

<b>Facility Name:</b> St George Island Airport		<b>Inspection Date:</b> 4/15/2024	
<b>Facility Type:</b> Airport		<b>Status:</b> Active	
<b>Inspector:</b> David Smith			
<b>Location ID:</b> F47	<b>FAA Site No.:</b> 03025.1*A	<b>FDOT District:</b> 3	
<b>8.00 Miles SE of Apalachicola</b>		<b>County:</b> Franklin	
<b>ARP Latitude:</b> 29° 38' 40.5025	<b>Source:</b> Estimated	<b>Ownership:</b> Private	
<b>ARP Longitude:</b> 84° 54' 56.1562		<b>Use:</b> Public	
<b>Elevation:</b> 3	<b>Source:</b> Estimated	<b>Sectional Chart:</b> NEW ORLEANS	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> St George Plantation Owners' Association, Inc	<b>Facility Physical Address</b>
<b>Address:</b> 1712 Magnolia Rd	<b>Address:</b> 1501 Long Point Rd
<b>City:</b> Saint George Island <b>State:</b> FL <b>ZIP:</b> 32328	<b>City:</b> Saint George Island <b>State:</b> FL <b>ZIP:</b> 32328
<b>Phone:</b> (850) 927-2312 <b>Fax:</b> (850) 927-3039	<b>Phone:</b> (850) 929-7362
<b>Email:</b> admin@sgpoa.com	
<b>Owner Representative:</b> Richard Ramey	<b>Facility Manager:</b> Brenda Ash
<b>Address:</b> 1712 Magnolia Rd	<b>Address:</b> 1712 Magnolia Rd
<b>City:</b> Saint George Island <b>State:</b> FL <b>ZIP:</b> 32328	<b>City:</b> Saint George Island <b>State:</b> FL <b>ZIP:</b> 32328
<b>Phone:</b> (850) 927-2312	<b>Phone:</b> (850) 927-2312
<b>Email:</b> airport@sgpoa.com	<b>Email:</b> bash@sgpoa.com

<b>Acres:</b> 5 <b>Residential Airpark:</b> No	<b>Beacon:</b>
<b>Section:</b> 35 <b>Township:</b> 09S <b>Range:</b> 07E	<b>Wind Indicator:</b> Yes <b>Lighted:</b> No
<b>Lighting Schedule:</b>	<b>Notes:</b>
<b>Attendance Schedule:</b> Month/Day/Hour	<b>Segmented Circle:</b> No <b>Lighted:</b> No
	<b>Facility Website:</b> <a href="https://www.stgeorgeplantation.com/Page/37437~697322">https://www.stgeorgeplantation.com/Page/37437~697322</a>
	Ask in any new facility aerals/photos are available

<b>Based Aircraft</b>				
<b>Year:</b> 2011	<b>Single Engine:</b>	<b>Jet Engine:</b>	<b>Glider:</b>	<b>Ultralight:</b>
<b>Source:</b> Inspector	<b>Multi Engine:</b>	<b>Helicopter:</b>	<b>Military:</b>	<b>Seaplane:</b>
<b>Total Based Aircraft:</b>				

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>	
<b>FSS ID:</b> <input checked="" type="checkbox"/> GNV	<b>Clearance Delivery:</b> <input type="checkbox"/>
<b>FSS on Airport:</b> <input checked="" type="checkbox"/> No	<b>Ground Control:</b> <input type="checkbox"/>
<b>Toll Free:</b> <input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b> <input type="checkbox"/>
<b>VorTac:</b> <input type="checkbox"/>	<b>Approach Control:</b> <input type="checkbox"/>
<b>AWOS/ASOS:</b> <input type="checkbox"/>	<b>Unicom:</b> <input type="checkbox"/>
<b>Instrument Approach:</b> <input type="checkbox"/>	<b>ATIS:</b> <input type="checkbox"/>
	<b>CTAF:</b> <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 ☐

## 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 ☐

Restrooms ☐

Taxi ☐

Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	3,339 x 65	Asph	Fair	None

Comments:

## RWY 14

FAR 77 Category A(V).

## RWY 32

FAR 77 Category A(V).

Approach ratio required is RWY 14 20:1 and RWY 32 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

## Runway 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	29° 38' 51.1	84° 55' 8.2	Estimated	50:1	BSC-F	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
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Primary Surface

No

Runway End

Marked Displaced Threshold

Required Displaced Threshold

## Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	29° 38' 27.6	84° 54' 41.5	Estimated	4:1	BSC-F	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
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Primary Surface

Yes

Runway End

Yes

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	Aeronatical Study	Determination
BERM	29° 38' 39.66	84° 54' 53.70	Estimated	91 ft	NE	3 ft	No	No	No		
BERM	29° 38' 43.65	84° 55' 01.27	Estimated	100 ft	SW	3 ft	No	No	No		
TREES	29° 38' 40.20	84° 54' 54.08	Estimated	122 ft	NE	15 ft	No	No	No		
BRUSH	29° 38' 48.35	84° 55' 06.41	Estimated	90 ft	SW	7 ft	No	No	No		

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**Deficiencies**

Inspection Date 4/15/24

Next Inspection 4/30/25

**Deficiencies**

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual  
Taxiway runways serving small aircraft.  
(North)

Runway 14/32 Taxiway (North) hold position marking is located 98 feet from the runway centerline.

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual  
Taxiway runways serving small aircraft.  
(South)

Runway 14/32 Taxiway (South) hold position marking is located 98 feet from the runway centerline.

14/32 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement  
Taxiway markings.  
(South)

Hold  
Position

Runway 14/32 Taxiway (South) hold position marking does not contain a sufficient amount of glass beads.

Rwy End: 14 In accordance with Chapter 14-60.007(2)(b)1.b., 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 visual landing approach: the width of the primary  
surface is 250 feet.

Berm 3 feet tall, 650 feet to 1,330 after the approach end of the runway, 100 feet to 125 feet west of centerline  
penetrates the primary surface of Runway 14/32.

Brush 7 feet tall, 290 feet after the approach end of the runway, 90 feet west of centerline penetrates the primary  
surface of Runway 14/32.

Comments have been published on the chart supplement to advise of unlighted obstructions inside the primary  
surface.

Rwy End: 32 In accordance with Chapter 14-60.007(2)(b)1.b., 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 visual landing approach: the width of the primary  
surface is 250 feet.

Brush/Trees 200 feet before the approach end of the runway to 25 feet beyond the departure end of the runway,  
95 feet to 125 feet east of centerline penetrates the primary surface of Runway 14/32.

Berm 3 feet tall, 760 feet to 2,410 feet after the approach end of the runway, 91 feet east of centerline penetrates  
the primary surface of Runway 14/32.

Comments have been published on the chart supplement to advise of unlighted obstructions inside the primary  
surface.

Rwy End: 32 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement  
Runway markings.  
Centerline

Runway 14/32 centerline markings do not contain a sufficient amount of glass beads.

**Mitigated Deficiencies**

Rwy End: 32 In accordance with Chapter 14-60.007(2)(c)1.b., 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 visual landing approach: the approach surface ratio is  
20:1.

Runway 32 approach surface ratio is 4:1 due to brush 12 feet tall, 245 feet before the approach end of the runway,  
90 feet right of centerline.

Runway 32 threshold is displaced to the approach end of the runway.

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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)(c), F.S.

## A. This Airport has the following approach limitations.

## 1. Runway 14/32 is available for visual approaches only.

a. Runway 14 is FAR 77 category A(V).

b. Runway 32 is FAR 77 category A(V).

## 2. Runway 32 threshold is displaced to the approach end of the runway.

## B. Special License issued pursuant to Chapter 330.3(2)(b) F.S.

The Department is authorized to license an airport that does not meet all of the minimum standards only if it determines that such 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. This special license is granted with the following existing conditions:

1. Berm 3 feet tall, 615 feet to 1,330 feet after the approach end of Runway 14, 100 feet west of centerline penetrates the primary surface of Runway 14/32.

2. Trees/brush and berm, full length of Runway 32, 91 feet to 125 feet east of centerline penetrates the primary surface of Runway 14/32.

3. Locations of Taxiway holding position markings are non-standard.

Additional Licensing Remarks: