

Facility Name: Calhoun County Airport	Inspection Date: 3/9/2023
Facility Type: Airport	Status: Active
Location ID: F95	FAA Site No.: 03057.13*A
5.00 Miles NW of Blountstown	FDOT District: 3
ARP Latitude: 30° 29' 13.3085	Source: Surveyed
County: Calhoun	Ownership: Public
ARP Longitude: 85° 6' 49.6260	Use: Public
Elevation: 122	Source: Surveyed
	Sectional Chart: NEW ORLEANS

Note: Primary contact shows below with a background.

Facility Owner: Calhoun County	Facility Physical Address
Address: 20589 Central Av E	Address: 16701 NW Agri Park Rd
City: Blountstown	City: Altha
State: FL	State: FL
ZIP: 32424	ZIP: 32421
Phone: (850) 674-4545	Phone: (850) 674-2499
Fax: (850) 762-8605	
Email:	

Owner Representative: Scott Monlyn	Facility Manager: Rob Sims
Address: 20859 Central Av E	Address: 16701 NW Agri Park Rd
City: Blountstown	City: Altha
State: FL	State: FL
ZIP: 32424	ZIP: 32421
Phone: (850) 643-8274	Phone: (850) 674-2499
Email: smonlyn@calhouncountygov.com	Email: ccairport@gtcom.net

Acreage: 243	Residential Airpark: No	Beacon: C-G
Section: 14	Township: 1N	Wind Indicator: Yes
	Range: 9W	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes
		Lighted: No
		Facility Website: https://flyfoxtrot95.com/
		Ask in any new facility aerals/photos are available

Based Aircraft					
Year: 2011	Single Engine: 34	Jet Engine:	Glider:	Ultralight: 4	
Source: Inspector	Multi Engine: 1	Helicopter: 1	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: <input checked="" type="checkbox"/> GNV	Clearance Delivery: <input type="checkbox"/>
FSS on Airport: <input checked="" type="checkbox"/> No	Ground Control: <input type="checkbox"/>
Toll Free: <input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower: <input type="checkbox"/>
VorTac: <input checked="" type="checkbox"/> MAI	Approach Control: <input type="checkbox"/>
AWOS/ASOS: <input checked="" type="checkbox"/> 119.350	Unicom: <input type="checkbox"/>
Instrument Approach: <input type="checkbox"/>	ATIS: <input type="checkbox"/>
	CTAF: <input checked="" type="checkbox"/> 122.900

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Services

Fuel:

- A
- A1
- A1+
- B
- B+
- Mogas
- 80
- 100
- 100LL
- 115

Airframe:

- Major
- Minor

Power Plant:

- Major
- Minor

Bottle Oxygen:

- High
- Low

Bulk Oxygen:

- High
- Low

Transient Storage:

- Buoy
- Hangar
- Tie Downs

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

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,729 x 75	Asph	Good	MIRL

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.
Safety area required extends 240 feet beyond each runway end.

Runway 18									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	30° 29' 31.7671	85° 6' 49.6579	Surveyed	19:1	NPI-P	P2L	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 (Over)
Primary Surface	No		19:1	TREES		41 ft	975 ft	Before Runway End	125 ft L
Runway End	No		23:1	TREES		41 ft	975 ft	Before Runway End	125 ft L

Marked Displaced Threshold

Required Displaced Threshold

Runway 36									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	30° 28' 54.862	85° 6' 49.5993	Surveyed	10:1	NPI-P	P2L	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 (Over)
Primary Surface	No		10:1	ROAD		15 ft	355 ft	Before Runway End	125 ft R
Runway End	No		23:1	TREES		26 ft	595 ft	Before Runway End	135 ft R
Marked Displaced Threshold	No	129 ft	28:1	TREES		82 ft	2,150 ft	Before Runway End	55 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
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Helipad ID	Status	Dimensions	Surface	Condition	Location	Lighting	Marking
H1	Existing	38 x 38	Paved	Good	<input checked="" type="checkbox"/> Land	<input type="checkbox"/> Obstruction	<input checked="" type="checkbox"/> Landing
	<input checked="" type="checkbox"/> Landing Area Stabilized		<input checked="" type="checkbox"/> Clear of Loose Objects		<input type="checkbox"/> Roof	<input checked="" type="checkbox"/> Touchdown	<input checked="" type="checkbox"/> Touchdown
					<input type="checkbox"/> Water	<input type="checkbox"/> Perimeter	<input type="checkbox"/> Parking

Approach/Departure	Direction	Obstruction	Height	Dist. From L/A	Ratio
1	180	TREES	71	2,840	40 :1
2	360	EQUIP	12	376	34 :1

Comments: **Approach ratio required is H1 18 8:1 and H1 36 8:1.**
Transitional surface required is 2:1.
Minimum TLOF is 48.00 Feet
Minimum FATO is 86.70 Feet
Minimum TLOF / FATO Separation is 19.35 Feet
Minimum Safety Area / FATO Separation is 20 Feet (126.70 Feet)

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Deficiencies

Inspection Date 3/9/23

Next Inspection 3/31/24

Deficiencies

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@18)

Taxiway A hold position marking at Runway 18 are discolored and/or stained.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@36)

Taxiway A hold position marking at Runway 36 are discolored and/or stained.

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

Taxiway
(A@36)
Hold
Position

Taxiway A hold position marking at Runway 36 does not contain a sufficient amount of glass beads.

Rwy End: 18 In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit white light.

Runway
Edge Lights

Runway 18 edge lights emit yellow light for the last half of the runway.

Rwy End: 36 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 39 threshold bar is discolored and/or stained.

Rwy End: 36 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 36 designation markings are discolored and/or stained.

Rwy End: 36 In accordance with Chapter 14-60.007(10)(c), FAC. – The inboard half of displaced threshold lights shall be white for a visual runway.

Displaced
Threshold
Lights
(Innermost
Light)

The inboard half of the innermost Runway 36 displaced threshold lights are yellow.

Rwy End: 36 In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit white light.

Runway
Edge Lights

Runway 36 edge lights emit yellow light for the last half of the runway.

Mitigated Deficiencies

Rwy End: 18 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 18 approach surface ratio is 19:1 due to trees 41 feet tall, 975 feet before the approach end of the runway, 125 feet left of centerline.

Runway 18 threshold is displaced to the approach end of the runway.

Rwy End: 36 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.

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Runway 36 approach surface ratio is 10:1 due to road 15 feet tall, 355 feet before the approach end of the runway, 125 right of centerline.

Runway 36 threshold is displaced 129 feet.

License

Effective: 07/01/2023

Category: Public

Limitations: Day Use Only

Expires: 06/30/2024

 VFR Use Only*Conditions:***A. This Airport has the following 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. Helipad H1 is available for visual approaches only.****3. Runway 18 threshold is displaced to the approach end of the runway.****4. Runway 36 threshold is displaced 129 feet.***Additional Licensing Remarks:*