

Facility Name: Palatka Municipal/Lt Kay Larkin Field				Inspection Date: 2/10/2025	
Facility Type: Airport		Status: Active		Inspector: Jim Durwin	
Location ID: 28J		FAA Site No.: 03421.*A		FDOT District: 2	
2.00 Miles NW of Palatka				County: Putnam	
ARP Latitude: 29° 39' 30.1769		Source: Estimated		Ownership: Public	
ARP Longitude: 81° 41' 22.2110				Use: Public	
Elevation: 47.8		Source: Estimated		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: City of Palatka			Facility Physical Address		
Address: 201 N 2nd St			Address: 4015 Reid St		
City:	Palatka	State: FL ZIP: 32177	City:	Palatka	State: FL ZIP: 32177
Phone:	(386) 329-0100	Fax: (386) 329-0106	Phone:	(386) 329-0148	
Email: rcorrea@palatka-fl.gov					
Owner Representative: Roberta Correa			Facility Manager: Yul McNair		
Address: 201 N 2nd St			Address: 4015 Reid St, Hwy 100		
City:	Palatka	State: FL ZIP: 32177	City:	Palatka	State: FL ZIP: 32177
Phone:	(386) 329-0100		Phone:	(386) 329-0149	
Email:	rcorrea@palatka-fl.gov		Email:	ymcnair@palatka-fl.gov	

Acreeage: 703	Residential Airpark: No		Beacon: C-G	
Section: 03	Township: 10S	Range: 26E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise			Notes:	
Attendance Schedule: Month/Day/Hour			Segmented Circle: Yes	Lighted: Yes
ALL / ALL / 0800-1800			Facility Website: https://www.palatkakaylarkin.com/	
			Ask in any new facility aerals/photos are available	

Based Aircraft						
Year:	2010	Single Engine:	43	Jet Engine:	Glider: 1	Ultralight:
Source:	Inspector	Multi Engine:	7	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"/> GNV	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"/> GNV 116.2 098d/30.6 nm	Approach Control:	<input checked="" type="checkbox"/> 118.175		
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.925	Unicom:	<input checked="" type="checkbox"/> 122.800		
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>		
		CTAF:	<input checked="" type="checkbox"/> 122.800		

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Services

Fuel:

A	<input checked="" 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 type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

Airframe:

Major	<input 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 checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input type="checkbox"/>
Charter	<input 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 checked="" type="checkbox"/>
Restaurant	<input 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
09/27	Existing	6,000 x 100	Asph	Good	MIRL

Comments:

RWY 09

FAR 77 Category C.

RWY 27

FAR 77 Category C.

Approach ratio required is RWY 09 34:1 and RWY 27 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.

Runway 09

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	29° 39' 29.48	81° 41' 47.94	Estimated	34:1	NPI-P	P4L	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		34:1	TREES		31 ft	1,225 ft	Before Runway End	100 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	29° 39' 31.8	81° 40' 51.35	Estimated	23:1	NPI-P	P4L	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		23:1	TREES		54 ft	1,466 ft	Before Runway End	130 ft R
Runway End	No		27:1	TREES		54 ft	1,466 ft	Before Runway End	130 ft R
Marked Displaced Threshold	No	449 ft	36:1	TREES		54 ft	1,466 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	Fixed by Height	Function	Frangible	Marked	Aeronatical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
17/35	Existing	3,808 x 75	Asph	Good	MIRL

Comments:

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RWY 17**FAR 77 Category A(V).****RWY 35****FAR 77 Category A(V).****Approach ratio required is RWY 17 20:1 and RWY 35 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 17**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17	29° 39' 45.91	81° 41' 27.33	Surveyed	20:1	BSC-F	P2L	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		20:1	TREES		84 ft	1,960 ft	Before Runway End	110 ft L
Runway End									
Marked Displaced Threshold	No	296 ft	27:1	TREES		84 ft	1,960 ft	Before Runway End	110 ft L
Required Displaced Threshold									

Runway 35

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35	29° 39' 10.29	81° 41' 15.8	Surveyed	16:1	BSC-F	P2L	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		16:1	TREES		48 ft	960 ft	Before Runway End	95 ft L
Runway End	No		20:1	TREES		48 ft	960 ft	Before Runway End	95 ft L
Marked Displaced Threshold									
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	29° 39' 35.81	81° 41' 23.00	Estimated	113 ft	E	2 ft	No	Yes	Yes		
EQUIP	29° 39' 16.67	81° 41' 20.00	Estimated	113 ft	W	2 ft	No	Yes	Yes		

Instrument Approach

09/27	Type	A	B	C	D	E
09	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.50 Miles	
09	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
09	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
27	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
27	LNAV/VNAV	1.38 Miles	1.38 Miles	1.38 Miles	1.38 Miles	
27	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	

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Declared Distances

Runway	09/27	TORA	TODA	ASDA	LDA
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09		5,549	5,549	5,999	5,999
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27		5,999	5,999	5,999	5,549
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Runway	17/35	TORA	TODA	ASDA	LDA
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17					
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35					
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Deficiencies

Inspection Date 2/10/25

Next Inspection 2/28/26

Deficiencies

17/35 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (C1)

Taxiway C1 hold position markings stained and/or discolored.

Rwy End: 09 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 09 threshold bar is stained and/or discolored.

Rwy End: 17 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 17 designation markings are stained and/or discolored.

Rwy End: 17 In accordance with Chapter 14-60.007(10)(b), FAC. – The outmost light in each runway end light group shall be located in line with the runway edge lights. The other lights in each group shall be located on 10 foot centers toward the extended runway centerline. The lights shall be red on the inboard half and green on the outboard half.

Runway End
Lights (In
Line with
Edge Lights
)

Runway 17 outmost light in the west side end light group is not located in line with the runway edge lights.

Rwy End: 27 In accordance with Chapter 14-60.007(9)(e), FAC. – Arrowheads shall be white.

Runway 27 arrowhead markings stained and/or discolored.

Rwy End: 27 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 27 threshold marking stained and/or discolored.

Rwy End: 35 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 35 threshold bar is stained and/or discolored.

Rwy End: 35 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 35 designation markings are stained and/or discolored.

Rwy End: 35 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end lights shall be located outboard from the designated threshold of the runway.

Runway 35 runway end lights are located less than 2 feet prior to the designated runway threshold.

Rwy End: 35 In accordance with Chapter 14-60.007(10)(b), FAC. – The outmost light in each runway end light group shall be located in line with the runway edge lights. The other lights in each group shall be located on 10 foot centers toward the extended runway centerline. The lights shall be red on the inboard half and green on the outboard half.

Runway End
Lights (In
Line with
Edge Lights
)

Runway 35 outmost light in each runway end light group is not located in line with the runway edge lights. The runway end lights extend outward from the runway instead of extending inboard toward the centerline.

Mitigated Deficiencies

Rwy End: 27 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 27 approach surface ratio is 23:1 due to trees 54 feet tall, 1,466 feet before the approach end of the runway, 130 feet right of centerline.

Runway 27 threshold is displaced 449 feet.

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Rwy End: 35 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 35 approach surface ratio is 16:1 due to trees 48 feet tall, 960 feet before the approach end of the runway, 95 feet left of centerline.

Runway 35 threshold is displaced to the approach end of the runway.

A comment has been published in the chart supplement advising of the unlighted obstructions in the approach until the airport is able to remove or lower the trees.

License

Effective: 06/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 05/31/2026

☐ 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 09/27 is available for non-precision instrument and visual approaches.**

- a. Runway 09 is FAR 77 category C.
- b. Runway 27 is FAR 77 category C.

2. Runway 17/35 is available for visual approaches only.

- a. Runway 17 is FAR 77 category A(V).
- b. Runway 35 is FAR 77 category A(V).

3. Runway 17 threshold is displaced 296 feet.**4. Runway 27 threshold is displaced 449 feet.****5. Runway 35 threshold is displaced to the approach end of the runway.****6. Runway 09 TORA-5549 TODA-5549 ASDA-5999 LDA-5999****7. Runway 27 TORA-5999 TODA-5999 ASDA-5999 LDA-5549**

Additional Licensing Remarks: