

Facility Name: Treasure Coast International Airport				Inspection Date: 2/27/2026	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Padilla	
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 Virgina 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		

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

Based Aircraft				
Year: 2010	Single Engine: 122	Jet Engine: 14	Glider:	Ultralight:
Source: Inspector	Multi Engine: 71	Helicopter: 4	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:	☒ MIA	Clearance Delivery:	☐	
FSS on Airport:	☒ No	Ground Control:	☒ 119.550	
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 128.200	
VorTac:	☒ VRB	Approach Control:	☒ 132.800	
AWOS/ASOS:	☒ 134.825	Unicom:	☐	
Instrument Approach:	☒ ILS, LOC/DME, LPV, LNAV/VNAV, LNAV	ATIS:	☒ 134.825	
		CTAF:	☒ 128.200	

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Services

Fuel:

A	☒
A1	☐
A1+	☐
B	☐
B+	☐
Diesel	☐
E85	☐
G100UL	☐
Mogas	☐
SAF	☐
UL102	☐
80	☐
85UL	☐
87	☐
91/96	☐
91/96UL	☐
100	☐
100LL	☒ Self Service Also Availibl
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	☒ 3 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	☐
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Passenger/Cargo Loading Equipment	☐
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Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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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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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

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controllin g Offset</i>
<i>Primary Surface</i>	No		35:1	TREES		32 ft	1,335 ft	Before Runway End	260 ft R
<i>Runway End</i>									

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

[illegible]

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/	Distance	Direction	Height	Fixed by	Frangible	Marked	Aeronatical	Determination
			Estimate	from	from		Function			Study	
Runway ID	Status	Dimension				Surface		Condition		Lights	
10L/28R	Existing	4,000 x 75				Asph		Good		MIRL	
Comments:											

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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
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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	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
10R	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 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	

Declared Distances

Runway 10L/28R TORA TODA ASDA LDA

10L

28R

Runway 10R/28L TORA TODA ASDA LDA

10R 6,492 6,492 6,483 6,483

28L 6,492 6,492 6,434 6,434

Runway 14/32 TORA TODA ASDA LDA

14

32

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Deficiencies

Inspection Date 2/27/26

Next Inspection 2/28/27

Deficiencies

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for Treasure Coast International Airport expired on 03/26/2026.

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.

Corrections

Corrected? Yes

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on April 09, 2026.

Deficiencies

Rwy End: 28L	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.
	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: 10R	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.
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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: 28L	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.
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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: 28L	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.
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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.

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Rwy End: 28R 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 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.

License

Effective: 07/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 05/31/2027

☐ 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 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: