Facility Name: Ormond Beach Municipal Airport
Facility Type: Airport **Status:** Active

Location ID: **OMN** *FAA Site No.:* **03411.*A**
3.00 Miles NW of Ormond Beach
ARP Latitude: **29º 18' 4.12** *Source:* **Estimated**
ARP Longitude: **81º 6' 49.71**
Elevation: **28** *Source:* **Surveyed**

Inspection Date: 2/8/2024
Inspector: David Smith

FDOT District: **5**
County: **Volusia**
Ownership **Public**
Use: **Public**
Sectional Chart: **JACKSONVILLE**

Note: Primary contact shows below with a background.

Facility Owner: **City of Ormond Beach**
Address: **PO Box 277**
City: **Ormond Beach** *State:* **FL** *ZIP:* **32175-0277**
Phone: **(386) 676-3201** *Fax:* **(386) 676-3330**
Email: **steven.lichliter@ormondbeach.org**

Facility Physical Address
Address: **770 Airport Rd**
City: **Ormond Beach** *State:* **FL** *ZIP:* **32174**
Phone: **(386) 615-7019**

Owner Representative: **Joyce Shanahan**
Address: **22 S Beach St**
City: **Ormond Beach** *State:* **FL** *ZIP:* **32174**
Phone: **(386) 676-3200**
Email: **joyce.shanahan@ormondbeach.org**

Facility Manager: **Steven Lichliter**
Address: **PO Box 277**
City: **Ormond Beach** *State:* **FL** *ZIP:* **32175-0277**
Phone: **(386) 615-7019**
Email: **steven.lichliter@ormondbeach.org**

Acreage: **1,128** *Residential Airpark:* **No**
Section: **07** *Township:* **14S** *Range:* **31E**
Lighting Schedule: **Sunset to Sunrise**
Attendance Schedule: *Month/Day/Hour*
ALL / ALL / 0700-1900

Beacon: **C-G**
Wind Indicator: **Yes** *Lighted:* **Yes**
Notes:
Segmented Circle: **Yes** *Lighted:* **Yes**
Facility Website: **https://www.ormondbeach.org/77/Airport**
Ask in any new facility aerials/photos are available

Based Aircraft

Year:	**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 Local:*
End Date:	*Commuter:*	*Military:*	*GA Itinerant:*

Total Annual Operations:

FAR 139 Certificated

FAA NavCom

FSS ID:	[X] **PIE**	*Clearance Delivery:*	[X] **121.625**
FSS on Airport:	[X] **No**	*Ground Control:*	[X] **121.625**
Toll Free:	[X] **(800) WX-BRIEF**	*Control Tower:*	[X] **119.075**
VorTac:	[X] **OMN 112.6 On field**	*Approach Control:*	[X] **125.800**
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**

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

Services

Fuel:	
A	X
A1	
A1+	
B	
B+	
Mogas	
80	
100	
100LL	X
115	
Airframe:	
Major	X
Minor	X
Power Plant:	
Major	X
Minor	X
Bottle Oxygen:	
High	
Low	
Bulk Oxygen:	
High	
Low	
Transient Storage:	
Buoy	
Hangar	
Tie Downs	X

Other Services:	
Aerial Surveying	X
Air Ambulance	
Air Freight	
Aircraft Rental	X
Aircraft Sales	X
Avionics	
Beaching Gear	
Car Rental	X
Cargo	
Courtesy Car	
Charter	X
Crop Dusting	X
Glider	
Glider Towing	
Instruction	X
Internet	X
Lodging	
Parachute Jumping Area	
Restaurant	
Restrooms	X
Taxi	X
Telephone	X

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

Runway ID	Status	Dimension	Surface	Condition	Lights
09/27	Existing	4,005 x 75	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	29º 18' 3.15	81º 7' 12.85	Surveyed	3:1	NPI-F	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	Controlling Offset
Primary Surface	No		3:1	TREES		12 ft	235 ft	Before Runway End	240 ft R
Runway End	No		21:1	TREES		59 ft	1,245 ft	Before Runway End	150 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	761 ft	34:1	TREES		59 ft	1,245 ft	Before Runway End	150 ft R

Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	29º 18' 10.57	81º 6' 28.44	Surveyed	11:1	NPI-F	P4L	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	No		11:1	TREES		53 ft	835 ft	Before Runway End	265 ft L
Runway End	No		16:1	TREES		53 ft	835 ft	Before Runway End	265 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	967 ft	34:1	TREES		53 ft	835 ft	Before Runway End	265 ft L

Primary Surface and Safety Area

Object	Latitutude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
BRUSH	29º 18' 04.89	81º 07' 14.00	Estimated		N	5 ft	No	No	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
17/35	Existing	3,704 x 100	Asph	Fair	MIRL

Comments:

Facility Name: Ormond Beach Municipal Airport **Inspection Date:** 2/8/2024
Facility Type: Airport **Status:** Active **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.
Safety area required extends 240 feet beyond each runway end.

Runway 17

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17	**29º 18' 19.14**	**81º 6' 52.56**	**Surveyed**	**20:1**	**NPI-P**	**P4L**	**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	**No**		**20:1**	**TREES**		**51 ft**	**1,205 ft**	**Before Runway End**	**45 ft R**
Runway End	**No**		**23:1**	**TREES**		**51 ft**	**1,205 ft**	**Before Runway End**	**45 ft R**
Marked Displaced Threshold									
Required Displaced Threshold	**No**	**529 ft**	**34:1**	**TREES**		**51 ft**	**1,205 ft**	**Before Runway End**	**45 ft R**

Runway 35

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35	**29º 17' 43.14**	**81º 6' 44.74**	**Surveyed**	**15:1**	**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	Controlling Offset
Primary Surface	**No**		**15:1**	**TREES**		**34 ft**	**705 ft**	**Before Runway End**	**20 ft R**
Runway End	**No**		**21:1**	**TREES**		**34 ft**	**705 ft**	**Before Runway End**	**20 ft R**
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitutude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination

Instrument Approach

09/27	Type	A	B	C	D	E
09	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**		
09	**LPV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**		
09	**LNAV/VNAV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**		
27	**LP**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**		
27	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.25 Miles**		
17/35	*Type*	*A*	*B*	*C*	*D*	*E*
17	**LNAV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**		
17	**LPV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**		
17	**LNAV/VNAV**	**1.00 Miles**	**1.00 Miles**	**1.00 Miles**		

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

Helipad ID	Status	Dimensions	Surface	Condition	Location	Lighting	Marking
H1	Existing	50 x 50		Excellent	[X] Land	[ ] Obstruction	[ ] Landing
					[ ] Roof	[ ] Touchdown	[ ] Touchdown
					[ ] Water	[ ] Perimeter	[ ] Parking

[X] *Landing Area Stabilized* [X] *Clear of Loose Objects*

Approach/Departure	Direction	Obstruction	Height	Dist. From L/A	Ratio
1	170	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)

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

Deficiencies

Inspection Date **2/8/24** Next Inspection **2/28/25**

Deficiencies

09/27 : Taxiway (A@09)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.	Taxiway A hold position markings at Runway 09 are discolored and/or strained.
09/27 : Taxiway (A@09) Hold Position	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.	Taxiway A hold postion markings at Runway 09 do not contain a sufficent amount of glass beads.
09/27 : Taxiway (A@27)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.	Taxiway A hold position markings at Runway 27 are discolored and/or strained.
09/27 : Taxiway (A1)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.	Taxiway A1 hold position markings at Runway 09/27 are discolored and/or strained.
17/35 : Taxiway (E) Hold Position	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.	Taxiway E hold position markings at Runway 17 do not contain a sufficient amount of glass beads.
17/35 : Taxiway (F)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.	Taxiway F hold position markings at Runway 35 are discolored and/or strained.
17/35 : Taxiway (F) Hold Position	In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.	Taxiway F hold position markings at Runway 35 have a faded black border.
17/35 : Taxiway (F) Hold Position	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.	Taxiway F hold position markings at Runway 35 do not contain a sufficient amount of glass beads.
17/35 : Taxiway (G1)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.	Taxiway G1 hold position markings at Runway 17 are discolored and/or strained.
17/35 : Taxiway (G2)	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.

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

17/35 : Taxiway (G4)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
	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.
Rwy End: 35	In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.
	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 runways.
	Runway 35 runway end lights contain four lights in each group.

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 ¾ 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 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.

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

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 ¾ 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 ¾ 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 ¾ 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.

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

License

Effective: **06/01/2024** *Category:* **Public Special** *Limitations:* ☐ *Day Use Only*

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: