

Facility Name: Valkaria Airport		Inspection Date: 8/22/2024	
Facility Type: Airport		Status: Active	
Inspector: David Smith			
Location ID: X59	FAA Site No.: 03533.8*A	FDOT District: 5	
1.00 Miles W of Valkaria		County: Brevard	
ARP Latitude: 27° 57' 39.10	Source: Surveyed	Ownership: Public	
ARP Longitude: 80° 33' 30.00		Use: Public	
Elevation: 26	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Brevard County	Facility Physical Address
Address: 2725 Judge Fran Jamieson Way	Address: 1 Pilots' Pl
Bldg C, Ste 301	
City: Viera State: FL ZIP: 32940	City: Valkaria State: FL ZIP: 32950
Phone: (321) 633-2001 Fax: (321) 633-2115	Phone: (321) 952-4590
Email: frank.abbate@brevardfl.gov	
Owner Representative: Frank Abbate	Facility Manager: Adam Hied
Address: 2725 Judge Fran Jamieson Way	Address: 1 Pilot's Pl
Building C Suite 301	
City: Viera State: FL ZIP: 32940	City: Valkaria State: FL ZIP: 32950
Phone: (321) 633-2001	Phone: (321) 952-4590
Email: frank.abbate@brevardfl.gov	Email: adam.hied@brevardfl.gov

Acreeage: 660	Residential Airpark: No	Beacon: C-G
Section: 17	Township: 29S Range: 38E	Wind Indicator: Yes Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes Lighted: Yes
ALL / MON-FRI / 0800-1700		Facility Website: https://www.brevardfl.gov/ValkariaAirport
		Ask in any new facility aerals/photos are available

Based Aircraft					
Year: 2011	Single Engine: 62	Jet Engine: 1	Glider: 1	Ultralight: 10	
Source: Inspector	Multi Engine: 2	Helicopter: 2	Military: 0	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"/> MLB 110.0 157d/9.5 nm	Approach Control: <input type="checkbox"/>
AWOS/ASOS: <input checked="" type="checkbox"/> 119.525	Unicom: <input checked="" type="checkbox"/> 122.725
Instrument Approach: <input type="checkbox"/>	ATIS: <input type="checkbox"/>
	CTAF: <input checked="" type="checkbox"/> 122.725

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Services

Fuel:

A ☐
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 ☒ H2O Available
Glider ☐
Glider Towing ☐
Instruction ☒
Internet ☒
Lodging ☒ 6 miles
Parachute Jumping Area ☐
Restaurant ☐ 1 mile
Restrooms ☒
Taxi ☒
Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
10/28	Existing	4,000 x 60	Asph	Fair	None

Comments:

RWY 10

FAR 77 Category A(V).

RWY 28

FAR 77 Category A(V).

Approach ratio required is RWY 10 20:1 and RWY 28 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 10

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10	27° 57' 34.58	80° 33' 56.89	Estimated	10:1	BSC-F	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	No		10:1	TREES		31 ft	502 ft	Before Runway End	70 ft L
Runway End	No		16:1	TREES		31 ft	502 ft	Before Runway End	70 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	118 ft	20:1	TREES		31 ft	502 ft	Before Runway End	70 ft L

Runway 28

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	27° 57' 34.39	80° 33' 12.24	Estimated	12:1	BSC-F	P4R	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		12:1	TREES		17 ft	395 ft	Before Runway End	80 ft L
Runway End	No		20:1	TREES		25 ft	485 ft	Before Runway End	55 ft R
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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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	4,000 x 75	Asph	Good	MIRL

Comments:

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RWY 14

FAR 77 Category A(V).

RWY 32

FAR 77 Category A(V).

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

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	27° 57' 58.48	80° 33' 40.44	Estimated	11:1	NPI-F	P4R	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		11:1	TREES		23 ft	450 ft	Before Runway End	115 ft L
Runway End	No		20:1	TREES		35 ft	695 ft	Before Runway End	85 ft R

Marked Displaced Threshold

Required Displaced Threshold

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	27° 57' 29.15	80° 33' 10.47	Estimated	20:1	NPI-F	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	No		20:1	TREES		13 ft	460 ft	Before Runway End	125 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	Aeronatical Study	Determination
EQUIP	27° 57' 52.11	80° 33' 36.61	Estimated	179 ft	SW	4 ft	No	Yes	Yes		
EQUIP	27° 57' 32.42	80° 33' 16.48	Estimated	179 ft	SW	4 ft	No	Yes	Yes		
HOLES	27° 57' 27.75	80° 33' 08.94	Estimated	0 ft	S		No	No	No		

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Deficiencies

Inspection Date 8/22/24

Next Inspection 8/31/25

Deficiencies

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (B)

Taxiway B hold position markings are faded and in poor condition.

Rwy End: 28 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 28 threshold bar marking is stained and/or discolored.

Rwy End: 28 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 28 runway designation markings are stained and/or discolored.

Rwy End: 28 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.

Threshold Bar

Runway 28 threshold bar is not outlined with a black border six inches or greater in width.

Mitigated Deficiencies

Rwy End: 10 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 10 approach surface ratio is 10:1 due to trees 31 feet tall, 502 feet before the approach end of the runway, 70 feet left of centerline.

Runway 10 threshold is displaced to the approach end of the runway.

Received an e-mail from Mr. Adam Hied, Airport Manager, on September 3, 2024, stating that the trees have been removed along with pictures demonstrating removal. With these trees removed, the approach surface ratio is 20:1 to the end of the runway due to trees 49 feet tall, 970 feet before the approach end of the runway, 55 feet left of centerline.

Rwy End: 14 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 14 approach surface ratio is 11:1 due to trees 23 feet tall, 450 feet before the approach end of the runway, 115 feet left of centerline.

Runway 14 threshold is displaced to the approach end of the runway.

Rwy End: 28 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 28 approach surface ratio is 12:1 due to trees 17 feet tall, 395 feet before the approach end of the runway, 80 feet left of centerline.

Runway 28 threshold is displaced to the approach end of the runway.

Rwy End: 32 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.

Hole/surface variation 197 feet before the approach end of Runway 32, on centerline is located inside the runway safety area of Runway 14/32.

Spoke with Mr. Adam Hied, Airport Manager, after the inspection on August 22, 2024 and he stated the surface variation/hole would be brought to grade within 24 hours. An e-mail was received on September 3, 2024, demonstrating the surface variation had been brought to grade.

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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 10/28 is available for visual approaches only.

- a. Runway 10 is FAR 77 category A(V).
- b. Runway 28 is FAR 77 category A(V).

2. Runway 14/32 is available for visual approaches only.

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

3. Runway 10 threshold is displaced to the approach end of the runway.

4. Runway 14 threshold is displaced to the approach end of the runway.

5. Runway 28 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. Runway 10 approach surface ratio is 10:1 due to trees 31 feet tall, 502 feet before the approach end of the runway, 70 feet left of centerline.

Additional Licensing Remarks: