

Facility Name: Wauchula Municipal Airport		Inspection Date: 7/17/2024	
Facility Type: Airport		Status: Active	
Inspector: David Smith			
Location ID: CHN	FAA Site No.: 03546.1*A	FDOT District: 1	
5.00 Miles SW of Wauchula		County: Hardee	
ARP Latitude: 27° 30' 53.70	Source: Estimated	Ownership: Public	
ARP Longitude: 81° 52' 49.70		Use: Public	
Elevation: 107.8	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: City of Wauchula	Facility Physical Address
Address: 126 S 7th Ave	Address: 1202 Maurice Sonny Clavel Rd
City: Wauchula State: FL ZIP: 33873	City: Wauchula State: FL ZIP: 33873
Phone: (863) 773-3131 Fax: (863) 773-0773	Phone: (863) 773-3115
Email: ominshew@cityofwauchula.com	
Owner Representative: Olivia Minshew	Facility Manager: Ward Grimes
Address: 126 S 7th Av	Address: 1202 Maurice Sonny Clavel Rd
City: Wauchula State: FL ZIP: 33873	City: Wauchula State: FL ZIP: 33873
Phone: (863) 773-3131	Phone: (863) 773-3115
Email: ominshew@cityofwauchula.com	Email: wgrimes@cityofwauchula.com

Acreeage: 106	Residential Airpark: No	Beacon: C-G
Section: 14	Township: 34S	Range: 24E
Lighting Schedule: Sunset to Sunrise		Wind Indicator: Yes
Attendance Schedule: Month/Day/Hour		Lighted: Yes
		Notes:
		Segmented Circle: Yes
		Lighted: Yes
		Facility Website: https://www.cityofwauchula.com/wauchula-municipal-air
		Ask in any new facility aerals/photos are available

Based Aircraft			
Year: 2011	Single Engine: 42	Jet Engine:	Glider:
Source: Inspector	Multi Engine: 3	Helicopter:	Ultralight: 2
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"/> 118.350	Unicom: <input type="checkbox"/>
Instrument Approach: <input checked="" type="checkbox"/> LP, LNAV	ATIS: <input type="checkbox"/>
	CTAF: <input checked="" type="checkbox"/> 122.900

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Services

Fuel:

A ☐
A1 ☐
A1+ ☐
B ☐
B+ ☐
Mogas ☐
80 ☐
100 ☐
100LL ☒ Self Service
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 ☒ 863-452-5483
Cargo ☐
Courtesy Car ☐
Charter ☐
Crop Dusting ☐
Glider ☐
Glider Towing ☐
Instruction ☐
Internet ☒ WiFi
Lodging ☐
Parachute Jumping Area ☐
Restaurant ☐ 6 miles
Restrooms ☒
Taxi ☐
Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	4,005 x 75	Asph	Excellent	MIRL

Comments:

RWY 18

FAR 77 Category A(NP).

RWY 36

FAR 77 Category A(NP).

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

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	27° 31' 13.6	81° 52' 49.7	Estimated	19:1	NPI-P	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		19:1	TREES		22 ft	600 ft	Before Runway End	130 ft L
Runway End	No		27:1	TREES		22 ft	600 ft	Before Runway End	130 ft L

Marked Displaced Threshold

Required Displaced Threshold

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	27° 30' 33.8	81° 52' 49.6	Estimated	1:1	NPI-P	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		1:1	BRUSH		5 ft	205 ft	Before Runway End	220 ft L
Runway End	No		20:1	TREES		28 ft	580 ft	Before Runway End	150 ft R

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Fixed by Height	Function	Frangible	Marked	Aeronatical Study	Determination
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Instrument Approach

18/36	Type	A	B	C	D	E
18	LNAV	1.00 Miles	1.00 Miles	1.38 Miles		
18	LP	1.00 Miles	1.00 Miles	1.38 Miles		
36	LP	1.00 Miles	1.00 Miles	1.13 Miles		
36	LNAV	1.00 Miles	1.00 Miles	1.38 Miles		

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Deficiencies

Inspection Date 7/17/24

Next Inspection 7/31/25

Mitigated Deficiencies

Rwy End: 18 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 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 18 approach surface ratio is 19:1 due to trees 22 feet tall, 600 feet before the approach end of the runway, 130 feet left of centerline.

Runway 18 threshold is displaced to the approach end of the runway.

Rwy End: 36 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 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 36 approach surface ratio is 1:1 due to brush 5 feet tall, 205 feet before the approach end of the runway, 220 feet left of centerline.

Runway 36 threshold is displaced to the approach end of the runway.

License

Effective: 11/01/2024

Category: Public

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 non-precision instrument and visual approaches.

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

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

2. Runway 18 threshold is displaced to the approach end of the runway.

3. Runway 36 threshold is displaced to the approach end of the runway.

Additional Licensing Remarks: