

State of Florida Department of Transportation
Aviation Office

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Airport Inspection Record

1/27/2026

Facility Name: Witham Field		Inspection Date: 1/13/2026	
Facility Type: Airport		Status: Active	
Location ID: SUA		FAA Site No.: 03507.*A	
1.00 Miles SE of Stuart		FDOT District: 4	
ARP Latitude: 27° 10' 50.12	Source: Surveyed	County: Martin	
ARP Longitude: 80° 13' 16.66		Ownership: Public	
Elevation: 16.1	Source: Surveyed	Use: Public	
		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Martin County BOCC		Facility Physical Address	
Address: 2401 SE Monterey Rd		Address: 2011 SE Airport Rd	
City: Stuart	State: FL ZIP: 34996	City: Stuart	State: FL ZIP: 34996
Phone: (772) 288-5503	Fax:	Phone: (772) 221-1458	
Email: ddonaldson@martin.fl.us			
Owner Representative: Don Donaldson		Facility Manager: Andrew McBean	
Address: 2401 SE Monterey Rd		Address: 2011 SE Airport Rd	
City: Stuart	State: FL ZIP: 34996	City: Stuart	State: FL ZIP: 34996-4022
Phone: (772) 288-5503		Phone: (321) 978-2088	
Email: ddonaldson@martin.fl.us		Email: amcbean@martin.fl.us	

Acreeage: 759	Residential Airpark: No	Beacon: C-G
Section: 10	Township: 38S	Wind Indicator: Yes
	Range: 41E	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes
ALL / ALL / 0600-2200		Lighted: No
		Facility Website: https://www.martin.fl.us/Airport
		<i>Ask in any new facility aerals/photos are available</i>

Based Aircraft			
Year: 2011	Single Engine: 111	Jet Engine: 20	Glider:
Source: Inspector	Multi Engine: 62	Helicopter: 8	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:	☒ MIA	Clearance Delivery:	☒ 121.025
FSS on Airport:	☒ No	Ground Control:	☒ 121.700
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 126.600
VorTac:	☒ VRB	Approach Control:	☒ 132.800
AWOS/ASOS:	☒ 134.475	Unicom:	☐
Instrument Approach:	☒ LPV, LNAV/VNAV, LNAV	ATIS:	☒ 134.475
		CTAF:	☒ 126.600

Facility Name: Witham Field

Facility Type: Airport

Status: Active

Inspection Date: 1/13/2026

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	☐
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: Witham Field

Inspection Date: 1/13/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
07/25	Existing	4,653 x 100	Asph	Fair	MIRL

Comments:

RWY 07

FAR 77 Category B(V).

RWY 25

FAR 77 Category B(V).

Approach ratio required is RWY 07 20:1 and RWY 25 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

Runway 07

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
07	27° 10' 53.984	80° 13' 44.434	Surveyed	25:1	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		25:1	TREES		59 ft	1,660 ft	Before Runway End	230 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 25

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
25	27° 11' 11.064	80° 12' 56.586	Surveyed	25:1	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		25:1	TREES		45 ft	1,325 ft	Before Runway End	95 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/	Distance	Direction	Height	Fixed by	Frangible	Marked	Aeronatical	Determination
			Estimate	from Centerline	from Centerline		Function			Study	
EQUIP	27° 10' 53.34	80° 13' 40.80	Estimated	184 ft	SE	2 ft	No	Yes	Yes		
Runway ID	Status	Dimension			Surface			Condition		Lights	
12/30	Existing	5,828 x 100			Asph			Good		MIRL	

Comments:

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RWY 12**FAR 77 Category D.****RWY 30****FAR 77 Category C.****Approach ratio required is RWY 12 34:1 and RWY 30 34:1.****Primary surface required is 1000 feet wide.****Transitional surface required is 7:1.****Safety area required extends 240 feet beyond each runway end.****Runway 12**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
12	27° 10' 55.503	80° 13' 53.052	Surveyed	0:1	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	Yes		0:1	BRUSH		4 ft	200 ft	Before Runway End	404 ft L
Runway End	Yes		22:1	TREES		42 ft	960 ft	Before Runway End	280 ft L
Marked Displaced Threshold	Yes	460 ft	34:1	TREES		42 ft	960 ft	Before Runway End	280 ft L
Required Displaced Threshold									

Runway 30

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
30	27° 10' 35.524	80° 12' 52.514	Surveyed	0:1	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	Yes		0:1	FENCE		10 ft	200 ft	Before Runway End	400 ft R
Runway End	Yes		34:1	TREE		29 ft	1,000 ft	Before Runway End	265 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	Aeronatical Study	Determination
FENCE	27° 10' 48.65	80° 13' 44.65	Estimated	385 ft	S	5 ft	No	No	No		
TREE	27° 10' 49.23	80° 13' 49.75	Estimated	500 ft	S	15 ft	No	No	No		
EQUIP	27° 10' 48.16	80° 13' 43.77	Estimated	385 ft	S	4 ft	No	No	No		
FENCE	27° 11' 00.60	80° 13' 53.02	Estimated	455 ft	N	5 ft	No	No	No		
BRUSH	27° 10' 58.79	80° 13' 48.64	Estimated	410 ft	N	5 ft	No	No	No		
TREES	27° 10' 58.79	80° 13' 48.64	Estimated	410 ft	N	20 ft	No	No	No		
FENCE	27° 10' 39.52	80° 12' 51.85	Estimated	400 ft	N	5 ft	No	No	No		
TREES	27° 10' 40.35	80° 12' 52.90	Estimated	400 ft	N	25 ft	No	No	No		
FENCE	27° 10' 32.10	80° 12' 54.94	Estimated	400 ft	S	5 ft	No	No	No		
TREES	27° 10' 31.61	80° 12' 55.02	Estimated	405 ft	S	30 ft	No	No	No		
EMAS	27° 10' 55.62	80° 13' 53.42	Estimated	0 ft	NW	3 ft	Yes	Yes	Yes		

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EMAS	27° 10' 35.21	80° 12' 51.54	Estimated	0 ft	SE	3 ft	Yes	Yes	Yes
EQUIP	27° 10' 53.32	80° 13' 40.89	Estimated	177 ft	N	2 ft	No	Yes	Yes
EQUIP	27° 10' 35.74	80° 12' 58.89	Estimated	177 ft	S	2 ft	No	Yes	Yes

Runway ID	Status	Dimension	Surface	Condition	Lights
16/34	Existing	5,000 x 100	Asph	Good	None

Comments:

RWY 16

FAR 77 Category B(V).

RWY 34

FAR 77 Category B(V).

Approach ratio required is RWY 16 20:1 and RWY 34 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

Runway 16									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
16	27° 11' 18.681	80° 13' 17.902	Surveyed	17:1	BSC-P	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		17:1	TREES		47 ft	1,045 ft	Before Runway End	245 ft L
Runway End	No		22:1	TREES		47 ft	1,045 ft	Before Runway End	245 ft L
Marked Displaced Threshold	No	336 ft	30:1	TREES		47 ft	1,045 ft	Before Runway End	245 ft L
Required Displaced Threshold									

Runway 34									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
34	27° 10' 33.999	80° 12' 53.956	Surveyed	0:1	BSC-P	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	Yes		0:1	FENCE		10 ft	200 ft	Before Runway End	150 ft L
Runway End	Yes		5:1	TREES		26 ft	130 ft	Before Runway End	240 ft L
Marked Displaced Threshold	Yes	900 ft	35:1	TREE		70 ft	1,550 ft	Before Runway End	130 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	Aeronatical Study	Determination
TREES	27° 10' 31.86	80° 12' 55.65	Estimated	240 ft	SW	32 ft	No	No	No		
FENCE	27° 10' 31.63	80° 12' 54.30	Estimated	150 ft	SW	10 ft	No	No	No		

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Instrument Approach

12/30	Type	A	B	C	D	E
12	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
12	LNAV/VNAV	1.38 Miles	1.38 Miles	1.38 Miles	1.38 Miles	
12	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
30	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
30	LNAV/VNAV	1.38 Miles	1.38 Miles	1.38 Miles	1.38 Miles	
30	LPV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	

Declared Distances

Runway 07/25 TORA TODA ASDA LDA

07

25

Runway 12/30 TORA TODA ASDA LDA

12 5,828 5,828 5,828 5,368

30 5,828 5,828 5,828 5,828

Runway 16/34 TORA TODA ASDA LDA

16 5,000 5,000 4,800 4,464

34 5,000 5,000 5,000 4,100

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Inspector: David Smith

Deficiencies

Inspection Date 1/13/26

Next Inspection 1/31/27

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 Witham Field expired on 12/04/2025.

Corrections

Corrected? Yes

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on January 22, 2026.

Deficiencies

Rwy End: 07	In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.
	Runway 07 threshold bar marking is faded and in poor condition.
Rwy End: 12	In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.
	Runway 12/30 runway centerline markings are obscured by rubber.
Rwy End: 16 Displaced Arrow	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Runway 16 displaced threshold arrows do not contain a sufficient amount of glass beads.
Rwy End: 16 Runway Designation	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Runway 16 designation markings do not contain a sufficient amount of glass beads.
Rwy End: 25 Threshold Bar	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Runway 25 threshold bar marking does not contain a sufficient amount of glass beads.
Rwy End: 34	In accordance with Chapter 14-60.007(9)(e), FAC. – Arrows shall be white.
	Runway 34 displaced threshold arrows are faded and/or in poor condition.
Rwy End: 34 Displaced Arrow	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Runway 34 displaced threshold arrows do not contain a sufficient amount of glass beads.
Rwy End: 34 Displaced Arrow Head	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Runway 34 displaced threshold arrow heads do not contain a sufficient amount of glass beads.
Rwy End: 34 Runway Centerline	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Runway 16/34 centerline markings do not contain a sufficient amount of glass beads.

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Rwy End: 34 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway

Designation

Runway 34 designation markings do not contain a sufficient amount of glass beads.

Mitigated Deficiencies

Rwy End: 12 In accordance with Chapter 14-60.007(2)(d)1.f., 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 equal to $\frac{3}{4}$ mile: the transition surface ratio is 7:1.

Trees 150 feet before to 700 feet after the approach end of the runway, 500 feet left of centerline and beyond penetrates the transitional surface of Runway 12/30.

Buildings 730 feet to 2,200 feet after the approach end of the runway, 525 feet right of centerline and beyond penetrates the transitional surface of Runway 12/30.

The RNAV approach for Runway 12 that was published January 22, 2026, shows an increase to the LPV line of minima to 7/8 of a mile for the visibility minimums. This reduces the width of the primary surface and eliminates the penetrations.

Rwy End: 12 In accordance with Chapter 14-60.007(2)(c)1.f., 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 equal to $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 12 approach surface ratio is 0:1 due to brush 4 feet tall, 200 feet before the approach end of the runway, 404 feet left of centerline.

Runway 12 threshold is displaced 460 feet.

Rwy End: 12 In accordance with Chapter 14-60.007(2)(b)1.f., 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 equal to $\frac{3}{4}$ mile: the width of the primary surface is 1,000 feet.

Fence 5 feet tall, 510 feet to 1,310 feet after the approach end of the runway, 385 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30.

Tree 15 feet tall, 510 feet after the approach end of the runway, 500 feet right of centerline penetrates the primary surface of Runway 12/30.

Equipment 4 feet tall, 820 feet to 1,310 feet after the approach end of the runway, 385 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30.

Fence 5 feet tall, 200 feet to 150 feet before the approach end of the runway, 455 feet to 500 feet left of centerline penetrates the primary surface of Runway 12/30.

Brush and trees 25 feet tall, 200 feet before to 695 feet after the approach end of the runway, 410 feet to 500 feet left of centerline penetrates the primary surface of Runway 12/30.

The RNAV approach for Runway 12 that was published January 22, 2026, shows an increase to the LPV line of minima to 7/8 of a mile for the visibility minimums. This reduces the width of the primary surface and eliminates the penetrations.

Rwy End: 16 In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 16 approach surface ratio is 17:1 due to trees 47 feet tall, 1,045 feet before the approach end of the runway, 245 feet left of centerline.

Runway 16 threshold is displaced 336 feet.

Rwy End: 30 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 $\frac{3}{4}$ mile: the transition surface ratio is 7:1.

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Building 775 feet to 875 feet after the approach end of the runway, 545 feet left of centerline and beyond penetrates the transitional surface of Runway 12/30.

Trees 95 feet before to 550 feet after the approach end of the runway, 500 feet left of centerline and beyond penetrates the transitional surface of Runway 12/30.

The RNAV approach for Runway 12 that was published January 22, 2026, shows an increase to the LPV line of minima to 7/8 of a mile for the visibility minimums. This reduces the width of the primary surface and eliminates the penetrations.

Rwy End: 30 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 30 approach surface ratio is 0:1 due to fence 10 feet tall, 200 feet before the approach end of the runway, 400 feet right of centerline.

Runway 30 threshold is displaced to the approach end of the runway.

Rwy End: 30 In accordance with Chapter 14-60.007(2)(b)1.f., 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 equal to $\frac{3}{4}$ mile: the width of the primary surface is 1,000 feet.

Fence 10 feet tall, 200 feet before to 315 feet after the approach end of the runway, 400 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30.

Trees 30 feet tall, 124 feet to 315 feet after the approach end of the runway, 400 feet to 500 feet right of centerline penetrates the primary surface of Runway 12/30.

Fence 10 feet tall, 105 feet before to 280 feet after the approach end of the runway, 400 feet to 500 feet left of centerline penetrates the primary surface of Runway 12/30.

Trees 20 feet tall, 95 feet before to 260 feet after the approach end of the runway, 405 feet to 500 feet left of centerline penetrates the primary surface of Runway 12/30.

The RNAV approach for Runway 12 that was published January 22, 2026, shows an increase to the LPV line of minima to 7/8 of a mile for the visibility minimums. This reduces the width of the primary surface and eliminates the penetrations.

Rwy End: 34 In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 34 approach surface ratio is 0:1 due to fence 10 feet tall, 200 feet before the approach end of the runway, 150 feet left of centerline.

Runway 34 threshold is displaced 900 feet.

Rwy End: 34 In accordance with Chapter 14-60.007(2)(b)1.d., 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 visual landing approach: the width of the primary surface is 500 feet.

Fence 10 feet tall, 200 feet to 100 feet before the approach end of the runway, 150 feet to 250 feet left of centerline penetrates the primary surface of Runway 16/34.

Trees 26 feet tall, 125 feet before the approach end of the runway, 240 feet left of centerline penetrates the primary surface of Runway 16/34.

Declared distances have been published for Runway 16/34. This effectively reduces the length of the Runway Object Free Area (ROFA) beyond the end of the runway for Runway 16/34 and removes the penetrations from the ROFA. This is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II for Runway 16/34 as indicated on the Airport Layout Plan.

Facility Name: Witham Field

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Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 05/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 04/30/2027

☐ 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 07/25 is available for visual approaches only.
 - a. Runway 07 is FAR 77 category B(V).
 - b. Runway 25 is FAR 77 category B(V).
2. Runway 12/30 is available for non-precision instrument and visual approaches.
 - a. Runway 12 is FAR 77 category C.
 - b. Runway 30 is FAR 77 category C.
3. Runway 16/34 is available for visual approaches only.
 - a. Runway 16 is FAR 77 category B(V).
 - b. Runway 34 is FAR 77 category B(V).
4. Runway 12 threshold is displaced 460 feet.
5. Runway 12 Engineered Material Arresting System (EMAS) installed.
6. Runway 12 TORA 5828 TODA 5828 ASDA 5828 LDA 5368.
7. Runway 16 threshold is displaced 336 feet.
8. Runway 16 TORA 5000 TODA 5000 ASDA 4800 LDA 4464.
9. Runway 30 threshold is displaced to the approach end of the runway.
10. Runway 30 Engineered Material Arresting System (EMAS) installed.
11. Runway 30 TORA 5828 TODA 5828 ASDA 5828 LDA 5828.
12. Runway 34 threshold is displaced 900 feet.
13. Runway 34 TORA 5000 TODA 5000 ASDA 5000 LDA 4100.

B. In accordance with Chapter 14-60.006(2)(g), FAC.

The Department shall only license an airport that meets established standards unless the Department determines that an airport's exception to established standards 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 to which the license is granted.

1. Fence 10 feet tall, 200 feet before the approach end of Runway 34, 150 feet left of centerline penetrates the primary surface of Runway 16/34.

Additional Licensing Remarks: