Facility Name: Pompano Beach Airpark
Facility Type: Airport **Status:** Active

Inspection Date: 5/15/2025
Inspector: David Smith

Location ID: **PMP** *FAA Site No.:* **03451.*A**
1.00 Miles NE of Pompano Beach
ARP Latitude: **26º 14' 50.6429** *Source:* **Estimated**
ARP Longitude: **80º 6' 40.3490**
Elevation: **19.3** *Source:* **Surveyed**

FDOT District: **4**
County: **Broward**
Ownership **Public**
Use: **Public**
Sectional Chart: **MIAMI**

Note: Primary contact shows below with a background.

Facility Owner: **City of Pompano Beach**
Address: **City Hall**
100 W Atlantic Blvd
City: **Pompano Beach** *State:* **FL** *ZIP:* **33061**
Phone: **(954) 786-4135** *Fax:* **(954) 786-4136**
Email: **steve.rocco@copbfl.com**

Facility Physical Address
Address: **1001 NE 10th St**
City: **Pompano Beach** *State:* **FL** *ZIP:* **33060**
Phone: **(954) 786-4135**

Owner Representative: **Greg Harrison**
Address: **100 West Atlantic Blvd**
City: **Pompano Beach** *State:* **FL** *ZIP:* **33060**
Phone: **(954) 786-4601**
Email: **greg.harrison@copbfl.com**

Facility Manager: **Steven Rocco**
Address: **1001 NE 10th St**
City: **Pompano Beach** *State:* **FL** *ZIP:* **33060**
Phone: **(954) 786-4135**
Email: **steve.rocco@copbfl.com**

Acreage: **650** *Residential Airpark:* **No**
Section: **25** *Township:* **48S** *Range:* **42E**
Lighting Schedule: **Sunset to Sunrise**
Attendance Schedule: *Month/Day/Hour*
ALL / ALL / ALL

Beacon: **C-G**
Wind Indicator: **Yes** *Lighted:* **Yes**
Notes:
Segmented Circle: **No** *Lighted:* **No**
Facility Website: **https://www.pompanobeachfl.gov/government/public-wor**
Ask in any new facility aerials/photos are available

Based Aircraft

Year:	**2011**	*Single Engine:*	**125**	*Jet Engine:*	**4**	*Glider:*		*Ultralight:*	
Source:	**Inspector**	*Multi Engine:*	**12**	*Helicopter:*	**17**	*Military:*		*Seaplane:*	
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:	[X] **MIA**	*Clearance Delivery:*	[ ]
FSS on Airport:	[X] **No**	*Ground Control:*	[X] **121.900**
Toll Free:	[X] **(800) WX-BRIEF**	*Control Tower:*	[X] **125.400**
VorTac:	[X] **FLL**	*Approach Control:*	[X] **119.700**
AWOS/ASOS:	[X] **120.550**	*Unicom:*	[X] **122.950**
Instrument Approach:	[X] **LOC/DME, LPV, LNAV, LNAV/VNAV**	*ATIS:*	[X] **120.550**
		CTAF:	[X] **125.400**

Facility Name: Pompano Beach Airpark
Facility Type: Airport
Status: Active
Inspection Date: 5/15/2025
Inspector: David Smith

Services

Fuel:

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

Bottle Oxygen:

High	X
Low	X

Bulk Oxygen:

High	X
Low	X

Transient Storage:

Buoy	
Hangar	X
Tie Downs	X

Airframe:

Major	X
Minor	X

Power Plant:

Major	X
Minor	X

Other Services:

Aerial Surveying	X	
Air Ambulance	X	
Air Freight		
Aircraft Rental	X	
Aircraft Sales	X	
Avionics	X	
Beaching Gear		
Car Rental	X	
Cargo		
Courtesy Car		
Charter	X	
Crop Dusting		
Glider		
Glider Towing		
Instruction	X	
Internet		
Lodging	X	**1/2 mile**
Parachute Jumping Area		
Restaurant	X	**1/4 mile**
Restrooms	X	
Taxi	X	
Telephone	X	

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 Electrict 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:

Facility Name: Pompano Beach Airpark **Inspection Date:** 5/15/2025
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
06/24	Existing	4,001 x 150	Asph	Fair	MIRL

Comments:

RWY 06
FAR 77 Category A(NP).

RWY 24
FAR 77 Category A(NP).

Approach ratio required is RWY 06 20:1 and RWY 24 20:1.
Primary surface required is 500 feet wide.
Transitional surface required is 7:1.
Safety area required extends 240 feet beyond each runway end.

Runway 06

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
06	26º 14' 38.2929	80º 6' 59.5713	Surveyed	16:1	BSC-P	P2L	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	Controlling Offset
Primary Surface	No		16:1	TREES		41 ft	845 ft	Before Runway End	225 ft L
Runway End	No		20:1	TREES		41 ft	845 ft	Before Runway End	225 ft L
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	26º 15' 2.3219	80º 6' 24.6350	Surveyed	20:1	BSC-P	P2L	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	Controlling Offset
Primary Surface	No		20:1	TREES		59 ft	1,375 ft	Before Runway End	165 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitutude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
EQUIP	26º 14' 43.72	80º 06' 54.36	Estimated	145 ft	NW	2 ft	No	Yes	Yes		
EQUIP	26º 14' 56.56	80º 06' 30.44	Estimated	145 ft	SE	2 ft	No	Yes	Yes		
EQUIP	26º 14' 43.60	80º 06' 53.88	Estimated	200 ft	NW	2 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
10/28	Existing	3,687 x 100	Asph	Fair	MIRL

Comments:

Facility Name:	**Pompano Beach Airpark**	**Inspection Date:**	**5/15/2025**
Facility Type:	**Airport**	**Status:** **Active**	**Inspector:** **David Smith**

RWY 10
FAR 77 Category A(V).

RWY 28
FAR 77 Category A(V).

Approach ratio required is RWY 10 20:1 and RWY 28 20:1.
Primary surface required is 250 feet wide.
Transitional surface required is 0:1.
Safety area required extends 240 feet beyond each runway end.

Runway 10

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
10	**26º 14' 45.3827**	**80º 6' 59.8116**	**Surveyed**	**23:1**	**BSC-F**	**P2L**	**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*	*Controlling Offset*	
Primary Surface	**No**		**23:1**	**TREES**		**32 ft**	**930 ft**	**Before Runway End**	**100 ft**	**R**
Runway End										
Marked Displaced Threshold										
Required Displaced Threshold										

Runway 28

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
28	**26º 14' 40.7738**	**80º 6' 21.6914**	**Surveyed**	**8:1**	**BSC-F**	**P2L**	**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*	*Controlling Offset*	
Primary Surface	**No**		**8:1**	**TREES**		**25 ft**	**410 ft**	**Before Runway End**	**105 ft**	**R**
Runway End	**No**		**16:1**	**TREES**		**25 ft**	**410 ft**	**Before Runway End**	**105 ft**	**R**
Marked Displaced Threshold	**No**	**185 ft**	**24:1**	**TREES**		**25 ft**	**410 ft**	**Before Runway End**	**105 ft**	**R**
Required Displaced Threshold										

Primary Surface and Safety Area

Object	*Latitutude*	*Longitude*	*Survey/ Estimate*	*Distance from Centerline*	*Direction from Centerline*	*Height*	*Fixed by Function*	*Frangible*	*Marked*	*Aeronatical Study*	*Determination*
EQUIP	**26º 14' 45.70**	**80º 06' 52.46**	**Estimated**	**118 ft**	**N**	**2 ft**	**No**	**Yes**	**Yes**		
EQUIP	**26º 14' 43.72**	**80º 06' 54.35**	**Estimated**	**102 ft**	**S**	**2 ft**	**No**	**Yes**	**Yes**		
EQUIP	**26º 14' 40.62**	**80º 06' 30.30**	**Estimated**	**121 ft**	**S**	**2 ft**	**No**	**Yes**	**Yes**		
RUTS	**26º 14' 45.50**	**80º 06' 55.65**	**Estimated**		**N**		**No**	**No**	**No**		
RUTS	**26º 14' 46.02**	**80º 06' 59.84**	**Estimated**		**NW**		**No**	**No**	**No**		
RUTS	**26º 14' 44.83**	**80º 07' 00.01**	**Estimated**	**60 ft**	**SE**		**No**	**No**	**No**		

Runway ID	Status	Dimension	Surface	Condition	Lights
15/33	**Existing**	**4,918 x 150**	**Asph**	**Good**	**MIRL**

Comments:

Facility Name:	**Pompano Beach Airpark**	**Inspection Date:**	**5/15/2025**
Facility Type:	**Airport**	**Status:** **Active**	**Inspector:** **David Smith**

RWY 15
FAR 77 Category D.

RWY 33
FAR 77 Category D.

Approach ratio required is RWY 15 34:1 and RWY 33 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 15

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
15	**26º 15' 15.6598**	**80º 6' 55.0142**	**Surveyed**	**0:1**	**NPI-F**	**P4L**	**No**	**No**	**MALS**

Obstruction Data

	Close-in Obstruction	*Displacement Distance*	*Slope*	*Controlling Obstruction*	*Marked/ Lighted*	*Height Above Runway*	*Distance From Runway*	*Direction From Runway End*	*Controlling Offset*
Primary Surface	**Yes**		**0:1**	**BLDG**		**10 ft**	**55 ft**	**Before Runway End**	**359 ft R**
Runway End	**Yes**		**5:1**	**BLDG**		**10 ft**	**55 ft**	**Before Runway End**	**359 ft R**
Marked Displaced Threshold	**Yes**	**500 ft**	**34:1**	**TREE**		**82 ft**	**2,260 ft**	**Before Runway End**	**300 ft R**
Required Displaced Threshold									

Runway 33

	Latitude	*Longitude*	*Source*	*Slope*	*Marking*	*VGSI*	*REIL*	*Rt Traffic*	*Approach*
33	**26º 14' 36.9310**	**80º 6' 22.2452**	**Surveyed**	**0:1**	**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*	*Controlling Offset*
Primary Surface	**Yes**		**0:1**	**ACFT**		**15 ft**	**200 ft**	**Before Runway End**	**390 ft L**
Runway End	**Yes**		**13:1**	**ACFT**		**15 ft**	**200 ft**	**Before Runway End**	**390 ft L**
Marked Displaced Threshold	**Yes**	**340 ft**	**34:1**	**TREE**		**33 ft**	**750 ft**	**Before Runway End**	**440 ft L**
Required Displaced Threshold									

Primary Surface and Safety Area

Object	*Latitutude*	*Longitude*	*Survey/ Estimate*	*Distance from Centerline*	*Direction from Centerline*	*Height*	*Fixed by Function*	*Frangible*	*Marked*	*Aeronatical Study*	*Determination*
EQUIP	**26º 15' 6.78**	**80º 06' 44.97**	**Estimated**	**185 ft**	**E**	**2 ft**	**No**	**Yes**	**Yes**		
EQUIP	**26º 14' 46.25**	**80º 06' 32.80**	**Estimated**	**190 ft**	**SW**	**2 ft**	**No**	**Yes**	**Yes**		
BLDG	**26º 15' 13.95**	**80º 06' 58.62**	**Estimated**	**359 ft**	**SW**	**10 ft**	**No**	**No**	**No**		
BLDG	**26º 15' 13.61**	**80º 06' 58.69**	**Estimated**	**385 ft**	**SW**	**15 ft**	**No**	**No**	**No**		
TREES	**26º 15' 11.72**	**80º 06' 57.33**	**Estimated**	**390 ft**	**SW**	**35 ft**	**No**	**No**	**No**		
TREES	**26º 15' 07.61**	**80º 06' 43.77**	**Estimated**	**255 ft**	**NE**	**30 ft**	**No**	**No**	**No**		
ACFT	**26º 14' 35.69**	**80º 06' 27.07**	**Estimated**	**390 ft**	**SW**	**15 ft**	**No**	**No**	**No**		
FENCE	**26º 14' 48.40**	**80º 06' 28.18**	**Estimated**	**265 ft**	**E**	**6 ft**	**No**	**No**	**Yes**		
HILL	**26º 15' 14.91**	**80º 06' 59.42**	**Estimated**	**364 ft**	**W**	**6 ft**	**No**	**No**	**No**		
HILL	**26º 15' 14.68**	**80º 07' 00.04**	**Estimated**	**425 ft**	**SW**	**5 ft**	**No**	**No**	**No**		
EQUIP	**26º 15' 14.17**	**80º 07' 00.17**	**Estimated**	**480 ft**	**SW**	**20 ft**	**No**	**No**	**No**		

Facility Name: Pompano Beach Airpark **Inspection Date:** 5/15/2025
Facility Type: Airport **Status:** Active **Inspector:** David Smith

RUTS	**26º 15' 16.33**	**80º 06' 55.97**	**Estimated**	**28 ft**	**SW**	**No**	**No**	**No**
RUTS	**26º 15' 15.66**	**80º 06' 55.28**	**Estimated**	**18 ft**	**SW**	**No**	**No**	**No**

Instrument Approach

06/24	*Type*	*A*	*B*	*C*	*D*	*E*
06	**LNAV**	**1.00 Miles**	**1.00 Miles**			
06	**LPV**	**1.25 Miles**	**1.25 Miles**			
24	**LNAV**	**1.00 Miles**	**1.00 Miles**			
24	**LPV**	**1.00 Miles**	**1.00 Miles**			

15/33	*Type*	*A*	*B*	*C*	*D*	*E*
15	**LNAV**	**1.00 Miles**	**1.00 Miles**			
15	**LOC/DME**	**1.00 Miles**	**1.00 Miles**			
15	**LPV**	**0.75 Miles**	**0.75 Miles**			
15	**LNAV/VNAV**	**1.00 Miles**	**1.00 Miles**			
33	**LNAV**	**1.00 Miles**	**1.00 Miles**			
33	**LPV**	**0.75 Miles**	**0.75 Miles**			
33	**LNAV/VNAV**	**2.50 Miles**	**2.50 Miles**			

Facility Name: Pompano Beach Airpark **Inspection Date:** 5/15/2025
Facility Type: Airport **Status:** Active **Inspector:** David Smith

Deficiencies

Inspection Date **5/15/25** Next Inspection **5/31/26**

Deficiencies

06/24 : Taxiway (A) Hold Position	In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.
	Taxiway A hold position marking black outline is faded and in poor condition.
06/24 : Taxiway (L) Hold Position	In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.
	Taxiway L hold position marking black outline is faded and in poor condition.
06/24 : Taxiway (M@24)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
	Taxiway M hold position markings are discolored and/or stained.
15/33 : Taxiway (F)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
	Taxiway F hold position markings are discolored and/or stained.
Rwy End: 06	In accordance with Chapter 14-60.007(2)(d)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the transition surface ratio is 7:1.
	Hangar 21 feet tall, 200 feet before to 160 feet after the approach end of Runway 06, 385 feet to 535 feet right of centerline penetrates the transitional surface of Runway 06/24.
Rwy End: 06 Runway Centerline	In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.
	Runway 06/24 centerline marking's black border is faded.
Rwy End: 24	In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.
	Runway 24 designation markings are faded and in poor condition.
Rwy End: 28 Displaced Threshold Lights (Innermost Light)	In accordance with Chapter 14-60.007(10)(c), FAC. – The inboard half of displaced threshold lights shall be white for a visual runway.
	Runway 28 displaced threshold innermost light is amber or yellow in color.

Mitigated Deficiencies

06/24 : Taxiway (C)	In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.
	Runway 06/24 Taxiway C hold position marking is placed 125 feet from runway centerline. Taxiway C holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

Facility Name: Pompano Beach Airpark **Inspection Date:** 5/15/2025
Facility Type: Airport **Status:** Active **Inspector:** David Smith

06/24 : Taxiway (D)	In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.
	Runway 06/24 Taxiway D hold position marking is placed 126 feet from runway centerline. Taxiway D holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.
06/24 : Taxiway (F)	In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.
	Runway 06/24 Taxiway F hold position marking is placed 125 feet from runway centerline. Taxiway F holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.
06/24 : Taxiway (L)	In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.
	Runway 06/24 Taxiway L hold position marking is placed 125 feet from runway centerline. Taxiway L holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.
06/24 : Taxiway (M@06)	In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.
	Runway 06/24 Taxiway M hold position marking at the approach end of Runway 06 is placed 127 feet from runway centerline. Taxiway M holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.
06/24 : Taxiway (M@24)	In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.
	Runway 06/24 Taxiway M hold position marking at the approach end of Runway 24 is placed 125 feet from runway centerline. Taxiway M holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.
Rwy End: 06	In accordance with Chapter 14-60.007(2)(c)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the approach surface ratio is 20:1.
	Runway 06 approach surface ratio is 16:1 due to trees 41 feet tall, 845 feet before the approach end of the runway, and 225 feet left of centerline. Runway 06 threshold is displaced to the approach end of the runway.
Rwy End: 10	In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a width of 120 feet.
	Excessive pavement edgelips 380 feet after the approach end of the Runway, 60 feet left of centerline is located inside the runway safety area of Runway 10/28. Excessive pavement edgelips 187 feet after the approach end of the Runway, 60 feet left of centerline is located inside the runway safety area of Runway 10/28. Excessive pavement edgelips 10 feet before the approach end of the Runway, 60 feet left to 60 feet right of centerline is located inside the runway safety area of Runway 10/28.

Facility Name:	**Pompano Beach Airpark**	**Inspection Date:**	**5/15/2025**
Facility Type:	**Airport**	**Status:** **Active**	**Inspector:** **David Smith**

Spoke with Mr. David Adams, inspection contact, after the inspection on May 15, 2025 and he stated these areas would be brought to grade and corrected during the Runway 10-28 Rehab project (PFL0013578) that will be completed by the end of 2026. Note: Some of these lighting cans may have to be lowered farther into the ground.

Rwy End: 15	In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Excessive pavement edgelips 104 feet before the approach end of the Runway, 28 feet right of centerline is located inside the runway safety area of Runway 15/33.

Excessive pavement edgelips 11 feet before the approach end of the Runway, 18 feet right of centerline is located inside the runway safety area of Runway 15/33.

Spoke with Mr. David Adams, inspection contact, after the inspection on May 15, 2025 and he stated these areas would be brought to grade by June 14, 2025.

Rwy End: 15	In accordance with Chapter 14-60.007(2)(d)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the transition surface ratio is 7:1.

Trees 200 feet before to 2,135 feet after the approach end of Runway 15, 500 feet left of centerline and beyond penetrates the transition surface of Runway 15/33.

Trees 15 feet to 715 feet after the approach end of Runway 15, 500 feet right of centerline and beyond penetrates the transition surface of Runway 15/33.

Received an e-mail from Mr. Steve Rocco, Airport Manager, on May 23, 2022 stating that a request will be submitted to the FAA via the instrument flight procedures portal to increase the visibility minimums for the LPV approaches on Runway 15 and 33. Increasing these visibility minimums will reduce the width of the primary surface and remove most of the transition surface obstructions.

The changes for the RNAV(GPS) approaches to Runway 15 are out for public comment until May 28, 2025. The anticipated publication date for the changes is June 12, 2025.

Rwy End: 15	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 ¾ mile: the approach surface ratio is 34:1.

Runway 15 approach surface ratio is 0:1 due to building 10 feet tall, 55 feet before the approach end of the runway, and 359 feet right of centerline.

Runway 15 threshold is displaced 500 feet.

Rwy End: 15	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 ¾ mile: the width of the primary surface is 1,000 feet.

Facility Name:	**Pompano Beach Airpark**	**Inspection Date:**	**5/15/2025**
Facility Type:	**Airport**	**Status:** **Active**	**Inspector:** **David Smith**

	Trees 30 feet tall, 450 feet to 2,125 feet after the approach end of the Runway, 255 feet to 500 feet left of centerline penetrates the primary surface of Runway 15/33.
	Trees 35 feet tall, 15 feet to 505 feet after the approach end of the Runway, 390 feet to 500 feet right of centerline penetrates the primary surface of Runway 15/33.
	Building 10 feet tall, 55 feet before the approach end of the Runway, 359 feet right of centerline penetrates the primary surface of Runway 15/33.
	Building 15 feet tall, 40 feet before the approach end of the Runway, 385 feet right of centerline penetrates the primary surface of Runway 15/33.
	Earth 6 feet tall, 180 feet before the approach end of the Runway, 364 feet left of centerline penetrates the primary surface of Runway 15/33.
	Debris 5 feet tall, 200 feet to 160 feet before the approach end of the Runway, 425 feet right of centerline penetrates the primary surface of Runway 15/33.
	Heavy equipment 20 feet tall, 160 feet before the approach end of the Runway, 480 feet right of centerline penetrates the primary surface of Runway 15/33.
	Received an e-mail from Mr. Steve Rocco, Airport Manager, on May 23, 2022 stating that a request has been submitted to the FAA via the instrument flight procedures portal to increase the visibility minimums for the LPV approaches on Runway 15 and 33. Increasing these visibility minimums will reduce the width of the primary surface and remove the obstructions to that imaginary surface.
	The changes for the RNAV(GPS) approaches to Runway 15 are out for public comment until May 28, 2025. The anticipated publication date for the changes is June 12, 2025.
Rwy End: 28	In accordance with Chapter 14-60.007(2)(c)1.b., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.
	Runway 28 approach surface ratio is 8:1 due to trees 25 feet tall, 410 feet before the approach end of the runway, and 105 feet right of centerline.
	Runway 28 threshold is displaced 185 feet.
Rwy End: 33	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 ¾ mile: the approach surface ratio is 34:1.
	Runway 33 approach surface ratio is 0:1 due to aircraft 15 feet tall, 200 feet before the approach end of the runway, and 390 feet left of centerline.
	Runway 33 threshold is displaced 340 feet.
Rwy End: 33	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 ¾ mile: the width of the primary surface is 1,000 feet.
	Aircraft parking 200 feet before to 345 feet after the approach end of the runway, 390 feet to 500 feet left of centerline penetrates the primary surface of Runway 15/33.
	Fence 6 feet tall, 255 feet to 1,778 feet after the approach end of the runway, 265 feet to 500 feet right of centerline penetrates the primary surface of Runway 15/33.
	Received an e-mail from Mr. Steve Rocco, Airport Manager, on May 23, 2022 stating that a request will be submitted to the FAA via the instrument flight procedures portal to increase the visibility minimums for the LPV approaches on Runway 15 and 33. Increasing these visibility minimums will reduce the width of the primary surface and remove the obstructions to that imaginary surface.
	The changes for the RNAV(GPS) approaches to Runway 33 are out for public comment until May 28, 2025. The anticipated publication date for the changes is July 10, 2025.

Facility Name:	**Pompano Beach Airpark**	**Inspection Date:**	**5/15/2025**
Facility Type:	**Airport**	**Status:** **Active**	**Inspector:** **David Smith**

License

Effective: **09/01/2025** *Category:* **Public Special** *Limitations:* ☐ *Day Use Only*

Expires: **08/31/2026** ☐ *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 06/24 is available for non-precision instrument and visual approaches.
a. Runway 06 is FAR 77 category A(NP).
b. Runway 24 is FAR 77 category A(NP).

2. Runway 10/28 is available for visual approaches only.
a. Runway 10 is FAR 77 category A(V).
b. Runway 28 is FAR 77 category A(V).

3. Runway 15/33 is available for non-precision instrument and visual approaches.
a. Runway 15 is FAR 77 category D.
b. Runway 33 is FAR 77 category D.

4. Runway 06 threshold is displaced to the approach end of the runway.

5. Runway 15 threshold is displaced 500 feet.

6. Runway 28 threshold is displaced 185 feet.

7. Runway 33 threshold is displaced 340 feet.

B. This Airport is issued a Special License pursuant to Chapter 330.30(2)(b), F.S.
The department may license a public airport that does not meet standards only if it determines that such an exception 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 subject to which the license is granted.

1. Hangar 200 feet before to 160 feet after the approach end of Runway 06, 385 feet to 535 feet right of centerline penetrates the transitional surface of Runway 06/24.

2. Trees 200 feet before to 2,135 feet after the approach end of Runway 15, 500 feet left of centerline and beyond penetrates the transition surface of Runway 15/33.

3. Buildings and trees 55 feet before to 505 feet after the approach end of Runway 15, 359 feet to 500 feet right of centerline penetrates the primary surface of Runway 15/33.

4. Fence 6 feet tall, 255 feet to 1,778 feet after the approach end of Runway 33, 265 feet to 500 feet right of centerline penetrates the primary surface of Runway 15/33.

5. Aircraft parking 200 feet before to 345 feet after the approach end of Runway 33, 390 feet to 500 feet left of centerline penetrates the primary surface of Runway 15/33.

Additional Licensing Remarks: