

<b>Facility Name:</b> La Belle Municipal Airport				<b>Inspection Date:</b> 10/15/2025	
<b>Facility Type:</b> Airport		<b>Status:</b> Active		<b>Inspector:</b> David Smith	
<i>Location ID:</i> X14		<i>FAA Site No.:</i> 03270.1*A		<i>FDOT District:</i> 1	
1.00 Miles S of LaBelle				<i>County:</i> Hendry	
<i>ARP Latitude:</i> 26° 44' 26.060		<i>Source:</i> Surveyed		<i>Ownership:</i> Public	
<i>ARP Longitude:</i> 81° 25' 41.830				<i>Use:</i> Public	
<i>Elevation:</i> 20.2		<i>Source:</i> Surveyed		<i>Sectional Chart:</i> MIAMI	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Hendry County			<b>Facility Physical Address</b>	
<b>Address:</b> PO Box 1607			<b>Address:</b> 311 E Cowboy Way	
<b>99 E Cowboy Way</b>				
<b>City:</b> LaBelle	<b>State:</b> FL	<b>ZIP:</b> 33975-1607	<b>City:</b> LaBelle	<b>State:</b> FL <b>ZIP:</b> 33935
<b>Phone:</b> (863) 675-5222	<b>Fax:</b> (863) 675-5343		<b>Phone:</b> (863) 675-1568	
<b>Email:</b> jdavis@hendryfla.net				
<b>Owner Representative:</b> Jennifer Davis			<b>Facility Manager:</b> Thomas Vaughan	
<b>Address:</b> PO Box 2340			<b>Address:</b> PO Box 1607	
<b>City:</b> LaBelle	<b>State:</b> FL	<b>ZIP:</b> 33975	<b>City:</b> LaBelle	<b>State:</b> FL <b>ZIP:</b> 33975
<b>Phone:</b> (863) 675-5329			<b>Phone:</b> (863) 675-5252	
<b>Email:</b> jdavis@hendryfla.net			<b>Email:</b> tvaughan@hendryfla.net	

<b>Acreeage:</b> 249	<b>Residential Airpark:</b> No	<b>Beacon:</b> C-G	
<b>Section:</b> 16	<b>Township:</b> 43S	<b>Range:</b> 29E	<b>Wind Indicator:</b> Yes <b>Lighted:</b> Yes
<b>Lighting Schedule:</b> Sunset to Sunrise		<b>Notes:</b>	
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Segmented Circle:</b> No	<b>Lighted:</b> No
<b>ALL / MON-FRI / 0800-1700</b>		<b>Facility Website:</b> <a href="https://www.hendryfla.net/county_engineer/labelle.php">https://www.hendryfla.net/county_engineer/labelle.php</a>	
		<b>Ask in any new facility aerals/photos are available</b>	

<b>Based Aircraft</b>					
<b>Year:</b> 2011	<b>Single Engine:</b> 68	<b>Jet Engine:</b>	<b>Glider:</b> 2	<b>Ultralight:</b> 5	
<b>Source:</b> Inspector	<b>Multi Engine:</b> 6	<b>Helicopter:</b> 9	<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"/> MIA	<b>Clearance Delivery:</b>	<input type="checkbox"/>
<b>FSS on Airport:</b>	<input checked="" type="checkbox"/> No	<b>Ground Control:</b>	<input type="checkbox"/>
<b>Toll Free:</b>	<input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b>	<input type="checkbox"/>
<b>VorTac:</b>	<input checked="" type="checkbox"/> LBV	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 126.800 134.750
<b>AWOS/ASOS:</b>	<input type="checkbox"/>	<b>Unicom:</b>	<input checked="" type="checkbox"/> 122.800
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV	<b>ATIS:</b>	<input type="checkbox"/>
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 122.800

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## Services

## Fuel:

A ☒ Self Service  
 A1 ☐  
 A1+ ☐  
 B ☐  
 B+ ☐  
 Diesel ☐  
 E85 ☐  
 G100UL ☐  
 Mogas ☐  
 SAF ☐  
 UL102 ☐  
 80 ☐  
 85UL ☐  
 87 ☐  
 91/96 ☐  
 91/96UL ☐  
 100 ☐  
 100LL ☒ Self Service  
 100VLL ☐  
 115 ☐

## Bottle Oxygen:

High ☐  
 Low ☐

## Bulk Oxygen:

High ☐  
 Low ☐

## Transient Storage:

Buoy ☐  
 Hangar ☐  
 Tie Downs ☒

## Airframe:

Major ☐  
 Minor ☒ Mullens Aviation

## Power Plant:

Major ☒ Mullens Aviation  
 Minor ☒

## Other Services:

Aerial Surveying ☐  
 Air Ambulance ☐  
 Air Freight ☐  
 Aircraft Rental ☐  
 Aircraft Sales ☐  
 Avionics ☒ Mullens Aviation  
 Beaching Gear ☐  
 Car Rental ☐  
 Cargo ☐  
 Courtesy Car ☐  
 Charter ☐  
 Crop Dusting ☐ Fletcher Flying Services  
 Glider ☐  
 Glider Towing ☐  
 Instruction ☐  
 Internet ☒  
 Lodging ☒ 1 mile  
 Parachute Jumping Area ☐  
 Restaurant ☒  
 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:

Facility Name: La Belle Municipal Airport				Inspection Date: 10/15/2025	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	5,254 x 75	Asph	Good	MIRL

Comments:

RWY 14

FAR 77 Category C.

RWY 32

FAR 77 Category C.

Approach ratio required is RWY 14 34:1 and RWY 32 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 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	26° 44' 45.0147	81° 26' 01.6806	Surveyed	3:1	NPI-F	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		3:1	ROAD		15 ft	257 ft	Before Runway End	250 ft L
Runway End	No		14:1	TREES		35 ft	505 ft	Before Runway End	175 ft L
Marked Displaced Threshold	No	351 ft	25:1	TREES		35 ft	505 ft	Before Runway End	175 ft L
Required Displaced Threshold	No	685 ft	34:1	TREES		35 ft	505 ft	Before Runway End	175 ft L

## Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	26° 44' 07.1053	81° 25' 22.9778	Surveyed	11:1	NPI-F	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		11:1	ROAD		15 ft	365 ft	Before Runway End	250 ft R
Runway End	No		24:1	ROAD		15 ft	365 ft	Before Runway End	250 ft R
Marked Displaced Threshold	No	129 ft	34:1	TREES		59 ft	1,870 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	Aeronautical Study	Determination
EQUIP	26° 44' 44.79	81° 26' 02.66	Estimated	75 ft	SW	2 ft	No	Yes	No		
EQUIP	26° 44' 06.32	81° 25' 22.34	Estimated	75 ft	SW	3 ft	No	Yes	No		

## Instrument Approach

14/32	Type	A	B	C	D	E
14	LNAV	1.00 Miles	1.00 Miles	1.50 Miles	1.50 Miles	
14	LNAV/VNAV	2.00 Miles	2.00 Miles	2.00 Miles	2.00 Miles	
14	LPV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
32	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	

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**Declared Distances**

Runway	14/32	TORA	TODA	ASDA	LDA
14		5,254	5,254	5,254	4,903
32		5,254	5,254	5,254	5,125

**Deficiencies**

Inspection Date 10/15/25

Next Inspection 10/31/26

**Mitigated Deficiencies**

Rwy End: 14 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 14 approach surface ratio is 3:1 due to road 15 feet tall, 257 feet before the approach end of the runway, 250 feet left of centerline.

Runway 14 approach surface ratio is 25:1 to the marked displaced threshold due to trees 35 feet tall, 505 feet before the approach end of the runway, 175 feet left of centerline.

Runway 14 threshold is displaced 351 feet.

Runway 14 meets obstacle clearance slope standards required in FAA AC 150/5300-13B for a runway with instrument approach procedures with visibility minimums greater than or equal to  $\frac{3}{4}$  of a mile visibility.

Rwy End: 32 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 32 approach surface ratio is 11:1 due to road 15 feet tall, 365 feet before the approach end of the runway, 250 feet right of centerline.

Runway 32 threshold is displaced 129 feet.

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## License

Effective: 02/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 01/31/2027

☐ 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 14/32 is available for non-precision instrument and visual approaches.

- a. Runway 14 is FAR 77 category C.
- b. Runway 32 is FAR 77 category C.

## 2. Runway 14 threshold is displaced 351 feet.

## 3. Runway 32 threshold is displaced 129 feet.

## 4. Runway 14 TORA-5254 TODA-5254 ASDA-5254 LDA-4903

## 5. Runway 32 TORA-5254 TODA-5254 ASDA-5254 LDA-5125

## 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. Runway 14 approach surface ratio is 25:1 to the marked displaced threshold due to trees 35 feet tall, 505 feet before the approach end of the runway, 175 feet left of centerline.

## Additional Licensing Remarks: