Public Transportation Office

Airport Inspection Record

http://www.floriaa-aviation-c	tatabase.com	Airport	iispection Record			8/30/2024		
Facility Name: Cha	alet Suzanne Air Strip			Inspection Date:	7/15/2024			
Facility Type: Air	port	Status	s: Active	Inspector: David S	Smith			
Location ID: X2	5	FAA Site No.:	03288.2*A	FDOT District:	1			
3.00 Miles N of Lake	Wales			County:	Polk			
ARP Latitude: 27	° 57' 13.66 Source:	Estimated		Ownership	Private			
	° 36' 5.12	Lymmutu		Use:	Public			
_		Estimated		Sectional Chart:				
Elevation: 130		Estimated			MIAMI			
		ote: Primary contact sh	1	-				
•	alet Suzanne Aviation, Inc		Facility Physica	l Address				
Address: 3800 Chale	t Suzanne Dr		Address: 380 W	Starr Av				
			11447 CSS. 200 VV	Starr IIV				
City: Lake Wales		IIP: 33859-7763	City: Lake Wal	les Stat	te:FL ZIP: 33859			
Phone: (863) 676-6	011 Fax: (866) 4	05-4082	Phone: (863) 651	1-2917				
Email: Owners@cl	haletsuzanne.com							
Owner Representative:	Eric Hinshaw		Facility Manager	Denise Hinshaw				
•	zanne Properties, Inc			Chalet Suzanne Dr				
	et Suzanne Dr		71447 CSS. 3000 C	maict Suzanne Di				
2000 2000		UD 22050 55/2			. EL 710 22050			
City: Lake Wale		IIP: 33859-7763	City: Lake V		te: FL ZIP: 33859			
Phone: (863) 676-6	6011		Phone: (863) 521-3348					
Email: owners@c	haletsuzanne.com		Email: denise	@chaletsuzanne.com				
			,					
Acreage: 20	Residential Airpa	rk: No	Beacon:					
Section: 15	Township: 29S Ro	unge: 27 E	Wind Indicator:	Yes	Lighted: Yes			
Lighting Schedule:			Notes:					
Attendance Schedule:	Month/Day/Hour		Segmented Circle:	No	Lighted: No			
11ewww.ee Serveume.	IREG / IREG / IREG			110	218.110			
			Facility Website:	any new facility aerials	hhotos ana available			
			Ask in	any new jacuny aeriais	photos are avaitable			
Based Aircraft								
<i>Year:</i> 2011	Single Engine:	3 Jet Eng	ine:	Glider:	Ultralight:			
Source: Inspector	Multi Engine:	1 Helicop	oter:	Military:	Seaplane:			
Total Based Aircraft:								
Annual Operations								
Year:	Air Carri	op·	Air Taxi:	GA Loca	al·			
End Date:	Commute		Military:	GA Itine				
		/ .	millary.	GA Iline	eranı.			
Total Annual Operation	ons:							
FAR 139 Certificated								
EAAN O								
FAA NavCom	_							
FSS ID:	X PIE		Clearance Deliv	very:				
FSS on Airport:	X No		Ground Control	l:				
Toll Free:	X (800) WX-BRIEF		Control Tower:					
VorTac:	ī		Approach Contr	rol:				
AWOS/ASOS:	Ħ		Unicom:	X 122.800				
	H			[A] 122.000				
Instrument Approach:			ATIS:					
			CTAF:	X 122.800				

State of Florida Department of Transportation

Public Transportation Office

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Chalet Suzanne Air Strip Inspection Date: 7/15/2024 **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 Avionics Mogas 80 Beaching Gear 100 Car Rental 100LL Cargo 115 Courtesy Car Airframe: CharterMajor Crop Dusting Minor GliderPower Plant: Glider Towing Instruction Major Minor Internet Bottle Oxygen: Lodging Parachute Jumping Area High LowRestaurant Bulk Oxygen: Restrooms High TaxiLow Telephone Transient Storage: Buoy Hangar

Tie Downs

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

Public Transportation Office **Airport** Inspection Record

Facility Name: **Chalet Suzanne Air Strip** Inspection Date: 7/15/2024 Facility Type: Airport Status: Active Inspector: **David Smith** Lights Condition Surface Runway ID Status **Dimension NSTD** 18/36 **Existing** 2,313 x 60 Turf Fair 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

					Runv	vay 18								
	Latitude	Longitude	Soi	urce	Slo	рре	Marking	VGS	SI	REIL	Rt Traffic	App	roach	
18	27° 57' 25.09	81° 36′ 05.9	98 Sui	rveyed	13	8:1		N		No	No	NO	NE	
				C	Obstruction	n Data								
		CI.		,		G 111	16 1 1	Height	Distance		Direction		Control	lir
				splacemen Distance		Controlling Obstruction		Above Runway	From Runway		From Runway End	1	g Offset	t
	~ 4		_	Distance			Lighten							
	y Surface	Y	Z es		18:1	TREE		7 ft	125 ft	Bet	ore Runway	End	55 ft	
Runway Markad	v Ena l Displaced Thresh	old												
	ed Displaced Threst		/es	15 ft	20:1	TREE		7 ft	125 ft	Refe	ore Runway	End	55 ft	
	au Buspiuceu 1111 es			1010		way 36		, 10	12011	Bei	ore italiway	Liiu	22 10	
	Latitude	Longitude	Soi	urce		ре	Marking	VGS	SI	REIL	Rt Traffic	Арр	roach	
36	27° 57' 2.4	81° 36' 4.3	Sui	rveyed):1	0	N		No	No	NO		
				C	Obstruction	n Data								
								Height	Distance		Direction		Control	lii
		Clo	se-in Dis	splacemen	t	Controlling	Marked/	Above	From		From		g	
		Obsti	ruction 1	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End		Offset	t
Primar	y Surface	Y	Z es		0:1	ROAD		15 ft	0 ft	Bef	ore Runway	End	75 ft	
Runway														
•														
Marked	l Displaced Thresh													
Marked			/es	542 ft	20:1 Primary S	ROAD	Safety Are	15 ft	242 ft	Aft	er Runway I	End	125 ft	
Marked	l Displaced Thresh		Z'es			ROAD Surface and S Direction	Safety Are		242 ft	Aft	er Runway I	End	125 ft	
Marked Require	l Displaced Thresh ed Displaced Thres	hold Y	Å	Survey/	Primary S	urface and S		Fixed by			Aeronatic	cal		
Marked Require Obj	l Displaced Thresh ed Displaced Thres ect Latitutu	hold Y de Longi	itude E	Survey/	Primary S Distance from	urface and S Direction		a Fixed by	242 ft Frangible		Aeronatic	cal	125 ft	
Marked Require	l Displaced Thresh ed Displaced Thres ect Latitutu	hold Y de Longi	itude E	Survey/	Primary S Distance from	urface and S Direction from		Fixed by			Aeronatic	cal		
Marked Require Obj	l Displaced Thresh ed Displaced Thres ect Latitutu DG 27° 57' 14	hold Y de Longi 1.10 81° 36'	itude E	Survey/ Estimate (Primary S Distance from Centerline	urface and S Direction from Centerline		Fixed by Function	Frangible	Marke	Aeronatic	cal		
Markea Require Obj BLI	d Displaced Thresh ed Displaced Thresh fect Latitutu DG 27° 57' 14 DG 27° 57' 13	de Longi 1.10 81° 36' 3.64 81° 36'	3.88 Est 3.90 Est	Survey/ Estimate (Primary S Distance from Centerline 115 ft	urface and S Direction from Centerline E		Fixed by Function No	Frangible No	Marke No	Aeronatic	cal		
Marked Require Obj BLI BLI	d Displaced Thresh ed Displaced Thresh eect Latitutu DG 27° 57' 12 DG 27° 57' 13	de Longi 1.10 81° 36' 3.64 81° 36' 5.22 81° 36'	3.88 Est 3.90 Est 4.38 Est	Survey/ Estimate (timated	Primary S Distance from Centerline 115 ft 113 ft	ourface and S Direction from Centerline E	Height	Fixed by Function No No	Frangible No No	Marke No No	Aeronatic	cal		
Marked Require Obj BLI BLI BLI	d Displaced Thresh ed Displaced Thresh ed Displaced Thresh ed D	de Longi 1.10 81° 36' 3.64 81° 36' 5.22 81° 36' 0.22 81° 36'	3.88 Est 3.90 Est 4.38 Est 4.31 Est	Survey/ Estimate (timated timated	Primary S Distance from Centerline 115 ft 113 ft 85 ft	ourface and S Direction from Centerline E E	Height	Fixed by Function No No No	Frangible No No No	Marke No No No	Aeronatic	cal		
Marked Require Obj BLI BLI BLI	Displaced Thresh ed Displa	de Longi 3.10 81° 36' 3.64 81° 36' 5.22 81° 36' 0.22 81° 36' 0.58 81° 36'	3.88 Est 3.90 Est 4.38 Est 4.31 Est 4.65 Est	Survey/ Estimate (timated timated timated	Primary S Distance from Centerline 115 ft 113 ft 85 ft 109 ft	furface and S Direction from Centerline E E E	Height	Fixed by Function No No No No	Frangible No No No No No	Marke No No No	Aeronatic	cal		
Marked Require Obj BLI BLI BLI TRI	Displaced Thresh ed Displa	de Longi 1.10 81° 36' 3.64 81° 36' 5.22 81° 36' 9.22 81° 36' 9.58 81° 36' 9.42 81° 36'	3.88 Est 3.90 Est 4.38 Est 4.31 Est 4.65 Est 4.66 Est	Survey/ Estimate (timated timated timated timated	Primary S Distance from Centerline 115 ft 113 ft 85 ft 109 ft 92 ft	ourface and S Direction from Centerline E E E E	Height	Fixed by Function No No No No No No	Frangible No No No No No No	Marke No No No No	Aeronatic	cal		
Marked Require Obj BLI BLI BLI TRI	Displaced Thresh ed Displa	de Longi 1.10 81° 36' 3.64 81° 36' 5.22 81° 36' 9.25 81° 36' 9.42 81° 36' 9.60 81° 36'	3.88 Est 3.90 Est 4.38 Est 4.31 Est 4.65 Est 4.66 Est	Survey/ Estimated timated timated timated timated timated	Primary S Distance from Centerline 115 ft 113 ft 85 ft 109 ft 92 ft	ourface and S Direction from Centerline E E E E E	Height	Fixed by Function No No No No No No No No	Frangible No No No No No No No	Marke No No No No No	Aeronatic	cal		

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BLDG

27° 57' 05.77 81° 36' 03.33 Estimated

Facility Nan	ne: Chalet Suz	anne Air Strip					Ins	pection [Date:	7/15/2024	
Facility Typ	e: Airport				Status:	Active	Ins	pector:	David Sm	nith	
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	

 \mathbf{E}

115 ft

7 ft

No

No

No

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Airport Inspection Record

Facility Name: Chalet Suzanne Air Strip

Facility Type: Airport

Status: Active

Inspection Date: 7/15/2024

Inspector: David Smith

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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7/15/2024 **Facility Name: Chalet Suzanne Air Strip Inspection Date: David Smith** Facility Type: Status: Active Inspector: Airport

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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			1 1	
Facility Na	me: Chalet Suzanne Air Strip			Inspection Date: 7/15/2024
Facility Typ	oe: Airport		Status: Active	Inspector: David Smith
License				
Effective:	11/01/2024	Category:	Public Special	Limitations: Day Use Only
Expires:	10/31/2025			VFR Use Only
C 1:4:				

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*: