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|--|-------------------------------|------------------------------------|--|
| Facility Name: Everglades Airpark | | Inspection Date: 12/11/2024 | |
| Facility Type: Airport | | Status: Active | |
| Inspector: David Smith | | | |
| Location ID: X01 | FAA Site No.: 03182.*A | FDOT District: 1 | |
| 1.00 Miles SW of Everglades City | | County: Collier | |
| ARP Latitude: 25° 50' 55.90 | Source: Estimated | Ownership: Public | |
| ARP Longitude: 81° 23' 25.00 | | Use: Public | |
| Elevation: 5 | Source: Surveyed | Sectional Chart: MIAMI | |

Note: Primary contact shows below with a background.

| | |
|---|---|
| Facility Owner: Collier County Airport Authority | Facility Physical Address |
| Address: 3299 E Tamiami Trl, Ste 800 | Address: 650 EC Airpark Rd |
| City: Naples State: FL ZIP: 34114 | City: Everglades City State: FL ZIP: 34139 |
| Phone: (239) 252-8400 Fax: (239) 252-6300 | Phone: (239) 252-6298 |
| Email: jeff.klatzkow@colliercountyfl.gov | |
| Owner Representative: Jeffrey Klatzkow | Facility Manager: Nick Rossdale |
| Address: 3299 E Tamiami Trl, Ste 800 | Address: 165 Airpark Blvd |
| City: Naples State: FL ZIP: 34112 | City: Immokalee State: FL ZIP: 34142 |
| Phone: (239) 252-8400 | Phone: (239) 252-6296 |
| Email: jeffrey.klatzkow@colliercountyfl.gov | Email: nick.rossdale@colliercountyfl.gov |

| | | |
|---|--|--|
| Acreeage: 31 | Residential Airpark: No | Beacon: C-G |
| Section: 14 | Township: 53S Range: 29E | Wind Indicator: No Lighted: Yes |
| Lighting Schedule: Sunset to Sunrise | | Notes: |
| Attendance Schedule: Month/Day/Hour | | Segmented Circle: Yes Lighted: No |
| ALL / MON-SAT / 0800-1600 | | Facility Website: https://www.colliercountyfl.gov/government/transportation |
| | | Ask in any new facility aerals/photos are available |

| | | | |
|------------------------------|-------------------------|--------------------|--------------------|
| Based Aircraft | | | |
| Year: 2011 | Single Engine: 6 | Jet Engine: | Glider: |
| Source: Inspector | Multi Engine: | Helicopter: | Ultralight: |
| Total Based Aircraft: | | | |
| | | | |

| | | | |
|---------------------------------|---------------------|----------------------|----------------------------|
| Annual Operations | | | |
| Year: 2011 | Air Carrier: | Air Taxi: 200 | GA Local: 2,000 |
| End Date: | Commuter: | Military: | GA Itinerant: 4,000 |
| Total Annual Operations: | | | |
| | | | |

FAR 139 Certificated

| | |
|--|--|
| FAA NavCom | |
| FSS ID: <input checked="" type="checkbox"/> MIA | 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 type="checkbox"/> | Approach Control: <input type="checkbox"/> |
| AWOS/ASOS: <input type="checkbox"/> | Unicom: <input checked="" type="checkbox"/> 123.075 |
| Instrument Approach: <input type="checkbox"/> | ATIS: <input type="checkbox"/> |
| | CTAF: <input checked="" type="checkbox"/> 123.075 |

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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"/> 24hr SS w/ Credit Card |
| 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 type="checkbox"/> |
| Tie Downs | <input checked="" type="checkbox"/> |

Airframe:

| | |
|-------|--------------------------|
| Major | <input type="checkbox"/> |
| Minor | <input type="checkbox"/> |

Power Plant:

| | |
|-------|--------------------------|
| Major | <input type="checkbox"/> |
| Minor | <input 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 type="checkbox"/> |
| Charter | <input checked="" type="checkbox"/> |
| Crop Dusting | <input type="checkbox"/> |
| Glider | <input type="checkbox"/> |
| Glider Towing | <input type="checkbox"/> |
| Instruction | <input type="checkbox"/> |
| Internet | <input checked="" type="checkbox"/> |
| Lodging | <input type="checkbox"/> |
| Parachute Jumping Area | <input type="checkbox"/> |
| Restaurant | <input checked="" type="checkbox"/> .5 M |
| Restrooms | <input checked="" type="checkbox"/> |
| Taxi | <input type="checkbox"/> |
| Telephone | <input checked="" type="checkbox"/> |

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| Runway ID | Status | Dimension | Surface | Condition | Lights |
|-----------|----------|------------|---------|-----------|--------|
| 15/33 | Existing | 2,400 x 60 | Asph | Excellent | MIRL |

Comments:

RWY 15

FAR 77 Category A(V).

RWY 33

FAR 77 Category A(V).

Approach ratio required is RWY 15 20:1 and RWY 33 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 15

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|--------------|---------------|-----------|-------|---------|------|------|------------|----------|
| 15 | 25° 51' 6.04 | 81° 23' 31.69 | Estimated | 0:1 | BSC-G | N | 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 | Yes | | 0:1 | BRUSH | | 4 ft | 15 ft | After Runway End | 85 ft L |
| Runway End | Yes | | 13:1 | BRUSH | | 18 ft | 230 ft | Before Runway End | 125 ft L |
| Marked Displaced Threshold | Yes | 240 ft | 26:1 | BRUSH | | 18 ft | 230 ft | Before Runway End | 125 ft L |
| Required Displaced Threshold | | | | | | | | | |

Runway 33

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|---------------|---------------|-----------|-------|---------|------|------|------------|----------|
| 33 | 25° 50' 45.53 | 81° 23' 18.46 | Estimated | 0:1 | BSC-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 | Yes | | 0:1 | BRUSH | | 2 ft | 105 ft | After Runway End | 65 ft L |
| Runway End | Yes | | 15:1 | TREES | | 14 ft | 215 ft | Before Runway End | 130 ft R |
| Marked Displaced Threshold | Yes | 240 ft | 34:1 | TREES | | 14 ft | 215 ft | Before Runway End | 130 ft R |
| 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 |
|--------|---------------|---------------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|-----------------------|---------------|
| BRUSH | 25° 51' 03.91 | 81° 23' 31.24 | Estimated | 85 ft | W | 4 ft | No | No | No | | |
| BRUSH | 25° 50' 47.59 | 81° 23' 20.49 | Estimated | 65 ft | W | 2 ft | No | No | No | | |

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Deficiencies

Inspection Date 12/11/24

Next Inspection 10/31/25

Deficiencies

Facility In accordance with Chapter 14-60.007(7)(a), FAC. – At least one 15-knot, 8-foot long windsock shall be installed at the airport.

The primary wind directional indicator is unreliable.

Mitigated Deficiencies

Rwy End: 15 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.

Runway 15 runway safety area does not extend beyond the approach end of the runway due to shoreline being 60 feet right of centerline at the end of the runway.

A displaced threshold has been established and declared distances have been calculated for Runway 15 under the Runway 15/33 Reconstruction and Widening Project (PFL0003358) that was recently completed.

Coordination with the FAA to publish the declared distance is currently underway.

Rwy End: 15 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 15 approach surface ratio is 0:1 due to brush 4 feet tall, 15 feet after the approach end of the runway, 85 feet left of centerline.

Runway 15 threshold is displaced 240 feet.

Rwy End: 15 In accordance with Chapter 14-60.007(2)(b)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 width of the primary surface is 250 feet.

Brush 4 feet tall, 15 feet to 560 feet after the approach end of the runway, 85 feet right of centerline penetrates the primary surface of Runway 15/33.

Spoke with Mr. Bryant Garrett, primary contact, after the inspection on December 11, 2024 and he stated the brush would be removed from the primary surface by February 1, 2025 for those areas accessible by internal staff. A small portion that extends out over the water would be contracted out and removed by June 30, 2025.

Rwy End: 33 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.

Runway 33 runway safety area does not extend beyond the approach end of the runway due to shoreline being 60 feet left of centerline at the approach end of the runway.

A displaced threshold has been established and declared distances have been calculated for Runway 33 under the Runway 15/33 Reconstruction and Widening Project (PFL0003358) that was recently completed.

Coordination with the FAA to publish the declared distance is currently underway. The project improved the runway safety area as much as practical but standing water may still occur after heavy rainfall or high storm surge events.

Rwy End: 33 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 33 approach surface ratio is 0:1 due to brush 2 feet tall, 105 feet after the approach end of the runway, 65 feet right of centerline.

Runway 33 threshold is displaced 240 feet.

Rwy End: 33 In accordance with Chapter 14-60.007(2)(b)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 width of the primary surface is 250 feet.

Brush 2 feet tall, 105 feet to 560 feet after the approach end of the runway, 65 feet right of centerline penetrates the primary surface of Runway 15/33.

Spoke with Mr. Bryant Garrett, primary contact, after the inspection on December 11, 2024 and he stated the brush would be removed from the primary surface by February 1, 2025.

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Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 02/01/2025

Category: Public Special

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)(e), F.S.

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

1. Runway 15/33 is available for visual approaches only.

- a. Runway 15 is FAR 77 category A(V).
- b. Runway 33 is FAR 77 category A(V).

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 15 runway safety area ends at the end of the runway, due to shoreline, at the threshold, 60 feet right of centerline.

2. Runway 33 runway safety area ends at the end of the runway, due to shoreline, at the threshold, 60 feet left of centerline.

3. Standing water 65 feet to 240 feet after the approach end of Runway 33, 60 feet right of centerline may be present inside the Runway Safety Area of Runway 15/33 after heavy rainfall or storm surge events.

4. Brush 4 feet tall, 15 feet to 560 feet after the approach end of the runway, 85 feet right of centerline penetrates the primary surface of Runway 15/33.

5. Brush 2 feet tall, 105 feet to 560 feet after the approach end of the runway, 65 feet right of centerline penetrates the primary surface of Runway 15/33.

Additional Licensing Remarks: