

Facility Name: Calhoun County Airport		Inspection Date: 3/9/2026	
Facility Type: Airport		Inspector: David Smith	
Status: Active			
Location ID: F95	FAA Site No.: 03057.13*A	FDOT District: 3	
5.00 Miles NW of Blountstown		County: Calhoun	
ARP Latitude: 30° 29' 13.3085	Source: Surveyed	Ownership: Public	
ARP Longitude: 85° 6' 49.6260		Use: Public	
Elevation: 122	Source: Surveyed	Sectional Chart: NEW ORLEANS	

Note: Primary contact shows below with a background.

Facility Owner: Calhoun County Address: 20589 Central Av E City: Blountstown State: FL ZIP: 32424 Phone: (850) 674-4545 Fax: (850) 762-8605 Email:		Facility Physical Address Address: 16701 NW Agri Park Rd City: Altha State: FL ZIP: 32421 Phone: (850) 674-2499	
Owner Representative: Scott Monlyn Address: 20859 Central Av E City: Blountstown State: FL ZIP: 32424 Phone: (850) 643-8274 Email: smonlyn@calhouncountyfl.gov		Facility Manager: Rob Sims Address: 16701 NW Agri Park Rd City: Altha State: FL ZIP: 32421 Phone: (850) 674-2499 Email: simsaero@outlook.com	

Acreeage: 243 Residential Airpark: No Section: 14 Township: 1N Range: 9W Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / MON-FRI / 0700-1700	Beacon: C-G Wind Indicator: Yes Lighted: Yes Notes: Segmented Circle: Yes Lighted: No Facility Website: https://flyfoxtrot95.com/ Ask in any new facility aerals/photos are available
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Based Aircraft					
Year: 2011	Single Engine: 34	Jet Engine:	Glider:	Ultralight: 4	
Source: Inspector	Multi Engine: 1	Helicopter: 1	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: ☒ GNV FSS on Airport: ☒ No Toll Free: ☒ (800) WX-BRIEF VorTac: ☒ MAI AWOS/ASOS: ☒ 119.350 Instrument Approach: ☐	Clearance Delivery: ☐ Ground Control: ☐ Control Tower: ☐ Approach Control: ☐ Unicom: ☐ ATIS: ☐ CTAF: ☒ 122.900

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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 ☐
 Parachute Jumping Area ☒
 Restaurant ☐
 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
18/36	Existing	3,729 x 75	Asph	Good	MIRL

Comments:

RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(V).

Approach ratio required is RWY 18 20:1 and RWY 36 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 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	30° 29' 31.7671	85° 6' 49.6579	Surveyed	20:1	NPI-P	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		67 ft	1,540 ft	Before Runway End	80 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	30° 28' 54.862	85° 6' 49.5993	Surveyed	10:1	NPI-P	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		10:1	ROAD		15 ft	355 ft	Before Runway End	125 ft R
Runway End	No		23:1	ROAD		15 ft	355 ft	Before Runway End	125 ft R
Marked Displaced Threshold	No	129 ft	34:1	TREES		68 ft	2,150 ft	Before Runway End	35 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	Aeronatical Study	Determination
HOLES	30° 28' 58.55	85° 06' 49.09	Estimated	40 ft	E		No	No	No		

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Helipad ID	Status	Dimensions	Surface	Condition	Location	Lighting	Marking
H1	Existing	38 x 38	Paved	Good	☒ Land	☐ Obstruction	☒ Landing
	☒ Landing Area Stabilized		☒ Clear of Loose Objects		☐ Roof	☒ Touchdown	☒ Touchdown
					☐ Water	☐ Perimeter	☐ Parking

Approach/Departure	Direction	Obstruction	Height	Dist. From L/A	Ratio
1	180	TREES	57	2,824	50 :1
2	360	ACFT	10	129	14 :1

Comments: Approach ratio required is H1 18 8:1 and H1 36 8:1.
 Transitional surface required is 2:1.
 Minimum TLOF is 48.00 Feet
 Minimum FATO is 86.70 Feet
 Minimum TLOF / FATO Separation is 19.35 Feet
 Minimum Safety Area / FATO Separation is 20 Feet (126.70 Feet)

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Deficiencies

Inspection Date 3/9/26

Next Inspection 3/31/27

Deficiencies

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@18)

Taxiway A hold position marking at Runway 18 are discolored and/or stained.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@36)

Taxiway A hold position marking at Runway 36 are discolored and/or stained.

18/36 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway
(A@36)
Hold
Position

Taxiway A hold position marking at Runway 36 does not contain a sufficient amount of glass beads.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A2)

Taxiway A2 hold position marking at Runway 18/36 are discolored and/or stained.

Helipad: H1 In accordance with Chapter 14-60.007(9)(j), FAC. – FATO perimeters shall be defined with white lines.

Helipad H1 FATO markings are discolored and/or stained.

Helipad: H1 In accordance with Chapter 14-60.007(9)(i), FAC. – TLOF perimeters shall be defined by a white line.

Helipad H1 TLOF markings are discolored and/or stained.

Helipad: H1 In accordance with Chapter 14-60.007(9)(h), FAC. – Helipad markings shall be white.

Helipad H1 markings are discolored and/or stained.

Helipad: H1 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Markings

Helipad H1 TLOF markings do not contain a sufficient amount of glass beads.

Helipad: H1 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

FATO

Helipad H1 FATO markings do not contain a sufficient amount of glass beads.

Rwy End: 18 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 18 designation markings are discolored and/or stained.

Rwy End: 36 In accordance with Chapter 14-60.007(9)(e), FAC. – Arrows shall be white.

Runway 36 displaced threshold arrows are discolored and/or stained.

Rwy End: 36 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 36 threshold bar is discolored and/or stained.

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Rwy End: 36 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 36 designation markings are discolored and/or stained.

Mitigated Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit white light.

Runway
Edge Lights

Runway 18 edge lights emit yellow light for the last half of the runway.

Spoke with Mr. Rob Sims, Airport Manager, during the inspection on March 20, 2025 and he stated that the airport is currently pursuing the addition of instrument approaches for the runway.

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 width of 120 feet.

Unsecured lighting can lid 370 feet after the approach end of Runway 36, 40 feet right of centerline is located inside the Runway Safety Area of Runway 18/36.

Spoke with Mr. Troy Bishop, geoengineering contact, after the inspection on March 9, 2026 and he states the lighting can lid would be secured by March 16, 2026.

Rwy End: 36 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 36 approach surface ratio is 10:1 due to road 15 feet tall, 355 feet before the approach end of the runway, 125 right of centerline.

Runway 36 threshold is displaced 129 feet.

Rwy End: 36 In accordance with Chapter 14-60.007(10)(c), FAC. – The inboard half of displaced threshold lights shall be white for a visual runway.

Displaced
Threshold
Lights
(Innermost
Light)

The inboard half of the innermost Runway 36 displaced threshold lights are yellow.

Spoke with Mr. Rob Sims, Airport Manager, during the inspection on March 20, 2025 and he stated that the airport is currently pursuing the addition of instrument approaches for the runway.

Rwy End: 36 In accordance with Chapter 14-60.007(10)(a), FAC. – Runway edge lights shall emit white light.

Runway
Edge Lights

Runway 36 edge lights emit yellow light for the last half of the runway.

Spoke with Mr. Rob Sims, Airport Manager, during the inspection on March 20, 2025 and he stated that the airport is currently pursuing the addition of instrument approaches for the runway.

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License

Effective: 07/01/2026

Category: Public

Limitations: ☐ Day Use Only

Expires: 06/30/2027

☐ 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 18/36 is available for visual approaches only.

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

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

2. Helipad H1 is available for visual approaches only.

3. Runway 36 threshold is displaced 129 feet.

Additional Licensing Remarks: