

Facility Name: Palm Beach International Airport		Inspection Date: 5/22/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 5/22/2024		Inspector: FAA Southern Region - Bonyng	
Location ID: PBI	FAA Site No.: 03555.*A	FDOT District: 4	
3.00 Miles W of West Palm Beach		County: Palm Beach	
ARP Latitude: 26° 40' 59.382	Source: Estimated	Ownership: Public	
ARP Longitude: 80° 5' 44.131		Use: Public	
Elevation: 19.6	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Palm Beach County		Facility Physical Address	
Address: Department of Airports		Address: 846 PBIA	
846 PBIA			
City: West Palm Beach	State: FL ZIP: 33406-1491	City: West Palm Beach	State: FL ZIP: 33406-1491
Phone: (561) 471-7416	Fax: (561) 471-7427	Phone: (561) 471-7412	
Email:			
Owner Representative: Laura Beebe		Facility Manager: Tom Stewart	
Address: 846 Palm Beach International Airport		Address: 1000 PBIA, Ste 123	
City: West Palm Beach	State: FL ZIP: 33406	City: West Palm Beach	State: FL ZIP: 33406
Phone: (561) 471-7403		Phone: (561) 471-7405	
Email: lmbeebe@pbia.org		Email: tkstewart@pbia.org	

Acreage: 2,120	Residential Airpark: No	Beacon: C-G	
Section: 31	Township: 42S Range: 43E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: No	Lighted: No
ALL / ALL / ALL		Facility Website: <a href="https://www.pbia.org/">https://www.pbia.org/</a>	
		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"/> MIA	Clearance Delivery:	<input checked="" type="checkbox"/> 121.600	
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"/> 118.750	119.100
VorTac:	<input checked="" type="checkbox"/> PBI 115.7	Approach Control:	<input checked="" type="checkbox"/> 128.300	125.200
AWOS/ASOS:	<input checked="" type="checkbox"/> 123.750	Unicom:	<input checked="" type="checkbox"/> 122.950	
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC/DME, LPV, LNAV/VNAV, LNAV, RNP	ATIS:	<input checked="" type="checkbox"/> 123.750	
		CTAF:	<input type="checkbox"/>	

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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 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 checked="" 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 checked="" 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 mile
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/>
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
10L/28R	Existing	10,001 x 150	Asph	Fair	HIRL

Comments:

RWY 10L

FAR 77 Category PIR.

RWY 28R

FAR 77 Category PIR.

Approach ratio required is RWY 10L 50:1 and RWY 28R 50:1.

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 10L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10L	26° 40' 58.98	80° 6' 16.95	Surveyed	35:1	PIR-G	P4R	No	No	MALSR

## 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		35:1	TREES		41 ft	1,665 ft	Before Runway End	515 ft L
Runway End	No		39:1	TREES		41 ft	1,665 ft	Before Runway End	515 ft L
Marked Displaced Threshold	No	1,200 ft	50:1	NONE					
Required Displaced Threshold									

## Runway 28R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28R	26° 40' 55.15	80° 4' 48.98	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
Primary Surface	No		50:1	TREES		40 ft	2,230 ft	Before Runway End	670 ft L
Runway End									
Marked Displaced Threshold	No	811 ft	50:1	NONE					
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° 40' 55.74	80° 06' 02.76	Estimated	267 ft	S	2 ft	No	Yes	Yes		
EQUIP	26° 41' 01.76	80° 06' 31.11	Estimated	217 ft	N	2 ft	No	No	No		
EQUIP	26° 40' 53.15	80° 05' 03.99	Estimated	270 ft	S	1 ft	No	Yes	Yes		
RUTS	26° 40' 59.66	80° 06' 31.56	Estimated	0 ft	W		No	No	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
10R/28L	Existing	3,214 x 75	Asph	Good	MIRL

Comments:

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**RWY 10R**

FAR 77 Category A(V).

**RWY 28L**

FAR 77 Category A(V).

Approach ratio required is RWY 10R 20:1 and RWY 28L 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 10R**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10R	26° 40' 52.28	80° 6' 22.61	Surveyed	40:1	BSC-G	P4L	Yes	Yes	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		40:1	TREES	30 ft	1,416 ft	Before Runway End	205 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

**Runway 28L**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28L	26° 40' 50.74	80° 5' 47.26	Surveyed	50:1	BSC-G	P4R	Yes	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction 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	Aeronautical Study	Determination
EQUIP	26° 40' 53.45	80° 06' 23.18	Estimated	112 ft	N	3 ft	No	Yes	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	6,931 x 150	Asph	Fair	MIRL

Comments:

**RWY 14**

FAR 77 Category D.

**RWY 32**

FAR 77 Category D.

Approach ratio required is RWY 14 34:1 and RWY 32 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 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	26° 41' 30.6	80° 6' 14.48	Surveyed	34:1	NPI-G	P4R	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		34:1	TREES		34 ft	1,370 ft	Before Runway End	230 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

## Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	26° 40' 41.92	80° 5' 20.63	Surveyed	0:1	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	Yes		0:1	ROAD		17 ft	200 ft	Before Runway End	250 ft L
Runway End	Yes		11:1	ROAD		17 ft	200 ft	Before Runway End	250 ft L
Marked Displaced Threshold	No	418 ft	36:1	TREES		39 ft	965 ft	Before Runway End	385 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	Aeronautical Study	Determination
EMAS	26° 40' 40.98	80° 05' 17.71	Estimated	0 ft	S	3 ft	Yes	No	Yes		
ROAD	26° 40' 38.65	80° 05' 20.92	Estimated	250 ft	SW	15 ft	No	No	No		
FENCE	26° 40' 38.92	80° 05' 20.62	Estimated	212 ft	SW	7 ft	No	No	No		
EQUIP	26° 40' 50.49	80° 05' 33.43	Estimated	215 ft	SW	1 ft	No	Yes	Yes		
EQUIP	26° 41' 19.61	80° 06' 06.33	Estimated	255 ft	SW	2 ft	No	Yes	Yes		

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## Instrument Approach

10L/28R	Type	A	B	C	D	E
10L	ILS	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
10L	LNAV	24.00 RVR	24.00 RVR	40.00 RVR	40.00 RVR	
10L	LNAV/VNAV	35.00 RVR	35.00 RVR	35.00 RVR	35.00 RVR	
10L	LOC/DME	24.00 RVR	24.00 RVR	35.00 RVR	35.00 RVR	
10L	LPV	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
10L	RNP	26.00 RVR	26.00 RVR	26.00 RVR	26.00 RVR	
28R	RNP	60.00 RVR	60.00 RVR	60.00 RVR	60.00 RVR	
28R	ILS	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
28R	LNAV	55.00 RVR	55.00 RVR	1.38 Miles	1.38 Miles	
28R	LNAV/VNAV	50.00 RVR	50.00 RVR	50.00 RVR	50.00 RVR	
28R	LOC/DME	55.00 RVR	55.00 RVR	1.38 Miles	1.38 Miles	
28R	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
14/32	Type	A	B	C	D	E
14	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
14	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
14	RNP	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	RNP	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
32	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
32	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	

## Declared Distances

Runway	10L/28R	TORA	TODA	ASDA	LDA
	10L	10,001	10,001	9,351	8,151
	28R	10,001	10,001	9,051	8,240
Runway	10R/28L	TORA	TODA	ASDA	LDA
	10R	3,214	3,214	3,214	3,214
	28L	3,214	3,214	3,214	3,214
Runway	14/32	TORA	TODA	ASDA	LDA
	14	6,926	6,926	6,000	6,000
	32	6,926	6,926	6,926	6,513

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**Deficiencies**

Inspection Date 5/22/24

Next Inspection 5/31/25

**Non-Deficiency Remarks**

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.

**Deficiencies**

Rwy End: 32 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.

Road 17 feet tall, 200 feet before the approach end of Runway 32, 250 feet left of centerline penetrates the primary surface of Runway 14/32.

**Mitigated Deficiencies**

10R/28L : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual  
Taxiway (R2) runways serving small aircraft.

Runway 10R/28L runway hold position markings at Taxiway R2 are located 107 feet from the runway centerline.

Runway 10R/28L hold position markings are located as far as practical from the runway centerline without relocating parallel taxiway.

10R/28L : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual  
Taxiway (R3) runways serving small aircraft.

Runway 10R/28L runway hold position markings at Taxiway R3 are located 104 feet from the runway centerline.

Runway 10R/28L hold position markings are located as far as practical from the runway centerline without relocating parallel taxiway.

10R/28L : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual  
Taxiway (R4) runways serving small aircraft.

Runway 10R/28L runway hold position markings at Taxiway R4 are located 106 feet from the runway centerline.

Runway 10R/28L hold position markings are located as far as practical from the runway centerline without relocating parallel taxiway.

14/32 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement  
Taxiway (C) markings.  
Hold  
Position

Taxiway C hold position markings do not contain a sufficient amount of glass beads.

The airport has provided a planned correction date of November 30, 2024 per the FAA issued compliance letter.

Rwy End: In accordance with Chapter 14-60.007(2)(c)1.g., FAC. – For a runway that is paved, that is to be used by an aircraft  
10L that weighs greater than 12,500 pounds, and that has a precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 10L approach surface ratio is 35:1 due to trees, 41 feet tall, 1,665 feet before the approach end of the runway, 515 feet left of centerline.

Runway 10L threshold is displaced 1,200 feet.

Rwy End: In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement  
10L markings.  
Displaced  
Arrow

Runway 10L displaced threshold arrows do not contain a sufficient amount of glass beads.

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The airport has provided a planned correction date of November 30, 2024 per the FAA issued compliance letter.

Rwy End: 32 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 32 approach surface ratio is 0:1 due to road 17 feet tall, 200 feet before the approach end of the runway, 250 feet left of centerline.

Runway 32 threshold is displaced 418 feet.

## License

Effective: 06/01/2024

Category: Public

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 10L/28R is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 10L is FAR 77 category PIR.

b. Runway 28R is FAR 77 category PIR.

2. Runway 10R/28L is available for visual approaches only.

a. Runway 10R is FAR 77 category A(V).

b. Runway 28L is FAR 77 category A(V).

3. Runway 14/32 is available for non-precision instrument and visual approaches.

a. Runway 14 is FAR 77 category D.

b. Runway 32 is FAR 77 category D.

4. Runway 10L threshold is displaced 1200 feet.

5. Runway 28R threshold is displaced 811 feet.

6. Runway 32 threshold is displaced 418 feet.

7. Runway 10L TORA-10001 TODA-10001 ASDA-9351 LDA-8151

8. Runway 14 TORA-6926 TODA-6926 ASDA-6000 LDA-6000

9. Runway 28R TORA-10001 TODA-10001 ASDA-9051 LDA-8240

10. Runway 32 TORA-6926 TODA-6926 ASDA-6926 LDA-6513

11. Runway 14 Engineered Material Arresting System (EMAS) installed.

Additional Licensing Remarks: