

Facility Name: North Perry Airport				Inspection Date: 5/6/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: HWO		FAA Site No.: 03236.*A		FDOT District: 4	
5.00 Miles W of Hollywood				County: Broward	
ARP Latitude: 26° 0' 04.4		Source: Surveyed		Ownership: Public	
ARP Longitude: 80° 14' 26.60				Use: Public	
Elevation: 8.5		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Broward County			Facility Physical Address	
Address: 320 Terminal Dr Ste 200			Address: 101 SW 77th Way	
City: Fort Lauderdale	State: FL	ZIP: 33315	City: Pembroke Pines	State: FL ZIP: 33023
Phone: (954) 359-1201	Fax: (954) 359-6183		Phone: (954) 359-1016	
Email:				
Owner Representative: Mark Gale			Facility Manager: Nina MacPherson	
Address: 320 Terminal Dr, Ste 200			Address: 101 SW 77th Way	
City: Fort Lauderdale	State: FL	ZIP: 33315	City: Pembroke Pines	State: FL ZIP: 33023-2509
Phone: (954) 359-6214			Phone: (954) 359-1016	
Email: mgale@broward.org			Email: nmacpherson@broward.org	

Acreeage: 522	Residential Airpark: No	Beacon: C-G	
Section: 15	Township: 51S	Range: 41E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise		Notes: Yes	Lighted: Yes
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: Yes
ALL / ALL / 0700-2100		Facility Website: https://www.broward.org/NorthPerryAirport/Pages/Default.aspx	
		Ask in any new facility aeriels/photos are available	

Based Aircraft							
Year:	2012	Single Engine:	281	Jet Engine:	Glider:	Ultralight:	
Source:	Inspector	Multi Engine:	58	Helicopter:	15	Military:	Seaplane:
Total Based Aircraft:							

Annual Operations						
Year:	2010	Air Carrier:	Air Taxi:	84	GA Local:	72,144
End Date:	12/31/2010	Commuter:	Military:	192	GA Itinerant:	45,229
Total Annual Operations:						

FAR 139 Certificated

FAA NavCom					
FSS ID:	☒ MIA	Clearance Delivery:	☐		
FSS on Airport:	☒ No	Ground Control:	☒ 120.450		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 132.100	134.300	
VorTac:	☒ FLL	Approach Control:	☒ 128.600		
AWOS/ASOS:	☒ 135.475	Unicom:	☒ 122.950		
Instrument Approach:	☒ LNAV	ATIS:	☒ 135.475		
		CTAF:	☒ 132.100		

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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	☒ Located on Airport Prop
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
10L/28R	Existing	3,241 x 100	Asph	Good	None

Comments:

RWY 10L

FAR 77 Category A(V).

RWY 28R

FAR 77 Category A(NP).

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

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10L	26° 0' 8.16	80° 14' 41.21	Surveyed	18:1	BSC-G	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		18:1	TREE		61 ft	1,330 ft	Before Runway End	170 ft L
Runway End	No		21:1	TREE		61 ft	1,330 ft	Before Runway End	170 ft L
Marked Displaced Threshold	No	181 ft	25:1	TREE		61 ft	1,330 ft	Before Runway End	170 ft L
Required Displaced Threshold									

Runway 28R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28R	26° 0' 7.97	80° 14' 5.69	Surveyed	25:1	NPI-G	P2L	No	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		45 ft	1,325 ft	Before Runway End	40 ft R
Runway End									
Marked Displaced Threshold	No	61 ft	31:1	TREES		45 ft	1,325 ft	Before Runway End	40 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° 00' 09.35	80° 14' 31.88	Estimated	123 ft	N	2 ft	No	Yes	Yes		
EQUIP	26° 00' 06.79	80° 14' 13.44	Estimated	125 ft	S	1 ft	No	Yes	Yes		
Runway ID	Status	Dimension				Surface		Condition		Lights	
10R/28L	Existing	3,463 x 100				Asph		Fair		MIRL	

Comments:

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RWY 10R

FAR 77 Category A(NP).

RWY 28L

FAR 77 Category A(V).

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

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10R	25° 59' 53.64	80° 14' 41.49	Surveyed	20:1	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		20:1	BLDG	L	59 ft	1,412 ft	Before Runway End	35 ft R
Runway End									
Marked Displaced Threshold	No	464 ft	32:1	BLDG	L	59 ft	1,412 ft	Before Runway End	35 ft R
Required Displaced Threshold									

Runway 28L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28L	25° 59' 53.44	80° 14' 3.54	Surveyed	17:1	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		17:1	TREE		48 ft	1,010 ft	Before Runway End	215 ft L
Runway End	No		21:1	TREE		48 ft	1,010 ft	Before Runway End	215 ft L
Marked Displaced Threshold	No	210 ft	25:1	TREE		48 ft	1,010 ft	Before Runway End	215 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	25° 59' 52.25	80° 14' 10.17	Estimated	164 ft	N	2 ft	No	Yes	Yes		
EQUIP	25° 59' 55.40	80° 14' 02.42	Estimated	195 ft	N	2 ft	No	Yes	No		
EQUIP	25° 59' 55.22	80° 14' 28.28	Estimated	124 ft	S	2 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
01R/19L	Existing	3,260 x 100	Asph	Good	None

Comments:

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Status: Active

Inspector: David Smith

RWY 01R**FAR 77 Category A(V).****RWY 19L****FAR 77 Category A(V).****Approach ratio required is RWY 01R 20:1 and RWY 19L 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 01R**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
01R	25° 59' 51.11	80° 14' 22.79	Surveyed	18:1	BSC-G	P2L	No	Yes	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		18:1	TREES		48 ft	1,060 ft	Before Runway End	140 ft R
Runway End	No		22:1	TREES		48 ft	1,060 ft	Before Runway End	140 ft R
Marked Displaced Threshold	No	185 ft	25:1	TREES		48 ft	1,060 ft	Before Runway End	140 ft R
Required Displaced Threshold									

Runway 19L

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
19L	26° 0' 23.40	80° 14' 22.57	Surveyed	22:1	BSC-G	P2L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		22:1	TREES		54 ft	1,395 ft	Before Runway End	145 ft L
Runway End									
Marked Displaced Threshold	No	111 ft	28:1	TREES		54 ft	1,395 ft	Before Runway End	145 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	Aeronatical Study	Determination
EQUIP	25° 59' 59.59	80° 14' 24.09	Estimated	125 ft	W	2 ft	No	Yes	Yes		
EQUIP	26° 00' 16.87	80° 14' 21.25	Estimated	122 ft	E	2 ft	No	Yes	Yes		

Runway ID	Status	Dimension	Surface	Condition	Lights
01L/19R	Existing	3,000 x 100	Asph	Good	MIRL

Comments:

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Inspection Date: 5/6/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

RWY 01L**FAR 77 Category A(V).****RWY 19R****FAR 77 Category A(V).****Approach ratio required is RWY 01L 20:1 and RWY 19R 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 01L**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
01L	25° 59' 55.6554	80° 14' 38.6530	Surveyed	32:1	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		32:1	TREE		42 ft	1,530 ft	Before Runway End	110 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 19R

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
19R	26° 0' 25.37	80° 14' 38.46	Surveyed	18:1	BSC-G	P2L	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		18:1	TREES		52 ft	1,125 ft	Before Runway End	175 ft L
Runway End	No		21:1	TREES		52 ft	1,125 ft	Before Runway End	175 ft L
Marked Displaced Threshold	No	350 ft	28:1	TREES		52 ft	1,125 ft	Before Runway End	175 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	Aeronatical Study	Determination
EQUIP	26° 00' 18.05	80° 14' 37.14	Estimated	123 ft	E	2 ft	No	Yes	Yes		
EQUIP	26° 00' 02.20	80° 14' 39.98	Estimated	125 ft	W	2 ft	No	Yes	Yes		

Instrument Approach

10L/28R	Type	A	B	C	D	E
28R	LNAV	1.00 Miles	1.00 Miles	1.38 Miles		
10R/28L	Type	A	B	C	D	E
10R	LNAV	1.25 Miles	1.25 Miles	1.38 Miles		

Facility Name: North Perry Airport**Inspection Date:** 5/6/2026**Facility Type:** Airport**Status:** Active**Inspector:** David Smith**Declared Distances**

Runway	01L/19R	TORA	TODA	ASDA	LDA
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01L**19R**

Runway	01R/19L	TORA	TODA	ASDA	LDA
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01R**19L**

Runway	10L/28R	TORA	TODA	ASDA	LDA
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10L**28R**

Runway	10R/28L	TORA	TODA	ASDA	LDA
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10R	3,463	3,463	3,463	2,999
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28L	3,463	3,463	3,463	3,253
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Inspector: David Smith

Deficiencies

Inspection Date 5/6/26

Next Inspection 5/31/27

Deficiencies

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 A, B, D, E, N, N1, N2, P, P1, and P2 holding position markings are located 125 feet from Runway 10L/28R centerline.

Taxiway A, B, D, E, J, L, L1, L2 L3, M, M1, and M3 holding position markings are located 125 feet from Runway 10R/28L centerline.

Corrections

Corrected? Yes

Date Corrected:

All holding position marking distances are 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 10L/28R.

All holding position marking distances are 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 10R/28L.

Mitigated Deficiencies

Rwy End: 01R 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 01R approach surface ratio is 18:1 due to trees 48 feet tall, 1,060 feet before the approach end of the runway, 140 feet right of centerline.

Runway 01R threshold is displaced 185 feet.

Rwy End: 10L 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 10L approach surface ratio is 18:1 due to tree 61 feet tall, 1,330 feet before the approach end of the runway, 170 feet left of centerline.

Runway 10L threshold is displaced 181 feet.

Rwy End: 19R 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 19R approach surface ratio 18:1 due to trees 52 feet tall, 1,125 feet before the approach end of the runway, 175 feet left of centerline.

Runway 19R threshold is displaced 350 feet.

Rwy End: 28L 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 28L approach surface ratio is 17:1 due to tree 48 feet tall, 1,010 feet before the approach end of the runway, 215 feet left of centerline.

Runway 28L threshold is displaced 210 feet.

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License

Effective: 09/01/2026

Category: Public

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 01L/19R is available for visual approaches only.

- a. Runway 01L is FAR 77 category A(V).
- b. Runway 19R is FAR 77 category A(V).

2. Runway 01R/19L is available for visual approaches only.

- a. Runway 01R is FAR 77 category A(V).
- b. Runway 19L is FAR 77 category A(V).

3. Runway 10L/28R is available for non-precision instrument and visual approaches.

- a. Runway 10L is FAR 77 category A(V).
- b. Runway 28R is FAR 77 category A(NP).

4. Runway 10R/28L is available for non-precision instrument and visual approaches.

- a. Runway 10R is FAR 77 category A(NP).
- b. Runway 28L is FAR 77 category A(V).

5. Runway 01R threshold is displaced 185 feet.

6. Runway 10L threshold is displaced 181 feet.

7. Runway 10R threshold is displaced 464 feet.

8. Runway 19L threshold is displaced 111 feet.

9. Runway 19R threshold is displaced 350 feet.

10. Runway 28L threshold is displaced 210 feet.

11. Runway 28R threshold is displaced 61 feet.

12. Runway 10R TORA-3463 TODA-3463 ASDA-3463 LDA-2999

13. Runway 28L TORA-3463 TODA-3463 ASDA-3463 LDA-3253

Additional Licensing Remarks: