

Facility Name: Punta Gorda Airport		Inspection Date: 3/14/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 3/14/2024		Inspector: FAA Southern Region - Hersey	
Location ID: PGD	FAA Site No.: 03455.*A	FDOT District: 1	
3.00 Miles SE of Punta Gorda		County: Charlotte	
ARP Latitude: 26° 55' 6.933	Source: Estimated	Ownership: Public	
ARP Longitude: 81° 59' 27.190		Use: Public	
Elevation: 25.5	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Charlotte County Airport Authority		Facility Physical Address	
Address: 28000 A-1 Airport Rd		Address: 28000 Airport Rd, Ste A-1	
City: Punta Gorda	State: FL ZIP: 33982	City: Punta Gorda	State: FL ZIP: 33982-2453
Phone: (941) 639-1101	Fax: (941) 639-4792	Phone: (941) 639-1101	100
Email: airport@flypgd.com			
Owner Representative: James Parish		Facility Manager: James Parish	
Address: 28000 Airport Rd, Ste A-1		Address: 28000 Airport Rd, Ste A-1	
City: Punta Gorda	State: FL ZIP: 33982	City: Punta Gorda	State: FL ZIP: 33982
Phone: (941) 639-1101		Phone: (941) 639-1101	
Email: jparish@flypgd.com		Email: jparish@flypgd.com	

Acreage: 1,927	Residential Airpark: No	Beacon: C-G	
Section: 14	Township: 41S Range: 23E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: Yes
ALL / ALL / ALL		Facility Website: https://www.flypgd.com	
		Ask in any new facility aerals/photos are available	

Based Aircraft				
Year:	Single Engine:	Jet Engine:	Glider:	Ultralight:
Source:	Multi Engine:	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 Class

FAA NavCom				
FSS ID:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input checked="" type="checkbox"/> 119.550	127.050
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 119.550	
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 121.000	
VorTac:	<input checked="" type="checkbox"/> PGD 110.2	Approach Control:	<input checked="" type="checkbox"/> 127.050	134.750
AWOS/ASOS:	<input checked="" type="checkbox"/> 135.675	Unicom:	<input checked="" type="checkbox"/> 122.975	
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC, LOC/DME, LPV, LNAV/VNAV, LNAV, VOR	ATIS:	<input checked="" type="checkbox"/> 135.675	
		CTAF:	<input checked="" type="checkbox"/> 121.000	

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Services

Fuel:

A ☒
A1 ☐
A1+ ☒
B ☐
B+ ☐
Mogas ☐
80 ☐
100 ☐
100LL ☒
115 ☐

Airframe:

Major ☒
Minor ☒

Power Plant:

Major ☒
Minor ☒

Bottle Oxygen:

High ☐
Low ☐

Bulk Oxygen:

High ☒
Low ☒

Transient Storage:

Buoy ☐
Hangar ☒
Tie Downs ☒

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 ☐
Restrooms ☒
Taxi ☒
Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
04/22	Existing	7,193 x 150	Asph	Excellent	HIRL

Comments:

RWY 04

FAR 77 Category PIR.

RWY 22

FAR 77 Category D.

Approach ratio required is RWY 04 50:1 and RWY 22 34:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 04

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
04	26° 54' 36.6520	81° 59' 31.7250	Surveyed	50:1	PIR-G	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	Controllin g Offset
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Primary Surface

No

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 22

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
22	26° 55' 38.8483	81° 58' 52.9939	Surveyed	50:1	NPI-G	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	Controllin g Offset
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Primary Surface

No

Runway End

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	Aeronautical Study	Determination
EQUIP	26° 54' 35.76	81° 59' 30.85	Estimated	115 ft	SE	1 ft	No	Yes	No		
EQUIP	26° 55' 39.69	81° 58' 53.94	Estimated	114 ft	NW	1 ft	No	Yes	No		
EQUIP	26° 55' 38.60	81° 58' 51.72	Estimated	114 ft	SE	1 ft	No	Yes	No		
EQUIP	26° 55' 36.41	81° 58' 48.33	Estimated	491 ft	E	5 ft	No	Yes	No		
EQUIP	26° 55' 31.54	81° 58' 52.40	Estimated	405 ft	E	3 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
09/27	Existing	2,635 x 60	Asph	Excellent	None

Comments:

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RWY 09

FAR 77 Category A(V).

RWY 27

FAR 77 Category A(V).

Approach ratio required is RWY 09 20:1 and RWY 27 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 09

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	26° 55' 24.6314	81° 59' 53.3686	Surveyed	50:1	BSC-P	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		50:1	TREES		40 ft	2,210 ft	Before Runway End	250 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	26° 55' 25.0078	81° 59' 24.2486	Surveyed	50:1	BSC-P	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		50:1	NONE					
Runway End									
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
15/33	Existing	6,286 x 150	Asph	Excellent	MIRL

Comments:

RWY 15

FAR 77 Category D.

RWY 33

FAR 77 Category D.

Approach ratio required is RWY 15 34:1 and RWY 33 34:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 15

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
15	26° 55' 25.2242	81° 59' 57.0778	Surveyed	17:1	NPI-G	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	Controllin g Offset
Primary Surface	No		17:1	ROAD		15 ft	460 ft	Before Runway End	500 ft R
Runway End	No		30:1	ROAD		15 ft	460 ft	Before Runway End	500 ft R
Marked Displaced Threshold	No	271 ft	48:1	ROAD		15 ft	460 ft	Before Runway End	500 ft R
Required Displaced Threshold									

Runway 33

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
33	26° 54' 31.7685	81° 59' 21.4968	Surveyed	40:1	NPI-G	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	Controllin g Offset
Primary Surface	No		40:1	TREES		54 ft	2,375 ft	Before Runway End	60 ft R
Runway End									
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	Aeronautical Study	Determination
EQUIP	26° 55' 21.64	81° 59' 58.06	Estimated	264 ft	W	1 ft	No	Yes	No		
EQUIP	26° 54' 29.77	81° 59' 23.92	Estimated	290 ft	SW	1 ft	No	Yes	No		

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Instrument Approach

04/22	Type	A	B	C	D	E
04	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
04	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
04	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
04	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
04	LOC	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
04	VOR	1.00 Miles	1.00 Miles	1.88 Miles	1.88 Miles	
04	LOC/DME	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
22	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
22	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
22	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
22	VOR	1.00 Miles	1.00 Miles	1.50 Miles	1.50 Miles	
15/33	Type	A	B	C	D	E
15	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
15	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
15	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
33	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
33	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
33	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	

Declared Distances

Runway 04/22 TORA TODA ASDA LDA

04

22

Runway 09/27 TORA TODA ASDA LDA

09 2,635 2,635 2,635 2,635

27 2,635 2,635 2,635 2,635

Runway 15/33 TORA TODA ASDA LDA

15 6,286 6,286 6,286 6,015

33 6,166 6,166 6,015 6,015

Deficiencies

Inspection Date 3/14/24

Next Inspection 3/31/25

Non-Deficiency Remarks

A. In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

Mitigated Deficiencies

Rwy End: 15 In accordance with Chapter 14-60.007(2)(c)1.f., 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 equal to $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 15 approach surface ratio 17:1 due to road 15 feet tall, 460 feet before the approach end of the runway, 500 feet right of centerline.

Runway 15 threshold is displaced 271 feet.

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License

Effective: 05/01/2024

Category: Public

Limitations: ☐ Day Use Only

Expires: 06/30/2025

☐ 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 approach limitations.

1. Runway 04/22 is available for precision instrument, non-precision instrument and visual approaches.

- a. Runway 04 is FAR 77 category PIR.
- b. Runway 22 is FAR 77 category D.

2. Runway 09/27 is available for visual approaches only.

- a. Runway 09 is FAR 77 category A(V).
- b. Runway 27 is FAR 77 category A(V).

3. Runway 15/33 is available for non-precision instrument and visual approaches.

- a. Runway 15 is FAR 77 category D.
- b. Runway 33 is FAR 77 category D.

4. Runway 15 threshold is displaced 271 feet.

5. Runway 15 TORA-6286 TODA-6286 ASDA-6286 LDA-6015

6. Runway 33 TORA-6166 TODA-6166 ASDA-6015 LDA-6015

Additional Licensing Remarks: