

Facility Name: Pompano Beach Airpark		Inspection Date: 5/14/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 5/14/2024		Inspector: David Smith	
Location ID: PMP	FAA Site No.: 03451.*A	FDOT District: 4	
1.00 Miles NE of Pompano Beach		County: Broward	
ARP Latitude: 26° 14' 50.6429	Source: Estimated	Ownership: Public	
ARP Longitude: 80° 6' 40.3490		Use: Public	
Elevation: 19.3	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: City of Pompano Beach		Facility Physical Address	
Address: City Hall		Address: 1001 NE 10th St	
100 W Atlantic Blvd			
City: Pompano Beach	State: FL ZIP: 33061	City: Pompano Beach	State: FL ZIP: 33060
Phone: (954) 786-4135	Fax: (954) 786-4136	Phone: (954) 786-4135	
Email: steve.rocco@copbfl.com			
Owner Representative: Greg Harrison		Facility Manager: Steven Rocco	
Address: 100 West Atlantic Blvd		Address: 1001 NE 10th St	
City: Pompano Beach	State: FL ZIP: 33060	City: Pompano Beach	State: FL ZIP: 33060
Phone: (954) 786-4601		Phone: (954) 786-4135	
Email: greg.harrison@copbfl.com		Email: steve.rocco@copbfl.com	

Acreeage: 650	Residential Airpark: No	Beacon: C-G	
Section: 25	Township: 48S	Range: 42E	
Lighting Schedule: Sunset to Sunrise		Wind Indicator: Yes	Lighted: Yes
Attendance Schedule: Month/Day/Hour		Notes:	
ALL / ALL / ALL		Segmented Circle: No	Lighted: No
		Facility Website: https://www.pompanobeachfl.gov/government/public-works	
		Ask in any new facility aeriels/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 125	Jet Engine: 4	Glider: Ultralight:
Source: Inspector	Multi Engine: 12	Helicopter: 17	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:	<input checked="" type="checkbox"/> MIA	Clearance Delivery:	<input type="checkbox"/>
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.900
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 125.400
VorTac:	<input checked="" type="checkbox"/> FLL	Approach Control:	<input checked="" type="checkbox"/> 119.700
AWOS/ASOS:	<input checked="" type="checkbox"/> 120.550	Unicom:	<input checked="" type="checkbox"/> 122.950
Instrument Approach:	<input checked="" type="checkbox"/> LOC/DME, LPV, LNAV, LNAV/VNAV	ATIS:	<input checked="" type="checkbox"/> 120.550
		CTAF:	<input checked="" type="checkbox"/> 125.400

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Services

Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
80	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
115	<input type="checkbox"/>

Airframe:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Power Plant:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Bottle Oxygen:

High	<input checked="" type="checkbox"/>
Low	<input checked="" type="checkbox"/>

Bulk Oxygen:

High	<input checked="" type="checkbox"/>
Low	<input checked="" type="checkbox"/>

Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input checked="" type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

Other Services:

Aerial Surveying	<input checked="" type="checkbox"/>
Air Ambulance	<input checked="" type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input checked="" type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input type="checkbox"/>
Charter	<input checked="" type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> 1/2 mile
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/> 1/4 mile
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Runway ID	Status	Dimension	Surface	Condition	Lights
06/24	Existing	4,001 x 150	Asph	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	26° 14' 38.2929	80° 6' 59.5713	Surveyed	16:1	BSC-P	P2L	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		16:1	TREES		41 ft	845 ft	Before Runway End	225 ft L
Runway End	No		20:1	TREES		41 ft	845 ft	Before Runway End	225 ft L

Marked Displaced Threshold

Required Displaced Threshold

Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	26° 15' 2.3219	80° 6' 24.6350	Surveyed	20:1	BSC-P	P2L	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		20:1	TREES		60 ft	1,395 ft	Before Runway End	150 ft L
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
EQUIP	26° 14' 43.72	80° 06' 54.36	Estimated	145 ft	NW	2 ft	No	Yes	Yes		
EQUIP	26° 14' 56.56	80° 06' 30.44	Estimated	145 ft	SE	2 ft	No	Yes	Yes		
EQUIP	26° 14' 43.60	80° 06' 53.88	Estimated	200 ft	NW	2 ft	No	Yes	Yes		
Runway ID	Status	Dimension		Surface		Condition		Lights			
10/28	Existing	3,502 x 100		Asph		Fair		MIRL			

Comments:

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RWY 10

FAR 77 Category A(V).

RWY 28

FAR 77 Category A(V).

Approach ratio required is RWY 10 20:1 and RWY 28 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 10

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10	26° 14' 45.3827	80° 6' 59.8116	Surveyed	24:1	BSC-F	P2L	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		24:1	POLE	L	28 ft	861 ft	Before Runway End	85 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 28

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	26° 14' 40.7738	80° 6' 21.6914	Surveyed	20:1	BSC-F	P2L	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		20:1	TREES		20 ft	600 ft	Before Runway End	105 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	Aeronatical Study	Determination
EQUIP	26° 14' 45.70	80° 06' 52.46	Estimated	118 ft	N	2 ft	No	Yes	Yes		
EQUIP	26° 14' 43.72	80° 06' 54.35	Estimated	102 ft	S	2 ft	No	Yes	Yes		
EQUIP	26° 14' 40.62	80° 06' 30.30	Estimated	121 ft	S	2 ft	No	Yes	Yes		
RUTS	26° 14' 45.50	80° 06' 55.65	Estimated		N		No	No	No		
RUTS	26° 14' 40.45	80° 06' 23.81	Estimated		SE		No	No	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
15/33	Existing	4,918 x 150	Asph	Good	MIRL

Comments:

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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.****Runway 15**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
15	26° 15' 15.6598	80° 6' 55.0142	Surveyed	0:1	NPI-F	P4L	No	No	MALS

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	Yes		0:1	BLDG		10 ft	55 ft	Before Runway End	359 ft R
Runway End	Yes		5:1	BLDG		10 ft	55 ft	Before Runway End	359 ft R
Marked Displaced Threshold	Yes	500 ft	34:1	TREE		82 ft	2,260 ft	Before Runway End	300 ft R
Required Displaced Threshold									

Runway 33

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
33	26° 14' 36.9310	80° 6' 22.2452	Surveyed	16:1	NPI-F	P4L	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		16:1	TREE		33 ft	750 ft	Before Runway End	450 ft L
Runway End	No		22:1	TREE		33 ft	750 ft	Before Runway End	450 ft L
Marked Displaced Threshold	No	340 ft	34:1	TREE		33 ft	750 ft	Before Runway End	450 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
EQUIP	26° 15' 6.78	80° 06' 44.97	Estimated	185 ft	E	2 ft	No	Yes	Yes		
EQUIP	26° 14' 46.25	80° 06' 32.80	Estimated	190 ft	SW	2 ft	No	Yes	Yes		
BLDG	26° 15' 13.95	80° 06' 58.62	Estimated	359 ft	SW	10 ft	No	No	No		
BLDG	26° 15' 13.61	80° 06' 58.69	Estimated	385 ft	SW	15 ft	No	No	No		
TREES	26° 15' 11.72	80° 06' 57.33	Estimated	390 ft	SW	35 ft	No	No	No		
TREES	26° 15' 07.61	80° 06' 43.77	Estimated	255 ft	NE	30 ft	No	No	No		
ACFT	26° 14' 35.69	80° 06' 27.07	Estimated	390 ft	SW	15 ft	No	No	No		
FENCE	26° 14' 48.40	80° 06' 28.18	Estimated	265 ft	E	6 ft	No	No	Yes		
HILL	26° 15' 14.91	80° 06' 59.42	Estimated	364 ft	W	6 ft	No	No	No		
HILL	26° 15' 14.68	80° 07' 00.04	Estimated	425 ft	SW	5 ft	No	No	No		
EQUIP	26° 15' 14.17	80° 07' 00.17	Estimated	480 ft	SW	20 ft	No	No	No		

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RUTS	26° 15' 16.33	80° 06' 55.97	Estimated	28 ft	SW	No	No	No
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RUTS	26° 15' 15.66	80° 06' 55.28	Estimated	18 ft	SW	No	No	No
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Instrument Approach

06/24	Type	A	B	C	D	E
06	LNAV	1.00 Miles	1.00 Miles			
06	LPV	1.25 Miles	1.25 Miles			
24	LNAV	1.00 Miles	1.00 Miles			
24	LPV	1.00 Miles	1.00 Miles			
15/33	Type	A	B	C	D	E
15	LNAV	1.00 Miles	1.00 Miles			
15	LOC/DME	1.00 Miles	1.00 Miles			
15	LPV	0.75 Miles	0.75 Miles			
15	LNAV/VNAV	1.00 Miles	1.00 Miles			
33	LNAV	1.00 Miles	1.00 Miles			
33	LPV	0.75 Miles	0.75 Miles			
33	LNAV/VNAV	2.50 Miles	2.50 Miles			

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Deficiencies

Inspection Date 5/14/24

Next Inspection 5/31/25

Deficiencies

06/24 : 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 (A)
 Hold
 Position

Taxiway A hold position marking black outline is faded and in poor condition.

06/24 : 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 (L)
 Hold
 Position

Taxiway L hold position marking black outline is faded and in poor condition.

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

Taxiway M hold position markings are discolored and/or stained.

10/28 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
 Taxiway (G)
 Hold
 Position

Taxiway G hold position markings at Runway 10/28 do not contain a sufficient amount of glass beads.

10/28 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
 Taxiway (G5)
 Hold
 Position

Taxiway G5 hold position markings at Runway 10/28 do not contain a sufficient amount of glass beads.

15/33 : 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 are discolored and/or stained.

Rwy End: 06 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Hangar 21 feet tall, 200 feet before to 160 feet after the approach end of Runway 06, 385 feet to 535 feet right of centerline penetrates the transitional surface of Runway 06/24.

Rwy End: 06 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.
 Runway
 Centerline

Runway 06/24 centerline marking's black border is faded.

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

Runway 24 designation markings are faded and in poor condition.

Mitigated Deficiencies

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.
 Taxiway (C)

Runway 06/24 Taxiway C hold position marking is placed 125 feet from runway centerline.

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Taxiway C holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (D) runways serving large aircraft or with non-precision approaches.

Runway 06/24 Taxiway D hold position marking is placed 126 feet from runway centerline.

Taxiway D holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (F) runways serving large aircraft or with non-precision approaches.

Runway 06/24 Taxiway F hold position marking is placed 125 feet from runway centerline.

Taxiway F holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (L) runways serving large aircraft or with non-precision approaches.

Runway 06/24 Taxiway L hold position marking is placed 125 feet from runway centerline.

Taxiway L holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (M@06) runways serving large aircraft or with non-precision approaches.

Runway 06/24 Taxiway M hold position marking at the approach end of Runway 06 is placed 127 feet from runway centerline.

Taxiway M holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (M@24) runways serving large aircraft or with non-precision approaches.

Runway 06/24 Taxiway M hold position marking at the approach end of Runway 24 is placed 125 feet from runway centerline.

Taxiway M holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

Rwy End: 06 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 06 approach surface ratio is 16:1 due to trees 41 feet tall, 845 feet before the approach end of the runway, and 225 feet left of centerline.

Runway 06 threshold is displaced to the approach end of the runway.

Rwy End: 10 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.

Excessive pavement edgelips 380 feet after the approach end of the Runway, 60 feet left of centerline is located inside the runway safety area of Runway 10/28.

Spoke with Mr. David Adams, inspection contact, after the inspection on May 14, 2024 and he stated these areas would be brought to grade by October 4, 2024.

Rwy End: 15 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

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Excessive pavement edgelips 104 feet before the approach end of the Runway, 28 feet right of centerline is located inside the runway safety area of Runway 15/33.

Excessive pavement edgelips 11 feet before the approach end of the Runway, 18 feet right of centerline is located inside the runway safety area of Runway 15/33.

Spoke with Mr. David Adams, inspection contact, after the inspection on May 14, 2024 and he stated these areas would be brought to grade within 24 hours.

Rwy End: 15 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Trees 200 feet before to 2,135 feet after the approach end of Runway 15, 500 feet left of centerline and beyond penetrates the transition surface of Runway 15/33.

Trees 15 feet to 715 feet after the approach end of Runway 15, 500 feet right of centerline and beyond penetrates the transition surface of Runway 15/33.

Received an e-mail from Mr. Steve Rocco, Airport Manager, on May 23, 2022 stating that a request will be submitted to the FAA via the instrument flight procedures portal to increase the visibility minimums for the LPV approaches on Runway 15 and 33. Increasing these visibility minimums will reduce the width of the primary surface and remove most of the transition surface obstructions.

FDC NOTAM 2/3126 has been activated showing the RNAV(GPS) approaches to Runway 15 not authorized at night. The anticipated publication date for the changes is September of 2024.

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 is 0:1 due to building 10 feet tall, 55 feet before the approach end of the runway, and 359 feet right of centerline.

Runway 15 threshold is displaced 500 feet.

Rwy End: 15 In accordance with Chapter 14-60.007(2)(b)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 a visibility equal to $\frac{3}{4}$ mile: the width of the primary surface is 1,000 feet.

Trees 30 feet tall, 450 feet to 2,125 feet after the approach end of the Runway, 255 feet to 500 feet left of centerline penetrates the primary surface of Runway 15/33.

Trees 35 feet tall, 15 feet to 505 feet after the approach end of the Runway, 390 feet to 500 feet right of centerline penetrates the primary surface of Runway 15/33.

Building 10 feet tall, 55 feet before the approach end of the Runway, 359 feet right of centerline penetrates the primary surface of Runway 15/33.

Building 15 feet tall, 40 feet before the approach end of the Runway, 385 feet right of centerline penetrates the primary surface of Runway 15/33.

Earth 6 feet tall, 180 feet before the approach end of the Runway, 364 feet left of centerline penetrates the primary surface of Runway 15/33.

Debris 5 feet tall, 200 feet to 160 feet before the approach end of the Runway, 425 feet right of centerline penetrates the primary surface of Runway 15/33.

Heavy equipment 20 feet tall, 160 feet before the approach end of the Runway, 480 feet right of centerline penetrates the primary surface of Runway 15/33.

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Received an e-mail from Mr. Steve Rocco, Airport Manager, on May 23, 2022 stating that a request has been submitted to the FAA via the instrument flight procedures portal to increase the visibility minimums for the LPV approaches on Runway 15 and 33. Increasing these visibility minimums will reduce the width of the primary surface and remove the obstructions to that imaginary surface.

FDC NOTAM 2/3126 has been activated showing the RNAV(GPS) approaches to Runway 15 not authorized at night. The anticipated publication date for the changes is September of 2024.

Rwy End: 28 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.

Excessive pavement edgelips 187 feet after the approach end of the Runway, 60 feet left of centerline is located inside the runway safety area of Runway 10/28.

Spoke with Mr. David Adams, inspection contact, after the inspection on May 14, 2024 and he stated these areas would be brought to grade by October 4, 2024.

Rwy End: 33 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 33 approach surface ratio is 16:1 due to tree 33 feet tall, 750 feet before the approach end of the runway, and 450 feet left of centerline.

Runway 33 threshold is displaced 340 feet.

Rwy End: 33 In accordance with Chapter 14-60.007(2)(b)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 a visibility equal to $\frac{3}{4}$ mile: the width of the primary surface is 1,000 feet.

Aircraft parking 200 feet before to 345 feet after the approach end of the runway, 390 feet to 500 feet left of centerline penetrates the primary surface of Runway 15/33.

Fence 6 feet tall, 255 feet to 1,778 feet after the approach end of the runway, 265 feet to 500 feet right of centerline penetrates the primary surface of Runway 15/33.

Received an e-mail from Mr. Steve Rocco, Airport Manager, on May 23, 2022 stating that a request will be submitted to the FAA via the instrument flight procedures portal to increase the visibility minimums for the LPV approaches on Runway 15 and 33. Increasing these visibility minimums will reduce the width of the primary surface and remove the obstructions to that imaginary surface.

The anticipated publication date for the changes is September of 2024.

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Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 09/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 08/31/2025

☐ 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 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 10/28 is available for visual approaches only.

- a. Runway 10 is FAR 77 category A(V).
- b. Runway 28 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 06 threshold is displaced to the approach end of the runway.

5. Runway 15 threshold is displaced 500 feet.

6. Runway 33 threshold is displaced 340 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. Hangar 200 feet before to 160 feet after the approach end of Runway 06, 385 feet to 535 feet right of centerline penetrates the transitional surface of Runway 06/24.

2. Trees 200 feet before to 2,135 feet after the approach end of Runway 15, 500 feet left of centerline and beyond penetrates the transition surface of Runway 15/33.

3. Buildings and trees 55 feet before to 505 feet after the approach end of Runway 15, 359 feet to 500 feet right of centerline penetrates the primary surface of Runway 15/33.

4. Fence 6 feet tall, 255 feet to 1,778 feet after the approach end of Runway 33, 265 feet to 500 feet right of centerline penetrates the primary surface of Runway 15/33.

5. Aircraft parking 200 feet before to 345 feet after the approach end of Runway 33, 390 feet to 500 feet left of centerline penetrates the primary surface of Runway 15/33.

Additional Licensing Remarks: