

<b>Facility Name:</b> Peter Prince Field		<b>Inspection Date:</b> 3/18/2025	
<b>Facility Type:</b> Airport		<b>Status:</b> Active	
<b>Location ID:</b> 2R4		<b>FAA Site No.:</b> 03351.*A	
<b>3.00 Miles E of Milton</b>		<b>FDOT District:</b> 3	
<b>ARP Latitude:</b> 30° 38' 15.4391	<b>Source:</b> Surveyed	<b>County:</b> Santa Rosa	
<b>ARP Longitude:</b> 86° 59' 37.1530		<b>Ownership:</b> Public	
<b>Elevation:</b> 82	<b>Source:</b> Surveyed	<b>Use:</b> Public	
		<b>Sectional Chart:</b> NEW ORLEANS	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Santa Rosa County		<b>Facility Physical Address</b>	
<b>Address:</b> 6495 Caroline St		<b>Address:</b> 5550 N Airport Rd	
<b>City:</b> Milton	<b>State:</b> FL <b>ZIP:</b> 32570	<b>City:</b> Milton	<b>State:</b> FL <b>ZIP:</b> 32583
<b>Phone:</b> (850) 983-1877	<b>Fax:</b>	<b>Phone:</b> (850) 983-1877	
<b>Email:</b> jaredl@santarosa.fl.gov			
<b>Owner Representative:</b> Brad Baker		<b>Facility Manager:</b> Jared Lowe	
<b>Address:</b> 6495 Caroline St, Ste M		<b>Address:</b> 6495 Caroline St, Ste M	
<b>City:</b> Milton	<b>State:</b> FL <b>ZIP:</b> 32570	<b>City:</b> Milton	<b>State:</b> FL <b>ZIP:</b> 32570
<b>Phone:</b> (850) 393-9848		<b>Phone:</b> (850) 983-1877	
<b>Email:</b> bradb@santarosa.fl.gov		<b>Email:</b> jaredl@santarosa.fl.gov	

<b>Acreeage:</b> 221	<b>Residential Airpark:</b> No	<b>Beacon:</b> C-G
<b>Section:</b> 31	<b>Township:</b> 02N <b>Range:</b> 27W	<b>Wind Indicator:</b> Yes <b>Lighted:</b> Yes
<b>Lighting Schedule:</b> Sunset to Sunrise		<b>Notes:</b>
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Segmented Circle:</b> Yes <b>Lighted:</b> No
ALL / ALL / 0700-DUSK		<b>Facility Website:</b> <a href="https://www.santarosa.fl.gov/202/Airport---Peter-Prince">https://www.santarosa.fl.gov/202/Airport---Peter-Prince</a>
		<b>Ask in any new facility aerals/photos are available</b>

<b>Based Aircraft</b>					
<b>Year:</b> 2011	<b>Single Engine:</b> 80	<b>Jet Engine:</b>	<b>Glider:</b>	<b>Ultralight:</b>	
<b>Source:</b> Inspector	<b>Multi Engine:</b> 10	<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 checked="" type="checkbox"/> CEW	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 124.850
<b>AWOS/ASOS:</b>	<input type="checkbox"/>	<b>Unicom:</b>	<input checked="" type="checkbox"/> 122.975
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> LNAV	<b>ATIS:</b>	<input type="checkbox"/>
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 122.975

Facility Name: Peter Prince Field

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Status: Active

Inspector: David Smith

## 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 ☒ 4 miles  
 Parachute Jumping Area ☐  
 Restaurant ☒ 1 mile  
 Restrooms ☒  
 Taxi ☒  
 Telephone ☒

## Aircraft Charging Stations:

Electric Charging Stations ☐  
 Hydrogen Charging Stations ☐  
 Battery Charging Stations ☐  
 Solar Charging Stations ☐  
 Auto Charging Stations ☐

## Aircraft Electric Charging Power Rating:

Alternating Current ☐  
 Direct Current ☐

## Aircraft Electric Charging Station Plug Type

AC - J1772 ☐  
 AC - Mennekes ☐  
 DC - GB/T ☐  
 DC - CCS Type1 ☐  
 DC - CCS Type2 ☐  
 DC - MCS ☐  
 DC - CHAdeMO ☐  
 Other ☐

## Support Infrastructure:

Passenger Waiting Facility ☐  
 Aircraft Tug Station ☐  
 Deicing Equipment ☐  
 Battery Thermal Conditioning System ☐  
 Maintenance Platforms, Ladders, Inspection ☐  
 Provider of Services ☐  
 Fire Suppression/Extinguishing System ☐  
 Aircraft Cabin Thermal Conditioning Equipment ☐  
 Passenger/Cargo Loading Equipment ☐

## Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,703 x 75	Asph	Good	MIRL

Comments:

**RWY 18**

FAR 77 Category A(V).

**RWY 36**

FAR 77 Category A(NP).

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	30° 38' 33.7574	86° 59' 36.5564	Surveyed	13:1	BSC-P	P2L	Yes	Yes	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		13:1	TREES		23 ft	495 ft	Before Runway End	130 ft R
Runway End	No		20:1	TREES		22 ft	430 ft	Before Runway End	250 ft R
Marked Displaced Threshold									
Required Displaced Threshold									

**Runway 36**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	30° 37' 57.1240	86° 59' 37.7495	Surveyed	11:1	NPI-P	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		11:1	TREES		39 ft	650 ft	Before Runway End	170 ft R
Runway End	No		17:1	TREES		39 ft	650 ft	Before Runway End	170 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	130 ft	20:1	TREES		39 ft	650 ft	Before Runway End	170 ft R

**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
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**Instrument Approach**

18/36	Type	A	B	C	D	E
36	LNAV	1.00 Miles	1.00 Miles	1.38 Miles		

Facility Name: Peter Prince Field

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## Deficiencies

Inspection Date 3/18/25

Next Inspection 3/31/26

## Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 18 threshold bar is stained and/or discolored.

Rwy End: 18 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 18/36 markings are fading and in poor condition.

Rwy End: 18 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 18 designation markings are stained and/or discolored.

Rwy End: 36 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 36 threshold bar is stained and/or discolored.

Rwy End: 36 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 36 designation markings are stained and/or discolored.

Rwy End: 36 In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit yellow light on the last 2,000 feet of an instrument runway, or one-half of the runway length, whichever is less, to indicate the caution zone.

Runway 36 edge lights shall emit yellow light on the last half of the runway length.

Rwy End: 36  
Runway  
Designation In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 36 runway designation markings do not contain a sufficient amount of glass beads.

## Mitigated Deficiencies

Rwy End: 18 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 18 approach surface ratio is 13:1 due to trees 22 feet tall, 495 feet before the approach end of the runway, 130 feet right of centerline.

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

Spoke with Ms. Deb Grinde, Inspection contact, before the inspection on March 18, 2025, and she stated the trees will be removed under the Removal of Tree Obstructions from the Runway Approach Slope project (PFL0011998) that will be going out for bids and advertisement here shortly. The project should be completed before March of 2026.

Rwy End: 36 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 36 approach surface ratio is 11:1 due to trees 39 feet tall, 650 feet before the approach end of the runway, 170 feet right of centerline.

Runway 36 threshold is displaced to the approach end of the runway.

Spoke with Ms. Deb Grinde, Inspection contact, before the inspection on March 18, 2025, and she stated the trees will be removed under the Removal of Tree Obstructions from the Runway Approach Slope project (PFL0011998) that will be going out for bids and advertisement here shortly. The project should be completed before March of 2026.

Additionally, the instrument approach to Runway 36 is not authorized at night.

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## License

Effective: 07/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 06/30/2026

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

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

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

## 3. Runway 36 threshold is displaced to the approach end of the runway.

## 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. Runway 36 approach surface ratio 11:1 due to trees 39 feet tall, 650 feet before approach end of the runway, and 170 feet right of centerline.

Additional Licensing Remarks: