

Facility Name: Melbourne Orlando International Airport				Inspection Date: 1/31/2025	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Fotiadis	
Location ID: MLB		FAA Site No.: 03321.*A		FDOT District: 5	
2.00 Miles NW of Melbourne				County: Brevard	
ARP Latitude: 28° 6' 09.90		Source: Estimated		Ownership: Public	
ARP Longitude: 80° 38' 42.90				Use: Public	
Elevation: 33		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Melbourne Airport Authority			<b>Facility Physical Address</b>	
<b>Address:</b> 1 Air Terminal Pkwy, Ste 220			<b>Address:</b> 1 Air Terminal Pkwy, Ste 220	
<b>City:</b> Melbourne	<b>State:</b> FL	<b>ZIP:</b> 32901-1888	<b>City:</b> Melbourne	<b>State:</b> FL <b>ZIP:</b> 32901-1888
<b>Phone:</b> (321) 723-6227	<b>Fax:</b> (321) 723-1194		<b>Phone:</b> (321) 723-6227	123
<b>Email:</b> info@mlbair.com				
<b>Owner Representative:</b> Clifford Graham			<b>Facility Manager:</b> Greg Donovan	
<b>Address:</b> Melbourne International Airport 1 Air Terminal Pkwy, Ste 220			<b>Address:</b> 1 Air Terminal Pkwy, Ste 220	
<b>City:</b> Melbourne	<b>State:</b> FL	<b>ZIP:</b> 32901-1888	<b>City:</b> Melbourne	<b>State:</b> FL <b>ZIP:</b> 32901
<b>Phone:</b> (321) 288-0084			<b>Phone:</b> (321) 723-6227	
<b>Email:</b> cgraham@mlbair.com			<b>Email:</b> gdonovan@mlbair.com	

<b>Acreeage:</b> 2,600	<b>Residential Airpark:</b> No	<b>Beacon:</b> C-G	
<b>Section:</b> 33	<b>Township:</b> 27S	<b>Range:</b> 37E	<b>Wind Indicator:</b> Yes
<b>Lighting Schedule:</b> Sunset to Sunrise			<b>Lighted:</b> Yes
<b>Attendance Schedule:</b> Month/Day/Hour			<b>Notes:</b>
ALL / ALL / ALL		<b>Segmented Circle:</b> Yes	<b>Lighted:</b> Yes
		<b>Facility Website:</b> <a href="https://www.mlbair.com/">https://www.mlbair.com/</a>	
		Ask in any new facility aerals/photos are available	

Based Aircraft								
Year:	2011	Single Engine:	183	Jet Engine:	14	Glider:	Ultralight:	
Source:	Manager	Multi Engine:	46	Helicopter:	6	Military:	1	Seaplane:
Total Based Aircraft:								

Annual Operations							
Year:	2010	Air Carrier:	5,782	Air Taxi:	1,504	GA Local:	61,954
End Date:	12/31/2010	Commuter:		Military:	638	GA Itinerant:	76,327
Total Annual Operations:							

FAR 139 Certificated Class

<b>FAA NavCom</b>					
<b>FSS ID:</b>	<input checked="" type="checkbox"/> PIE	<b>Clearance Delivery:</b>	<input checked="" type="checkbox"/> 121.900	132.650	
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No	<b>Ground Control:</b>	<input checked="" type="checkbox"/> 121.900		
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input checked="" type="checkbox"/> 118.200	124.050	
<b>VorTac:</b>	<input checked="" type="checkbox"/> MLB 110.0 On field	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 132.650		
<b>AWOS/ASOS:</b>	<input checked="" type="checkbox"/> 132.550	<b>Unicom:</b>	<input checked="" type="checkbox"/> 122.950		
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> ILS, LOC, LOC BC, LPV, LNAV/VNAV, LNAV, VOR	<b>ATIS:</b>	<input checked="" type="checkbox"/> 132.550		
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 118.200		

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## Services

## Fuel:

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

## Bottle Oxygen:

High ☐  
 Low ☐

## Bulk Oxygen:

High ☐  
 Low ☐

## Transient Storage:

Buoy ☐  
 Hangar ☒  
 Tie Downs ☒

## Airframe:

Major ☒  
 Minor ☒

## Power Plant:

Major ☒  
 Minor ☒

## Other Services:

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

## Aircraft Charging Stations:

Electric Charging Stations ☐  
 Hydrogen Charging Stations ☐  
 Battery Charging Stations ☐  
 Solar Charging Stations ☐  
 Auto Charging Stations ☐

## Aircraft Electric Charging Power Rating:

Alternating Current ☐  
 Direct Current ☐

## Aircraft Electric Charging Station Plug Type

AC - J1772 ☐  
 AC - Mennekes ☐  
 DC - GB/T ☐  
 DC - CCS Type1 ☐  
 DC - CCS Type2 ☐  
 DC - MCS ☐  
 DC - CHAdeMO ☐  
 Other ☐

## Support Infrastructure:

Passenger Waiting Facility ☐  
 Aircraft Tug Station ☐  
 Deicing Equipment ☐  
 Battery Thermal Conditioning System ☐  
 Maintenance Platforms, Ladders, Inspection ☐  
 Provider of Services ☐  
 Fire Suppression/Extinguishing System ☐  
 Aircraft Cabin Thermal Conditioning Equipment ☐  
 Passenger/Cargo Loading Equipment ☐

## Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	3,001 x 75	Asph	Good	MIRL

Comments:

**RWY 05**

FAR 77 Category A(V).

**RWY 23**

FAR 77 Category A(V).

Approach ratio required is RWY 05 20:1 and RWY 23 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 05**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	28° 5' 45.26	80° 38' 14.62	Surveyed	25:1	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		25:1	TREES		41 ft	1,240 ft	Before Runway End	135 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

**Runway 23**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	28° 6' 7.31	80° 37' 52.14	Surveyed	26:1	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		26:1	BLDG	L	45 ft	1,370 ft	Before Runway End	65 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	Aeronautical Study	Determination
EQUIP	28° 05' 49.06	80° 38' 12.47	Estimated	113 ft	NW	1 ft	No	Yes	Yes		
EQUIP	28° 06' 03.54	80° 37' 54.31	Estimated	112 ft	SE	1 ft	No	Yes	Yes		
Runway ID	Status	Dimension		Surface		Condition		Lights			
09L/27R	Existing	6,000 x 150		Asph		Good		MIRL			

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**RWY 09L****FAR 77 Category D.****RWY 27R****FAR 77 Category D.****Approach ratio required is RWY 09L 34:1 and RWY 27R 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 09L**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09L	28° 6' 19.71	80° 39' 35.52	Surveyed	13:1	NPI-G	P4L	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	Yes		13:1	TREES		26 ft	550 ft	Before Runway End	400 ft L
Runway End	Yes		34:1	TREES		44 ft	1,495 ft	Before Runway End	305 ft L

Marked Displaced Threshold

Required Displaced Threshold

**Runway 27R**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27R	28° 6' 22.95	80° 38' 28.62	Surveyed	36:1	NPI-G	P4L	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		36:1	BLDG	ML	46 ft	1,880 ft	Before Runway End	450 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
BRUSH	28° 06' 17.60	80° 38' 42.69	Estimated	436 ft	S	4 ft	No	No	No		
EQUIP	28° 06' 19.63	80° 38' 36.96	Estimated	267 ft	S	1 ft	No	Yes	Yes		
BRUSH	28° 06' 16.46	80° 39' 06.11	Estimated	426 ft	S	4 ft	No	No	No		
EQUIP	28° 06' 22.42	80° 39' 27.52	Estimated	255 ft	N	1 ft	No	Yes	Yes		
TREES	28° 06' 15.00	80° 39' 36.99	Estimated	404 ft	S	20 ft	No	No	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
09R/27L	Existing	10,181 x 150	Asph	Excellent	HIRL

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**RWY 09R****FAR 77 Category PIR.****RWY 27L****FAR 77 Category D.****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	28° 6' 4.62	80° 39' 40.08	Surveyed	50:1	PIR-G	P4L	No	No	MALSR

**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		50:1	NONE					
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

**Runway 27L**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27L	28° 6' 9.72	80° 37' 54.37	Surveyed	40:1	PIR-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	No		40:1	TREES		36 ft	1,640 ft	Before Runway End	420 ft R
Runway End									
Marked Displaced Threshold	No	699 ft	50:1	NONE					
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	28° 06' 12.77	80° 37' 55.65	Estimated	313 ft	N	1 ft	No	Yes	Yes		

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## Instrument Approach

09L/27R	Type	A	B	C	D	E
09L	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
09L	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
09L	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
27R	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
27R	LNAV/VNAV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
27R	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
09R/27L	Type	A	B	C	D	E
09R	ILS	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
09R	LNAV	24.00 RVR	24.00 RVR	45.00 RVR	45.00 RVR	
09R	LNAV/VNAV	35.00 RVR	35.00 RVR	35.00 RVR	35.00 RVR	
09R	LOC	24.00 RVR	24.00 RVR	45.00 RVR	45.00 RVR	
09R	LPV	18.00 RVR	18.00 RVR	18.00 RVR	18.00 RVR	
09R	VOR	24.00 RVR	24.00 RVR	40.00 RVR	40.00 RVR	
27L	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
27L	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
27L	LOC BC	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
27L	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
27L	VOR	1.00 Miles	1.00 Miles	1.50 Miles	1.50 Miles	

## Declared Distances

Runway 05/23	TORA	TODA	ASDA	LDA
05	3,000	3,000	3,000	3,000
23	3,000	3,000	3,000	3,000
Runway 09L/27R	TORA	TODA	ASDA	LDA
09L	6,000	6,000	6,000	6,000
27R	6,000	6,000	6,000	6,000
Runway 09R/27L	TORA	TODA	ASDA	LDA
09R	10,181	10,181	10,181	10,181
27L	10,181	10,181	10,181	9,482

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**Deficiencies**

Inspection Date 1/31/25

Next Inspection 1/31/26

**Non-Deficiency Remarks**

In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

**Mitigated Deficiencies**

Rwy End: 09L 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 09L approach surface ratio is 13:1 due to trees 26 feet tall, 550 feet before the approach end of the runway, 400 feet left of centerline.

Runway 09L threshold is displaced to the approach end of the runway.

Rwy End: 09L 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.

Trees 20 feet tall, 200 feet to 110 feet before the approach end of the runway, 404 feet to 500 feet right of centerline penetrates the primary surface of Runway 09L/27R.

Brush 4 feet tall, 800 feet to 3,504 feet after the approach end of the runway, 426 feet to 500 feet right of centerline penetrates the primary surface of Runway 09L/27R.

Trees and brush are located outside the Runway Object Free Area (ROFA) as required pursuant to FAA Advisory Circular 150/5300-13B for a runway with a D-II critical design aircraft.

Rwy End: 27R 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.

Brush 4 feet tall, 215 feet to 2,160 feet after the approach end of the runway, 436 feet to 500 feet left of centerline penetrates the primary surface of Runway 09L/27R.

Brush is located outside the Runway Object Free Area (ROFA) as required pursuant to FAA Advisory Circular 150/5300-13B for a runway with a D-II critical design aircraft.

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## License

Effective: 06/01/2025

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 05/23 is available for visual approaches only.

- a. Runway 05 is FAR 77 category A(V).
- b. Runway 23 is FAR 77 category A(V).

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

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

## 3. 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 D.

## 4. Runway 09L threshold is displaced to the approach end of the runway.

## 5. Runway 27L threshold is displaced 699 feet.

## 6. Runway 05 TORA-3000 TODA-3000 ASDA-3000 LDA-3000

## 7. Runway 09R TORA-10181 TODA-10181 ASDA-10181 LDA-10181

## 8. Runway 23 TORA-3000 TODA-3000 ASDA-3000 LDA-3000

## 9. Runway 27L TORA-10181 TODA-10181 ASDA-10181 LDA-9482

Additional Licensing Remarks: