

Facility Name: Apalachicola Regional-Cleve Randolph Field				Inspection Date: 4/7/2026	
Facility Type: Airport		Status: Active		Inspector: Diamond Seagraves	
<i>Location ID:</i> AAF		<i>FAA Site No.:</i> 03025.*A		<i>FDOT District:</i> 3	
2.00 Miles W of Apalachicola				<i>County:</i> Franklin	
<i>ARP Latitude:</i> 29° 43' 39.1762		<i>Source:</i> Surveyed		<i>Ownership:</i> Public	
<i>ARP Longitude:</i> 85° 1' 38.5585				<i>Use:</i> Public	
<i>Elevation:</i> 19.7		<i>Source:</i> Surveyed		<i>Sectional Chart:</i> NEW ORLEANS	

Note: Primary contact shows below with a background.

Facility Owner: Franklin County			Facility Physical Address		
Address: 33 Market St			Address: 8 Airport Rd		
Ste 203					
City: Apalachicola	State: FL	ZIP: 32320	City: Apalachicola	State: FL	ZIP: 32320
Phone: (850) 653-9783	Fax: (850) 653-9799		Phone: (850) 290-8282		
Email: stevek@franklincountyflorida.com					
Owner Representative: Ricky Jones			Facility Manager: Steve Kirschenbaum		
Address: 33 Market St			Address: 248 Hwy US 98		
City: Apalachicola	State: FL	ZIP: 32320	City: Eastpoint	State: FL	ZIP: 32328
Phone: (850) 653-9783			Phone: (850) 653-7270		
Email: ricky@franklincountyflorida.com			Email: stevek@franklincountyflorida.com		

Acreeage: 1,100	Residential Airpark: No		Beacon: C-G	
Section: 01	Township: 09S	Range: 08W	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise			Notes:	
Attendance Schedule: Month/Day/Hour			Segmented Circle: No	Lighted: No
ALL / ALL / 0800-1900			Facility Website: www.apalachicolaregionalairport.com	
			Ask in any new facility aerals/photos are available	

Based Aircraft				
Year: 2011	Single Engine: 23	Jet Engine:	Glider:	Ultralight: 2
Source: Inspector	Multi Engine: 6	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:	☒ GNV	Clearance Delivery:	☐	
FSS on Airport:	☒ No	Ground Control:	☐	
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☐	
VorTac:	☒ SZW	Approach Control:	☒ 120.825	124.150
AWOS/ASOS:	☒ 119.925	Unicom:	☒ 122.800	
Instrument Approach:	☒ LPV, LNAV/VNAV, LNAV	ATIS:	☐	
		CTAF:	☒ 122.800	

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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	☒ 1 mile
Parachute Jumping Area	☐
Restaurant	☒ 1 mile
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	☐
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Passenger/Cargo Loading Equipment	☐
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Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
06/24	Existing	5,271 x 150	Conc	Fair	MIRL

Comments:

RWY 06

FAR 77 Category A(NP).

RWY 24

FAR 77 Category A(NP).

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

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
06	29° 43' 20.4703	85° 2' 14.7297	Surveyed	25:1	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		25:1	TREES		48 ft	1,385 ft	Before Runway End	185 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	29° 43' 46.3349	85° 1' 22.8104	Surveyed	18:1	NPI-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		18:1	TREES		36 ft	880 ft	Before Runway End	230 ft L
Runway End	No		25:1	TREES		36 ft	880 ft	Before Runway End	230 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
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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	5,425 x 150	Conc	Fair	MIRL

Comments:

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RWY 14

FAR 77 Category A(NP).

RWY 32

FAR 77 Category A(NP).

Approach ratio required is RWY 14 20:1 and RWY 32 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 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	29° 43' 58.0406	85° 2' 05.086	Surveyed	34:1	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		34:1	TREES		26 ft	1,077 ft	Before Runway End	40 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	29° 43' 19.8607	85° 1' 21.8192	Surveyed	17:1	NPI-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		17:1	BRUSH		12 ft	395 ft	Before Runway End	115 ft R
Runway End	No		32:1	BRUSH		12 ft	395 ft	Before Runway End	115 ft R
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

Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	5,251 x 150	Conc	Fair	None

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.

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Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	29° 44' 11.1962	85° 1' 23.0882	Surveyed	14:1	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	No		14:1	TREES		58 ft	1,000 ft	Before Runway End	131 ft R
Runway End	No		17:1	TREES		58 ft	1,000 ft	Before Runway End	131 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	160 ft	20:1	TREES		58 ft	1,000 ft	Before Runway End	131 ft R

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	29° 43' 19.2191	85° 1' 23.415	Surveyed	11:1	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	No		11:1	TREES		32 ft	582 ft	Before Runway End	230 ft L
Runway End	No		18:1	TREES		32 ft	582 ft	Before Runway End	230 ft L
Marked Displaced Threshold	No	502 ft	34:1	TREES		32 ft	582 ft	Before Runway End	230 ft L
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
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Instrument Approach

06/24	Type	A	B	C	D	E
06	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
24	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	

14/32	Type	A	B	C	D	E
14	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
32	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
32	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LPV	1.13 Miles	1.13 Miles	1.13 Miles	1.13 Miles	

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Deficiencies

Inspection Date 4/7/26

Next Inspection 4/30/27

Corrections

Corrected? No

Date Corrected:

Deficiencies

Rwy End: 24 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall delineate the beginning of the runway that is available for landing.

Runway 24 threshold bar marking is not co-located with the survey marker.

Rwy End: 24 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline marking stripes shall begin 40 feet from the top of the runway designation marking.

Runway 24 centerline markings begin 50 feet from the top of the runway designation markings.

Rwy End: 24 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline marking stripes shall be 120 feet in length.

Runway 24 first runway centerline marking is 110 feet in length.

Mitigated Deficiencies

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (A)

Taxiway A hold position markings at Runway 06/24 are stained and/or discolored.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (B1)

Taxiway B1 hold position markings at Runway 06 are stained and/or discolored.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@14)

Taxiway A hold position markings at Runway 14 are stained and/or discolored.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@32)

Taxiway A hold position markings at Runway 32 are stained and/or discolored.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

14/32 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A1)

Taxiway A1 hold position markings at Runway 14/32 are stained and/or discolored.

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Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

Rwy End: 06 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 06 threshold bar is stained and/or discolored.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

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

Runway 14 runway designation markings are stained and/or discolored.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

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

Runway 14 threshold bar does not contain a sufficient amount of glass beads.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

Rwy End: 18 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 18 approach surface ratio is 14:1 due to trees 58 feet tall, 1,000 feet before the approach end of the runway, 131 feet right of centerline.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airport will work with the property owner to remove the trees by March 31, 2027.

Rwy End: 24 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 24 approach surface ratio is 18:1 due to trees 36 feet tall, 880 feet before the approach end of the runway, 230 feet left of centerline.

Runway 24 threshold displaced to the approach end of the runway.

Rwy End: 24 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 24 runway designation markings are faded.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

Rwy End: 24
Threshold
Bar In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 24 threshold bar does not contain a sufficient amount of glass beads.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 2026.

Rwy End: 32 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 32 approach surface ration is 17:1 due to brush 12 feet tall, 395 feet before the approach end of the runway, 115 feet right of centerline.

Runway 32 threshold is displaced to the approach end of the runway.

Rwy End: 32 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

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Runway 32 runway designation markings are stained and/or discolored.

Spoke with Mr. Steve Kirschenbaum, Airport Manager, after the inspection on April 07, 2026 and he stated that the airfield markings will be repainted by July 31, 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 11:1 due to trees 32 feet tall, 582 feet before the approach end of the runway, 230 feet left of centerline.

Runway 36 threshold is displaced 502 feet.

License

Effective: 08/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 07/31/2027

☐ 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 06/24 is available for non-precision instrument and visual approaches.

a. Runway 06 is FAR 77 category A(NP).

b. Runway 24 is FAR 77 category A(NP).

2. Runway 14/32 is available for non-precision instrument and visual approaches.

a. Runway 14 is FAR 77 category A(NP).

b. Runway 32 is FAR 77 category A(NP).

3. 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).

4. Runway 18 threshold is displaced to the approach end of the runway.

5. Runway 24 threshold is displaced to the approach end of the runway.

6. Runway 32 threshold is displaced to the approach end of the runway.

7. Runway 36 threshold is displaced 502 feet.

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 18 approach surface ratio is 14:1 due to trees 58 feet tall, 1,000 feet before the approach end of the runway, 131 feet right of centerline.

Additional Licensing Remarks: