

Facility Name: Arcadia Municipal Airport		Inspection Date: 12/9/2024	
Facility Type: Airport		Status: Active	
Inspector: David Smith			
Location ID: X06	FAA Site No.: 03030.*A	FDOT District: 1	
1.00 Miles SE of Arcadia		County: Desoto	
ARP Latitude: 27° 11' 43.145	Source: Estimated	Ownership: Public	
ARP Longitude: 81° 50' 17.619		Use: Public	
Elevation: 63	Source: Estimated	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: City of Arcadia	Facility Physical Address
Address: PO Box 1000	Address: 2269 SE A C Polk, Jr Dr
City: Arcadia State: FL ZIP: 34265	City: Arcadia State: FL ZIP: 34266
Phone: (863) -49-4114 Fax:	Phone: (863) 494-7844
Email:	
Owner Representative: Terry Stewart	Facility Manager: Shelley Peacock
Address: 23 N Polk Av	Address: PO Box 1000
City: Arcadia State: FL ZIP: 34266	City: Arcadia State: FL ZIP: 34265
Phone: (863) 993-5533	Phone: (863) 494-7844
Email: tstewart@arcadia-fl.gov	Email: speacock@arcadia-fl.gov

Acreeage: 210 Residential Airpark: No	Beacon: C-G
Section: 05 Township: 38S Range: 25E	Wind Indicator: Yes Lighted: Yes
Lighting Schedule: Sunset to Sunrise	Notes:
Attendance Schedule: Month/Day/Hour	Segmented Circle: No Lighted: No
ALL / ALL / 0800-1700	Facility Website: https://arcadia-fl.gov/departments/arcadia-municipal-airp
	Ask in any new facility aerals/photos are available

Based Aircraft					
Year: 2010	Single Engine: 26	Jet Engine:	Glider:	Ultralight: 3	
Source: Inspector	Multi Engine: 2	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"/> PIE	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"/> LBV 110.4 311d/32.3nm	Approach Control:	<input checked="" type="checkbox"/> 134.550
AWOS/ASOS:	<input type="checkbox"/>	Unicom:	<input checked="" type="checkbox"/> 123.000
Instrument Approach:	<input checked="" type="checkbox"/> RNAV(GPS)	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 123.000

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Services

Fuel:

A	<input type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Diesel	<input type="checkbox"/>
E85	<input type="checkbox"/>
G100UL	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
SAF	<input type="checkbox"/>
UL102	<input type="checkbox"/>
80	<input type="checkbox"/>
85UL	<input type="checkbox"/>
87	<input type="checkbox"/>
91/96	<input type="checkbox"/>
91/96UL	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
100VLL	<input type="checkbox"/>
115	<input 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"/>

Airframe:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Power Plant:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input type="checkbox"/>
Aircraft Sales	<input type="checkbox"/>
Avionics	<input type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input checked="" type="checkbox"/>
Charter	<input type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input type="checkbox"/>
Internet	<input type="checkbox"/>
Lodging	<input checked="" type="checkbox"/>
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input type="checkbox"/>
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

Airport Camping

Taco Tuesday every Tuesd

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Runway ID	Status	Dimension	Surface	Condition	Lights
06/24	Existing	3,700 x 75	Asph	Excellent	MIRL

Comments:

RWY 06

FAR 77 Category A(V).

RWY 24

FAR 77 Category A(V).

Approach ratio required is RWY 06 20:1 and RWY 24 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 06

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
06	27° 11' 33.10	81° 50' 30.30	Estimated	25:1	NPI-G	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		25:1	ROAD		15 ft	585 ft	Before Runway End	125 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	27° 11' 55.37	81° 49' 57.8	Estimated	21:1	NPI-G	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		21:1	TREES		80 ft	1,870 ft	Before Runway End	50 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/	Distance	Direction	Height	Fixed by	Frangible	Marked	Aeronautical	Determination
			Estimate	from Centerline	from Centerline		Function			Study	
EQUIP	27° 11' 37.28	81° 50' 26.39	Estimated	125 ft	NW	1 ft	No	Yes	Yes		
Runway ID	Status	Dimension		Surface			Condition		Lights		
14/32	Existing	2,400 x 120		Turf			Good		None		

Comments:

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RWY 14**FAR 77 Category A(V).****RWY 32****FAR 77 Category A(V).****Approach ratio required is RWY 13 20:1 and RWY 31 20:1.****Primary surface required is 250 feet wide.****Transitional surface required is 0:1.****Runway 14**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	27° 11' 49.8	81° 50' 32.8	Estimated	10:1	Cones-G	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		10:1	TREES		39 ft	385 ft	Before Runway End	125 ft L
Runway End									
Marked Displaced Threshold	No	775 ft	25:1	TREES		60 ft	710 ft	Before Runway End	120 ft L
Required Displaced Threshold									

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	27° 11' 33.4	81° 50' 13.5	Estimated	10:1	Cones-G	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		10:1	TREES		54 ft	535 ft	Before Runway End	0 ft Both
Runway End									
Marked Displaced Threshold	No	743 ft	23:1	TREES		54 ft	535 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
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Deficiencies

Inspection Date 12/9/24

Next Inspection 10/31/25

Mitigated Deficiencies

Rwy End: 14 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 14 approach surface ratio is 10:1 due to tree 39 feet tall, 385 feet before the approach end of the runway, 125 feet left of centerline.

Runway 14 threshold is displaced 775 feet.

Rwy End: 32 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 32 approach surface ratio is 10:1 due to trees 54 feet tall, 535 feet before the approach end of the runway, on centerline.

Runway 32 threshold is displaced 743 feet.

License

Effective: 02/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 01/31/2026

☐ 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)(c), F.S.

A. This Airport has the following landing areas and approach limitations.

1. Runway 06/24 is available for visual approaches only.

- a. Runway 06 is FAR 77 category A(V).
- b. Runway 24 is FAR 77 category A(V).

2. Runway 14/32 is available for visual approaches only.

- a. Runway 14 is FAR 77 category A(V).
- b. Runway 32 is FAR 77 category A(V).

3. Runway 14 threshold is displaced 775 feet.

4. Runway 32 threshold is displaced 743 feet.

Additional Licensing Remarks: