

Facility Name: Sebring Regional Airport		Inspection Date: 7/18/2024	
Facility Type: Airport		Status: Active	
Inspector: David Smith		FDOT District: 1	
Location ID: SEF	FAA Site No.: 03493.*A	County: Highlands	
6.00 Miles SE of Sebring		Ownership: Public	
ARP Latitude: 27° 27' 23.05	Source: Estimated	Use: Public	
ARP Longitude: 81° 20' 32.64		Sectional Chart: MIAMI	
Elevation: 63	Source: Surveyed		

Note: Primary contact shows below with a background.

Facility Owner: Sebring Airport Authority		Facility Physical Address	
Address: 128 Authority Ln		Address: 128 Authority Ln	
City: Sebring	State: FL ZIP: 33870	City: Sebring	State: FL ZIP: 33870
Phone: (863) 655-6444	Fax: (863) 655-6447	Phone: (863) 314-1300	
Email: mike@sebring-airport.com			
Owner Representative: Pete McDevitt		Facility Manager: Mike Willingham	
Address: 128 Authority Ln		Address: 128 Authority Ln	
City: Sebring	State: FL ZIP: 33870	City: Sebring	State: FL ZIP: 33870
Phone: (863) 655-6444		Phone: (863) 314-1300	
Email: peter.mcdevitt@coldwellbanker.com		Email: mike@sebring-airport.com	

Acreeage: 2,149	Residential Airpark: No	Beacon: C-G	
Section: 04	Township: 35S Range: 30E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: Yes
ALL / MON-FRI / 0730-1800		Facility Website: https://sebring-airport.com/	
ALL / SAT-SUN / 0700-1700		Ask in any new facility aerals/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 39	Jet Engine: 1	Glider: 9
Source: Inspector	Multi Engine: 2	Helicopter: 1	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

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"/> LBV 110.4 003d/37.7 nm	Approach Control:	<input checked="" type="checkbox"/> 134.550
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.475	Unicom:	<input checked="" type="checkbox"/> 122.700
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LP, LNAV/VNAV, LNAV, RNP	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.700

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Services

Fuel:

A ☒ Full Service and Self Service
 A1 ☐
 A1+ ☒ Full Service
 B ☐
 B+ ☐
 Mogas ☒ Swift UL94, Self Service Only
 80 ☐
 100 ☐
 100LL ☒ Full Service and 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 ☒ Aeromed
 Air Freight ☐
 Aircraft Rental ☒
 Aircraft Sales ☒
 Avionics ☐
 Beaching Gear ☐
 Car Rental ☒ Enterprise & Hertz
 Cargo ☐
 Courtesy Car ☒ Available from Sebring F
 Charter ☒
 Crop Dusting ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☒
 Internet ☒
 Lodging ☒
 Parachute Jumping Area ☐
 Restaurant ☒ Runway Cafe
 Restrooms ☒ Terminal Building, T-Hangar
 Taxi ☒ Sebring Ride Share Uber
 Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	4,990 x 100	Asph	Fair	None

Comments:

RWY 14

FAR 77 Category A(NP).

RWY 32

FAR 77 Category A(NP).

Approach ratio required is RWY 14 20:1 and RWY 32 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 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	27° 27' 44.09	81° 20' 49.85	Surveyed	8:1	BSC-F	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		8:1	RR		25 ft	400 ft	Before Runway End	0 ft Both
Runway End	Yes		9:1	FENCE		9 ft	77 ft	Before Runway End	225 ft R
Marked Displaced Threshold	Yes	289 ft	25:1	TREES		50 ft	950 ft	Before Runway End	250 ft R
Required Displaced Threshold									

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	27° 27' 9.18	81° 20' 10.49	Surveyed	40:1	BSC-F	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	No		40:1	FENCE		6 ft	408 ft	Before Runway End	0 ft Both
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
FENCE	27° 27' 44.81	81° 20' 52.03	Estimated	85 ft	SW	6 ft	No	No	No	2016-ASO -3351-NR A	DNH
ROAD	27° 27' 45.60	81° 20' 53.12	Estimated	85 ft	SW	19 ft	No	No	No	2017-ASO -3345-NR A	DNH

Runway ID	Status	Dimension	Surface	Condition	Lights
01/19	Existing	5,234 x 100	Asph	Good	MIRL

Comments:

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RWY 01

FAR 77 Category C.

RWY 19

FAR 77 Category C.

Approach ratio required is RWY 01 34:1 and RWY 19 34:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 01

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
01	27° 27' 45.49	81° 20' 35.1	Surveyed	34:1	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		34:1	TREES	50 ft	1,880 ft	Before Runway End	290 ft L
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 19

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
19	27° 26' 53.76	81° 20' 34.9	Surveyed	35:1	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		35:1	TREES	22 ft	945 ft	Before Runway End	20 ft L
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	27° 26' 53.26	81° 20' 36.19	Estimated	118 ft	W	4 ft	No	Yes	No		
POLE	27° 27' 45.69	81° 20' 36.52	Estimated	129 ft	W	1 ft	No	No	Yes		
POLE	27° 27' 45.79	81° 20' 32.59	Surveyed	225 ft	E	1 ft	No	No	No		
POLE	27° 27' 45.70	81° 20' 37.38	Estimated	205 ft	W	1 ft	No	No	Yes		
EQUIP	27° 27' 45.97	81° 20' 36.31	Estimated	110 ft	W	4 ft	No	Yes	No		
EQUIP	27° 27' 37.91	81° 20' 32.99	Estimated	185 ft	E	1 ft	No	Yes	Yes		

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Instrument Approach

01/19	Type	A	B	C	D	E
01	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
01	LNAV/VNAV	1.13 Miles	1.13 Miles	1.13 Miles	1.13 Miles	
01	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
19	RNP	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
14/32	Type	A	B	C	D	E
14	LP	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
32	LP	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	

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Deficiencies

Inspection Date 7/18/24

Next Inspection 7/31/25

Deficiencies

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for Sebring Regional Airport expires on 08/16/2024.

Corrections

Corrected? Yes

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on July 22, 2024.

Mitigated Deficiencies

Rwy End: 14 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Fence from 200 feet to 74 feet before the approach end of the runway, 250 feet right of centerline, penetrates the transitional surface of Runway 14.

Road from 200 feet to 74 feet before the approach end of the runway, 250 feet right of centerline, penetrates the transitional surface of Runway 14.

Both the fence and the road have been studied by the FAA (ASN: 2016-ASO-3351-NRA and 2017-ASO-3345-NRA through 2017-ASO-3348-NRA) and determined both to not be a hazard. The FAA does not require lighting since night IFR procedures are not authorized.

Rwy End: 14 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 14 approach surface ratio is 8:1 due to railroad 25 feet tall, 400 feet before the approach end of the runway, on centerline.

Runway 14 threshold is displaced 289 feet.

Rwy End: 14 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.

Fence from 200 feet to 74 feet before the approach end of the runway, 85 feet to 250 feet right of centerline, penetrates the primary surface of Runway 14.

Road from 200 feet to 74 feet before the approach end of the runway, 110 feet to 250 feet right of centerline, penetrates the primary surface of Runway 14.

Both the fence and the road have been studied by the FAA (ASN: 2016-ASO-3351-NRA and 2017-ASO-3345-NRA through 2017-ASO-3348-NRA) and determined both to not be a hazard. The FAA does not require lighting since night IFR procedures are not authorized.

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

- a. Runway 14 is FAR 77 category A(NP).
- b. Runway 32 is FAR 77 category A(NP).

2. Runway 01/19 is available for non-precision instrument and visual approaches.

- a. Runway 01 is FAR 77 category C.
- b. Runway 19 is FAR 77 category C.

3. Runway 14 threshold is displaced 289 feet.

Additional Licensing Remarks: