

Facility Name: Plant City Airport		Inspection Date: 11/21/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 11/21/2024		Inspector: David Smith	
Location ID: PCM	FAA Site No.: 03446.*A	FDOT District: 7	
2.00 Miles SW of Plant City		County: Hillsborough	
ARP Latitude: 28° 0' 0.60	Source: Estimated	Ownership: Public	
ARP Longitude: 82° 9' 47.90		Use: Public	
Elevation: 152.7	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Hillsborough County Aviation Authority		Facility Physical Address	
Address: PO Box 22287		Address: 4007 Airport Rd	
City: Tampa	State: FL ZIP: 33622	City: Plant City	State: FL ZIP: 33563
Phone: (813) 870-8700	Fax: (813) 875-6670	Phone: (813) 752-4710	
Email: jlopano@tampaairport.com			
Owner Representative: John Tiliacos		Facility Manager: Brett Fay	
Address: PO Box 22287		Address: PO Box 22287	
City: Tampa	State: FL ZIP: 33622	City: Tampa	State: FL ZIP: 33622
Phone: (813) 870-8711		Phone: (813) 870-8735	
Email: jtiliacos@tampaairport.com		Email: bfay@tampaairport.com	

Acreeage: 199	Residential Airpark: No	Beacon: C-G	
Section: 31	Township: 28S Range: 33E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: No
ALL / ALL / 0700-1900		Facility Website: https://www.tampaairport.com/plant-city-airport	Ask in any new facility aerals/photos are available

Based Aircraft			
Year: 2010	Single Engine: 83	Jet Engine:	Glider: Ultralight:
Source: Inspector	Multi Engine: 11	Helicopter:	Military: Seaplane:
Total Based Aircraft:			

Annual Operations			
Year:	Air Carrier:	Air Taxi:	GA Local:
End Date:	Commuter:	Military:	GA Itinerant:
Total Annual Operations:			

FAR 139 Certificated

FAA NavCom			
FSS ID:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input checked="" type="checkbox"/> 121.725
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>
VorTac:	<input checked="" type="checkbox"/> LAL 116.0 275d/8 nm	Approach Control:	<input checked="" type="checkbox"/> 120.650 119.900
AWOS/ASOS:	<input checked="" type="checkbox"/> 120.025	Unicom:	<input checked="" type="checkbox"/> 123.050
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV, VOR, VOR/DME	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 123.050

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Services

Fuel:

A ☒

A1 ☐

A1+ ☐

B ☐

B+ ☐

Mogas ☐

80 ☐

100 ☐

100LL ☒

115 ☐

Airframe:

Major ☒

Minor ☒

Power Plant:

Major ☒

Minor ☒

Bottle Oxygen:

High ☐

Low ☐

Bulk Oxygen:

High ☐

Low ☐

Transient Storage:

Buoy ☐

Hangar ☒

Tie Downs ☒

Other Services:

Aerial Surveying ☐

Air Ambulance ☐

Air Freight ☐

Aircraft Rental ☒

Aircraft Sales ☐

Avionics ☐

Beaching Gear ☐

Car Rental ☒

Cargo ☐

Courtesy Car ☒

Charter ☐

Crop Dusting ☐

Glider ☐

Glider Towing ☐

Instruction ☒

Internet ☒

Lodging ☐ 4 miles

Parachute Jumping Area ☐

Restaurant ☐ 2 miles

Restrooms ☒

Taxi ☒

Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
10/28	Existing	3,950 x 75	Asph	Excellent	MIRL

Comments:

RWY 10

FAR 77 Category A(NP).

RWY 28

FAR 77 Category A(NP).

Approach ratio required is RWY 10 20:1 and RWY 28 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 10

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10	28° 0' 2	82° 10' 9.89	Surveyed	7:1	NPI-G	P2L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		7:1	ROAD		15 ft	305 ft	Before Runway End	250 ft R
Runway End	No		20:1	ROAD		15 ft	305 ft	Before Runway End	250 ft R
Marked Displaced Threshold	No	200 ft	26:1	TREES		50 ft	1,080 ft	Before Runway End	225 ft L
Required Displaced Threshold									

Runway 28

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	27° 59' 59.56	82° 9' 32.64	Surveyed	21:1	NPI-G	P2L	Yes	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		21:1	TREES		46 ft	1,150 ft	Before Runway End	270 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
EQUIP	28° 00' 3.39	82° 10' 3.48	Estimated	100 ft	N	2 ft	No	Yes	Yes		
EQUIP	27° 59' 59.18	82° 09' 32.89	Estimated	113 ft	S	2 ft	No	Yes	Yes		

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Instrument Approach

10/28	Type	A	B	C	D	E
10	LPV	1.00 Miles	1.00 Miles			
10	LNAV/VNAV	1.00 Miles	1.00 Miles			
10	LNAV	1.00 Miles	1.00 Miles			
28	LPV	1.00 Miles	1.00 Miles			
28	LNAV	1.00 Miles	1.00 Miles			
28	VOR	1.00 Miles	1.00 Miles			
28	VOR/DME	1.00 Miles	1.00 Miles			
28	LNAV/VNAV	1.00 Miles	1.00 Miles			

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Deficiencies

Inspection Date 11/21/24

Next Inspection 11/30/25

Mitigated Deficiencies

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(A2)

Runway 10/28 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 10/28 as indicated on the Airport Layout Plan.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(A3)

Runway 10/28 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A3 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 10/28 as indicated on the Airport Layout Plan.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(A4)

Runway 10/28 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A4 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 10/28 as indicated on the Airport Layout Plan.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(A5)

Runway 10/28 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A5 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 10/28 as indicated on the Airport Layout Plan.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(A6)

Runway 10/28 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A6 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 10/28 as indicated on the Airport Layout Plan.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(A7)

Runway 10/28 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A7 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 10/28 as indicated on the Airport Layout Plan.

Rwy End: 10 In accordance with Chapter 14-60.007(2)(c)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the approach surface ratio is 20:1.

Runway 10 approach surface ratio is 7:1 due to road 15 feet tall, 305 feet before the approach end of the runway, 250 feet right of centerline.

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Runway 10 threshold is displaced 200 feet.

License

Effective: 03/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 02/28/2026

☐ VFR Use Only

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 10/28 is available for non-precision instrument and visual approaches.

a. Runway 10 is FAR 77 category A(NP).

b. Runway 28 is FAR 77 category A(NP).

2. Runway 10 threshold is displaced 200 feet.

Additional Licensing Remarks: