

<b>Facility Name:</b> Clearwater Air Park		<b>Inspection Date:</b> 11/19/2024	
<b>Facility Type:</b> Airport		<b>Status:</b> Active	
<b>Inspector:</b> David Smith			
<b>Location ID:</b> CLW	<b>FAA Site No.:</b> 03112.*A	<b>FDOT District:</b> 7	
<b>3.00 Miles NE of Clearwater</b>		<b>County:</b> Pinellas	
<b>ARP Latitude:</b> 27° 58' 37.970	<b>Source:</b> Surveyed	<b>Ownership:</b> Public	
<b>ARP Longitude:</b> 82° 45' 32.605		<b>Use:</b> Public	
<b>Elevation:</b> 71	<b>Source:</b> Surveyed	<b>Sectional Chart:</b> MIAMI	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> City of Clearwater	<b>Facility Physical Address</b>
<b>Address:</b> PO Box 4748	<b>Address:</b> 1000 N Hercules Av
<b>Attn:</b> Marine and Aviation Department	
<b>City:</b> Clearwater	<b>City:</b> Clearwater
<b>State:</b> FL	<b>State:</b> FL
<b>ZIP:</b> 33758-4748	<b>ZIP:</b> 33765
<b>Phone:</b> (727) 562-4955	<b>Phone:</b> (727) 562-4955
<b>Fax:</b> (727) 462-6957	
<b>Email:</b>	
<b>Owner Representative:</b> Michael MacDonald	<b>Facility Manager:</b> William Hodgson
<b>Address:</b> 25 Causeway Blvd	<b>Address:</b> 25 Causeway Blvd
<b>City:</b> Clearwater	<b>City:</b> Clearwater
<b>State:</b> FL	<b>State:</b> FL
<b>ZIP:</b> 33767	<b>ZIP:</b> 33767
<b>Phone:</b> (727) 224-7005	<b>Phone:</b> (727) 224-7101
<b>Email:</b> michael.macdonald@myclearwater.com	<b>Email:</b> william.hodgson@myclearwater.com

<b>Acres:</b> 47	<b>Residential Airpark:</b> No	<b>Beacon:</b>
<b>Section:</b> 11	<b>Township:</b> 29S	<b>Wind Indicator:</b> Yes
	<b>Range:</b> 15E	<b>Lighted:</b> Yes
<b>Lighting Schedule:</b>		<b>Notes:</b>
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Segmented Circle:</b> Yes
		<b>Lighted:</b> No
		<b>Facility Website:</b> <a href="https://www.myclearwater.com/My-Government/City-De">https://www.myclearwater.com/My-Government/City-De</a>
		<b>Ask in any new facility aeriels/photos are available</b>

<b>Based Aircraft</b>			
<b>Year:</b> 2010	<b>Single Engine:</b> 123	<b>Jet Engine:</b>	<b>Glider:</b>
<b>Source:</b> Inspector	<b>Multi Engine:</b> 14	<b>Helicopter:</b> 3	<b>Ultralight:</b>
<b>Military:</b>			
<b>Seaplane:</b>			
<b>Total Based Aircraft:</b>			

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>			
<b>FSS ID:</b>	<input checked="" type="checkbox"/> PIE	<b>Clearance Delivery:</b>	<input type="checkbox"/>
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No	<b>Ground Control:</b>	<input type="checkbox"/>
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input type="checkbox"/>
<b>VorTac:</b>	<input checked="" type="checkbox"/> PIE 116.4 315d/5.7 nm	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 125.300
<b>AWOS/ASOS:</b>	<input checked="" type="checkbox"/> 119.225	<b>Unicom:</b>	<input checked="" type="checkbox"/> 123.000
<b>Instrument Approach:</b>	<input type="checkbox"/>	<b>ATIS:</b>	<input type="checkbox"/>
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 123.000

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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 ☒ 1 mile

Parachute Jumping Area ☐

Restaurant ☐ 1/4 mile

Restrooms ☒

Taxi ☒

Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
16/34	Existing	4,108 x 75	Asph	Fair	MIRL

Comments:

RWY 16

FAR 77 Category A(V).

RWY 34

FAR 77 Category A(V).

Approach ratio required is RWY 16 20:1 and RWY 34 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 16

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
16	27° 58' 56.2800	82° 45' 42.5800	Surveyed	1:1	BSC-P	V4L	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		1:1	POLE		28 ft	257 ft	Before Runway End	110 ft R
Runway End	No		9:1	POLE		28 ft	257 ft	Before Runway End	110 ft R
Marked Displaced Threshold	No	357 ft	22:1	POLE		28 ft	257 ft	Before Runway End	110 ft R
Required Displaced Threshold									

## Runway 34

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
34	27° 58' 19.6600	82° 45' 22.6300	Surveyed	4:1	BSC-P	V4R	No	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		4:1	TREES		38 ft	350 ft	Before Runway End	115 ft L
Runway End	No		7:1	TREE		71 ft	555 ft	Before Runway End	125 ft L
Marked Displaced Threshold	No	846 ft	20:1	TREE		71 ft	555 ft	Before Runway End	125 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
EQUIP	27° 58' 47.11	82° 45' 36.26	Estimated	109 ft	NE	3 ft	No	Yes	Yes		
EQUIP	27° 58' 29.24	82° 45' 26.87	Estimated	80 ft	NE	3 ft	No	Yes	Yes		

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## Deficiencies

Inspection Date 11/19/24

Next Inspection 11/30/25

## Deficiencies

16/34 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway (A)  
Hold  
Position

Taxiway A runway hold position markings at Runway 16 do not contain a sufficient amount of glass beads.

16/34 : In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway  
(A7)  
Hold  
Position

Taxiway A7 runway hold position markings at Runway 34 black outline is fading.

General In accordance with Chapter 14-60.007(7)(d), FAC. – The segmented circle shall be lighted, if the landing area is lighted.

The segmented circle is not lighted.

Rwy End: 16 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 16 end light group (east side) only contains 1 light.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Displaced  
Arrow

Runway 16 displaced threshold arrows do not contain a sufficient amount of glass beads.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Displaced  
Bar

Runway 16 displaced threshold bar does not contain a sufficient amount of glass beads.

Rwy End: 16 In accordance with Chapter 14-60.007(10)(c), FAC. – The inboard half of displaced threshold lights shall be white for a visual runway.

Displaced  
Threshold  
Lights  
(Innermost  
Light)

Runway 16 innermost displaced threshold light (west side) is blacked out.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway  
Centerline

Runway 16/34 centerline markings black outline is faded and in poor condition.

Rwy End: 34 In accordance with Chapter 14-60.007(9)(e), FAC. – Arrows shall be white.

Runway 34 displaced threshold arrows are faded and in poor condition.

Rwy End: 34 In accordance with Chapter 14-60.007(9)(e), FAC. – Arrowheads shall be white.

Runway 34 displaced threshold arrowheads are faded and in poor condition.

Rwy End: 34 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Displaced  
Arrow Head

Runway 34 displaced threshold arrowhead markings do not contain a sufficient amount of glass beads.

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Rwy End: 34  
Displaced  
Threshold  
Lights  
(Innermost  
Light)

In accordance with Chapter 14-60.007(10)(c), FAC. – The inboard half of displaced threshold lights shall be white for a visual runway.

Runway 34 innermost displaced threshold lights are blacked out.

Rwy End: 34  
Runway  
Designation

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 34 designation markings do not contain a sufficient amount of glass beads.

**Mitigated Deficiencies**

Rwy End: 16

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 16 approach surface ratio is 1:1 due to pole 28 feet tall, 257 feet before the approach end of the runway, 110 feet right of centerline.

Runway 16 threshold is displaced 357 feet.

Rwy End: 34

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 34 approach surface ratio is 4:1 due to trees 38 feet tall, 350 feet before the approach end of the runway, 115 feet left of centerline.

Runway 34 threshold is displaced 846 feet.

**License**

Effective: 03/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 02/28/2026

☐ 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 landing areas and approach limitations.****1. Runway 16/34 is available for visual approaches only.**

- a. Runway 16 is FAR 77 category A(V).
- b. Runway 34 is FAR 77 category A(V).

**2. Runway 16 threshold is displaced 357 feet.****3. Runway 34 threshold is displaced 846 feet.****Additional Licensing Remarks:**