

State of Florida Department of Transportation
Aviation Office

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8/18/2026

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

Airport Inspection Record

Facility Name: Kissimmee Gateway Airport				Inspection Date: 8/13/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: ISM		FAA Site No.: 03407.2*A		FDOT District: 5	
16.00 Miles SW of Orlando				County: Osceola	
ARP Latitude: 28° 17' 23.305		Source: Estimated		Ownership: Public	
ARP Longitude: 81° 26' 13.493				Use: Public	
Elevation: 82.1		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner:	City of Kissimmee		Facility Physical Address		
Address:	101 Church St		Address:	401 Dyer Blvd	
City:	Kissimmee	State:	FL	ZIP:	34741-5054
Phone:	(407) 847-4600	Fax:	(407) 847-8399	City:	Kissimmee
Email:	shaun.germolus@kissimmee.gov		State:	FL	ZIP: 34741
Owner Representative:	Mike Steigerwald		Facility Manager:	Shaun Germolus	
Address:	101 N Church St		Address:	401 Dyer Blvd	
City:	Kissimmee	State:	FL	ZIP:	34741
Phone:	(407) 847-2821	City:	Kissimmee	State:	FL
Email:	mike.steigerwald@kissimmee.gov		Phone:	(407) 518-2516	ZIP: 34741
		Email:	shaun.germolus@kissimmee.gov		

<i>Acreage:</i>	892	<i>Residential Airpark:</i>	No	<i>Beacon:</i>	C-G		
<i>Section:</i>	19	<i>Township:</i>	25S	<i>Wind Indicator:</i>	Yes	<i>Lighted:</i>	Yes
<i>Lighting Schedule:</i>	Sunset to Sunrise						
<i>Attendance Schedule:</i>	<i>Month/Day/Hour</i>						
	ALL / ALL / 0700-2200						
				<i>Notes:</i>			
				<i>Segmented Circle:</i>	Yes	<i>Lighted:</i>	Yes
				<i>Facility Website:</i>	https://www.flykissimmee.com/		
				<i>Ask in any new facility aerals/photos are available</i>			

Based Aircraft					
Year:	2011	Single Engine:	165	Jet Engine:	6
Source:	Manager	Multi Engine:	16	Glider:	Ultralight:
Total Based Aircraft:					
		Helicopter:	16	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:	☒ 121.700	123.950	
FSS on Airport:	☒ No	Ground Control:	☒ 121.700		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 124.450		
VorTac:	☒ ORL 112.2 200d/16.1 nm	Approach Control:	☒ 119.400		
AWOS/ASOS:	☒ 128.775	Unicom:	☒ 122.950		
Instrument Approach:	☒ ILS, LOC, LPV, LNAV/VNAV, LNAV	ATIS:	☒ 128.775		
		CTAF:	☒ 124.450		

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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 mile
Parachute Jumping Area	☐
Restaurant	☒ .5 miles
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: 320 kW

Number of Aircraft Electric Charging Stations: 1

Comments:

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RWY 15

FAR 77 Category PIR.

RWY 33

FAR 77 Category C.

Approach ratio required is RWY 15 50:1 and RWY 33 34:1.

Primary surface required is 1,000 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	28° 17' 46.4938	81° 26' 30.1133	Surveyed	39:1	PIR-F	P4L	No	Yes	MALSF

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		39:1	TREES		21 ft	1,035 ft	Before Runway End	425 ft L
Runway End	No		50:1	TREES		21 ft	1,035 ft	Before Runway End	425 ft L
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 33									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
33	28° 16' 56.0623	81° 25' 54.6234	Surveyed	0:1	NPI-F	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	Yes		0:1	FENCE		6 ft	190 ft	Before Runway End	245 ft R
Runway End	Yes		34:1	TREES		37 ft	1,225 ft	Before Runway End	165 ft L
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	28° 17' 21.47	81° 26' 15.36	Estimated	218 ft	W	4 ft	No	No	No		
TREES	28° 17' 0.12	81° 25' 50.87	Estimated	475 ft	E		No	No	No		
TREES	28° 17' 1.78	81° 25' 51.86	Estimated	430 ft	E		No	No	No		
TREES	28° 17' 7.4	81° 25' 51.86	Estimated	465 ft	E		No	No	No		
TREES	28° 17' 8.76	81° 25' 56.69	Estimated	500 ft	E		No	No	No		
FENCE			Estimated	225 ft		8 ft	No	No	No		
FENCE			Estimated	425 ft	E	8 ft	No	No	No		
TREES	28° 16' 52.37	81° 25' 57.4	Estimated	385 ft	W		No	No	No		
TREES	28° 16' 58.22	81° 26' 2.26	Estimated	315 ft	W		No	No	No		
TREES	28° 17' 0.31	81° 26' 1.54	Estimated	300 ft	W		No	No	No		
TREES	28° 17' 1.1	81° 26' 3.52	Estimated	380 ft	W		No	No	No		

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TREES	28° 17' 2.31	81° 26' 4.89	Estimated	425 ft	W	No	No	No
TREES	28° 17' 2.42	81° 26' 5.71	Estimated	450 ft	W	No	No	No
TREES	28° 17' 4.87	81° 26' 6.78	Estimated	420 ft	W	No	No	No
TREES	28° 17' 6.21	81° 26' 7.61	Estimated	420 ft	W	No	No	No
TREES	28° 17' 9.57	81° 26' 9.95	Estimated	399 ft	W	No	No	No
TREES	28° 17' 14.12	81° 26' 12.58	Estimated	250 ft	W	No	No	No
TREES	28° 17' 15.44	81° 26' 14.83	Estimated	485 ft	W	No	No	No
TREES	28° 17' 16.18	81° 26' 14.3	Estimated	381 ft	W	No	No	No
TREES	28° 17' 16.93	81° 26' 15.32	Estimated	435 ft	W	No	No	No
TREES	28° 17' 20.26	81° 26' 16.91	Estimated	395 ft	W	No	No	No
BLDG	28° 17' 14.97	81° 26' 13.71	Estimated	420 ft	W	No	No	No
FENCE	28° 16' 53.4	81° 25' 55.86	Estimated	245 ft	W	No	No	No

Instrument Approach

06/24	Type	A	B	C	D	E
06	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
06	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
06	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
15/33	Type	A	B	C	D	E
15	ILS	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
15	LNAV	0.75 Miles	0.75 Miles	1.25 Miles	1.50 Miles	
15	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
15	LOC	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
15	LPV	0.75 Miles	0.75 Miles	0.75 Miles	0.75 Miles	
33	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
33	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
33	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

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Deficiencies

Inspection Date 8/13/26

Next Inspection 8/31/27

Deficiencies

Rwy End: 15 In accordance with Chapter 14-60.007(2)(d)1.g., 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 precision instrument approach: the transition surface ratio is 7:1.

Building 820 feet before the approach end of Runway 15 and 660 feet east of centerline penetrates the transitional surface.

Building 1,765 feet after the approach end of Runway 15 and 770 feet east of centerline penetrates the transitional surface.

Building 1,275 feet before the approach end of Runway 15 and 695 feet west of centerline penetrates the transitional surface.

Rwy End: 33 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Trees 200 feet before to 2,905 feet after the approach end of Runway 33, 500 feet west of centerline and beyond penetrate the transitional surface.

Trees from the approach end to 1,500 feet after the approach end of Runway 33, 535 feet northeast of centerline and beyond penetrate the transitional surface.

Mitigated Deficiencies

Rwy End: 06 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Trees 200 feet before to 115 feet after the approach end of Runway 06 and beyond 250 feet south of centerline penetrate the transitional surface of Runway 06/24.

Fence 200 feet before to 1,995 feet after the approach end of Runway 06, 251 feet south of centerline penetrate the transitional surface of Runway 06/24.

Spoke with Mr. Shaun Germolus, Airport Manager, after the inspection on August 19, 2025 and he stated tree removal is ongoing on the former golf course property. Most of the trees have been removed but airport staff will continue removing trees on that property to clear the transition surface. The fence will be relocated once that section of the airfield is re-developed after the Taxiway D and E extension projects.

Rwy End: 06 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 06 approach surface ratio is 28:1 due to trees 34 feet tall, 1,170 feet before the approach end of the runway, 280 feet left of centerline.

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

Rwy End: 15 In accordance with Chapter 14-60.007(2)(c)1.g., 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 precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 15 approach surface ratio is 39:1 due to trees 21 feet tall, 1,035 feet before the approach end of the runway, 425 feet left of centerline.

Runway 15 threshold is displaced to the approach end of the runway.

Rwy End: 15 In accordance with Chapter 14-60.007(2)(b)1.g., 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 precision instrument approach: width of the primary surface is 1,000 feet.

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Fence 6 feet tall 2,750 feet after the approach end of Runway 15 to 200 feet after the departure end of Runway 15 and 245 feet to 500 feet west of centerline penetrates the primary surface.

Trees 3,080 feet after the approach end of Runway 15 to 200 feet after the departure end of Runway 15 and 320 feet to 500 feet west of centerline penetrates the primary surface.

Building 3,485 feet after the approach end of Runway 15 and 435 feet west of centerline penetrates the primary surface.

Spoke with Mr. Shaun Germolus, Airport Manager, before the inspection on August 19, 2025 and he stated the project to extend Taxiway D (PFL0013252) is currently in an environmental assessment (PFL0014705) and is now anticipated to enter design (PFL0014262) in 2027. Construction is anticipated to be completed sometime in 2028 but an exact date is not known yet. This taxiway extension project will remove the primary surface obstructions on the west side of Runway 15/33.

A comment is published to the FAA AFD to advised flight crews of multiple unlighted obstructions adjacent to Runway 15/33.

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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.
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Runway 33 approach surface ratio is 0:1 due to fence 6 feet tall, 190 feet before the approach end of the runway, 245 feet right of centerline.

Runway 33 threshold is displaced to the approach end of the runway.

Rwy End: 33	In accordance with Chapter 14-60.007(2)(b)1.g., 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 precision instrument approach: width of the primary surface is 1,000 feet.
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Fence 6 feet tall 200 feet before to 1,170 feet after the approach end of Runway 33, and 250 feet to 500 feet east of centerline penetrates the primary surface of Runway 15/33.

Spoke with Mr. Shaun Germolus, Airport Manager, before the inspection on August 19, 2025 and he stated the project to extend Taxiway D (PFL0013252) is currently in an environmental assessment (PFL0014705) and is now anticipated to enter design (PFL0014262) in 2027. Construction is anticipated to be completed sometime in 2028 but an exact date is not known yet. This taxiway extension project will include removal of the primary surface obstructions on the east side of Runway 15/33.

A comment is published to the FAA AFD to advised flight crews of multiple unlighted obstructions adjacent to Runway 15/33.

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Airport Inspection Record

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Facility Type: Airport

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Inspector: David Smith

License

Effective: 12/01/2026

Category: Public Special

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

a. Runway 06 is FAR 77 category C.

b. Runway 24 is FAR 77 category B(V).

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

a. Runway 15 is FAR 77 category PIR.

b. Runway 33 is FAR 77 category C.

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

4. Runway 15 threshold is displaced to the approach end of the runway.

5. Runway 33 threshold is displaced to the approach end of the runway.

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. Trees and fence 200 feet before to 1,995 feet after the approach end of Runway 6 and beyond 250 feet south of centerline penetrates the transitional surface of Runway 6/24.

2. Building 820 feet before the approach end of Runway 15, 660 feet east of centerline penetrates the transitional surface of Runway 15/33.

3. Fence and trees 200 feet before to 3,064 feet after the approach end of Runway 33, 245 to 500 feet west of centerline penetrates the primary surface of Runway 15/33.

4. Fence 6 feet tall 200 feet before to 1,170 feet after the approach end of Runway 33, 250 feet to 500 feet east of centerline penetrates the primary surface of Runway 15/33.

5. Trees 200 feet before to 2,905 feet after the approach end of Runway 33 and beyond 500 feet west of centerline penetrates the transitional surface of Runway 15/33.

Additional Licensing Remarks: