

<http://www.florida-aviation-database.com>

**Airport Inspection Record**

|  |                                   |
|--|-----------------------------------|
| <b>Facility Name:</b> George T Lewis Airport | <b>Inspection Date:</b> 11/7/2025 |
| <b>Facility Type:</b> Airport                | <b>Status:</b> Active             |
| <b>Inspector:</b> David Smith                |                                   |

|                                    |                               |                                      |
|------------------------------------|-------------------------------|--------------------------------------|
| <b>Location ID:</b> CDK            | <b>FAA Site No.:</b> 03102.*A | <b>FDOT District:</b> 2              |
| <b>1.00 Miles W of Cedar Key</b>   |                               | <b>County:</b> Levy                  |
| <b>ARP Latitude:</b> 29° 8' 03.29  | <b>Source:</b> Surveyed       | <b>Ownership:</b> Public             |
| <b>ARP Longitude:</b> 83° 3' 02.10 |                               | <b>Use:</b> Public                   |
| <b>Elevation:</b> 6.94             | <b>Source:</b> Surveyed       | <b>Sectional Chart:</b> JACKSONVILLE |

Note: Primary contact shows below with a background.

|  |                                     |
|--|-------------------------------------|
| <b>Facility Owner:</b> Levy County         | <b>Facility Physical Address</b>    |
| <b>Address:</b> 620 N Hathaway Ave         | <b>Address:</b> 16751 SW Airport Rd |
| <b>City:</b> Bronson                       | <b>City:</b> Cedar Key              |
| <b>State:</b> FL                           | <b>State:</b> FL                    |
| <b>ZIP:</b> 32621                          | <b>ZIP:</b> 32625                   |
| <b>Phone:</b> (352) 486-5214               | <b>Phone:</b>                       |
| <b>Fax:</b> (352) 486-5167                 |                                     |
| <b>Email:</b> lalonde-alice@levycounty.org |                                     |

|  |  |
|--|--|
| <b>Owner Representative:</b> Desiree Mills | <b>Facility Manager:</b> Mary-Ellen Harper     |
| <b>Address:</b> 310 School St              | <b>Address:</b> 310 School St, Ste 112         |
| <b>City:</b> Bronson                       | <b>City:</b> Bronson                           |
| <b>State:</b> FL                           | <b>State:</b> FL                               |
| <b>ZIP:</b> 32621                          | <b>ZIP:</b> 32621                              |
| <b>Phone:</b> (352) 317-1988               | <b>Phone:</b> (352) 486-5218                   |
| <b>Email:</b> district3@levycounty.org     | <b>Email:</b> harper.mary-ellen@levycounty.org |

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

|                              |                         |                    |                  |                    |  |
|------------------------------|-------------------------|--------------------|------------------|--------------------|--|
| <b>Based Aircraft</b>        |                         |                    |                  |                    |  |
| <b>Year:</b> 2011            | <b>Single Engine:</b> 3 | <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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Facility Name: George T Lewis Airport

Inspection Date: 11/7/2025

Facility Type: Airport

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  2 miles
- Parachute Jumping Area
- Restaurant  2.5 miles
- Restrooms
- Taxi  352-949-2127
- 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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| <b>Inspector:</b> David Smith                |                                   |

| Runway ID | Status   | Dimension  | Surface | Condition | Lights |
|-----------|----------|------------|---------|-----------|--------|
| 05/23     | Existing | 2,302 x 75 | Asph    | Good      | 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 | Controlling Offset |
|------------------------------|----------------------|-----------------------|-------|-------------------------|----------------|---------------------|----------------------|---------------------------|--------------------|
| Primary Surface              | No                   |                       | 0:1   | BRUSH                   |                | 12 ft               | 205 ft               | Before Runway End         | 125 ft R           |
| Runway End                   | No                   |                       | 17:1  | BRUSH                   |                | 12 ft               | 205 ft               | Before Runway End         | 125 ft R           |
| Marked Displaced Threshold   | No                   | 223 ft                | 34:1  | TREES                   |                | 30 ft               | 775 ft               | Before Runway End         | 60 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 | Controlling 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                | 36:1  | TREES                   |                | 88 ft               | 2,725 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     |                    |               |
| BRUSH   | 29° 08' 11.72 | 83° 02' 52.09 | Estimated       | 40 ft                    | N                         | 6 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     |                    |               |
| TREE    | 29° 08' 10.69 | 83° 02' 51.33 | Estimated       | 83 ft                    | S                         | 10 ft  | No                | No        | No     |                    |               |

Facility Name: George T Lewis Airport

Inspection Date: 11/7/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

**Deficiencies**

Inspection Date 11/7/25 Next Inspection 11/30/26

**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  
Taxiway (A) runways serving small aircraft.

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.

Both fire extinguishers that were available at the airport and had not been inspected within the last 12 months.

Received an e-mail from Ms. Alice LaLonde, inspection contact, on December 08, 2025 confirming that the fire extinguishers had been inspected/re-certified and pictures were provided demonstrating compliance.

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, 205 feet before the approach end of the runway, 125 feet right of centerline.

Runway 05 threshold is displaced 223 feet.

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

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.

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|  | <b>Inspector:</b> David Smith     |

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.

**License**

*Effective:* 03/01/2026

*Category:* Public Special

*Limitations:*  Day Use Only

*Expires:* 02/28/2027

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 05 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. 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.

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

*Additional Licensing Remarks:*