

Facility Name: New Smyrna Beach Municipal (Jack Bolt Field)			Inspection Date: 8/21/2025
Facility Type: Airport	Status: Active		Inspector: David Smith
Location ID: EVB	FAA Site No.: 03387.*A	FDOT District: 5	
3.00 Miles NW of New Smyrna Beach			County: Volusia
ARP Latitude: 29° 3' 20.50	Source: Surveyed	Ownership: Public	
ARP Longitude: 80° 56' 56.07		Use: Public	
Elevation: 12	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: City of New Smyrna Beach			Facility Physical Address	
Address: 602 Skyline Dr			Address: 602 Skyline Dr	
City: New Smyrna Beach	State: FL	ZIP: 32168	City: New Smyrna Beach	State: FL ZIP: 32168
Phone: (386) 410-2680	Fax:		Phone: (386) 410-2680	
Email: airport@cityofnsb.com				
Owner Representative: Kevin Cowper			Facility Manager: Arvin Weese	
Address: 210 Sams Av			Address: 602 Skyline Dr	
City: New Smyrna Beach	State: FL	ZIP: 32168	City: New Smyrna Beach	State: FL ZIP: 32168
Phone: (386) 410-2610			Phone: (386) 410-2680	
Email: kcowper@cityofnsb.com			Email: aweese@cityofnsb.com	

Acreeage: 718	Residential Airpark: No	Beacon: C-G	
Section: 11	Township: 17S	Range: 33E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour		Notes:	
ALL / ALL / 0700-2200		Segmented Circle: Yes	Lighted: Yes
		Facility Website: www.nsbairport.com	
		Ask in any new facility aerals/photos are available	

Based Aircraft							
Year:	2010	Single Engine:	136	Jet Engine:	Glider:	Ultralight:	
Source:	Inspector	Multi Engine:	20	Helicopter:	3	Military:	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 checked="" type="checkbox"/> 121.325		
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 119.675		
VorTac:	<input checked="" type="checkbox"/> OMN 112.6 150d/17.1 nm	Approach Control:	<input checked="" type="checkbox"/> 125.350		
AWOS/ASOS:	<input checked="" type="checkbox"/> 124.625	Unicom:	<input checked="" type="checkbox"/> 122.950		
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV	ATIS:	<input checked="" type="checkbox"/> 124.625		
		CTAF:	<input checked="" type="checkbox"/> 119.675		

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Services

Fuel:

A ☒ Premixed
 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 ☒ WiFi
 Lodging ☒ 1 mile
 Parachute Jumping Area ☐
 Restaurant ☒ Adjacent to airport prop
 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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Facility Type: Airport

Status: Active

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Runway ID	Status	Dimension	Surface	Condition	Lights
02/20	Existing	4,000 x 100	Asph	Poor	None

Comments:

RWY 02

FAR 77 Category C.

RWY 20

FAR 77 Category B(V).

Approach ratio required is RWY 02 34:1 and RWY 20 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 02

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
02	29° 2' 56.2900	80° 56' 59.0281	Surveyed	5:1	BSC-G	N	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		5:1	ROAD		16 ft	295 ft	Before Runway End	250 ft L
Runway End	No		13:1	RR		28 ft	380 ft	Before Runway End	250 ft L
Marked Displaced Threshold	No	785 ft	34:1	TREES		41 ft	585 ft	Before Runway End	30 ft R
Required Displaced Threshold									

Runway 20

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
20	29° 3' 34.2365	80° 56' 46.1364	Surveyed	23:1	BSC-G	N	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		23:1	TREES		53 ft	1,405 ft	Before Runway End	270 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	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
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Runway ID	Status	Dimension	Surface	Condition	Lights
07/25	Existing	4,856 x 75	Asph	Good	MIRL

Comments:

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Facility Type: Airport

Status: Active

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RWY 07

FAR 77 Category C.

RWY 25

FAR 77 Category C.

Approach ratio required is RWY 07 34:1 and RWY 25 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 07

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
07	29° 3' 17.5585	80° 57' 28.7939	Surveyed	0:1	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		0:1	ROAD		15 ft	201 ft	Before Runway End	250 ft R
Runway End	No		13:1	ROAD		15 ft	201 ft	Before Runway End	250 ft R
Marked Displaced Threshold	No	225 ft	34:1	TREES		67 ft	2,040 ft	Before Runway End	260 ft L
Required Displaced Threshold									

Runway 25

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
25	29° 3' 41.0995	80° 56' 39.2327	Surveyed	0:1	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		0:1	FENCE		6 ft	201 ft	Before Runway End	250 ft R
Runway End	No		16:1	ROAD		15 ft	240 ft	Before Runway End	250 ft R
Marked Displaced Threshold	No	266 ft	34:1	ROAD		15 ft	240 ft	Before Runway End	250 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
FENCE	29° 3' 44.09	80° 56' 38.95	Estimated	60 ft	NW	6 ft	No	No	No	2022-ASO -3222-NR A	DNH
FENCE	29° 3' 15.10	80° 57' 28.07	Estimated	250 ft	SE	6 ft	No	No	No	2022-ASO -3221-NR A	DNH
EQUIP	29° 03' 24.89	80° 57' 17.37	Estimated	167 ft	NW	2 ft	No	Yes	Yes		
EQUIP	29° 03' 33.81	80° 56' 50.68	Estimated	167 ft	SE	2 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
11/29	Existing	4,319 x 75	Asph	Fair	MIRL

Comments:

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Status: Active

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RWY 11

FAR 77 Category B(V).

RWY 29

FAR 77 Category C.

Approach ratio required is RWY 11 20:1 and RWY 29 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 11

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
11	29° 3' 21.2573	80° 57' 13.4616	Surveyed	20:1	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		20:1	TREES		82 ft	1,835 ft	Before Runway End	200 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 29

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
29	29° 3' 09.0293	80° 56' 26.8267	Surveyed	21:1	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		21:1	ROAD		15 ft	537 ft	Before Runway End	250 ft R
Runway End	No		35:1	ROAD		15 ft	537 ft	Before Runway End	250 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	29° 03' 21.02	80° 57' 5.93	Estimated	165 ft	N	2 ft	No	Yes	Yes		
EQUIP	29° 03' 9.22	80° 56' 34.53	Estimated	175 ft	S	2 ft	No	Yes	Yes		

Instrument Approach

02/20	Type	A	B	C	D	E
02	LNAV	1.00 Miles	1.00 Miles	2.00 Miles	2.00 Miles	
07/25	Type	A	B	C	D	E
07	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
25	LNAV	1.00 Miles	1.00 Miles	1.25 Miles		
25	LPV	1.00 Miles	1.00 Miles	1.00 Miles		
11/29	Type	A	B	C	D	E
29	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
29	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	

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Declared Distances

Runway	02/20	TORA	TODA	ASDA	LDA
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02		4,000	4,000	4,000	3,215
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20		4,000	4,000	3,952	3,952
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Runway	07/25	TORA	TODA	ASDA	LDA
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07		5,000	5,000	4,853	4,518
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25		5,000	5,000	4,763	4,463
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Runway	11/29	TORA	TODA	ASDA	LDA
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11					
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29					
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Deficiencies

Inspection Date 8/21/25

Next Inspection 8/31/26

Deficiencies

Rwy End: 11 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 11 runway end light groups contain four lights.

Mitigated Deficiencies

Rwy End: 02 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 02 approach surface ratio is 5:1 due to road 16 feet tall, 295 feet before the approach end of the runway, 250 feet left of centerline.

Runway 02 threshold is displaced 785 feet.

Rwy End: 07 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Fence 6 feet tall, 233 feet to 240 feet before the end of the runway, 35 feet to 60 feet right of centerline is located inside the runway safety area of Runway 07/25.

Declared distances have been published for Runway 07/25.

Rwy End: 07 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 07 approach surface ratio is 0:1 due to road 15 feet tall, 201 feet before the approach end of the runway, 250 feet right of centerline.

Runway 07 threshold is displaced 225 feet.

Rwy End: 07 In accordance with Chapter 14-60.007(2)(b)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 a visibility greater than ¾ mile: the primary surface extends the length of the runway plus 200 feet beyond each end of the runway.

Fence 6 feet tall, 174 feet to 200 feet before the approach end of the runway, 205 feet to 250 feet right of centerline penetrates the primary surface of Runway 07/25.

Runway 07/25 currently meets the standards contained in FAA Advisory Circular 150/5300-13B for the critical design aircraft B-II as indicated on the Airport Layout Plan. Declared distances have been published for Runway 07/25 effectively shortening the Runway Object Free Area (ROFA) and removing the fence as a penetration to the ROFA.

Additionally, the fence has been studied under ASN: 2022-ASO-3221-NRA and has been determined to not be a hazard.

Rwy End: 07 Displaced Arrow 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 07 displaced threshold arrows black outline is faded and in poor condition.

Spoke with Mr. Jacob Cosat, Inspection Contact, during the inspection on August 21, 2025 and he stated the runway markings would be corrected during the ongoing project to shorten Runway 07/25 that is scheduled to be completed by September 30, 2025.

Rwy End: 07 Runway Designation In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway 07 runway designation markings do not contain a sufficient amount of glass beads.

Spoke with Mr. Jacob Cosat, Inspection Contact, during the inspection on August 21, 2025 and he stated the runway markings would be corrected during the ongoing project to shorten Runway 07/25 that is scheduled to be completed by September 30, 2025.

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Rwy End: 11
Runway
Centerline

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

Runway 11/29 centerline markings do not contain a sufficient amount of glass beads.

Spoke with Mr. Jacob Cosat, Inspection Contact, during the inspection on August 21, 2025 and he stated the runway markings would be corrected during the ongoing project to shorten Runway 07/25 that is scheduled to be completed by September 30, 2025.

Rwy End: 11
Runway
Designation

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

Runway 11 runway designation markings do not contain a sufficient amount of glass beads.

Spoke with Mr. Jacob Cosat, Inspection Contact, during the inspection on August 21, 2025 and he stated the runway markings would be corrected during the ongoing project to shorten Runway 07/25 that is scheduled to be completed by September 30, 2025.

Rwy End: 25

In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Fence 6 feet tall, 207 feet before the approach end of the runway, on runway centerline is located inside the runway safety area of Runway 07/25.

Declared distances have been published for Runway 07/25.

Rwy End: 25

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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 25 approach surface ratio is 0:1 due to fence 6 feet tall, 201 feet before the approach end of the runway, 250 feet right of centerline.

Runway 25 threshold is displaced 266 feet.

Rwy End: 25

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

Runway 25 threshold bar is faded and in poor condition.

Spoke with Mr. Jacob Cosat, Inspection Contact, during the inspection on August 21, 2025 and he stated the runway markings would be corrected during the ongoing project to shorten Runway 07/25 that is scheduled to be completed by September 30, 2025.

Rwy End: 25

In accordance with Chapter 14-60.007(10), FAC. – If an airport is lighted, threshold and runway end lights shall be provided.

Runway 25 runway threshold lights are missing.

Spoke with Mr. Jacob Cosat, Inspection Contact, during the inspection on August 21, 2025 and he stated the runway lights would be re-installed during the ongoing project to shorten Runway 07/25 that is scheduled to be completed by September 30, 2025.

Rwy End: 25
Displaced
Arrow

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

Runway 25 displaced threshold arrow markings do not contain a sufficient amount of glass beads.

Spoke with Mr. Jacob Cosat, Inspection Contact, during the inspection on August 21, 2025 and he stated the runway markings would be corrected during the ongoing project to shorten Runway 07/25 that is scheduled to be completed by September 30, 2025.

Rwy End: 29

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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 29 approach surface ratio is 21:1 due to road 15 feet tall, 537 feet before the approach end of the runway, 250 feet right of centerline.

Runway 29 threshold is displaced to the approach end of the runway.

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Inspection Date: 8/21/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

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 02/20 is available for non-precision instrument and visual approaches only.

a. Runway 02 is FAR 77 category C.

b. Runway 20 is FAR 77 category B(V).

2. Runway 07/25 is available for non-precision instrument and visual approaches only.

a. Runway 07 is FAR 77 category C.

b. Runway 25 is FAR 77 category C.

3. Runway 11/29 is available for non-precision instrument and visual approaches only.

a. Runway 11 is FAR 77 category B(V).

b. Runway 29 is FAR 77 category C.

4. Runway 02 threshold is displaced 785 feet.

5. Runway 02 TORA-4000 TODA-4000 ASDA-4000 LDA-3215

6. Runway 07 threshold is displaced 225 feet.

7. Runway 07 TORA-5000 TODA-5000 ASDA-4853 LDA-4518

8. Runway 20 TORA-4000 TODA-4000 ASDA-3952 LDA-3952

9. Runway 25 threshold is displaced 266 feet.

10. Runway 25 TORA-5000 TODA-5000 ASDA-4763 LDA-4463

11. Runway 29 threshold is displaced to the approach end of the runway.

Additional Licensing Remarks: