

Facility Name: Witham Field		Inspection Date: 1/9/2025	
Facility Type: Airport		Status: 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	Source: Surveyed	Ownership: Public	
ARP Longitude: 80° 13' 16.66		Use: Public	
Elevation: 16.1	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Martin County BOCC		Facility Physical Address	
Address: 2401 SE Monterey Rd		Address: 2011 SE Airport Rd	
City: Stuart	State: FL ZIP: 34996	City: Stuart	State: FL ZIP: 34996
Phone: (772) 288-5503	Fax:	Phone: (772) 221-1458	
Email: ddonaldson@martin.fl.us			
Owner Representative: Don Donaldson		Facility Manager: Andrew McBean	
Address: 2401 SE Monterey Rd		Address: 2011 SE Airport Rd	
City: Stuart	State: FL ZIP: 34996	City: Stuart	State: FL ZIP: 34996-4022
Phone: (772) 288-5503		Phone: (321) 978-2088	
Email: ddonaldson@martin.fl.us		Email: amcbean@martin.fl.us	

Acreeage: 759	Residential Airpark: No	Beacon: C-G	
Section: 10	Township: 38S Range: 41E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: No
ALL / ALL / 0600-2200		Facility Website: https://www.martin.fl.us/Airport	
		Ask in any new facility aerals/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 111	Jet Engine: 20	Glider:
Source: Inspector	Multi Engine: 62	Helicopter: 8	Military:
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 checked="" type="checkbox"/> 121.025
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.700
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 126.600
VorTac:	<input checked="" type="checkbox"/> VRB	Approach Control:	<input checked="" type="checkbox"/> 132.800
AWOS/ASOS:	<input checked="" type="checkbox"/> 134.475	Unicom:	<input type="checkbox"/>
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV	ATIS:	<input checked="" type="checkbox"/> 134.475
		CTAF:	<input checked="" type="checkbox"/> 126.600

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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 checked="" 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 checked="" 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"/> 1 mile
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input type="checkbox"/>
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
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.

Runway 07

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
07	27° 10' 53.984	80° 13' 44.434	Surveyed	30:1	NPI-F	P4L	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		30:1	TOWER		62 ft	2,052 ft	Before Runway End	70 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 25

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
25	27° 11' 11.064	80° 12' 56.586	Surveyed	22:1	NPI-F	P4L	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		22:1	TREES		53 ft	1,355 ft	Before Runway End	290 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

<i>Object</i>	<i>Latitude</i>	<i>Longitude</i>	<i>Survey/ Estimate</i>	<i>Distance from Centerline</i>	<i>Direction from Centerline</i>	<i>Height</i>	<i>Fixed by Function</i>	<i>Frangible</i>	<i>Marked</i>	<i>Aeronatical Study</i>	<i>Determination</i>
EQUIP	27° 10' 53.34	80° 13' 40.80	Estimated	184 ft	SE	2 ft	No	Yes	Yes		
Runway ID	Status	Dimension		Surface		Condition		Lights			
12/30	Existing	5,828 x 100		Asph		Good		MIRL			

Comments:

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Facility Type: Airport

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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.****Runway 12**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
12	27° 10' 55.503	80° 13' 53.052	Surveyed	0:1	NPI-G	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	Yes		0:1	BRUSH		4 ft	200 ft	Before Runway End	404 ft L
Runway End	Yes		20:1	TREES		34 ft	685 ft	Before Runway End	250 ft L
Marked Displaced Threshold	Yes	460 ft	34:1	TREES		34 ft	685 ft	Before Runway End	250 ft L
Required Displaced Threshold									

Runway 30

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
30	27° 10' 35.524	80° 12' 52.514	Surveyed	0:1	NPI-G	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	Yes		0:1	FENCE		10 ft	200 ft	Before Runway End	400 ft R
Runway End	Yes		34:1	TREE		52 ft	1,745 ft	Before Runway End	205 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
EMAS	27° 10' 55.62	80° 13' 53.42	Estimated	0 ft	NW	3 ft	Yes	Yes	Yes		
EMAS	27° 10' 35.21	80° 12' 51.54	Estimated	0 ft	SE	3 ft	Yes	Yes	Yes		
EQUIP	27° 10' 53.32	80° 13' 40.89	Estimated	177 ft	N	2 ft	No	Yes	Yes		
EQUIP	27° 10' 35.74	80° 12' 58.89	Estimated	177 ft	S	2 ft	No	Yes	Yes		
FENCE	27° 10' 48.65	80° 13' 44.65	Estimated	385 ft	S	5 ft	No	No	No		
TREE	27° 10' 49.23	80° 13' 49.75	Estimated	500 ft	S	15 ft	No	No	No		
EQUIP	27° 10' 48.16	80° 13' 43.77	Estimated	385 ft	S	4 ft	No	No	No		
FENCE	27° 11' 00.60	80° 13' 53.02	Estimated	455 ft	N	5 ft	No	No	No		
BRUSH	27° 10' 58.79	80° 13' 48.64	Estimated	410 ft	N	5 ft	No	No	No		
TREES	27° 10' 58.79	80° 13' 48.64	Estimated	410 ft	N	20 ft	No	No	No		
FENCE	27° 10' 39.52	80° 12' 51.85	Estimated	400 ft	N	5 ft	No	No	No		

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TREES	27° 10' 40.35	80° 12' 52.90	Estimated	400 ft	N	25 ft	No	No	No
FENCE	27° 10' 32.10	80° 12' 54.94	Estimated	400 ft	S	5 ft	No	No	No
TREES	27° 10' 31.61	80° 12' 55.02	Estimated	405 ft	S	30 ft	No	No	No

Runway ID	Status	Dimension	Surface	Condition	Lights
16/34	Existing	5,000 x 100	Asph	Good	None

Comments:

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.

Runway 16									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
16	27° 11' 18.681	80° 13' 17.902	Surveyed	18:1	BSC-P	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	Controllin g Offset
Primary Surface	No		18:1	TREES		46 ft	1,030 ft	Before Runway End	260 ft L
Runway End	No		22:1	TREES		46 ft	1,030 ft	Before Runway End	260 ft L
Marked Displaced Threshold	No	336 ft	30:1	TREES		46 ft	1,030 ft	Before Runway End	260 ft L
Required Displaced Threshold									

Runway 34									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
34	27° 10' 33.999	80° 12' 53.956	Surveyed	0:1	BSC-P	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	Controllin g Offset
Primary Surface	Yes		0:1	FENCE		10 ft	200 ft	Before Runway End	150 ft L
Runway End	Yes		4:1	TREES		32 ft	125 ft	Before Runway End	240 ft L
Marked Displaced Threshold	Yes	900 ft	35:1	TREE		71 ft	1,555 ft	Before Runway End	125 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	Aeronatical Study	Determination
TREES	27° 10' 31.86	80° 12' 55.65	Estimated	240 ft	SW	32 ft	No	No	No		
FENCE	27° 10' 31.63	80° 12' 54.30	Estimated	150 ft	SW	10 ft	No	No	No		

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Instrument Approach

12/30	Type	A	B	C	D	E
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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Deficiencies

Inspection Date 1/9/25

Next Inspection 1/31/26

Deficiencies

Rwy End: 07 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 07 threshold bar marking is faded and in poor condition.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Displaced markings.

Arrow

Runway 16 displaced threshold arrows do not contain a sufficient amount of glass beads.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Runway markings.

Designation

Runway 16 designation markings do not contain a sufficient amount of glass beads.

Rwy End: 25 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Threshold markings.

Bar

Runway 25 threshold bar marking does not contain a sufficient amount of glass beads.

Rwy End: 34 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Displaced markings.

Arrow

Runway 34 displaced threshold arrows do not contain a sufficient amount of glass beads.

Rwy End: 34 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Displaced markings.

Arrow Head

Runway 34 displaced threshold arrow heads do not contain a sufficient amount of glass beads.

Rwy End: 34 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Runway markings.

Centerline

Runway 16/34 centerline markings do not contain a sufficient amount of glass beads.

Rwy End: 34 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Runway markings.

Designation

Runway 34 designation markings do not contain a sufficient amount of glass beads.

Mitigated Deficiencies

Rwy End: 12 In accordance with Chapter 14-60.007(2)(d)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 visibility equal to ¾ 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 ¾ of a mile and confirmation from the FAA has been received that the anticipated publish date 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.

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Rwy End: 12 In accordance with Chapter 14-60.007(2)(c)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 visibility equal to $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 12 approach surface ratio is 0:1 due to brush 4 feet tall, 200 feet before the approach end of the runway, 404 feet left of centerline.

Runway 12 threshold is displaced 460 feet.

Rwy End: 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 $\frac{3}{4}$ 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 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30.

Tree 15 feet tall, 510 feet after the approach end of the runway, 500 feet right of centerline penetrates the primary surface of Runway 12/30.

Equipment 4 feet tall, 820 feet to 1,310 feet after the approach end of the runway, 385 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30.

Fence 5 feet tall, 200 feet to 150 feet before the approach end of the runway, 455 feet to 500 feet left of centerline penetrates the primary surface of Runway 12/30.

Brush and trees 25 feet tall, 200 feet before to 695 feet after the approach end of the runway, 410 feet to 500 feet left of centerline penetrates the primary 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 $\frac{3}{4}$ 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 $\frac{7}{8}$ 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 is to be used by an aircraft that weighs greater than 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 16 approach surface ratio is 18:1 due to trees 46 feet tall, 1,030 feet before the approach end of the runway, 260 feet left of centerline.

Runway 16 threshold is displaced 336 feet.

Rwy End: 30 In accordance with Chapter 14-60.007(2)(d)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 $\frac{3}{4}$ 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 centerline and beyond penetrates the transitional surface of Runway 12/30.

Trees 95 feet before to 550 feet after the approach end of the runway, 500 feet left 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 $\frac{3}{4}$ 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 $\frac{7}{8}$ of a mile.

Rwy End: 30 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 $\frac{3}{4}$ 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 the approach end of the runway, 400 feet right of centerline.

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

Rwy End: 30 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 $\frac{3}{4}$ mile: the width of the primary surface is 1,000 feet.

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 280 feet after the approach end of the runway, 400 feet to 500 feet left of centerline penetrates the primary surface of Runway 12/30.

Trees 20 feet tall, 95 feet before to 260 feet after the approach end of the runway, 405 feet to 500 feet left of centerline penetrates the primary 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 $\frac{3}{4}$ 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 $\frac{7}{8}$ of a mile.

Rwy 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 aircraft that weighs greater than 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 34 approach surface ratio is 0:1 due to fence 10 feet tall, 200 feet before the approach end of the runway, 150 feet left of centerline.

Runway 34 threshold is displaced 900 feet.

Rwy End: 34 In accordance with Chapter 14-60.007(2)(b)1.d., 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 visual landing approach: the width of the primary surface is 500 feet.

Fence 10 feet tall, 200 feet to 100 feet before the approach end of the runway, 150 feet to 250 feet left of centerline penetrates the primary surface of Runway 16/34.

Trees 32 feet tall, 125 feet before the approach end of the runway, 240 feet left of centerline penetrates the primary surface of Runway 16/34.

Spoke with Mr. Andrew McBean, Inspection Contact, on January 25, 2023 and he advised that during the Master Plan/ALP the objects were identified to penetrate the Runway Object Free Area (ROFA) for Runway 16/34. In addition, the need to publish declared distances in order to reduce the length of the ROFA beyond the end of Runway 34 was also identified and when published would remove the penetrations to the ROFA. This would be consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II for Runway 16/34 as indicated on the Airport Layout Plan. The airport will work with the FAA Orlando ADO office to publish the declared distances once they approve the ALP.

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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.

Additional Licensing Remarks: