

Facility Name: Valkaria Airport		Inspection Date: 8/20/2025	
Facility Type: Airport		Status: Active	
Inspector: David Smith		Inspection Date: 8/20/2025	
Location ID: X59	FAA Site No.: 03533.8*A	FDOT District: 5	
1.00 Miles W of Valkaria		County: Brevard	
ARP Latitude: 27° 57' 39.10	Source: Surveyed	Ownership: Public	
ARP Longitude: 80° 33' 30.00		Use: Public	
Elevation: 26	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Brevard County		Facility Physical Address	
Address: 2725 Judge Fran Jamieson Way		Address: 1 Pilots' Pl	
Bldg C, Ste 301			
City: Viera	State: FL ZIP: 32940	City: Valkaria	State: FL ZIP: 32950
Phone: (321) 633-2001	Fax: (321) 633-2115	Phone: (321) 952-4590	
Email: jim.liesenfelt@brevardfl.gov			
Owner Representative: Jim Liesenfelt		Facility Manager: Adam Hied	
Address: 2725 Judge Fran Jamieson Way		Address: 1 Pilot's Pl	
City: Viera	State: FL ZIP: 32940	City: Valkaria	State: FL ZIP: 32950
Phone: (321) 633-2001		Phone: (321) 952-4590	
Email: jim.liesenfelt@brevardfl.gov		Email: adam.hied@brevardfl.gov	

Acreeage: 660	Residential Airpark: No	Beacon: C-G	
Section: 17	Township: 29S	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: Yes
ALL / MON-FRI / 0800-1700		Facility Website: https://www.brevardfl.gov/ValkariaAirport	
		Ask in any new facility aerals/photos are available	

Based Aircraft					
Year: 2011	Single Engine: 62	Jet Engine: 1	Glider: 1	Ultralight: 10	
Source: Inspector	Multi Engine: 2	Helicopter: 2	Military: 0	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:	<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"/> MLB 110.0 157d/9.5 nm	Approach Control:	<input checked="" type="checkbox"/> 132.650
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.525	Unicom:	<input checked="" type="checkbox"/> 122.725
Instrument Approach:	<input checked="" type="checkbox"/> RNAV(GPS)	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.725

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Services

Fuel:		Other Services:	
A	<input type="checkbox"/>	Aerial Surveying	<input type="checkbox"/>
A1	<input type="checkbox"/>	Air Ambulance	<input type="checkbox"/>
A1+	<input type="checkbox"/>	Air Freight	<input type="checkbox"/>
B	<input type="checkbox"/>	Aircraft Rental	<input checked="" type="checkbox"/>
B+	<input type="checkbox"/>	Aircraft Sales	<input type="checkbox"/>
Diesel	<input type="checkbox"/>	Avionics	<input checked="" type="checkbox"/>
E85	<input type="checkbox"/>	Beaching Gear	<input type="checkbox"/>
G100UL	<input type="checkbox"/>	Car Rental	<input checked="" type="checkbox"/>
Mogas	<input type="checkbox"/>	Cargo	<input type="checkbox"/>
SAF	<input type="checkbox"/>	Courtesy Car	<input type="checkbox"/>
UL102	<input type="checkbox"/>	Charter	<input type="checkbox"/>
80	<input type="checkbox"/>	Crop Dusting	<input checked="" type="checkbox"/> H2O Available
85UL	<input type="checkbox"/>	Glider	<input type="checkbox"/>
87	<input type="checkbox"/>	Glider Towing	<input type="checkbox"/>
91/96	<input type="checkbox"/>	Instruction	<input checked="" type="checkbox"/>
91/96UL	<input type="checkbox"/>	Internet	<input checked="" type="checkbox"/>
100	<input type="checkbox"/>	Lodging	<input type="checkbox"/> 6 miles
100LL	<input checked="" type="checkbox"/>	Parachute Jumping Area	<input type="checkbox"/>
100VLL	<input type="checkbox"/>	Restaurant	<input type="checkbox"/> 1 mile
115	<input type="checkbox"/>	Restrooms	<input checked="" type="checkbox"/>
Bottle Oxygen:		Taxi	<input checked="" type="checkbox"/>
High	<input type="checkbox"/>	Telephone	<input checked="" type="checkbox"/>
Low	<input type="checkbox"/>		
Bulk Oxygen:			
High	<input type="checkbox"/>		
Low	<input type="checkbox"/>		
Transient Storage:			
Buoy	<input type="checkbox"/>		
Hangar	<input 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"/>		

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 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
10/28	Existing	4,000 x 60	Asph	Fair	None

Comments:

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	27° 57' 34.58	80° 33' 56.89	Estimated	14:1	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		14:1	TREES		37 ft	735 ft	Before Runway End	90 ft R
Runway End	No		20:1	TREES		37 ft	735 ft	Before Runway End	90 ft R

Marked Displaced Threshold

Required Displaced Threshold

Runway 28

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	27° 57' 34.39	80° 33' 12.24	Estimated	11:1	BSC-P	P4R	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		11:1	TREES		21 ft	430 ft	Before Runway End	120 ft L
Runway End	No		20:1	TREE		25 ft	485 ft	Before Runway End	55 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
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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	4,000 x 75	Asph	Good	MIRL

Comments:

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RWY 14**FAR 77 Category A(V).****RWY 32****FAR 77 Category A(V).****Approach ratio required is RWY 14 20:1 and RWY 32 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 14**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	27° 57' 58.48	80° 33' 40.44	Estimated	12:1	NPI-F	P4R	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		12:1	TREES		24 ft	485 ft	Before Runway End	95 ft L
Runway End	No		20:1	TREES		24 ft	485 ft	Before Runway End	95 ft L
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	27° 57' 29.15	80° 33' 10.47	Estimated	12:1	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	Controllin g Offset
Primary Surface	No		12:1	TREES		21 ft	460 ft	Before Runway End	125 ft L
Runway End	No		22:1	TREES		21 ft	460 ft	Before Runway End	125 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	27° 57' 52.11	80° 33' 36.61	Estimated	179 ft	SW	4 ft	No	Yes	Yes		
EQUIP	27° 57' 32.42	80° 33' 16.48	Estimated	179 ft	SW	4 ft	No	Yes	Yes		

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Deficiencies

Inspection Date 8/20/25

Next Inspection 8/31/26

Deficiencies

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (B)

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

Rwy End: 28 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 28 threshold bar marking is stained and/or discolored.

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

Runway 28 runway designation markings are stained and/or discolored.

Rwy End: 28 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

Centerline

Runway 28 runway centerline markings black outline is 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

Centerline

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

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.

Rwy End: 28 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.

Threshold

Bar

Runway 28 threshold bar is not outlined with a black border six inches or greater in width.

Mitigated Deficiencies

Rwy End: 10 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 10 approach surface ratio is 14:1 due to trees 37 feet tall, 735 feet before the approach end of the runway, 90 feet right of centerline.

Runway 10 threshold is displaced to the approach end of the runway.

Rwy End: 14 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 14 approach surface ratio is 12:1 due to trees 24 feet tall, 485 feet before the approach end of the runway, 95 feet left of centerline.

Runway 14 threshold is displaced to the approach end of the runway.

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 11:1 due to trees 21 feet tall, 430 feet before the approach end of the runway, 120 feet left of centerline.

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

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Rwy End: 32 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 32 approach surface ratio is 12:1 due to trees 21 feet tall, 460 feet before the approach end of the runway, 125 feet left of centerline.

Runway 32 threshold is displaced to the approach end of the runway.

License

Effective: 12/01/2025

Category: Public

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 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).

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

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

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

3. Runway 10 threshold is displaced to the approach end of the runway.**4. Runway 14 threshold is displaced to the approach end of the runway.****5. Runway 28 threshold is displaced to the approach end of the runway.****6. Runway 32 threshold is displaced to the approach end of the runway.***Additional Licensing Remarks:*