

Facility Name: Apalachicola Regional-Cleve Randolph Field				Inspection Date: 4/16/2024	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: AAF		FAA Site No.: 03025.*A		FDOT District: 3	
2.00 Miles W of Apalachicola				County: Franklin	
ARP Latitude: 29° 43' 39.29		Source: Surveyed		Ownership: Public	
ARP Longitude: 85° 1' 38.66				Use: Public	
Elevation: 20		Source: Surveyed		Sectional Chart: NEW ORLEANS	

Note: Primary contact shows below with a background.

Facility Owner: Franklin County			Facility Physical Address	
Address: 33 Market St Ste 203			Address: 8 Airport Rd	
City: Apalachicola	State: FL	ZIP: 32320	City: Apalachicola	State: FL ZIP: 32320
Phone: (850) 653-9783	Fax: (850) 653-9799		Phone: (850) 290-8282	
Email: pandz@digitalexp.com				
Owner Representative: Ricky Jones			Facility Manager: Ted Mosteller	
Address: 33 Market St			Address: 151 24th Av	
City: Apalachicola	State: FL	ZIP: 32320	City: Apalachicola	State: FL ZIP: 32320
Phone: (850) 653-9783			Phone: (850) 653-5115	
Email: ricky@franklincountyflorida.com			Email: tedmosteller@yahoo.com	

Acreeage: 1,100	Residential Airpark: No	Beacon: C-G	
Section: 01	Township: 09S	Range: 08W	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour		Notes:	
ALL / ALL / 0800-1900		Segmented Circle: No	Lighted: No
		Facility Website: https://www.franklincountyflorida.com/county-governme	
		Ask in any new facility aerals/photos are available	

Based Aircraft				
Year: 2011	Single Engine: 23	Jet Engine:	Glider:	Ultralight: 2
Source: Inspector	Multi Engine: 6	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 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"/> SZW	Approach Control:	<input checked="" type="checkbox"/> 120.825	124.150
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 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 type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input checked="" type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input checked="" type="checkbox"/>
Charter	<input checked="" 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"/> 1 mile
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/> 1 mile
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Facility Type: Airport

Status: Active

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Runway ID	Status	Dimension	Surface	Condition	Lights
06/24	Existing	5,271 x 150	Conc	Fair	MIRL

Comments:

RWY 06

FAR 77 Category C.

RWY 24

FAR 77 Category C.

Approach ratio required is RWY 06 34:1 and RWY 24 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 06

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
06	29° 43' 20.4692	85° 2' 14.7313	Surveyed	20:1	NPI-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		20:1	TREES		60 ft	1,385 ft	Before Runway End	185 ft R
Runway End	No		23:1	TREES		60 ft	1,385 ft	Before Runway End	185 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	655 ft	34:1	TREES		60 ft	1,385 ft	Before Runway End	185 ft R

Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	29° 43' 46.3346	85° 1' 22.8231	Surveyed	15:1	NPI-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		15:1	TREES		46 ft	880 ft	Before Runway End	215 ft L
Runway End	No		19:1	TREES		46 ft	880 ft	Before Runway End	215 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	684 ft	34:1	TREES		46 ft	880 ft	Before Runway End	215 ft L

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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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	5,425 x 150	Conc	Fair	MIRL

Comments:

Facility Name: Apalachicola Regional-Cleve Randolph Field

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Facility Type: Airport

Status: Active

Inspector: David Smith

RWY 14

FAR 77 Category C.

RWY 32

FAR 77 Category C.

Approach ratio required is RWY 14 34:1 and RWY 32 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 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	29° 43' 58.0431	85° 2' 05.0858	Surveyed	34:1	NPI-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		34:1	TREES		27 ft	1,095 ft	Before Runway End	75 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	29° 43' 19.8551	85° 1' 21.8218	Surveyed	2:1	NPI-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		2:1	BRUSH		17 ft	245 ft	Before Runway End	255 ft R
Runway End	No		15:1	BRUSH		17 ft	245 ft	Before Runway End	255 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	333 ft	34:1	BRUSH		17 ft	245 ft	Before Runway End	255 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

Runway ID**Status****Dimension****Surface****Condition****Lights**

18/36

Existing

5,251 x 150

Conc

Fair

None

Comments:

RWY 18

FAR 77 Category B(V).

RWY 36

FAR 77 Category B(V).

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

Primary surface required is 500 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	29° 44' 11.1986	85° 1' 23.0907	Surveyed	15:1	BSC-F	N	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		15:1	TREES		67 ft	1,200 ft	Before Runway End	250 ft L
Runway End	No		17:1	TREES		67 ft	1,200 ft	Before Runway End	250 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	140 ft	20:1	TREES		67 ft	1,200 ft	Before Runway End	250 ft L

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	29° 43' 19.2190	85° 1' 23.4173	Surveyed	7:1	BSC-F	N	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		7:1	TREES		41 ft	515 ft	Before Runway End	200 ft L
Runway End	No		12:1	TREES		41 ft	515 ft	Before Runway End	200 ft L
Marked Displaced Threshold	No	502 ft	25:1	TREES		41 ft	515 ft	Before Runway End	200 ft L
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
TREES	29° 44' 07.52	85° 01' 21.15	Estimated	156 ft	E	25 ft	No	No	No		
TREES	29° 43' 40.77	85° 01' 20.72	Estimated	180 ft	E	25 ft	No	No	No		

Instrument Approach

06/24	Type	A	B	C	D	E
06	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
24	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
14/32	Type	A	B	C	D	E
14	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
32	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
32	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LPV	1.13 Miles	1.13 Miles	1.13 Miles	1.13 Miles	

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Deficiencies

Inspection Date 4/16/24

Next Inspection 4/30/25

Deficiencies

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@32)

Taxiway A hold position markings at Runway 32 are stained and/or discolored.

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

Taxiway (C1)

Taxiway C1 hold position markings at Runway 18 are stained and/or discolored.

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

Runway 18 runway designation markings are stained and/or discolored.

Rwy End: 24 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall delineate the beginning of the runway that is available for landing.

Runway 24 threshold bar marking is not co-located with the survey marker.

Rwy End: 24 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline marking stripes shall begin 40 feet from the top of the runway designation marking.

Runway 24 centerline markings begin 50 feet from the top of the runway designation markings.

Rwy End: 24 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline marking stripes shall be 120 feet in length.

Runway 24 first runway centerline marking is 110 feet in length.

Rwy End: 32 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 32 threshold bar is stained and/or discolored.

Mitigated Deficiencies

Rwy End: 06 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 06 approach surface ratio is 20:1 due to tree 60 feet tall, 1,385 feet before the approach end of the runway, 185 feet right of centerline.

Runway 06 approach surface ratio is 23:1 to the approach end of the runway due to trees 60 feet tall, 1,385 feet before the approach end of the runway, 185 feet right of centerline.

Received an e-mail from Mr. John Collins, Inspection Contact, on April 25, 2024 and he stated that these trees are scheduled to be removed in an additional phase for the Obstruction Removal Project (PFL0013665) that the airport will be applying for FAA BIL funds for completion of the work. An estimated completion date is not quite known at this point, but work may be able to start this year depending on the BIL funding amounts.

The FAA Chart Supplement has published comments to advise flight crews of unlighted obstructions in the approach.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 18 approach surface ratio is 15:1 due to trees 67 feet tall, 1,200 feet before the approach end of the runway, 250 feet left of centerline.

Runway 18 approach surface ratio is 17:1 to the approach end of the runway due to trees 67 feet tall, 1,200 feet before the approach end of the runway, 250 feet left of centerline.

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Spoke with Mr. Ted Mosteller, Airport Manager, after the inspection on April 16, 2024 and he stated that the county has completed substantial removal from last year's inspection. They will continue coordinating with the property owner on removing the last few trees that remain as penetrations to the approach surface.

The FAA Chart Supplement has published comments to advise flight crews of unlighted obstructions in the approach.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)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 a visibility greater than $\frac{3}{4}$ mile: the width of the primary surface is 500 feet.

Trees 370 feet to 1,900 feet after the approach end of the runway, 160 feet to 250 feet east of centerline penetrate the primary surface of Runway 18/36.

Brush from 2,765 feet to 3,625 feet after the approach end of the runway, 175 feet to 250 feet east of centerline penetrates the primary surface of Runway 18/36.

Received an e-mail from Mr. John Collins, Inspection Contact, on April 25, 2024 and he stated that these trees are not eligible for funding using FAA AIP funds. The FAA is only willing to participate in the removal from the approach and departure surfaces for the other two runways. They are still working of funding the removal of these areas, but substantial progress and improvements have been made to obstacle removal within the AOA.

Rwy End: 24 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 24 approach surface ratio is 15:1 due to trees 46 feet tall, 880 feet before the approach end of the runway, 215 feet left of centerline.

Runway 24 approach surface ratio is 19:1 to the approach end of the runway due to trees 46 feet tall, 880 feet before the approach end of the runway, 215 feet left of centerline.

Received an e-mail from Mr. John Collins, Inspection Contact, on April 25, 2024 and he stated that these trees would be removed in an additional phase for the Obstruction Removal Project (PFL0013665) that the airport will be applying for FAA BIL funds for completion of the work. An estimated completion date is not quite known at this point, but work may be able to start this year depending on the BIL funding amounts.

The FAA Chart Supplement has published comments to advise flight crews of unlighted obstructions in the approach.

Rwy End: 32 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Brush 10 feet tall 200 feet before to 120 feet after the approach end of Runway 32, 255 feet right of centerline penetrates the transitional surface of Runway 14/32.

Received an e-mail from Mr. John Collins, Inspection Contact, on April 25, 2024 and he stated that these trees would be removed during the next phase for the Obstruction Removal Project (PFL0013665) that started April 22, 2024. Substantial progress and improvements have been made to obstacle removal within the AOA.

Rwy End: 32 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 32 approach surface ratio is 2:1 due to brush 17 feet tall, 245 feet before the approach end of the runway, 255 feet right of centerline.

Runway 32 approach surface ratio is 15:1 to the approach end of the runway due to brush 17 feet tall, 245 feet before the approach end of the runway, 255 feet right of centerline.

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Received an e-mail from Mr. John Collins, Inspection Contact, on April 25, 2024 and he stated that these trees would be removed during the next phase for the Obstruction Removal Project (PFL0013665) that started April 22, 2024. Once these trees are removed the approach will be better than a 20:1 to the primary surface. Additionally, instrument approaches are not authorized at night for this runway end.

Runway 32 Threshold is displaced to the approach end of the runway.

Rwy End: 36

In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 36 approach surface ratio is 7:1 due to trees 41 feet tall, 515 feet before the approach end of the runway, 200 feet left of centerline.

Runway 36 threshold is displaced 502 feet.

Facility Name: Apalachicola Regional-Cleve Randolph Field

Inspection Date: 4/16/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 08/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 07/31/2025

☐ 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 06/24 is available for non-precision instrument and visual approaches.

- a. Runway 06 is FAR 77 category C.
- b. Runway 24 is FAR 77 category C.

2. Runway 14/32 is available for non-precision instrument and visual approaches.

- a. Runway 14 is FAR 77 category C.
- b. Runway 32 is FAR 77 category C.

3. Runway 18/36 is available for visual approaches only.

- a. Runway 18 is FAR 77 category B(V).
- b. Runway 36 is FAR 77 category B(V).

4. Runway 06 threshold is displaced to the approach end of the runway.

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

6. Runway 24 threshold is displaced to the approach end of the runway.

7. Runway 32 threshold is displaced to the approach end of the runway.

8. Runway 36 threshold is displaced 502 feet.

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 06 approach surface ratio is 23:1 to the end of the runway due to trees 60 feet tall, 1,385 feet before the approach end of the runway, 185 feet right of centerline.

2. Trees 370 feet to 1,900 feet after the approach end of Runway 18, 160 feet to 250 feet east of centerline penetrates the primary surface of Runway 18/36.

3. Runway 18 approach surface ratio is 17:1 to the end of the runway due to trees 67 feet tall, 1,200 feet before the approach end of the runway, 250 feet left of centerline.

4. Runway 24 approach surface ratio is 19:1 to the end of the runway due to trees 46 feet tall, 880 feet before the approach end of the runway, 215 feet left of centerline.

5. Brush 10 feet tall 200 feet before to 120 feet after the approach end of Runway 32, 255 feet right of centerline penetrates the transitional surface of Runway 14/32.

6. Runway 32 approach surface ratio is 15:1 to the end of the runway due to brush 17 feet tall, 245 feet before the approach end of the runway, 255 feet right of centerline.

Additional Licensing Remarks: