

Facility Name: North Palm Beach County General Aviation Airport				Inspection Date: 1/8/2025	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: F45		FAA Site No.: 03554.2*A		FDOT District: 4	
12.00 Miles NW of West Palm Beach				County: Palm Beach	
ARP Latitude: 26° 50' 45.30		Source: Estimated		Ownership: Public	
ARP Longitude: 80° 13' 20.40				Use: Public	
Elevation: 22		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: 11600 Aviation Blvd	
City: West Palm Beach	State: FL	ZIP: 33406-1491	City: West Palm Beach	State: FL ZIP: 33412
Phone: (561) 471-7416	Fax: (561) 471-7427		Phone: (561) 471-7404	
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	

Acres: 1,832	Residential Airpark: No	Beacon: C-G	
Section: 1	Township: 42S	Range: 41E	Wind Indicator: Yes Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour ALL / ALL / ALL		Segmented Circle: Yes	Lighted: Yes
		Facility Website: https://www.pbia.org/about/general-aviation/international Ask in any new facility aeriels/photos are available	

Based Aircraft				
Year: 2011	Single Engine: 170	Jet Engine: 6	Glider:	Ultralight:
Source: Inspector	Multi Engine: 43	Helicopter: 39	Military:	Seaplane:
Total Based Aircraft:				

Annual Operations				
Year: 2010	Air Carrier:	Air Taxi: 7,300	GA Local: 68,050	
End Date: 12/31/2010	Commuter:	Military: 100	GA Itinerant: 21,950	
Total Annual Operations:				

FAR 139 Certificated

FAA NavCom				
FSS ID:	<input checked="" type="checkbox"/> MIA	Clearance Delivery:	<input checked="" type="checkbox"/> 120.825	
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 327d/12.2 nm	Approach Control:	<input checked="" type="checkbox"/> 128.300	
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.975	Unicom:	<input checked="" type="checkbox"/> 123.075	
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC/DME, LPV, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>	
		CTAF:	<input checked="" type="checkbox"/> 123.075	

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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"/>
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"/>
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 checked="" 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 checked="" type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> 5 miles
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input 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
09R/27L	Existing	4,300 x 100	Asph	Fair	MIRL

Comments:

RWY 09R

FAR 77 Category PIR.

RWY 27L

FAR 77 Category C.

Approach ratio required is RWY 09R 50:1 and RWY 27L 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 09R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09R	26° 50' 33.09	80° 13' 36.69	Surveyed	50:1	PIR-F	P2L	Yes	Yes	NONE

Obstruction Data

Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
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Primary Surface

No

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 27L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27L	26° 50' 36.54	80° 12' 49.38	Surveyed	34:1	NPI-F	P2L	Yes	No	NONE

Obstruction Data

Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
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Primary Surface

No

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	Aeronautical Study	Determination
EQUIP	26° 50' 34.92	80° 13' 28.12	Estimated	125 ft	N	4 ft	No	Yes	Yes		
EQUIP	26° 50' 34.94	80° 12' 58.05	Estimated	98 ft	S	4 ft	No	Yes	Yes		
Runway ID	Status	Dimension		Surface		Condition		Lights			
09L/27R	Existing	3,679 x 75		Turf		Good		None			

Comments:

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RWY 09L

FAR 77 Category A(V).

RWY 27R

FAR 77 Category A(V).

Approach ratio required is RWY 09L 20:1 and RWY 27R 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Runway 09L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09L	26° 50' 56.98	80° 13' 49.29	Surveyed	28:1	PVC-F	N	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		60 ft	1,660 ft	Before Runway End	15 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 27R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27R	26° 50' 59.95	80° 13' 08.58	Surveyed	22:1	PVC-F	N	No	Yes	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		22:1	TREES		71 ft	1,560 ft	Before Runway End	45 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
14/32	Existing	4,300 x 75	Asph	Fair	MIRL

Comments:

RWY 14

FAR 77 Category C.

RWY 32

FAR 77 Category B(V).

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

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Runway 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	26° 50' 59.75	80° 13' 37.27	Estimated	43:1	NPI-F	P2L	Yes	Yes	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		43:1	TREES		44 ft	2,070 ft	Before Runway End	125 ft L
Runway End									

Marked Displaced Threshold

Required Displaced Threshold

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	26° 50' 29.45	80° 13' 03.88	Estimated	21:1	NPI-F	P2L	Yes	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		21:1	TREES		35 ft	915 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° 50' 54.91	80° 13' 30.26	Estimated	115 ft	NE	4 ft	No	Yes	Yes		
EQUIP	26° 50' 34.01	80° 13' 10.78	Estimated	117 ft	SW	4 ft	No	Yes	Yes		

Instrument Approach

09R/27L	Type	A	B	C	D	E
09R	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
09R	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
09R	LOC/DME	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
09R	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
09R	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
27L	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
27L	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
27L	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	

14/32	Type	A	B	C	D	E
14	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	

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Deficiencies

Inspection Date 1/8/25

Next Inspection 1/31/26

Mitigated Deficiencies

Rwy End: 14 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end lights shall be located outboard from the designated threshold of the runway.

Runway 14 runway end lights are located 3 feet after the designated threshold of the runway.

The runway end lights will be corrected during the Runway Pavement Rehabilitation and Repair for Runways 9R/27L & 14/32 (PFL0008858) scheduled to be completed by December 31, 2027.

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 09L/27R is available for visual approaches only.

- a. Runway 09L is FAR 77 category A(V).
- b. Runway 27R is FAR 77 category A(V).

2. Runway 09R/27L is available for precision instrument, non-precision instrument, and visual approaches.

- a. Runway 09R is FAR 77 category PIR.
- b. Runway 27L is FAR 77 category C.

3. 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 B(V).

Additional Licensing Remarks: