with a new corporate hangar recently completed (2018) and an \$8 million hangar redevelopment project starting construction in the very near future.

Current and Future System Service Requirements/Recommendations

Albert Whitted Airport is seeing modest utilization growth by corporate users, including increasing use by small and medium sized jets. While the airport would like to see continued growth within this area, it appears to be limited due to the existing constraints of the airfield, especially the shorter runway lengths. To that end, the City has begun studying the possibility of a modest extension to Runway 7/25 to better accommodate small/medium corporate aircraft without radically changing the airport's profile. The airport has historically enjoyed strong demand for aircraft storage space. As such, the city has considered deactivating the Albert Whitted Waste Water Treatment Plant site. This nine-acre property could be a prime site for new aeronautical facilities to fill this demand. Based on the infrastructure planning analysis, the following depicts the airport's current levels of service as well as the types and levels of service that it will likely be required to accommodate by the year 2030:

General Aviation Airport Role

- 
 Recreational/Sport
- 
 Flight Training
- 
 Corporate
- 
 Tourism
- 
 Business/Recreational

