

State of Florida Department of Transportation
Aviation Office

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8/5/2026

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

Airport Inspection Record

Facility Name: Naples Municipal Airport				Inspection Date: 6/5/2026	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Padilla	
Location ID: APF		FAA Site No.: 03379.*A		FDOT District: 1	
2.00 Miles NE of Naples				County: Collier	
ARP Latitude: 26° 9' 08.7895		Source: Surveyed		Ownership: Public	
ARP Longitude: 81° 46' 32.2996				Use: Public	
Elevation: 8.2		Source: Surveyed		Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

<i>Facility Owner:</i> City of Naples Airport Authority			Facility Physical Address		
<i>Address:</i> 160 Aviation Dr N			<i>Address:</i> 160 Aviation Dr N		
<i>City:</i>	Naples	<i>State:</i> FL	<i>ZIP:</i>	34104	
<i>Phone:</i>	(239) 643-0733	<i>Fax:</i>	(239) 643-4084		
<i>Email:</i>	crozansky@flynaples.com				
<i>Owner Representative:</i> Christopher Rozansky			<i>Facility Manager:</i> Christopher Rozansky		
<i>Address:</i> 160 Aviation Dr N			<i>Address:</i> 160 Aviation Dr N		
<i>City:</i>	Naples	<i>State:</i> FL	<i>ZIP:</i>	34104-4084	
<i>Phone:</i>	(239) 643-0733				
<i>Email:</i>	crozansky@flynaples.com				

<i>Acreeage:</i>	732	<i>Residential Airpark:</i>	No	<i>Beacon:</i>	C-G
<i>Section:</i>	02	<i>Township:</i>	49S	<i>Range:</i>	25E
<i>Lighting Schedule:</i>	Sunset to Sunrise				
<i>Attendance Schedule:</i>	<i>Month/Day/Hour</i> ALL / ALL / 0600-2200				
				<i>Wind Indicator:</i>	Yes
				<i>Lighted:</i>	Yes
<i>Notes:</i>					
				<i>Segmented Circle:</i>	Yes
				<i>Lighted:</i>	Yes
<i>Facility Website:</i> https://flynaples.com/					
<i>Ask in any new facility aerals/photos are available</i>					

Based Aircraft									
Year:	2010	Single Engine:	250	Jet Engine:	42	Glider:	1	Ultralight:	1
Source:	Manager	Multi Engine:	79	Helicopter:	14	Military:		Seaplane:	
Total Based Aircraft:									

Annual Operations						
Year:	2010	Air Carrier:	Air Taxi:	7,507	GA Local:	20,023
End Date:	09/30/2010	Commuter:	Military:	118	GA Itinerant:	58,539
Total Annual Operations:						

FAR 139 Certificated Class

FAA NavCom					
FSS ID:	☒ MIA	Clearance Delivery:	☒ 118.000	124.125	
FSS on Airport:	☒ No	Ground Control:	☒ 121.600		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 128.500		
VorTac:	☒ CCY 108.6	Approach Control:	☒ 124.125	134.750	
AWOS/ASOS:	☒ 134.225	Unicom:	☒ 128.825		
Instrument Approach:	☒ LPV, LNAV, LNAV/VNAV, RNP	ATIS:	☒ 134.225		
		CTAF:	☒ 128.500		

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Services

Fuel:

A	☒	
A1	☐	
A1+	☐	
B	☐	
B+	☐	
Diesel	☐	
E85	☐	
G100UL	☐	
Mogas	☒	UL94
SAF	☒	
UL102	☐	
80	☐	
85UL	☐	
87	☐	
91/96	☐	
91/96UL	☐	
100	☐	
100LL	☒	
100VLL	☐	
115	☐	

Bottle Oxygen:

High	☒	Naples Jet Center
Low	☒	Naples Jet Center

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	☒	3 miles
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	☐
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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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Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Padilla	
Runway ID	Status	Dimension	Surface	Condition	Lights
NE/SW	Existing	1,850 x 100	Turf	Good	None
Comments:					

RWY SW
FAR 77 Category A(V).

RWY NE
FAR 77 Category A(V).

**Approach ratio required is RWY SW 20:1 and RWY NE 20:1.
Primary surface required is 250 feet wide.
Transitional surface required is 0:1.**

Runway SW/NE operations are restricted to those individuals that have signed a letter of agreement.

Runway NE									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
NE	26° 9' 08.1232	81° 46' 35.7505	Estimated	50:1	Paver-G	N	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	Controlling Offset (Over)
Primary Surface	No		50:1	NONE					
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

	Runway SW								
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
SW	26° 8' 54.9878	81° 46' 49.9111	Estimated	50:1	Paver-G	N	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	Controlling Offset (Over)
Primary Surface	No		50:1	NONE					
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area											
Object	Latitude	Longitude	Survey/ Estimate	Distance	Direction	Fixed by	Frangible	Marked	Aeronatical	Determination	
				from Centerline	from Centerline						
Runway ID	Status	Dimension		Surface		Condition		Lights			
05/23	Existing	6,600 x 150		Asph		Fair		MIRL			
Comments:											

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RWY 05

FAR 77 Category C.

RWY 23

FAR 77 Category C.

Approach ratio required is RWY 05 34:1 and RWY 23 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 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	26° 8' 46.35	81° 46' 56.93	Surveyed	12:1	NPI-G	P4R	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	Controlling Offset (Over)
Primary Surface	No		12:1	ROAD	L	15 ft	385 ft	Before Runway End	250 ft R
Runway End	No		34:1	TREES		28 ft	945 ft	Before Runway End	95 ft L
Marked Displaced Threshold	No	800 ft	50:1	BLDG	L	61 ft	2,250 ft	Before Runway End	710 ft L
Required Displaced Threshold									

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	26° 9' 33.18	81° 46' 6.41	Surveyed	2:1	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	Controlling Offset (Over)
Primary Surface	No		2:1	FENCE	L	8 ft	215 ft	Before Runway End	250 ft R
Runway End	No		22:1	ROAD		15 ft	340 ft	Before Runway End	250 ft R
Marked Displaced Threshold	No	799 ft	47:1	TREES		35 ft	790 ft	Before Runway End	280 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
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Runway ID	Status	Dimension	Surface	Condition	Lights
14/32	Existing	5,001 x 100	Asph	Good	MIRL

Comments:

RWY 14

FAR 77 Category C.

RWY 32

FAR 77 Category C.

Approach ratio required is RWY 14 34:1 and RWY 32 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.

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Runway 14

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	26° 9' 27.41	81° 46' 48.92	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	Controlling Offset (Over)
Primary Surface	No		20:1	TREES		47 ft	1,155 ft	Before Runway End	240 ft L
Runway End	No		24:1	TREES		47 ft	1,155 ft	Before Runway End	240 ft L
Marked Displaced Threshold	No	128 ft	27:1	TREES		47 ft	1,155 ft	Before Runway End	240 ft L
Required Displaced Threshold	No	443 ft	34:1	TREES		47 ft	1,155 ft	Before Runway End	240 ft L

Runway 32

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	26° 8' 52.87	81° 46' 9.60	Surveyed	24:1	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	Controlling Offset (Over)
Primary Surface	No		24:1	TREES		44 ft	1,275 ft	Before Runway End	165 ft R
Runway End	No		28:1	TREES		44 ft	1,275 ft	Before Runway End	165 ft R
Marked Displaced Threshold	No	451 ft	40:1	TREES		44 ft	1,275 ft	Before Runway End	165 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	Aeronautical Study	Determination
EQUIP	26° 09' 22.98	81° 46' 41.29	Estimated	161 ft	NE	1 ft	No	Yes	Yes		
EQUIP	26° 09' 00.22	81° 46' 20.45	Estimated	160 ft	SW	1 ft	No	Yes	Yes		
EQUIP	26° 08' 54.98	81° 46' 14.25	Estimated	144 ft	SW	1 ft	No	Yes	Yes		

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Instrument Approach

05/23	Type	A	B	C	D	E
05	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
05	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
05	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
05	RNP	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
23	RNP	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
23	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
23	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
23	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14/32	Type	A	B	C	D	E
14	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14	LNAV/VNAV	1.13 Miles	1.13 Miles	1.13 Miles	1.13 Miles	
14	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
32	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	

Declared Distances

Runway	05/23	TORA	TODA	ASDA	LDA
05		5,800	5,800	5,800	5,000
23		5,800	5,800	5,800	5,000
Runway	14/32	TORA	TODA	ASDA	LDA
14		5,001	5,001	4,550	4,422
32		5,001	5,001	4,873	4,422
Runway	NE/SW	TORA	TODA	ASDA	LDA

NE

SW

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Deficiencies

Inspection Date 6/5/26

Next Inspection 6/30/27

Non-Deficiency Remarks

A. 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: 05 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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 05 approach surface ratio is 12:1 due to road, 15 feet tall, 385 feet before the approach end of the runway, 250 feet right of centerline.

Runway 05 threshold is displaced 800 feet.

Rwy End: 14 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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 14 approach surface ratio is 20:1 due to trees, 47 feet tall, 1,155 feet before the approach end of the runway, 240 feet left of centerline.

Runway 14 threshold is displaced 128 feet left of centerline.

Runway 14 approach surface slope meets obstacle clearance standards contained in FAA AC 150/5300-13B for a runway with instrument approaches providing vertical and horizontal guidance with visibility minimums equal to or greater than $\frac{3}{4}$ of a mile.

Rwy End: 23 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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 23 approach surface ratio is 2:1 due to fence, 8 feet tall, 215 feet before the approach end of the runway, 250 feet right of centerline.

Runway 23 threshold is displaced 799 feet.

Rwy End: 32 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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 32 approach surface ratio is 24:1 due to trees, 44 feet tall, 1,275 feet before the approach end of the runway, 165 feet right of centerline.

Runway 32 threshold is displaced 451 feet left of centerline.

Runway 32 approach surface slope meets obstacle clearance standards contained in FAA AC 150/5300-13B for a runway with instrument approaches providing vertical and horizontal guidance with visibility minimums equal to or greater than $\frac{3}{4}$ of a mile.

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Facility Type: Airport

Status: Active

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License

Effective: 09/01/2026

Category: Public

Limitations: ☐ Day Use Only

Expires: 09/30/2027

☐ 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 05/23 is available for non-precision instrument and visual approaches.

a. Runway 05 is FAR 77 category C.

b. Runway 23 is FAR 77 category C.

2. Runway 14/32 is available for non-precision instrument and visual approaches.

a. Runway 14 is FAR 77 category C.

b. Runway 32 is FAR 77 category C.

3. Runway SW/NE is available for visual approaches only.

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

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

4. Runway 05 threshold is displaced 800 feet.

5. Runway 14 threshold is displaced 128 feet.

6. Runway 23 threshold is displaced 799 feet.

7. Runway 32 threshold is displaced 451 feet.

8. Runway 05 TORA-5800 TODA-5800 ASDA-5800 LDA-5000

9. Runway 14 TORA-5001 TODA-5001 ASDA-4550 LDA-4422

10. Runway 23 TORA-5800 TODA-5800 ASDA-5800 LDA-5000

11. Runway 32 TORA-5001 TODA-5001 ASDA-4873 LDA-4422

Additional Licensing Remarks: