Public Transportation Office

Airport Inspection Record

http://www.floriaa-aviatioi	n-aatabase.com	Airp	ort hispection Record			4/30/202
Facility Name: A	palachicola Regional-Cleve Rai	ıdolph Field		Inspection Date:	4/16/2024	
Facility Type: A	irport	:	Status: Active	Inspector: David S	Smith	
Location ID:	AAF	FAA Site No.	: 03025.*A	FDOT District:	3	
2.00 Miles W of Ap	alachicola			County:	Franklin	
ARP Latitude: 2	9° 43' 39.29 Source:	Surveyed		Ownership	Public	
ARP Longitude: 8	35° 1' 38.66			Use:	Public	
Elevation: 2	Source:	Surveyed		Sectional Chart:	NEW ORLEANS	
	No	ote: Primary cont	tact shows below with a back	ground.		
Facility Owner: F1	ranklin County		Facility Physica	l Address		
Address: 33 Marke	t St		4.11			
Ste 203			Address: 8 Airp	ort Rd		
City: Apalachic	cola State: FL Z	<i>IP</i> : 32320	City: Apalachi	cola Stat	te:FL ZIP: 32320	
Phone: (850) 653-	-9783 Fax: (850) 6	53-9799	Phone: (850) 29			
Email: pandz@d	igitalexp.com		,			
Owner Representativ	e: Ricky Jones		Facility Manager:	Ted Mosteller		
Address: 33 Mark	•		Address: 151 24			
City: Apalachi	icola State: FL Z	IP: 32320	City: Apala	chicola Stat	te: FL ZIP: 32320	
Phone: (850) 653		11 . 32320		553-5115	e. PL 211. 32320	
()	ranklincountyflorida.com		()			
Етан. Пскушп	rankinicountynorida.com		Email. teamo	steller@yahoo.com		_
Acreage: 1,100	Residential Airpa	rk: No	Beacon: C-G			
Section: 01	•	inge: 08W	Wind Indicator:	Yes	Lighted: Yes	
Lighting Schedule:	Sunset to Sunrise	inge. UOW	Notes:	165	Lighted. 165	
Attendance Schedule				No	Lighted No	
Attendance Schedule	: Month/Day/Hour ALL / ALL / 0800-1900		Segmented Circle:	No	Lighted: No	
	1122 / 1122 / 4044 1544			https://www.franklinco		y-governm
			Ask in	any new facility aerials	pnotos are avaliable	
Based Aircraft						
<i>Year:</i> 2011	Single Engine:	23 J	et Engine:	Glider:	Ultralight:	2
Source: Inspector	Multi Engine:	6 H	Helicopter:	Military:	Seaplane:	
Total Based Aircraft:	•					
Annual Operation	s					
Year:	Air Carrie	er:	Air Taxi:	GA Loca	al:	
End Date:	Commuter	: :	Military:	GA Itine	erant:	
Total Annual Operat	tions:					
FAR 139 Certificated						
FAA NavCom						
FSS ID:	X GNV		Clearance Deli	very:		
FSS on Airport:	X No		Ground Control	l:		
Toll Free:	X (800) WX-BRIEF		Control Tower:			
VorTac:	X SZW		Approach Conti	rol: X 120.825	124.150	
AWOS/ASOS:	X 119.925		Unicom:	X 122.800		
Instrument Approach	=	NAV	ATIS:	Ħ		
F.F.			CTAF:	X 122.800		
			·	122,000		

Low

Buoy Hangar Tie Downs

Transient Storage:

Public Transportation Office

http://www.florida-aviation-database.com Airport Inspection Record 4/30/2024 Apalachicola Regional-Cleve Randolph Field **Inspection Date:** 4/16/2024 Facility Name: Facility Type: Status: Active Inspector: **David Smith** Airport Services Fuel: Other Services: AAerial Surveying A1Air Ambulance A1+Air Freight В Aircraft Rental B+Aircraft Sales Avionics Mogas 80 Beaching Gear 100 Car Rental 100LL Cargo 115 Courtesy Car Airframe: CharterMajor Crop Dusting Minor GliderPower Plant: Glider Towing X X X 1 mile Instruction Major Minor Internet Bottle Oxygen: Lodging Parachute Jumping Area High X 1 mile Low Restaurant X X Bulk Oxygen: Restrooms High Taxi

Telephone

http://www.florida-aviation-database.com

Airport

Status

Existing

Airport Inspection Record

Status: Active

Conc

4/30/2024 Inspection Date: 4/16/2024 Inspector: **David Smith** Condition Lights Surface MIRL Fair

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Comments:

Dimension

5,271 x 150

RWY 06

06/24

FAR 77 Category C.

Facility Name:

Facility Type:

Runway ID

RWY 24

FAR 77 Category C.

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

Apalachicola Regional-Cleve Randolph Field

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

				Run	way 06							
	Latitude	Longitude	Source		оре	Marking	VG	SI	REIL	Rt Traffic	Approach	
06	29° 43' 20.4692	85° 2' 14.7313	Surveyed		20:1	NPI-F	P2I		No	No	NONE	
			•	bstructio								
			U	DStructio	ш раца		Haialat	Distance		Direction	Control	11:
		Close-in	Displacement		Controlling	Marked/	Height Above	Distance From		From	Control g	uin
		Obstruction	-		Obstruction		Runway	Runway		Runway End	Offse	rt
Primarv	Surface	No		20:1	TREES		60 ft	1,385 ft	Bef	ore Runway E	nd 185 ft	: R
Runway	-	No		23:1	TREES		60 ft	1,385 ft		ore Runway E		
-	 Displaced Thresho				111223		0010	1,000 10	201	010114111141	100 10	
	d Displaced Thresh		655 ft	34:1	TREES		60 ft	1,385 ft	Bef	ore Runway E	nd 185 ft	R
				Rur	ıway 24							
	Latitude	Longitude	Source	Sl	оре	Marking	VG	SI	REIL	Rt Traffic	Approach	
24	29° 43' 46.3346	85° 1' 22.8231	Surveyed	1	5:1	NPI-F	P2I	4	No	No	NONE	
			0	bstructio	n Data							
				2501 42010			Height	Distance		Dimention	Control	11.
								Distance		Direction	Comroi	llın
		Close-in	Displacement		Controlling	Marked/	Above	From		Direction From	Control g	llın
		Close-in Obstruction	Displacement Distance		Controlling Obstruction		_					
Primary	Surface		-	Slope	Obstruction		Above	From Runway		From Runway End	g Offse	rt
-		Obstruction	-		Obstruction TREES		Above Runway	From	Bef	From Runway End ore Runway E	g Offse nd 215 ft	t L
Runway .		Obstruction No No	-	Slope 15:1	Obstruction		Above Runway 46 ft	From Runway 880 ft	Bef	From Runway End	g Offse nd 215 ft	t L
Runway Marked I	End	Obstruction No No	-	Slope 15:1	Obstruction TREES		Above Runway 46 ft	From Runway 880 ft	Befo	From Runway End ore Runway E	g Offse nd 215 ft nd 215 ft	t L
Runway Marked I	End Displaced Thresho	Obstruction No No	Distance 684 ft	Slope 15:1 19:1 34:1	Obstruction TREES TREES	Lighted	Above Runway 46 ft 46 ft	From Runway 880 ft 880 ft	Befo	From Runway End ore Runway E ore Runway E	g Offse nd 215 ft nd 215 ft	t L
	End Displaced Thresho	Obstruction No No	Distance 684 ft	Slope 15:1 19:1 34:1 Primary S	Obstruction TREES TREES TREES Surface and S Direction	Lighted Safety Are	Above Runway 46 ft 46 ft 46 ft	From Runway 880 ft 880 ft	Befo	From Runway End ore Runway E ore Runway E ore Runway E	g Offse nd 215 ft nd 215 ft	t L
Runway Marked I Requirea	End Displaced Thresho I Displaced Thresh	Obstruction No No No old No	Distance 684 ft F Survey/	Slope 15:1 19:1 34:1 Primary S Distance from	Obstruction TREES TREES TREES Surface and S Direction from	Lighted Safety Are	Above Runway 46 ft 46 ft 46 ft a Fixed by	From Runway 880 ft 880 ft 880 ft	Bef Bef Bef	From Runway End ore Runway E ore Runway E ore Runway E Aeronatica	g Offse nd 215 ft nd 215 ft nd 215 ft	t L
Runway . Marked I	End Displaced Thresho I Displaced Thresh	Obstruction No No No old No	Distance 684 ft F Survey/	Slope 15:1 19:1 34:1 Primary S Distance from	Obstruction TREES TREES TREES Surface and S Direction	Lighted Safety Are	Above Runway 46 ft 46 ft 46 ft	From Runway 880 ft 880 ft 880 ft	Bef Bef Bef	From Runway End ore Runway E ore Runway E ore Runway E Aeronatica	g Offse nd 215 ft nd 215 ft	t L
Runway Marked I Required Objec	End Displaced Threshold Displaced Threshold Threshold Colored Thr	Obstruction No No No old No	Distance 684 ft F Survey/	Slope 15:1 19:1 34:1 Primary S Distance from Centerline	Obstruction TREES TREES TREES Surface and S Direction from	Lighted Safety Are	Above Runway 46 ft 46 ft 46 ft a Fixed by Function	From Runway 880 ft 880 ft 880 ft	Bef Bef Bef	From Runway End ore Runway E ore Runway E ore Runway E Aeronatica ed Study	g Offse nd 215 ft nd 215 ft nd 215 ft	t L

Status: Active

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Public Transportation Office http://www.florida-aviation-database.com

Facility Name: Apalachicola Regional-Cleve Randolph Field

Inspection Date: 4/16/2024

David Smith

Inspector:

Facility Type: Airport

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.

				Run	way 14							
	Latitude	Longitude	Source	Sl	ope	Marking	VG	SI	REIL	Rt Traffic	Approach	
14	29° 43' 58.0431	85° 2' 05.0858	Surveyed	3	34:1	NPI-F	P2I	_	No	No	NONE	
			0	bstructio	n Data							
							Height	Distance		Direction	Control	llin
		Close-in	Displacement		Controlling			From		From	g	
		Obstruction	Distance	Stope	Obstruction	Lighted	Runway	Runway		Runway End	Offse	t
Primary	Surface	No		34:1	TREES		27 ft	1,095 ft	Bef	ore Runway E	nd 75 ft	: F
Runway	End											
Aarked 1	Displaced Thresho	ld										
Requirea	d Displaced Thresh	old										
				Rui	ıway 32							
	Latitude	Longitude	Source	Sl	'ope	Marking	VG	SI	REIL	Rt Traffic	Approach	
32	29° 43' 19.8551	85° 1' 21.8218	Surveyed		2:1	NPI-F	P2I	1	No	No	NONE	
			O	bstructio	n Data							
							Height	Distance		Direction	Control	llin
		Close-in	Displacement	t	Controlling	Marked/	Above	From		From	g	
		Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End	Offse	t
Primary	Surface	No		2:1	BRUSH		17 ft	245 ft	Bef	ore Runway E	nd 255 ft	: F
Runway	End	No		15:1	BRUSH		17 ft	245 ft	Bef	ore Runway E	nd 255 ft	: F
Marked I	Displaced Thresho	ld										
Requirea	d Displaced Thresh	old No	333 ft	34:1	BRUSH		17 ft	245 ft	Bef	ore Runway E	nd 255 ft	: F
]	Primary S	Surface and S	Safety Are	ea					
				Distance	Direction		F: 11			4	1	
		la Laurituda	Survey/ Estimate (from	from Centerline	Heioht	Fixed by Function	Franoihle	Mark	Aeronatica ed Study	ıı Determina	tio
Ohie	ct Latitutud			entertine	: Centertine	meigni	runction	Transiere	11101110	ea Siuay	Determina	1101
Obje	ct Latitutud	le Longitude	Limate (30,,,,,								
		atus Longitude	Dimen			Surface	.	Conc	lition_	L	_ights	

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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http://www.florida-aviation-database.com

Airport Inspection Record 4/30/2024 Apalachicola Regional-Cleve Randolph Field **Inspection Date:** 4/16/2024 **Facility Name:** Facility Type: Inspector: **David Smith** Airport Status: Active Runway 18 REIL Slope Marking VGSI Rt Traffic Latitude Longitude Source Approach 18 29° 44' 11.1986 85° 1' 23.0907 Surveyed 15:1 **BSC-F** N No No **NONE Obstruction Data** Height Distance Direction Controllin Controlling Marked/ Close-in Displacement Above From From g Slope Obstruction Distance Obstruction Lighted Runway Runway Runway End Offset TREES 67 ft 1,200 ft **Before Runway End** 250 ft L Primary Surface 15:1 No Runway End 17:1 TREES 67 ft 1,200 ft **Before Runway End** 250 ft L No 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 VGSI REIL Slope Rt Traffic Latitude Longitude Source Marking Approach 36 29° 43' 19.2190 85° 1' 23.4173 Surveyed **BSC-F** NONE 7:1 N No No **Obstruction Data** Height Distance Direction Controllin From From Above g Displacement Controlling Marked/ Close-in Runway Runway End Offset Slope Obstruction Lighted Runway Obstruction Distance 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 200 ft L **Before Runway End** Marked Displaced Threshold 502 ft TREES 41 ft 515 ft 200 ft L No 25:1 **Before Runway End** Required Displaced Threshold **Primary Surface and Safety Area** Distance Direction Survey/ Fixed by Aeronatical from from Object Latitutude Longitude Frangible Marked Determination Estimate Height Function Study Centerline Centerline 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 AВ CDE Туре 06 LNAV **1.00 Miles** 1.00 Miles **1.38 Miles 1.38 Miles** 24 LNAV 1.00 Miles **1.38 Miles** 1.00 Miles **1.38 Miles** 14/32 Type В DЕ 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**

State of Florida Department of Transportation Public Transportation Office

Public Transportation Office Page 6 of 9

http://www.florida-aviation-database.com Airport Inspection Record 4/30/2024

Facility Name: Apalachicola Regional-Cleve Randolph Field Inspection Date: 4/16/2024

Facility Type: Airport Status: Active Inspector: David Smith

ficiencies	
pection Date 4	/16/24 Next Inspection 4/30/25
iciencies 14/32 : Taxiway (A@32)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
	Taxiway A hold position markings at Runway 32 are stained and/or discolored.
18/36 : Taxiway (C1)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
	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.

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 34 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.

http://www.florida-aviation-database.com

Airport Inspection Record

Facility Name: Apalachicola Regional-Cleve Randolph Field Inspection Date: 4/16/2024
Facility Type: Airport Status: Active Inspector: David Smith

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 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.

State of Florida Department of Transportation Public Transportation Office

http://www.florida-aviation-database.com Airport Inspection Record

Facility Name: Apalachicola Regional-Cleve Randolph Field Inspection Date: 4/16/2024
Facility Type: Airport Status: Active Inspector: David Smith

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.

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4/30/2024

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.

State of Florida Department of Transportation

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VFR Use Only

Public Transportation Office

Airport Inspection Record 4/30/2024 http://www.florida-aviation-database.com

The state of the s			1 1	
Facility Nar	me: Apalachicola Regional-Clo	eve Randolph Fiel	ld	Inspection Date: 4/16/2024
Facility Typ	oe: Airport		Status: Active	Inspector: David Smith
License				
Effective:	08/01/2024	Category: Pu	ıblic Special	Limitations: Day Use Only

Expires: 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.

07/31/2025

- 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.