

Facility Name: Palatka Municipal-Lt Kay Larkin Field				Inspection Date: 2/9/2024	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: 28J		FAA Site No.: 03421.*A		FDOT District: 2	
2.00 Miles NW of Palatka				County: Putnam	
ARP Latitude: 29° 39' 30.1769		Source: Estimated		Ownership: Public	
ARP Longitude: 81° 41' 22.2110				Use: Public	
Elevation: 47.8		Source: Estimated		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: City of Palatka		Facility Physical Address		
Address: 201 N 2nd St		Address: 4015 Reid St		
City: Palatka	State: FL	ZIP: 32177	City: Palatka	State: FL ZIP: 32177
Phone: (386) 329-0100	Fax: (386) 329-0106		Phone: (386) 329-0148	
Email: rcorrea@palatka-fl.gov				
Owner Representative: Roberta Correa		Facility Manager: Yul McNair		
Address: 201 N 2nd St		Address: 4015 Reid St, Hwy 100		
City: Palatka	State: FL	ZIP: 32177	City: Palatka	State: FL ZIP: 32177
Phone: (386) 329-0100			Phone: (386) 329-0149	
Email: rcorrea@palatka-fl.gov		Email: ymcnair@palatka-fl.gov		

Acreeage: 703	Residential Airpark: No		Beacon: C-G	
Section: 03	Township: 10S	Range: 26E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise				
Attendance Schedule: Month/Day/Hour			Notes:	
ALL / ALL / 0800-1800			Segmented Circle: Yes	Lighted: Yes
			Facility Website: https://www.palatkakaylarkin.com/	
			Ask in any new facility aerals/photos are available	

Based Aircraft					
Year: 2010	Single Engine: 43	Jet Engine:	Glider: 1	Ultralight:	
Source: Inspector	Multi Engine: 7	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:	<input checked="" type="checkbox"/> GNV	Clearance Delivery:	<input checked="" type="checkbox"/> 122.250		
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"/> GNV 116.2 098d/30.6 nm	Approach Control:	<input checked="" type="checkbox"/> 118.175		
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.925	Unicom:	<input checked="" type="checkbox"/> 122.800		
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>		
		CTAF:	<input checked="" type="checkbox"/> 122.800		

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Services

Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
80	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
115	<input type="checkbox"/>

Airframe:

Major	<input type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Power Plant:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Bottle Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

Bulk Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input type="checkbox"/>
Aircraft Sales	<input type="checkbox"/>
Avionics	<input type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input type="checkbox"/>
Charter	<input type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input checked="" type="checkbox"/>
Lodging	<input checked="" type="checkbox"/>
Parachute Jumping Area	<input checked="" type="checkbox"/>
Restaurant	<input type="checkbox"/>
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Runway ID	Status	Dimension	Surface	Condition	Lights
09/27	Existing	6,000 x 100	Asph	Good	MIRL

Comments:

RWY 09

FAR 77 Category C.

RWY 27

FAR 77 Category C.

Approach ratio required is RWY 09 34:1 and RWY 27 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 09

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	29° 39' 29.48	81° 41' 47.94	Estimated	37:1	NPI-F	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		37:1	TREES		26 ft	1,135 ft	Before Runway End	260 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	29° 39' 31.8	81° 40' 51.35	Estimated	22:1	NPI-F	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		22:1	TREES		58 ft	1,520 ft	Before Runway End	160 ft R
Runway End	No		26:1	TREES		58 ft	1,520 ft	Before Runway End	160 ft R
Marked Displaced Threshold	No	449 ft	34:1	TREES		58 ft	1,520 ft	Before Runway End	160 ft R

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Fixed by Height	Function	Frangible	Marked	Aeronatical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
17/35	Existing	3,808 x 75	Asph	Good	MIRL

Comments:

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RWY 17

FAR 77 Category A(V).

RWY 35

FAR 77 Category A(V).

Approach ratio required is RWY 17 20:1 and RWY 35 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 17

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17	29° 39' 45.91	81° 41' 27.33	Surveyed	22:1	BSC-F	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	Controllin g Offset
Primary Surface	No		22:1	TREES		78 ft	1,960 ft	Before Runway End	110 ft L
Runway End									
Marked Displaced Threshold	No	296 ft	29:1	TREES		78 ft	1,960 ft	Before Runway End	110 ft L
Required Displaced Threshold									

Runway 35

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35	29° 39' 10.29	81° 41' 15.8	Surveyed	16:1	BSC-F	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	Controllin g Offset
Primary Surface	No		16:1	TREES		48 ft	955 ft	Before Runway End	95 ft L
Runway End	No		20:1	TREES		76 ft	1,520 ft	Before Runway End	135 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
EQUIP	29° 39' 35.81	81° 41' 23.00	Estimated	113 ft	E	2 ft	No	Yes	Yes		
EQUIP	29° 39' 16.67	81° 41' 20.00	Estimated	113 ft	W	2 ft	No	Yes	Yes		

Instrument Approach

09/27	Type	A	B	C	D	E
09	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.50 Miles	
09	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
09	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
27	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
27	LNAV/VNAV	1.38 Miles	1.38 Miles	1.38 Miles	1.38 Miles	
27	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	

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Declared Distances

Runway	09/27	TORA	TODA	ASDA	LDA
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09		5,549	5,549	5,999	5,999
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27		5,999	5,999	5,999	5,549
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Runway	17/35	TORA	TODA	ASDA	LDA
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17					
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35					
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Deficiencies

Inspection Date 2/9/24

Next Inspection 2/28/25

Deficiencies

Rwy End: 09	In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.
	Runway 09 threshold bar is stained and/or discolored.
Rwy End: 17	In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.
	Runway 17 designation markings are stained and/or discolored.
Rwy End: 17 Runway Edge Lights	In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit white light.
	Runway 17 edge lights emit yellow/amber light for the last half of the runway.
Rwy End: 17 Runway End Lights (In Line with Edge Lights)	In accordance with Chapter 14-60.007(10)(b), FAC. – The outmost light in each runway end light group shall be located in line with the runway edge lights. The other lights in each group shall be located on 10 foot centers toward the extended runway centerline. The lights shall be red on the inboard half and green on the outboard half.
	Runway 17 outmost light in the west side end light group is not located in line with the runway edge lights.
Rwy End: 35	In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.
	Runway 35 threshold bar is stained and/or discolored.
Rwy End: 35	In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.
	Runway 35 designation markings are stained and/or discolored.
Rwy End: 35	In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end lights shall be located outboard from the designated threshold of the runway.
	Runway 35 runway end lights are located less than 2 feet prior to the designated runway threshold.
Rwy End: 35	In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.
	Runway 35 runway end light groups contain 4 lights each.
Rwy End: 35 Runway Edge Lights	In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit white light.
	Runway 35 edge lights emit yellow/amber light for the last half of the runway.
Rwy End: 35 Runway End Lights (In Line with Edge Lights)	In accordance with Chapter 14-60.007(10)(b), FAC. – The outmost light in each runway end light group shall be located in line with the runway edge lights. The other lights in each group shall be located on 10 foot centers toward the extended runway centerline. The lights shall be red on the inboard half and green on the outboard half.
	Runway 35 outmost light in each runway end light group is not located in line with the runway edge lights. The runway end lights extend outward from the runway instead of extending inboard toward the centerline.
Rwy End: 35 Runway End Lights (Outmost Light)	In accordance with Chapter 14-60.007(10)(b), FAC. – The outmost light in each runway end light group shall be located in line with the runway edge lights. The other lights in each group shall be located on 10 foot centers toward the extended runway centerline. The lights shall be red on the inboard half and green on the outboard half.
	Runway 35 runway end lights are red on the outboard half.

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Mitigated Deficiencies

Rwy End: 27 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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 27 approach surface ratio is 22:1 due to trees 58 feet tall, 1,520 feet before the approach end of the runway, 160 feet right of centerline.

Runway 27 threshold is displaced 449 feet.

Rwy End: 35 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 35 approach surface ratio is 16:1 due to trees 48 feet tall, 955 feet before the approach end of the runway, 95 feet left of centerline.

Runway 35 threshold is displaced to the approach end of the runway.

A comment has been published in the chart supplement advising of the unlighted obstructions in the approach until the airport is able to remove or lower the trees.

License

Effective: 06/01/2024

Category: Public

Limitations: ☐ Day Use Only

Expires: 05/31/2025

☐ VFR Use Only**Conditions:****A. This Airport has the following approach limitations.****1. Runway 09/27 is available for non-precision instrument and visual approaches.**

- a. Runway 09 is FAR 77 category C.
- b. Runway 27 is FAR 77 category C.

2. Runway 17/35 is available for visual approaches only.

- a. Runway 17 is FAR 77 category A(V).
- b. Runway 35 is FAR 77 category A(V).

3. Runway 17 threshold is displaced 296 feet.**4. Runway 27 threshold is displaced 449 feet.****5. Runway 35 threshold is displaced to the approach end of the runway.****6. Runway 09 TORA-5549 TODA-5549 ASDA-5999 LDA-5999****7. Runway 27 TORA-5999 TODA-5999 ASDA-5999 LDA-5549**

Additional Licensing Remarks: