

| | | | |
|------------------------------------------------------------|-------------------------------|--------------------------------------------------|--|
| Facility Name: Treasure Coast International Airport | | Inspection Date: 3/5/2025 | |
| Facility Type: Airport | | Status: Active | |
| Inspection Date: 3/5/2025 | | Inspector: FAA Southern Region - Fotiadis | |
| Location ID: FPR | FAA Site No.: 03202.*A | FDOT District: 4 | |
| 3.00 Miles NW of Fort Pierce | | County: Saint Lucie | |
| ARP Latitude: 27° 29' 50.90 | Source: Surveyed | Ownership: Public | |
| ARP Longitude: 80° 22' 21.50 | | Use: Public | |
| Elevation: 23.4 | Source: Surveyed | Sectional Chart: MIAMI | |

Note: Primary contact shows below with a background.

| | | | |
|-----------------------------------------------|------------------------------------|-----------------------------------------|------------------------------------|
| Facility Owner: St Lucie County | | Facility Physical Address | |
| Address: 2300 Virginia Av | | Address: 3000 Curtis King Blvd | |
| City: Fort Pierce | State: FL ZIP: 34982 | City: Fort Pierce | State: FL ZIP: 34946 |
| Phone: (772) 462-1732 | Fax: (772) 462-1718 | Phone: (772) 462-1732 | |
| Email: airport@stlucieco.org | | | |
| Owner Representative: Mayte Santamaria | | Facility Manager: Cameron Howard | |
| Address: 2300 Virginia Av | | Address: 3000 Curtis King Blvd | |
| City: Fort Pierce | State: FL ZIP: 34946 | City: Fort Pierce | State: FL ZIP: 34946 |
| Phone: (772) 462-1400 | | Phone: (772) 462-1727 | |
| Email: santamariam@stlucieco.org | | Email: howardc@stlucieco.org | |

| | | |
|---------------------------------------------|--------------------------------|------------------------------------------------------------|
| Acres: 3,844 | Residential Airpark: No | Beacon: C-G |
| Section: 19 | Township: 34S | Wind Indicator: Yes |
| Lighting Schedule: Sunset to Sunrise | Range: 40E | Lighted: Yes |
| Attendance Schedule: Month/Day/Hour | | Notes: |
| ALL / ALL / 0700-2100 | | Segmented Circle: Yes |
| | | Lighted: Yes |
| | | Facility Website: www.flytci.com |
| | | Ask in any new facility aerals/photos are available |

| | | | |
|------------------------------|---------------------------|-----------------------|--------------------|
| Based Aircraft | | | |
| Year: 2010 | Single Engine: 122 | Jet Engine: 14 | Glider: |
| Source: Inspector | Multi Engine: 71 | Helicopter: 4 | Ultralight: |
| 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 Class

| | |
|---------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| FAA NavCom | |
| FSS ID: <input checked="" type="checkbox"/> MIA | Clearance Delivery: <input type="checkbox"/> |
| FSS on Airport: <input checked="" type="checkbox"/> No | Ground Control: <input checked="" type="checkbox"/> 119.550 |
| Toll Free: <input checked="" type="checkbox"/> (800) WX-BRIEF | Control Tower: <input checked="" type="checkbox"/> 128.200 |
| VorTac: <input checked="" type="checkbox"/> VRB | Approach Control: <input type="checkbox"/> |
| AWOS/ASOS: <input checked="" type="checkbox"/> 134.825 | Unicom: <input type="checkbox"/> |
| Instrument Approach: <input checked="" type="checkbox"/> ILS, LOC, LOC/DME, LPV, LNAV/VNAV, LNAV | ATIS: <input checked="" type="checkbox"/> 134.825 |
| | CTAF: <input checked="" type="checkbox"/> 128.200 |

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Status: Active

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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"/> Self Service Also Availibl |
| 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 type="checkbox"/> |
| Aircraft Rental | <input checked="" type="checkbox"/> |
| Aircraft Sales | <input checked="" type="checkbox"/> |
| Avionics | <input checked="" type="checkbox"/> |
| Beaching Gear | <input type="checkbox"/> |
| Car Rental | <input checked="" type="checkbox"/> |
| Cargo | <input type="checkbox"/> |
| Courtesy Car | <input checked="" 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 checked="" type="checkbox"/> |
| Lodging | <input checked="" type="checkbox"/> 3 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"/> |

Aircraft Charging Stations:

| | |
|----------------------------|--------------------------|
| Electric Charging Stations | <input type="checkbox"/> |
| Hydrogen Charging Stations | <input type="checkbox"/> |
| Battery Charging Stations | <input type="checkbox"/> |
| Solar Charging Stations | <input type="checkbox"/> |
| Auto Charging Stations | <input type="checkbox"/> |

Aircraft Electric Charging Power Rating:

| | |
|---------------------|--------------------------|
| Alternating Current | <input type="checkbox"/> |
| Direct Current | <input type="checkbox"/> |

Aircraft Electric Charging Station Plug Type

| | |
|----------------|--------------------------|
| AC - J1772 | <input type="checkbox"/> |
| AC - Mennekes | <input type="checkbox"/> |
| DC - GB/T | <input type="checkbox"/> |
| DC - CCS Type1 | <input type="checkbox"/> |
| DC - CCS Type2 | <input type="checkbox"/> |
| DC - MCS | <input type="checkbox"/> |
| DC - CHAdeMO | <input type="checkbox"/> |
| Other | <input type="checkbox"/> |

Support Infrastructure:

| | |
|--------------------------------------------|--------------------------|
| Passenger Waiting Facility | <input type="checkbox"/> |
| Aircraft Tug Station | <input type="checkbox"/> |
| Deicing Equipment | <input type="checkbox"/> |
| Battery Thermal Conditioning System | <input type="checkbox"/> |
| Maintenance Platforms, Ladders, Inspection | <input type="checkbox"/> |
| Provider of Services | <input type="checkbox"/> |
| Fire Suppression/Extinguishing System | <input type="checkbox"/> |

| | |
|-----------------------------------------------|--------------------------|
| Aircraft Cabin Thermal Conditioning Equipment | <input type="checkbox"/> |
| Passenger/Cargo Loading Equipment | <input type="checkbox"/> |

Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

Facility Name: Treasure Coast International Airport

Inspection Date: 3/5/2025

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - Fotiadis

| Runway ID | Status | Dimension | Surface | Condition | Lights |
|-----------|----------|-------------|---------|-----------|--------|
| 10R/28L | Existing | 6,492 x 150 | Asph | Fair | MIRL |

Comments:

RWY 10R

FAR 77 Category PIR.

RWY 28L

FAR 77 Category C.

Approach ratio required is RWY 10R 50:1 and RWY 28L 34:1.

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 10R

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|-----------------|-----------------|----------|-------|---------|------|------|------------|----------|
| 10R | 27° 29' 50.1164 | 80° 22' 45.7541 | Surveyed | 45:1 | PIR-G | P4L | 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 | | 45:1 | TREES | | 26 ft | 1,380 ft | Before Runway End | 555 ft L |
| Runway End | No | | 50:1 | TREES | | 26 ft | 1,380 ft | Before Runway End | 555 ft L |

Marked Displaced Threshold

Required Displaced Threshold

Runway 28L

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|-----------------|-----------------|----------|-------|---------|------|------|------------|----------|
| 28L | 27° 29' 49.5919 | 80° 21' 33.6649 | Surveyed | 27:1 | PIR-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 | | 27:1 | TREES | | 35 ft | 1,160 ft | Before Runway End | 400 ft R |
| Runway End | No | | 34:1 | TREES | | 35 ft | 1,160 ft | Before Runway End | 400 ft R |

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 |
|--------|---------------|---------------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|-----------------------|---------------|
| FENCE | 27° 29' 53.70 | 80° 21' 46.40 | Estimated | 400 ft | N | 8 ft | No | No | Yes | | |
| EQUIP | 27° 29' 51.50 | 80° 22' 37.91 | Estimated | 143 ft | N | 1 ft | No | Yes | Yes | | |
| EQUIP | 27° 29' 48.12 | 80° 21' 41.82 | Estimated | 155 ft | S | 1 ft | No | Yes | Yes | | |
| EQUIP | 27° 29' 51.65 | 80° 22' 46.19 | Estimated | 152 ft | N | 1 ft | No | Yes | Yes | | |
| EQUIP | 27° 29' 48.63 | 80° 22' 46.22 | Estimated | 152 ft | S | 1 ft | No | Yes | Yes | | |
| EQUIP | 27° 29' 48.19 | 80° 21' 49.56 | Estimated | 156 ft | S | 2 ft | No | Yes | Yes | | |

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Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - Fotiadis

| Runway ID | Status | Dimension | Surface | Condition | Lights |
|-----------|----------|-------------|---------|-----------|--------|
| 14/32 | Existing | 4,755 x 100 | Asph | Excellent | MIRL |

Comments:

RWY 14

FAR 77 Category C.

RWY 32

FAR 77 Category C.

Approach ratio required is RWY 14 34:1 and RWY 32 34:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 14

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|-----------------|-----------------|----------|-------|---------|------|------|------------|----------|
| 14 | 27° 29' 48.4986 | 80° 22' 18.9145 | Surveyed | 35:1 | NPI-G | P4L | No | 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 | | 35:1 | TREES | | 32 ft | 1,335 ft | Before Runway End | 260 ft R |

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 32

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|-----------------|-----------------|----------|-------|---------|------|------|------------|----------|
| 32 | 27° 29' 14.9363 | 80° 21' 41.8823 | Surveyed | 34:1 | NPI-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 | No | | 34:1 | TREES | | 43 ft | 1,690 ft | Before Runway End | 220 ft L |

Runway End

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 |
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|

| Runway ID | Status | Dimension | Surface | Condition | Lights |
|-----------|----------|------------|---------|-----------|--------|
| 10L/28R | Existing | 4,000 x 75 | Asph | Good | MIRL |

Comments:

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Facility Type: Airport

Status: Active

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RWY 10L**FAR 77 Category A(V)****RWY 28R****FAR 77 Category A(V).****Approach ratio required is RWY 10L 20:1 and RWY 28R 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 10L**

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|-----------------|-----------------|----------|-------|---------|------|------|------------|----------|
| 10L | 27° 30' 15.6717 | 80° 23' 27.8345 | Surveyed | 20:1 | BSC-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 | No | | 20:1 | PLINE | | 78 ft | 1,765 ft | Before Runway End | 0 ft Both |
| Runway End | | | | | | | | | |
| Marked Displaced Threshold | | | | | | | | | |
| Required Displaced Threshold | | | | | | | | | |

Runway 28R

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|-----------------|-----------------|----------|-------|---------|------|------|------------|----------|
| 28R | 27° 30' 15.3520 | 80° 22' 43.4151 | Surveyed | 16:1 | BSC-G | N | No | 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 | | 16:1 | TREES | | 40 ft | 840 ft | Before Runway End | 105 ft L |
| Runway End | No | | 21:1 | TREES | | 40 ft | 840 ft | Before Runway End | 105 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 | Aeronatical Study | Determination |
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|

Facility Name: Treasure Coast International Airport

Inspection Date: 3/5/2025

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - Fotiadis

Instrument Approach

| <i>10R/28L</i> | <i>Type</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D</i> | <i>E</i> |
|----------------|-------------|------------|------------|------------|------------|----------|
| 10R | ILS | 0.75 Miles | 0.75 Miles | 0.75 Miles | 0.75 Miles | |
| 10R | LNAV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 10R | LOC | 1.00 Miles | 1.00 Miles | 1.50 Miles | 1.50 Miles | |
| 10R | LPV | 0.75 Miles | 0.75 Miles | 0.75 Miles | 0.75 Miles | |
| 10R | LNAV/VNAV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 10R | LOC/DME | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 28L | LNAV/VNAV | 1.25 Miles | 1.25 Miles | 1.25 Miles | 1.25 Miles | |
| 28L | LNAV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| <i>14/32</i> | <i>Type</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D</i> | <i>E</i> |
| 14 | LNAV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 14 | LNAV/VNAV | 1.13 Miles | 1.13 Miles | 1.13 Miles | 1.13 Miles | |
| 14 | LPV | 1.00 Miles | 1.00 Miles | 1.00 Miles | 1.00 Miles | |
| 32 | LNAV/VNAV | 0.88 Miles | 0.88 Miles | 0.88 Miles | 0.88 Miles | |
| 32 | LPV | 0.88 Miles | 0.88 Miles | 0.88 Miles | 0.88 Miles | |
| 32 | LNAV | 1.00 Miles | 1.00 Miles | 1.13 Miles | 1.13 Miles | |

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Deficiencies

Inspection Date 3/5/25

Next Inspection 3/31/26

Non-Deficiency Remarks

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

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (D)

Taxiway D hold position markings at Runway 14/32 are faded.

Rwy End: In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

28L

Trees 15 to 30 feet tall, within the first half of the runway, 530 feet right of centerline, penetrate the transition surface of Runway 10R/28L.

Mitigated Deficiencies

Rwy End: 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.

10R

Runway 10R approach surface ratio is 45:1 due to trees 26 feet tall, 1,380 feet before the approach end of the runway, 555 feet left of centerline.

Runway 10R threshold is displaced to the approach end of the runway.

Rwy End: In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

28L

Fence 8 feet tall, first half of the runway, 400 feet right of Runway 28L runway centerline.

Solar obstruction lights have been installed on the fence and is remarked in the FAA Airport Master Record (5010).

Fence is located outside the Runway Object Free Area (ROFA) and is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical design aircraft D-III for Runway 10R/28L as indicated on the Airport Layout Plan.

Rwy End: 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.

28L

Runway 28L approach surface ratios is 27:1 due to trees 35 feet tall, 1,160 feet before the approach end of the runway, 400 feet right of centerline.

Runway 28L threshold is displaced to the approach end of the runway.

Rwy End: 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.

28R

Runway 28R approach surface ratio is 16:1 due to trees 40 feet tall, 840 feet before the approach end of the runway, and 105 feet left of centerline.

Runway 28R threshold is displaced to the approach end of the runway.

Facility Name: Treasure Coast International Airport

Inspection Date: 3/5/2025

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - Fotiadis

License

Effective: 05/01/2025

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 10R/28L is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 10R is FAR 77 category PIR.

b. Runway 28L is FAR 77 category C.

2. Runway 14/32 is available for non-precision instrument and visual approaches.

a. Runway 14 is FAR 77 category C.

b. Runway 32 is FAR 77 category C.

3. Runway 10L/28R is available for visual approaches only.

a. Runway 10L is FAR 77 category A(V).

b. Runway 28R is FAR 77 category A(V).

4. Runway 10R threshold is displaced to the approach end of the runway.

5. Runway 28L threshold is displaced to the approach end of the runway.

6. Runway 28R threshold is displaced to the approach end of the runway.

B. In accordance with Chapter 14-60.006(2)(g), FAC.

The Department shall only license an airport that meets established standards unless the Department determines that an airport's exception to established standards 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 to which the license is granted.

1. Fence 8 feet tall, first half of Runway 28L, 400 feet right of centerline, penetrates the primary surface of Runway 10R/28L.

2. Trees for the first half of Runway 28L, 530 feet right of centerline and beyond, penetrates the transition surface of Runway 10R/28L.

Additional Licensing Remarks: