

State of Florida Department of Transportation
Aviation Office

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9/14/2026

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

Airport Inspection Record

Facility Name: Valkaria Airport		Inspection Date: 8/13/2026	
Facility Type: Airport		Inspector: David Smith	
Location ID: X59	FAA Site No.: 03533.8*A	FDOT District: 5	
1.00 Miles W of Valkaria		County: Brevard	
ARP Latitude: 27° 57' 39.10	Source: Surveyed	Ownership: Public	
ARP Longitude: 80° 33' 30.00		Use: Public	
Elevation: 26	Source: Surveyed	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Brevard County		Facility Physical Address	
Address: 2725 Judge Fran Jamieson Way		Address: 1 Pilots' Pl	
Bldg C, Ste 301			
City: Viera	State: FL ZIP: 32940	City: Valkaria	State: FL ZIP: 32950
Phone: (321) 633-2001	Fax: (321) 633-2115	Phone: (321) 952-4590	
Email: jim.liesenfelt@brevardfl.gov			
Owner Representative: Jim Liesenfelt		Facility Manager: Adam Hied	
Address: 2725 Judge Fran Jamieson Way		Address: 1 Pilot's Pl	
City: Viera	State: FL ZIP: 32940	City: Valkaria	State: FL ZIP: 32950
Phone: (321) 633-2001		Phone: (321) 952-4590	
Email: jim.liesenfelt@brevardfl.gov		Email: adam.hied@brevardfl.gov	

Acreeage: 660	Residential Airpark: No	Beacon: C-G	
Section: 17	Township: 29S	Range: 38E	
Lighting Schedule: Sunset to Sunrise		Wind Indicator: Yes	Lighted: Yes
Attendance Schedule: Month/Day/Hour		Notes:	
ALL / MON-FRI / 0800-1700		Segmented Circle: Yes	Lighted: Yes
		Facility Website: https://www.brevardfl.gov/ValkariaAirport	
		Ask in any new facility aerals/photos are available	

Based Aircraft					
Year: 2011	Single Engine: 62	Jet Engine: 1	Glider: 1	Ultralight: 10	
Source: Inspector	Multi Engine: 2	Helicopter: 2	Military: 0	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: ☒ PIE	Clearance Delivery: ☐
FSS on Airport: ☒ No	Ground Control: ☐
Toll Free: ☒ (800) WX-BRIEF	Control Tower: ☐
VorTac: ☒ MLB 110.0 157d/9.5 nm	Approach Control: ☒ 126.025
AWOS/ASOS: ☒ 119.525	Unicom: ☒ 122.725
Instrument Approach: ☒ RNAV(GPS)	ATIS: ☐
	CTAF: ☒ 122.725

Facility Name: Valkaria Airport

Facility Type: Airport

Status: Active

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Services

Fuel:		Other Services:	
A	☐	Aerial Surveying	☐
A1	☐	Air Ambulance	☐
A1+	☐	Air Freight	☐
B	☐	Aircraft Rental	☒
B+	☐	Aircraft Sales	☐
Diesel	☐	Avionics	☒
E85	☐	Beaching Gear	☐
G100UL	☐	Car Rental	☒
Mogas	☐	Cargo	☐
SAF	☐	Courtesy Car	☐
UL102	☐	Charter	☐
80	☐	Crop Dusting	☒ H2O Available
85UL	☐	Glider	☐
87	☐	Glider Towing	☐
91/96	☐	Instruction	☒
91/96UL	☐	Internet	☒
100	☐	Lodging	☐ 6 miles
100LL	☒	Parachute Jumping Area	☐
100VLL	☐	Restaurant	☐ 1 mile
115	☐	Restrooms	☒
Bottle Oxygen:		Taxi	☒
High	☐	Telephone	☒
Low	☐		
Bulk Oxygen:			
High	☐		
Low	☐		
Transient Storage:			
Buoy	☐		
Hangar	☐		
Tie Downs	☒		
Airframe:			
Major	☒		
Minor	☒		
Power Plant:			
Major	☒		
Minor	☒		

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:	

Facility Name: Valkaria Airport				Inspection Date: 8/13/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Runway ID	Status	Dimension	Surface	Condition	Lights
10/28	Existing	4,000 x 60	Asph	Fair	None
Comments:					

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	27° 57' 34.58	80° 33' 56.89	Estimated	11:1	BSC-G	P4L	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>	No		11:1	TREES		49 ft	735 ft	Before Runway End	90 ft R
<i>Runway End</i>	No		15:1	TREES		49 ft	735 ft	Before Runway End	90 ft R
<i>Marked Displaced Threshold</i>									
<i>Required Displaced Threshold</i>	No	245 ft	20:1	TREES		49 ft	735 ft	Before Runway End	90 ft R

Runway 28									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	27° 57' 34.39	80° 33' 12.24	Estimated	9:1	BSC-P	P4R	No	No	NONE

Obstruction Data

[illegible]

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
Runway ID	Status	Dimension			Surface		Condition		Lights		
14/32	Existing	4,000 x 75			Asph		Good		MIRL		
Comments:											

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RWY 14

FAR 77 Category A(V).

RWY 32

FAR 77 Category A(V).

Approach ratio required is RWY 14 20:1 and RWY 32 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 14									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
14	27° 57' 58.48	80° 33' 40.44	Estimated	14:1	NPI-F	P4R	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		14:1	BRUSH		14 ft	395 ft	Before Runway End	35 ft L
Runway End	No		20:1	TREES		33 ft	650 ft	Before Runway End	90 ft R
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 32									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
32	27° 57' 29.15	80° 33' 10.47	Estimated	20:1	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	Controlling Offset (Over)
Primary Surface	No		20:1	TREES		19 ft	570 ft	Before Runway End	0 ft Both
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	Aeronautical Study	Determination
EQUIP	27° 57' 52.11	80° 33' 36.61	Estimated	179 ft	SW	4 ft	No	Yes	Yes		
EQUIP	27° 57' 32.42	80° 33' 16.48	Estimated	179 ft	SW	4 ft	No	Yes	Yes		

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Deficiencies

Inspection Date 8/13/26

Next Inspection 8/31/27

Deficiencies

10/28 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (B)

Taxiway B hold position markings are faded and in poor condition.

Rwy End: 28 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 28 threshold bar marking is stained and/or discolored.

Rwy End: 28 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 28 runway designation markings are stained and/or discolored.

Rwy End: 28 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.

Runway Centerline

Runway 28 runway centerline markings black outline is faded and in poor condition.

Rwy End: 28 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway Centerline

Runway 28 runway centerline markings do not contain a sufficient amount of glass beads.

Rwy End: 28 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway Designation

Runway 28 runway designation markings do not contain a sufficient amount of glass beads.

Rwy End: 28 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.

Threshold Bar

Runway 28 threshold bar is not outlined with a black border six inches or greater in width.

Mitigated Deficiencies

Rwy End: 10 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 10 approach surface ratio is 11:1 due to trees 49 feet tall, 735 feet before the approach end of the runway, 90 feet right of centerline.

Runway 10 approach surface ratio is 15:1 to the approach end of the runway due to trees 49 feet tall, 735 feet before the approach end of the runway, 90 feet right of centerline.

Runway 10 threshold is displaced to the approach end of the runway.

Received an e-mail from Mr. Adam Hied, Airport Manager, on September 02, 2026 stating the trees had been removed and he provided pictures demonstrating the removal was completed. Without these trees, the approach surface ratio is 20:1 to the approach end of the runway due to trees, 36 feet tall, 715 feet before the approach end of the runway, 60 feet right of centerline.

Rwy End: 14 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 14 approach surface ratio is 14:1 due to brush 14 feet tall, 395 feet before the approach end of the runway, 35 feet left of centerline.

Runway 14 threshold is displaced to the approach end of the runway.

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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 9:1 due to tree 20 feet tall, 395 feet before the approach end of the runway, 115 feet left of centerline.

Runway 28 threshold is displaced to the approach end of the runway.

License

Effective: 12/01/2026

Category: Public

Limitations: ☐ Day Use Only

Expires: 11/30/2027

☐ 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 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).

2. Runway 14/32 is available for visual approaches only.

- a. Runway 14 is FAR 77 category A(V).
- b. Runway 32 is FAR 77 category A(V).

3. Runway 10 threshold is displaced to the approach end of the runway.

4. Runway 14 threshold is displaced to the approach end of the runway.

5. Runway 28 threshold is displaced to the approach end of the runway.

Additional Licensing Remarks: