

Facility Name: Naples Municipal Airport				Inspection Date: 5/14/2025	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Rogers	
Location ID: APF		FAA Site No.: 03379.*A		FDOT District: 1	
2.00 Miles NE of Naples				County: Collier	
ARP Latitude: 26° 9' 08.7895		Source: Surveyed		Ownership: Public	
ARP Longitude: 81° 46' 32.2996				Use: Public	
Elevation: 8.2		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: City of Naples Airport Authority			Facility Physical Address	
Address: 160 Aviation Dr N			Address: 160 Aviation Dr N	
City: Naples	State: FL	ZIP: 34104	City: Naples	State: FL ZIP: 34104-3568
Phone: (239) 643-0733	Fax: (239) 643-4084		Phone: (239) 643-0733	
Email: crozansky@flynaples.com				
Owner Representative: Christopher Rozansky			Facility Manager: Christopher Rozansky	
Address: 160 Aviation Dr N			Address: 160 Aviation Dr N	
City: Naples	State: FL	ZIP: 34104-4084	City: Naples	State: FL ZIP: 34104-4084
Phone: (239) 643-0733			Phone: (239) 643-0733	
Email: crozansky@flynaples.com			Email: crozansky@flynaples.com	

Acreeage: 732	Residential Airpark: No	Beacon: C-G	
Section: 02	Township: 49S	Range: 25E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour			Notes:
ALL / ALL / 0600-2200		Segmented Circle: Yes	Lighted: Yes
		Facility Website: https://flynaples.com/	
		Ask in any new facility aerals/photos are available	

Based Aircraft					
Year: 2010	Single Engine: 250	Jet Engine: 42	Glider: 1	Ultralight: 1	
Source: Manager	Multi Engine: 79	Helicopter: 14	Military:	Seaplane:	
Total Based Aircraft:					

Annual Operations					
Year: 2010	Air Carrier:	Air Taxi: 7,507	GA Local: 20,023		
End Date: 09/30/2010	Commuter:	Military: 118	GA Itinerant: 58,539		
Total Annual Operations:					

FAR 139 Certificated Class

FAA NavCom					
FSS ID:	<input checked="" type="checkbox"/> MIA	Clearance Delivery:	<input checked="" type="checkbox"/> 118.000	124.125	
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.600		
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 128.500		
VorTac:	<input checked="" type="checkbox"/> CCY 108.6	Approach Control:	<input checked="" type="checkbox"/> 124.125	134.750	
AWOS/ASOS:	<input checked="" type="checkbox"/> 134.225	Unicom:	<input checked="" type="checkbox"/> 128.825		
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV, LNAV/VNAV	ATIS:	<input checked="" type="checkbox"/> 134.225		
		CTAF:	<input checked="" type="checkbox"/> 128.500		

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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 checked="" type="checkbox"/>	UL94
SAF	<input checked="" 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 checked="" type="checkbox"/>
Low	<input checked="" 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"/>	3 miles
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"/>	

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 checked="" 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 checked="" 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:

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Runway ID	Status	Dimension	Surface	Condition	Lights
NE/SW	Existing	1,850 x 100	Turf	Good	None

Comments:

RWY SW

FAR 77 Category A(V).

RWY NE

FAR 77 Category A(V).

Approach ratio required is RWY SW 20:1 and RWY NE 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Runway SW/NE operations are restricted to those individuals that have signed a letter of agreement.

Runway NE									
	<i>Latitude</i>	<i>Longitude</i>	<i>Source</i>	<i>Slope</i>	<i>Marking</i>	<i>VGSI</i>	<i>REIL</i>	<i>Rt Traffic</i>	<i>Approach</i>
NE	26° 9' 08.1232	81° 46' 35.7505	Estimated	50:1	Paver-G	N	No	No	NONE

Obstruction Data

<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controlling Offset</i>
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Primary Surface

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway SW									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
SW	26° 8' 54.9878	81° 46' 49.9111	Estimated	50:1	Paver-G	N	No	No	NONE

Obstruction Data

Obstruction					Height	Distance	Direction	Controlling
Close-in	Displacement		Controlling	Marked/	Above	From	From	g
Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway	Runway End	Offset

Primary Surface

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>
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Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	6,600 x 150	Asph	Fair	MIRL

Comments:

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RWY 05

FAR 77 Category C.

RWY 23

FAR 77 Category C.

Approach ratio required is RWY 05 34:1 and RWY 23 34:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	26° 8' 46.35	81° 46' 56.93	Surveyed	12:1	NPI-G	P4R	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		12:1	ROAD	L	15 ft	385 ft	Before Runway End	250 ft R
Runway End	No		34:1	TREES		28 ft	945 ft	Before Runway End	95 ft L
Marked Displaced Threshold	No	800 ft	50:1	BLDG	L	61 ft	2,250 ft	Before Runway End	710 ft L
Required Displaced Threshold									

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	26° 9' 33.18	81° 46' 6.41	Surveyed	2:1	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	No		2:1	FENCE	L	8 ft	215 ft	Before Runway End	250 ft R
Runway End	No		22:1	ROAD		15 ft	340 ft	Before Runway End	250 ft R
Marked Displaced Threshold	No	799 ft	47:1	TREES		35 ft	790 ft	Before Runway End	280 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
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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	5,001 x 100	Asph	Good	MIRL

Comments:

RWY 14

FAR 77 Category B(V).

RWY 32

FAR 77 Category B(V).

Approach ratio required is RWY 14 20:1 and RWY 32 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.

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Runway 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	26° 9' 27.41	81° 46' 48.92	Surveyed	20:1	BSC-F	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	TREES		47 ft	1,155 ft	Before Runway End	240 ft L
Runway End									
Marked Displaced Threshold	No	128 ft	27:1	TREES		47 ft	1,155 ft	Before Runway End	240 ft L
Required Displaced Threshold									

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	26° 8' 52.87	81° 46' 9.60	Surveyed	24:1	BSC-F	P4L	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		24:1	TREES		44 ft	1,275 ft	Before Runway End	165 ft R
Runway End									
Marked Displaced Threshold	No	451 ft	40:1	TREES		44 ft	1,275 ft	Before Runway End	165 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
EQUIP	26° 09' 22.98	81° 46' 41.29	Estimated	161 ft	NE	1 ft	No	Yes	Yes		
EQUIP	26° 09' 00.22	81° 46' 20.45	Estimated	160 ft	SW	1 ft	No	Yes	Yes		
EQUIP	26° 08' 54.98	81° 46' 14.25	Estimated	144 ft	SW	1 ft	No	Yes	Yes		

Instrument Approach

05/23	Type	A	B	C	D	E
05	LNAV	1.00 Miles	1.00 Miles	1.50 Miles	1.50 Miles	
05	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
05	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
23	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
23	LNAV/VNAV	1.38 Miles	1.38 Miles	1.38 Miles	1.38 Miles	
23	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	

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Declared Distances

Runway	05/23	TORA	TODA	ASDA	LDA
05		5,800	5,800	5,800	5,000
23		5,800	5,800	5,800	5,000
Runway	14/32	TORA	TODA	ASDA	LDA
14		5,001	5,001	4,550	4,420
32		5,001	5,001	4,870	4,420
Runway	NE/SW	TORA	TODA	ASDA	LDA

NE

SW

Deficiencies

Inspection Date 5/14/25

Next Inspection 5/31/26

Non-Deficiency Remarks

A. 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: 05 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 ¾ mile: the approach surface ratio is 34:1.

Runway 05 approach surface ratio is 12:1 due to road, 15 feet tall, 385 feet before the approach end of the runway, 250 feet right of centerline.

Runway 05 threshold is displaced 800 feet.

Rwy End: 23 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 ¾ mile: the approach surface ratio is 34:1.

Runway 23 approach surface ratio is 2:1 due to fence, 8 feet tall, 215 feet before the approach end of the runway, 250 feet right of centerline.

Runway 23 threshold is displaced 799 feet.

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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 05/23 is available for non-precision instrument and visual approaches.

a. Runway 05 is FAR 77 category C.

b. Runway 23 is FAR 77 category C.

2. Runway 14/32 is available for visual approaches only.

a. Runway 14 is FAR 77 category B(V).

b. Runway 32 is FAR 77 category B(V).

3. Runway SW/NE is available for visual approaches only.

a. Runway SW is FAR 77 category A(V).

b. Runway NE is FAR 77 category A(V).

4. Runway 05 threshold is displaced 800 feet.

5. Runway 14 threshold is displaced 128 feet.

6. Runway 23 threshold is displaced 799 feet.

7. Runway 32 threshold is displaced 451 feet.

8. Runway 05 TORA-5800 TODA-5800 ASDA-5800 LDA-5000

9. Runway 14 TORA-5001 TODA-5001 ASDA-4550 LDA-4422

10. Runway 23 TORA-5800 TODA-5800 ASDA-5800 LDA-5000

11. Runway 32 TORA-5001 TODA-5001 ASDA-4873 LDA-4422

Additional Licensing Remarks: