

Facility Name: Defuniak Springs Airport				Inspection Date: 3/12/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: 54J		FAA Site No.: 03153.*A		FDOT District: 3	
2.00 Miles W of Defuniak Springs				County: Walton	
ARP Latitude: 30° 43' 52.00		Source: Estimated		Ownership: Public	
ARP Longitude: 86° 9' 13.6000				Use: Public	
Elevation: 289		Source: Surveyed		Sectional Chart: NEW ORLEANS	

Note: Primary contact shows below with a background.

Facility Owner:	City of Defuniak Springs		Facility Physical Address		
Address:	1350 Baldwin Av PO Box 685		Address:	183 Gene Hurley Rd	
City:	Defuniak Springs	State:	FL	ZIP:	32435-0685
Phone:	(850) 892-8500	Fax:	(850) 520-4625	City:	Defuniak Springs
Email:	citymanager@defuniaksprings.net		State:	FL	ZIP: 32433
Owner Representative:	Koby Townsend		Facility Manager:	Andre Lewis-Kent	
Address:	1350 Baldwin Av		Address:	1931 US Hwy 90 W	
City:	DeFuniak Springs	State:	FL	ZIP:	32435
Phone:	(850) 892-8500	City:	DeFuniak Springs	State:	FL
Email:	citymanager@defuniaksprings.net		Phone:	(850) 892-2000	ZIP: 32433
		Email:	airportmanager@defuniaksprings.net		

Acreeage:	386	Residential Airpark:	No	Beacon:	C-G
Section:	28	Township:	03N	Wind Indicator:	Yes
Lighting Schedule:	Sunset to Sunrise		Range:	19W	Lighted: Yes
Attendance Schedule:	Month/Day/Hour		Notes:		
	ALL / MON-FRI / 0900-1600		Segmented Circle:	Yes	Lighted: No
			Facility Website:	https://www.defuniaksprings.net/1316/Airport-54J	
				Ask in any new facility aeriels/photos are available	

Based Aircraft					
Year:	2011	Single Engine:	16	Jet Engine:	
Source:	Inspector	Multi Engine:	1	Glider:	Ultralight:
		Helicopter:	1	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:	☒ GNV	Clearance Delivery:	☐		
FSS on Airport:	☒ No	Ground Control:	☐		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☐		
VorTac:	☒ CEW	Approach Control:	☒ 124.050		
AWOS/ASOS:	☒ 118.725	Unicom:	☒ 123.050		
Instrument Approach:	☒ LP, LNAV	ATIS:	☐		
		CTAF:	☒ 123.050		

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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 ☒ In city limits
 Parachute Jumping Area ☐
 Restaurant ☒ .5 miles
 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	4,146 x 60	Asph	Fair	MIRL

Comments:

RWY 09

FAR 77 Category A(NP).

RWY 27

FAR 77 Category A(NP).

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

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	30° 43' 57.5443	86° 9' 38.7292	Surveyed	0:1	NPI-F	P2L	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		6 ft	200 ft	Before Runway End	160 ft R
Runway End	Yes		31:1	TREE		48 ft	1,485 ft	Before Runway End	155 ft R

Marked Displaced Threshold

Required Displaced Threshold

Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	30° 43' 57.2677	86° 8' 51.2223	Surveyed	9:1	NPI-F	P2L	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		9:1	RR		28 ft	475 ft	Before Runway End	250 ft R
Runway End	No		13:1	TREES		58 ft	765 ft	Before Runway End	260 ft L
Marked Displaced Threshold	No	605 ft	24:1	TREES		58 ft	765 ft	Before Runway End	260 ft L

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
ROAD	30° 43' 55.77	86° 09' 38.86	Estimated	185 ft	S	17 ft	No	No	No	2017-ASO -1074-NR A	DOH
TREES	30° 43' 55.14	86° 09' 28.79	Estimated	230 ft	S	30 ft	No	No	No		
TREES	30° 43' 55.07	86° 09' 24.93	Estimated	230 ft	S	30 ft	No	No	No		
FENCE	30° 43' 55.42	86° 09' 34.44	Estimated	160 ft	S	8 ft	No	No	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	2,700 x 70	Dirt	Fair	None

Comments:

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RWY 18

FAR 77 Category A(V).

RWY 36

FAR 77 Category A(V).

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

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	30° 43' 57.1206	86° 9' 11.3899	Surveyed	24:1	PVC-F	N	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		24:1	TREES	57 ft	1,345 ft	Before Runway End	160 ft R
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	30° 43' 30.3969	86° 9' 11.6762	Surveyed	49:1	PVC-F	N	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		49:1	TREES	27 ft	1,280 ft	Before Runway End	115 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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Instrument Approach

09/27	Type	A	B	C	D	E
09	LNAV	1.00 Miles	1.00 Miles			
09	LP	1.00 Miles	1.00 Miles			
27	LNAV	1.00 Miles	1.00 Miles			
27	LP	1.00 Miles	1.00 Miles			

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Deficiencies

Inspection Date 3/12/26

Next Inspection 3/31/27

Deficiencies

Rwy End: 09 In accordance with Chapter 14-60.007(2)(d)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the transition surface ratio is 7:1.

Trees from 736 feet after to 1,336 feet after the approach end of Runway 09, 250 feet right of centerline and beyond penetrates the transitional surface of Runway 09/27.

Mitigated Deficiencies

Rwy End: 09 In accordance with Chapter 14-60.007(2)(c)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the approach surface ratio is 20:1.

Runway 09 approach surface ratio is 0:1 due to fence 6 feet tall, 200 feet before the approach end of the runway, 160 feet right of centerline.

Runway 09 threshold is displaced to the approach end of the runway.

Rwy End: 09 In accordance with Chapter 14-60.007(2)(b)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the width of the primary surface is 500 feet.

Fence from 200 feet before to 1,450 feet after the approach end of the runway, 160 feet to 250 feet right of centerline penetrates the primary surface of Runway 09/27.

Trees from 736 feet after to 1,336 feet after the approach end of the runway 230 feet to 250 feet right of centerline is in the primary surface.

Road 17 feet tall 200 feet before to 225 feet after the approach end of the runway, 185 feet to 250 feet right of centerline penetrates the primary surface of Runway 09/27.

Received an e-mail from Mr. Andre Lewis-Kent, Airport Manager, on April 21, 2026 providing the plans for the 100% Design for Runway 9-27 Extension and Widening project (PFL0014003). The phasing plan of the project prioritizes bringing the landing area into compliance with state licensing standards first and then extending the runway after the penetrations to the primary surface are removed. Bids have already been received and a signed contract should be in place shortly to be approved by the sponsor. The construction start date is anticipated in early June and substantial construction completion is estimated by December 31, 2026.

A comment is currently published in the FAA chart supplement to advise flight crews of the unlighted obstructions.

Rwy End: 27 In accordance with Chapter 14-60.007(2)(d)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the transition surface ratio is 7:1.

Trees from 200 feet before to 131 feet after the approach end of the runway, 260 feet left of centerline and beyond penetrates the transitional surface of Runway 09/27.

Fuel tank 420 feet after the approach end of the runway, 295 feet right of centerline penetrates the transitional surface of Runway 09/27.

Building 628 feet after the approach end of the runway, 295 feet right of centerline penetrates the transitional surface of Runway 09/27.

Spoke with Mr. Andre Lewis-Kent, Airport Manager, after the inspection on March 18, 2025 and he stated that the FBO terminal complex project was unable to accommodate the relocation of the fuel farm immediately and those facilities have been studied under ASN: 2023-ASO-6831-NRA and 2023-ASO-6832-NRA. The current FBO building has been studied under ASN: 2023-ASO-6821-NRA to 2023-ASO-6830-NRA. Both the FBO building and fuel farm has been determined not to be a hazard and will be marked/lighted in accordance with the FAA issued determination letter.

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Rwy End: 27 In accordance with Chapter 14-60.007(2)(c)1.c., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a non-precision instrument approach: the approach surface ratio is 20:1.

Runway 27 approach surface ratio is 9:1 due to railroad 28 feet tall, 475 feet before the approach end of the runway, 250 feet right of centerline.

Runway 27 threshold is displaced 605 feet.

License**Effective:** 07/01/2026**Category:** Public Special**Limitations:** ☐ Day Use Only**Expires:** 06/30/2027☐ 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 09/27 is available for non-precision instrument and visual approaches.**

- a. Runway 09 is FAR 77 category A(NP).
- b. Runway 27 is FAR 77 category A(NP).

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

- a. Runway 18 is FAR 77 category A(V).
- b. Runway 36 is FAR 77 category A(V).

3. Runway 09 threshold is displaced to the approach end of the runway.**4. Runway 27 threshold is displaced 605 feet.****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. Fence 8 feet tall, 200 feet before to 1,450 feet after the approach end of Runway 09, 160 feet to 250 feet right of centerline penetrates the primary surface of Runway 9/27.**2. Trees from 736 feet after to 1,336 feet after the approach end of Runway 09, 250 feet right of centerline and beyond penetrates the transitional surface of Runway 9/27.****3. Trees from 200 feet before to 131 feet after the approach end of Runway 27, 260 feet left of centerline and beyond penetrates the transitional surface of Runway 9/27.****Additional Licensing Remarks:**