

Facility Name: Lake Wales Municipal Airport		Inspection Date: 7/17/2024	
Facility Type: Airport		Status: Active	
Location ID: X07		Inspector: David Smith	
2.00 Miles W of Lake Wales		FDOT District: 1	
ARP Latitude: 27° 53' 35.559		County: Polk	
Source: Surveyed		Ownership: Public	
ARP Longitude: 81° 37' 17.257		Use: Public	
Elevation: 126.7		Sectional Chart: MIAMI	
Source: Surveyed			

Note: Primary contact shows below with a background.

Facility Owner: Lake Wales Airport Authority		Facility Physical Address	
Address: 201 Central Av W		Address: 450 Airport Rd S	
City: Lake Wales		City: Lake Wales	
State: FL		State: FL	
ZIP: 33853		ZIP: 33859-1320	
Phone: (863) 678-4182		Phone: (863) 678-0080	
Fax: (863) 678-4180			
Email: jslaton@lakewalesfl.gov			
Owner Representative: James Slaton		Facility Manager: Amanda Lomneck	
Address: 201 W Central Av		Address: 450 S Airport Rd	
City: Lake Wales		City: Lake Wales	
State: FL		State: FL	
ZIP: 33853		ZIP: 33859	
Phone: (863) 678-4182		Phone: (863) 678-0080	
Email: jslaton@lakewalesfl.gov		Email: alomneck@lakewalesfl.gov	

Acreage: 544		Residential Airpark: No	
Section: 04		Township: 30S	
Range: 27E		Beacon: C-G	
Lighting Schedule: Sunset to Sunrise		Wind Indicator: Yes	
Attendance Schedule: Month/Day/Hour		Lighted: Yes	
ALL / ALL / 0800-1700		Notes:	
		Segmented Circle: Yes	
		Lighted: Yes	
		Facility Website: https://www.lakewalesfl.gov/airport	
		Ask in any new facility aerals/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 18	Jet Engine:	Glider:
Source: Inspector	Multi Engine: 2	Helicopter: 1	Ultralight:
Total Based Aircraft:		Military:	Seaplane:

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"/> PIE	Clearance Delivery:	<input type="checkbox"/>
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>
VorTac:	<input checked="" type="checkbox"/> LAL	Approach Control:	<input checked="" type="checkbox"/> 134.550
AWOS/ASOS:	<input checked="" type="checkbox"/> 124.225	Unicom:	<input checked="" type="checkbox"/> 122.800
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV, VOR/DME	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.800

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Services

Fuel:

A ☒ Self Service and Full ServiceA1 ☐A1+ ☐B ☐B+ ☐Mogas ☐80 ☐100 ☐100LL ☒ Self Service115 ☐

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 ☒ In vicinity of airportCargo ☐Courtesy Car ☐Charter ☐Crop Dusting ☐Glider ☐Glider Towing ☐Instruction ☒ Fun Flight TrainingInternet ☒Lodging ☒ In vicinity of airportParachute Jumping Area ☒Restaurant ☐ In vicinity of airportRestrooms ☒Taxi ☒ In vicinity of airportTelephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
06/24	Existing	5,400 x 100	Asph	Good	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	27° 53' 18.509	81° 37' 45.115	Surveyed	31:1	NPI-F	P4L	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		31:1	TREES	36 ft	1,310 ft	Before Runway End	315 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	27° 53' 45.653	81° 36' 53.273	Surveyed	31:1	NPI-F	P4L	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	Yes		31:1	TREES	51 ft	1,760 ft	Before Runway End	280 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance	Direction	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
				from Centerline	from Centerline						
EQUIP	27° 53' 23.64	81° 37' 39.33	Estimated	178 ft	NW	1 ft	No	Yes	Yes		
EQUIP	27° 53' 40.59	81° 36' 59.07	Estimated	179 ft	SE	1 ft	No	Yes	Yes		
BRUSH	27° 53' 45.19	81° 36' 50.70	Estimated	165 ft	SE	3 ft	No	No	No		
Runway ID	Status	Dimension		Surface		Condition		Lights			
17/35	Existing	3,860 x 75		Asph		Fair		None			

Comments:

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RWY 17**FAR 77 Category A(V).****RWY 35****FAR 77 Category A(V).****Approach ratio required is RWY 17 20:1 and RWY 35 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 17**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17	27° 53' 59.079	81° 37' 19.191	Surveyed	11:1	BSC-P	P2R	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		11:1	TREES		19 ft	405 ft	Before Runway End	125 ft R
Runway End	No		21:1	TREES		19 ft	405 ft	Before Runway End	125 ft R

Marked Displaced Threshold

Required Displaced Threshold

Runway 35

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35	27° 53' 21.769	81° 37' 9.877	Surveyed	14:1	BSC-P	P2L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		14:1	BRUSH		5 ft	260 ft	Before Runway End	35 ft R
Runway End	No		50:1	NONE					

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
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Instrument Approach

06/24	Type	A	B	C	D	E
06	LPV	0.75 Miles	0.75 Miles	0.88 Miles	0.88 Miles	
06	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
24	LPV	0.75 Miles	0.75 Miles	0.88 Miles	0.88 Miles	
24	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	

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Deficiencies

Inspection Date 7/17/24

Next Inspection 7/31/25

Deficiencies

Rwy End: 06
Runway
Centerline

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 06/24 runway centerline markings do not contain a sufficient amount of glass beads and the glass bead distribution in the markings are inconsistent.

Rwy End: 06
Runway
Designation

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 06 runway designation markings do not contain a sufficient amount of glass beads and the glass bead distribution in the markings are inconsistent.

Rwy End: 17
Runway
Designation

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 17 runway designation markings do not contain a sufficient amount of glass beads.

Rwy End: 24
Runway
Designation

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 24 runway designation markings do not contain a sufficient amount of glass beads and the glass bead distribution in the markings are inconsistent.

Rwy End: 24
Threshold
Bar

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 24 runway threshold marking does not contain a sufficient amount of glass beads and the glass bead distribution in the marking are inconsistent.

Rwy End: 35
Runway
Designation

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 35 designation markings do not contain a sufficient amount of glass beads.

Rwy End: 35
Threshold
Bar

In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 35 threshold marking does not contain a sufficient amount of glass beads.

Mitigated Deficiencies

Rwy End: 17

In accordance with Chapter 14-60.007(2)(c)1.b., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 17 approach surface ratio is 11:1 due to trees 19 feet tall, 405 feet before the approach end of the runway, 125 feet right of centerline.

Runway 17 threshold is displaced to the approach end of the runway.

Rwy End: 24

In accordance with Chapter 14-60.007(2)(b)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 width of the primary surface is 500 feet.

Brush 2 feet tall, 160 feet to 120 feet before the approach end of the runway, 165 feet left of centerline penetrates the primary surface of Runway 06/24.

Spoke With Ms. Amanda Lomneck, Airport Manager, after the inspection on July 17, 2024 and she stated the brush would be removed by August 31, 2024.

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Rwy End: 35 In accordance with Chapter 14-60.007(2)(c)1.b., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 35 approach surface ratio is 14:1 due to brush 5 feet tall, 260 feet before the approach end of the runway, 35 feet right of centerline.

Runway 35 threshold is displaced to the approach end of the runway.

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 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 17/35 is available for visual approaches only.

- a. Runway 17 is FAR 77 category A(V).
- b. Runway 35 is FAR 77 category A(V).

3. Runway 17 threshold is displaced to the approach end of the runway.**4. Runway 35 threshold is displaced to the approach end of the runway.****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. Brush 2 feet tall 160 feet to 120 feet before the approach end of Runway 24, 165 feet right of centerline penetrates the primary surface of Runway 06/24.

Additional Licensing Remarks: