

Facility Name: Wakulla County Airport		Inspection Date: 4/15/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 4/15/2024		Inspector: David Smith	
Location ID: 2J0	FAA Site No.: 03427.*A	FDOT District: 3	
3.00 Miles S of Panacea		County: Wakulla	
ARP Latitude: 29° 59' 21.37	Source: Surveyed	Ownership: Public	
ARP Longitude: 84° 23' 45.03		Use: Public	
Elevation: 11	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Wakulla County		Facility Physical Address	
Address: PO Box 1263		Address: 30 Bay Dr	
City: Crawfordville	State: FL ZIP: 32326-1263	City: Panacea	State: FL ZIP: 32346
Phone: (850) 926-0919	Fax: (850) 926-0940	Phone: (850) 321-0373	
Email:			
Owner Representative: David Edwards		Facility Manager: Steve Fults	
Address: PO Box 1263		Address: 35 Monocoupe Cir	
City: Crawfordville	State: FL ZIP: 32326	City: Panacea	State: FL ZIP: 32346
Phone: (850) 926-0919		Phone: (850) 321-0373	
Email: dedwards@mywakulla.com		Email: fultsie@aol.com	

Acres: 13	Residential Airpark: No	Beacon:	
Section: 01	Township: 06N Range: 02W	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Telephone Requested		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: No	Lighted: No
		Facility Website: https://www.mywakulla.com/departments/county_admini	
		Ask in any new facility aeriels/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 2	Jet Engine:	Glider:
Source: Inspector	Multi Engine:	Helicopter:	Ultralight: 1
Total Based Aircraft:		Military:	Seaplane:

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"/> GNV	Clearance Delivery:	<input type="checkbox"/>
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 type="checkbox"/>	Approach Control:	<input type="checkbox"/>
AWOS/ASOS:	<input type="checkbox"/>	Unicom:	<input type="checkbox"/>
Instrument Approach:	<input type="checkbox"/>	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.900

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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 ☒ South West Corner of Airf

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 ☐
Parachute Jumping Area ☐
Restaurant ☒ LasPalmas Mexican Food
Restrooms ☐
Taxi ☐
Telephone ☐

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	2,570 x 70	Turf	Fair	None

Comments:

RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(V).

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

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	29° 59' 34.09	84° 23' 45.03	Surveyed	6:1	PVC-G	N	No	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	Yes		6:1	ROAD		15 ft	102 ft	Before Runway End	125 ft L
Runway End									
Marked Displaced Threshold	Yes	200 ft	20:1	TREES		31 ft	415 ft	Before Runway End	100 ft L
Required Displaced Threshold									

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	29° 59' 08.64	84° 23' 44.41	Surveyed	7:1	PVC-G	N	No	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	Yes		7:1	TREES		35 ft	245 ft	Before Runway End	25 ft L
Runway End									
Marked Displaced Threshold	Yes	375 ft	20:1	TREE		52 ft	655 ft	Before Runway End	75 ft R
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
BRUSH	29° 59' 31.11	84° 23' 46.26	Estimated	104 ft	W	5 ft	No	No	No		
BLDG	29° 59' 32.57	84° 23' 43.73	Estimated	107 ft	E	12 ft	No	No	No		
TREES	29° 59' 15.36	84° 23' 43.39	Estimated	95 ft	E	30 ft	No	No	No		

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Deficiencies

Inspection Date 4/15/24

Next Inspection 4/30/25

Mitigated Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 18 approach surface ratio is 6:1 due to road 15 feet tall, 102 feet before the approach end of the runway, 125 feet left of centerline.

Runway 18 threshold is displaced 200 feet.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

Brush 7 feet tall, 0 feet before to 345 feet after the approach end of the runway, 105 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Building 12 feet tall, 160 feet after the approach end of the runway, 107 feet east of centerline penetrates the primary surface of Runway 18/36.

Spoke with Mr. David Edwards, Owner Representative, on May 22, 2024 and he stated the County will continue to work on the ongoing maintenance and removal of the brush. The County is working on a land donation agreement with the owner of the property on the west side of the runway to facilitate a shift of the runway centerline west in order to remove obstructions on the east side. A timeline for the completion of the agreement is dependent on legal review and approval from the board. A timeline for bringing the airport into compliance will be more known by the 2025 inspection.

Comments on the obstructions are published on the airport's chart supplement.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 36 approach surface ratio is 7:1 due to trees 35 feet tall, 245 feet before the approach end of the runway, 25 feet left of centerline.

Runway 36 threshold is displaced 375 feet.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

Trees 0 feet before to 1,495 feet after the approach end of the runway, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Spoke with Mr. David Edwards, Owner Representative, on May 22, 2024 and he stated the County is working on a land donation agreement with the owner of the property on the west side of the runway to facilitate a shift of the runway centerline west in order to remove obstructions on the east side. A timeline for the completion of the agreement is dependent on legal review and approval from the board. A timeline for bringing the airport into compliance will be more known by the 2025 inspection.

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License

Effective: 08/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 07/31/2025

☐ 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 approach limitations.

1. Runway 18/36 is available for visual approaches only.

a. Runway 18 is FAR 77 category A(V).

b. Runway 36 is FAR 77 category A(V).

2. Runway 18 threshold is displaced 200 feet.

3. Runway 36 threshold is displaced 375 feet.

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. Building and berm 70 feet to 670 feet after the approach end of Runway 18, 80 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

2. Brush 0 feet before to 345 feet after the approach end of Runway 18, 90 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

3. Trees 0 feet before to 1,495 feet after the approach end of Runway 36, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Additional Licensing Remarks: