

State of Florida Department of Transportation
Aviation Office

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9/24/2026

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

Airport Inspection Record

Facility Name: Leesburg International Airport		Inspection Date: 9/23/2026	
Facility Type: Airport		Status: Active	
Inspector: David Smith		FDOT District: 5	
Location ID: LEE	FAA Site No.: 03298.*A	County: Lake	
3.00 Miles NE of Leesburg		Ownership: Public	
ARP Latitude: 28° 49' 22.40	Source: Estimated	Use: Public	
ARP Longitude: 81° 48' 30.30		Sectional Chart: JACKSONVILLE	
Elevation: 77	Source: Surveyed		

Note: Primary contact shows below with a background.

Facility Owner: City of Leesburg		Facility Physical Address	
Address: PO Box 490630		Address: 8807 Airport Blvd	
City: Leesburg	State: FL ZIP: 34749-0630	City: Leesburg	State: FL ZIP: 34788
Phone: (352) 516-7236	Fax: (352) 728-9706	Phone: (352) 728-9801	
Email: tracey.dean@leesburgflorida.gov			
Owner Representative: Al Minner		Facility Manager: Tracey Dean	
Address: 501 W Meadow St		Address: PO Box 490630	
City: Leesburg	State: FL ZIP: 34748	City: Leesburg	State: FL ZIP: 34749-0630
Phone: (352) 728-9786		Phone: (352) 728-9801	
Email: al.minner@leesburgflorida.gov		Email: tracey.dean@leesburgflorida.gov	

Acreeage: 834	Residential Airpark: No	Beacon: C-G	
Section: 21	Township: 19S Range: 25E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: Yes
ALL / ALL / 0700-1900		Facility Website: https://www.leesburgflorida.gov/my_city/airport/index.ph	
		<i>Ask in any new facility aerals/photos are available</i>	

Based Aircraft					
Year: 2010	Single Engine: 139	Jet Engine: 6	Glider:	Ultralight: 10	
Source: Inspector	Multi Engine: 43	Helicopter: 17	Military:	Seaplane:	
Total Based Aircraft:					

Annual Operations					
Year:	2010	Air Carrier:	Air Taxi:	GA Local:	43,200
End Date:	09/30/2010	Commuter:	Military:	GA Itinerant:	28,800
Total Annual Operations:					

FAR 139 Certificated

FAA NavCom					
FSS ID:	☒ PIE	Clearance Delivery:	☒ 120.225		
FSS on Airport:	☒ No	Ground Control:	☒ 121.725		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☒ 119.350		
VorTac:	☒ ORL 112.2 304d/30.1 nm	Approach Control:	☒ 120.225	135.300	
AWOS/ASOS:	☒ 134.325	Unicom:	☒ 122.725		
Instrument Approach:	☒ LP, LPV, LNAV, LNAV/VNAV	ATIS:	☒ 134.325		
		CTAF:	☒ 119.350		

Facility Name: Leesburg International Airport

Facility Type: Airport

Status: Active

Inspection Date: 9/23/2026

Inspector: David Smith

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 ☒

Oxygen Cart - FBO

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☒ seaplane dock tie-downs
 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: Leesburg International Airport				Inspection Date: 9/23/2026	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Runway ID	Status	Dimension	Surface	Condition	Lights
04/22	Existing	4,957 x 100	Asph	Good	MIRL
<i>Comments:</i>					

RWY 04

FAR 77 Category A(NP).

RWY 22

FAR 77 Category A(V).

Approach ratio required is RWY 04 20:1 and RWY 22 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 04									
	<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>
04	28° 48' 58.18	81° 48' 42.45	Surveyed	0:1	NPI-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>
Primary Surface	Yes		0:1	BRUSH		9 ft	200 ft	Before Runway End	70 ft L
Runway End	Yes		20:1	TREES		22 ft	440 ft	Before Runway End	40 ft R
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 22									
	<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>
22	28° 49' 31.85	81° 48' 15.69	Surveyed	0:1	BSC-G	P4R	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>
Primary Surface	No		0:1	BERM	ML	11 ft	81 ft	Before Runway End	0 ft Both
Runway End	No		5:1	ROAD	L	18 ft	90 ft	Before Runway End	250 ft R
Marked Displaced Threshold	No	310 ft	21:1	TREES		50 ft	735 ft	Before Runway End	270 ft R
Required Displaced Threshold									

Primary Surface and Safety Area											
			<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>
BRUSH	28° 49' 5.04	81° 48' 40.09	Estimated	235 ft	NW	15 ft	No	No	No		
FENCE	28° 49' 40.18	81° 48' 12.53	Estimated	250 ft	N	8 ft	No	No	Yes	2019-ASO-1102-NR A	DNH
ROAD	28° 49' 40.51	81° 48' 12.25	Estimated	250 ft	NW	15 ft	No	No	No	2019-ASO-1106-NR A	DNH
EQUIP	28° 49' 06.36	81° 48' 38.53	Estimated	185 ft	NW	1 ft	No	Yes	Yes		
EQUIP	28° 49' 29.72	81° 48' 20.01	Estimated	190 ft	NW	1 ft	No	Yes	Yes		

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BERM	28° 49' 38.92	81° 48' 10.15	Estimated	0 ft	N	11 ft	No	No	Yes	2019-ASO -929-NRA	DNH
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BRUSH	28° 48' 56.69	81° 48' 41.69	Estimated	100 ft	E		No	No	No		
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Runway ID	Status	Dimension		Surface		Condition		Lights	
13/31	Existing	6,300 x 100		Asph		Good		MIRL	

Comments:

RWY 13

FAR 77 Category C.

RWY 31

FAR 77 Category C.

Approach ratio required is RWY 13 34:1 and RWY 31 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 13

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
13	28° 49' 43.78	81° 48' 57.95	Surveyed	26:1	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	No		26:1	TREES		67 ft	1,976 ft	Before Runway End	250 ft L
Runway End	No		29:1	TREES		67 ft	1,976 ft	Before Runway End	250 ft L
Marked Displaced Threshold	No	290 ft	34:1	TREES		67 ft	1,976 ft	Before Runway End	250 ft L
Required Displaced Threshold									

Runway 31

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
31	28° 49' 12.19	81° 48' 14.91	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	BRUSH		5 ft	200 ft	Before Runway End	163 ft L
Runway End	Yes		9:1	TREES		28 ft	268 ft	Before Runway End	180 ft R
Marked Displaced Threshold	Yes	400 ft	24:1	TREES		28 ft	268 ft	Before Runway End	180 ft R
Required Displaced Threshold	Yes	684 ft	34:1	TREES		28 ft	268 ft	Before Runway End	180 ft R

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
BRUSH	28° 49' 04.05	81° 48' 07.47	Estimated	185 ft	SW	10 ft	No	No	No		
BRUSH	28° 49' 06.94	81° 48' 03.56	Estimated	230 ft	N	15 ft	No	No	No		
Runway ID	Status	Dimension		Surface		Condition		Lights			
03W/21W	Existing	15,000 x 2,000		Water							

Comments:

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RWY 03W

FAR 77 Category A(V).

RWY 21W

FAR 77 Category A(V).

Approach ratio is not applicable.

Primary surface is not applicable.

Transitional surface is not applicable.

Safety area is not applicable.

Runway 03W

	<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>
03W	28° 46' 27.98	81° 49' 32.98	Estimated					No	

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Controlling 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>

Primary Surface

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 21W

	<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>
21W	28° 48' 29.65	81° 47' 56.48	Estimated					No	

Obstruction Data

	<i>Close-in Obstruction</i>	<i>Displacement Distance</i>	<i>Controlling 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>

Primary Surface

Runway End

Marked Displaced Threshold

Required Displaced Threshold

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>

Instrument Approach

	<i>04/22</i>	<i>Type</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>
	04	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
	04	LP	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
	<i>13/31</i>	<i>Type</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>
	13	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
	31	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
	31	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
	31	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

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Declared Distances

Runway	03W/21W	TORA	TODA	ASDA	LDA
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03W

21W

Runway	04/22	TORA	TODA	ASDA	LDA
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04	4,957	4,957	4,688	4,688
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22	4,957	4,957	4,957	4,647
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Runway	13/31	TORA	TODA	ASDA	LDA
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13	6,300	6,300	5,500	5,211
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31	6,300	6,300	6,000	5,600
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Deficiencies

Inspection Date 9/23/26

Next Inspection 9/30/27

Deficiencies

04/22 : 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.

Taxiway (A)
Hold
Position

Taxiway A hold position markings at Runway 04/22 black outline is faded and in poor condition.

13/31 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@13)

Taxiway A hold position markings at Runway 13 are stained and/or discolored.

13/31 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway
(A@13)
Hold
Position

Taxiway A hold position markings at Runway 13 do not contain a sufficient amount of glass beads.

13/31 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@31)

Taxiway A hold position markings at Runway 31 are stained and/or discolored.

Rwy End: 04 In accordance with Chapter 14-60.007(2)(d)1.c., 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 non-precision instrument approach: the transition surface ratio is 7:1.

Trees from 200 feet before to 1,323 feet after the approach end of Runway 04, and beyond 250 feet west of centerline for Runway 04 penetrate the transitional surface of Runway 04/22.

Rwy End: 13 In accordance with Chapter 14-60.007(2)(d)1.c., 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 ¾ mile: the transition surface ratio is 7:1.

Trees from 200 feet before to 2,000 feet after the approach end of Runway 13, 255 feet southwest of centerline penetrates the transitional surface of Runway 13/31.

Rwy End: 31 In accordance with Chapter 14-60.007(2)(d)1.c., 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 ¾ mile: the transition surface ratio is 7:1.

Trees from 200 feet before to 1,504 feet after the approach end of Runway 31, 251 feet southwest of centerline penetrates the transitional surface of Runway 13/31.

Trees from 550 feet to 50 feet before the approach end of Runway 31, 260 feet northeast and beyond of centerline penetrates the transitional surface of Runway 13/31.

Mitigated Deficiencies

Rwy End: 04 In accordance with Chapter 14-60.007(2)(c)1.c., 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 non-precision instrument approach: the approach surface ratio is 20:1.

Runway 04 approach surface ratio is 0:1 due to brush 9 feet tall 200 feet before the approach end of the runway, 70 feet left of centerline.

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Spoke with Ms. Tracey Dean, Airport Manager, after the inspection on September 23, 2026 and she stated that obtaining FAA Orlando ADO 'buy-in' to participate in a ROFA clearing project on Runway 04/22 had fallen through. The brush would be removed by internal staff by November 30, 2026.

Runway 04 threshold is displaced to the approach end of the runway.

Straight-in and circling instrument approaches are not authorized at night.

Rwy End: 04

In accordance with Chapter 14-60.007(2)(b)1.c., 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 non-precision instrument approach: the width of the primary surface is 500 feet.

Brush 15 feet tall, 200 feet before to 630 after the approach end of Runway 04, 70 feet to 250 feet southwest of centerline penetrates the primary surface of Runway 04/22.

Brush 5 feet tall, 85 feet to 105 feet before the approach end of Runway 04, 95 feet to 250 feet southeast of centerline penetrates the primary surface of Runway 04/22.

Spoke with Ms. Tracey Dean, Airport Manager, after the inspection on September 23, 2026 and she stated that obtaining FAA Orlando ADO 'buy-in' to participate in a ROFA clearing project on Runway 04/22 had fallen through. The brush would be removed by internal staff by November 30, 2026.

A comment is currently published on the FAA Chart Supplement to advise flight crews of the unlighted obstructions inside the primary surface.

Rwy End: 13

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 13 approach surface ratio is 26:1 due to trees 67 feet tall, 1,976 feet before the approach end of the runway, 250 feet left of centerline.

Runway 13 threshold is displaced 290 feet.

Rwy End: 22

In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Berm 11 feet tall, 40 feet to 90 feet before the approach end of Runway 22, 60 feet west to 60 feet east of centerline is located inside the runway safety area of Runway 04/22.

Fence from 100 feet to 125 feet before the approach end of Runway 22, 60 feet west to 60 feet east of centerline is located inside the runway safety area of Runway 04/22.

Road 18 feet tall, 145 feet to 240 feet before the approach end of Runway 22, 60 feet west to 60 feet east of centerline is located inside the runway safety area of Runway 04/22.

Declared distances have been established and published for Runway 04/22.

Rwy End: 22

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 22 approach surface ratio is 0:1 due to berm 11 feet tall, 81 feet before the approach end of the runway, on centerline.

Runway 22 threshold is displaced 310 feet.

Rwy End: 22

In accordance with Chapter 14-60.007(2)(b)1.c., 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 non-precision instrument approach: the primary surface extends the length of the runway plus 200 feet beyond each end of the runway.

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Berm 11 feet tall, 81 feet before the approach end of the runway and 101 feet west to 130 feet east of the centerline of Runway 21, penetrate the primary surface of Runway 03/21.

Fence from 189 feet to 47 feet before and 250 feet west to 250 feet east of the centerline for Runway 21 penetrate the primary surface of Runway 03/21.

Road from 200 feet to 89 feet before and 250 feet west to 250 feet east of the centerline for Runway 21 penetrate the primary surface of Runway 03/21.

These obstructions were studied by the FAA under ASNs 2019-ASO-929-NRA, 2019-ASO-1102-NRA, and 2019-ASO-1106-NRA as a part of an obstacle action plan and were determined not to be hazard. These objects are lighted in accordance with the FAA issued favorable determination letter.

Rwy End: 31 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Brush 15 feet tall, 205 feet before the approach end of the runway, 60 feet left to 60 feet right of runway centerline is located inside the Runway Safety Area of Runway 13/31.

Declared distances have been established and published for Runway 13/31.

Rwy End: 31 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 ¾ mile: the approach surface ratio is 34:1.

Runway 31 approach surface ratio is 0:1 due to brush 5 feet tall, 200 feet before the approach end of the runway, 163 feet left of centerline.

Runway 31 approach surface ratio is 24:1 to the marked displaced threshold due to trees 28 feet tall, 268 feet before the approach end of the runway, 180 feet right of centerline.

Spoke with Ms. Tracey Dean, Airport Manager, after the inspection on September 23, 2026 and she stated that they were unable to obtain FAA Orlando ADO 'buy-in' to participate in a comprehensive Wildlife Fencing construction project(s) (PFL0013874 and PFL0014091) in conjunction with the removal of wildlife habitat (i.e. vegetation) from inside the Runway Object Free Area (ROFA). The airport intends to abandon the wildlife fencing project and pursue a project to remove penetrations to the ROFA. A timeline has not been established yet due to the lack of guidance received from the FAA and internal staff will remove what they can by November 30, 2026.

Additionally, Runway 31 approach surface ratio is consistent with the requirement of FAA Advisory Circular 150/5300-13B for a runway with instrument approach procedures with visibility minimums 3/4 of a mile or greater.

Rwy End: 31 In accordance with Chapter 14-60.007(2)(b)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 a visibility greater than ¾ mile: the width of the primary surface is 500 feet.

Brush 10 feet tall 200 feet before to 920 feet after the approach end of Runway 31, 163 feet to 250 feet left of centerline penetrates the primary surface of Runway 13/31.

Brush 15 feet tall 200 feet to 56 feet before the approach end of Runway 31, 230 feet to 250 feet right of centerline penetrates the primary surface of Runway 13/31.

Spoke with Ms. Tracey Dean, Airport Manager, after the inspection on September 23, 2026 and she stated that they were unable to obtain FAA Orlando ADO 'buy-in' to participate in a comprehensive Wildlife Fencing construction project(s) (PFL0013874 and PFL0014091) in conjunction with the removal of wildlife habitat (i.e. vegetation) from inside the Runway Object Free Area (ROFA). The airport intends to abandon the wildlife fencing project and pursue a project to remove penetrations to the ROFA. A timeline has not been established yet due to the lack of guidance received from the FAA.

Facility Name: Leesburg International Airport

Inspection Date: 9/23/2026

Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 01/01/2027

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 12/31/2027

☐ 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 04/22 is available for non-precision instrument and visual approaches.

- a. Runway 04 is FAR 77 category A(NP).
- b. Runway 22 is FAR 77 category A(V).

2. Runway 13/31 is available for non-precision instrument and visual approaches.

- a. Runway 13 is FAR 77 category C.
- b. Runway 31 is FAR 77 category C.

3. Runway 03W/21W is available for visual approaches only.

- a. Runway 03W is FAR 77 category A(V).
- b. Runway 21W is FAR 77 category A(V).

4. Runway 04 threshold is displaced to the approach end of the runway.

5. Runway 13 threshold is displaced 290 feet.

6. Runway 22 threshold is displaced 310 feet.

7. Runway 31 threshold is displaced 400 feet.

8. Runway 04 TORA-4957 TODA-4957 ASDA-4688 LDA-4688

9. Runway 13 TORA-6300 TODA-6300 ASDA-5500 LDA-5211

10. Runway 22 TORA-4957 TODA-4957 ASDA-4957 LDA-4647

11. Runway 31 TORA-6300 TODA-6300 ASDA-6000 LDA-5600

12. In accordance with Chapter 14-60.007(2)(b)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the primary surface is not applicable.

13. In accordance with Chapter 14-60.007(2)(c)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the approach surface ratio is not applicable.

14. In accordance with Chapter 14-60.007(2)(d)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the transition surface is not applicable.

15. In accordance with Chapter 14-60.007(5)(e), FAC.

A seaplane landing area shall be exempt from the requirement for having a runway safety area.

16. All operations must comply with 33 CFR Parts 83 through 90, 50 CFR Parts 10 through 17, 50 CFR Part 222, Section 327.02(31)(B), FS and Section 379.2431(2), FS.

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

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Inspection Date: 9/23/2026

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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. Brush 200 feet before to 630 feet after the approach end of Runway 04, 70 feet to 250 feet left of centerline penetrates the primary surface of Runway 04/22.

2. Runway 31 approach surface ratio is 24:1 to the marked displaced threshold due to trees 28 feet tall, 268 feet before the approach end of the runway, 180 feet right of centerline.

3. Trees from 200 feet before to 2,000 feet after the approach end of Runway 13, 255 feet right of centerline penetrates the transitional surface of Runway 13/31.

4. Brush 10 feet tall 200 feet before to 920 feet after the approach end of Runway 31, 163 feet to 250 feet left of centerline penetrates the primary surface of Runway 13/31.

5. Brush 15 feet tall 200 feet to 56 feet before the approach end of Runway 31, 230 feet to 250 feet right of centerline penetrates the primary surface of Runway 13/31.

Additional Licensing Remarks: