Public Transportation Office

		ione Transportation Office		Page 1 of 9
http://www.florida-aviation-da	atabase.com A nond Beach Municipal Airport	irport Inspection Record	Inspection Date:	2/12/2024 2/8/2024
		Status: Active		Smith
Facility Type: Airp			Inspector: David	5
Location ID: OM		No.: 03411.*A		
3.00 Miles NW of Orn			County:	Volusia
ARP Latitude: 29°	18' 4.12 Source: Estimated		Ownership	Public
ARP Longitude: 81°	6' 49.71		Use:	Public
Elevation: 28	Source: Surveyed		Sectional Chart:	JACKSONVILLE
	Note: Primary c	ontact shows below with a b	packground.	
Facility Owner: City	of Ormond Beach	Facility Phys	ical Address	
Address: PO Box 277		4.11		
		Address: 770) Airport Rd	
City: Ormond Bea	ach State: FL ZIP: 32175-02	77 City: Ormo	ond Beach St	ate: FL ZIP: 32174
Phone: (386) 676-32	601 Fax: (386) 676-3330	_ ·	615-7019	
Email: steven.lichlit	ter@ormondbeach.org	Thone. (coo)	(015 /01)	
Owner Representative:	Joyce Shanahan	Facility Manag	ger: Steven Lichliter	
Address: 22 S Beach	•		Box 277	
Adaress: 22 S Beach	St	Adaress: PO) B0X 2//	
City: Ormond Be	each State: FL ZIP: 32174	,	mond Beach St	ate: FL ZIP: 32175-0277
Phone: (386) 676-3	200	Phone: (38	86) 615-7019	
Email: joyce.shana	nhan@ormondbeach.org	Email: ste	ven.lichliter@ormondbea	ch.org
Acreage: 1,128	Residential Airpark: No	Beacon: C-G	·	
Section: 07	Township: 14S Range: 31E	Wind Indicator	: Yes	Lighted: Yes
Lighting Schedule: So	unset to Sunrise	Notes:		
Attendance Schedule:	Month/Day/Hour	Segmented Circ	cle: Yes	Lighted: Yes
	ALL / ALL / 0700-1900	_		_
		•	e: https://www.ormondl k in any new facility aeria	S .
5		1137	vin any new facility acria	as priores are available
Based Aircraft			GI. I	771 1. 1
<i>Year:</i> 2011	Single Engine: 142	Jet Engine: 4	Glider:	Ultralight:
Source: Inspector	Multi Engine: 19	Helicopter: 4	Military:	Seaplane:
Total Based Aircraft:				
Annual Operations				
Year:	Air Carrier:	Air Taxi:	GA Lo	cal:
End Date:	Commuter:	Military:	GA Itin	nerant:
Total Annual Operation	15:	•		
-				
FAR 139 Certificated				
FAA NavCom				
FSS ID:	X PIE	Clearance L	Delivery: X 121.625	
	=	Ground Con	· =	
FSS on Airport:	X No			
Toll Free:	(800) WX-BRIEF	Control Tow		
VorTac:	X OMN 112.6 On field	Approach C	=	
AWOS/ASOS:	X 118.475	Unicom:	X 123.050	
Instrument Approach:	X LPV, LP, LNAV/VNAV, LNAV	ATIS:	X 118.475	
		CTAF:	X 119.075	

State of Florida Department of Transportation

Public Transportation Office

Page 2 of 9 http://www.florida-aviation-database.com Airport Inspection Record 2/12/2024 **Ormond Beach Municipal Airport Inspection Date:** 2/8/2024 **Facility Name:**

Facility Type: Status: Active Inspector: **David Smith** Airport Services Fuel: Other Services: AAerial Surveying A1Air Ambulance A1+Air Freight В Aircraft Rental B+Aircraft Sales Avionics Mogas 80 Beaching Gear 100 Car Rental 100LL Cargo 115 Courtesy Car Airframe: CharterMajor Crop Dusting Minor GliderPower Plant: Glider Towing Instruction Major Minor Internet Bottle Oxygen: Lodging Parachute Jumping Area High LowRestaurant Bulk Oxygen: Restrooms High TaxiLow Telephone Transient Storage: Buoy Hangar

Tie Downs

Public Transportation Office Page 3 of 9

2/12/2024 http://www.florida-aviation-database.com Airport Inspection Record Facility Name: **Ormond Beach Municipal Airport** Inspection Date: 2/8/2024 Status: Active Facility Type: Airport Inspector: **David Smith** Condition Lights Runway ID Status Dimension Surface **Existing** MIRL 09/27 4,005 x 75 Asph Good

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.

		-	nd.								
				•							
ıtitude	-	Source		-				REIL		Approach	
° 18' 3.15	81° 7' 12.85	Surveyed	:	3:1	NPI-F	P4I	1	Yes	No	NONE	
		Ol	bstructio	n Data							
						Height			Direction	Contro	ollin
		•	Slone								
	Obstruction	Distance	Stope	Obstruction	Ligniea	Runway	Runway		Runway End	Offs	et
Primary Surface No		3:1		TREES		12 ft	235 ft Bef		ore Runway E	and 240	ft R
l	No		21:1	TREES		59 ft	1,245 ft	Befo	ore Runway E	and 150	ft R
placed Thresho	ld										
splaced Thresh	old No	761 ft	34:1	TREES		59 ft	1,245 ft	Befo	ore Runway E	and 150	ft R
			Run	way 27							
ıtitude	Longitude	Source	Sle	оре	Marking	VG	SI	REIL	Rt Traffic	Approach	
° 18' 10.57	81° 6' 28.44	Surveyed	1	1:1	NPI-F	P4I	4	Yes	Yes	NONE	
		Ol	bstructio	n Data							
						Height	Distance		Direction	Contro	ollin
	Close-in	Displacement		Controlling	Marked/	Above	From		From	-	
	Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway	Ì	Runway End	Offs	et
face	No		11:1	TREES		53 ft	835 ft	Befo	ore Runway E	and 265	ft L
l	No		16:1	TREES		53 ft	835 ft	Befo	ore Runway E	and 265	ft L
placed Thresho	ld										
splaced Thresh	old No	967 ft	34:1	TREES		53 ft	835 ft	Befo	ore Runway E	and 265	ft I
			-		Safety Are	a					
				Direction		Fixed by			Aeronatica	n1	
Latitutua	le Longitude	•	J	J	Height		Frangible	Marke			ation
29° 18' 04.	89 81° 07' 14.00	Estimated		N	5 ft	No	No	No	Ž		
			i.e.a							inlete	
ID Sta	atus	Dimens	sion		Surface		Cond	dition		Lights	
	face placed Thresho splaced Thresh utitude 10 18' 10.57 face placed Thresh splaced Thresh Latitutua	Close-in Obstruction face No la No placed Threshold splaced Threshold No tittude Longitude 1º 18' 10.57 81° 6' 28.44 Close-in Obstruction face No placed Threshold Splaced Threshold Longitude I No Close-in Obstruction I No Placed Threshold Splaced Threshold Splaced Threshold Latitutude Longitude Longitude Longitude	Close-in Obstruction Displacement Obstruction Distance face No No Diaced Threshold Splaced Threshold Splaced Threshold Surveyed Old Close-in Obstruction Distance Close-in Obstruction Displacement Obstruction Distance Close-in Obstruction Distance Face No No Diaced Threshold Splaced Threshold Spl	Attitude Longitude Source She of 18' 3.15 81° 7' 12.85 Surveyed Surveyed She of 18' 3.15 81° 7' 12.85 Surveyed She obstruction Distance Shope of ace No Distance Shope of the Splaced Threshold Splaced Threshold No Total ft Total Surveyed Total Surveyed Total Surveyed Total She obstruction Distance Shope of the She obstruction Distance Shope of the Splaced Threshold Splac	Close-in Obstruction Data Close-in Obstruction Displacement Obstruction Gace No 3:1 TREES Polaced Threshold Splaced T	thitude Longitude Source Slope Marking 18 13.15 81° 7' 12.85 Surveyed 3:1 NPI-F Obstruction Data Close-in Obstruction Displacement Obstruction Distance Controlling Obstruction Cont	tititude Longitude Source Slope Marking VG. 18' 3.15 81° 7' 12.85 Surveyed 3:1 NP1-F P41 Close-in Obstruction Data Height Above Runway	titiude Longitude Source Slope Marking VGSI 18' 3.15 81° 7' 12.85 Surveyed 3:1 NPI-F P4L Close-in Obstruction Data Height Obstruction Distance Slope Obstruction Data Distance Distance Distance Slope Distance Distance Slope Distance Distance Distance Slope Distance	titiude Longitude Source Slope Marking VGSI REIL 18 13 15 81° 7' 12.85 Surveyed 3:1 NPI-F P4L Yes Close-in Obstruction Data Height Distance Slope Obstruction Lighted Runway Runway	titiude Longitude Source Slope Marking VGSI REIL Rt Traffic 18 13 .15 81° 7' 12.85 Surveyed 3:1 NP1-F P4L Yes No Start	titude Longitude Source Slope Marking VGSI REIL Rt Traffic Approach 18° 13' 15 81° 7' 12.85 Surveyed 3:1 NPI-F P4L Yes No NONE No

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

Facility Name: Ormond Beach Municipal Airport
Facility Type: Airport

Status: Active

Inspection Record

Inspection Date: 2/8/2024

Inspector: David Smith

RWY 17

FAR 77 Category C.

RWY 35

FAR 77 Category B(V).

Approach ratio required is RWY 17 34:1 and RWY 35 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

				Runway	17								
	Latitude	Longitude	Source	Slope		Marking	VGS	Ί	REIL	Rt Traffic	Approach	!	
7	29° 18' 19.14	81° 6' 52.56	Surveyed	20:1		NPI-P	P4L		Yes	Yes	NONE		
			Obs	struction D	ata								
							Height	Distance		Direction	Con	troll	in
		Close-in	Displacement			Marked/	Above	From		From		g	
		Obstruction	Distance	Slope Ob	struction	Lighted	Runway	Runway		Runway End	O_{j}	ffset	
rima	ry Surface	No		20:1 T	REES		51 ft	1,205 ft	Bef	ore Runway E	nd 4	5 ft	1
unwa	ıy End	No		23:1 T	REES		51 ft	1,205 ft	Bef	ore Runway E	nd 4	5 ft	I
1arke	d Displaced Thresh	old											
equir	ed Displaced Thres	hold No	529 ft	34:1 T	REES		51 ft	1,205 ft	Bef	fore Runway E	nd 4	5 ft	F
				Runway	y 35								
	Latitude	Longitude	Source	Slope		Marking	VGS	Ί	REIL	Rt Traffic	Approach	!	
35	29° 17' 43.14	81° 6' 44.74	Surveyed	15:1		NPI-P	P4L		Yes	No	NONE		
			Obs	struction D	ata								
							Height	Distance		Direction	Con	troll	in
		Close-in	Displacement	Co	ntrolling	Marked/	Above	From		From		g	
		Obstruction	Distance	Slope Ob	struction	Lighted	Runway	Runway		Runway End	Oj.	ffset	
Prima	ry Surface	No		15:1 T	REES		34 ft	705 ft	Bef	fore Runway E	nd 2	0 ft	I
Runwa	y End	No		21:1 T	REES		34 ft	705 ft	Bef	fore Runway E	nd 2	0 ft	F
<i>Aarke</i>	d Displaced Thresh	old											
?equir	red Displaced Thres	hold	-										
				imary Surf istance D	ace and S irection	atety Are	a						
			1)	isiance i)	irection								
							Fixed by			Aeronatica	l		
Ob	oject Latitutu	ide Longitude	Survey/		from		Fixed by Function	Frangible	Marke	Aeronatica ed Study	l Determ	inati	io
Оb	iject Latitutu	ide Longitude	Survey/	from	from			Frangible	Marko			inati	io
	oject Latitutu		Survey/	from	from			Frangible	Mark			inati	ioi
			Survey/	from	from		Function	Frangible D	Mark			inati	io
	nstrument Approa	ach	Survey/ Estimate Ce	from nterline Ce	from enterline	Height	Function	_	Mark	ed Study		inati	io
	nstrument Approa	ach <i>Type</i>	Survey/ Estimate Ce	from nterline Ce	from enterline B	Height	Function -	_	Mark	ed Study		inati	io
	09/27 09/9	ach <i>Type</i> LNAV	Survey/ Estimate Ce A 1.00 Miles	from nterline Ce 1.00	from enterline B Miles	Height (1.00 M	Function A	_	Marke	ed Study		inati	io
	09/27 09 09	Type LNAV LPV	Survey/ Estimate Ce A 1.00 Miles 1.00 Miles	from nterline Ce 1.00 1.00	from enterline B Miles Miles	Height (1.00 M	Function Miles Miles Miles	_	Mark	ed Study		inat	io
	09/27 09 09 09 09	Type LNAV LPV LNAV/VNAV	Survey/ Estimate Ce A 1.00 Miles 1.00 Miles	from nterline Ce 1.00 1.00 1.00 1.00	from enterline B Miles Miles Miles	Height C 1.00 M 1.00 M 1.00 M	Function Miles Miles Miles Miles Miles	_	Mark	ed Study		inat.	io
	09/27 09 09 09 09 09 09 27 27	Type LNAV LPV LNAV/VNAV LP	Survey/ Estimate Ce A 1.00 Miles 1.00 Miles 1.00 Miles	from nterline Ce 1.00 1.00 1.00 1.00	B Miles Miles Miles Miles	Height 1.00 M 1.00 M 1.00 M	Function Miles Miles Miles Miles Miles Miles	_	Mark	ed Study		inat	io
	09/27 09 09 09 09 09 27 27 17/35	Type LNAV LPV LNAV/VNAV LP LNAV Type	Survey/ Estimate Ce A 1.00 Miles 1.00 Miles 1.00 Miles 1.00 Miles A	from nterline Ce 1.00 1.00 1.00 1.00 1.00	B Miles Miles Miles Miles Miles Miles	Height 1.00 M 1.00 M 1.00 M 1.00 M 1.00 M	Function Miles Miles Miles Miles Miles Miles	D	Mark	ed Study E		inat	io
	09/27 09 09 09 09 09 09 27 27	Type LNAV LPV LNAV/VNAV LP LNAV	Survey/ Estimate Ce A 1.00 Miles 1.00 Miles 1.00 Miles 1.00 Miles 1.00 Miles	from nterline Ce 1.00 1.00 1.00 1.00 1.00	B Miles Miles Miles Miles Miles Miles	Height 1.00 M 1.00 M 1.00 M 1.00 M 1.00 M	Function Miles Miles Miles Miles Miles Miles Miles	D	Mark	ed Study E		inat	io

State of Florida Department of Transportation

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nttp://www.jtoriaa-avi	tation-aatabase.c	om	A	ii port ilispection Reco	iu		2/12/2024		
Facility Name:	acility Name: Ormond Beach Municipal Airport					Inspection Date: 2/8/2024			
Facility Type:	Airport			Status: Active	Inspector:	David Smith			
Helipad ID	Status	Dimensions	Surface	Condition	Location	Lighting	Marking		
H1	Existing	50 x 50		Excellent	X Land	Obstruction	Landing		
X Land	ding Area Stat	hilimad	X Clear of Lo	osa Ohioats	Roof	Touchdown	Touchdown		
A Land	aing Area Siai	oiiizea	A Clear of Loc	ose Objects	Water	Perimeter	Parking		
Approach/Dep	parture D	irection	Obstruction		Height	Dist. From L/A	Ratio		
1	17	70	TREES		45	895	20 :1		

Comments: Approach ratio required is H1 170 8:1.

> Transitional surface required is 2:1. Minimum TLOF is 33.40 Feet Minimum FATO is 58.80 Feet

Minimum TLOF / FATO Separation is 12.70 Feet

Minimum Safety Area / FATO Separation is 20 Feet (98.80 Feet)

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Airport Inspection Record 2/12/2024 http://www.florida-aviation-database.com **Ormond Beach Municipal Airport** 2/8/2024 **Facility Name: Inspection Date: David Smith** Facility Type: Status: Active Inspector: Airport **Deficiencies** 2/28/25 Inspection Date 2/8/24 Next Inspection **Deficiencies** 09/27:In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow. Taxiway (A@09)Taxiway A hold position markings at Runway 09 are discolored and/or strained. 09/27: In accordance with Chapter 14-60.007(9)(1)1., FAC. – Glass beads shall be required for all permanent pavement Taxiway markings. (A@09)Hold Position Taxiway A hold postion markings at Runway 09 do not contain a sufficent amount of glass beads. 09/27: In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow. Taxiway (A@27)Taxiway A hold position markings at Runway 27 are discolored and/or strained. In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow. 09/27:Taxiway (A1)Taxiway A1 hold position markings at Runway 09/27 are discolored and/or strained. 17/35: In accordance with Chapter 14-60.007(9)(1)1., FAC. – Glass beads shall be required for all permanent pavement Taxiway (E) markings. Hold Position Taxiway E hold position markings at Runway 17 do not contain a sufficient amount of glass beads. 17/35: In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow. Taxiway (F) Taxiway F hold position markings at Runway 35 are discolored and/or strained. 17/35: In accordance with Chapter 14-60.007(9)(1)2., FAC. - All markings on light colored pavements shall be outlined with a Taxiway (F) black border six inches or greater in width. Hold Position Taxiway F hold position markings at Runway 35 have a faded black border. 17/35: In accordance with Chapter 14-60.007(9)(1)1., FAC. – Glass beads shall be required for all permanent pavement Taxiway (F) markings. Hold Position Taxiway F hold position markings at Runway 35 do not contain a sufficient amount of glass beads. 17/35: In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow. Taxiway (G1) Taxiway G1 hold position markings at Runway 17 are discolored and/or strained. 17/35: In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway G2 hold position markings at Runway 17/35 are discolored and/or strained.

Taxiway (G2)

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

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Ormond Beach Municipal Airport 2/8/2024 Facility Name: **Inspection Date: David Smith** Facility Type: Airport Status: Active Inspector: 17/35: In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow. Taxiway (G4) Taxiway G4 hold position markings at Runway 35 are discolored and/or strained. Helipad: H1 In accordance with Chapter 14-60.007(9)(j), FAC. – FATO perimeters shall be defined with white lines. Helipad H1 FATO perimeter 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 perimeter 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. Rwy End: 17 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white. Runway 17 threshold bar marking is discolored and/or stained. Rwy End: 17 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white. Runway 17 designation markings are discolored and/or stained. In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white. Rwy End: 35 Runway 35 threshold bar marking is discolored and/or stained. Rwy End: 35 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white. Runway 35 designation markings are discolored and/or stained. Rwy End: 35 In accordance with Chapter 14-60.007(10)(b), FAC. - Runway end light groups shall contain three lights for visual

Mitigated Deficiencies

Rwy End: 09

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 09 approach surface ratio is 3:1 due to trees 12 feet tall, 235 feet before the approach end of the runway, 240 feet right of centerline.

Runway 35 runway end lights contain four lights in each group.

Runway 09 approach surface ratio is 21:1 to the approach end of the runway due to trees 59 feet tall, 1,245 feet before the approach end of the runway, 150 feet right of centerline.

Received an e-mail from Mr. Steven Lichliter, Airport Manager, on February 12, 2024 and he advised that the trees that are closer to the approach end of the runway will be removed by internal staff by May 13, 2024. Additionally, the other trees located on airport property will be removed during a multi-year Airport Wildlife Mitigation Security Improvements Project (PFL0012829) that will relocate the perimeter fence to the property boundaries and remove vegetation inside the fences. The project is scheduled to start in fiscal year 2024/25 and be completed in FY 2025/26.

An AGIS survey is recommended in order to properly evaluate existing and future conditions for Runway 09/27 to determine the extent of obstruction removal that may be required to meet licensing standards and FAA design standards in Advisory Circular 150/5300-13B.

A comment is published in the FAA Chart Supplement to advise flight crews of the unlighted obstructions on the approach until the removal is completed.

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

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Airport Inspection Record **Ormond Beach Municipal Airport** 2/8/2024 Facility Name: **Inspection Date: David Smith** Facility Type: Status: Active Inspector:

Rwy End: 09

In accordance with Chapter 14-60.007(2)(b)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 a visibility greater than ³/₄ mile: the width of the primary surface is 500 feet.

Brush 5 feet tall, 200 feet before to 0 feet before the approach end of Runway 09, 200 feet to 250 feet left of centerline penetrates the primary surface of Runway 09/27.

Received an e-mail from Mr. Steven Lichliter, Airport Manager, on February 12, 2024 and he advised that the brush will be removed by internal staff by May 13, 2024.

Rwy End: 17

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 ³/₄ mile: the approach surface ratio is 34:1.

Runway 17 approach surface ratio is 20:1 due to trees 51 feet tall, 1,205 feet before the approach end of the runway, 45 feet right of centerline.

Received an e-mail from Mr. Steven Lichliter, Airport Manager, on February 12, 2024 and he advised that the trees will be removed during a multi-year Airport Wildlife Mitigation Security Improvements Project (PFL0012829) that will relocate the perimeter fence to the property boundaries and remove vegetation inside the fences. The project is scheduled to start in fiscal year 2024/25 and be completed in FY 2025/26.

An AGIS survey is recommended in order to properly evaluate existing and future conditions for Runway 17/35 to determine the extent of obstruction removal that may be required to meet licensing standards and FAA design standards in Advisory Circular 150/5300-13B.

Additionally, the existing approach slope is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II for Runway 17/35 as indicated on the Airport Layout Plan.

A comment is published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions on the approach until the removal is completed.

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 3/4 mile: the approach surface ratio is 34:1.

Runway 27 approach surface ratio is 11:1 due to trees 53 feet tall, 835 feet before the approach end of the runway, 265 feet left of centerline.

Received an e-mail from Mr. Steven Lichliter, Airport Manager, on February 12, 2024 and he advised that the trees will be removed during a multi-year Airport Wildlife Mitigation Security Improvements Project (PFL0012829) that will relocate the perimeter fence to the property boundaries and remove vegetation inside the fences. The project is scheduled to start in fiscal year 2024/25 and be completed in FY 2025/26.

An AGIS survey is recommended in order to properly evaluate existing and future conditions for Runway 09/27 to determine the extent of obstruction removal that may be required to meet licensing standards and FAA design standards in Advisory Circular 150/5300-13B.

A comment is published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions on the approach until the removal is completed.

Rwy End: 35

In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 35 approach surface ratio is 15:1 due to trees 34 feet tall, 705 feet before the approach end of the runway, 20 feet right of centerline.

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

State of Florida Department of Transportation

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Public Transportation Office

Airport Inspection Record 2/12/2024 http://www.florida-aviation-database.com **Ormond Beach Municipal Airport Inspection Date:** 2/8/2024 **Facility Name:** Facility Type: Inspector: **David Smith** Airport Status: Active License

Effective: Day Use Only 06/01/2024 Category: **Public Special** Limitations: Expires: 05/31/2025 VFR Use Only

Conditions:

- A. This Airport has the following 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 non-precision instrument and visual approaches.
- a. Runway 17 is FAR 77 category C.
- b. Runway 35 is FAR 77 category B(V).
- 3. Helipad H1 is available for visual approaches only.
- 4. Runway 09 threshold is displaced to the approach end of the runway.
- 5. Runway 17 threshold is displaced to the approach end of the runway.
- 6. Runway 27 threshold is displaced to the approach end of the runway.
- 7. Runway 35 threshold is displaced to the approach end of the runway.
- 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 09 approach surface ratio is 3:1 due to trees 12 feet tall, 235 feet before the approach end of the runway, 240 feet right of centerline.
- 2. Runway 17 approach surface ratio is 20:1 due to trees 53 feet tall, 1,205 feet before the approach end of the runway, 45 feet right of centerline.
- 3. Runway 27 approach surface ratio is 11:1 due to trees 53 feet tall, 835 feet before the approach end of the runway, 265 feet left of centerline.
- 4. Brush 5 feet tall, 200 feet to 0 feet before the approach end of Runway 09, 200 feet to 250 feet left of centerline penetrates the primary surface of Runway 09/27.

Additional Licensing Remarks: