

Facility Name: St Pete-Clearwater International Airport				Inspection Date: 1/23/2025	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Hersey	
Location ID: PIE		FAA Site No.: 03475.*A		FDOT District: 7	
8.00 Miles N of Saint Petersburg/Clearwater				County: Pinellas	
ARP Latitude: 27° 54' 31.081		Source: Estimated		Ownership: Public	
ARP Longitude: 82° 41' 11.436				Use: Public	
Elevation: 10.7		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Pinellas County			Facility Physical Address		
Address: 315 Court St			Address: 14700 Terminal Blvd, Ste 221		
City: Clearwater	State: FL	ZIP: 33756	City: Clearwater	State: FL	ZIP: 33762
Phone: (727) 464-3377	Fax: (727) 464-3485		Phone: (727) 453-7800		
Email:					
Owner Representative: Thomas Jewsbury			Facility Manager: Thomas Jewsbury		
Address: 14700 Terminal Blvd, Ste 221			Address: 14700 Terminal Blvd, Ste 221		
City: Clearwater	State: FL	ZIP: 33762	City: Clearwater	State: FL	ZIP: 33762
Phone: (727) 453-7801			Phone: (727) 453-7801		
Email: jewsbury@fly2pie.com			Email: jewsbury@fly2pie.com		

Acreeage: 1,900	Residential Airpark: No	Beacon: C-G
Section: 34	Township: 29S	Range: 16E
Lighting Schedule: Sunset to Sunrise		Wind Indicator: Yes
Attendance Schedule: Month/Day/Hour		Lighted: Yes
ALL / ALL / ALL		Notes:
		Segmented Circle: No
		Lighted: No
		Facility Website: https://www.fly2pie.com/
		Ask in any new facility aerals/photos are available

Based Aircraft				
Year:	Single Engine:	Jet Engine:	Glider:	Ultralight:
Source:	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 Class

FAA NavCom				
FSS ID:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input checked="" type="checkbox"/> 120.600	
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.900	
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 118.300	128.400
VorTac:	<input checked="" type="checkbox"/> PIE 116.4	Approach Control:	<input checked="" type="checkbox"/> 125.300	
AWOS/ASOS:	<input checked="" type="checkbox"/> 134.500	Unicom:	<input checked="" type="checkbox"/> 122.950	
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC, LOC/DME, LPV, LNAV/VNAV, LNAV, VOR/DME, VOR	ATIS:	<input checked="" type="checkbox"/> 134.500	
		CTAF:	<input checked="" type="checkbox"/> 118.300	

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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"/>
Diesel	<input type="checkbox"/>
E85	<input type="checkbox"/>
G100UL	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
SAF	<input type="checkbox"/>
UL102	<input type="checkbox"/>
80	<input type="checkbox"/>
85UL	<input type="checkbox"/>
87	<input type="checkbox"/>
91/96	<input type="checkbox"/>
91/96UL	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
100VLL	<input type="checkbox"/>
115	<input type="checkbox"/>

Bottle Oxygen:

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

Bulk Oxygen:

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

Transient Storage:

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

Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input checked="" type="checkbox"/>
Air Freight	<input checked="" type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input checked="" type="checkbox"/>
Courtesy Car	<input 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 type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> .5 miles
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/>
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
04/22	Existing	6,000 x 150	Asph	Fair	MIRL

Comments:

RWY 04

FAR 77 Category C.

RWY 22

FAR 77 Category B(V).

Approach ratio required is RWY 04 34:1 and RWY 22 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 04

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
04	27° 53' 59.1642	82° 41' 21.6028	Surveyed	29:1	NPI-G	P4L	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		29:1	TREES		32 ft	1,135 ft	Before Runway End	10 ft L
Runway End	No		35:1	TREES		32 ft	1,135 ft	Before Runway End	10 ft L

Marked Displaced Threshold

Required Displaced Threshold

Runway 22

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
22	27° 54' 44.8565	82° 40' 38.8613	Surveyed	8:1	NPI-G	P4L	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		8:1	ROAD		8 ft	270 ft	Before Runway End	250 ft L
Runway End	No		34:1	ROAD		8 ft	270 ft	Before Runway End	250 ft L

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	27° 54' 00.84	82° 41' 22.87	Estimated	193 ft	NW	1 ft	No	Yes	Yes		
EQUIP	27° 54' 47.36	82° 40' 39.57	Estimated	204 ft	NW	1 ft	No	Yes	Yes		
Runway ID	Status	Dimension				Surface		Condition		Lights	
18/36	Existing	9,730 x 150				Asph		Excellent		HIRL	

Comments:

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RWY 18

FAR 77 Category PIR.

RWY 36

FAR 77 Category PIR.

Approach ratio required is RWY 18 50:1 and RWY 36 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.

Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	27° 55' 24.2936	82° 41' 26.5381	Surveyed	50:1	PIR-F	P4L	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		50:1	BRUSH		9 ft	665 ft	Before Runway End	280 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	27° 53' 49.0536	82° 41' 10.1517	Surveyed	8:1	PIR-F	P4L	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		8:1	TREE		30 ft	450 ft	Before Runway End	425 ft L
Runway End	No		33:1	ROAD		13 ft	430 ft	Before Runway End	500 ft R
Marked Displaced Threshold	No	930 ft	50:1	TREES		71 ft	2,615 ft	Before Runway End	300 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
TREES	27° 55' 09.35	82° 41' 18.89	Estimated	430 ft	E	25 ft	No	No	No		
EQUIP	27° 55' 24.55	82° 41' 29.90	Estimated	292 ft	W	1 ft	No	Yes	Yes		
FENCE	27° 53' 58.03	82° 41' 06.63	Estimated	483 ft	E	6 ft	No	No	No		

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Instrument Approach

04/22	Type	A	B	C	D	E
04	VOR	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
18/36	Type	A	B	C	D	E
18	ILS	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR
18	ILS Cat II	12.00 RVR	12.00 RVR	12.00 RVR	12.00 RVR	
18	LNAV	24.00 RVR	24.00 RVR	35.00 RVR	35.00 RVR	
18	LNAV/VNAV	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
18	LOC	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR
18	LPV	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
18	ILS Cat I	14.00 RVR	14.00 RVR	14.00 RVR	14.00 RVR	
36	LOC/DME	55.00 RVR	55.00 RVR	55.00 RVR	55.00 RVR	55.00 RVR
36	ILS	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR
36	LNAV	55.00 RVR	55.00 RVR	1.38 Miles	1.38 Miles	
36	LNAV/VNAV	45.00 RVR	45.00 RVR	45.00 RVR	45.00 RVR	
36	LOC	55.00 RVR	55.00 RVR	1.88 Miles	1.88 Miles	1.88 Miles
36	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
36	VOR/DME	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	

Declared Distances

Runway	04/22	TORA	TODA	ASDA	LDA
04		6,000	6,000	6,000	6,000
22		6,000	6,000	6,000	6,000
Runway	18/36	TORA	TODA	ASDA	LDA
18		9,730	9,730	9,180	9,180
36		9,730	9,730	9,650	8,720

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Deficiencies

Inspection Date 1/23/25

Next Inspection 1/31/26

Non-Deficiency Remarks

A. In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

Deficiencies

04/22 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (G3)

Taxiway G3 hold position markings are stained and/or discolored.

Mitigated Deficiencies

Rwy End: 04 In accordance with Chapter 14-60.007(2)(c)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 ¾ mile: the approach surface ratio is 34:1.

Runway 04 approach surface ratio is 29:1 due to trees, 32 feet tall, 1,135 feet before the approach end of the runway, 10 feet left of centerline.

Runway 04 threshold is displaced to the approach end of the runway.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)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: width of the primary surface is 1,000 feet.

Trees 1,295 feet to 2,075 feet after the approach end of Runway 18, 430 feet to 500 feet left of centerline penetrates the primary surface of Runway 18/36.

Trees are located outside the Runway Object Free Area (ROFA) as required pursuant to FAA Advisory Circular 150/5300-13B for a runway with a D-IV critical design aircraft.

Rwy End: 22 In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 22 approach surface ratio is 8:1 due to road, 8 feet tall, 270 feet before the approach end of the runway, 250 feet left of centerline.

Runway 22 threshold is displaced to the approach end of the runway.

Rwy End: 36 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 36 approach surface ratio is 8:1 due to tree, 30 feet tall, 450 feet before the approach end of the runway, 425 feet left of centerline.

Runway 36 threshold is displaced 930 feet.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(b)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: width of the primary surface is 1,000 feet.

Fence 6 feet tall, 200 feet before to 1,995 feet after the approach end of Runway 36, 483 feet right of centerline penetrates the primary surface of Runway 18/36.

Fence is located outside the Runway Object Free Area (ROFA) as required pursuant to FAA Advisory Circular 150/5300-13B for a runway with a D-IV critical design aircraft.

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License

Effective: 05/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 04/30/2026

☐ 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 04/22 is available for non-precision instrument and visual approaches.

a. Runway 04 is FAR 77 category C.

b. Runway 22 is FAR 77 category B(V).

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

a. Runway 18 is FAR 77 category PIR.

b. Runway 36 is FAR 77 category PIR.

3. Runway 04 threshold is displaced to the approach end of the runway.

4. Runway 22 threshold is displaced to the approach end of the runway.

5. Runway 36 threshold is displaced 930 feet.

6. Runway 04 TORA-6000 TODA-6000 ASDA-6000 LDA-6000

7. Runway 18 TORA-9730 TODA-9730 ASDA-9180 LDA-9180

8. Runway 22 TORA-6000 TODA-6000 ASDA-6000 LDA-6000

9. Runway 36 TORA-9730 TODA-9730 ASDA-9650 LDA-8720

Additional Licensing Remarks: