

Facility Name: Albert Whitted Airport		Inspection Date: 11/20/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 11/20/2024		Inspector: David Smith	
Location ID: SPG	FAA Site No.: 03474.*A	FDOT District: 7	
0.00 Miles E of Saint Petersburg		County: Pinellas	
ARP Latitude: 27° 45' 54.410	Source: Estimated	Ownership: Public	
ARP Longitude: 82° 37' 37.106		Use: Public	
Elevation: 6.7	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: City of Saint Petersburg		Facility Physical Address	
Address: 107 8th Av SE		Address: 107 8th Av SE	
City: Saint Petersburg	State: FL ZIP: 33701	City: Saint Petersburg	State: FL ZIP: 33701
Phone: (727) 893-7654	Fax: (727) 822-4767	Phone: (727) 893-7654	
Email: richard.lesniak@stpete.org			
Owner Representative: Chris Ballestra		Facility Manager: Richard Lesniak	
Address: 175 5th St N		Address: 107 8th Av SE	
City: St. Petersburg	State: FL ZIP: 33701	City: Saint Petersburg	State: FL ZIP: 33701-5094
Phone: (727) 892-5715		Phone: (727) 893-7657	
Email: chris.ballestra@stpete.org		Email: richard.lesniak@stpete.org	

Acreeage: 119	Residential Airpark: No	Beacon: C-G	
Section: 19	Township: 31S Range: 17E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: No
ALL / ALL / 0700-2100		Facility Website: www.albertwhittedairport.com	
		Ask in any new facility aerals/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 150	Jet Engine: 1	Glider: Ultralight:
Source: Inspector	Multi Engine: 25	Helicopter: 8	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"/> PIE	Clearance Delivery:	<input type="checkbox"/>
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.800
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 127.400
VorTac:	<input checked="" type="checkbox"/> PIE 116.4, 159d/9.1 nm	Approach Control:	<input checked="" type="checkbox"/> 125.300 119.650
AWOS/ASOS:	<input checked="" type="checkbox"/> 118.875	Unicom:	<input checked="" type="checkbox"/> 122.950
Instrument Approach:	<input checked="" type="checkbox"/> LNAV, VOR/DME	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 127.400

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## Services

## Fuel:

A	<input checked="" type="checkbox"/>
A1	<input checked="" 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 checked="" 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 checked="" type="checkbox"/>
Air Ambulance	<input checked="" 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"/>
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/>
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Runway ID	Status	Dimension	Surface	Condition	Lights
07/25	Existing	3,676 x 75	Asph	Good	MIRL

Comments:

**RWY 07**

FAR 77 Category A(NP).

**RWY 25**

FAR 77 Category A(V).

Approach ratio required is RWY 07 20:1 and RWY 25 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 07**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
07	27° 45' 47.33	82° 38' 1.28	Estimated	0:1	NPI-F	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	Yes		0:1	FENCE	ML	19 ft	6 ft	Before Runway End	0 ft Both
Runway End	Yes		0:1	FENCE	ML	19 ft	6 ft	Before Runway End	0 ft Both
Marked Displaced Threshold	Yes	557 ft	20:1	POLE		31 ft	55 ft	Before Runway End	180 ft L
Required Displaced Threshold									

**Runway 25**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
25	27° 46' 2.71	82° 37' 28.59	Estimated	15:1	BSC-F	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		15:1	BOAT		52 ft	1,020 ft	Before Runway End	0 ft Both
Runway End	No		19:1	BOAT		52 ft	1,020 ft	Before Runway End	0 ft Both
Marked Displaced Threshold	No	263 ft	25:1	BOAT		52 ft	1,020 ft	Before Runway End	0 ft Both
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	Aeronautical Study	Determination
FENCE	27° 45' 47.40	82° 38' 01.15	Estimated	0 ft	W	19 ft	Yes	No	Yes		
FENCE	27° 45' 50.07	82° 38' 01.53	Estimated	250 ft	NW	8 ft	Yes	No	No		
FENCE	27° 45' 45.55	82° 37' 59.18	Estimated	230 ft	SE	8 ft	Yes	No	No		
BLDG	27° 45' 45.13	82° 37' 58.27	Estimated	234 ft	SE		No	No	Yes		
BLDG	27° 45' 49.96	82° 37' 49.89	Estimated	243 ft	SE		No	No	Yes		
EQUIP	27° 45' 50.78	82° 37' 56.02	Estimated	84 ft	NW	1 ft	No	Yes	Yes		
ROAD	27° 45' 49.19	82° 38' 02.11	Estimated	200 ft	NW	15 ft	No	No	No		
TREES	27° 45' 48.35	82° 38' 01.77	Estimated	134 ft	NW	10 ft	No	No	No		

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TREES	27° 45' 45.23	82° 38' 01.77	Estimated	127 ft	S	28 ft	No	No	No
FENCE	27° 45' 47.22	82° 38' 01.57	Estimated	0 ft	W	6 ft	No	No	No
TREES	27° 45' 46.68	82° 38' 02.73	Estimated	0 ft	W	31 ft	No	No	No
BLDG	27° 45' 47.66	82° 38' 02.88	Estimated	100 ft	NW	20 ft	No	No	No
BLDG	27° 45' 46.33	82° 38' 02.81	Estimated	25 ft	SW	13 ft	No	No	No
TREES	27° 45' 47.88	82° 38' 2.57	Estimated	100 ft	NW	30 ft	No	No	No
EQUIP	27° 46' 04.01	82° 37' 27.93	Estimated	85 ft	N	1 ft	No	Yes	Yes
BLDG	27° 45' 56.07	82° 37' 47.84	Estimated	140 ft	N	30 ft	No	No	No
POLE	27° 45' 48.03	82° 38' 02.61	Estimated	107 ft	NW	33 ft	No	No	No
SEAWALL	27° 46' 04.14	82° 37' 24.17	Estimated	60 ft	S		No	No	No
POLE	27° 45' 48.74	82° 38' 02.56	Estimated	180 ft	NW	31 ft	No	No	No

Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	2,864 x 75	Asph	Excellent	MIRL

*Comments:*

RWY 18

**FAR 77 Category A(NP).**

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	27° 46' 6.61	82° 37' 29.41	Estimated	20:1	NPI-G	P2R	Yes	No	NONE

### Obstruction Data

[illegible]

Runway 36									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	27° 45' 38.24	82° 37' 29.21	Estimated	0:1	NPI-G	P2L	Yes	Yes	NONE

### Obstruction Data

[illegible]

Facility Name: Albert Whitted Airport

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Facility Type: Airport

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## Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronautical Study	Determination
SEAWALL	27° 46' 07.10	82° 37' 29.69	Surveyed	0 ft	N	1 ft	No	No	No		
SEAWALL	27° 45' 36.97	82° 37' 28.79	Estimated	60 ft	S	2 ft	No	No	No		
FENCE	27° 45' 39.64	82° 37' 30.52	Estimated	227 ft	W	7 ft	Yes	No	No		
FENCE	27° 45' 50.18	82° 37' 31.13	Estimated	227 ft	W	7 ft	Yes	No	No		
EQUIP	27° 45' 44.20	82° 37' 28.31	Estimated	109 ft	E	7 ft	Yes	Yes	Yes		
EQUIP	27° 46' 06.49	82° 37' 32.40	Estimated	247 ft	W	10 ft	No	Yes	Yes		

## Instrument Approach

07/25	Type	A	B	C	D	E
07	LNAV	1.00 Miles	1.25 Miles	2.50 Miles		
18/36	Type	A	B	C	D	E
18	LNAV	1.00 Miles	1.25 Miles			
18	VOR/DME	1.00 Miles	1.25 Miles			
36	LNAV	1.13 Miles	1.13 Miles			

## Declared Distances

Runway	07/25	TORA	TODA	ASDA	LDA
07		3,646	3,646	3,376	2,849
25		3,180	3,180	3,312	3,042
Runway	18/36	TORA	TODA	ASDA	LDA
18		2,863	2,863	2,749	2,559
36		2,863	2,863	2,674	2,559

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**Deficiencies**

Inspection Date 11/20/24

Next Inspection 11/30/25

**Deficiencies**

07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (D1)

Taxiway D1 hold position markings at Runway 07 is faded and in poor condition.

07/25 : 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 (D1)

Hold

Position

Taxiway D1 hold position markings at Runway 07 has a black outline that is faded.

07/25 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway (D1)

Hold

Position

Taxiway D1 hold position markings at Runway 07 does not contain a sufficient amount of glass beads.

Rwy End: 07 In accordance with Chapter 14-60.007(7)(b), FAC. – Any aircraft tie-downs or moorings used to secure aircraft shall be located outside of the landing area, primary surface, and transition surface areas.

Numerous aircraft are parked left and right of centerline first 2,100 feet of Runway 07 within the primary surface area of Runway 07/25.

Rwy End: 07 In accordance with Chapter 14-60.007(2)(b)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 width of the primary surface is 500 feet.

Road 15 feet tall, 30 feet after to 200 feet before the approach end of Runway 07, from 250 feet left to 193 feet right of centerline penetrates the primary surface of Runway 07/25.

Fence 8 feet high, 250 feet left of centerline extending to 250 feet right of centerline, from 75 feet after the approach end of Runway 07 to 235 before the runway penetrates the primary surface of Runway 07/25.

Building 234 feet southeast of centerline, 180 feet after the approach end of Runway 07 penetrates the primary surface of Runway 07/25.

Building 243 feet southeast of centerline, 983 feet after the approach end of Runway 07 penetrates the primary surface of Runway 07/25.

Tree 31 feet tall, 173 feet before the approach end of Runway 07, on centerline penetrates the primary surface of Runway 07/25.

Pole 31 feet tall, 55 feet before the approach end of Runway 07, 180 feet left of centerline penetrates the primary surface of Runway 07/25.

Rwy End: 07 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Displaced

Arrow

Runway 07 displaced threshold markings do not contain a sufficient amount of glass beads.

Rwy End: 07 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 07 displaced arrow head markings do not contain a sufficient amount of glass beads.

Rwy End: 07 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway

Designation

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Runway 07 runway designation markings do not contain a sufficient amount of glass beads.

Rwy End: 25 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

The second centerline marking on the approach end of Runway 25 is faded and in poor condition.

Rwy End: 25 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 25 runway end light groups contain four lights.

**Mitigated Deficiencies**

07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.  
(A1)

Runway 07/25 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.  
(A2)

Runway 07/25 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.  
(A3)

Runway 07/25 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A3 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.  
(A4)

Runway 07/25 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A4 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13A for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.  
(B)

Runway 07/25 runway hold position markings are located 125 feet from the runway centerline.

Taxiway B holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway runways serving large aircraft or with non-precision approaches.  
(D1)

Runway 07/25 runway hold position markings are located 125 feet from the runway centerline.

Taxiway D1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

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07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway (D2) runways serving large aircraft or with non-precision approaches.

Runway 07/25 runway hold position markings are located 125 feet from the runway centerline.

Taxiway D2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway (D3) runways serving large aircraft or with non-precision approaches.

Runway 07/25 runway hold position markings are located 125 feet from the runway centerline.

Taxiway D3 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

07/25 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway (D5) runways serving large aircraft or with non-precision approaches.

Runway 07/25 runway hold position markings are located 125 feet from the runway centerline.

Taxiway D5 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway (A) runways serving large aircraft or with non-precision approaches.

Runway 18/36 runway hold position markings are located 125 feet from the runway centerline.

Taxiway A holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway (B1) runways serving large aircraft or with non-precision approaches.

Runway 18/36 runway hold position markings are located 125 feet from the runway centerline.

Taxiway B1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway (B2) runways serving large aircraft or with non-precision approaches.

Runway 18/36 runway hold position markings are located 125 feet from the runway centerline.

Taxiway B2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway (B3) runways serving large aircraft or with non-precision approaches.

Runway 18/36 runway hold position markings are located 125 feet from the runway centerline.

Taxiway B3 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway (B4) runways serving large aircraft or with non-precision approaches.

Runway 18/36 runway hold position markings are located 125 feet from the runway centerline.

Taxiway B4 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual  
Taxiway (D) runways serving large aircraft or with non-precision approaches.



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Runway 18/36 runway hold position markings are located 125 feet from the runway centerline.

Taxiway D holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

Rwy End: 07 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

The runway safety area length extends 45 feet beyond the departure end of Runway 07 due to seawall 0 feet high, 60 feet right of centerline.

Multiple surface variations/washouts 10 feet to 90 feet beyond the departure end of Runway 07, 60 feet left to 60 feet right of centerline is located inside the runway safety area of Runway 07/25.

Declared distances have been calculated for Runway 07/25.

Rwy End: 07 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 07 approach surface ratio is 0:1 due to blast fence 19 feet tall, 6 feet before the approach end of the runway, on centerline.

Runway 07 threshold is displaced 557 feet.

Rwy End: 18 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

The runway safety area length extends 42 feet before the approach end of Runway 18 due to seawall 1 foot high on centerline.

Multiple surface variations/washouts 40 feet to 50 feet before the approach end of Runway 18, 60 feet left to 60 feet right of centerline is located inside the runway safety area of Runway 18/36.

Declared distances have been calculated for Runway 18/36.

Rwy End: 25 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

The runway safety area length extends 6 feet beyond the departure end of Runway 25 due to blast fence 19 foot high on centerline.

Declared distances have been calculated for Runway 07/25.

Rwy End: 25 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 25 approach slope is 15:1 due to shipping channel traverseway 52 feet tall, 1,020 feet before the approach end of Runway 25, on centerline.

Runway 25 threshold is displaced 263 feet.

Rwy End: 36 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

The runway safety area length extends 127 feet before the approach end of Runway 36 due to seawall 2 foot high, 60 feet right centerline.

Multiple surface variations/washouts 105 feet to 127 feet before the approach end of Runway 36, 60 feet left to 60 feet right of centerline is located inside the runway safety area of Runway 18/36.

Declared distances have been calculated for Runway 18/36.

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 slope ratio is 0:1 due to fence 7 feet tall, 165 feet before the approach end of the runway, 227 feet left of centerline.

Runway 36 threshold is displaced 115 feet.

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Rwy End: 36 In accordance with Chapter 14-60.007(2)(b)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 width of the primary surface is 500 feet.

Fence 7 feet tall, 165 feet before to 1,275 feet after the approach end of Runway 36, 227 feet left of centerline penetrates the primary surface of Runway 18/36.

Runway 18/36 is consistent with the ROFA requirements of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small as indicated on the Airport Layout Plan for Runway 07/25.

**License**

Effective: 03/01/2025

Category: Public Special

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 07/25 is available for non-precision instrument and visual approaches.**

a. Runway 07 is FAR 77 category A(NP).

b. Runway 25 is FAR 77 category A(V).

**2. Runway 18/36 is available for non-precision instrument and visual approaches.**

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

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

**3. Runway 07 threshold is displaced 557 feet.****4. Runway 07 TORA 3646 TODA 3646 ASDA 3376 LDA 2849****5. Runway 18 threshold is displaced 190 feet.****6. Runway 18 TORA 2863 TODA 2863 ASDA 2749 LDA 2559****7. Runway 25 threshold is displaced 263 feet.****8. Runway 25 TORA 3180 TODA 3180 ASDA 3312 LDA 3042****9. Runway 36 threshold is displaced 115 feet.****10. Runway 36 TORA 2863 TODA 2863 ASDA 2674 LDA 2559****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. Building 180 feet after the approach end of Runway 07, 234 feet left of centerline penetrates the primary surface of Runway 07/25.****2. Fence 7 feet tall, 200 feet before to 1,275 feet after the approach end of Runway 36, 227 feet left of centerline penetrates the primary surface of Runway 18/36.***Additional Licensing Remarks:*