

State of Florida Department of Transportation
Aviation Office

Page 1 of 9
5/7/2026

<http://www.florida-aviation-database.com>

Airport Inspection Record

Facility Name: Pompano Beach Airpark				Inspection Date: 5/5/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: PMP		FAA Site No.: 03451.*A		FDOT District: 4	
1.00 Miles NE of Pompano Beach				County: Broward	
ARP Latitude: 26° 14' 50.6429		Source: Estimated		Ownership: Public	
ARP Longitude: 80° 6' 40.3490				Use: Public	
Elevation: 19.3		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner:	City of Pompano Beach		Facility Physical Address		
Address:	City Hall		Address:	1001 NE 10th St	
City:	Pompano Beach	State:	FL	ZIP:	33061
Phone:	(954) 786-4135	Fax:			
Email:	steve.rocco@copbfl.com		City:	Pompano Beach	State: FL ZIP: 33060
Owner Representative:	Greg Harrison		Phone:	(954) 786-4135	
Address:	100 West Atlantic Blvd		Email:	steve.rocco@copbfl.com	
City:	Pompano Beach	State:	FL	ZIP:	33060
Phone:	(954) 786-4601		Facility Manager:	Steven Rocco	
Email:	greg.harrison@copbfl.com		Address:	1001 NE 10th St	
			City:	Pompano Beach	State: FL ZIP: 33060
			Phone:	(954) 786-4135	
			Email:	steve.rocco@copbfl.com	

Acreage: 650		Residential Airpark: No		Beacon: C-G	
Section: 25	Township: 48S	Range: 42E		Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:			
Attendance Schedule:	Month/Day/Hour ALL / ALL / ALL			Segmented Circle: No	Lighted: No
				Facility Website: https://www.pompanobeachfl.gov/government/public-works	
Ask in any new facility aerals/photos are available					

Based Aircraft					
Year:	2011	Single Engine:	125	Jet Engine:	4
Source:	Inspector	Multi Engine:	12	Helicopter:	17
Glider:	Ultralight:				
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:	☒ MIA	Clearance Delivery:	☐		
FSS on Airport:	☒ No	Ground Control:	☒	121.900	
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒	125.400	
VorTac:	☒ FLL	Approach Control:	☒	119.700	
AWOS/ASOS:	☒ 120.550	Unicom:	☒	122.950	
Instrument Approach:	☒ LOC/DME, LPV, LNAV, LNAV/VNAV	ATIS:	☒	120.550	
		CTAF:	☒	125.400	

Facility Name: Pompano Beach Airpark

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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	☒	1/2 mile
Parachute Jumping Area	☐	
Restaurant	☒	1/4 mile
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
06/24	Existing	4,001 x 150	Asph	Fair	MIRL

Comments:

RWY 06

FAR 77 Category A(NP).

RWY 24

FAR 77 Category A(NP).

Approach ratio required is RWY 06 20:1 and RWY 24 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 06

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
06	26° 14' 38.2929	80° 6' 59.5713	Surveyed	16:1	BSC-G	P2L	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		16:1	TREES		41 ft	845 ft	Before Runway End	225 ft L
Runway End	No		20:1	TREES		41 ft	845 ft	Before Runway End	225 ft L

Marked Displaced Threshold

Required Displaced Threshold

Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	26° 15' 2.3219	80° 6' 24.6350	Surveyed	20:1	BSC-G	P2L	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		20:1	TREES		59 ft	1,375 ft	Before Runway End	165 ft L
Runway End									

Marked Displaced Threshold

Required Displaced Threshold

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance	Direction	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
				from Centerline	from Centerline						
EQUIP	26° 14' 43.72	80° 06' 54.36	Estimated	145 ft	NW	2 ft	No	Yes	Yes		
EQUIP	26° 14' 56.56	80° 06' 30.44	Estimated	145 ft	SE	2 ft	No	Yes	Yes		
EQUIP	26° 14' 43.60	80° 06' 53.88	Estimated	200 ft	NW	2 ft	No	Yes	Yes		
Runway ID	Status	Dimension		Surface			Condition		Lights		
10/28	Existing	3,687 x 100		Asph			Fair		MIRL		

Comments:

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RWY 10

FAR 77 Category A(V).

RWY 28

FAR 77 Category A(V).

Approach ratio required is RWY 10 20:1 and RWY 28 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 10

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10	26° 14' 45.3827	80° 6' 59.8116	Surveyed	23:1	BSC-F	P2L	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		23:1	TREES		32 ft	920 ft	Before Runway End	100 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 28

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	26° 14' 40.7738	80° 6' 21.6914	Surveyed	8:1	BSC-F	P2L	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		8:1	TREES		25 ft	410 ft	Before Runway End	105 ft R
Runway End	No		16:1	TREES		25 ft	410 ft	Before Runway End	105 ft R
Marked Displaced Threshold	No	185 ft	23:1	TREES		25 ft	410 ft	Before Runway End	105 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
EQUIP	26° 14' 45.70	80° 06' 52.46	Estimated	118 ft	N	2 ft	No	Yes	Yes		
EQUIP	26° 14' 43.72	80° 06' 54.35	Estimated	102 ft	S	2 ft	No	Yes	Yes		
EQUIP	26° 14' 40.62	80° 06' 30.30	Estimated	121 ft	S	2 ft	No	Yes	Yes		
RUTS	26° 14' 44.83	80° 07' 00.01	Estimated	60 ft	SE		No	No	No		
RUTS	26° 14' 45.50	80° 06' 55.65	Estimated		N		No	No	No		
RUTS	26° 14' 46.02	80° 06' 59.84	Estimated		NW		No	No	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
15/33	Existing	4,918 x 150	Asph	Good	MIRL

Comments:

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RWY 15**FAR 77 Category C.****RWY 33****FAR 77 Category C.****Approach ratio required is RWY 15 34:1 and RWY 33 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 15**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
15	26° 15' 15.6598	80° 6' 55.0142	Surveyed	34:1	NPI-F	P4L	No	No	MALS

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		34:1	PLINE		48 ft	1,815 ft	Before Runway End	275 ft L
Runway End									
Marked Displaced Threshold	No	501 ft	48:1	PLINE		48 ft	1,815 ft	Before Runway End	275 ft L
Required Displaced Threshold									

Runway 33

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
33	26° 14' 36.9310	80° 6' 22.2452	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		43 ft	1,260 ft	Before Runway End	300 ft L
Runway End	No		29:1	TREES		43 ft	1,260 ft	Before Runway End	300 ft L
Marked Displaced Threshold	No	340 ft	37:1	TREES		43 ft	1,260 ft	Before Runway End	300 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
EQUIP	26° 14' 46.25	80° 06' 32.80	Estimated	190 ft	SW	2 ft	No	Yes	Yes		
EQUIP	26° 15' 6.78	80° 06' 44.97	Estimated	185 ft	E	2 ft	No	Yes	Yes		

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Instrument Approach

06/24	Type	A	B	C	D	E
06	LNAV	1.00 Miles	1.00 Miles			
06	LPV	1.25 Miles	1.25 Miles			
24	LNAV	1.00 Miles	1.00 Miles			
24	LPV	1.00 Miles	1.00 Miles			
15/33	Type	A	B	C	D	E
15	LNAV	1.00 Miles	1.00 Miles			
15	LOC/DME	1.00 Miles	1.00 Miles			
15	LPV	1.00 Miles	1.00 Miles			
15	LNAV/VNAV	1.00 Miles	1.00 Miles			
33	LNAV	1.00 Miles	1.00 Miles			
33	LPV	1.00 Miles	1.00 Miles			
33	LNAV/VNAV	2.00 Miles	2.00 Miles			

Facility Name: Pompano Beach Airpark

Inspection Date: 5/5/2026

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Deficiencies

Inspection Date 5/5/26

Next Inspection 5/31/27

Deficiencies

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (C)

Taxiway C hold position markings at Runway 06/24 are stained and/or discolored.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (L)

Taxiway L hold position markings at Runway 06/24, on the east side of the runway, are stained and/or discolored.

Rwy End: 06 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.

Hangar 21 feet tall, 200 feet before to 160 feet after the approach end of Runway 06, 385 feet to 535 feet right of centerline penetrates the transitional surface of Runway 06/24.

Rwy End: 28 In accordance with Chapter 14-60.007(10)(c), FAC. – The inboard half of displaced threshold lights shall be white for a visual runway.

Displaced
Threshold
Lights
(Innermost
Light)

Runway 28 displaced threshold innermost light is amber or yellow in color.

Mitigated Deficiencies

06/24 : 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 (A)
Hold
Position

Taxiway A hold position marking black outline is faded and in poor condition.

Spoke with Mr. David Adams, inspection contact, after the inspection on May 5, 2026 and he stated these markings would be repainted during the Runway 10-28 Rehab project (PFL0013578) that will be completed by the end of 2026.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Taxiway (C)

Taxiway C hold position markings at Runway 06/24 are 125 feet from runway centerline.

Taxiway C holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Taxiway (D)

Taxiway D hold position markings at Runway 06/24 are 125 feet from runway centerline.

Taxiway D holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Taxiway (F)

Taxiway F hold position markings at Runway 24 are 125 feet from runway centerline.

Taxiway F holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

Facility Name: Pompano Beach Airpark**Inspection Date:** 5/5/2026**Facility Type:** Airport**Status:** Active**Inspector:** David Smith

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (L) runways serving large aircraft or with non-precision approaches.

Taxiway L hold position markings at Runway 06/24 are 125 feet from runway centerline.

Taxiway L holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

06/24 : In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a
Taxiway (L) black border six inches or greater in width.
Hold
Position

Taxiway L hold position marking black outline is faded and in poor condition.

Spoke with Mr. David Adams, inspection contact, after the inspection on May 5, 2026 and he stated these markings would be repainted during the Runway 10-28 Rehab project (PFL0013578) that will be completed by the end of 2026.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(M@06)

Taxiway M hold position markings at Runway 06 are 127 feet from runway centerline.

Taxiway M holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

06/24 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(M@24)

Taxiway M hold position marking at the approach end of Runway 24 is placed 125 feet from runway centerline.

Taxiway M holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-II Small as indicated on the Airport Layout Plan for Runway 06/24.

Rwy End: 06 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 06 approach surface ratio is 16:1 due to trees 41 feet tall, 845 feet before the approach end of the runway, and 225 feet left of centerline.

Runway 06 threshold is displaced to the approach end of the runway.

Rwy End: 10 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a width of 120 feet.

Excessive pavement edgelips 380 feet after the approach end of the Runway, 60 feet left of centerline is located inside the runway safety area of Runway 10/28.

Excessive pavement edgelips 187 feet after the approach end of the Runway, 60 feet left of centerline is located inside the runway safety area of Runway 10/28.

Excessive pavement edgelips 10 feet before the approach end of the Runway, 60 feet left to 60 feet right of centerline is located inside the runway safety area of Runway 10/28.

Spoke with Mr. David Adams, inspection contact, after the inspection on May 5, 2026 and he stated that Runway 10/28 is currently closed and the excessive pavement edgelips along with the lighting cans would be brought to grade and corrected during the Runway 10-28 Rehab project (PFL0013578) that will be completed by the end of 2026.

NOTAM 04/013 has been published closing Runway 10/28 for the duration of the project.

Facility Name: Pompano Beach Airpark

Inspection Date: 5/5/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

Rwy End: 28 In accordance with Chapter 14-60.007(2)(c)1.b., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 28 approach surface ratio is 8:1 due to trees 25 feet tall, 410 feet before the approach end of the runway, and 105 feet right of centerline.

Runway 28 threshold is displaced 185 feet.

Rwy End: 33 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 ¾ mile: the approach surface ratio is 34:1.

Runway 33 approach surface ratio is 25:1 due to trees 43 feet tall, 1,260 feet before the approach end of the runway, and 300 feet left of centerline.

Runway 33 threshold is displaced 340 feet.

License

Effective: 09/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 08/31/2027

☐ 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 06/24 is available for non-precision instrument and visual approaches.

a. Runway 06 is FAR 77 category A(NP).

b. Runway 24 is FAR 77 category A(NP).

2. Runway 10/28 is available for visual approaches only.

a. Runway 10 is FAR 77 category A(V).

b. Runway 28 is FAR 77 category A(V).

3. Runway 15/33 is available for non-precision instrument and visual approaches.

a. Runway 15 is FAR 77 category C.

b. Runway 33 is FAR 77 category C.

4. Runway 06 threshold is displaced to the approach end of the runway.

5. Runway 15 threshold is displaced 501 feet.

6. Runway 28 threshold is displaced 185 feet.

7. Runway 33 threshold is displaced 340 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. Hangar 200 feet before to 160 feet after the approach end of Runway 06, 385 feet to 535 feet right of centerline penetrates the transitional surface of Runway 06/24.

Additional Licensing Remarks: