

Facility Name: Peter Prince Field		Inspection Date: 3/6/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 3/6/2024		Inspector: David Smith	
Location ID: 2R4	FAA Site No.: 03351.*A	FDOT District: 3	
3.00 Miles E of Milton		County: Santa Rosa	
ARP Latitude: 30° 38' 15.4391	Source: Surveyed	Ownership: Public	
ARP Longitude: 86° 59' 37.1530		Use: Public	
Elevation: 82	Source: Surveyed	Sectional Chart: NEW ORLEANS	

Note: Primary contact shows below with a background.

Facility Owner: Santa Rosa County	Facility Physical Address
Address: 6495 Caroline St	Address: 5550 N Airport Rd
City: Milton State: FL ZIP: 32570	City: Milton State: FL ZIP: 32583
Phone: (850) 983-1877 Fax:	Phone: (850) 983-1877
Email: jaredl@santarosa.fl.gov	
Owner Representative: DeVann Cook	Facility Manager: Jared Lowe
Address: 6495 Caroline St, Ste D	Address: 6495 Caroline St, Ste M
City: Milton State: FL ZIP: 32570	City: Milton State: FL ZIP: 32570
Phone: (850) 983-1863	Phone: (850) 983-1943
Email: devannc@santarosa.fl.gov	Email: jaredl@santarosa.fl.gov

Acres: 221 Residential Airpark: No	Beacon: C-G
Section: 31 Township: 02N Range: 27W	Wind Indicator: Yes Lighted: Yes
Lighting Schedule: Sunset to Sunrise	Notes:
Attendance Schedule: Month/Day/Hour	Segmented Circle: Yes Lighted: No
ALL / ALL / 0700-DUSK	Facility Website: https://www.santarosa.fl.gov/202/Airport---Peter-Prince
	Ask in any new facility aerals/photos are available

Based Aircraft			
Year: 2011	Single Engine: 80	Jet Engine:	Glider:
Source: Inspector	Multi Engine: 10	Helicopter:	Ultralight:
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"/> CEW	Approach Control:	<input checked="" type="checkbox"/> 124.850
AWOS/ASOS:	<input type="checkbox"/>	Unicom:	<input checked="" type="checkbox"/> 122.975
Instrument Approach:	<input checked="" type="checkbox"/> LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.975

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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 ☐ 4 miles
Parachute Jumping Area ☐
Restaurant ☒ 1 mile
Restrooms ☒
Taxi ☒
Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,703 x 75	Asph	Good	MIRL

Comments:

RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(NP).

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

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	30° 38' 33.7574	86° 59' 36.5564	Surveyed	13:1	BSC-P	P2L	Yes	Yes	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		13:1	TREES		22 ft	480 ft	Before Runway End	115 ft R
Runway End	No		20:1	TREES		22 ft	430 ft	Before Runway End	250 ft R
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	30° 37' 57.1240	86° 59' 37.7495	Surveyed	11:1	NPI-P	P2L	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		11:1	TREES		39 ft	650 ft	Before Runway End	160 ft R
Runway End	No		17:1	TREES		39 ft	650 ft	Before Runway End	160 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	130 ft	20:1	TREES		39 ft	650 ft	Before Runway End	160 ft R

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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Instrument Approach

18/36	Type	A	B	C	D	E
36	LNAV	1.00 Miles	1.00 Miles	1.38 Miles		

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Deficiencies

Inspection Date 3/6/24

Next Inspection 3/31/25

Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 18 threshold bar is stained and/or discolored.

Rwy End: 18 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 18/36 markings are fading and in poor condition.

Rwy End: 18 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 18 designation markings are stained and/or discolored.

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

Runway 36 threshold bar is stained and/or discolored.

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

Runway 36 designation markings are stained and/or discolored.

Rwy End: 36 In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit yellow light on the last 2,000 feet of an instrument runway, or one-half of the runway length, whichever is less, to indicate the caution zone.

Runway 36 edge lights shall emit yellow light on the last half of the runway length.

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 13:1 due to trees 22 feet tall, 480 feet before the approach end of the runway, 115 feet right 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.c., 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 non-precision instrument approach: the approach surface ratio is 20:1.

Runway 36 approach surface ratio is 11:1 due to trees 39 feet tall, 650 feet before the approach end of the runway, 160 feet right of centerline.

Runway 36 threshold is displaced to the approach end of the runway.

Spoke with Ms. Deb Grinde, Inspection contact, after the inspection on March 6, 2024, and she stated the county is still coordinating removal of obstructions off airport property and they will start removing trees that are on county owned property. There may be trees inside the right of way for the railroad they'll coordinate on removing as well. The environmental assessment was completed and they are still working through the aviation easement procedures. The exact timeline on the complete removal or trimming is not quite known at this time. A NOTAM will remain in place until the trees can be removed as penetrations.

NOTAM 03/100 has been published to advise flight crews of unlighted obstructions in the approach to Runway 36.

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License

Effective: 07/01/2024

Category: Public Special

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 non-precision instrument and visual approaches.

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

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

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

3. Runway 36 threshold is displaced to the approach end of the runway.

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. Runway 36 approach surface ratio 11:1 due to trees 39 feet tall, 650 feet before approach end of the runway, and 160 feet right of centerline.

Additional Licensing Remarks: