

Facility Name: Palm Beach County Park Airport				Inspection Date: 1/7/2025	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: LNA		FAA Site No.: 03555.1*A		FDOT District: 4	
6.00 Miles S of West Palm Beach				County: Palm Beach	
ARP Latitude: 26° 35' 35.00		Source: Estimated		Ownership: Public	
ARP Longitude: 80° 5' 6.2326				Use: Public	
Elevation: 14.2		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Palm Beach County			Facility Physical Address		
Address: Department of Airports 846 PBIA			Address: 2633 Lantana Rd		
City:	West Palm Beach	State: FL ZIP: 33406-1491	City:	Lantana	State: FL ZIP: 33462
Phone:	(561) 471-7416	Fax: (561) 471-7427	Phone:	(561) 471-7416	
Email:					
Owner Representative: Laura Beebe			Facility Manager: Tom Stewart		
Address: 846 Palm Beach International Airport			Address: 1000 PBIA, Ste 123		
City:	West Palm Beach	State: FL ZIP: 33406	City:	West Palm Beach	State: FL ZIP: 33406
Phone:	(561) 471-7403		Phone:	(561) 471-7405	
Email:	lmbeebe@pbia.org		Email:	tkstewart@pbia.org	

Acreeage: 304	Residential Airpark: No		Beacon: C-G	
Section: 32	Township: 44S	Range: 43E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise				
Attendance Schedule: Month/Day/Hour			Notes:	
ALL / ALL / 0800-1830			Segmented Circle: Yes	Lighted: Yes
Facility Website: https://www.pbia.org/about/general-aviation/park-airport				
Ask in any new facility aeriels/photos are available				

Based Aircraft									
Year:	2011	Single Engine:	197	Jet Engine:	1	Glider:	1	Ultralight:	
Source:	Inspector	Multi Engine:	48	Helicopter:	24	Military:		Seaplane:	
Total Based Aircraft:									

Annual Operations						
Year:	2010	Air Carrier:	Air Taxi:	2,000	GA Local:	95,500
End Date:	12/31/2010	Commuter:	Military:	50	GA Itinerant:	29,200
Total Annual Operations:						

FAR 139 Certificated

FAA NavCom					
FSS ID:	<input checked="" type="checkbox"/> MIA	Clearance Delivery:	<input checked="" type="checkbox"/> 127.350		
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"/> PBI 115.7 182d/5.2 nm	Approach Control:	<input checked="" type="checkbox"/> 125.200		
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.925	Unicom:	<input checked="" type="checkbox"/> 122.700		
Instrument Approach:	<input checked="" type="checkbox"/> LP, LNAV	ATIS:	<input type="checkbox"/>		
		CTAF:	<input checked="" type="checkbox"/> 122.700		

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Services

Fuel:

A	<input checked="" type="checkbox"/>	Truck and Self-Serve
A1	<input type="checkbox"/>	
A1+	<input type="checkbox"/>	
B	<input type="checkbox"/>	
B+	<input type="checkbox"/>	
Diesel	<input type="checkbox"/>	
E85	<input type="checkbox"/>	
G100UL	<input type="checkbox"/>	
Mogas	<input type="checkbox"/>	
SAF	<input type="checkbox"/>	
UL102	<input type="checkbox"/>	
80	<input type="checkbox"/>	
85UL	<input type="checkbox"/>	
87	<input type="checkbox"/>	
91/96	<input type="checkbox"/>	
91/96UL	<input type="checkbox"/>	
100	<input type="checkbox"/>	
100LL	<input checked="" type="checkbox"/>	Truck and Self-Serve
100VLL	<input type="checkbox"/>	
115	<input type="checkbox"/>	

Bottle Oxygen:

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

Bulk Oxygen:

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

Transient Storage:

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

Other Services:

Aerial Surveying	<input type="checkbox"/>	
Air Ambulance	<input type="checkbox"/>	
Air Freight	<input type="checkbox"/>	
Aircraft Rental	<input checked="" type="checkbox"/>	
Aircraft Sales	<input type="checkbox"/>	
Avionics	<input checked="" type="checkbox"/>	
Beaching Gear	<input type="checkbox"/>	
Car Rental	<input checked="" type="checkbox"/>	
Cargo	<input type="checkbox"/>	
Courtesy Car	<input 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 type="checkbox"/>	
Lodging	<input checked="" type="checkbox"/>	2 miles
Parachute Jumping Area	<input type="checkbox"/>	
Restaurant	<input checked="" type="checkbox"/>	.25 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
04/22	Existing	3,256 x 75	Asph	Fair	MIRL

Comments:

RWY 04

FAR 77 Category A(V).

RWY 22

FAR 77 Category A(V).

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

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
04	26° 35' 20.31	80° 5' 24.87	Estimated	28:1	BSC-G	P2L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		28:1	TREES		28 ft	960 ft	Before Runway End	0 ft Both

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 22

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
22	26° 35' 49.69	80° 5' 4.49	Estimated	31:1	BSC-G	P2L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		31:1	BRUSH		19 ft	780 ft	Before Runway End	135 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance	Direction	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
				from Centerline	from Centerline						
EQUIP	26° 35' 29.99	80° 05' 19.23	Estimated	117 ft	W	3 ft	No	Yes	Yes		
EQUIP	26° 35' 46.30	80° 05' 4.84	Estimated	115 ft	E	3 ft	No	Yes	Yes		
Runway ID	Status	Dimension				Surface	Condition			Lights	
10/28	Existing	3,489 x 75				Asph	Good			MIRL	

Comments:

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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	26° 35' 28.36	80° 5' 27.52	Estimated	24:1	BSC-G	P2L	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		24:1	POLE		29 ft	890 ft	Before Runway End	0 ft Both
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 28

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	26° 35' 27.18	80° 4' 49.12	Estimated	20:1	BSC-G	P2L	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	TREE		60 ft	1,390 ft	Before Runway End	185 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	26° 35' 29.69	80° 05' 20.27	Estimated	117 ft	N	3 ft	No	Yes	Yes		
EQUIP	26° 35' 26.83	80° 04' 56.32	Estimated	100 ft	S	3 ft	No	Yes	Yes		
EQUIP	26° 35' 28.89	80° 04' 54.59	Estimated	118 ft	N	1 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
16/34	Existing	3,421 x 100	Asph	Fair	MIRL

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RWY 16

FAR 77 Category A(V).

RWY 34

FAR 77 Category A(NP).

Approach ratio required is RWY 16 20:1 and RWY 34 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 16

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
16	26° 35' 53.81	80° 5' 7.4	Estimated	23:1	NPI-G	P2L	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		23:1	TREES		18 ft	600 ft	Before Runway End	45 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 34

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
34	26° 35' 23.89	80° 4' 49.68	Estimated	0:1	NPI-G	P2L	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	Yes		0:1	BRUSH		2 ft	200 ft	Before Runway End	150 ft R
Runway End	Yes		29:1	TREE		32 ft	900 ft	Before Runway End	225 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
EQUIP	26° 35' 48.58	80° 05' 2.78	Estimated	115 ft	W	4 ft	No	Yes	No		
BRUSH	26° 35' 23.37	80° 04' 46.98	Estimated	150 ft	E	2 ft	No	No	No		
EQUIP	26° 35' 28.90	80° 04' 54.60	Estimated	160 ft	W	3 ft	No	Yes	Yes		
EQUIP	26° 35' 46.33	80° 05' 04.86	Estimated	153 ft	W	1 ft	No	Yes	Yes		

Instrument Approach

16/34	Type	A	B	C	D	E
34	LP	1.00 Miles	1.00 Miles	1.00 Miles		
34	LNAV	1.00 Miles	1.00 Miles	1.13 Miles		

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Deficiencies

Inspection Date 1/7/25

Next Inspection 1/31/26

Mitigated Deficiencies

16/34 : 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.

Taxiway (P)

The Taxiway P holding position marking on the east side of Runway 34 is 135 feet to the centerline.

The Taxiway P holding position marking between Runways 28 and 34 is non-standard. A comment has been placed in the FAA Chart Supplement.

Rwy End: 34

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 34 approach surface ratio is 0:1 due to brush 2 feet tall, 200 feet before the approach end of the runway, 150 feet right of centerline.

Runway 34 threshold is displaced to the approach end of the runway.

Rwy End: 34

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 primary surface extends the length of the runway plus 200 feet beyond each end of the runway.

Brush 2 feet tall, 120 feet to 200 feet before the approach end of Runway 34, 150 feet to 250 feet right of centerline penetrates the primary surface of Runway 16/34.

The brush is located outside of the Runway Obstacle Free Zone and its separation from the runway is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small for Runway 16/34 as indicated on the Airport Layout Plan.

License

Effective: 05/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 04/30/2026

☐ 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 visual approaches only.**

a. Runway 04 is FAR 77 category A(V).

b. Runway 22 is FAR 77 category A(V).

2. 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).

3. Runway 16/34 is available for non-precision instrument and visual approaches.

a. Runway 16 is FAR 77 category A(V).

b. Runway 34 is FAR 77 category A(NP).

4. Runway 34 threshold is displaced to the approach end of the runway.*Additional Licensing Remarks:*