

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

Airport Inspection Record

Facility Name: St Pete-Clearwater International Airport	Inspection Date: 1/7/2026
Facility Type: Airport	Status: Active
Location ID: PIE	FAA Site No.: 03475.*A
8.00 Miles N of Saint Petersburg/Clearwater	FDOT District: 7
ARP Latitude: 27° 54' 31.081	Source: Estimated
ARP Longitude: 82° 41' 11.436	County: Pinellas
Elevation: 10.7	Source: Surveyed
	Ownership: Public
	Use: Public
	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	City: Clearwater
State: FL	State: FL
ZIP: 33756	ZIP: 33762
Phone: (727) 464-3377	Phone: (727) 453-7800
Fax: (727) 464-3485	
Email:	

Owner Representative: Mark Sprague	Facility Manager: Mark Sprague
Address: 14700 Terminal Blvd.	Address: 14700 Terminal Blvd.
City: Clearwater	City: Clearwater
State: FL	State: FL
ZIP: 33762	ZIP: 33762
Phone: (727) 453-7802	Phone: (727) 453-7802
Email: msprague@fly2pie.com	Email: msprague@fly2pie.com

Acreage: 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/
		<i>Ask in any new facility aeriels/photos are available</i>

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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Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - Montgomery

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 .5 miles
- Parachute Jumping Area
- Restaurant
- 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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Facility Name: St Pete-Clearwater International Airport				Inspection Date: 1/7/2026		
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Montgomery		
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	Controlling 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	Controlling 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	Controlling 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	Controlling 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	Aeronautical Study	Determination
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		
TREES	27° 55' 09.35	82° 41' 18.89	Estimated	430 ft	E	25 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	55.00 RVR	55.00 RVR	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 1/7/26

Next Inspection 1/31/27

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.

Mitigated Deficiencies

18/36 : In accordance with Chapter 14-60.007(9)(1)1., FAC. – Glass beads shall be required for all permanent pavement
Taxiway markings.
(A6)
Hold
Position

Taxiway A6 hold position markings at Runway 18/36 do not contain a sufficient amount of glass beads per the FAA issued compliance letter.

The airport sponsor has provided a planned correction date of February 28, 2026 according to the FAA issued compliance letter dated January 13, 2026.

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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Inspector: FAA Southern Region - Montgomery	

License

Effective: 05/01/2026 **Category:** Public **Limitations:** Day Use Only
Expires: 04/30/2027 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 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: