

Facility Name: George T Lewis Airport		Inspection Date: 11/18/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 11/18/2024		Inspector: David Smith	
Location ID: CDK	FAA Site No.: 03102.*A	FDOT District: 2	
1.00 Miles W of Cedar Key		County: Levy	
ARP Latitude: 29° 8' 03.29	Source: Surveyed	Ownership: Public	
ARP Longitude: 83° 3' 02.10		Use: Public	
Elevation: 6.94	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Levy County	Facility Physical Address
Address: PO Box 310	Address: 16751 SW Airport Rd
City: Bronson State: FL ZIP: 32621	City: Cedar Key State: FL ZIP: 32625
Phone: (352) 486-5218 Fax: (352) 486-5167	Phone:
Email: levyrd@levycounty.org	
Owner Representative: Desiree Mills	Facility Manager: Mary-Ellen Harper
Address: 310 School ST	Address: PO Box 310
City: Bronson State: FL ZIP: 32621	City: Bronson State: FL ZIP: 32621
Phone: (352) 317-1988	Phone: (352) 486-5218
Email: district3@levycounty.org	Email: harper.mary-ellen@levycounty.org

Acreeage: 40	Residential Airpark: No	Beacon: C-G
Section: 31	Township: 35S Range: 13E	Wind Indicator: Yes Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes Lighted: No
Facility Website: http://www.cedarkeyairport.org/airport-info.html		
Ask in any new facility aerals/photos are available		

Based Aircraft					
Year: 2011	Single Engine: 3	Jet Engine:	Glider:	Ultralight:	
Source: Inspector	Multi Engine:	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"/> 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+ ☐
 Diesel ☐
 E85 ☐
 G100UL ☐
 Mogas ☐
 SAF ☐
 UL102 ☐
 80 ☐
 85UL ☐
 87 ☐
 91/96 ☐
 91/96UL ☐
 100 ☐
 100LL ☐
 100VLL ☐
 115 ☐

Bottle Oxygen:

High ☐
 Low ☐

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☐
 Hangar ☐
 Tie Downs ☒

Airframe:

Major ☐
 Minor ☐

Power Plant:

Major ☐
 Minor ☐

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 ☒ 2 miles
 Parachute Jumping Area ☐
 Restaurant ☒ 2.5 miles
 Restrooms ☐
 Taxi ☒ 352-949-2127
 Telephone ☐

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Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	2,302 x 75	Asph	Excellent	MIRL

Comments:

RWY 05

FAR 77 Category A(V).

RWY 23

FAR 77 Category A(V).

Approach ratio required is RWY 05 20:1 and RWY 23 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 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	29° 7' 55.71	83° 3' 11.79	Surveyed	0:1	BSC-G	N	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	Yes		0:1	BRUSH		12 ft	130 ft	Before Runway End	95 ft R
Runway End	Yes		11:1	BRUSH		12 ft	130 ft	Before Runway End	95 ft R
Marked Displaced Threshold	Yes	223 ft	29:1	BRUSH		12 ft	130 ft	Before Runway End	95 ft R
Required Displaced Threshold									

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	29° 8' 10.87	83° 2' 52.41	Surveyed	0:1	BSC-G	N	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	Yes		0:1	ROAD		15 ft	40 ft	Before Runway End	0 ft Both
Runway End	Yes		2:1	ROAD		15 ft	40 ft	Before Runway End	0 ft Both
Marked Displaced Threshold	Yes	424 ft	38:1	TREES		84 ft	2,730 ft	Before Runway End	80 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	Aeronautical Study	Determination
ROAD	29° 8' 10.94	83° 2' 52.10	Estimated	0 ft	NE	15 ft	No	No	No		
SEAWALL	29° 07' 55.53	83° 03' 12.05	Estimated	0 ft	SW		No	No	No		
SEAWALL	29° 08' 11.54	83° 02' 51.61	Estimated	0 ft	NE		No	No	No		
RUTS	29° 07' 56.02	83° 03' 12.22	Estimated	47 ft	NW		No	No	No		
RUTS	29° 07' 56.07	83° 03' 12.21	Estimated	45 ft	N		No	No	No		
BRUSH	29° 07' 54.20	83° 03' 12.19	Estimated	95 ft	S	12 ft	No	No	No		
RUTS	29° 08' 10.39	83° 02' 53.89	Estimated	48 ft	N		No	No	No		
BRUSH	29° 08' 11.72	83° 02' 52.09	Estimated	40 ft	N	6 ft	No	No	No		

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TREE	29° 08' 10.69	83° 02' 51.33	Estimated	83 ft	S	10 ft	No	No	No
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Deficiencies

Inspection Date 11/18/24

Next Inspection 11/30/25

Deficiencies

Rwy End: 05 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Runway 05 runway safety area does not extend 240 feet beyond the approach end of the runway due to shoreline being 40 feet before the runway.

Rwy End: 23 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Runway 23 runway safety area does not extend 240 feet beyond the approach end of the runway due to shoreline being 100 feet before the runway.

Road 15 feet tall, 40 feet before the approach end of Runway 23, on centerline is located inside the runway safety area of Runway 05/23.

Rwy End: 23 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 primary surface extends the length of the runway plus 200 feet beyond each end of the runway.

Road 15 feet tall, 40 feet before the approach end of Runway 23, and on centerline penetrates the primary surface of Runway 5/23.

Brush 6 feet tall, 72 feet before the approach end of Runway 23, 40 feet right of centerline penetrates the primary surface of Runway 5/23.

Tree 10 feet tall, 50 feet before the approach end of Runway 23, 83 feet left of centerline penetrates the primary surface of Runway 5/23.

Mitigated Deficiencies

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual runways serving small aircraft.

Taxiway (A)

Taxiway A hold position marking is located 100 feet from the centerline of Runway 05/23.

Taxiway A hold position marking is located as far as possible from the Runway 05/23 centerline that is feasible and allows for aircraft to hold perpendicular to the centerline to check for other traffic.

Facility In accordance with Chapter 14-60.007(7)(e), FAC. – At least two category 80 B-C, or higher, type fire extinguishers shall be available at the airport, readily accessible, operationally functional, bear an unbroken seal, and be located in an area clearly identified to the public.

Only one fire extinguisher was available at the airport and it had not been inspected within the last 12 months.

Received an e-mail from Ms. Alice LaLonde, inspection contact, on January 30, 2025 confirming that the second fire extinguisher had been obtained and installed at the airport along with pictures.

Rwy End: 05 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Excessive edge lips/washout at the runway threshold light cans 10 feet before the approach end of the runway, 45 to 50 feet left of centerline are present inside the runway safety area of Runway 05/23.

Received an e-mail from Ms. Alice LaLonde, inspection contact, on January 30, 2025, confirming that these have been brought to grade and corrected. Pictures were provided showing the completed repairs to the RSA.

Rwy End: 05 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 05 approach surface ratio is 0:1 due to brush 12 feet tall, 130 feet before the approach end of the runway, 95 feet right of centerline.

Runway 05 threshold is displaced 223 feet.

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Rwy End: 05 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 primary surface extends the length of the runway plus 200 feet beyond each end of the runway.

Brush 12 feet tall, 130 feet before the approach end of Runway 05, 95 feet right of centerline penetrates the primary surface of Runway 5/23.

Received an e-mail from Ms. Alice LaLonde, inspection contact, on January 30, 2025, confirming that this vegetation had been trimmed along with pictures demonstrating compliance.

Rwy End: 05 In accordance with Chapter 14-60.007 (10)(b) Threshold and runway end lights shall be located not less than two feet
Displaced nor more than ten feet outboard from the designated threshold of the runway.

Threshold
Lights
(Other Light)

Runway 05 displaced threshold lights are located in line with the designated displaced threshold of the runway.

Runway 05 displaced threshold light configuration is consistent with FAA Advisory Circular 150/5340-30J.

Rwy End: 23 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a width of 120 feet.

Excessive edge lips for a lighting can 136 feet after the approach end of the runway, 48 feet right of centerline are present inside the runway safety area of Runway 05/23.

Received an e-mail from Ms. Alice LaLonde, inspection contact, on January 30, 2025, confirming that these have been brought to grade and corrected. Pictures were provided showing the completed repairs to the RSA.

Rwy End: 23 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 23 approach surface ratio is 0:1 due to road 15 feet tall, 40 feet before the approach end of the runway, on centerline.

Runway 23 threshold is displaced 424 feet.

Rwy End: 23 In accordance with Chapter 14-60.007 (10)(b) Threshold and runway end lights shall be located not less than two feet
Displaced nor more than ten feet outboard from the designated threshold of the runway.

Threshold
Lights
(Other Light)

Runway 23 displaced threshold lights are located in line with the designated displaced threshold of the runway.

Runway 23 displaced threshold light configuration is consistent with FAA Advisory Circular 150/5340-30J.

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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 visual approaches only.

a. Runway 05 is FAR 77 category A(V).

b. Runway 23 is FAR 77 category A(V).

2. Runway 5 threshold is displaced 223 feet.

3. Runway 23 threshold is displaced 424 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. Safety area at the end of Runway 05 is only 40 feet in length.

2. Brush 12 feet tall, 130 feet before the approach end of Runway 05, 95 feet right of centerline penetrates the primary surface of Runway 5/23.

3. Road 15 feet tall, 40 feet before the approach end of Runway 23, on centerline penetrates the primary surface and safety area of Runway 5/23.

4. Safety area at the end of Runway 23 is only 100 feet in length.

Additional Licensing Remarks: