

<http://www.florida-aviation-database.com>

**Airport Inspection Record**

<b>Facility Name:</b> Albert Whitted Airport	<b>Inspection Date:</b> 11/6/2025
<b>Facility Type:</b> Airport	<b>Status:</b> Active
<b>Location ID:</b> SPG	<b>FAA Site No.:</b> 03474.*A
<b>0.00 Miles E of Saint Petersburg</b>	<b>FDOT District:</b> 7
<b>ARP Latitude:</b> 27° 45' 54.410	<b>Source:</b> Estimated
<b>ARP Longitude:</b> 82° 37' 37.106	<b>County:</b> Pinellas
<b>Elevation:</b> 6.7	<b>Source:</b> Surveyed
	<b>Ownership:</b> Public
	<b>Use:</b> Public
	<b>Sectional Chart:</b> MIAMI

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> City of Saint Petersburg	<b>Facility Physical Address</b>
<b>Address:</b> 107 8th Av SE	<b>Address:</b> 107 8th Av SE
<b>City:</b> Saint Petersburg	<b>City:</b> Saint Petersburg
<b>State:</b> FL	<b>State:</b> FL
<b>ZIP:</b> 33701	<b>ZIP:</b> 33701
<b>Phone:</b> (727) 893-7654	<b>Phone:</b> (727) 893-7654
<b>Fax:</b> (727) 822-4767	
<b>Email:</b> richard.lesniak@stpete.org	

<b>Owner Representative:</b> Brian Caper	<b>Facility Manager:</b> Richard Lesniak
<b>Address:</b> One 4th St N	<b>Address:</b> 107 8th Av SE
<b>City:</b> Saint Petersburg	<b>City:</b> Saint Petersburg
<b>State:</b> FL	<b>State:</b> FL
<b>ZIP:</b> 33701	<b>ZIP:</b> 33701-5094
<b>Phone:</b> (727) 893-7100	<b>Phone:</b> (727) 893-7657
<b>Email:</b> brian.caper@stpete.org	<b>Email:</b> richard.lesniak@stpete.org

<b>Acreage:</b> 119	<b>Residential Airpark:</b> No	<b>Beacon:</b> C-G
<b>Section:</b> 19	<b>Township:</b> 31S	<b>Range:</b> 17E
<b>Lighting Schedule:</b> Sunset to Sunrise		<b>Wind Indicator:</b> Yes
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Lighted:</b> Yes
<b>ALL / ALL / 0700-2100</b>		<b>Notes:</b>
		<b>Segmented Circle:</b> Yes
		<b>Lighted:</b> No
		<b>Facility Website:</b> <a href="https://www.stpete.org/residents/parking__transportatio">https://www.stpete.org/residents/parking__transportatio</a>
		<b>Ask in any new facility aerals/photos are available</b>

<b>Based Aircraft</b>					
<b>Year:</b> 2011	<b>Single Engine:</b> 150	<b>Jet Engine:</b> 1	<b>Glider:</b>	<b>Ultralight:</b>	
<b>Source:</b> Inspector	<b>Multi Engine:</b> 25	<b>Helicopter:</b> 8	<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 checked="" type="checkbox"/> 121.800
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input checked="" type="checkbox"/> 127.400
<b>VorTac:</b>	<input checked="" type="checkbox"/> PIE 116.4, 159d/9.1 nm	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 125.300      119.650
<b>AWOS/ASOS:</b>	<input checked="" type="checkbox"/> 118.875	<b>Unicom:</b>	<input checked="" type="checkbox"/> 122.950
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> LP, LNAV	<b>ATIS:</b>	<input type="checkbox"/>
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 127.400

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Inspection Date: 11/6/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

**Services**

*Fuel:*

- A
- A1
- A1+
- B
- B+
- Diesel
- E85
- G100UL
- Mogas
- SAF
- UL102
- 80
- 85UL
- 87
- 91/96
- 91/96UL
- 100
- 100LL
- 100VLL
- 115

*Bottle Oxygen:*

- High
- Low

*Bulk Oxygen:*

- High
- Low

*Transient Storage:*

- Buoy
- Hangar
- Tie Downs

*Airframe:*

- Major
- Minor

*Power Plant:*

- Major
- Minor

*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  Multiple within a few blo
- Parachute Jumping Area
- Restaurant  In Terminal and within v
- Restrooms
- Taxi
- Telephone

*Aircraft Charging Stations:*

- Electric Charging Stations
- Hydrogen Charging Stations
- Battery Charging Stations
- Solar Charging Stations
- Auto Charging Stations

*Aircraft Electric Charging Power Rating:*

- Alternating Current
- Direct Current

*Aircraft Electric Charging Station Plug Type*

- AC - J1772
- AC - Mennekes
- DC - GB/T
- DC - CCS Type1
- DC - CCS Type2
- DC - MCS
- DC - CHAdeMO
- Other

*Support Infrastructure:*

- Passenger Waiting Facility
- Aircraft Tug Station
- Deicing Equipment
- Battery Thermal Conditioning System
- Maintenance Platforms, Ladders, Inspection
- Provider of Services
- Fire Suppression/Extinguishing System
- Aircraft Cabin Thermal Conditioning Equipment
- Passenger/Cargo Loading Equipment

*Aircraft Electric Charger Power Output:*

*Number of Aircraft Electric Charging Stations:*

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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	Controlling 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	0:1	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	Controlling Offset
Primary Surface	Yes		0:1	BRUSH		5 ft	37 ft	Before Runway End	125 ft R
Runway End	Yes		7:1	BRUSH		5 ft	37 ft	Before Runway End	125 ft R
Marked Displaced Threshold	Yes	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
POLE	27° 45' 48.74	82° 38' 02.56	Estimated	180 ft	NW	31 ft	No	No	No		
SEAWALL	27° 46' 04.14	82° 37' 24.17	Estimated	60 ft	S		No	No	No		
POLE	27° 45' 48.03	82° 38' 02.61	Estimated	107 ft	NW	33 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		
BRUSH	27° 46' 06.22	82° 37' 25.82	Estimated	125 ft	N	5 ft	No	No	No		
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		



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**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**

	Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction	Marked/Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset
Primary Surface	Yes		0:1	FENCE		7 ft	165 ft	Before Runway End	227 ft L
Runway End	Yes		16:1	BOAT		37 ft	614 ft	Before Runway End	0 ft Both
Marked Displaced Threshold	Yes	115 ft	20:1	BOAT		37 ft	614 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
EQUIP	27° 45' 44.20	82° 37' 28.31	Estimated	109 ft	E	7 ft	Yes	Yes	Yes		
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		
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		
BRUSH	27° 46' 06.94	82° 37' 26.61	Estimated	230 ft	E	5 ft	No	No	No		
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	LP	1.00 Miles	1.00 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		2,864	2,864	2,749	2,559
36		2,864	2,864	2,674	2,559

Facility Name: Albert Whitted Airport

Inspection Date: 11/6/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

**Deficiencies**

Inspection Date 11/6/25

Next Inspection 11/30/26

**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)(1)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)(1)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.

07/25 : In accordance with Chapter 14-60.007(9)(1)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway (D2)  
Hold  
Position

Taxiway D3 hold position markings at Runway 07/25 has a black outline that is faded.

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

Taxiway (D2)  
Hold  
Position

Taxiway D2 hold position markings at Runway 07/25 do 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.

Runway 07/25 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.

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.

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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 Displaced Arrow	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.  Runway 07 displaced threshold markings do not contain a sufficient amount of glass beads.
Rwy End: 07 Displaced Arrow Head	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.  Runway 07 displaced arrow head markings do not contain a sufficient amount of glass beads.
Rwy End: 07 Displaced Bar	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.  Runway 07 displaced threshold bar marking does not contain a sufficient amount of glass beads.
Rwy End: 07 Runway Centerline	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.  Runway 07/25 centerline markings do not contain a sufficient amount of glass beads.
Rwy End: 07 Runway Designation	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.  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 : Taxiway (A1)	In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual 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 A1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft A-II 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 (A2) runways serving large aircraft or with non-precision approaches.

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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 A-II 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 (A3) runways serving large aircraft or with non-precision approaches.

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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 150/5300-1B for the critical aircraft A-II 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 (A4) runways serving large aircraft or with non-precision approaches.

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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 A-II 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 (B) runways serving large aircraft or with non-precision approaches.

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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 A-II 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 (D1) runways serving large aircraft or with non-precision approaches.

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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 A-II 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.

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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 A-II 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 (D3) runways serving large aircraft or with non-precision approaches.

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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 A-II 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 (D5) runways serving large aircraft or with non-precision approaches.

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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 A-II Small as indicated on the Airport Layout Plan for Runway 07/25.

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	<b>Inspector:</b> David Smith

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.

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 and published 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.

Facility Name: Albert Whitted Airport

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Inspector: David Smith

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 and published for Runway 18/36.

Rwy End: 18 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 18 approach slope ratio is 0:1 due to brush 5 feet tall, 30 feet before the approach end of the runway, 230 feet left of centerline.

Runway 18 threshold is displaced 190 feet.

Rwy End: 18 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.

Brush 5 feet tall, 20 to 30 feet before the approach end of Runway 18, 230 to 250 feet left of centerline penetrates the primary surface of Runway 18/36.

Spoke with Mr. Richard Lesniak, Airport Manager, after the inspection on November 6, 2025 and he stated the brush would be removed within 30 days (December 6, 2025).

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 and published 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 0:1 due to brush 5 feet tall, 37 feet before the approach end of Runway 25, 125 feet right of centerline.

Runway 25 threshold is displaced 263 feet.

Rwy End: 25 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.

Brush 5 feet tall, 37 feet before to 20 feet after the approach end of Runway 25, 125 to 250 feet right of centerline penetrates the primary surface of Runway 07/25.

Spoke with Mr. Richard Lesniak, Airport Manager, after the inspection on November 6, 2025 and he stated the brush would be removed within 30 days (December 6, 2025).

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 and published 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.

**Airport** Inspection Record

<b>Facility Name:</b> Albert Whitted Airport	<b>Inspection Date:</b> 11/6/2025
<b>Facility Type:</b> Airport	<b>Status:</b> Active
	<b>Inspector:</b> David Smith

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.
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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 18/36.

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<http://www.florida-aviation-database.com>

**Airport** Inspection Record

**Facility Name:** Albert Whitted Airport

**Inspection Date:** 11/6/2025

**Facility Type:** Airport

**Status:** Active

**Inspector:** David Smith

**License**

**Effective:** 03/01/2026

**Category:** Public Special

**Limitations:**  Day Use Only

**Expires:** 02/28/2027

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 2864 TODA 2864 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 2864 TODA 2864 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. Blast fence, trees, public road, poles and buildings 200 feet before to 180 feet after the approach end of Runway 07, 250 feet right to 250 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:*