

Facility Name: Avon Park Executive Airport		Inspection Date: 7/16/2025	
Facility Type: Airport		Status: Active	
Inspection Date: 7/16/2025		Inspector: David Smith	
Location ID: AVO	FAA Site No.: 03042.*A	FDOT District: 1	
2.00 Miles W of Avon Park		County: Highlands	
ARP Latitude: 27° 35' 28.6796	Source: Estimated	Ownership: Public	
ARP Longitude: 81° 31' 44.2806		Use: Public	
Elevation: 156	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: City of Avon Park		Facility Physical Address	
Address: 110 E Main St		Address: 1535 SR 64 W	
City: Avon Park	State: FL ZIP: 33825	City: Avon Park	State: FL ZIP: 33825
Phone: (863) 452-4400	Fax: (863) 452-4413	Phone: (863) 453-3565	
Email:			
Owner Representative: Garrett Anderson		Facility Manager: Michael Powell	
Address: 110 E Main St		Address: 1535 SR 64 W	
City: Avon Park	State: FL ZIP: 33825	City: Avon Park	State: FL ZIP: 33825
Phone: (863) 452-4400		Phone: (386) 299-1712	
Email: ganderson@avonpark.city		Email: m.powell@famavonpark.com	

Acres: 321	Residential Airpark: No	Beacon: C-G
Section: 20	Township: 33S	Wind Indicator: No
	Range: 28E	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes
ALL / MON-FRI / 0800-1600		Lighted: Yes
ALL / SAT-SUN / ON-CALL		Facility Website: https://www.avonpark.city/airport
ALL / HOL / CLSD		Ask in any new facility aeriels/photos are available

Based Aircraft			
Year: 2011	Single Engine: 50	Jet Engine: 1	Glider:
Source: Inspector	Multi Engine: 8	Helicopter: 2	Ultralight:
Total Based Aircraft:		Military:	Seaplane:

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"/> PIE	Clearance Delivery: <input type="checkbox"/>
FSS on Airport: <input checked="" type="checkbox"/> No	Ground Control: <input type="checkbox"/>
Toll Free: <input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower: <input type="checkbox"/>
VorTac: <input checked="" type="checkbox"/> LBV	Approach Control: <input checked="" type="checkbox"/> 134.550
AWOS/ASOS: <input checked="" type="checkbox"/> 118.725	Unicom: <input checked="" type="checkbox"/> 122.800
Instrument Approach: <input checked="" type="checkbox"/> LPV, LNAV	ATIS: <input type="checkbox"/>
	CTAF: <input checked="" type="checkbox"/> 122.800

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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 ☒ .25 miles
 Parachute Jumping Area ☐
 Restaurant ☐ .25 miles
 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:

<http://www.florida-aviation-database.com>

Airport Inspection Record

Facility Name: Avon Park Executive Airport				Inspection Date: 7/16/2025	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	5,374 x 100	Asph	Good	MIRL

Comments:

RWY 05

FAR 77 Category A(NP).

RWY 23

FAR 77 Category A(V).

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

	<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>
05	27° 35' 04.14	81° 32' 06.50	Surveyed	12:1	NPI-F	P4L	Yes	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>Controllin g Offset</i>
<i>Primary Surface</i>	No		12:1	BRUSH		6 ft	265 ft	Before Runway End	230 ft L
<i>Runway End</i>	No		34:1	TREE		16 ft	530 ft	Before Runway End	225 ft L
<i>Marked Displaced Threshold</i>									
<i>Required Displaced Threshold</i>									

Runway 23

	<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>
23	27° 35' 41.65	81° 31' 24.17	Surveyed	0:1	BSC-F	P4L	Yes	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>Controllin g Offset</i>
<i>Primary Surface</i>	No		0:1	ROAD		15 ft	90 ft	Before Runway End	250 ft R
<i>Runway End</i>	No		6:1	ROAD		15 ft	90 ft	Before Runway End	250 ft R
<i>Marked Displaced Threshold</i>	No	353 ft	27:1	TREES		92 ft	2,125 ft	Before Runway End	320 ft L
<i>Required Displaced Threshold</i>									

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>Aeronautical Study</i>	<i>Determination</i>
FENCE	27° 35' 43.52	81° 31' 24.58	Surveyed	71 ft	W	7 ft	No	No	No	2023-ASO -24365-OE	EBO
ROAD	27° 35' 44.07	81° 31' 24.59	Surveyed	136 ft	W	15 ft	No	No	No	2023-ASO -24359-OE	EBO
EQUIP	27° 35' 11.93	81° 32' 00.56	Estimated	175 ft	NW	2 ft	No	Yes	No		
EQUIP	27° 35' 35.22	81° 31' 34.15	Estimated	166 ft	NW	4 ft	No	Yes	No		
EQUIP	27° 35' 27.98	81° 31' 36.89	Estimated	175 ft	SE	4 ft	No	Yes	No		

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Runway ID	Status	Dimension	Surface	Condition	Lights
10/28	Existing	3,844 x 75	Asph	Fair	MIRL
Comments:					

RWY 10

FAR 77 Category A(NP).

RWY 28

FAR 77 Category A(V).

Approach ratio required is RWY 10 20:1 and RWY 28 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 10									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10	27° 35' 36.81	81° 32' 4.18	Surveyed	31:1	NPI-P	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		31:1	TREES		46 ft	1,600 ft	Before Runway End	60 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 28									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	27° 35' 36.71	81° 31' 21.47	Surveyed	4:1	BSC-P	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		4:1	FENCE		6 ft	221 ft	Before Runway End	200 ft R
Runway End	No		20:1	TREES		59 ft	1,175 ft	Before Runway End	170 ft R
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
EQUIP	27° 35' 35.23	81° 31' 34.03	Estimated	155 ft	S	1 ft	No	Yes	Yes		
EQUIP	27° 35' 38.35	81° 31' 55.07	Estimated	155 ft	N	1 ft	No	Yes	Yes		

Instrument Approach					
05/23	Type	A	B	C	E
05	LNAV	1.00 Miles	1.00 Miles		
05	LPV	1.00 Miles	1.00 Miles		
10/28	Type	A	B	C	E
10	LNAV	1.00 Miles	1.00 Miles		

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Deficiencies

Inspection Date 7/16/25

Next Inspection 7/31/26

Deficiencies

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (A)

Taxiway A hold position markings are faded and in poor condition.

05/23 : 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

Taxiway A hold position marking black outline is faded and in poor condition.

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (C)

Taxiway C hold position markings at Runway 05/23 are faded and in poor condition.

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (D)

Taxiway D hold position markings at Runway 05/23 are faded and in poor condition.

Rwy End: 10 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 10/28 runway centerline markings are faded and in poor condition.

Rwy End: 10 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 10 runway designation markings are discolored and in poor condition.

Rwy End: 10 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway

Centerline

Runway 10/28 runway centerline markings do not contain a sufficient amount of glass beads.

Rwy End: 10 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway

Designation

Runway 10 runway designation markings do not contain a sufficient amount of glass beads.

Rwy End: 23 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 23 runway end light groups contain 4 lights per side.

Rwy End: 28 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 10/28 runway centerline markings are faded and in poor condition.

Rwy End: 28 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway

Designation

Runway 28 runway designation markings do not contain a sufficient amount of glass beads.

Mitigated Deficiencies

05/23 : 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 (F)

Runway 23 Taxiway F holding position marking is located 125 feet west of the runway centerline.

Facility Name: Avon Park Executive Airport**Inspection Date:** 7/16/2025**Facility Type:** Airport**Status:** Active**Inspector:** David Smith

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 05/23.

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (G) runways serving large aircraft or with non-precision approaches.

Runway 23 Taxiway G holding position marking is located 135 feet east of the runway centerline.

Taxiway G 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 05/23.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (G) runways serving large aircraft or with non-precision approaches.

Runway 28 Taxiway G holding position marking is located 125 feet north of the runway centerline.

Taxiway G 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 10/28.

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (H) runways serving large aircraft or with non-precision approaches.

Runway 28 Taxiway H holding position marking is located 126 feet south of the runway centerline.

Taxiway H 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 10/28.

Facility In accordance with Chapter 14-60.007(7)(a), FAC. – At least one 15-knot, 8-foot long windsock shall be installed at the airport.

The windsock installed is retaining water and does not swing as freely as designed.

Received an e-mail from Mr. Michael Powell, Airport Manager, on July 17th, 2025 stating that the water had been removed and a drain hole had been installed to prevent water accumulation in the future.

General In accordance with Chapter 14-60.007(8)(a), FAC. – Airport hazards determined to exist by the Department shall be removed.

Airport beacon and various airfield lights were noted as inoperative without the appropriate NOTAMs issued by the airport sponsor and/or operator.

All runway PAPI and REIL lights were noted as inoperative without the appropriate NOTAMs issued by the airport sponsor and/or operator.

Airport beacon, Taxiway E, Runway 05/23 REILs, Runway 05/23 PAPIs, and Runway 10/28 PAPIs have all had NOTAMs issued for being out of service effective July 16, 2025. These NOTAMs shall remain in effect until repairs are made, and the lights are returned to service.

Rwy End: 05 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 05 approach surface ratio is 12:1 due to brush 6 feet tall, 265 feet before the approach end of the runway, 230 feet left of centerline.

Runway 05 threshold is displaced to the approach end of the runway.

Rwy End: 23 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.

Fence 6 feet tall, 240 feet to 220 feet before the approach end of Runway 23, 33 feet to 60 feet right of centerline is present in the runway safety area of Runway 05/23.

Spoke with Mr. Michael Powell, Airport Manager, after the inspection on July 16, 2025 and he stated that the airport is still working with the consultant and the FAA ADO office to publish the declared distances that were calculated and approved by the FAA during the 2015 Airport Master Plan/ALP. It is unknown at this time how long it will take for the FAA to publish these declared distances.

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Rwy End: 23 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 23 approach surface ratio is 0:1 due to road 15 feet tall, 90 feet before the approach end of the runway, 250 feet right of centerline.

Runway 23 threshold is displaced 353 feet.

Rwy End: 23 In accordance with Chapter 14-60.007(2)(b)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 width of the primary surface is 500 feet.

Fence from 200 feet to 18 feet before the approach end of the runway, 71 feet to 250 feet right of centerline, penetrates the primary surface of Runway 05/23.

Road from 200 feet to 86 feet before the approach end of the runway, 136 feet to 250 feet right of centerline, penetrates the primary surface of Runway 05/23.

The fence has been studied by the FAA under ASN: 2023-ASO-24363-OE to 2023-ASO-24370-OE and has been determined to exceed but is okay. The determination letter did not require any additional marking or lighting.

The road has been studied by the FAA under ASN: 2023-ASO-24358-OE to 2023-ASO-24362-OE and has been determined to exceed but is okay. The determination letter did not require any additional marking or lighting.

A comment has been published on the FAA Chart Supplement to advise flight crews of the unlighted objects on the approach end of the runway.

Rwy End: 23 In accordance with Chapter 14-60.007 (10)(b) Threshold and runway end lights shall be located not less than two feet
Displaced nor more than ten feet outboard from the designated threshold of the runway.

Threshold
Lights
(Other Light)

The displaced threshold lights are located in-line with the designated displaced threshold on Runway 23.

The Runway 23 displaced threshold lighting configuration is consistent with FAA Advisory Circular 150/5340-30J.

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 4:1 due to fence 6 feet tall, 221 feet before the approach end of the runway, 200 feet right of centerline.

Runway 28 threshold is displaced to the approach end of the runway.

Facility Name: Avon Park Executive Airport

Inspection Date: 7/16/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 11/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 10/31/2026

☐ 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 A(NP).
- b. Runway 23 is FAR 77 category A(V).

2. Runway 10/28 is available for non-precision instrument and visual approaches.

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

3. Runway 05 threshold is displaced to the approach end of the runway.

4. Runway 23 threshold is displaced 353 feet.

5. Runway 28 threshold is displaced to the approach end of the runway.

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. Fence 6 feet tall, 240 feet to 220 feet before the approach end of Runway 23, 33 feet to 60 feet right of centerline is present in the runway safety area of Runway 05/23.

2. Airport beacon is out of service indefinitely.

3. PAPIs and REILs for all runways are out of service and/or not reliable.

Additional Licensing Remarks: