

Facility Name: Ormond Beach Municipal Airport				Inspection Date: 2/10/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: OMN		FAA Site No.: 03411.*A		FDOT District: 5	
3.00 Miles NW of Ormond Beach				County: Volusia	
ARP Latitude: 29° 18' 4.12		Source: Estimated		Ownership: Public	
ARP Longitude: 81° 6' 49.71				Use: Public	
Elevation: 28		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: City of Ormond Beach			Facility Physical Address	
Address: PO Box 277			Address: 770 Airport Rd	
City: Ormond Beach	State: FL	ZIP: 32175-0277	City: Ormond Beach	State: FL ZIP: 32174
Phone: (386) 610-0446	Fax: (386) 676-3330		Phone: (386) 615-7019	
Email: steven.lichliter@ormondbeach.org				
Owner Representative: Joyce Shanahan			Facility Manager: Brian Rademacher	
Address: 22 S Beach St			Address: PO Box 277	
City: Ormond Beach	State: FL	ZIP: 32174	City: Ormond Beach	State: FL ZIP: 32175-0277
Phone: (386) 676-3200			Phone: (386) 676-3266	
Email: joyce.shanahan@ormondbeach.org			Email: Brian.Rademacher@ormondbeach.org	
Acreeage: 1,128			Beacon: C-G	
Section: 07	Township: 14S	Range: 31E	Wind Indicator: No	Lighted: Yes
Lighting Schedule: Sunset to Sunrise			Notes:	
Attendance Schedule: Month/Day/Hour			Segmented Circle: Yes	Lighted: Yes
ALL / ALL / 0700-1900			Facility Website: https://www.ormondbeach.org/77/Airport	
			Ask in any new facility aerals/photos are available	

Based Aircraft				
Year: 2011	Single Engine: 142	Jet Engine: 4	Glider:	Ultralight:
Source: Inspector	Multi Engine: 19	Helicopter: 4	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:	☒ PIE	Clearance Delivery:	☒ 121.625	
FSS on Airport:	☒ No	Ground Control:	☒ 121.625	
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 119.075	
VorTac:	☒ OMN 112.6 On field	Approach Control:	☒ 125.800	
AWOS/ASOS:	☒ 118.475	Unicom:	☒ 123.050	
Instrument Approach:	☒ LPV, LP, LNAV/VNAV, LNAV	ATIS:	☒ 118.475	
		CTAF:	☒ 119.075	

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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 ☐
 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:

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Runway ID	Status	Dimension	Surface	Condition	Lights
09/27	Existing	4,005 x 75	Asph	Good	MIRL

Comments:

RWY 09

FAR 77 Category C.

RWY 27

FAR 77 Category C.

Approach ratio required is RWY 09 34:1 and RWY 27 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 09

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	29° 18' 3.15	81° 7' 12.85	Surveyed	6:1	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		6:1	BRUSH		9 ft	250 ft	Before Runway End	250 ft R
Runway End	No		20:1	TREES		63 ft	1,250 ft	Before Runway End	160 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	892 ft	34:1	TREES		63 ft	1,250 ft	Before Runway End	160 ft R

Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	29° 18' 10.57	81° 6' 28.44	Surveyed	15:1	NPI-F	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		15:1	TREES		23 ft	545 ft	Before Runway End	100 ft L
Runway End	No		25:1	TREES		45 ft	1,125 ft	Before Runway End	150 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	405 ft	34:1	TREES		45 ft	1,125 ft	Before Runway End	150 ft L

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
17/35	Existing	3,704 x 100	Asph	Fair	MIRL

Comments:

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RWY 17**FAR 77 Category C.****RWY 35****FAR 77 Category B(V).****Approach ratio required is RWY 17 34:1 and RWY 35 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 17**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17	29° 18' 19.14	81° 6' 52.56	Surveyed	17:1	NPI-P	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		17:1	TREES		60 ft	1,205 ft	Before Runway End	40 ft R
Runway End	No		20:1	TREES		60 ft	1,205 ft	Before Runway End	40 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	835 ft	34:1	TREES		60 ft	1,205 ft	Before Runway End	40 ft R

Runway 35

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35	29° 17' 43.14	81° 6' 44.74	Surveyed	15:1	NPI-P	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		15:1	TREES		35 ft	725 ft	Before Runway End	0 ft Both
Runway End	No		20:1	TREES		35 ft	725 ft	Before Runway End	0 ft Both
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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Instrument Approach

09/27	Type	A	B	C	D	E
09	LNAV	1.00 Miles	1.00 Miles	1.13 Miles		
09	LPV	0.88 Miles	0.88 Miles	0.88 Miles		
09	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles		
27	LP	1.00 Miles	1.00 Miles	1.00 Miles		
27	LNAV	1.00 Miles	1.00 Miles	1.25 Miles		

17/35	Type	A	B	C	D	E
17	LNAV	1.00 Miles	1.00 Miles	1.38 Miles		
17	LPV	0.88 Miles	0.88 Miles	0.88 Miles		
17	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles		

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Helipad ID	Status	Dimensions	Surface	Condition	Location	Lighting	Marking
H1	Existing	50 x 50		Excellent	☒ Land	☐ Obstruction	☐ Landing
	☒ Landing Area Stabilized		☒ Clear of Loose Objects		☐ Roof	☐ Touchdown	☐ Touchdown
					☐ Water	☐ Perimeter	☐ Parking

Approach/Departure	Direction	Obstruction	Height	Dist. From L/A	Ratio
1	170	TREES	81	1,125	14 :1

Comments: Approach ratio required is H1 170 8:1.
 Transitional surface required is 2:1.
 Minimum TLOF is 33.40 Feet
 Minimum FATO is 58.80 Feet
 Minimum TLOF / FATO Separation is 12.70 Feet
 Minimum Safety Area / FATO Separation is 20 Feet (98.80 Feet)

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Deficiencies

Inspection Date 2/10/26

Next Inspection 2/28/27

Deficiencies

Facility In accordance with Chapter 14-60.007(7)(a), FAC. – At least one 15-knot, 8-foot long windsock shall be installed at the airport.

The windsock is torn/tattered and/or not reliable.

Rwy End: 09 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 20 feet tall, 250 feet to 150 feet before the approach end of the runway, 255 feet right of centerline penetrates the transition surface of Runway 09/27.

Rwy End: 17 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 15 feet tall, 120 feet to 200 feet beyond the departure end of the runway, 255 feet right of centerline penetrates the transition surface of Runway 17/35.

Mitigated Deficiencies

09/27 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@09)

Taxiway A hold position markings at Runway 09 are discolored and/or strained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

09/27 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway
(A@09)
Hold
Position

Taxiway A hold position markings at Runway 09 do not contain a sufficient amount of glass beads.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

09/27 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@27)

Taxiway A hold position markings at Runway 27 are discolored and/or strained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

09/27 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A1)

Taxiway A1 hold position markings at Runway 09/27 are discolored and/or strained.

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17/35 :
Taxiway (E)
Hold
Position

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

Taxiway E hold position markings at Runway 17 do not contain a sufficient amount of glass beads.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

17/35 :
Taxiway (F)

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

Taxiway F hold position markings at Runway 35 are discolored and/or strained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

17/35 :
Taxiway (F)
Hold
Position

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.

Taxiway F hold position markings at Runway 35 have a faded black border.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

17/35 :
Taxiway (F)
Hold
Position

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

Taxiway F hold position markings at Runway 35 do not contain a sufficient amount of glass beads.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

17/35 :
Taxiway (G1)

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

Taxiway G1 hold position markings at Runway 17 are discolored and/or strained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

17/35 :
Taxiway (G2)

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

Taxiway G2 hold position markings at Runway 17/35 are discolored and/or strained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

17/35 :
Taxiway (G4)

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

Taxiway G4 hold position markings at Runway 35 are discolored and/or strained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

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Helipad: H1 In accordance with Chapter 14-60.007(9)(j), FAC. – FATO perimeters shall be defined with white lines.

Helipad H1 FATO perimeter markings are discolored and/or stained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

Helipad: H1 In accordance with Chapter 14-60.007(9)(i), FAC. – TLOF perimeters shall be defined by a white line.

Helipad H1 TLOF perimeter markings are discolored and/or stained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

Helipad: H1 In accordance with Chapter 14-60.007(9)(h), FAC. – Helipad markings shall be white.

Helipad H1 markings are discolored and/or stained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

Helipad: H1 In accordance with Chapter 14-60.007(9)(h), FAC. – Helipad markings shall be oriented on the axis of the dominant landing and takeoff path.

Helipad H1 markings are not oriented on the axis of the dominant landing and takeoff path.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated he would check to verify that the weight bearing, and rotor diameter markings would be relocated during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

Rwy End: 09 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 09 approach surface ratio is 6:1 due to brush 9 feet tall, 250 feet before the approach end of the runway, 250 feet right of centerline.

Runway 09 approach surface ratio is 20:1 to the approach end of the runway due to trees 63 feet tall, 1,250 feet before the approach end of the runway, 160 feet right of centerline.

Received an e-mail from Mr. Brian Rademacher, Primary contact, on April 27, 2026 and he stated an Obstruction Removal Project (PFL0015736) will be conducted to complete the Obstacle Action Plan (OAP) that was developed in accordance with FAA requirements after an AGIS survey was completed. Additionally, there may be some vegetation/habitat removal completed during the Airport Wildlife Mitigation Security Improvements Project (PFL0012829). The obstruction removal project is anticipated to start by November 30, 2026.

A comment is published in the FAA Chart Supplement to advise flight crews of the unlighted obstructions on the approach until the removal is completed.

Rwy End: 17 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 17 approach surface ratio is 17:1 due to trees 60 feet tall, 1,205 feet before the approach end of the runway, 40 feet right of centerline.

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Received an e-mail from Mr. Brian Rademacher, Primary contact, on April 27, 2026 and he stated an Obstruction Removal Project (PFL0015736) will be conducted to complete the Obstacle Action Plan (OAP) that was developed in accordance with FAA requirements after an AGIS survey was completed. Additionally, there may be some vegetation/habitat removal completed during the Airport Wildlife Mitigation Security Improvements Project (PFL0012829). The obstruction removal project is anticipated to start by November 30, 2026.

The existing approach slope to the end of the runway is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II for Runway 17/35 as indicated on the Airport Layout Plan.

A comment is published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions on the approach until the removal is completed.

Rwy End: 17 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 17 threshold bar marking is discolored and/or stained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

Rwy End: 17 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 17 designation markings are discolored and/or stained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

Rwy End: 27 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 27 approach surface ratio is 15:1 due to trees 23 feet tall, 545 feet before the approach end of the runway, 100 feet right of centerline.

Runway 27 approach surface ratio is 25:1 to the approach end of the runway due to trees 45 feet tall, 1,125 feet before the approach end of the runway, 150 feet left of centerline.

Received an e-mail from Mr. Brian Rademacher, Primary contact, on April 27, 2026 and he stated an Obstruction Removal Project (PFL0015736) will be conducted to complete the Obstacle Action Plan (OAP) that was developed in accordance with FAA requirements after an AGIS survey was completed. Additionally, there may be some vegetation/habitat removal completed during the Airport Wildlife Mitigation Security Improvements Project (PFL0012829). The obstruction removal project is anticipated to start by November 30, 2026.

A comment is published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions on the approach until the removal is completed.

Rwy End: 35 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 35 approach surface ratio is 15:1 due to trees 35 feet tall, 725 feet before the approach end of the runway, on centerline.

Runway 35 threshold is displaced to the approach end of the runway.

Rwy End: 35 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 35 threshold bar marking is discolored and/or stained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

Rwy End: 35 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

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Runway 35 designation markings are discolored and/or stained.

Spoke with Mr. Brian Rademacher, Primary contact, after the inspection on February 10, 2026 and he stated the markings would be corrected during Airfield Remarking and Pavement Rejuvenation Project (PFL0014856) that'll be completed in the Spring of 2026.

License**Effective:** 06/01/2026**Category:** Public Special**Limitations:** ☐ Day Use Only**Expires:** 05/31/2027☐ 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 09/27 is available for non-precision instrument and visual approaches.**

- a. Runway 09 is FAR 77 category C.
- b. Runway 27 is FAR 77 category C.

2. Runway 17/35 is available for non-precision instrument and visual approaches.

- a. Runway 17 is FAR 77 category C.
- b. Runway 35 is FAR 77 category B(V).

3. Helipad H1 is available for visual approaches only.**4. Runway 09 threshold is displaced to the approach end of the runway.****5. Runway 17 threshold is displaced to the approach end of the runway.****6. Runway 27 threshold is displaced to the approach end of the runway.****7. Runway 35 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. Runway 09 approach surface ratio is 6:1 due to brush 9 feet tall, 250 feet before the approach end of the runway, 250 feet right of centerline.**2. Runway 17 approach surface ratio is 17:1 due to trees 60 feet tall, 1,205 feet before the approach end of the runway, 40 feet right of centerline.****3. Runway 27 approach surface ratio is 15:1 due to trees 23 feet tall, 545 feet before the approach end of the runway, 100 feet right of centerline.****4. Trees 20 feet tall, 250 feet to 150 feet before the approach end of Runway 09, 255 feet right of centerline penetrates the transition surface of Runway 09/27.***Additional Licensing Remarks:*