

<b>Facility Name:</b> Chalet Suzanne Air Strip		<b>Inspection Date:</b> 7/15/2024	
<b>Facility Type:</b> Airport		<b>Status:</b> Active	
<b>Inspector:</b> David Smith			
<b>Location ID:</b> X25	<b>FAA Site No.:</b> 03288.2*A	<b>FDOT District:</b> 1	
<b>3.00 Miles N of Lake Wales</b>		<b>County:</b> Polk	
<b>ARP Latitude:</b> 27° 57' 13.66	<b>Source:</b> Estimated	<b>Ownership:</b> Private	
<b>ARP Longitude:</b> 81° 36' 5.12		<b>Use:</b> Public	
<b>Elevation:</b> 130	<b>Source:</b> Estimated	<b>Sectional Chart:</b> MIAMI	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Chalet Suzanne Aviation, Inc	<b>Facility Physical Address</b>
<b>Address:</b> 3800 Chalet Suzanne Dr	<b>Address:</b> 380 W Starr Av
<b>City:</b> Lake Wales <b>State:</b> FL <b>ZIP:</b> 33859-7763	<b>City:</b> Lake Wales <b>State:</b> FL <b>ZIP:</b> 33859
<b>Phone:</b> (863) 676-6011 <b>Fax:</b> (866) 405-4082	<b>Phone:</b> (863) 651-2917
<b>Email:</b> Owners@chaletsuzanne.com	
<b>Owner Representative:</b> Eric Hinshaw	<b>Facility Manager:</b> Denise Hinshaw
<b>Address:</b> Chalet Suzanne Properties, Inc 3800 Chalet Suzanne Dr	<b>Address:</b> 3800 Chalet Suzanne Dr
<b>City:</b> Lake Wales <b>State:</b> FL <b>ZIP:</b> 33859-7763	<b>City:</b> Lake Wales <b>State:</b> FL <b>ZIP:</b> 33859
<b>Phone:</b> (863) 676-6011	<b>Phone:</b> (863) 521-3348
<b>Email:</b> owners@chaletsuzanne.com	<b>Email:</b> denise@chaletsuzanne.com

<b>Acres:</b> 20 <b>Residential Airpark:</b> No	<b>Beacon:</b>
<b>Section:</b> 15 <b>Township:</b> 29S <b>Range:</b> 27E	<b>Wind Indicator:</b> Yes <b>Lighted:</b> Yes
<b>Lighting Schedule:</b>	<b>Notes:</b>
<b>Attendance Schedule:</b> Month/Day/Hour	<b>Segmented Circle:</b> No <b>Lighted:</b> No
<b>IREG / IREG / IREG</b>	<b>Facility Website:</b>
	Ask in any new facility aeriels/photos are available

<b>Based Aircraft</b>			
<b>Year:</b> 2011	<b>Single Engine:</b> 3	<b>Jet Engine:</b>	<b>Glider:</b>
<b>Source:</b> Inspector	<b>Multi Engine:</b> 1	<b>Helicopter:</b>	<b>Ultralight:</b>
<b>Total Based Aircraft:</b>			

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>	
<b>FSS ID:</b> <input checked="" type="checkbox"/> PIE	<b>Clearance Delivery:</b> <input type="checkbox"/>
<b>FSS on Airport:</b> <input checked="" type="checkbox"/> No	<b>Ground Control:</b> <input type="checkbox"/>
<b>Toll Free:</b> <input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b> <input type="checkbox"/>
<b>VorTac:</b> <input type="checkbox"/>	<b>Approach Control:</b> <input type="checkbox"/>
<b>AWOS/ASOS:</b> <input type="checkbox"/>	<b>Unicom:</b> <input checked="" type="checkbox"/> 122.800
<b>Instrument Approach:</b> <input type="checkbox"/>	<b>ATIS:</b> <input type="checkbox"/>
	<b>CTAF:</b> <input checked="" type="checkbox"/> 122.800

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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 ☐  
Parachute Jumping Area ☒  
Restaurant ☐  
Restrooms ☐  
Taxi ☒  
Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	2,313 x 60	Turf	Fair	NSTD

Comments:

RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(V).

Approach ratio required is RWY 18 20:1 and RWY 36 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

## Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	27° 57' 25.09	81° 36' 05.98	Surveyed	18:1		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	Yes		18:1	TREE		7 ft	125 ft	Before Runway End	55 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold	Yes	15 ft	20:1	TREE		7 ft	125 ft	Before Runway End	55 ft L

## Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	27° 57' 2.4	81° 36' 4.3	Surveyed	0:1		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	Yes		0:1	ROAD		15 ft	0 ft	Before Runway End	75 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold	Yes	542 ft	20:1	ROAD		15 ft	242 ft	After Runway End	125 ft L

## 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
BLDG	27° 57' 14.10	81° 36' 3.88	Estimated	115 ft	E		No	No	No		
BLDG	27° 57' 13.64	81° 36' 3.90	Estimated	113 ft	E		No	No	No		
BLDG	27° 57' 16.22	81° 36' 4.38	Estimated	85 ft	E	30 ft	No	No	No		
BLDG	27° 57' 19.22	81° 36' 4.31	Estimated	109 ft	E		No	No	No		
TREE	27° 57' 19.58	81° 36' 4.65	Estimated	92 ft	E		No	No	No		
TREE	27° 57' 20.42	81° 36' 4.66	Estimated	92 ft	E		No	No	No		
TREE	27° 57' 20.60	81° 36' 4.61	Estimated	98 ft	E		No	No	No		
TREE	27° 57' 20.76	81° 36' 4.56	Estimated	100 ft	E		No	No	No		
TREE	27° 57' 20.96	81° 36' 4.62	Estimated	98 ft	E		No	No	No		

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TREE	27° 57' 21.12	81° 36' 4.58	Estimated	98 ft	E		No	No	No
TREE	27° 57' 21.28	81° 36' 4.52	Estimated	108 ft	E		No	No	No
TREE	27° 57' 21.42	81° 36' 4.60	Estimated	98 ft	E		No	No	No
TREE	27° 57' 21.55	81° 36' 4.58	Estimated	104 ft	E		No	No	No
TREE	27° 57' 22.10	81° 36' 4.53	Estimated	112 ft	E		No	No	No
TREE	27° 57' 22.54	81° 36' 4.47	Estimated	120 ft	E		No	No	No
TREE	27° 57' 23.33	81° 36' 4.57	Estimated	120 ft	E		No	No	No
ROAD	27° 57' 4.58	81° 36' 5.88	Estimated	125 ft	W	15 ft	No	No	No
									2022-ASO -22804-OE
ROAD	27° 57' 2.32	81° 36' 5.13	Estimated	72 ft	W	15 ft	No	No	No
									2022-ASO -22810-OE
BLDG	27° 57' 05.77	81° 36' 03.33	Estimated	115 ft	E	7 ft	No	No	No

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**Deficiencies**

Inspection Date 7/15/24

Next Inspection 7/31/25

**Deficiencies**

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 36 approach surface ratio is 0:1 due to road 15 feet tall, at the approach end of the runway, 72 feet left of centerline.

Remarks are published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions in the approach to Runway 36.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

Road 15 feet tall, 0 feet before to 242 feet after the approach end of Runway 36, 72 feet to 125 feet left of centerline penetrates the primary surface of Runway 18/36.

Remarks are published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions in the approach to Runway 36.

**Mitigated Deficiencies**

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 18 approach surface ratio is 18:1 due to tree 7 feet tall, 125 feet before the approach end of the runway, 55 feet left of centerline.

Received an e-mail from Mr. Eric Hinshaw, Owner Representative, on August 2, 2024 and he stated the tree has been removed. Pictures were provided demonstrating removal. With this tree removed, the approach surface ratio is 25:1 due to trees 44 feet tall, 1,100 feet before the approach end of the runway, on centerline.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.

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Runway 18 has buildings 30 feet tall, 800 feet beyond the approach end of the runway, 85 feet left of centerline.

Runway 18 has tree, 480 feet beyond the approach end of the runway, 92 feet left of centerline.

Runway 18 has tree, 560 feet beyond the approach end of the runway, 92 feet left of centerline.

Runway 18 has tree, 378 feet beyond the approach end of the runway, 98 feet left of centerline.

Runway 18 has tree, 410 feet beyond the approach end of the runway, 98 feet left of centerline.

Runway 18 has tree, 427 feet beyond the approach end of the runway, 98 feet left of centerline.

Runway 18 has tree, 462 feet beyond the approach end of the runway, 98 feet left of centerline.

Runway 18 has tree, 450 feet beyond the approach end of the runway, 100 feet left of centerline.

Runway 18 has tree, 367 feet beyond the approach end of the runway, 104 feet left of centerline.

Runway 18 has tree, 398 feet beyond the approach end of the runway, 108 feet left of centerline.

Runway 18 has buildings, 601 feet beyond the approach end of the runway, 109 feet left of centerline.

Runway 18 has tree, 316 feet beyond the approach end of the runway, 112 feet left of centerline.

Runway 18 has buildings, 1,167 feet beyond the approach end of the runway, 113 feet left of centerline.

Runway 18 has buildings, 1,117 feet beyond the approach end of the runway, 115 feet left of centerline.

Runway 18 has tree, 185 feet beyond the approach end of the runway, 120 feet left of centerline.

Runway 18 has tree, 256 feet beyond the approach end of the runway, 120 feet left of centerline.

Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that buildings 30 feet tall, 800 feet beyond the approach end of the runway, 85 feet left of centerline will not be changed in any way that increases encroachment on the primary surface.

Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that the trees penetrating the primary surface will not be allowed to encroach on a boundary line which runs from the northeastern corner of the primary surface to the southwestern corner of the soup factory building.

Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that buildings, 601 feet beyond the approach end of the runway, 109 feet left of centerline will not be changed in any way that increases encroachment on the primary surface.

Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that buildings, 1,167 feet beyond the approach end of the runway, 113 feet left of centerline will not be changed in any way that increases encroachment on the primary surface.

Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that buildings, 1,117 feet beyond the approach end of the runway, 115 feet left of centerline will not be changed in any way that increases encroachment on the primary surface.

Remarks are published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions inside the Primary Surface of Runway 18/36.

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## License

Effective: 11/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 10/31/2025

☐ 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 landing areas and approach limitations.

1. Runway 18/36 is available for visual approaches only.

a. Runway 18 is FAR 77 category A(V).

b. Runway 36 is FAR 77 category A(V).

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. Road 15 feet tall at the approach end of Runway 36, 75 feet left of centerline penetrates the primary surface of Runway 18/36.

2. Buildings 30 feet tall, 800 feet beyond the approach end of Runway 18, 85 feet left of centerline penetrates the primary surface of Runway 18/36.

3. Runway 36 approach surface ratio is 0:1 due to road 15 feet tall, at the approach end of the runway, 75 feet left of centerline.

Additional Licensing Remarks: