

Facility Name: Kissimmee Gateway Airport		Inspection Date: 8/22/2024	
Facility Type: Airport		Status: Active	
Inspector: David Smith		FDOT District: 5	
Location ID: ISM	FAA Site No.: 03407.2*A	County: Osceola	
16.00 Miles SW of Orlando		Ownership: Public	
ARP Latitude: 28° 17' 23.305	Source: Estimated	Use: Public	
ARP Longitude: 81° 26' 13.493		Sectional Chart: JACKSONVILLE	
Elevation: 82.1	Source: Surveyed		

Note: Primary contact shows below with a background.

Facility Owner: City of Kissimmee		Facility Physical Address	
Address: 101 Church St		Address: 401 Dyer Blvd	
City: Kissimmee	State: FL ZIP: 34741-5054	City: Kissimmee	State: FL ZIP: 34741
Phone: (407) 518-2505	Fax: (407) 847-8399	Phone: (407) 518-2505	
Email: shaun.germolus@kissimmee.gov			
Owner Representative: Mike Steigerwald		Facility Manager: Shaun Germolus	
Address: 101 N Church St		Address: 401 Dyer Blvd	
City: Kissimmee	State: FL ZIP: 34741	City: Kissimmee	State: FL ZIP: 34741
Phone: (407) 847-2821		Phone: (407) 518-2516	
Email: mike.steigerwald@kissimmee.gov		Email: shaun.germolus@kissimmee.gov	

Acres: 892	Residential Airpark: No	Beacon: C-G	
Section: 19	Township: 25S Range: 29E	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: https://www.flykissimmee.com/	
		Ask in any new facility aeriels/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 165	Jet Engine: 6	Glider: Ultralight:
Source: Manager	Multi Engine: 16	Helicopter: 16	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 checked="" type="checkbox"/> 121.700 123.950
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.700
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 124.450
VorTac:	<input checked="" type="checkbox"/> ORL 112.2 200d/16.1 nm	Approach Control:	<input checked="" type="checkbox"/> 119.400
AWOS/ASOS:	<input checked="" type="checkbox"/> 128.775	Unicom:	<input checked="" type="checkbox"/> 122.950
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV	ATIS:	<input checked="" type="checkbox"/> 128.775
		CTAF:	<input checked="" type="checkbox"/> 124.450

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Services

Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
80	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
115	<input type="checkbox"/>

Airframe:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Power Plant:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Bottle Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

Bulk Oxygen:

High	<input checked="" type="checkbox"/>
Low	<input type="checkbox"/>

Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input checked="" type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

Other Services:

Aerial Surveying	<input checked="" type="checkbox"/>
Air Ambulance	<input checked="" type="checkbox"/>
Air Freight	<input checked="" type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input checked="" type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input checked="" type="checkbox"/>
Courtesy Car	<input checked="" type="checkbox"/>
Charter	<input checked="" type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input checked="" type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> 1 mile
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/> .5 miles
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Runway ID	Status	Dimension	Surface	Condition	Lights
06/24	Existing	5,001 x 100	Asph	Good	MIRL

Comments:

RWY 06

FAR 77 Category C.

RWY 24

FAR 77 Category B(V).

Approach ratio required is RWY 06 34:1 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	28° 17' 12.6399	81° 26' 38.5786	Surveyed	29:1	NPI-G	P4L	Yes	Yes	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		29:1	TREES		34 ft	1,170 ft	Before Runway End	280 ft L
Runway End	No		34:1	TREES		34 ft	1,170 ft	Before Runway End	280 ft L

Marked Displaced Threshold

Required Displaced Threshold

Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	28° 17' 38.8327	81° 25' 51.1097	Surveyed	34:1	NPI-G	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		34:1	POLE		41 ft	1,565 ft	Before Runway End	175 ft R
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
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Runway ID	Status	Dimension	Surface	Condition	Lights
15/33	Existing	6,001 x 100	Asph	Fair	MIRL

Comments:

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RWY 15

FAR 77 Category PIR.

RWY 33

FAR 77 Category C.

Approach ratio required is RWY 15 50:1 and RWY 33 34:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 15

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
15	28° 17' 46.4938	81° 26' 30.1133	Surveyed	35:1	PIR-G	P4L	No	Yes	MALSF

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		35:1	TREES		52 ft	2,020 ft	Before Runway End	160 ft L
Runway End	No		38:1	TREES		52 ft	2,020 ft	Before Runway End	160 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	580 ft	50:1	TREES		52 ft	2,020 ft	Before Runway End	160 ft L

Runway 33

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
33	28° 16' 56.0623	81° 25' 54.6234	Surveyed	0:1	NPI-G	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	Yes		0:1	FENCE		6 ft	190 ft	Before Runway End	245 ft R
Runway End	Yes		34:1	TREES		37 ft	1,225 ft	Before Runway End	160 ft L
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
TREES	28° 16' 52.37	81° 25' 57.4	Estimated	385 ft	W		No	No	No		
TREES	28° 16' 58.22	81° 26' 2.26	Estimated	315 ft	W		No	No	No		
TREES	28° 17' 0.31	81° 26' 1.54	Estimated	300 ft	W		No	No	No		
TREES	28° 17' 1.1	81° 26' 3.52	Estimated	380 ft	W		No	No	No		
TREES	28° 17' 2.31	81° 26' 4.89	Estimated	425 ft	W		No	No	No		
TREES	28° 17' 2.42	81° 26' 5.71	Estimated	450 ft	W		No	No	No		
TREES	28° 17' 4.87	81° 26' 6.78	Estimated	420 ft	W		No	No	No		
TREES	28° 17' 6.21	81° 26' 7.61	Estimated	420 ft	W		No	No	No		
TREES	28° 17' 9.57	81° 26' 9.95	Estimated	399 ft	W		No	No	No		
TREES	28° 17' 14.12	81° 26' 12.58	Estimated	250 ft	W		No	No	No		
TREES	28° 17' 15.44	81° 26' 14.83	Estimated	485 ft	W		No	No	No		

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TREES	28° 17' 16.18	81° 26' 14.3	Estimated	381 ft	W	No	No	No
TREES	28° 17' 16.93	81° 26' 15.32	Estimated	435 ft	W	No	No	No
TREES	28° 17' 20.26	81° 26' 16.91	Estimated	395 ft	W	No	No	No
BLDG	28° 17' 14.97	81° 26' 13.71	Estimated	420 ft	W	No	No	No
FENCE	28° 16' 53.4	81° 25' 55.86	Estimated	245 ft	W	No	No	No
TREES	28° 17' 0.12	81° 25' 50.87	Estimated	475 ft	E	No	No	No
TREES	28° 17' 1.78	81° 25' 51.86	Estimated	430 ft	E	No	No	No
TREES	28° 17' 7.4	81° 25' 51.86	Estimated	465 ft	E	No	No	No
TREES	28° 17' 8.76	81° 25' 56.69	Estimated	500 ft	E	No	No	No
FENCE			Estimated	225 ft	8 ft	No	No	No
FENCE			Estimated	425 ft	E 8 ft	No	No	No
EQUIP	28° 17' 21.47	81° 26' 15.36	Estimated	218 ft	W 4 ft	No	No	No

Instrument Approach

06/24	Type	A	B	C	D	E
06	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
06	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
06	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
15/33	Type	A	B	C	D	E
15	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
15	LNAV	0.75 Miles	0.75 Miles	1.25 Miles	1.50 Miles	
15	LNAV/VNAV	1.50 Miles	1.50 Miles	1.50 Miles	1.50 Miles	
15	LOC	0.75 Miles	0.75 Miles	0.75 Miles	1.25 Miles	
15	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
33	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
33	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
33	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

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Deficiencies

Inspection Date 8/22/24

Next Inspection 8/31/25

Deficiencies

Rwy End: 15 In accordance with Chapter 14-60.007(2)(d)1.g., 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 precision instrument approach: the transition surface ratio is 7:1.

Building 820 feet before the approach end of Runway 15 and 660 feet east of centerline penetrates the transitional surface.

Building 1,650 feet after the approach end of Runway 15 and 740 feet east of centerline penetrates the transitional surface.

Building 1,275 feet before the approach end of Runway 15 and 695 feet west of centerline penetrates the transitional surface.

Rwy End: 33 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Trees from 200 feet before to 3,200 feet after the approach end of Runway 33 and beyond 500 feet west of centerline penetrate the transitional surface.

Trees from the approach end to 1,500 feet after the approach end of Runway 33, 500 feet northeast of centerline penetrate the transitional surface.

Mitigated Deficiencies

Rwy End: 06 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Trees from 200 feet before to 130 feet after the approach end of Runway 6 and beyond 250 feet south of centerline penetrate the transitional surface.

Spoke with Mr. Shaun Germolus, Airport Manager, after the inspection on August 8, 2023 and he stated tree removal is ongoing on the former golf course property. Most of the trees have been removed but airport staff will continue removing trees on that property to clear the transition surface.

Rwy End: 06 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 06 approach surface ratio is 29:1 due to trees 34 feet tall, 1,170 feet before the approach end of the runway, 280 feet left of centerline.

Runway 06 threshold is displaced to the approach end of the runway.

Rwy End: 15 In accordance with Chapter 14-60.007(2)(c)1.g., 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 precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 15 approach surface ratio is 35:1 due to trees 52 feet tall, 2,020 feet before the approach end of the runway, 160 feet left of centerline.

Spoke with Mr. Ramon Senorans, Inspection contact, after the inspection on August 22, 2024 and he stated obstruction removal is ongoing. Improvements have been made and the airport is moving forward with additional removal that may be starting after October 1, 2024.

Runway 15 approach surface ratio meets obstacle clearance requirements outlined in FAA AC 150/5300-13B, Airport Design, for runways with precision instrument approaches with visibility minimums equal to or greater than $\frac{3}{4}$ of a mile.

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Rwy End: 15 In accordance with Chapter 14-60.007(2)(b)1.g., 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 precision instrument approach: width of the primary surface is 1,000 feet.

Fence from 2,750 feet after the approach end of Runway 15 to 200 feet after the departure end of Runway 15 and 245 feet to 500 feet west of centerline penetrates the primary surface.

Trees from 2,750 feet after the approach end of Runway 15 to 200 feet after the departure end of Runway 15 and 250 feet to 500 feet west of centerline penetrates the primary surface.

Building 3,685 feet after the approach end of Runway 15 and 420 feet west of centerline penetrates the primary surface.

Spoke with Mr. Shaun Germolus, Airport Manager, after the inspection on August 9, 2022 and he stated the project to extend Taxiway D (PFL0013252) will enter design in 2023. Construction is anticipated to be completed in 2025 and will remove the primary surface obstructions on the west side of Runway 15/33.

A comment is published to the FAA AFD to advised flight crews of multiple unlighted obstructions adjacent to Runway 15/33.

Rwy End: 33 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 33 approach surface ratio is 0:1 due to fence 6 feet tall, 190 feet before the approach end of the runway, 245 feet right of centerline.

Runway 33 threshold is displaced to the approach end of the runway.

Rwy End: 33 In accordance with Chapter 14-60.007(2)(b)1.g., 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 precision instrument approach: width of the primary surface is 1,000 feet.

Fence 6 feet tall from 200 feet before to 1,170 feet after the approach end of Runway 33, and 250 feet to 500 feet east of centerline penetrates the primary surface of Runway 15/33.

Trees from 140 feet after to 1,140 feet after the approach end of Runway 33, and 430 feet to 500 feet east of centerline penetrates the primary surface of Runway 15/33.

Spoke with Mr. Shaun Germolus, Airport Manager, after the inspection on August 9, 2022 and he stated the project to extend Taxiway D (PFL0013252) will enter design in 2023. Construction is anticipated to be completed in 2025 and will remove the primary surface obstructions on the east and west side of Runway 15/33. Tree removal is ongoing by City staff as well.

A comment is published to the FAA AFD to advised flight crews of multiple unlighted obstructions adjacent to Runway 15/33.

Facility Name: Kissimmee Gateway Airport

Inspection Date: 8/22/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

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 06/24 is available for non-precision instrument and visual approaches.

- a. Runway 06 is FAR 77 category C.
- b. Runway 24 is FAR 77 category B(V).

2. Runway 15/33 is available for precision instrument, non-precision instrument and visual approaches.

- a. Runway 15 is FAR 77 category PIR.
- b. Runway 33 is FAR 77 category C.

3. Runway 06 threshold is displaced to the approach end of the runway.

4. Runway 15 threshold is displaced to the approach end of the runway.

5. Runway 33 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 15 approach ratio is 35:1 due to tree 52 feet tall, 2,020 feet before the approach end of the runway, 160 feet left of centerline.

2. Fence and trees from 200 feet before to 3,064 feet after the approach end of Runway 33, 245 to 500 feet west of centerline penetrates the primary surface of Runway 15/33.

3. Trees 200 feet before to 1,460 feet after the approach end of Runway 6 and beyond 250 feet south of centerline penetrates the transitional surface of Runway 6/24.

4. Building 820 feet before the approach end of Runway 15, 660 feet east of centerline penetrates the transitional surface of Runway 15/33.

5. Trees 200 feet before to 3,200 feet after the approach end of Runway 33 and beyond 500 feet west of centerline penetrates the transitional surface of Runway 15/33.

Additional Licensing Remarks: