

Facility Name: Wakulla County Airport		Inspection Date: 4/6/2026	
Facility Type: Airport		Inspector: Diamond Seagraves	
Location ID: 2J0	FAA Site No.: 03427.*A	FDOT District: 3	
3.00 Miles S of Panacea		County: Wakulla	
ARP Latitude: 29° 59' 21.37	Source: Surveyed	Ownership: Public	
ARP Longitude: 84° 23' 45.03		Use: Public	
Elevation: 11	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Wakulla County		Facility Physical Address	
Address: PO Box 1263		Address: 30 Bay Dr	
City: Crawfordville	State: FL ZIP: 32326-1263	City: Panacea	State: FL ZIP: 32346
Phone: (850) 926-0919	Fax: (850) 926-0940	Phone: (850) 321-0373	
Email:			
Owner Representative: David Edwards		Facility Manager: Steve Fults	
Address: PO Box 1263		Address: 35 Monocoupe Cir	
City: Crawfordville	State: FL ZIP: 32326	City: Panacea	State: FL ZIP: 32346
Phone: (850) 926-0919		Phone: (850) 321-0373	
Email: dedwards@mywakulla.com		Email: fultsie@aol.com	

Acres: 13	Residential Airpark: No	Beacon:
Section: 01	Township: 06N Range: 02W	Wind Indicator: Yes Lighted: Yes
Lighting Schedule: Telephone Requested		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: No Lighted: No
Facility Website: https://www.mywakulla.com/departments/county_admini Ask in any new facility aerals/photos are available		

Based Aircraft					
Year: 2011	Single Engine: 2	Jet Engine:	Glider:	Ultralight: 1	
Source: Inspector	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

FAA NavCom	
FSS ID: ☒ GNV	Clearance Delivery: ☐
FSS on Airport: ☒ No	Ground Control: ☐
Toll Free: ☒ (800) WX-BRIEF	Control Tower: ☐
VorTac: ☐	Approach Control: ☐
AWOS/ASOS: ☐	Unicom: ☐
Instrument Approach: ☐	ATIS: ☐
	CTAF: ☒ 122.900

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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 ☐
 100VLL ☐
 115 ☐

Bottle Oxygen:

High ☐
 Low ☐

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☐
 Hangar ☐
 Tie Downs ☒ South West Corner of Ai

Airframe:

Major ☐
 Minor ☐

Power Plant:

Major ☐
 Minor ☐

Other Services:

Aerial Surveying ☐
 Air Ambulance ☒ Air Methods base pendin
 Air Freight ☐
 Aircraft Rental ☐
 Aircraft Sales ☐
 Avionics ☐
 Beaching Gear ☐
 Car Rental ☐
 Cargo ☐
 Courtesy Car ☐
 Charter ☐
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☐
 Internet ☐
 Lodging ☐
 Parachute Jumping Area ☐
 Restaurant ☒ LasPalmas Mexican Foot
 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	2,570 x 70	Turf	Fair	None

Comments:

RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(V).

Approach ratio required is RWY 18 20:1 and RWY 36 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	29° 59' 34.09	84° 23' 45.03	Surveyed	6:1	PVC-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	Yes		6:1	ROAD		15 ft	102 ft	Before Runway End	125 ft L
Runway End									
Marked Displaced Threshold	Yes	200 ft	15:1	TREES		42 ft	429 ft	Before Runway End	84 ft R
Required Displaced Threshold	Yes	411 ft	20:1	TREES		42 ft	429 ft	Before Runway End	84 ft R

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	29° 59' 08.64	84° 23' 44.41	Surveyed	7:1	PVC-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	Yes		7:1	TREES		36 ft	250 ft	Before Runway End	20 ft L
Runway End									
Marked Displaced Threshold	Yes	375 ft	20:1	TREE		37 ft	354 ft	Before Runway End	75 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	Aeronatical Study	Determination
BRUSH	29° 59' 31.11	84° 23' 46.26	Estimated	104 ft	W	5 ft	No	No	No		
BLDG	29° 59' 32.57	84° 23' 43.73	Estimated	107 ft	E	12 ft	No	No	No		
TREES	29° 59' 15.36	84° 23' 43.39	Estimated	95 ft	E	30 ft	No	No	No		
BRUSH	29° 59' 32.75	84° 23' 43.89	Estimated	95 ft	E	4 ft	No	No	No		

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Deficiencies

Inspection Date 4/6/26

Next Inspection 4/30/27

Mitigated Deficiencies

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 present had not been inspected within the last 12 months.

Received an email from Mr. Steve Fults, Airport Manager, on April 07, 2026 stating that both fire extinguishers had been re-inspected and certified. Pictures were provided demonstrating compliance.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 18 approach surface ratio is 6:1 due to road 15 feet tall, 102 feet before the approach end of the runway, 125 feet left of centerline.

Runway 18 approach surface ratio is 15:1 to the marked displaced threshold due to trees 42 feet tall, 429 feet before the approach end of the runway, 84 feet right of centerline.

Runway 18 threshold is displaced 200 feet.

Received email from Mr. David Edwards, owner/representative, on April 13, 2026 stating the county is in the process of obtaining an aviation easement to remove the trees prior to next year's inspection.

NOTAM 04/133 has been published to advise flight crews of unlighted obstructions to the approach.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

Brush 7 feet tall, 0 feet before to 345 feet after the approach end of the runway, 105 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Building 12 feet tall, 160 feet after the approach end of the runway, 107 feet east of centerline penetrates the primary surface of Runway 18/36.

Brush 4 feet tall, 70 feet to 595 feet after the approach end of the runway, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Spoke with Mr. David Edwards, Owner Representative, on January 7, 2025 and he stated the County plans to move forward with acquiring the property to proceed forward with the shifting of the runway as outlined in the Airport Master Plan/ALP. A shift of the runway centerline west will aim to achieve the goal to remove obstructions on the east side. A timeline for bringing the airport into compliance will be dependent on the time it takes to obtain funding from the district office.

The County continues to remove vegetation along the sides under ongoing maintenance.

Comments on the obstructions are published on the airport's chart supplement.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 36 approach surface ratio is 7:1 due to trees 36 feet tall, 250 feet before the approach end of the runway, 20 feet left of centerline.

Runway 36 threshold is displaced 375 feet.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

Trees 0 feet before to 1,495 feet after the approach end of the runway, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

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Comments on the obstructions are published on the airport's chart supplement.

License

Effective: 08/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 07/31/2027

☐ 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)(c), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 18/36 is available for visual approaches only.

a. Runway 18 is FAR 77 category A(V).

b. Runway 36 is FAR 77 category A(V).

2. Runway 18 threshold is displaced 200 feet.

3. Runway 36 threshold is displaced 375 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. Building, brush, and berm 70 feet to 670 feet after the approach end of Runway 18, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

2. Brush 0 feet before to 345 feet after the approach end of Runway 18, 90 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

3. Trees 0 feet before to 1,495 feet after the approach end of Runway 36, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

4. Runway 18 approach surface ratio 15:1 to the marked displaced threshold due to trees 42 feet tall, 429 feet before the approach end of the runway, 84 feet right of centerline.

Additional Licensing Remarks: