Facility Name: Peter O Knight Airport
Facility Type: Airport **Status:** Active

Inspection Date: 11/21/2024
Inspector: David Smith

Location ID: **TPF** *FAA Site No.:* **03519.*A**
3.00 Miles S of Tampa
ARP Latitude: **27º 54' 55.60** *Source:* **Estimated**
ARP Longitude: **82º 26' 57.80**
Elevation: **7.4** *Source:* **Surveyed**

FDOT District: **7**
County: **Hillsborough**
Ownership **Public**
Use: **Public**
Sectional Chart: **MIAMI**

Note: Primary contact shows below with a background.

Facility Owner: **Hillsborough County Aviation Authority**
Address: **PO Box 22287**
City: **Tampa** *State:* **FL** *ZIP:* **33622**
Phone: **(813) 870-8700** *Fax:* **(813) 875-6670**
Email: **jlopano@tampaairport.com**

Facility Physical Address
Address: **825 Severn Av**
City: **Tampa** *State:* **FL** *ZIP:* **33606**
Phone: **(813) 251-1752**

Owner Representative: **John Tiliacos**
Address: **PO Box 22287**
City: **Tampa** *State:* **FL** *ZIP:* **33622**
Phone: **(813) 870-8711**
Email: **jtiliacos@tampaairport.com**

Facility Manager: **Brett Fay**
Address: **PO Box 22287**
City: **Tampa** *State:* **FL** *ZIP:* **33622**
Phone: **(813) 870-8735**
Email: **bfay@tampaairport.com**

Acreage: **143** *Residential Airpark:* **No**
Section: **31** *Township:* **29S** *Range:* **19E**
Lighting Schedule: **Sunset to Sunrise**
Attendance Schedule: *Month/Day/Hour*
ALL / ALL / 0700-1900

Beacon: **C-G**
Wind Indicator: **Yes** *Lighted:* **Yes**
Notes:
Segmented Circle: **Yes** *Lighted:* **Yes**
Facility Website: **https://www.tampaairport.com/peter-o-knight-airport**
Ask in any new facility aerials/photos are available

Based Aircraft

Year: **2011** *Single Engine:* **97** *Jet Engine:* *Glider:* *Ultralight:*
Source: **Inspector** *Multi Engine:* **21** *Helicopter:* **4** *Military:* *Seaplane:*
Total Based Aircraft:

Annual Operations

Year: **2010** *Air Carrier:* *Air Taxi:* **3,800** *GA Local:* **21,000**
End Date: *Commuter:* *Military:* *GA Itinerant:* **29,000**
Total Annual Operations:

FAR 139 Certificated

FAA NavCom

FSS ID:	[X] **PIE**	*Clearance Delivery:*	[X] **119.800**
FSS on Airport:	[X] **No**	*Ground Control:*	[ ]
Toll Free:	[X] **(800) WX-BRIEF**	*Control Tower:*	[ ]
VorTac:	[X] **PIE 116.4 087d/12.5 nm**	*Approach Control:*	[X] **119.900**
AWOS/ASOS:	[X] **118.925**	*Unicom:*	[X] **122.725**
Instrument Approach:	[X] **LNAV, LP**	*ATIS:*	[ ]
		CTAF:	[X] **122.725**

Facility Name: Peter O Knight Airport
Facility Type: Airport
Status: Active
Inspection Date: 11/21/2024
Inspector: David Smith

Services

Fuel:		*Other Services:*		
A	X	*Aerial Surveying*		
A1		*Air Ambulance*		
A1+		*Air Freight*		
B		*Aircraft Rental*	X	
B+		*Aircraft Sales*		
Mogas		*Avionics*	X	
80		*Beaching Gear*		
100		*Car Rental*	X	
100LL	X	*Cargo*		
115		*Courtesy Car*	X	
Airframe:		*Charter*	X	
Major	X	*Crop Dusting*		
Minor	X	*Glider*		
Power Plant:		*Glider Towing*		
Major	X	*Instruction*	X	
Minor	X	*Internet*	X	
Bottle Oxygen:		*Lodging*	X	**4 miles**
High		*Parachute Jumping Area*		
Low	X	*Restaurant*		
Bulk Oxygen:		*Restrooms*	X	
High	X	*Taxi*	X	
Low	X	*Telephone*	X	
Transient Storage:				
Buoy				
Hangar	X			
Tie Downs	X			

Facility Name: Peter O Knight Airport **Inspection Date:** 11/21/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
04/22	**Existing**	**3,583 x 100**	**Asph**	**Excellent**	**MIRL**

Comments:

RWY 04
FAR 77 Category A(V).

RWY 22
FAR 77 Category A(NP).

Approach ratio required is RWY 04 20:1 and RWY 22 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 04

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
04	**27º 54' 30.21**	**82º 27' 14.66**	**Estimated**	**0:1**	**NPI-G**	**P4L**	**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*	*Controlling Offset*
Primary Surface	**No**		**0:1**	**FENCE**	**L**	**6 ft**	**200 ft**	**Before Runway End**	**222 ft R**
Runway End	**No**		**20:1**	**ROAD**	**L**	**15 ft**	**300 ft**	**Before Runway End**	**250 ft R**
Marked Displaced Threshold	**No**	**179 ft**	**26:1**	**BLDG**	**L**	**33 ft**	**655 ft**	**Before Runway End**	**215 ft L**
Required Displaced Threshold									

Runway 22

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
22	**27º 55' 7.53**	**82º 26' 50.67**	**Estimated**	**7:1**	**NPI-G**	**N**	**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*	*Controlling Offset*
Primary Surface	**No**		**7:1**	**BOAT**		**30 ft**	**415 ft**	**Before Runway End**	**250 ft L**
Runway End	**No**		**22:1**	**TREE**		**64 ft**	**1,470 ft**	**Before Runway End**	**195 ft R**
Marked Displaced Threshold	**No**	**180 ft**	**26:1**	**TREE**		**64 ft**	**1,470 ft**	**Before Runway End**	**195 ft R**
Required Displaced Threshold									

Primary Surface and Safety Area

Object	*Latitutude*	*Longitude*	*Survey/ Estimate*	*Distance from Centerline*	*Direction from Centerline*	*Height*	*Fixed by Function*	*Frangible*	*Marked*	*Aeronatical Study*	*Determination*
FENCE	**27º 54' 36.22**	**82º 27' 14.06**	**Surveyed**	**224 ft**	**SE**	**6 ft**	**No**	**No**	**Yes**	**2016-ASO-4264-NRA**	**EBO**
FENCE	**27º 54' 44.80**	**82º 27' 13.30**	**Surveyed**	**250 ft**	**NW**	**6 ft**	**No**	**No**	**Yes**	**2016-ASO-4261-NRA**	**EBO**
EQUIP	**27º 54' 44.66**	**82º 27' 11.73**	**Estimated**	**125 ft**	**NW**	**2 ft**	**No**	**Yes**	**Yes**		

Facility Name:	Peter O Knight Airport	**Inspection Date:**	11/21/2024
Facility Type:	Airport	**Status:** Active	**Inspector:** David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	**Existing**	**2,687 x 75**	**Asph**	**Fair**	**MIRL**

Comments:

RWY 18
FAR 77 Category A(V).

RWY 36
FAR 77 Category A(NP).

Approach ratio required is RWY 18 20:1 and RWY 36 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 18

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
18	**27º 55' 11.86**	**82º 26' 53.24**	**Estimated**	**0:1**	**NPI-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*	*Controlling Offset*
Primary Surface	**No**		**0:1**	**FENCE**	**L**	**6 ft**	**200 ft**	**Before Runway End**	**93 ft R**
Runway End	**No**		**1:1**	**ROAD**	**L**	**15 ft**	**25 ft**	**Before Runway End**	**250 ft R**
Marked Displaced Threshold	**No**	**203 ft**	**20:1**	**TREES**	**L**	**45 ft**	**680 ft**	**Before Runway End**	**185 ft R**
Required Displaced Threshold									

Runway 36

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
36	**27º 54' 45.45**	**82º 26' 49.6**	**Estimated**	**0:1**	**NPI-F**	**P2R**	**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*	*Controlling Offset*
Primary Surface	**No**		**0:1**	**FENCE**	**L**	**5 ft**	**200 ft**	**Before Runway End**	**150 ft L**
Runway End	**No**		**11:1**	**ROAD**	**L**	**15 ft**	**175 ft**	**Before Runway End**	**230 ft L**
Marked Displaced Threshold	**No**	**201 ft**	**25:1**	**POLE**	**L**	**27 ft**	**468 ft**	**Before Runway End**	**188 ft L**
Required Displaced Threshold									

Primary Surface and Safety Area

Object	*Latitutude*	*Longitude*	*Survey/ Estimate*	*Distance from Centerline*	*Direction from Centerline*	*Height*	*Fixed by Function*	*Frangible*	*Marked*	*Aeronatical Study*	*Determination*
FENCE	**27º 55' 12.56**	**82º 26' 55.21**	**Estimated**	**235 ft**	**W**	**5 ft**	**No**	**No**	**Yes**	**2018-ASO-3986-OE**	**DNH**
FENCE	**27º 54' 43.60**	**82º 26' 47.53**	**Surveyed**	**160 ft**	**E**	**4 ft**	**No**	**No**	**Yes**	**2016-ASO-4280-NRA**	**EBO**
ROAD	**27º 54' 43.43**	**82º 26' 51.86**	**Surveyed**	**230 ft**	**W**	**15 ft**	**No**	**No**	**Yes**	**2016-ASO-29637-OE**	**EBO**
BLDG	**27º 55' 12.95**	**82º 26' 56.00**	**Surveyed**	**235 ft**	**W**	**16 ft**	**No**	**No**	**Yes**	**2016-ASO-29652-OE**	**EBO**
POLE	**27º 55' 12.78**	**82º 26' 55.66**	**Surveyed**	**205 ft**	**W**	**27 ft**	**No**	**No**	**Yes**	**2016-ASO-29671-OE**	**EBO**

Facility Name: Peter O Knight Airport **Inspection Date:** 11/21/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

POLE	27° 55' 13.27	82° 26' 56.18	Surveyed	247 ft	W	32 ft	No	No	Yes	2016-ASO-29670-OE	EBO
FENCE	27° 54' 43.22	82° 26' 20.97	Surveyed	150 ft	W	6 ft	No	No	Yes	2016-ASO-4268-NRA	EBO
EQUIP	27° 54' 53.61	82° 26' 49.32	Estimated	123 ft	E	3 ft	No	Yes	Yes		
ROAD	27° 55' 12.89	82° 26' 55.33	Estimated	125 ft	W	15 ft	No	No	Yes	2018-ASO-3987-OE	DNH
BLDG	27° 54' 48.64	82° 26' 52.74	Surveyed	242 ft	W	16 ft	No	No	Yes	2016-ASO-4272-NRA	EBO
BLDG	27° 54' 49.87	82° 26' 52.90	Surveyed	242 ft	W	16 ft	No	No	Yes	2016-ASO-4273-NRA	EBO
BLDG	27° 54' 51.10	82° 26' 53.09	Surveyed	242 ft	W	16 ft	No	No	Yes	2016-ASO-4274-NRA	EBO
BLDG	27° 54' 52.26	82° 26' 53.25	Surveyed	242 ft	W	16 ft	No	No	Yes	2016-ASO-4275-NRA	EBO
BLDG	27° 54' 44.46	82° 26' 52.25	Surveyed	250 ft	W	15 ft	No	No	Yes	2016-ASO-4267-NRA	EBO

Instrument Approach

04/22	*Type*	*A*	*B*	*C*	*D*	*E*
22	**LNAV**	**1.00 Miles**	**1.00 Miles**			
18/36	*Type*	*A*	*B*	*C*	*D*	*E*
36	**LNAV**	**1.00 Miles**	**1.00 Miles**			
36	**LP**	**1.00 Miles**	**1.00 Miles**			

Declared Distances

Runway 04/22	TORA	TODA	ASDA	LDA
04	**3,403**	**3,403**	**3,403**	**3,224**
22	**3,404**	**3,404**	**3,404**	**3,403**
Runway 18/36	TORA	TODA	ASDA	LDA
18	**2,687**	**2,687**	**2,574**	**2,371**
36	**2,487**	**2,487**	**2,512**	**2,311**

Facility Name: Peter O Knight Airport **Inspection Date:** 11/21/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Deficiencies

Inspection Date **11/21/24** Next Inspection **11/30/25**

Deficiencies

In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Runway 04/22 runway hold position markings at Taxiways A1, A2, A3, A4, A5, and F are located 125 feet from the runway centerline.

Runway 18/36 runway hold position markings at Taxiways A, B, E, F, and G are located 125 feet from the runway centerline.

Corrections

Corrected? **No**

Date Corrected:

Taxiway holding position marking distances on Runways 04/22 and 18/36 are consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 04/22 as indicated on the Airport Layout Plan.

Mitigated Deficiencies

General	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.
	Poles 178 feet to 860 feet after the approach end of Runway 04, beyond 250 feet northwest of centerline penetrates the transitional surface of Runway 04/22. Tree 270 feet after the approach end of Runway 04, 325 feet northwest of centerline penetrates the transitional surface of Runway 04/22. Road 15 feet tall, 230 feet to 780 feet after the approach end of Runway 04, 355 feet northwest of centerline penetrates the transitional surface of Runway 04/22. Multiple buildings and trees 240 feet to 900 feet after the approach end of Runway 04, 330 feet northwest of centerline and beyond penetrates the transitional surface of Runway 04/22. Fence 270 feet to 738 feet after the approach end of Runway 04, 250 feet and beyond penetrates the transitional surface of Runway 04/22. Road 15 feet tall 300 feet before to 1,010 feet after the approach end of Runway 04, 260 feet southeast penetrates the transitional surface of Runway 04/22. Poles 30 feet tall 310 feet before to 1,140 feet after the approach end of Runway 04, 285 feet to 375 feet southeast penetrates the transitional surface of Runway 04/22. FAA Aeronautical Studies 2016-ASO-29613-OE through 2016-ASO-29672-OE have been completed, objects determined not to be a hazard by the FAA, and the objects have been lighted as required by the determination letter.
General	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.
	Trees 200 feet before to 215 feet after the approach end of Runway 18, beyond 250 feet west of centerline penetrates the transitional surface of Runway 18/36. Multiple buildings and poles 370 feet before to 317 feet after the approach end of Runway 18, beyond 250 feet west of centerline penetrates the transitional surface of Runway 18/36. FAA Aeronautical Studies 2016-ASO-29613-OE through 2016-ASO-29672-OE have been completed, objects determined not to be a hazard by the FAA, and the objects have been lighted as required by the determination letter.

Facility Name: Peter O Knight Airport **Inspection Date:** 11/21/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Rwy End: 04	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 04 approach surface ratio is 0:1 due to fence 6 feet tall, 200 feet before the approach end of the runway, 222 feet right of centerline. Runway 04 threshold is displaced 179 feet.
Rwy End: 04	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 5 feet tall, 200 feet before to 925 after the approach end of Runway 04, 224 feet to 250 feet right of centerline penetrates the primary surface of Runway 04/22. Fence 5 feet tall, 473 feet to 545 feet after the approach end of Runway 04, 250 feet left of centerline penetrates the primary surface of Runway 04/22. FAA Aeronautical Studies 2016-ASO-4250-NRA through 2016-ASO-4280-NRA have been completed on the fencing inside the primary surface. The fence has been determined not to be a hazard by the FAA and is marked with obstruction lights.
Rwy End: 18	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 18 approach surface ratio is 0:1 due to fence 6 feet tall, 200 feet before the approach end of the runway, 93 feet right of centerline. Runway 18 threshold is displaced 203 feet.
Rwy End: 18	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 6 feet tall, 200 feet before to 20 feet after the approach end of Runway 18, 235 feet to 250 feet west of centerline penetrates the primary surface of Runway 18/36. Road 15 feet tall, 200 feet to 20 feet before the approach end of Runway 18, 125 feet to 250 feet west of centerline penetrates the primary surface of Runway 18/36. Building 16 feet tall, 140 feet before the approach end of Runway 18, 230 feet west of centerline penetrates the primary surface of Runway 18/36. Tree 32 feet tall, 185 feet before the approach end of Runway 18, 170 feet west of centerline penetrates the primary surface of Runway 18/36. Pole 27 feet tall, 120 feet before the approach end of Runway 18, 205 feet west of centerline penetrates the primary surface of Runway 18/36. Pole 32 feet tall, 173 feet before the approach end of Runway 18, 247 feet west of centerline penetrates the primary surface of Runway 18/36. FAA Aeronautical Studies 2016-ASO-29613-OE through 2016-ASO-29672-OE, 2018-ASO-3986-OE, and 2018-ASO-3987-OE, have been completed. Objects were determined not to be a hazard by the FAA and the objects have been lighted as required by the determination letter.
Rwy End: 22	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.
	Runway 22 runway safety area is only 105 feet in length due to sea wall. Declared distances have been calculated and published for Runway 04/22.
Rwy End: 22	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.

Facility Name:	**Peter O Knight Airport**	**Inspection Date:**	**11/21/2024**
Facility Type:	**Airport**	**Status:** **Active**	**Inspector:** **David Smith**

	Runway 22 approach surface ratio is 7:1 due to shipping channel 415 feet before the approach end of the runway, 250 feet right of centerline.
	Runway 22 threshold is displaced 180 feet.
Rwy End: 36	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.
	Road 15 feet tall, 190 feet before the approach end of Runway 36, beyond 250 feet west of centerline penetrates the transitional surface of Runway 18/36. Light poles, fence, and hangers 200 feet before to 935 feet after the approach end of Runway 36, beyond 250 feet west of centerline penetrates the transitional surface of Runway 18/36. Hangars 1,025 to 1,250 feet after the approach end of Runway 36, beyond 270 feet east of centerline penetrates the transitional surface of Runway 18/36.
	FAA Aeronautical Studies 2016-ASO-29613-OE through 2016-ASO-29672-OE and 2016-ASO-4250-NRA through 2016-ASO-4280-NRA have been completed, objects determined not to be a hazard by the FAA, and the objects have been lighted as required by the determination letter.
Rwy End: 36	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 36 approach surface ratio is 0:1 due to fence 5 feet tall, 200 feet before the approach end of the runway, 150 feet left of centerline.
	Runway 36 threshold is displaced 201 feet.
Rwy End: 36	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 5 feet tall, 200 feet to 10 feet before the approach end of Runway 36, 100 feet to 250 feet east of centerline penetrates the primary surface of Runway 18/36. Fence 5 feet tall, 200 feet to 120 feet before the approach end of Runway 36, 150 feet to 250 feet west of centerline penetrates the primary surface of Runway 18/36. Road 15 feet tall, 180 feet before the approach end of Runway 36, 230 feet west of centerline penetrates the primary surface of Runway 18/36. Hangar 25 feet tall, 350 feet after the approach end of Runway 36, 242 feet west of centerline penetrates the primary surface of Runway 18/36. Hangar 25 feet tall, 470 feet after the approach end of Runway 36, 242 feet west of centerline penetrates the primary surface of Runway 18/36. Hangar 25 feet tall, 605 feet after the approach end of Runway 36, 242 feet west of centerline penetrates the primary surface of Runway 18/36. Hangar 25 feet tall, 725 feet after the approach end of Runway 36, 242 feet west of centerline penetrates the primary surface of Runway 18/36.
	FAA Aeronautical Studies 2016-ASO-4250-NRA through 2016-ASO-4280-NRA and 2016-ASO-29637-OE have been completed for objects inside the primary surface. Objects were determined not to be a hazard by the FAA and the objects have been lighted as required by the determination letter.

Facility Name: Peter O Knight Airport **Inspection Date:** 11/21/2024
Facility Type: Airport **Status:** Active **Inspector:** David Smith

License

Effective: **03/01/2025** *Category:* **Public Special** *Limitations:* ☐ *Day Use Only*
Expires: **02/28/2026** ☐ *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 04/22 is available for non-precision instrument and visual approaches.
a. Runway 04 is FAR 77 category A(V).
b. Runway 22 is FAR 77 category A(NP).

2. Runway 18/36 is available for non-precision instrument and visual approaches.
a. Runway 18 is FAR 77 category A(V).
b. Runway 36 is FAR 77 category A(NP).

3. Runway 04 threshold is displaced 179 feet.

4. Runway 04 TORA 3403 TODA 3403 ASDA 3403 LDA 3224.

5. Runway 18 threshold is displaced 203 feet.

6. Runway 18 TORA 2687 TODA 2687 ASDA 2574 LDA 2371.

7. Runway 22 threshold is displaced 180 feet.

8. Runway 22 TORA 3404 TODA 3404 ASDA 3404 LDA 3403.

9. Runway 36 threshold is displaced 201 feet.

10. Runway 36 TORA 2487 TODA 2487 ASDA 2512 LDA 2311.

B. In accordance with Chapter 14-60.006(2)(g), FAC.
The Department shall only license an airport that meets established standards unless the Department determines that an airport's exception to established standards 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 to which the license is granted.

1. Fence 6 feet tall, 200 feet before to 925 feet after the approach end of Runway 04, 224 feet southeast of centerline penetrates the primary surface of Runway 04/22.

2. Multiple hangars, public road, and fence 200 feet before to 750 feet after the approach end of Runway 36, 250 feet west of centerline penetrates the primary surface of Runway 18/36.

3. Multiple trees, light poles, buildings, and fencing 200 feet before the approach end to 200 feet after the departure end of Runway 18, 93 feet to 250 feet west of centerline penetrates the primary surface of Runway 18/36.

Additional Licensing Remarks: