

<b>Facility Name:</b> North Perry Airport		<b>Inspection Date:</b> 5/16/2025	
<b>Facility Type:</b> Airport		<b>Status:</b> Active	
<b>Inspection Date:</b> 5/16/2025		<b>Inspector:</b> David Smith	
<b>Location ID:</b> HWO	<b>FAA Site No.:</b> 03236.*A	<b>FDOT District:</b> 4	
<b>5.00 Miles W of Hollywood</b>		<b>County:</b> Broward	
<b>ARP Latitude:</b> 26° 0' 04.4	<b>Source:</b> Surveyed	<b>Ownership:</b> Public	
<b>ARP Longitude:</b> 80° 14' 26.60		<b>Use:</b> Public	
<b>Elevation:</b> 8.5	<b>Source:</b> Surveyed	<b>Sectional Chart:</b> MIAMI	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Broward County		<b>Facility Physical Address</b>	
<b>Address:</b> 320 Terminal Dr Ste 200		<b>Address:</b> 101 SW 77th Way	
<b>City:</b> Fort Lauderdale	<b>State:</b> FL <b>ZIP:</b> 33315	<b>City:</b> Pembroke Pines	<b>State:</b> FL <b>ZIP:</b> 33023
<b>Phone:</b> (954) 359-1201	<b>Fax:</b> (954) 359-6183	<b>Phone:</b> (954) 359-1016	
<b>Email:</b>			
<b>Owner Representative:</b> Mark Gale		<b>Facility Manager:</b> Nina MacPherson	
<b>Address:</b> 320 Terminal Dr, Ste 200		<b>Address:</b> 101 SW 77th Way	
<b>City:</b> Fort Lauderdale	<b>State:</b> FL <b>ZIP:</b> 33315	<b>City:</b> Pembroke Pines	<b>State:</b> FL <b>ZIP:</b> 33023-2509
<b>Phone:</b> (954) 359-6214		<b>Phone:</b> (954) 359-1016	
<b>Email:</b> mgale@broward.org		<b>Email:</b> nmacpherson@broward.org	

<b>Acreeage:</b> 522	<b>Residential Airpark:</b> No	<b>Beacon:</b> C-G	
<b>Section:</b> 15	<b>Township:</b> 51S	<b>Wind Indicator:</b> Yes	<b>Lighted:</b> Yes
<b>Lighting Schedule:</b> Sunset to Sunrise		<b>Notes:</b> Yes	
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Segmented Circle:</b> Yes	<b>Lighted:</b> Yes
ALL / ALL / 0700-2100		<b>Facility Website:</b> <a href="https://www.broward.org/NorthPerryAirport/Pages/Default.aspx">https://www.broward.org/NorthPerryAirport/Pages/Default.aspx</a>	
		Ask in any new facility aeriels/photos are available	

<b>Based Aircraft</b>					
<b>Year:</b> 2012	<b>Single Engine:</b> 281	<b>Jet Engine:</b>	<b>Glider:</b>	<b>Ultralight:</b>	
<b>Source:</b> Inspector	<b>Multi Engine:</b> 58	<b>Helicopter:</b> 15	<b>Military:</b>	<b>Seaplane:</b>	
<b>Total Based Aircraft:</b>					

<b>Annual Operations</b>					
<b>Year:</b> 2010	<b>Air Carrier:</b>	<b>Air Taxi:</b> 84	<b>GA Local:</b> 72,144		
<b>End Date:</b> 12/31/2010	<b>Commuter:</b>	<b>Military:</b> 192	<b>GA Itinerant:</b> 45,229		
<b>Total Annual Operations:</b>					

FAR 139 Certificated

<b>FAA NavCom</b>					
<b>FSS ID:</b>	<input checked="" type="checkbox"/> MIA	<b>Clearance Delivery:</b>	<input type="checkbox"/>		
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No	<b>Ground Control:</b>	<input checked="" type="checkbox"/> 120.450		
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input checked="" type="checkbox"/> 132.100	134.300	
<b>VorTac:</b>	<input checked="" type="checkbox"/> FLL	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 128.600		
<b>AWOS/ASOS:</b>	<input checked="" type="checkbox"/> 135.475	<b>Unicom:</b>	<input checked="" type="checkbox"/> 122.950		
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> LNAV	<b>ATIS:</b>	<input checked="" type="checkbox"/> 135.475		
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 132.100		

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## Services

## Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Diesel	<input type="checkbox"/>
E85	<input type="checkbox"/>
G100UL	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
SAF	<input type="checkbox"/>
UL102	<input type="checkbox"/>
80	<input type="checkbox"/>
85UL	<input type="checkbox"/>
87	<input type="checkbox"/>
91/96	<input type="checkbox"/>
91/96UL	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
100VLL	<input type="checkbox"/>
115	<input type="checkbox"/>

## Bottle Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

## Bulk Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

## Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input checked="" type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

## Airframe:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Power Plant:

Major	<input checked="" type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input checked="" type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input type="checkbox"/>
Charter	<input checked="" type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input checked="" type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> 2 miles
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/> Located on Airport Prop
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

## Aircraft Charging Stations:

Electric Charging Stations	<input type="checkbox"/>
Hydrogen Charging Stations	<input type="checkbox"/>
Battery Charging Stations	<input type="checkbox"/>
Solar Charging Stations	<input type="checkbox"/>
Auto Charging Stations	<input type="checkbox"/>

## Aircraft Electric Charging Power Rating:

Alternating Current	<input type="checkbox"/>
Direct Current	<input type="checkbox"/>

## Aircraft Electric Charging Station Plug Type

AC - J1772	<input type="checkbox"/>
AC - Mennekes	<input type="checkbox"/>
DC - GB/T	<input type="checkbox"/>
DC - CCS Type1	<input type="checkbox"/>
DC - CCS Type2	<input type="checkbox"/>
DC - MCS	<input type="checkbox"/>
DC - CHAdeMO	<input type="checkbox"/>
Other	<input type="checkbox"/>

## Support Infrastructure:

Passenger Waiting Facility	<input type="checkbox"/>
Aircraft Tug Station	<input type="checkbox"/>
Deicing Equipment	<input type="checkbox"/>
Battery Thermal Conditioning System	<input type="checkbox"/>
Maintenance Platforms, Ladders, Inspection	<input type="checkbox"/>
Provider of Services	<input type="checkbox"/>
Fire Suppression/Extinguishing System	<input type="checkbox"/>

Aircraft Cabin Thermal Conditioning Equipment	<input type="checkbox"/>
Passenger/Cargo Loading Equipment	<input type="checkbox"/>

## Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

Facility Name: North Perry Airport

Inspection Date: 5/16/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
10L/28R	Existing	3,241 x 100	Asph	Good	None

Comments:

**RWY 10L**

FAR 77 Category A(V).

**RWY 28R**

FAR 77 Category A(NP).

Approach ratio required is RWY 10L 20:1 and RWY 28R 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 10L**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10L	26° 0' 8.16	80° 14' 41.21	Surveyed	18:1	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		18:1	TREE		64 ft	1,355 ft	Before Runway End	165 ft L
Runway End	No		21:1	TREE		64 ft	1,355 ft	Before Runway End	165 ft L
Marked Displaced Threshold	No	181 ft	24:1	TREE		64 ft	1,355 ft	Before Runway End	165 ft L
Required Displaced Threshold									

**Runway 28R**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28R	26° 0' 7.97	80° 14' 5.69	Surveyed	25:1	NPI-G	P2L	No	Yes	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		46 ft	1,330 ft	Before Runway End	40 ft R
Runway End									
Marked Displaced Threshold	No	61 ft	30:1	TREES		46 ft	1,330 ft	Before Runway End	40 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	Aeronautical Study	Determination
EQUIP	26° 00' 09.35	80° 14' 31.88	Estimated	123 ft	N	2 ft	No	Yes	Yes		
EQUIP	26° 00' 06.79	80° 14' 13.44	Estimated	125 ft	S	1 ft	No	Yes	Yes		
Runway ID	Status	Dimension		Surface		Condition		Lights			
10R/28L	Existing	3,463 x 100		Asph		Fair		MIRL			

Comments:

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Status: Active

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**RWY 10R**

FAR 77 Category A(NP).

**RWY 28L**

FAR 77 Category A(V).

Approach ratio required is RWY 10R 20:1 and RWY 28L 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 10R**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10R	25° 59' 53.64	80° 14' 41.49	Surveyed	20:1	NPI-G	P4L	Yes	Yes	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		20:1	BLDG	L	59 ft	1,412 ft	Before Runway End	35 ft R
Runway End									
Marked Displaced Threshold	No	464 ft	32:1	BLDG	L	59 ft	1,412 ft	Before Runway End	35 ft R
Required Displaced Threshold									

**Runway 28L**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28L	25° 59' 53.44	80° 14' 3.54	Surveyed	17:1	BSC-G	P2L	Yes	No	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		17:1	TREE		47 ft	1,005 ft	Before Runway End	215 ft L
Runway End	No		21:1	TREE		47 ft	1,005 ft	Before Runway End	215 ft L
Marked Displaced Threshold	No	210 ft	26:1	TREE		47 ft	1,005 ft	Before Runway End	215 ft L
Required Displaced Threshold									

**Primary Surface and Safety Area**

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
EQUIP	25° 59' 52.25	80° 14' 10.17	Estimated	164 ft	N	2 ft	No	Yes	Yes		
EQUIP	25° 59' 55.40	80° 14' 02.42	Estimated	195 ft	N	2 ft	No	Yes	No		
EQUIP	25° 59' 55.22	80° 14' 28.28	Estimated	124 ft	S	2 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
01R/19L	Existing	3,260 x 100	Asph	Good	None

Comments:

Facility Name: North Perry Airport

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Facility Type: Airport

Status: Active

Inspector: David Smith

**RWY 01R**

FAR 77 Category A(V).

**RWY 19L**

FAR 77 Category A(V).

Approach ratio required is RWY 01R 20:1 and RWY 19L 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 01R**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
01R	25° 59' 51.11	80° 14' 22.79	Surveyed	17:1	BSC-G	P2L	No	Yes	NONE

**Obstruction Data**

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		17:1	TREES		49 ft	1,060 ft	Before Runway End	140 ft R
Runway End	No		22:1	TREES		49 ft	1,060 ft	Before Runway End	140 ft R
Marked Displaced Threshold	No	185 ft	25:1	TREES		49 ft	1,060 ft	Before Runway End	140 ft R
Required Displaced Threshold									

**Runway 19L**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
19L	26° 0' 23.40	80° 14' 22.57	Surveyed	22:1	BSC-G	P2L	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		22:1	TREES		54 ft	1,395 ft	Before Runway End	140 ft L
Runway End									
Marked Displaced Threshold	No	111 ft	28:1	TREES		54 ft	1,395 ft	Before Runway End	140 ft L
Required Displaced Threshold									

**Primary Surface and Safety Area**

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
EQUIP	25° 59' 59.59	80° 14' 24.09	Estimated	125 ft	W	2 ft	No	Yes	Yes		
EQUIP	26° 00' 16.87	80° 14' 21.25	Estimated	122 ft	E	2 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
01L/19R	Existing	3,000 x 100	Asph	Good	MIRL

Comments:

Facility Name: North Perry Airport

Inspection Date: 5/16/2025

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Inspector: David Smith

**RWY 01L****FAR 77 Category A(V).****RWY 19R****FAR 77 Category A(V).****Approach ratio required is RWY 01L 20:1 and RWY 19R 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 01L**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
01L	25° 59' 55.6554	80° 14' 38.6530	Surveyed	32:1	BSC-G	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	Controllin g Offset
Primary Surface	No		32:1	TREE		42 ft	1,525 ft	Before Runway End	95 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

**Runway 19R**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
19R	26° 0' 25.37	80° 14' 38.46	Surveyed	18:1	BSC-G	P2L	Yes	Yes	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		42 ft	990 ft	Before Runway End	160 ft L
Runway End	No		23:1	TREES		42 ft	990 ft	Before Runway End	160 ft L
Marked Displaced Threshold	No	350 ft	32:1	TREES		42 ft	990 ft	Before Runway End	160 ft L
Required Displaced Threshold									

**Primary Surface and Safety Area**

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
EQUIP	26° 00' 18.05	80° 14' 37.14	Estimated	123 ft	E	2 ft	No	Yes	Yes		
EQUIP	26° 00' 02.20	80° 14' 39.98	Estimated	125 ft	W	2 ft	No	Yes	Yes		

**Instrument Approach**

10L/28R	Type	A	B	C	D	E
28R	LNAV	1.00 Miles	1.00 Miles	1.38 Miles		
10R/28L	Type	A	B	C	D	E
10R	LNAV	1.25 Miles	1.25 Miles	1.38 Miles		

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## Declared Distances

Runway	01L/19R	TORA	TODA	ASDA	LDA
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01L

19R

Runway	01R/19L	TORA	TODA	ASDA	LDA
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01R

19L

Runway	10L/28R	TORA	TODA	ASDA	LDA
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10L

28R

Runway	10R/28L	TORA	TODA	ASDA	LDA
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10R	3,463	3,463	3,463	2,999
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28L	3,463	3,463	3,463	3,253
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**Deficiencies**

Inspection Date 5/16/25

Next Inspection 5/31/26

**Deficiencies**

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.

Taxiway A, B, D, E, N, N1, N2, P, P1, and P2 holding position markings are located 125 feet from Runway 10L/28R centerline.

Taxiway A, B, D, E, J, L, L1, L2 L3, M, M1, M3, and R holding position markings are located 125 feet from Runway 10R/28L centerline.

**Corrections**

Corrected? Yes

Date Corrected:

All holding position marking distances are 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 10L/28R.

All holding position marking distances are 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 10R/28L.

**Mitigated Deficiencies**

Rwy End: 01R 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 01R approach surface ratio is 17:1 due to trees 49 feet tall, 1,060 feet before the approach end of the runway, 140 feet right of centerline.

Runway 01R threshold is displaced 185 feet.

Rwy End: 10L 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 10L approach surface ratio is 18:1 due to tree 64 feet tall, 1,335 feet before the approach end of the runway, 165 feet left of centerline.

Runway 10L threshold is displaced 181 feet.

Rwy End: 19R 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 19R approach surface ratio 18:1 due to trees 42 feet tall, 990 feet before the approach end of the runway, 160 feet left of centerline.

Runway 19R threshold is displaced 350 feet.

Rwy End: 28L 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 28L approach surface ratio is 17:1 due to tree 47 feet tall, 1,005 feet before the approach end of the runway, 215 feet left of centerline.

Runway 28L threshold is displaced 210 feet.



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Inspection Date: 5/16/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

## License

Effective: 09/01/2025

Category: Public

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 01L/19R is available for visual approaches only.

- a. Runway 01L is FAR 77 category A(V).
- b. Runway 19R is FAR 77 category A(V).

## 2. Runway 01R/19L is available for visual approaches only.

- a. Runway 01R is FAR 77 category A(V).
- b. Runway 19L is FAR 77 category A(V).

## 3. Runway 10L/28R is available for non-precision instrument and visual approaches.

- a. Runway 10L is FAR 77 category A(V).
- b. Runway 28R is FAR 77 category A(NP).

## 4. Runway 10R/28L is available for non-precision instrument and visual approaches.

- a. Runway 10R is FAR 77 category A(NP).
- b. Runway 28L is FAR 77 category A(V).

## 5. Runway 01R threshold is displaced 185 feet.

## 6. Runway 10L threshold is displaced 181 feet.

## 7. Runway 10R threshold is displaced 464 feet.

## 8. Runway 19L threshold is displaced 111 feet.

## 9. Runway 19R threshold is displaced 350 feet.

## 10. Runway 28L threshold is displaced 210 feet.

## 11. Runway 28R threshold is displaced 61 feet.

## Additional Licensing Remarks: