

State of Florida Department of Transportation
Aviation Office

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7/14/2026

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

Airport Inspection Record

Facility Name: Chalet Suzanne Air Strip		Inspection Date: 7/13/2026	
Facility Type: Airport		Status: Active	
Inspector: David Smith			
Location ID: X25	FAA Site No.: 03288.2*A	FDOT District: 1	
3.00 Miles N of Lake Wales		County: Polk	
ARP Latitude: 27° 57' 13.66	Source: Estimated	Ownership: Private	
ARP Longitude: 81° 36' 5.12		Use: Public	
Elevation: 130	Source: Estimated	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Chalet Suzanne Aviation, Inc		Facility Physical Address	
Address: 3800 Chalet Suzanne Dr		Address: 380 W Starr Av	
City: Lake Wales	State: FL ZIP: 33859-7763	City: Lake Wales	State: FL ZIP: 33859
Phone: (863) 676-6011	Fax:	Phone: (863) 651-2917	
Email: Owners@chaletsuzanne.com			
Owner Representative: Eric Hinshaw		Facility Manager: Denise Hinshaw	
Address: Chalet Suzanne Properties, Inc 3800 Chalet Suzanne Dr		Address: 3800 Chalet Suzanne Dr	
City: Lake Wales	State: FL ZIP: 33859-7763	City: Lake Wales	State: FL ZIP: 33859-7768
Phone: (863) 676-6011		Phone: (863) 521-3348	
Email: owners@chaletsuzanne.com		Email: denise@chaletsuzanne.com	

Acres: 20	Residential Airpark: No	Beacon:	
Section: 15	Township: 29S	Wind Indicator: Yes	Lighted: Yes
Range: 27E		Notes:	
Lighting Schedule:		Segmented Circle: No	Lighted: No
Attendance Schedule: Month/Day/Hour		Facility Website:	
<i>Ask in any new facility aeriels/photos are available</i>			

Based Aircraft			
Year: 2011	Single Engine: 3	Jet Engine:	Glider:
Source: Inspector	Multi Engine: 1	Helicopter:	Ultralight:
Total Based Aircraft:		Military:	Seaplane:

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: ☐
FSS on Airport: ☒ No	Ground Control: ☐
Toll Free: ☒ (800) WX-BRIEF	Control Tower: ☐
VorTac: ☐	Approach Control: ☐
AWOS/ASOS: ☐	Unicom: ☒ 122.800
Instrument Approach: ☐	ATIS: ☐
	CTAF: ☒ 122.800

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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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Airport Inspection Record

Facility Name: Chalet Suzanne Air Strip				Inspection Date: 7/13/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	2,313 x 60	Turf	Fair	NSTD

Comments:

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									
	<i>Latitude</i>	<i>Longitude</i>	<i>Source</i>	<i>Slope</i>	<i>Marking</i>	<i>VGSI</i>	<i>REIL</i>	<i>Rt Traffic</i>	<i>Approach</i>
18	27° 57' 25.09	81° 36' 05.98	Surveyed	29:1	Tires-F	N	No	No	NONE

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controlling Offset (Over)</i>
<i>Primary Surface</i>	Yes		29:1	TREE		39 ft	1,105 ft	Before Runway End	0 ft Both
<i>Runway End</i>									
<i>Marked Displaced Threshold</i>									
<i>Required Displaced Threshold</i>									

Runway 36									
	<i>Latitude</i>	<i>Longitude</i>	<i>Source</i>	<i>Slope</i>	<i>Marking</i>	<i>VGSI</i>	<i>REIL</i>	<i>Rt Traffic</i>	<i>Approach</i>
36	27° 57' 2.4	81° 36' 4.3	Surveyed	0:1	Tires-F	N	No	No	NONE

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Slope</i>	<i>Controlling Obstruction</i>	<i>Marked/ Lighted</i>	<i>Height Above Runway</i>	<i>Distance From Runway</i>	<i>Direction From Runway End</i>	<i>Controlling Offset (Over)</i>
<i>Primary Surface</i>	Yes		0:1	ROAD		15 ft	0 ft	Before Runway End	75 ft L
<i>Runway End</i>									
<i>Marked Displaced Threshold</i>									
<i>Required Displaced Threshold</i>	Yes	542 ft	20:1	ROAD		15 ft	242 ft	After Runway End	125 ft L

Primary Surface and Safety Area

<i>Object</i>	<i>Latitude</i>	<i>Longitude</i>	<i>Survey/ Estimate</i>	<i>Distance from Centerline</i>	<i>Direction from Centerline</i>	<i>Height</i>	<i>Fixed by Function</i>	<i>Frangible</i>	<i>Marked</i>	<i>Aeronautical Study</i>	<i>Determination</i>
BLDG	27° 57' 05.77	81° 36' 03.33	Estimated	115 ft	E	7 ft	No	No	No		
BLDG	27° 57' 14.10	81° 36' 3.88	Estimated	115 ft	E		No	No	No		
BLDG	27° 57' 13.64	81° 36' 3.90	Estimated	113 ft	E		No	No	No		
BLDG	27° 57' 16.22	81° 36' 4.38	Estimated	85 ft	E	30 ft	No	No	No		
BLDG	27° 57' 19.22	81° 36' 4.31	Estimated	109 ft	E		No	No	No		
TREE	27° 57' 19.58	81° 36' 4.65	Estimated	92 ft	E		No	No	No		
TREE	27° 57' 20.42	81° 36' 4.66	Estimated	92 ft	E		No	No	No		
TREE	27° 57' 20.60	81° 36' 4.61	Estimated	98 ft	E		No	No	No		
TREE	27° 57' 20.76	81° 36' 4.56	Estimated	100 ft	E		No	No	No		

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TREE	27° 57' 20.96	81° 36' 4.62	Estimated	98 ft	E		No	No	No	
TREE	27° 57' 21.12	81° 36' 4.58	Estimated	98 ft	E		No	No	No	
TREE	27° 57' 21.28	81° 36' 4.52	Estimated	108 ft	E		No	No	No	
TREE	27° 57' 21.42	81° 36' 4.60	Estimated	98 ft	E		No	No	No	
TREE	27° 57' 21.55	81° 36' 4.58	Estimated	104 ft	E		No	No	No	
TREE	27° 57' 22.10	81° 36' 4.53	Estimated	112 ft	E		No	No	No	
TREE	27° 57' 22.54	81° 36' 4.47	Estimated	120 ft	E		No	No	No	
TREE	27° 57' 23.33	81° 36' 4.57	Estimated	120 ft	E		No	No	No	
ROAD	27° 57' 4.58	81° 36' 5.88	Estimated	125 ft	W	15 ft	No	No	No	2022-ASO -22804-OE
ROAD	27° 57' 2.32	81° 36' 5.13	Estimated	72 ft	W	15 ft	No	No	No	2022-ASO -22810-OE

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Inspection Date: 7/13/2026

Facility Type: Airport

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Inspector: David Smith

Deficiencies

Inspection Date 7/13/26

Next Inspection 7/31/27

Deficiencies

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.
Runway 36 approach surface ratio is 0:1 due to road 15 feet tall, at the approach end of the runway, 72 feet left of centerline.

Remarks are published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions in the approach to Runway 36.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.
Road 15 feet tall, 0 feet before to 242 feet after the approach end of Runway 36, 72 feet to 125 feet left of centerline penetrates the primary surface of Runway 18/36.

Remarks are published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions in the approach to Runway 36.

Mitigated Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the width of the primary surface is 250 feet.
Runway 18 has buildings 30 feet tall, 800 feet beyond the approach end of the runway, 85 feet left of centerline.

Runway 18 has tree, 480 feet beyond the approach end of the runway, 92 feet left of centerline.

Runway 18 has tree, 560 feet beyond the approach end of the runway, 92 feet left of centerline.

Runway 18 has tree, 378 feet beyond the approach end of the runway, 98 feet left of centerline.

Runway 18 has tree, 410 feet beyond the approach end of the runway, 98 feet left of centerline.

Runway 18 has tree, 427 feet beyond the approach end of the runway, 98 feet left of centerline.

Runway 18 has tree, 462 feet beyond the approach end of the runway, 98 feet left of centerline.

Runway 18 has tree, 450 feet beyond the approach end of the runway, 100 feet left of centerline.

Runway 18 has tree, 367 feet beyond the approach end of the runway, 104 feet left of centerline.

Runway 18 has tree, 398 feet beyond the approach end of the runway, 108 feet left of centerline.

Runway 18 has buildings, 601 feet beyond the approach end of the runway, 109 feet left of centerline.

Runway 18 has tree, 316 feet beyond the approach end of the runway, 112 feet left of centerline.

Runway 18 has buildings, 1,167 feet beyond the approach end of the runway, 113 feet left of centerline.

Runway 18 has buildings, 1,117 feet beyond the approach end of the runway, 115 feet left of centerline.

Runway 18 has tree, 185 feet beyond the approach end of the runway, 120 feet left of centerline.

Runway 18 has tree, 256 feet beyond the approach end of the runway, 120 feet left of centerline.

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Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that buildings 30 feet tall, 800 feet beyond the approach end of the runway, 85 feet left of centerline will not be changed in any way that increases encroachment on the primary surface.

Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that the trees penetrating the primary surface will not be allowed to encroach on a boundary line which runs from the northeastern corner of the primary surface to the southwestern corner of the soup factory building.

Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that buildings, 601 feet beyond the approach end of the runway, 109 feet left of centerline will not be changed in any way that increases encroachment on the primary surface.

Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that buildings, 1,167 feet beyond the approach end of the runway, 113 feet left of centerline will not be changed in any way that increases encroachment on the primary surface.

Received an email from Eric Hinshaw, Owner Representative, on February 29, 2016 which states that buildings, 1,117 feet beyond the approach end of the runway, 115 feet left of centerline will not be changed in any way that increases encroachment on the primary surface.

Remarks are published to the FAA Chart Supplement to advise flight crews of the unlighted obstructions inside the Primary Surface of Runway 18/36.

License

Effective: 11/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 10/31/2027

☐ 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 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).

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. Road 15 feet tall at the approach end of Runway 36, 75 feet left of centerline penetrates the primary surface of Runway 18/36.

2. Buildings 30 feet tall, 800 feet beyond the approach end of Runway 18, 85 feet left of centerline penetrates the primary surface of Runway 18/36.

3. Runway 36 approach surface ratio is 0:1 due to road 15 feet tall, at the approach end of the runway, 75 feet left of centerline.

Additional Licensing Remarks: