

Facility Name: Orlando Sanford International Airport				Inspection Date: 1/16/2026	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Fletcher	
Location ID: SFB		FAA Site No.: 03407.1*A		FDOT District: 5	
16.00 Miles NE of Orlando				County: Seminole	
ARP Latitude: 28° 46' 37.841		Source: Surveyed		Ownership: Public	
ARP Longitude: 81° 14' 05.690				Use: Public	
Elevation: 54.9		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Sanford Airport Authority			Facility Physical Address		
Address: 1200 Red Cleveland Blvd			Address: 1200 Red Cleveland Blvd		
City: Sanford	State: FL ZIP: 32773		City: Sanford	State: FL ZIP: 32773-6844	
Phone: (407) 585-4101	Fax: (407) 585-4097		Phone: (407) 585-4000		
Email: nmartz@sfb.osaa.net					
Owner Representative: Katee Mathis			Facility Manager: Nicole Martz		
Address: 1200 Red Cleveland Blvd			Address: 1200 Red Cleveland Blvd		
City: Sanford	State: FL ZIP: 32773		City: Sanford	State: FL ZIP: 32773	
Phone: (407) 585-4033			Phone: (407) 585-4101		
Email: kmathis@osaa.net			Email: nmartz@osaa.net		

Acreeage: 3,000	Residential Airpark: No	Beacon: C-G	
Section: 04	Township: 20S	Range: 31E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour			Notes:
ALL / ALL / ALL		Segmented Circle: Yes	Lighted: Yes
		Facility Website: https://flsfb.com/	
		Ask in any new facility aerals/photos are available	

Based Aircraft							
Year:	2011	Single Engine:	242	Jet Engine:	47	Glider:	Ultralight:
Source:	Manager	Multi Engine:	55	Helicopter:	20	Military:	Seaplane:
Total Based Aircraft:							

Annual Operations							
Year:	2010	Air Carrier:	8,337	Air Taxi:	875	GA Local:	111,098
End Date:	12/31/2010	Commuter:		Military:	406	GA Itinerant:	69,650
Total Annual Operations:							

FAR 139 Certificated Class

FAA NavCom					
FSS ID:	☒ PIE	Clearance Delivery:	☒ 123.975	121.350	
FSS on Airport:	☒ No	Ground Control:	☒ 121.350		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 120.300	135.250	
VorTac:	☒ ORL 112.2 020d/15 nm	Approach Control:	☒ 125.225	135.300	
AWOS/ASOS:	☒ 125.975	Unicom:	☒ 122.825		
Instrument Approach:	☒ ILS, LOC, LOC/DME, LPV, LNAV/VNAV, LNAV	ATIS:	☒ 125.975		
		CTAF:	☒ 120.300		

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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	☒ 2 miles
Parachute Jumping Area	☐
Restaurant	☒ Domestic Terminal
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	☐
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Passenger/Cargo Loading Equipment	☐
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Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
09L/27R	Existing	11,002 x 150	Asph	Good	HIRL

Comments:

RWY 09L

FAR 77 Category PIR.

RWY 27R

FAR 77 Category PIR.

Approach ratio required is RWY 09L 50:1 and RWY 27R 50:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 09L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09L	28° 46' 54.25	81° 15' 21.44	Surveyed	24:1	PIR-G	P4L	No	No	MALSR

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		24:1	TREES		49 ft	1,000 ft	Before Runway End	280 ft L
Runway End	No		29:1	TREES		49 ft	1,000 ft	Before Runway End	280 ft L
Marked Displaced Threshold	No	1,000 ft	50:1	TREES		49 ft	1,000 ft	Before Runway End	280 ft L
Required Displaced Threshold									

Runway 27R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27R	28° 46' 54.44	81° 13' 17.80	Surveyed	50:1	PIR-G	P4R	No	Yes	MALSR

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		50:1	NONE				Before Runway End	
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
09C/27C	Existing	3,578 x 75	Asph	Fair	MIRL

Comments:

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RWY 09C

FAR 77 Category A(V).

RWY 27C

FAR 77 Category A(V).

Approach ratio required is RWY 09C 20:1 and RWY 27C 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 09C

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09C	28° 46' 42.43	81° 14' 43.71	Surveyed	34:1	BSC-G	P2L	Yes	Yes	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		34:1	TREES	53 ft	2,020 ft	Before Runway End	65 ft L
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 27C

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27C	28° 46' 42.49	81° 14' 3.50	Surveyed	40:1	BSC-G	P2L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		40:1	TREES	51 ft	2,245 ft	Before Runway End	125 ft L
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

Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	6,002 x 150	Asph	Fair	MIRL

Comments:

RWY 18

FAR 77 Category D.

RWY 36

FAR 77 Category B(V).

Approach ratio required is RWY 18 34:1 and RWY 36 20:1.

Primary surface required is 1000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	28° 46' 59.83	81° 14' 5.24	Surveyed	35:1	NPI-G	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		35:1	TREES		35 ft	1,450 ft	Before Runway End	10 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	28° 46' 0.40	81° 14' 5.10	Surveyed	25:1	NPI-G	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		25:1	TREES		32 ft	1,005 ft	Before Runway End	295 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
EQUIP	28° 46' 09.24	82° 14' 08.09	Estimated	262 ft	W	1 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
09R/27L	Existing	5,839 x 75	Asph	Fair	HIRL

Comments:

RWY 09R

FAR 77 Category PIR.

RWY 27L

FAR 77 Category C.

Approach ratio required is RWY 09R 50:1 and RWY 27L 34:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

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Runway 09R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09R	28° 46' 11.8021	81° 14' 01.8112	Surveyed	50:1	PIR-F	P4L	No	Yes	MALSR

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		50:1	TREES		65 ft	3,475 ft	Before Runway End	300 ft R
Runway End									
Marked Displaced Threshold	No	839 ft	50:1	NONE				Before Runway End	
Required Displaced Threshold									

Runway 27L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27L	28° 46' 11.89	81° 12' 56.20	Surveyed	45:1	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		45:1	TREES		37 ft	1,875 ft	Before Runway End	95 ft L
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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Instrument Approach

09L/27R	Type	A	B	C	D	E
09L	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
09L	LNAV	0.50 Miles	0.50 Miles	0.75 Miles	0.75 Miles	
09L	LNAV/VNAV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
09L	LOC	0.50 Miles	0.50 Miles	0.75 Miles	0.75 Miles	
09L	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
27R	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
27R	LNAV	0.50 Miles	0.50 Miles	0.63 Miles	0.63 Miles	
27R	LNAV/VNAV	0.88 Miles	0.88 Miles	0.88 Miles	0.88 Miles	
27R	LOC	0.50 Miles	0.50 Miles	0.63 Miles	0.63 Miles	
27R	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
09R/27L	Type	A	B	C	D	E
09R	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
09R	LNAV	0.50 Miles	0.50 Miles	0.75 Miles	0.75 Miles	
09R	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
09R	LOC	0.50 Miles	0.50 Miles	1.00 Miles	1.00 Miles	
09R	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
09R	LOC/DME	0.50 Miles	0.50 Miles	0.75 Miles	0.75 Miles	
27L	LNAV	1.00 Miles	1.00 Miles	1.50 Miles	2.00 Miles	
18/36	Type	A	B	C	D	E
18	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
18	LNAV/VNAV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
18	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	

Declared Distances

Runway	09C/27C	TORA	TODA	ASDA	LDA
09C		3,578	3,578	3,578	3,578
27C		3,578	3,578	3,578	3,578
Runway	09L/27R	TORA	TODA	ASDA	LDA
09L		11,002	11,002	11,002	10,002
27R		11,002	11,002	11,002	11,002
Runway	09R/27L	TORA	TODA	ASDA	LDA
09R		5,839	5,839	5,839	5,000
27L		5,839	5,839	5,839	5,839
Runway	18/36	TORA	TODA	ASDA	LDA
18		6,002	6,002	5,956	5,956
36		6,002	6,002	6,002	6,002

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Deficiencies

Inspection Date 1/16/26

Next Inspection 1/31/27

Non-Deficiency Remarks

In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

Mitigated Deficiencies

Rwy End: 09L	In accordance with Chapter 14-60.007(8)(a), FAC. – Airport hazards determined to exist by the Department shall be removed.
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Loose aggregate and FOD was observed on Runway 09L/27R according to the FAA's compliance letter.

The airport provided a planned correction date of February 16, 2026, according to the FAA issued compliance letter.

Rwy End: 09L	In accordance with Chapter 14-60.007(2)(c)1.g., 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 precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.
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Runway 09L approach surface ratio is 24:1 due to trees 49 feet tall, 1,000 feet before the approach end of the runway, 280 feet left of centerline.

Runway 09L threshold is displaced 1,000 feet.

Rwy End: 18	In accordance with Chapter 14-60.007(8)(a), FAC. – Airport hazards determined to exist by the Department shall be removed.
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Runway 18/36 contains cracks that are producing loose aggregate and FOD according to the FAA's compliance letter.

The airport provided a planned correction date of February 16, 2026, according to the FAA issued compliance letter.

Facility Name: Orlando Sanford International Airport**Inspection Date:** 1/16/2026**Facility Type:** Airport**Status:** Active**Inspector:** FAA Southern Region - Fletcher**License****Effective:** 05/01/2026**Category:** Public**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 09C/27C is available for visual approaches only.

a. Runway 09C is FAR 77 category A(V).

b. Runway 27C is FAR 77 category A(V).

2. Runway 09L/27R is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 09L is FAR 77 category PIR.

b. Runway 27R is FAR 77 category PIR.

3. Runway 09R/27L is available for visual approaches only.

a. Runway 09R is FAR 77 category PIR.

b. Runway 27L is FAR 77 category C.

4. Runway 18/36 is available for visual approaches only.

a. Runway 18 is FAR 77 category D.

b. Runway 36 is FAR 77 category B(V).

5. Runway 09L threshold is displaced 1,000 feet.

6. Runway 09R threshold is displaced 839 feet.

7. Runway 09L TORA-11002 TODA-11002 ASDA-11002 LDA-10002

8. Runway 09R TORA-5839 TODA-5839 ASDA-5839 LDA-5000

9. Runway 18 TORA-6002 TODA-6002 ASDA-5956 LDA-5956

10. Runway 27L TORA-5839 TODA-5839 ASDA-5839 LDA-5839

11. Runway 27R TORA-11002 TODA-11002 ASDA-11002 LDA-11002

12. Runway 36 TORA-6002 TODA-6002 ASDA-6002 LDA-6002

Additional Licensing Remarks: