

Facility Name: Tampa Executive Airport		Inspection Date: 11/21/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 11/21/2024		Inspector: David Smith	
Location ID: VDF	FAA Site No.: 03513.1*A	FDOT District: 7	
6.00 Miles E of Tampa		County: Hillsborough	
ARP Latitude: 28° 0' 50.3540	Source: Estimated	Ownership: Public	
ARP Longitude: 82° 20' 42.9330		Use: Public	
Elevation: 21.1	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: 6530 Tampa Executive Airport Rd	
City: Tampa	State: FL ZIP: 33622	City: Tampa	State: FL ZIP: 33610
Phone: (813) 870-8700	Fax: (813) 875-6670	Phone: (813) 626-1515	
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	

Acreage: 408	Residential Airpark: No	Beacon: C-G	
Section: 31	Township: 28S Range: 20E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: Yes
ALL / MON-FRI / 0700-2200		Facility Website: <a href="https://www.tampaairport.com/tampa-executive-airport">https://www.tampaairport.com/tampa-executive-airport</a>	
ALL / SAT-SUN / 0700-1900		Ask in any new facility aerals/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 141	Jet Engine: 2	Glider: Ultralight:
Source: Inspector	Multi Engine: 15	Helicopter: 6	Military: Seaplane:
Total Based Aircraft:			

Annual Operations			
Year: 2010	Air Carrier:	Air Taxi:	GA Local: 54,040
End Date:	Commuter:	Military: 30	GA Itinerant: 44,000
Total Annual Operations:			

FAR 139 Certificated

FAA NavCom			
FSS ID: <input checked="" type="checkbox"/> PIE	Clearance Delivery: <input checked="" type="checkbox"/> 119.900		
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 274d/17.7 nm	Approach Control: <input checked="" type="checkbox"/> 119.900		
AWOS/ASOS: <input checked="" type="checkbox"/> 121.125	Unicom: <input checked="" type="checkbox"/> 122.700		
Instrument Approach: <input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV	ATIS: <input type="checkbox"/>		
	CTAF: <input checked="" type="checkbox"/> 122.700		

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## Services

## Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
80	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
115	<input type="checkbox"/>

## Airframe:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Power Plant:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Bottle Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

## Bulk Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

## Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input checked="" type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

## Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input checked="" type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input checked="" type="checkbox"/>
Charter	<input checked="" type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input checked="" type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> 2 miles
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input type="checkbox"/> 2 miles
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,219 x 75	Asph	Fair	MIRL

Comments:

**RWY 18**

FAR 77 Category A(NP).

**RWY 36**

FAR 77 Category A(V).

Approach ratio required is RWY 18 20:1 and RWY 36 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 18**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	28° 0' 49.8	82° 20' 57.77	Estimated	14:1	NPI-F	P4R	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		14:1	BRUSH		20 ft	480 ft	Before Runway End	100 ft L
Runway End	No		24:1	BRUSH		20 ft	480 ft	Before Runway End	100 ft L

Marked Displaced Threshold

Required Displaced Threshold

**Runway 36**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	28° 0' 17.53	82° 20' 57.89	Estimated	26:1	NPI-F	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		26:1	POLE	L	104 ft	2,895 ft	Before Runway End	15 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
FENCE	28° 00' 31.91	82° 21' 0.10	Estimated	130 ft	W	5 ft	No	No	Yes	2017-ASO -3188-NR A	EBO
EQUIP	28° 00' 42.34	82° 20' 59.95	Estimated	135 ft	W	3 ft	No	Yes	No		
EQUIP	28° 00' 23.59	82° 20' 59.77	Estimated	111 ft	W	3 ft	No	Yes	Yes		
FENCE	28° 00' 50.72	82° 20' 59.90	Surveyed	140 ft	W	5 ft	No	No	Yes	2017-ASO -3187-NR A	EBO

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FENCE	28° 00' 33.76	82° 21' 00.24	Surveyed	155 ft	W	5 ft	No	No	Yes	2017-ASO -3195-NR A	EBO
BLDG	28° 00' 30.77	82° 20' 55.72	Surveyed	250 ft	E	16 ft	No	No	Yes	2016-ASO -4240-NR A	EBO
BLDG	28° 00' 29.52	82° 20' 55.73	Surveyed	250 ft	E	16 ft	No	No	Yes	2016-ASO -4241-NR A	EBO
BLDG	28° 00' 27.00	82° 20' 56.04	Surveyed	226 ft	E	18 ft	No	No	Yes	2016-ASO -4242-NR A	EBO
BLDG	28° 00' 25.92	82° 20' 56.06	Surveyed	222 ft	E	17 ft	No	No	Yes	2016-ASO -4243-NR A	EBO
BLDG	28° 00' 24.98	82° 20' 55.93	Surveyed	235 ft	E	14 ft	No	No	Yes	2016-ASO -4244-NR A	EBO
BLDG	28° 00' 24.04	82° 20' 55.92	Surveyed	235 ft	E	14 ft	No	No	Yes	2016-ASO -4245-NR A	EBO
BLDG	28° 00' 23.10	82° 20' 55.92	Surveyed	235 ft	E	15 ft	No	No	Yes	2016-ASO -4246-NR A	EBO
BLDG	28° 00' 22.02	82° 20' 56.00	Surveyed	230 ft	E	17 ft	No	No	Yes	2016-ASO -4247-NR A	EBO
BLDG	28° 00' 20.90	82° 20' 55.98	Surveyed	231 ft	E	17 ft	No	No	Yes	2016-ASO -4248-NR A	EBO
BLDG	28° 00' 19.70	82° 20' 55.99	Surveyed	231 ft	E	17 ft	No	No	Yes	2016-ASO -4249-NR A	EBO

Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	5,000 x 100	Asph	Excellent	MIRL

Comments:

**RWY 05**

FAR 77 Category C.

**RWY 23**

FAR 77 Category PIR.

Approach ratio required is RWY 05 34:1 and RWY 23 50:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

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## Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	28° 0' 43.68	82° 20' 51.73	Estimated	40:1	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		40:1	TREES		42 ft	1,860 ft	Before Runway End	85 ft L
Runway End									

Marked Displaced Threshold

Required Displaced Threshold

## Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	28° 1' 20.20	82° 20' 14.08	Estimated	6:1	PIR-G	P2L	No	No	MALSR

## 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		6:1	ROAD		17 ft	310 ft	Before Runway End	500 ft L
Runway End	No		18:1	ROAD		17 ft	310 ft	Before Runway End	500 ft L
Marked Displaced Threshold	No	800 ft	50:1	TREE		29 ft	610 ft	Before Runway End	270 ft L
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	Aeronatical Study	Determination
EQUIP	28° 00' 50.62	82° 20' 46.37	Estimated	120 ft	NW	3 ft	No	Yes	Yes		
EQUIP	28° 01' 14.78	82° 20' 17.18	Estimated	162 ft	SE	4 ft	No	Yes	Yes		
EQUIP	28° 01' 7.98	82° 20' 24.70	Estimated	127 ft	SE	2 ft	No	Yes	Yes		

## Instrument Approach

05/23	Type	A	B	C	D	E
05	LPV	0.88 Miles	0.88 Miles	0.88 Miles		
05	LNAV/VNAV	1.63 Miles	1.63 Miles	1.63 Miles		
05	LNAV	1.00 Miles	1.00 Miles	1.38 Miles		
23	ILS	1.00 Miles	1.00 Miles	1.00 Miles		
23	LNAV	1.00 Miles	1.00 Miles	1.00 Miles		
23	LNAV/VNAV	1.13 Miles	1.13 Miles	1.13 Miles		
23	LOC	1.00 Miles	1.00 Miles	1.00 Miles		
23	LPV	1.00 Miles	1.00 Miles	1.00 Miles		
18/36	Type	A	B	C	D	E
18	LNAV	1.00 Miles	1.00 Miles			

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## Declared Distances

Runway	05/23	TORA	TODA	ASDA	LDA
05		4,574	4,574	4,956	4,956
23		5,000	5,000	5,000	4,200
Runway	18/36	TORA	TODA	ASDA	LDA
18		3,219	3,219	3,219	3,219
36		3,219	3,219	3,219	3,219

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**Deficiencies**

Inspection Date 11/21/24

Next Inspection 11/30/25

**Deficiencies**

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

All Runway 18/36 runway hold position markings at Taxiway's A1, A2, A3, A5, A6, and D are located 125 feet from the runway centerline.

**Corrections**

Corrected? No

Date Corrected:

All taxiway holding position markings distance to centerline is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 18/36 as indicated on the Airport Layout Plan.

**Deficiencies**

Rwy End: 05 In accordance with Chapter 14-60.007(2)(d)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than  $\frac{3}{4}$  mile: the transition surface ratio is 7:1.

Trees full length of Runway 05, 510 feet northwest of centerline and beyond are in the transitional surface of Runway 05/23.

Rwy End: 23 In accordance with Chapter 14-60.007(2)(d)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the transition surface ratio is 7:1.

Trees within the first 2,050 feet of Runway 23, 535 feet southeast of centerline and beyond are in the transitional surface of Runway 05/23.

**Mitigated Deficiencies**

Rwy End: 18 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 18 approach surface ratio is 14:1 due to brush 20 feet tall, 480 feet before the approach end of the runway, 100 feet left of centerline.

Runway 18 threshold is displaced to the approach end of the runway.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)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 width of the primary surface is 500 feet.

Fence 5 feet tall, from 200 feet before the approach end of Runway 18 extending the full length of Runway 18/36, 130 feet to 160 feet west of centerline penetrates the primary surface of Runway 18/36.

Hangars 2,130 feet to 2,920 feet after the approach end of Runway 18, 222 feet to 250 feet left of centerline penetrates the primary surface of Runway 18/36.

FAA Aeronautical Studies 2017-ASO-3187-NRA through 2017-ASO-3200-NRA and 2016-ASO-4240-NRA through 2016-ASO-4249-NRA have been completed. Both the fence and hangars were determined not to be a hazard by the FAA and has been lighted as required by the determination letter.

Rwy End: 23 In accordance with Chapter 14-60.007(2)(c)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 23 approach surface ratio is 6:1 due to road 17 feet tall, 310 feet before the approach end of the runway, 500 feet left of centerline.

Runway 23 threshold is displaced 800 feet.

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## License

Effective: 03/01/2025

Category: Public Special

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 05/23 is available for precision instrument, non-precision instrument, and visual approaches.

- a. Runway 05 is FAR 77 category C.
- b. Runway 23 is FAR 77 category PIR.

2. Runway 18/36 is available for non-precision instrument and visual approaches.

- a. Runway 18 is FAR 77 category A(NP).
- b. Runway 36 is FAR 77 category A(V).

3. Runway 05 TORA-4574 TODA-4574 ASDA-4956 LDA-4956

4. Runway 18 threshold is displaced to the approach end of the runway.

5. Runway 23 threshold is displaced 800 feet.

6. Runway 23 TORA-5000 TODA-5000 ASDA-5000 LDA-4200

## B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.

The department may license a public airport that does not meet standards only if it determines that such an exception is justified by unusual circumstances or is in the interest of public convenience and does not endanger the public health, safety, or welfare. Such a license shall bear the designation "special" and shall state the conditions subject to which the license is granted.

1. Trees full length of Runway 05, 510 feet northwest of centerline and beyond are in the transitional surface of Runway 05/23.

2. Trees within the first 2,050 feet of Runway 23, 535 feet southeast of centerline and beyond are in the transitional surface of Runway 05/23.

## Additional Licensing Remarks: