Public Transportation Office

Airport Inspection Record 5/21/2024 http://www.florida-aviation-database.com Pompano Beach Airpark **Inspection Date:** 5/14/2024 **Facility Name:** Inspector: **David Smith** Facility Type: Airport Status: Active Location ID: **PMP** FAA Site No.: 03451.*A FDOT District: 4 1.00 Miles NE of Pompano Beach County: **Broward** 26° 14' 50.6429 ARP Latitude: **Estimated** Ownership **Public** Source: ARP Longitude: 80° 6' 40.3490 Use: **Public** 19.3 Elevation: Source: Surveyed Sectional Chart: **MIAMI** Note: Primary contact shows below with a background. **Facility Physical Address** Facility Owner: City of Pompano Beach Address: City Hall 1001 NE 10th St Address: 100 W Atlantic Blvd State: FL ZIP: 33061 City: Pompano Beach City: Pompano Beach State: FL $ZIP \cdot$ 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** 100 West Atlantic Blvd 1001 NE 10th St Address: Address: State: FL ZIP: 33060 City: City: State: FL ZIP: 33060 Pompano Beach Pompano Beach Phone: (954) 786-4601 Phone: (954) 786-4135 Email: greg.harrison@copbfl.com Email: steve.rocco@copbfl.com Residential Airpark: Beacon: C-G Acreage: 650 No Wind Indicator: Section: 25 Township: 48S Range: 42E Yes Lighted: Yes Lighting Schedule: **Sunset to Sunrise** Notes: Attendance Schedule: Month/Day/Hour Segmented Circle: No Lighted: ALL / ALL / ALL Facility Website: https://www.pompanobeachfl.gov/government/public-wor Ask in any new facility aerials/photos are available **Based Aircraft** Single Engine: 125 Year. 2011 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: GA Itinerant: Military: Total Annual Operations: FAR 139 Certificated FAA NavCom X MIA FSS ID: Clearance Delivery: FSS on Airport: No X 121.900 Х Ground Control: X (800) WX-BRIEF Control Tower: X 125.400 Toll Free: VorTac: X FLL X 119.700 Approach Control: AWOS/ASOS: X 120.550 Unicom: X 122.950 X LOC/DME, LPV, LNAV, LNAV/VNAV ATIS: X 120.550 Instrument Approach: 125.400 CTAF:

Low

Buoy Hangar Tie Downs

Transient Storage:

Public Transportation Office

http://www.florida-aviation-database.com Airport Inspection Record 5/21/2024 Pompano Beach Airpark **Inspection Date:** 5/14/2024 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 Mogas Avionics 80 Beaching Gear X 100 Car Rental 100LL Cargo 115 Courtesy Car Airframe: CharterMajor Crop Dusting Minor GliderPower Plant: Glider Towing Instruction Major Minor Internet X 1/2 mile Bottle Oxygen: Lodging Parachute Jumping Area High **X** 1/4 mile Low Restaurant X X Bulk Oxygen: Restrooms High Taxi

Telephone

State of Florida Department of Transportation

Public Transportation Office

Page 3 of 11 Airport Inspection Record 5/21/2024 http://www.florida-aviation-database.com

nup.//www.jtoriau-avi	anon-anabase.com	, in port	inspection record		*
Facility Name:	Pompano Beach Airpark			Inspection Date: 5/1	4/2024
Facility Type:	Airport	Stat	us: Active	Inspector: David Smit	h
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

10/28

Existing

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

				Runy	way 06						
	Latitude	Longitude	Source	Sle	оре	Marking	VGS	SI	REIL	Rt Traffic	Approach
06	26° 14' 38.2929	80° 6' 59.5713	Surveyed	1	6:1	BSC-P	P2L		Yes	No	NONE
			Ol	bstructio	n Data						
							Height	Distance		Direction	Controllin
		Close-in	Displacement	C1	Controlling		Above	From		From	g
		Obstruction	Distance	Stope	Obstruction	Lighted	Runway	Runway		Runway End	Offset
Primar	y Surface	No		16:1	TREES		41 ft	845 ft	Bef	fore Runway E	nd 225 ft I
Runway	y End	No		20:1	TREES		41 ft	845 ft	Bef	fore Runway E	nd 225 ft I
Markea	d Displaced Thresho	ld									
Require	ed Displaced Thresh	old									
				Run	iway 24						
	Latitude	Longitude	Source	Sle	ope	Marking	VGS	SI	REIL	Rt Traffic	Approach
24	26° 15' 2.3219	80° 6' 24.6350	Surveyed	2	0:1	BSC-P	P2L		Yes	No	NONE
			Ol	bstructio	n Data						
							Height	Distance		Direction	Controllin
		Close-in	Displacement		Controlling	Marked/	Above	From		From	g
		Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End	Offset
Primar	y Surface	No		20:1	TREES		60 ft	1,395 ft	Bef	fore Runway E	nd 150 ft I
Runway	y End										
Markea	l Displaced Thresho	ld									
Require	ed Displaced Thresh	old									
				-	Surface and S	Safety Are	a				
			Survey/	Distance from	Direction from		Fixed by			Aeronatica	1
Obj	ect Latitutud	le Longitude			Centerline		Function -	Frangible	Mark		Determination
EQU	U IP 26° 14' 43.	72 80° 06' 54.36	Estimated	145 ft	NW	2 ft	No	Yes	Yes		
EQU		56 80° 06' 30.44	Estimated	145 ft	SE	2 ft	No	Yes	Yes	1	
EQU			Estimated	200 ft	NW	2 ft	No	Yes	Yes		
ĽŲ	20 14 43.	00 00 00 33.00	Estimateu	200 It	T 4 AA	4 IL	110	1 63	1 68	,	

Asph

Fair

MIRL

3,502 x 100

Comments:

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

Public Transportation Office **Airport** Inspection Record

Facility Name: Pompano Beach Airpark Inspection Date: 5/14/2024
Facility Type: Airport Status: Active Inspector: David Smith

RWY 10

FAR 77 Category A(V).

RWY 28

FAR 77 Category A(V).

				Runv	vay 10						
	Latitude	Longitude	Source	Slo	ре	Marking	VG	SI	REIL	Rt Traffic	Approach
10	26° 14' 45.3827	80° 6' 59.8116	Surveyed	2	4:1	BSC-F	P2I	_	Yes	No	NONE
			o	bstructio	n Data						
		Close-in Obstruction	Displacement Distance		Controlling Obstruction		Height Above Runway	Distance From Runway		Direction From Runway End	Controllin g Offset
Primary Runway	y Surface y End	No		24:1	POLE	L	28 ft	861 ft	Befo	ore Runway E	nd 85 ft
Marked	Displaced Thresho	ld									
Require	ed Displaced Thresh	old									
				Run	way 28						
	Latitude	Longitude	Source	Slo	оре	Marking	VG	SI	REIL	Rt Traffic	Approach
28	26° 14' 40.7738	80° 6' 21.6914	Surveyed	2	0:1	BSC-F	P2I	_	Yes	No	NONE
			O	bstructio	n Data						
		Close-in Obstruction	Displacement Distance		Controlling Obstruction		Height Above Runway	Distance From Runway		Direction From Runway End	Controllin g Offset
Primary	v Surface	No		20:1	TREES		20 ft	600 ft	Befo	ore Runway E	nd 105 ft
Runway	, End										
Aarked	Displaced Thresho	ld									
Require	d Displaced Thresh	old	-								
				-	Surface and S	safety Are	a				
Obje	ect Latitutua	e Longitude	Survey/	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marke	Aeronatica d Study	l Determinatio
EQU	ЛР 26° 14' 45.	70 80° 06' 52.46	Estimated	118 ft	N	2 ft	No	Yes	Yes		
_		72 000 0 4 5 4 2 5	E-441	102 64	S	2 ft	NI.	Vos	• • • • • • • • • • • • • • • • • • • •		
EQU	JIP 26° 14' 43.	72 80° 06' 54.35	Estimated	102 ft	3	2 II	No	Yes	Yes		

				Comme	nts.					
15/33	Existin	ng	4,918 x	150		Asph		Good		MIRL
Runway ID	Status	;	Dimen	sion		Surface		Conc	lition	Lights
RUTS	26° 14' 40.45	80° 06' 23.81	Estimated		SE		No	No	No	
RUTS	26° 14' 45.50	80° 06' 55.65	Estimated		N		No	No	No	
EQUIP	26° 14' 40.62	80° 06' 30.30	Estimated	121 ft	S	2 ft	No	Yes	Yes	
EQUIF	20 14 45.72	00 00 34.33	Estillateu	102 It	3	2 11	110	1 68	1 68	

Page 5 of 11

5/21/2024

Public Transportation Office

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

Facility Name: Pompano Beach Airpark

Facility Type: Airport

Status: Active

Airport Inspection Record

Inspection Date: 5/14/2024

Inspector: David Smith

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.

				Runv	vay 15								
	Latitude	Longitude	Source	Sle	оре	Marking	VG	SI	REIL	Rt Traffic	App	oroach	
15	26° 15' 15.6598	80° 6' 55.0142	Surveyed	():1	NPI-F	P4I	_	No	No	MA	ALS	
			O	bstructio	n Data								
		Close-in Obstruction	Displacement Distance		Controlling Obstruction		Height Above Runway	Distance From Runway		Direction From Runway End	l	Control g Offset	
Primary	Surface	Yes		0:1	BLDG		10 ft	55 ft	Bef	ore Runway l	End	359 ft	R
Runway	End	Yes		5:1	BLDG		10 ft	55 ft	Bef	ore Runway l	End	359 ft	R
Aarked	Displaced Thresho	ld Yes	500 ft	34:1	TREE		82 ft	2,260 ft	Bef	ore Runway l	End	300 ft	R
Require	d Displaced Thresh	old											
				Run	way 33								
	Latitude	Longitude	Source		ope	Marking	VG		REIL	Rt Traffic		oroach	
33	26° 14′ 36.9310	80° 6' 22.2452	Surveyed	1	6:1	NPI-F	P4I	_	No	No	NO	NE	
			О	bstructio	n Data								
		Close-in Obstruction	Displacement Distance		Controlling Obstruction		Height Above Runway	Distance From Runway		Direction From Runway End		Control g Offset	
onima aum	Conform	No		16:1	TREE		33 ft	750 ft	Bef	ore Runway l	End	450 ft	L
rımary	Surface	110		10.1	INEE		33 It	730 It		ore realiting			
rimary Runway	-	No No		22:1	TREE		33 ft	750 ft		ore Runway		450 ft	L
Runway	-	No	340 ft						Bef		End	450 ft 450 ft	
Runway Aarked	End	No ld No		22:1 34:1	TREE TREE		33 ft 33 ft	750 ft	Bef	ore Runway l	End		
Runway Marked	End Displaced Thresho	No ld No	I	22:1 34:1 Primary S	TREE TREE Surface and S	Safety Are	33 ft 33 ft	750 ft	Bef	ore Runway l	End		
Runway Aarked	End Displaced Thresho d Displaced Thresh	No Id No old	I Survey/	22:1 34:1 Primary S Distance from	TREE TREE		33 ft 33 ft Fixed by	750 ft	Bef Bef	ore Runway l	End End		L
Runway Iarked Require	End Displaced Thresho d Displaced Thresh ct Latitutua	No Id No old Le Longitude	I Survey/	22:1 34:1 Primary S Distance from	TREE TREE Surface and S Direction from		33 ft 33 ft Fixed by	750 ft 750 ft	Bef Bef	ore Runway l ore Runway l Aeronatic ed Study	End End	450 ft	L
Punway Iarked Pequired Obje	End Displaced Thresho d Displaced Thresh ect Latitutua IP 26° 15' 6.7	No No old No old Ee Longitude 88 80° 06' 44.97	Survey/ Estimate (22:1 34:1 Primary S Distance from Centerline	TREE TREE Surface and S Direction from Centerline	Height	33 ft 33 ft Fixed by Function	750 ft 750 ft Frangible	Bef Bef Marke	ore Runway l ore Runway l Aeronatic ed Study	End End	450 ft	L
Punway Aarked Pequired Obje EQU	End Displaced Threshod Displaced	No No old No old Ee Longitude 88 80° 06' 44.97 25 80° 06' 32.80	Survey/ Estimate (C	22:1 34:1 Primary S Distance from Centerline	TREE TREE Surface and S Direction from Centerline E	Height 2 ft	33 ft 33 ft Fixed by Function No	750 ft 750 ft Frangible Yes	Bef Bef Marka Yes	ore Runway l ore Runway l Aeronatic ed Study	End End	450 ft	L
Punway Marked Pequired Obje EQU	End Displaced Threshold Displaced Di	No No No old No old Ve Longitude 88 80° 06' 44.97 25 80° 06' 32.80 95 80° 06' 58.62	Survey/ Estimate (C Estimated	22:1 34:1 Primary S Distance from Centerline 185 ft 190 ft	TREE TREE Surface and S Direction from Centerline E SW	Height 2 ft 2 ft	33 ft 33 ft 33 ft Fixed by Function No No	750 ft 750 ft Frangible Yes Yes	Bef Bef Marke Yes	ore Runway l ore Runway l Aeronatic ed Study	End End	450 ft	L
Runway Marked Required Obje EQU EQU BLD	End Displaced Threshold Displaced D	No No No old No old See Longitude 88 80° 06' 44.97 25 80° 06' 32.80 95 80° 06' 58.62 61 80° 06' 58.69	Survey/ Estimate (C Estimated Estimated	22:1 34:1 Primary S Distance from Centerline 185 ft 190 ft 359 ft	TREE TREE Surface and S Direction from Centerline E SW SW	Height 2 ft 2 ft 10 ft	33 ft 33 ft Fixed by Function No No	750 ft 750 ft Frangible Yes Yes No	Bef Bef Marka Yes Yes	ore Runway l ore Runway l Aeronatic ed Study	End End	450 ft	L
Runway Marked Required Obje EQU EQU BLD BLD	End Displaced Threshold Displaced D	No No old No old No old No old No old Re Longitude 88 80° 06' 44.97 25 80° 06' 32.80 95 80° 06' 58.62 61 80° 06' 58.69 72 80° 06' 57.33	Survey/ Estimated Estimated Estimated Estimated	22:1 34:1 Primary S Distance from Centerline 185 ft 190 ft 359 ft 385 ft	TREE TREE Surface and S Direction from Centerline E SW SW SW	Height 2 ft 2 ft 10 ft 15 ft	33 ft 33 ft Fixed by Function No No No	750 ft 750 ft Frangible Yes Yes No	Marke Yes No	ore Runway l ore Runway l Aeronatic ed Study	End End	450 ft	L
Runway Marked Required Obje EQU EQU BLD BLD	End Displaced Threshold Displaced D	No No No old No old No old No old No old Re Longitude 88 80° 06' 44.97 25 80° 06' 58.62 61 80° 06' 58.69 72 80° 06' 57.33 61 80° 06' 43.77	Survey/ Estimated Estimated Estimated Estimated Estimated	22:1 34:1 Primary S Distance from Centerline 185 ft 190 ft 385 ft 390 ft	TREE TREE Surface and S Direction from Centerline E SW SW SW SW	Height 2 ft 2 ft 10 ft 15 ft 35 ft	33 ft 33 ft Fixed by Function No No No No	750 ft 750 ft 750 ft Frangible Yes Yes No No	Bef Bef Marke Yes Yes No No	ore Runway l ore Runway l Aeronatic ed Study	End End	450 ft	L
Aunway Aarked Aequire Obje EQU BLD BLD TRE TRE ACI	End Displaced Threshold Displaced D	No No No old No	Survey/ Estimated Estimated Estimated Estimated Estimated Estimated Estimated	22:1 34:1 Primary S Distance from Centerline 185 ft 190 ft 359 ft 385 ft 390 ft 255 ft 390 ft	TREE TREE Surface and S Direction from Centerline E SW SW SW SW NE SW	Height 2 ft 2 ft 10 ft 15 ft 35 ft 30 ft 15 ft	33 ft 33 ft 33 ft Fixed by Function No No No No No No	750 ft 750 ft 750 ft Frangible Yes Yes No No No No	Marka Yes Yes No No No	ore Runway I ore Runway I Aeronatic ed Study	End End	450 ft	L
Cunway Marked Cequired Object EQU BLD BLD TRE TRE ACH	End Displaced Threshold Displaced D	No No old No old No old No old No old No old Re Longitude 88 80° 06' 44.97 25 80° 06' 32.80 80° 06' 58.62 61 80° 06' 58.69 72 80° 06' 57.33 61 80° 06' 43.77 69 80° 06' 27.07 40 80° 06' 28.18	Survey/ Estimated Estimated Estimated Estimated Estimated Estimated Estimated Estimated	22:1 34:1 Primary S Distance from Centerline 185 ft 190 ft 385 ft 390 ft 255 ft 390 ft 265 ft	TREE TREE Gurface and S Direction from Centerline E SW SW SW SW SW SW SE SW E	Height 2 ft 2 ft 10 ft 15 ft 35 ft 30 ft 15 ft 6 ft	33 ft 33 ft 33 ft Fixed by Function No No No No No No No	750 ft 750 ft 750 ft Frangible Yes Yes No No No No No	Marke Yes Yes No No No No	ore Runway I ore Runway I Aeronatic ed Study	End End	450 ft	L
Runway Marked Require Obje EQU BLD TRE TRE ACI	End Displaced Threshold Displaced D	No No No old No old No old No old No old No old Re Longitude 8 80° 06' 44.97 25 80° 06' 32.80 95 80° 06' 58.62 61 80° 06' 57.33 61 80° 06' 57.33 61 80° 06' 28.18 91 80° 06' 59.42	Survey/ Estimated Estimated Estimated Estimated Estimated Estimated Estimated	22:1 34:1 Primary S Distance from Centerline 185 ft 190 ft 359 ft 385 ft 390 ft 255 ft 390 ft	TREE TREE Surface and S Direction from Centerline E SW SW SW SW NE SW	Height 2 ft 2 ft 10 ft 15 ft 35 ft 30 ft 15 ft	33 ft 33 ft 33 ft Fixed by Function No No No No No No	750 ft 750 ft 750 ft Frangible Yes Yes No No No No	Marka Yes Yes No No No	ore Runway I ore Runway I Aeronatic ed Study	End End	450 ft	L

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

Airport Inspection Record

иноп-ииниоизе.	com		111	Port	inspection rec	COIG					*:
Pompano l	Beach Airpark						Inspe	ction Da	ite: 5/1	4/2024	
Airport				Sta	tus: Active		Inspe	ctor:	David Smit	h	
5° 15' 16.33	80° 06' 55.97	Estimate	d 28 ft		SW		No	No	No		
5° 15' 15.66	80° 06' 55.28	Estimate	d 18 ft		SW		No	No	No		
Approach											
Тур	pe		A		В	С		D		E	
LN	AV	1.00	Miles	1.00	Miles						
LP	V	1.25	Miles	1.25	Miles						
LN	AV	1.00	Miles	1.00	Miles						
LP	V	1.00	Miles	1.00	Miles						
Тур	ре		A		В	C		D		E	
LN	AV	1.00	Miles	1.00	Miles						
LO	C/DME	1.00	Miles	1.00	Miles						
LP	V	0.75	Miles	0.75	Miles						
LN	AV/VNAV	1.00	Miles	1.00	Miles						
LN	AV	1.00	Miles	1.00	Miles						
LP	V	0.75	Miles	0.75	Miles						
LN	AV/VNAV	2.50	Miles	2.50	Miles						
	Pompano I Airport ° 15' 16.33 ° 15' 15.66 Approach Typ LN LP LN LP LN LP LN LC LN LP LN LC LC LP LN LC	° 15' 16.33 80° 06' 55.97 ° 15' 15.66 80° 06' 55.28	Pompano Beach Airpark Airport o 15' 16.33 80° 06' 55.97 Estimate o 15' 15.66 80° 06' 55.28 Estimate Approach Type LNAV 1.00 LPV 1.25 LNAV 1.00 LPV 1.00 Type LNAV 1.00 LPV 1.00 LPV 1.00 LPV 1.00 LOC/DME 1.00 LPV 0.75 LNAV/VNAV 1.00 LNAV 1.00 LPV 0.75 LNAV/VNAV 1.00 LNAV 1.00 LNAV 1.00 LOC/DME 1.00 LPV 0.75	Pompano Beach Airpark Airport o 15' 16.33 80° 06' 55.97 Estimated 28 ft o 15' 15.66 80° 06' 55.28 Estimated 18 ft Approach Type A LNAV 1.00 Miles LPV 1.25 Miles LNAV 1.00 Miles LPV 1.00 Miles LPV 1.00 Miles LPV 1.00 Miles LPV 1.00 Miles LNAV 1.00 Miles LNAV/VNAV 1.00 Miles LNAV/VNAV 1.00 Miles LNAV/VNAV 1.00 Miles LNAV 1.00 Miles LNAV 1.00 Miles LNAV 1.00 Miles	Pompano Beach Airpark Airport Sta o 15' 16.33 80° 06' 55.97 Estimated 28 ft o 15' 15.66 80° 06' 55.28 Estimated 18 ft Approach Type A LNAV 1.00 Miles 1.00 LPV 1.25 Miles 1.00 LPV 1.00 Miles 1.00 LOC/DME LOC/DME 1.00 Miles 1.00 1.00 Miles 1.00 Miles 1.00 Miles 1.00 Miles 1.00 Miles 1.00	Pompano Beach Airpark Airport Status: Active	Pompano Beach Airpark Airport Status: Active	Pompano Beach Airpark	Inspection Day Airport	Inspection Date: 5/1	Inspection Date:

Page 7 of 11 5/21/2024

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

Airport Inspection Record

Facility Name: Pompano Beach Airpark Inspection Date: 5/14/2024
Facility Type: Airport Status: Active Inspector: David Smith

ciencies	
ection Date 5/	14/24 Next Inspection 5/31/25
ciencies 06/24 : Taxiway (A) Hold Position	In accordance with Chapter 14-60.007(9)(1)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 marking black outline is faded and in poor condition.
06/24 :	
Taxiway (L) Hold Position	In accordance with Chapter 14-60.007(9)(1)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 marking black outline is faded and in poor condition.
06/24 : Taxiway (M@24)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
	Taxiway M hold position markings are discolored and/or stained.
10/28 : Taxiway (G) Hold Position	In accordance with Chapter 14-60.007(9)(1)1., FAC. – Glass beads shall be required for all permanent pavement markings.
1 oshion	Taxiway G hold position markings at Runway 10/28 do not contain a sufficient amount of glass beads.
10/28 : Taxiway (G5) Hold Position	In accordance with Chapter 14-60.007(9)(1)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Taxiway G5 hold position markings at Runway 10/28 do not contain a sufficient amount of glass beads.
15/33 : 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 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 Runway Centerline	In accordance with Chapter 14-60.007(9)(1)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.
	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.

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

State of Florida Department of Transportation Public Transportation Office

Airport Inspection Record 5/21/2024 http://www.florida-aviation-database.com Pompano Beach Airpark 5/14/2024 **Facility Name: Inspection Date:** Facility Type: Airport Status: Active Inspector: **David Smith** 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 runways serving large aircraft or with non-precision approaches. (M@06)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 runways serving large aircraft or with non-precision approaches. (M@24)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. 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 Rwy End: 06 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.

State of Florida Department of Transportation
Public Transportation Office

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

Airport Inspection Record

5/21/2024

Page 9 of 11

Facility Name: Pompano Beach Airpark Inspection Date: 5/14/2024
Facility Type: Airport Status: Active Inspector: David Smith

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 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 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.

State of Florida Department of Transportation Public Transportation Office

Page 10 of 11

http://www.florida-aviation-database.com Airport Inspection Record 5/21/2024

Facility Name: Pompano Beach Airpark Inspection Date: 5/14/2024
Facility Type: Airport Status: Active Inspector: David Smith

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 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 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.

State of Florida Department of Transportation

Page 11 of 11

Public Transportation Office

Airport Inspection Record 5/21/2024 http://www.florida-aviation-database.com Facility Name: Pompano Beach Airparl Inspection Date:

ionity Hamo.	1 ompano 2 caca : Impana		mopodion	Bato. Granzoz.
cility Type:	Airport	Status: Active	Inspector:	David Smith
cense				

Effective: Day Use Only 09/01/2024 Category: **Public Special** Limitations: 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: