

Facility Name: New Smyrna Beach Municipal Airport				Inspection Date: 8/20/2024	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: EVB		FAA Site No.: 03387.*A		FDOT District: 5	
3.00 Miles NW of New Smyrna Beach				County: Volusia	
ARP Latitude: 29° 3' 20.50		Source: Surveyed		Ownership: Public	
ARP Longitude: 80° 56' 56.07				Use: Public	
Elevation: 12		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: City of New Smyrna Beach				Facility Physical Address			
Address: 602 Skyline Dr				Address: 602 Skyline Dr			
City:	New Smyrna Beach	State: FL	ZIP: 32168	City:	New Smyrna Beach	State: FL	ZIP: 32168
Phone:	(386) 410-2680	Fax:		Phone:	(386) 410-2680		
Email:	airport@cityofnsb.com						
Owner Representative: Khalid Resheidat				Facility Manager: Arvin Weese			
Address: 210 Sams Av				Address: 602 Skyline Dr			
City:	New Smyrna Beach	State: FL	ZIP: 32168	City:	New Smyrna Beach	State: FL	ZIP: 32168
Phone:	(386) 410-2610			Phone:	(386) 410-2680		
Email:	kresheidat@cityofnsb.com			Email:	aweese@cityofnsb.com		

Acreeage: 718	Residential Airpark: No		Beacon: C-G	
Section: 11	Township: 17S	Range: 33E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise			Notes:	
Attendance Schedule: Month/Day/Hour			Segmented Circle: Yes	Lighted: Yes
ALL / ALL / 0700-2200			Facility Website: www.nsbairport.com	
			Ask in any new facility aerals/photos are available	

Based Aircraft				
Year: 2010	Single Engine: 136	Jet Engine:	Glider:	Ultralight:
Source: Inspector	Multi Engine: 20	Helicopter: 3	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 checked="" type="checkbox"/> 121.325	
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 119.675	
VorTac:	<input checked="" type="checkbox"/> OMN 112.6 150d/17.1 nm	Approach Control:	<input checked="" type="checkbox"/> 125.350	
AWOS/ASOS:	<input checked="" type="checkbox"/> 124.625	Unicom:	<input checked="" type="checkbox"/> 122.950	
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV	ATIS:	<input checked="" type="checkbox"/> 124.625	
		CTAF:	<input checked="" type="checkbox"/> 119.675	

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Services

Fuel:

A ☒ Premixed
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 ☒ WiFi
Lodging ☒ 1 mile
Parachute Jumping Area ☐
Restaurant ☒ Adjacent to airport proper
Restrooms ☒
Taxi ☒
Telephone ☒

Comments:

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RWY 07

FAR 77 Category C.

RWY 25

FAR 77 Category C.

Approach ratio required is RWY 07 34:1 and RWY 25 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 07

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
07	29° 3' 17.5585	80° 57' 28.7939	Surveyed	0:1	NPI-P	P4L	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	FENCE		6 ft	56 ft	Before Runway End	250 ft R
Runway End	Yes		5:1	ROAD		15 ft	83 ft	Before Runway End	250 ft R
Marked Displaced Threshold	Yes	335 ft	34:1	TREES		67 ft	1,925 ft	Before Runway End	220 ft L
Required Displaced Threshold									

Runway 25

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
25	29° 3' 41.0995	80° 56' 39.2327	Surveyed	0:1	NPI-P	P4L	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	FENCE		6 ft	161 ft	Before Runway End	250 ft R
Runway End	Yes		13:1	ROAD		15 ft	206 ft	Before Runway End	250 ft R
Marked Displaced Threshold	Yes	300 ft	34:1	ROAD		15 ft	206 ft	Before Runway End	250 ft R
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	29° 3' 44.09	80° 56' 38.95	Estimated	250 ft	NW	6 ft	No	No	No	2022-ASO -3222-NR A	DNH
ROAD	29° 3' 44.20	80° 56' 38.64	Estimated	250 ft	NW	15 ft	No	No	No	2021-ASO -47240-OE	DNH
FENCE	29° 3' 15.10	80° 57' 28.07	Estimated	250 ft	SE	6 ft	No	No	No	2022-ASO -3221-NR A	DNH
ROAD	29° 3' 14.99	80° 57' 28.33	Estimated	250 ft	SE	15 ft	No	No	No	2021-ASO -46245-OE	DNH
EQUIP	29° 03' 24.89	80° 57' 17.37	Estimated	167 ft	NW	2 ft	No	Yes	Yes		
EQUIP	29° 03' 33.81	80° 56' 50.68	Estimated	167 ft	SE	2 ft	No	Yes	Yes		
TREES	29° 03' 14.82	80° 57' 29.54	Estimated	220 ft	S	10 ft	No	No	No		

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Runway ID	Status	Dimension	Surface	Condition	Lights
11/29	Existing	4,319 x 75	Asph	Good	MIRL
Comments:					

RWY 11
FAR 77 Category B(V).

RWY 29
FAR 77 Category C.

Approach ratio required is RWY 11 20:1 and RWY 29 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 11									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
11	29° 3' 21.2573	80° 57' 13.4616	Surveyed	20:1	NPI-F	P4L	No	No	NONE
Obstruction Data									
	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset	
Primary Surface	No		20:1	TREES	82 ft	1,835 ft	Before Runway End	200 ft	R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 29									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
29	29° 3' 09.0293	80° 56' 26.8267	Surveyed	21:1	NPI-F	P4L	No	No	NONE
Obstruction Data									
	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset	
Primary Surface	No		21:1	ROAD	15 ft	537 ft	Before Runway End	250 ft	R
Runway End	No		35:1	ROAD	15 ft	537 ft	Before Runway End	250 ft	R
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area											
	Object	Latitutude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Fixed by Height	Function	Frangible	Marked	Aeronatical Study Determination
	EQUIP	29° 03' 21.02	80° 57' 5.93	Estimated	165 ft	N	2 ft	No	Yes	Yes	
	EQUIP	29° 03' 9.22	80° 56' 34.53	Estimated	175 ft	S	2 ft	No	Yes	Yes	

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Instrument Approach

02/20	Type	A	B	C	D	E
02	LNAV	1.00 Miles	1.00 Miles	2.00 Miles	2.00 Miles	
07/25	Type	A	B	C	D	E
07	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
25	LNAV	1.00 Miles	1.00 Miles	1.25 Miles		
25	LPV	1.00 Miles	1.00 Miles	1.00 Miles		
11/29	Type	A	B	C	D	E
29	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
29	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	

Declared Distances

Runway	02/20	TORA	TODA	ASDA	LDA
02		4,000	4,000	4,000	3,215
20		4,000	4,000	3,952	3,952
Runway	07/25	TORA	TODA	ASDA	LDA
07		5,000	5,000	4,853	4,518
25		5,000	5,000	4,763	4,463
Runway	11/29	TORA	TODA	ASDA	LDA
11					
29					

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Deficiencies

Inspection Date 8/20/24

Next Inspection 8/31/25

Deficiencies

Rwy End: 07
Displaced
Arrow

In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway 07 displaced threshold arrows black outline is faded and in poor condition.

Rwy End: 07
Runway
Designation

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

Runway 07 runway designation markings do not contain a sufficient amount of glass beads.

Rwy End: 11

In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 11 runway end light groups contain four lights.

Rwy End: 11
Runway
Centerline

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

Runway 11/29 centerline markings do not contain a sufficient amount of glass beads.

Rwy End: 25

In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 25 threshold bar is faded and in poor condition.

Mitigated Deficiencies

Rwy End: 02

In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.

Runway 02 approach surface ratio is 5:1 due to road 16 feet tall, 295 feet before the approach end of the runway, 250 feet left of centerline.

Runway 02 threshold is displaced 785 feet.

Rwy End: 07

In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Fence 6 feet tall, 124 feet before the end of the runway, on runway centerline is located inside the runway safety area of Runway 07/25.

Declared distances have been established for Runway 07/25.

Rwy End: 07

In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than ¾ mile: the approach surface ratio is 34:1.

Runway 07 approach surface ratio is 0:1 due to fence 6 feet tall, 56 feet before the approach end of the runway, 250 feet right of centerline.

Runway 07 threshold is displaced 335 feet.

Rwy End: 07

In accordance with Chapter 14-60.007(2)(b)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with a visibility greater than ¾ mile: the primary surface extends the length of the runway plus 200 feet beyond each end of the runway.

Fence 6 feet tall, 56 feet before the approach end of the runway, 250 feet right of centerline, penetrates the primary surface of Runway 07.

Road 15 feet tall, 83 feet before the approach end of the runway, 250 feet right of centerline, penetrates the primary surface of Runway 07.

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The fence and road have been studied under ASN: 2022-ASO-3221-NRA and ASN: 2021-ASO-46245-OE through 2021-ASO-46252-OE and they have been deemed as not a hazard with conditions.

Spoke with Mr. Arvin Weese, Airport Manager, after the inspection on August 20, 2024 and he advised that the runway is being shortened in conjunction with the Taxiway B rehab project (PFL0014080) expected to be completed by August 31, 2025.

A comment is published in the FAA Chart Supplement to advise flight crews of unlighted obstructions on the approach end of Runway 07 and the straight-in instrument approaches have been not authorized at night.

Rwy End: 25 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Fence 6 feet tall, 173 feet before the approach end of the runway, on runway centerline is located inside the runway safety area of Runway 07/25.

Declared distances have been established for Runway 07/25.

Rwy End: 25 In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 25 approach surface ratio is 0:1 due to fence 6 feet tall, 161 feet before the approach end of the runway, 250 feet right of centerline.

Runway 25 threshold is displaced 300 feet.

Rwy End: 25 In accordance with Chapter 14-60.007(2)(b)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with a visibility greater than $\frac{3}{4}$ mile: the primary surface extends the length of the runway plus 200 feet beyond each end of the runway.

Fence 6 feet tall, 161 feet before the approach end of the runway, 250 feet right of centerline, penetrates the primary surface of Runway 25.

Road 15 feet tall, 190 feet before the approach end of the runway, 250 feet right of centerline, penetrates the primary surface of Runway 25.

The fence and road have been studied under ASN: 2022-ASO-3222-NRA and ASN: 2021-ASO-47240-OE through 2021-ASO-47247-OE and they have been deemed as not a hazard with conditions.

Spoke with Mr. Arvin Weese, Airport Manager, after the inspection on August 20, 2024 and he advised that the runway is being shortened in conjunction with the Taxiway B rehab project (PFL0014080) expected to be completed by August 31, 2025.

A comment is published in the FAA Chart Supplement to advise flight crews of unlighted obstructions on the approach end of Runway 07 and the straight-in instrument approaches have been not authorized at night.

Rwy End: 29 In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility greater than $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 29 approach surface ratio is 21:1 due to road 15 feet tall, 537 feet before the approach end of the runway, 250 feet right of centerline.

Runway 29 threshold is displaced to the approach end of the runway.

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Status: Active

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License

Effective: 12/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 11/30/2025

☐ 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 02/20 is available for non-precision instrument and visual approaches only.

- a. Runway 02 is FAR 77 category C.
- b. Runway 20 is FAR 77 category B(V).

2. Runway 07/25 is available for non-precision instrument and visual approaches only.

- a. Runway 07 is FAR 77 category C.
- b. Runway 25 is FAR 77 category C.

3. Runway 11/29 is available for non-precision instrument and visual approaches only.

- a. Runway 11 is FAR 77 category B(V).
- b. Runway 29 is FAR 77 category C.

4. Runway 02 threshold is displaced 785 feet.

5. Runway 02 TORA-4000 TODA-4000 ASDA-4000 LDA-3215

6. Runway 07 threshold is displaced 335 feet.

7. Runway 07 TORA-5000 TODA-5000 ASDA-4853 LDA-4518

8. Runway 20 TORA-4000 TODA-4000 ASDA-3952 LDA-3952

9. Runway 25 threshold is displaced 300 feet.

10. Runway 25 TORA-5000 TODA-5000 ASDA-4763 LDA-4463

11. Runway 29 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. Fence and road 56 feet to 83 feet before the approach end of Runway 07. 250 feet right of centerline penetrates the primary surface of Runway 07/25.

2. Fence and road 161 feet to 190 feet before the approach end of Runway 25, 250 feet right of centerline penetrates the primary surface of Runway 07/25.

Additional Licensing Remarks: