

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

**Airport Inspection Record**

<b>Facility Name:</b> Kissimmee Gateway Airport	<b>Inspection Date:</b> 8/19/2025
<b>Facility Type:</b> Airport	<b>Status:</b> Active
<b>Location ID:</b> ISM	<b>FAA Site No.:</b> 03407.2*A
<b>16.00 Miles SW of Orlando</b>	<b>FDOT District:</b> 5
<b>ARP Latitude:</b> 28° 17' 23.305	<b>Source:</b> Estimated
<b>County:</b> Osceola	<b>Ownership:</b> Public
<b>ARP Longitude:</b> 81° 26' 13.493	<b>Use:</b> Public
<b>Elevation:</b> 82.1	<b>Source:</b> Surveyed
	<b>Sectional Chart:</b> JACKSONVILLE

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> City of Kissimmee	<b>Facility Physical Address</b>
<b>Address:</b> 101 Church St	<b>Address:</b> 401 Dyer Blvd
<b>City:</b> Kissimmee	<b>City:</b> Kissimmee
<b>State:</b> FL	<b>State:</b> FL
<b>ZIP:</b> 34741-5054	<b>ZIP:</b> 34741
<b>Phone:</b> (407) 518-2505	<b>Phone:</b> (407) 518-2505
<b>Fax:</b> (407) 847-8399	
<b>Email:</b> shaun.germolus@kissimmee.gov	

<b>Owner Representative:</b> Mike Steigerwald	<b>Facility Manager:</b> Shaun Germolus
<b>Address:</b> 101 N Church St	<b>Address:</b> 401 Dyer Blvd
<b>City:</b> Kissimmee	<b>City:</b> Kissimmee
<b>State:</b> FL	<b>State:</b> FL
<b>ZIP:</b> 34741	<b>ZIP:</b> 34741
<b>Phone:</b> (407) 847-2821	<b>Phone:</b> (407) 518-2516
<b>Email:</b> mike.steigerwald@kissimmee.gov	<b>Email:</b> shaun.germolus@kissimmee.gov

<b>Acreage:</b> 892	<b>Residential Airpark:</b> No	<b>Beacon:</b> C-G
<b>Section:</b> 19	<b>Township:</b> 25S	<b>Range:</b> 29E
<b>Lighting Schedule:</b> Sunset to Sunrise		<b>Wind Indicator:</b> Yes
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Lighted:</b> Yes
<b>ALL / ALL / 0700-2200</b>		<b>Notes:</b>
		<b>Segmented Circle:</b> Yes
		<b>Lighted:</b> Yes
		<b>Facility Website:</b> <a href="https://www.flykissimmee.com/">https://www.flykissimmee.com/</a>
		<b>Ask in any new facility aerals/photos are available</b>

<b>Based Aircraft</b>					
<b>Year:</b> 2011	<b>Single Engine:</b> 165	<b>Jet Engine:</b> 6	<b>Glider:</b>	<b>Ultralight:</b>	
<b>Source:</b> Manager	<b>Multi Engine:</b> 16	<b>Helicopter:</b> 16	<b>Military:</b>	<b>Seaplane:</b>	
<b>Total Based Aircraft:</b>					

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>			
<b>FSS ID:</b>	<input checked="" type="checkbox"/> PIE	<b>Clearance Delivery:</b>	<input checked="" type="checkbox"/> 121.700      123.950
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No	<b>Ground Control:</b>	<input checked="" type="checkbox"/> 121.700
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input checked="" type="checkbox"/> 124.450
<b>VorTac:</b>	<input checked="" type="checkbox"/> ORL 112.2 200d/16.1 nm	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 119.400
<b>AWOS/ASOS:</b>	<input checked="" type="checkbox"/> 128.775	<b>Unicom:</b>	<input checked="" type="checkbox"/> 122.950
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> ILS, LOC, LPV, LNAV/VNAV, LNAV	<b>ATIS:</b>	<input checked="" type="checkbox"/> 128.775
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 124.450

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**Airport** Inspection Record

Facility Name: Kissimmee Gateway Airport

Inspection Date: 8/19/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

**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  1 mile
- Parachute Jumping Area
- Restaurant  .5 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:*

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<b>Inspector:</b> David Smith	

Runway ID	Status	Dimension	Surface	Condition	Lights
06/24	Existing	5,001 x 100	Asph	Good	MIRL

Comments:

**RWY 06**  
FAR 77 Category C.

**RWY 24**  
FAR 77 Category B(V).

Approach ratio required is RWY 06 34:1 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	28° 17' 12.6399	81° 26' 38.5786	Surveyed	29:1	NPI-G	P4L	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		29:1	TREES		34 ft	1,170 ft	Before Runway End	280 ft L
Runway End	No		34:1	TREES		34 ft	1,170 ft	Before Runway End	280 ft L
Marked Displaced Threshold									
Required Displaced Threshold									

**Runway 24**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	28° 17' 38.8327	81° 25' 51.1097	Surveyed	34:1	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		34:1	POLE		41 ft	1,565 ft	Before Runway End	175 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	Fixed by Height Function	Frangible	Marked	Aeronatical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
15/33	Existing	6,001 x 100	Asph	Fair	MIRL

Comments:

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**RWY 15**  
**FAR 77 Category PIR.**

**RWY 33**  
**FAR 77 Category C.**

**Approach ratio required is RWY 15 50:1 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	28° 17' 46.4938	81° 26' 30.1133	Surveyed	45:1	PIR-F	P4L	No	Yes	MALSF
Obstruction Data									
	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset	
Primary Surface	No		45:1	TREE	26 ft	1,332 ft	Before Runway End	260 ft	L
Runway End	No		50:1	TREE	26 ft	1,332 ft	Before Runway End	260 ft	L
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 33									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
33	28° 16' 56.0623	81° 25' 54.6234	Surveyed	0:1	NPI-F	P4L	Yes	No	NONE
Obstruction Data									
	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset	
Primary Surface	Yes		0:1	FENCE	6 ft	190 ft	Before Runway End	245 ft	R
Runway End	Yes		34:1	TREES	37 ft	1,225 ft	Before Runway End	165 ft	L
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° 17' 21.47	81° 26' 15.36	Estimated	218 ft	W	4 ft	No	No	No		
TREES	28° 17' 0.12	81° 25' 50.87	Estimated	475 ft	E		No	No	No		
TREES	28° 17' 1.78	81° 25' 51.86	Estimated	430 ft	E		No	No	No		
TREES	28° 17' 7.4	81° 25' 51.86	Estimated	465 ft	E		No	No	No		
TREES	28° 17' 8.76	81° 25' 56.69	Estimated	500 ft	E		No	No	No		
FENCE			Estimated	225 ft		8 ft	No	No	No		
FENCE			Estimated	425 ft	E	8 ft	No	No	No		
TREES	28° 16' 52.37	81° 25' 57.4	Estimated	385 ft	W		No	No	No		
TREES	28° 16' 58.22	81° 26' 2.26	Estimated	315 ft	W		No	No	No		
TREES	28° 17' 0.31	81° 26' 1.54	Estimated	300 ft	W		No	No	No		
TREES	28° 17' 1.1	81° 26' 3.52	Estimated	380 ft	W		No	No	No		

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TREES	28° 17' 2.31	81° 26' 4.89	Estimated	425 ft	W	No	No	No
TREES	28° 17' 2.42	81° 26' 5.71	Estimated	450 ft	W	No	No	No
TREES	28° 17' 4.87	81° 26' 6.78	Estimated	420 ft	W	No	No	No
TREES	28° 17' 6.21	81° 26' 7.61	Estimated	420 ft	W	No	No	No
TREES	28° 17' 9.57	81° 26' 9.95	Estimated	399 ft	W	No	No	No
TREES	28° 17' 14.12	81° 26' 12.58	Estimated	250 ft	W	No	No	No
TREES	28° 17' 15.44	81° 26' 14.83	Estimated	485 ft	W	No	No	No
TREES	28° 17' 16.18	81° 26' 14.3	Estimated	381 ft	W	No	No	No
TREES	28° 17' 16.93	81° 26' 15.32	Estimated	435 ft	W	No	No	No
TREES	28° 17' 20.26	81° 26' 16.91	Estimated	395 ft	W	No	No	No
BLDG	28° 17' 14.97	81° 26' 13.71	Estimated	420 ft	W	No	No	No
FENCE	28° 16' 53.4	81° 25' 55.86	Estimated	245 ft	W	No	No	No

**Instrument Approach**

06/24	Type	A	B	C	D	E
06	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
06	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
06	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
15/33	Type	A	B	C	D	E
15	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
15	LNAV	0.75 Miles	0.75 Miles	1.25 Miles	1.50 Miles	
15	LNAV/VNAV	1.50 Miles	1.50 Miles	1.50 Miles	1.50 Miles	
15	LOC	0.75 Miles	0.75 Miles	0.75 Miles	1.25 Miles	
15	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
33	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
33	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
33	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

**Facility Name:** Kissimmee Gateway Airport

**Inspection Date:** 8/19/2025

**Facility Type:** Airport

**Status:** Active

**Inspector:** David Smith

**Deficiencies**

Inspection Date **8/19/25**

Next Inspection **8/31/26**

**Deficiencies**

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for Kissimmee Gateway Airport expires on 11/28/2025.

**Corrections**

Corrected? **Yes**

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on October 30, 2025.

**Deficiencies**

Rwy End: 15 In accordance with Chapter 14-60.007(2)(d)1.g., 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 precision instrument approach: the transition surface ratio is 7:1.

Building 820 feet before the approach end of Runway 15 and 660 feet east of centerline penetrates the transitional surface.

Building 1,765 feet after the approach end of Runway 15 and 770 feet east of centerline penetrates the transitional surface.

Building 1,275 feet before the approach end of Runway 15 and 695 feet west of centerline penetrates the transitional surface.

Rwy End: 33 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Trees 200 feet before to 2,905 feet after the approach end of Runway 33, 500 feet west of centerline and beyond penetrate the transitional surface.

Trees from the approach end to 1,500 feet after the approach end of Runway 33, 535 feet northeast of centerline and beyond penetrate the transitional surface.

**Mitigated Deficiencies**

Rwy End: 06 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Trees 200 feet before to 115 feet after the approach end of Runway 06 and beyond 250 feet south of centerline penetrate the transitional surface of Runway 06/24.

Fence 200 feet before to 1,995 feet after the approach end of Runway 06, 251 feet south of centerline penetrate the transitional surface of Runway 06/24.

Spoke with Mr. Shaun Germolus, Airport Manager, after the inspection on August 19, 2025 and he stated tree removal is ongoing on the former golf course property. Most of the trees have been removed but airport staff will continue removing trees on that property to clear the transition surface. The fence will be relocated once that section of the airfield is re-developed after the Taxiway D and E extension projects.

Rwy End: 06 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.

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Runway 06 approach surface ratio is 29:1 due to trees 34 feet tall, 1,170 feet before the approach end of the runway, 280 feet left of centerline.

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

Rwy End: 15 In accordance with Chapter 14-60.007(2)(c)1.g., 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 precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 15 approach surface ratio is 45:1 due to tree 26 feet tall, 1,332 feet before the approach end of the runway, 260 feet left of centerline.

Runway 15 threshold is displaced to the approach end of the runway.

Rwy End: 15 In accordance with Chapter 14-60.007(2)(b)1.g., 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 precision instrument approach: width of the primary surface is 1,000 feet.

Fence 6 feet tall 2,750 feet after the approach end of Runway 15 to 200 feet after the departure end of Runway 15 and 245 feet to 500 feet west of centerline penetrates the primary surface.

Trees 3,080 feet after the approach end of Runway 15 to 200 feet after the departure end of Runway 15 and 320 feet to 500 feet west of centerline penetrates the primary surface.

Building 3,485 feet after the approach end of Runway 15 and 435 feet west of centerline penetrates the primary surface.

Spoke with Mr. Shaun Germolus, Airport Manager, before the inspection on August 19, 2025 and he stated the project to extend Taxiway D (PFL0013252) is currently in an environmental assessment (PFL0014705) and is now anticipated to enter design (PFL0014262) in 2027. Construction is anticipated to be completed sometime in 2028 but an exact date is not known yet. This taxiway extension project will remove the primary surface obstructions on the west side of Runway 15/33.

A comment is published to the FAA AFD to advised flight crews of multiple unlighted obstructions adjacent to Runway 15/33.

Rwy End: 33 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 33 approach surface ratio is 0:1 due to fence 6 feet tall, 190 feet before the approach end of the runway, 245 feet right of centerline.

Runway 33 threshold is displaced to the approach end of the runway.

Rwy End: 33 In accordance with Chapter 14-60.007(2)(b)1.g., 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 precision instrument approach: width of the primary surface is 1,000 feet.

Fence 6 feet tall 200 feet before to 1,170 feet after the approach end of Runway 33, and 250 feet to 500 feet east of centerline penetrates the primary surface of Runway 15/33.

Spoke with Mr. Shaun Germolus, Airport Manager, before the inspection on August 19, 2025 and he stated the project to extend Taxiway D (PFL0013252) is currently in an environmental assessment (PFL0014705) and is now anticipated to enter design (PFL0014262) in 2027. Construction is anticipated to be completed sometime in 2028 but an exact date is not known yet. This taxiway extension project will include removal of the primary surface obstructions on the east side of Runway 15/33.

A comment is published to the FAA AFD to advised flight crews of multiple unlighted obstructions adjacent to Runway 15/33.

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**Facility Name:** Kissimmee Gateway Airport

**Inspection Date:** 8/19/2025

**Facility Type:** Airport

**Status:** Active

**Inspector:** David Smith

**License**

**Effective:** 12/01/2025

**Category:** Public Special

**Limitations:**  Day Use Only

**Expires:** 11/30/2026

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 06/24 is available for non-precision instrument and visual approaches.**

**a. Runway 06 is FAR 77 category C.**

**b. Runway 24 is FAR 77 category B(V).**

**2. Runway 15/33 is available for precision instrument, non-precision instrument and visual approaches.**

**a. Runway 15 is FAR 77 category PIR.**

**b. Runway 33 is FAR 77 category C.**

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

**4. Runway 15 threshold is displaced to the approach end of the runway.**

**5. Runway 33 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. Trees and fence 200 feet before to 1,995 feet after the approach end of Runway 6 and beyond 250 feet south of centerline penetrates the transitional surface of Runway 6/24.**

**2. Building 820 feet before the approach end of Runway 15, 660 feet east of centerline penetrates the transitional surface of Runway 15/33.**

**3. Fence and trees 200 feet before to 3,064 feet after the approach end of Runway 33, 245 to 500 feet west of centerline penetrates the primary surface of Runway 15/33.**

**4. Fence 6 feet tall 200 feet before to 1,170 feet after the approach end of Runway 33, 250 feet to 500 feet east of centerline penetrates the primary surface of Runway 15/33.**

**5. Trees 200 feet before to 2,905 feet after the approach end of Runway 33 and beyond 500 feet west of centerline penetrates the transitional surface of Runway 15/33.**

*Additional Licensing Remarks:*