

Facility Name: La Belle Municipal Airport		Inspection Date: 12/10/2024	
Facility Type: Airport		Status: Active	
Location ID: X14		Inspector: David Smith	
1.00 Miles S of LaBelle		FDOT District: 1	
ARP Latitude: 26° 44' 26.060		County: Hendry	
Source: Surveyed		Ownership: Public	
ARP Longitude: 81° 25' 41.830		Use: Public	
Elevation: 20.2		Sectional Chart: MIAMI	
Source: Surveyed			

Note: Primary contact shows below with a background.

Facility Owner: Hendry County		Facility Physical Address	
Address: PO Box 1607		Address: 311 E Cowboy Way	
99 E Cowboy Way			
City: LaBelle		City: LaBelle	
State: FL		State: FL	
ZIP: 33975-1607		ZIP: 33935	
Phone: (863) 675-5222		Phone: (863) 675-1568	
Fax: (863) 675-5343			
Email: jdavis@hendryfla.net			
Owner Representative: Jennifer Davis		Facility Manager: Thomas Vaughan	
Address: PO Box 2340		Address: PO Box 1607	
City: LaBelle		City: LaBelle	
State: FL		State: FL	
ZIP: 33975		ZIP: 33975	
Phone: (863) 675-5329		Phone: (863) 675-5252	
Email: jdavis@hendryfla.net		Email: tvaughan@hendryfla.net	

Acreage: 249		Residential Airpark: No	
Section: 16		Township: 43S	
Range: 29E		Beacon: C-G	
Lighting Schedule: Sunset to Sunrise		Wind Indicator: Yes	
Attendance Schedule: Month/Day/Hour		Lighted: Yes	
ALL / MON-FRI / 0800-1700		Notes:	
		Segmented Circle: No	
		Lighted: No	
		Facility Website: https://www.hendryfla.net/county_engineer/labelle.php	
		Ask in any new facility aerals/photos are available	

Based Aircraft					
Year: 2011	Single Engine: 68	Jet Engine:	Glider: 2	Ultralight: 5	
Source: Inspector	Multi Engine: 6	Helicopter: 9	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"/> MIA	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"/> LBV	Approach Control:	<input checked="" type="checkbox"/> 126.800
AWOS/ASOS:	<input type="checkbox"/>	Unicom:	<input checked="" type="checkbox"/> 122.800
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.800

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Services

Fuel:

A ☒ Self Service
 A1 ☐
 A1+ ☐
 B ☐
 B+ ☐
 Diesel ☐
 E85 ☐
 G100UL ☐
 Mogas ☐
 SAF ☐
 UL102 ☐
 80 ☐
 85UL ☐
 87 ☐
 91/96 ☐
 91/96UL ☐
 100 ☐
 100LL ☒ Self Service
 100VLL ☐
 115 ☐

Bottle Oxygen:

High ☐
 Low ☐

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☐
 Hangar ☐
 Tie Downs ☒

Airframe:

Major ☐
 Minor ☒ Mullens Aviation

Power Plant:

Major ☒ Mullens Aviation
 Minor ☒

Other Services:

Aerial Surveying ☐
 Air Ambulance ☐
 Air Freight ☐
 Aircraft Rental ☐
 Aircraft Sales ☐
 Avionics ☒ Mullens Aviation
 Beaching Gear ☐
 Car Rental ☐
 Cargo ☐
 Courtesy Car ☐
 Charter ☐
 Crop Dusting ☐ Fletcher Flying Services
 Glider ☐
 Glider Towing ☐
 Instruction ☐
 Internet ☒
 Lodging ☒ 1 mile
 Parachute Jumping Area ☐
 Restaurant ☒
 Restrooms ☒
 Taxi ☐
 Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	5,254 x 75	Asph	Good	MIRL

Comments:

RWY 14

FAR 77 Category C.

RWY 32

FAR 77 Category C.

Approach ratio required is RWY 14 34:1 and RWY 32 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 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	26° 44' 45.0147	81° 26' 01.6806	Surveyed	3:1	NPI-F	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		3:1	ROAD		15 ft	257 ft	Before Runway End	250 ft L
Runway End	No		14:1	TREES		36 ft	505 ft	Before Runway End	175 ft L
Marked Displaced Threshold	No	351 ft	24:1	TREES		36 ft	505 ft	Before Runway End	175 ft L
Required Displaced Threshold	No	719 ft	34:1	TREES		36 ft	505 ft	Before Runway End	175 ft L

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	26° 44' 07.1053	81° 25' 22.9778	Surveyed	11:1	NPI-F	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		11:1	ROAD		15 ft	365 ft	Before Runway End	250 ft R
Runway End	No		24:1	ROAD		15 ft	365 ft	Before Runway End	250 ft R
Marked Displaced Threshold	No	129 ft	34:1	TREES		59 ft	1,850 ft	Before Runway End	165 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
EQUIP	26° 44' 44.79	81° 26' 02.66	Estimated	75 ft	SW	2 ft	No	Yes	No		
EQUIP	26° 44' 06.32	81° 25' 22.34	Estimated	75 ft	SW	3 ft	No	Yes	No		

Instrument Approach

14/32	Type	A	B	C	D	E
14	LNAV	1.00 Miles	1.00 Miles	1.50 Miles	1.50 Miles	
14	LNAV/VNAV	2.00 Miles	2.00 Miles	2.00 Miles	2.00 Miles	
14	LPV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
32	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.50 Miles	

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Deficiencies

Inspection Date 12/10/24

Next Inspection 10/31/25

Mitigated Deficiencies

Rwy End: 14 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 14 approach surface ratio is 3:1 due to road 15 feet tall, 257 feet before the approach end of the runway, 250 feet left of centerline.

Runway 14 approach surface ratio is 24:1 to the marked displaced threshold due to trees 36 feet tall, 505 feet before the approach end of the runway, 175 feet left of centerline.

Runway 14 threshold is displaced 351 feet.

Runway 14 meets obstacle clearance slope standards required in FAA AC 150/5300-13B for a runway with instrument approach procedures with visibility minimums greater than or equal to ¾ of a mile visibility.

Rwy End: 32 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 32 approach surface ratio is 11:1 due to road 15 feet tall, 365 feet before the approach end of the runway, 250 feet right of centerline.

Runway 32 threshold is displaced 129 feet.

License

Effective: 02/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 01/31/2026

☐ 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 14/32 is available for non-precision instrument and visual approaches.

a. Runway 14 is FAR 77 category C.

b. Runway 32 is FAR 77 category C.

2. Runway 14 threshold is displaced 351 feet.

3. Runway 32 threshold is displaced 129 feet.

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 14 approach surface ratio is 24:1 to the marked displaced threshold due to trees 36 feet tall, 505 feet before the approach end of the runway, 175 feet left of centerline.

Additional Licensing Remarks: