| | | ransportation Office | Page 1 | |
|--|---|---|---|-------|
| http://www.florida-aviation-database.com | Airport | Inspection Record | | /2025 |
| Facility Name: Witham Field | | | Inspection Date: 1/9/2025 | |
| Facility Type: Airport | | tus: Active | Inspector: David Smith | |
| Location ID: SUA | FAA Site No.: | 03507.*A | FDOT District: 4 | |
| 1.00 Miles SE of Stuart | | | County: Martin | |
| ARP Latitude: 27° 10' 50.12 Sour | ce: Surveyed | | Ownership Public | |
| ARP Longitude: 80° 13' 16.66 | - | | Use: Public | |
| Elevation: 16.1 Sour | ce: Surveyed | | Sectional Chart: MIAMI | |
| | - | ahowa holow with a had | | |
| | Note: Primary contact | shows below with a back | | |
| Facility Owner: Martin County BOCC | | Facility Physica | al Address | |
| Address: 2401 SE Monterey Rd | | Address: 2011 S | SE Airport Rd | |
| | | Autress. 2011 c | SE An port Ku | |
| City: Stuart State: F | L ZIP: 34996 | City: Stuart | <i>State:</i> FL <i>ZIP:</i> 34996 | |
| Phone: (772) 288-5503 Fax: | | Phone: (772) 22 | | |
| Email: ddonaldson@martin.fl.us | | 1 none. (112) 22 | 1 1100 | |
| Ŭ | | | | _ |
| Owner Representative: Don Donaldson | | | Andrew McBean | |
| Address: 2401 SE Monterey Rd | | Address: 2011 S | SE Airport Rd | |
| | | | | |
| City: Stuart State: F | L ZIP: 34996 | City: Stuart | t State: FL ZIP: 34996-4022 | |
| Phone: (772) 288-5503 | | | 978-2088 | |
| <i>Email:</i> ddonaldson@martin.fl.us | | (-) - | ean@martin.fl.us | |
| Email. duonaidson@inartin.n.us | | Email. allicos | | |
| | | 1 | | |
| Acreage: 759 Residential | Airpark: No | Beacon: C-G | | |
| | | | | |
| Section: 10 Township: 388 | Range: 41E | Wind Indicator: | Yes Lighted: Yes | |
| Section: 10 Township: 38S Lighting Schedule: Sunset to Sunrise | Range: 41E | Wind Indicator: Notes: | Yes Lighted: Yes | |
| Lighting Schedule: Sunset to Sunrise | Range: 41E | Notes: | - | |
| 1 | - | Notes: Segmented Circle: | Yes Lighted: No | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour | - | Notes: Segmented Circle: Facility Website: | Yes Lighted: No https://www.martin.fl.us/Airport | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour | - | Notes: Segmented Circle: Facility Website: | Yes Lighted: No | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour | - | Notes: Segmented Circle: Facility Website: | Yes Lighted: No https://www.martin.fl.us/Airport | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 | 2200 | Notes: Segmented Circle: Facility Website: | Yes Lighted: No https://www.martin.fl.us/Airport | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine | 2200 2: 111 Jet E | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine | 2200 2: 111 Jet E | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 | Yes <i>Lighted:</i> No https://www.martin.fl.us/Airport any new facility aerials/photos are available | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine. Total Based Aircraft: | 2200 2: 111 Jet E | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations | 2200 2: 111 Jet H 2: 62 Heli | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 copter: 8 | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations | 2200 2: 111 Jet E | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air | 2200 2: 111 Jet H 2: 62 Heli | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 copter: 8 | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air | 2200 2: 111 Jet E 2: 62 Heli Carrier: | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 copter: 8 Air Taxi: | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: | 2200 2: 111 Jet E 2: 62 Heli Carrier: | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 copter: 8 Air Taxi: | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con | 2200 2: 111 Jet E 2: 62 Heli Carrier: | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 copter: 8 Air Taxi: | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated | 2200 2: 111 Jet E 2: 62 Heli Carrier: | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 copter: 8 Air Taxi: | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated FAA NavCom | 2200 2: 111 Jet E 2: 62 Heli Carrier: | Notes: Segmented Circle: Facility Website: Ask in Engine: 20 copter: 8 Air Taxi: Military: | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: GA Local: GA Itinerant: | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated FAA NavCom FSS ID: X MIA | 2200 2: 111 Jet E 2: 62 Heli Carrier: | Notes: Segmented Circle: Facility Website: Ask in Cogine: 20 copter: 8 Air Taxi: Military: Clearance Deli | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: GA Local: GA Itinerant: | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated FAA NavCom FSS ID: X MIA FSS on Airport: X No | 2200 e: 111 Jet E : 62 Heli Carrier: 1muter: | Notes: Segmented Circle: Facility Website: Ask in Cogine: 20 copter: 8 Air Taxi: Military: Clearance Deli Ground Contro | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: GA Local: GA Itinerant: Yvery: X I21.025 d: X I21.700 | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated FAA NavCom FSS ID: X MIA | 2200 e: 111 Jet E : 62 Heli Carrier: 1muter: | Notes: Segmented Circle: Facility Website: Ask in Cogine: 20 copter: 8 Air Taxi: Military: Clearance Deli | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: GA Local: GA Itinerant: Yvery: X I21.025 d: X I21.700 | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated FAA NavCom FSS ID: X MIA FSS on Airport: X No | 2200 e: 111 Jet E : 62 Heli Carrier: 1muter: | Notes: Segmented Circle: Facility Website: Ask in Cogine: 20 copter: 8 Air Taxi: Military: Clearance Deli Ground Contro | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: GA Local: GA Itinerant: Yvery: X X 121.025 A: X Yzes X Yzes Yzes Yzes Yzes | - |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated FAA NavCom FSS ID: X MIA FSS on Airport: X No Toll Free: X (800) WX-BRIEL VorTac: X VRB | 2200 e: 111 Jet E : 62 Heli Carrier: 1muter: | Notes: Segmented Circle: Facility Website: Ask in Copter: 20 Copter: 8 Air Taxi: Military: Clearance Deli Ground Contro Control Tower: | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: GA Local: GA Itinerant: Yvery: X X 121.025 A: X Yzes X Yzes Yzes Yzes Yzes | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated FAA NavCom FSS ID: X MIA FSS on Airport: X No Toll Free: X (800) WX-BRIEL VorTac: X VRB AWOS/ASOS: X 134.475 | 2200 2: 111 Jet E 5: 62 Heli Carrier: 1muter: | Notes: Segmented Circle: Facility Website: Ask in Cogine: 20 copter: 8 Air Taxi: Military: Clearance Deli Ground Contro Control Tower: Approach Cont Unicom: | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: GA Local: GA Itinerant: very: X X 121.025 d: X X 121.700 : X 126.600 rol: X 132.800 | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated FAA NavCom FSS ID: X MIA FSS on Airport: X No Toll Free: X (800) WX-BRIEL VorTac: X VRB | 2200 2: 111 Jet E 5: 62 Heli Carrier: 1muter: | Notes: Segmented Circle: Facility Website: Ask in Copter: 20 Copter: 8 Air Taxi: Military: Clearance Deli Ground Contro Control Tower: Approach Cont Unicom: ATIS: | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: GA Local: GA Itinerant: Yvery: X X 121.025 d: X 121.700 X 126.600 rol: X X 132.800 | |
| Lighting Schedule: Sunset to Sunrise Attendance Schedule: Month/Day/Hour ALL / ALL / 0600-2 Based Aircraft Year: 2011 Single Engine Source: Inspector Multi Engine Total Based Aircraft: Annual Operations Year: Air End Date: Con Total Annual Operations: FAR 139 Certificated FAA NavCom FSS ID: X MIA FSS on Airport: X No Toll Free: X (800) WX-BRIEL VorTac: X VRB AWOS/ASOS: X 134.475 | 2200 2: 111 Jet E 5: 62 Heli Carrier: 1muter: | Notes: Segmented Circle: Facility Website: Ask in Cogine: 20 copter: 8 Air Taxi: Military: Clearance Deli Ground Contro Control Tower: Approach Cont Unicom: | Yes Lighted: No https://www.martin.fl.us/Airport any new facility aerials/photos are available Glider: Ultralight: Military: Seaplane: GA Local: GA Itinerant: very: X X 121.025 d: X X 121.700 : X 126.600 rol: X 132.800 | |

Public Transportation Office

| http://www.florida-avi | intion database com | Airport Inspection Record | Page 2 of 10 1/9/2025 |
|------------------------|---------------------|---|--------------------------|
| Facility Name: | Witham Field | Inspection Date: 1/9/2025 | 11712025 |
| Facility Type: | Airport | Status: Active Inspector: David Smith | |
| Services | • | | |
| Fuel: | | Airframe: | |
| A | x | | |
| Al | | Major X Minor X | |
| Al + | | Power Plant: | |
| В | | | |
| B+ | | Major X Minor X | |
| Diesel | | | |
| E85 | | Other Services: | |
| G100UL | | Aerial Surveying | |
| Mogas | | Air Ambulance | |
| SAF | | Air Freight | |
| UL102 | | Aircraft Rental | |
| 80 | | Aircraft Sales | |
| 85UL | | Avionics | |
| 850L 87 | | Beaching Gear | |
| 91/96 | | Car Rental | |
| 91/90 91/96UL | | Air Ambulance Air Freight Aircraft Rental Aircraft Sales Aircraft Sales Avionics Beaching Gear Car Rental Cargo Courtesy Car Charter Crop Dusting | |
| | | Courtesy Car | |
| 100 | | Charter | |
| 100LL | | Crop Dusting | |
| 100VLL | | Glider | |
| 115 | | Glider Towing | |
| Bottle Oxygen: | | Instruction X | |
| High | | Internet | |
| Low | | Lodging X 1 mile | |
| Bulk Oxygen: | | Parachute Jumping Area | |
| High | | Restaurant | |
| Low | | Restrooms | |
| Transient Storage: | | Restrooms X Taxi X Telephone X | |
| | | Telephone | |
| Buoy Hangan | | | |
| Hangar Ti a Davara | X | | |
| Tie Downs | X | | |

Public Transportation Office

| http://www.florida-av | iation-database.com | Airport In | spection Record | | | |
|-----------------------|---------------------|-------------|-----------------|------------------|----------|--|
| Facility Name: | Witham Field | | | Inspection Date: | 1/9/2025 | |
| Facility Type: | Airport | Status | : Active | Inspector: David | Smith | |
| Runway ID | Status | Dimension | Surface | Condition | Lights | |
| 07/25 | Existing | 4,653 x 100 | Asph | Fair | MIRL | |
| | | Comments: | | | | |

RWY 07

FAR 77 Category B(V).

RWY 25

FAR 77 Category B(V).

Approach ratio required is RWY 07 20:1 and RWY 25 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.

| • | - | • | ĩ | | | | | | | | |
|-------------------|--------------------|-------------------------|--------------------------|--------------------------------|---------------------------------|------------|---------------------------|----------------------------|--------|---------------------------------|---------------------------|
| | | | | Run | way 07 | | | | | | |
| | Latitude | Longitude | Source | Sl | ope | Marking | VG | SI | REIL | Rt Traffic | Approach |
| 07 | 27° 10' 53.984 | 80° 13' 44.434 | Surveyed | 3 | 80:1 | NPI-F | P41 | | No | No | NONE |
| | | | 0 | bstructio | on Data | | | | | | |
| | | Close-in Obstruction | Displacement Distance | Slope | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| Primary Runway | Surface End | No | | 30:1 | TOWER | | 62 ft | 2,052 ft | Befo | ore Runway E | nd 70ftL |
| Marked | Displaced Thresho | old | | | | | | | | | |
| Required | d Displaced Thresh | nold | | | | | | | | | |
| | | | | Rur | iway 25 | | | | | | |
| | Latitude | Longitude | Source | Sl | ope | Marking | VG | SI | REIL | Rt Traffic | Approach |
| 25 | 27° 11' 11.064 | 80° 12' 56.586 | Surveyed | 2 | 2:1 | NPI-F | P41 | _ | No | No | NONE |
| | | | 0 | bstructio | on Data | | | | | | |
| | | Close-in Obstruction | Displacement Distance | Slope | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| rimary | Surface | No | | 22:1 | TREES | | 53 ft | 1,355 ft | Befo | ore Runway E | nd 290 ft L |
| Runway | End | | | | | | | | | | |
| Aarked | Displaced Thresho | old | | | | | | | | | |
| Required | d Displaced Thresh | nold | | | | | | | | | |
| | | | | - | Surface and S | Safety Are | ea | | | | |
| Obje | ct Latitutud | le Longitude | Survey/ | Distance from Centerline | Direction from Centerline | Height | Fixed by Function | Frangible | Marke | Aeronatica d Study | l Determination |
| EQU | IP 27° 10' 53. | .34 80° 13' 40.80 | Estimated | 184 ft | SE | 2 ft | No | Yes | Yes | | |
| Runv | way ID Sta | atus | Dimen | sion | | Surface | 9 | Con | dition | L | ights |
| 12/30 | Ex | isting | 5,828 x | 100 | | Asph | | Good | 1 | Ν | 1IRL |
| | | | | Comme | onts. | | | | | | |

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Public Transportation Office

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| http://www.florida-aviation-database.com | Airport Inspection Record | 1/9/2025 |
|--|---------------------------|---------------------------|
| Facility Name: Witham Field | | Inspection Date: 1/9/2025 |
| Facility Type: Airport | Status: Active | Inspector: David Smith |

RWY 12

FAR 77 Category D.

RWY 30

FAR 77 Category C.

Approach ratio required is RWY 12 34:1 and RWY 30 34:1. Primary surface required is 1000 feet wide. Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

| | | | | Run | way 12 | | | | | | |
|---------|-----------------------|-------------------------|-------------------------|------------|----------------------------|------------|---------------------------|----------------------------|--------|---------------------------------|---------------------------|
| | Latitude | Longitude Source | | Slope Mar | | Marking | VGS | SI | REIL | Rt Traffic | 4pproach |
| 12 | 27° 10' 55.503 | 80° 13' 53.052 | Surveyed | | 0:1 | NPI-G | P4L | | Yes | No | NONE |
| | | | (| Obstructio | n Data | | | | | | |
| | | Close-in Obstruction | Displacemer Distance | | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| Primary | y Surface | Yes | | 0:1 | BRUSH | | 4 ft | 200 ft | Befo | re Runway En | d 404 ft L |
| Runway | y End | Yes | | 20:1 | TREES | | 34 ft | 685 ft | Befo | re Runway En | d 250 ft L |
| Marked | l Displaced Thresho | old Yes | 460 ft | 34:1 | TREES | | 34 ft | 685 ft | Befo | re Runway En | d 250 ft L |
| Require | ed Displaced Thres | hold | | | | | | | | | |
| | | | | Rur | iway 30 | | | | | | |
| | Latitude | Longitude | Source | Sl | ope | Marking | VGS | | REIL | | 4pproach |
| 30 | 27° 10' 35.524 | 80° 12' 52.514 | Surveyed | | 0:1 | NPI-G | P4L | | Yes | No | NONE |
| | | | (| Obstructio | n Data | | | | | | |
| | | Close-in Obstruction | Displacemer Distance | | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Controllin g Offset |
| Primary | y Surface | Yes | | 0:1 | FENCE | | 10 ft | 200 ft | Befo | re Runway En | d 400 ft R |
| Runway | v End | Yes | | 34:1 | TREE | | 52 ft | 1,745 ft | Befo | re Runway En | d 205 ft L |
| Marked | l Displaced Thresho | old | | | | | | | | | |
| Require | ed Displaced Thres | hold | | D: (| | | | | | | |
| | | | | Distance | Surface and S Direction | salety Are | a | | | | |
| Obj | ect Latitutu | de Longitude | Survey/ Estimate | from | from Centerline | Height | Fixed by Function | Frangible | Markee | Aeronatical d Study | Determination |
| EM | AS 27° 10' 55 | .62 80° 13' 53.42 | Estimated | 0 ft | NW | 3 ft | Yes | Yes | Yes | | |
| EM | AS 27° 10' 35 | .21 80° 12' 51.54 | Estimated | 0 ft | SE | 3 ft | Yes | Yes | Yes | | |
| EQU | UIP 27° 10' 53 | .32 80° 13' 40.89 | Estimated | 177 ft | Ν | 2 ft | No | Yes | Yes | | |
| EQU | JIP 27° 10' 35 | .74 80° 12' 58.89 | Estimated | 177 ft | S | 2 ft | No | Yes | Yes | | |
| FEN | CE 27º 10' 48 | .65 80° 13' 44.65 | Estimated | 385 ft | S | 5 ft | No | No | No | | |
| TR | EE 27º 10' 49 | .23 80° 13' 49.75 | Estimated | 500 ft | S | 15 ft | No | No | No | | |
| EQU | | | Estimated | 385 ft | S | 4 ft | No | No | No | | |
| FEN | | | Estimated | 455 ft | N | 5 ft | No | No | No | | |
| BRU | | | Estimated | 410 ft | N | 5 ft | No | No | No | | |
| | | | | | | | | | | | |
| TRE | | | Estimated | 410 ft | N | 20 ft | No | No | No | | |
| FEN | ICE 27° 10' 39 | .52 80° 12' 51.85 | Estimated | 400 ft | Ν | 5 ft | No | No | No | | |

Public Transportation Office

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| http://www.florida-aviation-database.com | Airpor | t Inspection Record | | 1/9/2025 |
|--|--------------------|---------------------|---------------------------|----------|
| Facility Name: Witham Field | | | Inspection Date: 1/9/2025 | |
| Facility Type: Airport | Sta | atus: Active | Inspector: David Smith | |
| TREES 27° 10' 40.35 80° 12' 52.9 | 0 Estimated 400 ft | N 25 ft N | lo No No | |
| FENCE 27° 10' 32.10 80° 12' 54.9 | 4 Estimated 400 ft | S 5 ft N | lo No No | |
| TREES 27° 10' 31.61 80° 12' 55.0 | 2 Estimated 405 ft | S 30 ft N | lo No No | |
| Runway ID Status | Dimension | Surface | Condition | Lights |
| 16/34 Existing | 5,000 x 100 | Asph | Good | None |
| | Comments | s: | | |

RWY 16

FAR 77 Category B(V).

RWY 34

FAR 77 Category B(V).

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

| | | | | Runy | way 16 | | | | | | | |
|----------|--------------------|-------------------------|--------------------------|--------------------------------|---------------------------------|------------|---------------------------|----------------------------|------|---------------------------------|----------------------|-------|
| | Latitude | Longitude | Source | | ope | Marking | VG | SI | REIL | Rt Traffic | Approach | |
| 16 | 27° 11' 18.681 | 80° 13' 17.902 | Surveyed | | 8:1 | BSC-P | Ν | | No | No | NONE | |
| | | | · | bstructio | n Data | | | | | | | |
| | | Close-in Obstruction | Displacement | Slope | Controlling Obstruction | | Height Above Runway | Distance From Runway | | Direction From Runway End | Contro g Offse | |
| Primary | Surface | No | | 18:1 | TREES | | 46 ft | 1,030 ft | Bet | fore Runway I | End 260 f | τL |
| Runway | - | No | | 22:1 | TREES | | 46 ft | 1,030 ft | | ore Runway I | | τL |
| Marked | Displaced Thresho | ld No | 336 ft | 30:1 | TREES | | 46 ft | 1,030 ft | Bet | fore Runway I | End 260 f | τL |
| Required | d Displaced Thresh | old | | | | | | | | - | | |
| | | | | Run | way 34 | | | | | | | |
| | Latitude | Longitude | Source | | ope | Marking | VG | SI | REIL | Rt Traffic | Approach | |
| 34 | 27° 10' 33.999 | 80° 12' 53.956 | Surveyed | |):1 | BSC-P | Ν | | No | No | NONE | |
| | | | . 0 | bstructio | n Data | | | | | | | |
| | | | 0 | uctio | li Data | | Height | Distance | , | Direction | Contro | llin |
| | | Close-in Obstruction | Displacement Distance | Slope | Controlling Obstruction | | Above Runway | From Runway | | From Runway End | g Offse | |
| Primary | Surface | Yes | | 0:1 | FENCE | | 10 ft | 200 ft | Bet | fore Runway I | End 150 f | τL |
| Runway | End | Yes | | 4:1 | TREES | | 32 ft | 125 ft | Bet | fore Runway I | End 240 f | τL |
| Marked | Displaced Thresho | ld Yes | 900 ft | 35:1 | TREE | | 71 ft | 1,555 ft | | fore Runway I | | t R |
| Required | d Displaced Thresh | old | | | | | | | | - | | |
| | | | P | rimary S | Surface and S | Safety Are | a | | | | | |
| Obje | ect Latitutud | le Longitude | Survey/ | Distance from Senterline | Direction from Centerline | Height | Fixed by Function | Frangible | Mark | Aeronatic ed Study | al Determine | ation |
| TRE | ES 27° 10' 31. | 86 80° 12' 55.65 | Estimated | 240 ft | SW | 32 ft | No | No | No | | | |
| | | | | | | | | | | | | |

Public Transportation Office

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|-------------------------------|-------------|------------|------------------|------------|--------------------|----------|---------------|
| http://www.florida-aviation-d | atabase.com | A | irport Inspectio | n Record | | | 1/9/2025 |
| Facility Name: With | ham Field | | | | Inspection Date: | 1/9/2025 | |
| Facility Type: Airp | oort | | Status: Acti | ve | Inspector: David S | mith | |
| Instrument Appr | oach | | | | | | |
| 12/30 | Туре | A | В | С | D | Ε | |
| 12 | LNAV | 1.00 Miles | 1.00 Miles | 1.13 Miles | 1.13 Miles | | |
| 12 | LNAV/VNAV | 1.38 Miles | 1.38 Miles | 1.38 Miles | 1.38 Miles | | |
| 12 | LPV | 0.75 Miles | 0.75 Miles | 0.75 Miles | 0.75 Miles | | |
| 30 | LNAV | 1.00 Miles | 1.00 Miles | 1.13 Miles | 1.13 Miles | | |
| 30 | LNAV/VNAV | 1.38 Miles | 1.38 Miles | 1.38 Miles | 1.38 Miles | | |
| 30 | LPV | 0.88 Miles | 0.88 Miles | 0.88 Miles | 0.88 Miles | | |

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| //www.florida-aviation-dat | abasa com | Public Transportation Office Airport Inspection Record | | Page | | | |
|--|---|--|--|------|--|--|--|
| ility Name: With | am Field | Inspection Date: 1/9 Status: Active Inspector: David Smith | | | | | |
| Deficiencies | | | | | | | |
| Inspection Date 1/ | 9/25 Next Ir | nspection $1/31/26$ | | | | | |
| Deficiencies Rwy End: 07 | In accordance with Chapter 14 | 4-60.007(9)(d), FAC. – Threshold ba | rs shall be white. | | | | |
| | Runway 07 threshold bar mark | king is faded and in poor condition. | | | | | |
| Rwy End: 16 Displaced Arrow | In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings. | | | | | | |
| | Runway 16 displaced threshold | d arrows do not contain a sufficient a | amount of glass beads. | | | | |
| Rwy End: 16 Runway Designation | In accordance with Chapter 14 markings. | 4-60.007(9)(l)1., FAC. – Glass beads | s shall be required for all permanent pavement | | | | |
| | Runway 16 designation markings do not contain a sufficient amount of glass beads. | | | | | | |
| Rwy End: 25 Threshold Bar | In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings. | | | | | | |
| | Runway 25 threshold bar mark | king does not contain a sufficient am | ount of glass beads. | | | | |
| Rwy End: 34 Displaced Arrow | In accordance with Chapter 14 markings. | 4-60.007(9)(l)1., FAC. – Glass beads | s shall be required for all permanent pavement | | | | |
| | Runway 34 displaced threshold | d arrows do not contain a sufficient a | amount of glass beads. | | | | |
| Rwy End: 34 Displaced Arrow Head | In accordance with Chapter 14 markings. | 4-60.007(9)(l)1., FAC. – Glass beads | s shall be required for all permanent pavement | | | | |
| | Runway 34 displaced threshole | d arrow heads do not contain a suffic | cient amount of glass beads. | | | | |
| Rwy End: 34 Runway Centerline | In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings. | | | | | | |
| | Runway 16/34 centerline mark | kings do not contain a sufficient amo | unt of glass beads. | | | | |
| Rwy End: 34 Runway Designation | In accordance with Chapter 14 markings. | 4-60.007(9)(1)1., FAC. – Glass beads | s shall be required for all permanent pavement | | | | |
| - | Runway 34 designation marking | | | | | | |

Rwy End: 12 $\frac{00}{2}$ (d)1.f., FAC. – For a runway that is paved, that is t that weighs greater than 12,500 pounds, and that has a non-precision instrument approach with visibility equal to ³/₄

mile: the transition surface ratio is 7:1.

Trees 150 feet before to 700 feet after the approach end of the runway, 500 feet left of centerline and beyond penetrates the transitional surface of Runway 12/30.

Buildings 730 feet to 2,200 feet after the approach end of the runway, 525 feet right of centerline and beyond penetrates the transitional surface of Runway 12/30.

Spoke with Mr. Andrew McBean, Airport Manager, on January 9, 2025 stating that a request to increase the LPV line of minima has been submitted to the FAA's flight procedures office to increase the visibility minimums to above 3/4 of a mile and confirmation from the FAA has been received that the anticipated publish date in in June of 2025. This will reduce the width of the required primary surface and remove the penetrations.

FDC NOTAM 4/1629 has been published to raise the minimums to 7/8 of a mile.

| | | State of Florida Department of Transportation | | | | | | | | |
|-------------------|----------------|---|---|--------------------------|--|--|--|--|--|--|
| http://www.florid | a miation date | Abase.com Public Transportation Office | 1 | Page 8 of 10 1/9/2025 | | | | | | |
| Facility Nam | | | on Date: 1/9/2025 | 17972025 | | | | | | |
| Facility Typ | | | | | | | | | | |
| | 7 End: 12 | In accordance with Chapter 14-60.007(2)(c)1.f., FAC. – For a runway that is paved that weighs greater than 12,500 pounds, and that has a non-precision instrument appendie: the approach surface ratio is 34:1. | proach with visibility equal to ³ / ₄ | | | | | | | |
| | | Runway 12 approach surface ratio is 0:1 due to brush 4 feet tall, 200 feet before the 404 feet left of centerline. | approach end of the runway, | | | | | | | |
| | | Runway 12 threshold is displaced 460 feet. | | | | | | | | |
| Rwy | r End: 12 | I: 12 In accordance with Chapter 14-60.007(2)(b)1.f., 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 a visibility equal to ³ / ₄ mile: the width of the primary surface is 1,000 feet. | | | | | | | | |
| | | Fence 5 feet tall, 510 feet to 1,310 feet after the approach end of the runway, 385 fe penetrates the primary surface of Runway 12/30. | et to 500 feet right of centerline | | | | | | | |
| | | Tree 15 feet tall, 510 feet after the approach end of the runway, 500 feet right of cer surface of Runway 12/30. | nterline penetrates the primary | | | | | | | |
| | | Equipment 4 feet tall, 820 feet to 1,310 feet after the approach end of the runway, 3 centerline penetrates the primary surface of Runway 12/30. | 85 feet to 500 feet right of | | | | | | | |
| | | Fence 5 feet tall, 200 feet to 150 feet before the approach end of the runway, 455 fe penetrates the primary surface of Runway 12/30. | et to 500 feet left of centerline | | | | | | | |
| | | Brush and trees 25 feet tall, 200 feet before to 695 feet after the approach end of the left of centerline penetrates the primary surface of Runway 12/30. | e runway, 410 feet to 500 feet | | | | | | | |
| | | Spoke with Mr. Andrew McBean, Airport Manager, on January 9, 2025 stating that line of minima has been submitted to the FAA's flight procedures office to increase above 3/4 of a mile and confirmation from the FAA has been received that the antic of 2025. This will reduce the width of the required primary surface and remove the | the visibility minimums to cipated publish date in in June | | | | | | | |
| | | FDC NOTAM 4/1629 has been published to raise the minimums to 7/8 of a mile. | | | | | | | | |
| Rwy | End: 16 | In accordance with Chapter 14-60.007(2)(c)1.d., FAC. – For a runway that is paved that weighs greater than 12,500 pounds, and that has a visual landing approach: the | - | | | | | | | |
| | | Runway 16 approach surface ratio is 18:1 due to trees 46 feet tall, 1,030 feet before runway, 260 feet left of centerline. | the approach end of the | | | | | | | |
| | | Runway 16 threshold is displaced 336 feet. | | | | | | | | |
| Rwy | r End: 30 | In accordance with Chapter 14-60.007(2)(d)1.e., FAC. – For a runway that is paved that weighs greater than 12,500 pounds, and that has a non-precision instrument app 3/4 mile: the transition surface ratio is 7:1. | | | | | | | | |
| | | Building 775 feet to 875 feet after the approach end of the runway, 545 feet left of or penetrates the transitional surface of Runway 12/30. | centerline and beyond | | | | | | | |
| | | Trees 95 feet before to 550 feet after the approach end of the runway, 500 feet left of penetrates the transitional surface of Runway 12/30. | of centerline and beyond | | | | | | | |
| | | Spoke with Mr. Andrew McBean, Airport Manager, on January 9, 2025 stating that line of minima has been submitted to the FAA's flight procedures office to increase | | | | | | | | |
| | | above 3/4 of a mile and confirmation from the FAA has been received that the antic of 2025. This will reduce the width of the required primary surface and remove the | cipated publish date in in June | | | | | | | |
| | | FDC NOTAM 4/1629 has been published to raise the minimums to 7/8 of a mile. | | | | | | | | |
| Rwy | 7 End: 30 | In accordance with Chapter 14-60.007(2)(c)1.e., FAC. – For a runway that is paved that weighs greater than 12,500 pounds, and that has a non-precision instrument app $\frac{3}{4}$ mile: the approach surface ratio is 34:1. | | | | | | | | |
| | | $\frac{\gamma_4}{\gamma_4}$ mile: the approach surface ratio is 34:1. Runway 30 approach surface ratio is 0:1 due to fence 10 feet tall, 200 feet before th | e approach end of the runway, | | | | | | | |

Runway 30 approach surface ratio is 0:1 due to fence 10 feet tall, 200 feet before the approach end of the runway, 400 feet right of centerline.

Public Transportation Office

| http://www.flo | orida-aviat | tion-datak | ase com | Airport Inspection Record | | 1/9/202 | | | | | | |
|----------------|---|--|--|---|--|---------|--|--|--|--|--|--|
| Facility N | | Withan | | p | Inspection Date: 1/9/2025 | | | | | | | |
| Facility Ty | ype: | Airpor | | Status: Active | Inspector: David Smith | | | | | | | |
| | | | Runway 30 threshold is displaced to | the approach end of the runwa | у. | | | | | | | |
| R | wy End: | 30 | - | nds, and that has a non-precisio | ray that is paved, that is to be used by an aircraft n instrument approach with a visibility equal to ³ / ₄ | | | | | | | |
| | | | Fence 10 feet tall, 200 feet before to 315 feet after the approach end of the runway, 400 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30. | | | | | | | | | |
| | | | Trees 30 feet tall, 124 feet to 315 feet after the approach end of the runway, 400 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30. | | | | | | | | | |
| | | | Fence 10 feet tall, 105 feet before to centerline penetrates the primary sur | | of the runway, 400 feet to 500 feet left of | | | | | | | |
| | | | Trees 20 feet tall, 95 feet before to 2 centerline penetrates the primary sur | | of the runway, 405 feet to 500 feet left of | | | | | | | |
| | | | line of minima has been submitted to | o the FAA's flight procedures o n from the FAA has been receiv | 2025 stating that a request to increase the LPV ffice to increase the visibility minimums to yed that the anticipated publish date in in June and remove the penetrations. | | | | | | | |
| | FDC NOTAM 4/1629 has been published to raise the minimums to 7/8 of a mile. | | | | | | | | | | | |
| R | wy End: | End: 34 In accordance with Chapter 14-60.007(2)(c)1.d., FAC. – For a runway that is paved, that is to be used by an air that weighs greater than 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20 | | | | | | | | | | |
| | | | Runway 34 approach surface ratio is 150 feet left of centerline. | 0:1 due to fence 10 feet tall, 20 | 00 feet before the approach end of the runway, | | | | | | | |
| | | | Runway 34 threshold is displaced 90 | 00 feet. | | | | | | | | |
| R | wy End: | 34 | | | way that is paved, that is to be used by an aircraft og approach: the width of the primary surface is | | | | | | | |
| | | | Fence 10 feet tall, 200 feet to 100 fee penetrates the primary surface of Ru | | e runway, 150 feet to 250 feet left of centerline | | | | | | | |
| | | | Trees 32 feet tall, 125 feet before the surface of Runway 16/34. | e approach end of the runway, 2 | 40 feet left of centerline penetrates the primary | | | | | | | |
| | | | Plan/ALP the objects were identified addition, the need to publish declare Runway 34 was also identified and v consistent with the requirement of F | d to penetrate the Runway Obje d distances in order to reduce th when published would remove th AA Advisory Circular 150/530 yout Plan. The airport will work | 5, 2023 and he advised that during the Master ct Free Area (ROFA) for Runway 16/34. In he length of the ROFA beyond the end of the penetrations to the ROFA. This would be 0-13B for the critical aircraft B-II for Runway k with the FAA Orlando ADO office to publish | | | | | | | |

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Public Transportation Office

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| http://www.florida-aviation-database.com | | | Airport Inspection Record | | 1/9/2025 |
|--|------------------|-----------|---------------------------|---------------------------|----------|
| Facility Na | me: Witham Field | | | Inspection Date: 1/9/2025 | |
| Facility Ty | pe: Airport | | Status: Active | Inspector: David Smith | |
| License | | | | | |
| Effective: | 05/01/2025 | Category: | Public Special | 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 07/25 is available for visual approaches only.

a. Runway 07 is FAR 77 category B(V).

b. Runway 25 is FAR 77 category B(V).

2. Runway 12/30 is available for non-precision instrument and visual approaches.

a. Runway 12 is FAR 77 category D.

b. Runway 30 is FAR 77 category C.

3. Runway 16/34 is available for visual approaches only.

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

b. Runway 34 is FAR 77 category B(V).

4. Runway 12 threshold is displaced 460 feet.

5. Runway 12 Engineered Material Arresting System (EMAS) installed.

6. Runway 16 threshold is displaced 336 feet.

7. Runway 30 threshold is displaced to the approach end of the runway.

8. Runway 30 Engineered Material Arresting System (EMAS) installed.

9. Runway 34 threshold is displaced 900 feet.

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 5 feet tall, 510 feet to 1,310 feet after the approach end of Runway 12, 385 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30.

2. Buildings 730 feet to 2,200 feet after the approach end of Runway 12, 525 feet right of centerline penetrates the transition surface of Runway 12/30.

3. Fence 10 feet tall, 200 feet before to 315 feet after the approach end of Runway 30, 400 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30.

4. Trees 95 feet before to 550 feet after the approach end of Runway 30, 500 feet left of centerline penetrates the transition surface of Runway 12/30.

5. Fence 10 feet tall, 200 feet before the approach end of Runway 34, 150 feet left of centerline penetrates the primary surface of Runway 16/34.