

Facility Name: Calhoun County Airport		Inspection Date: 3/4/2024	
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		County: Calhoun	
Source: Surveyed		Ownership: Public	
ARP Longitude: 85° 6' 49.6260		Use: Public	
Elevation: 122		Sectional Chart: NEW ORLEANS	
Source: Surveyed			

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	State: FL ZIP: 32424	City: Altha	State: FL ZIP: 32421
Phone: (850) 674-4545	Fax: (850) 762-8605	Phone: (850) 674-2499	
Email:			
Owner Representative: Scott Monlyn		Facility Manager: Rob Sims	
Address: 20859 Central Av E		Address: 16701 NW Agri Park Rd	
City: Blountstown	State: FL ZIP: 32424	City: Altha	State: FL ZIP: 32421
Phone: (850) 643-8274		Phone: (850) 674-2499	
Email: smonlyn@calhouncountyfl.gov		Email: ccairport@gtcom.net	

Acreeage: 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
ALL / MON-FRI / 0700-1700		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	<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 checked="" 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 checked="" type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

Other Services:

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

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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	17:1	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	Controllin g Offset
Primary Surface	No		17:1	TREES		46 ft	980 ft	Before Runway End	135 ft L
Runway End	No		21:1	TREES		46 ft	980 ft	Before Runway End	135 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	Controllin g Offset
Primary Surface	No		10:1	ROAD		15 ft	355 ft	Before Runway End	125 ft R
Runway End	No		22:1	TREES		32 ft	685 ft	Before Runway End	140 ft R
Marked Displaced Threshold	No	129 ft	28:1	TREES		82 ft	2,150 ft	Before Runway End	45 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
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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	64	3,155	50 :1
2	360	ACFT	9	220	25 :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 3/4/24

Next Inspection 3/31/25

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.

Helipad: H1 In accordance with Chapter 14-60.007(9)(j), FAC. – FATO perimeters shall be defined with white lines.

Helipad H1 FATO markings are discolored and/or stained.

Helipad: H1 In accordance with Chapter 14-60.007(9)(i), FAC. – TLOF perimeters shall be defined by a white line.

Helipad H1 TLOF markings are discolored and/or stained.

Helipad: H1 In accordance with Chapter 14-60.007(9)(h), FAC. – Helipad markings shall be white.

Helipad H1 markings are discolored and/or stained.

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

Runway 36 displaced threshold arrows are discolored and/or stained.

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

Runway 36 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.

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 17:1 due to trees 46 feet tall, 980 feet before the approach end of the runway, 135 feet left of centerline.

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

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.

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Spoke with Mr. Rob Sims, Airport Manager, during the inspection on March 4, 2024 and he stated that the airport is currently pursuing the addition of instrument approaches for 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.

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.

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
Displaced visual runway.
Threshold
Lights
(Innermost
Light)

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

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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.

Spoke with Mr. Rob Sims, Airport Manager, during the inspection on March 4, 2024 and he stated that the airport is currently pursuing the addition of instrument approaches for the runway.

License

Effective: 07/01/2024

Category: Public

Limitations: ☐ Day Use Only

Expires: 06/30/2025

☐ 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 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: