

Facility Name: Executive Airport		Inspection Date: 8/23/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 8/23/2024		Inspector: David Smith	
Location ID: ORL	FAA Site No.: 03408.*A	FDOT District: 5	
3.00 Miles E of Orlando		County: Orange	
ARP Latitude: 28° 32' 43.6620	Source: Estimated	Ownership: Public	
ARP Longitude: 81° 19' 58.5480		Use: Public	
Elevation: 113	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Greater Orlando Aviation Authority		Facility Physical Address	
Address: 1 Jeff Fuqua Blvd		Address: 365 Rickenbacker Dr	
City: Orlando	State: FL ZIP: 32827-4399	City: Orlando	State: FL ZIP: 32803
Phone: (407) 825-2043	Fax: (407) 825-2259	Phone: (407) 825-1699	
Email: kevin.thibault@goaa.org			
Owner Representative: Kathleen Sharman		Facility Manager: Judith-Ann Jarrette	
Address: One Jeff Fuqua Blvd Executive Administration		Address: 365 Rickenbacker Dr	
City: Orlando	State: FL ZIP: 32824-4392	City: Orlando	State: FL ZIP: 32803-5169
Phone: (407) 825-2043		Phone: (407) 825-1683	
Email: kathleen.sharman@goaa.org		Email: judith-ann.jarrette@goaa.org	

Acreeage: 969	Residential Airpark: No	Beacon: C-G	
Section: 29	Township: 22S Range: 30E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour ALL / ALL / ALL		Segmented Circle: No	Lighted: No
		Facility Website: https://www.orlandoairports.net/orlando-executive-airport Ask in any new facility aeriels/photos are available	

Based Aircraft					
Year: 2015	Single Engine: 157	Jet Engine:	Glider: 16	Ultralight:	
Source: Inspector	Multi Engine: 38	Helicopter: 38	Military:	Seaplane:	
Total Based Aircraft:					

Annual Operations					
Year:	2010	Air Carrier:	Air Taxi:	GA Local:	39,896
End Date:		Commuter:	Military:	GA Itinerant:	63,320
Total Annual Operations:					

FAR 139 Certificated

FAA NavCom					
FSS ID:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input checked="" type="checkbox"/> 128.450		
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.400		
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 118.700		
VorTac:	<input checked="" type="checkbox"/> ORL 112.2 On field	Approach Control:	<input checked="" type="checkbox"/> 124.800	120.150	
AWOS/ASOS:	<input checked="" type="checkbox"/> 127.250	Unicom:	<input checked="" type="checkbox"/> 122.950		
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV	ATIS:	<input checked="" type="checkbox"/> 127.250		
		CTAF:	<input checked="" type="checkbox"/> 118.700		

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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 ☐
 Glider ☐
 Glider Towing ☐
 Instruction ☒
 Internet ☒
 Lodging ☒ 3 mile
 Parachute Jumping Area ☐
 Restaurant ☒ 1 mile
 Restrooms ☒
 Taxi ☒
 Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
07/25	Existing	6,004 x 150	Asph	Fair	HIRL

Comments:

RWY 07

FAR 77 Category PIR.

RWY 25

FAR 77 Category PIR.

Approach ratio required is RWY 07 50:1 and RWY 25 50:1.

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 07

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
07	28° 32' 34.21	81° 20' 21.33	Surveyed	34:1	PIR-F	P2L	No	No	MALSR

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	TREES		44 ft	1,665 ft	Before Runway End	240 ft L
Runway End	No		37:1	TREES		44 ft	1,665 ft	Before Runway End	240 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	535 ft	50:1	TREES		44 ft	1,665 ft	Before Runway End	240 ft L

Runway 25

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
25	28° 32' 57.7	81° 19' 19.57	Surveyed	50:1	PIR-F	P4R	No	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		50:1	NONE					
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	28° 32' 37.29	81° 20' 18.17	Estimated	172 ft	N	3 ft	No	Yes	Yes		
EQUIP	28° 32' 54.58	81° 19' 24.50	Estimated	117 ft	S	3 ft	No	Yes	Yes		
Runway ID	Status	Dimension		Surface		Condition		Lights			
13/31	Existing	4,625 x 100		Asph		Fair		HIRL			

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RWY 13**FAR 77 Category B(V).****RWY 31****FAR 77 Category B(V).****Approach ratio required is RWY 13 20:1 and RWY 31 20:1.****Primary surface required is 500 feet wide.****Transitional surface required is 0:1.****Safety area required extends 240 feet beyond each runway end.****Runway 13**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
13	28° 32' 55.76	81° 20' 28.74	Surveyed	34:1	BSC-F	P2L	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	1,890 ft	Before Runway End	155 ft R
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 31

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
31	28° 32' 25.72	81° 19' 49.41	Surveyed	20:1	BSC-F	P2L	Yes	Yes	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		20:1	TREE	56 ft	1,303 ft	Before Runway End	15 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
EQUIP	28° 32' 29.94	81° 19' 57.18	Estimated	131 ft	SW	2 ft	No	Yes	Yes		
EQUIP	28° 32' 27.38	81° 19' 53.46	Estimated	110 ft	SW	3 ft	No	Yes	Yes		
EQUIP	28° 32' 51.27	81° 20' 20.62	Estimated	131 ft	NE	2 ft	No	Yes	Yes		
EQUIP	28° 32' 54.06	81° 20' 24.77	Estimated	101 ft	NE	2 ft	No	Yes	Yes		

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Instrument Approach

07/25	Type	A	B	C	D	E
07	ILS	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
07	LNAV	40.00 RVR	40.00 RVR	1.38 Miles	1.38 Miles	
07	LOC	40.00 RVR	40.00 RVR	60.00 RVR	60.00 RVR	
07	LPV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
07	LNAV/VNAV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
25	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
25	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
25	LOC	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
25	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
25	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	

Declared Distances

Runway	07/25	TORA	TODA	ASDA	LDA
07		6,004	6,004	5,604	5,604
25		6,004	6,004	6,004	6,004
Runway	13/31	TORA	TODA	ASDA	LDA
13					
31					

Deficiencies

Inspection Date 8/23/24

Next Inspection 8/31/25

Mitigated Deficiencies

Rwy End: 07 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 07 approach surface ratio is 34:1 due to trees 44 feet tall, 1,665 feet before the approach end of the runway, 240 feet left of centerline.

Runway 07 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 3/4 of a mile.

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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 07/25 is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 07 is FAR 77 category PIR.

b. Runway 25 is FAR 77 category PIR.

2. Runway 13/31 is available for visual approaches only.

a. Runway 13 is FAR 77 category B(V).

b. Runway 31 is FAR 77 category B(V).

3. Runway 07 threshold is displaced to the approach end of the runway.

4. Runway 07 TORA-6004 TODA-6004 ASDA-5604 LDA-5604

5. Runway 25 TORA-6004 TODA-6004 ASDA-6004 LDA-6004

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 07 approach surface ratio is 34:1 due to trees 44 feet tall, 1,665 feet before the approach end of the runway, 240 feet left of centerline.

Additional Licensing Remarks: