

State of Florida Department of Transportation
Aviation Office

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6/12/2026

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

Airport Inspection Record

Facility Name: Pensacola International Airport				Inspection Date: 4/3/2026	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Fletcher	
Location ID: PNS		FAA Site No.: 03435.*A		FDOT District: 3	
3.00 Miles NE of Pensacola				County: Escambia	
ARP Latitude: 30° 28' 24.3320		Source: Surveyed		Ownership: Public	
ARP Longitude: 87° 11' 11.8040				Use: Public	
Elevation: 121		Source: Surveyed		Sectional Chart: NEW ORLEANS	

Note: Primary contact shows below with a background.

<i>Facility Owner:</i> City of Pensacola			Facility Physical Address		
<i>Address:</i> 2430 Airport Blvd, Ste 225			<i>Address:</i> 2430 Airport Blvd, Ste 225		
<i>City:</i>	Pensacola	<i>State:</i> FL	<i>ZIP:</i>	32504	
<i>Phone:</i>	(850) 436-5000	<i>Fax:</i>	(850) 436-5006		
<i>Email:</i>					
<i>Owner Representative:</i> Amy Miller			<i>Facility Manager:</i> Matthew Coughlin		
<i>Address:</i> 222 W Main St			<i>Address:</i> 2430 Airport Blvd, Ste 225		
<i>City:</i>	Pensacola	<i>State:</i> FL	<i>ZIP:</i>	32502	
<i>Phone:</i>	(850) 436-5073				
<i>Email:</i>	amiller@cityofpensacola.com				
<i>City:</i>	Pensacola	<i>State:</i> FL	<i>ZIP:</i>	32504	
<i>Phone:</i>	(850) 436-5000				
<i>Email:</i>	mcoughlin@cityofpensacola.com				

<i>Acreage:</i>	1,400	<i>Residential Airpark:</i>	No	<i>Beacon:</i>	C-G
<i>Section:</i>	16	<i>Township:</i>	01N	<i>Range:</i>	29W
<i>Lighting Schedule:</i>	Sunset to Sunrise				
<i>Attendance Schedule:</i>	<i>Month/Day/Hour</i> ALL / ALL / ALL				
<i>Wind Indicator:</i>					
Yes		<i>Lighted:</i>			
Yes		Yes			
<i>Notes:</i>					
<i>Segmented Circle:</i>					
Yes		<i>Lighted:</i>			
Yes		Yes			
<i>Facility Website:</i>					
https://flypensacola.com/					
<i>Ask in any new facility aerals/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 ClassI

FAA NavCom					
FSS ID:	☒ GN	Clearance Delivery:	☒ 123.725		
FSS on Airport:	☒ No	Ground Control:	☒ 121.900		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 119.900		
VorTac:	☒ CEW 115.9 228d/33.7 nm	Approach Control:	☒ 118.600	119.000	
AWOS/ASOS:	☒ 121.250	Unicom:	☒ 122.950		
Instrument Approach:	☒ ILS, LOC, LPV, LNAV/VNAV, LNAV, VOR	ATIS:	☒ 121.250		
		CTAF:	☒ 119.900		

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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 ☒

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 ☒
 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:

Comments:

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RWY 17

FAR 77 Category PIR.

RWY 35

FAR 77 Category C.

Approach ratio required is RWY 17 50:1 and RWY 35 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 17

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17	30° 28' 58.47	87° 11' 26.36	Surveyed	48:1	PIR-G	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 (Over)
Primary Surface	No		48:1	PLINE		86 ft	4,390 ft	Before Runway End	500 ft L
Runway End	No		50:1	PLINE		86 ft	4,390 ft	Before Runway End	500 ft L
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 35

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35	30° 27' 50.93	87° 11' 8.35	Surveyed	50:1	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	Controlling Offset (Over)
Primary Surface	No		50:1	NONE					
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	Aeronautical Study	Determination
EQUIP	30° 28' 49.36	87° 11' 21.03	Estimated	252 ft	E	1 ft	No	Yes	Yes		
EQUIP	30° 28' 02.10	87° 11' 14.33	Estimated	251 ft	W	1 ft	No	Yes	Yes		

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Instrument Approach

08/26	Type	A	B	C	D	E
08	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
08	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
08	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
08	VOR	1.00 Miles	1.00 Miles	2.00 Miles	2.00 Miles	
26	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
26	LNAV/VNAV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
26	LOC	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
26	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
17/35	Type	A	B	C	D	E
17	ILS	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
17	LNAV	24.00 RVR	24.00 RVR	35.00 RVR	35.00 RVR	
17	LNAV/VNAV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
17	LOC	24.00 RVR	24.00 RVR	30.00 RVR	30.00 RVR	
17	LPV	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
35	LNAV	55.00 RVR	55.00 RVR	55.00 RVR	55.00 RVR	
35	LNAV/VNAV	45.00 RVR	45.00 RVR	45.00 RVR	45.00 RVR	
35	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	

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Deficiencies

Inspection Date 4/3/26

Next Inspection 4/30/27

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

Rwy End: 26 In accordance with Chapter 14-60.007(2)(d)1.f., 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 equal to $\frac{3}{4}$ mile: the transition surface ratio is 7:1.

Trees 200 feet before to 930 feet after the approach end of Runway 26, 510 feet and beyond penetrates the Transitional Surface of Runway 26.

Mitigated Deficiencies

Rwy End: 08 In accordance with Chapter 14-60.007(2)(b)1.f., 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 a visibility equal to $\frac{3}{4}$ mile: the width of the primary surface is 1,000 feet.

Trees 200 feet before to 215 after the approach end of Runway 08, 405 feet to 500 feet right of centerline penetrates the Primary Surface of Runway 08/26.

Pole 3 feet tall, at the approach end of Runway 08, within 400 feet right of centerline penetrates the Primary Surface of Runway 08/26.

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 C-IV critical design aircraft.

According to the FAA issued compliance letter dated April 6, 2026, the airport has provided a planned correction date to remove the pole by May 1, 2026.

Rwy End: 17 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 17 approach surface ratio is 48:1 due to powerline, 86 feet tall, 4,390 feet before the approach end of the runway, 500 feet left of centerline.

Runway 17 threshold is displaced to the approach end of the runway.

Rwy End: 17 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 17/35 centerline markings are obscured by rubber.

According to the FAA issued compliance letter dated April 6, 2026, the airport has provided a planned correction date of July 1, 2026.

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License

Effective: 07/01/2026

Category: Public

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)(e), F.S.

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

1. Runway 08/26 is available for non-precision instrument and visual approaches.

a. Runway 08 is FAR 77 category C.

b. Runway 26 is FAR 77 category D.

2. Runway 17/35 is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 17 is FAR 77 category PIR.

b. Runway 35 is FAR 77 category C.

3. Runway 17 threshold is displaced to the approach end of the runway.

Additional Licensing Remarks: