

Facility Name: Winter Haven's Gilbert Airport				Inspection Date: 7/24/2018	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: GIF		FAA Site No.: 03570.*A		FDOT District: 1	
3.00 Miles NW of Winter Haven				County: Polk	
ARP Latitude: 28° 3' 46.51		Source: Estimated		Ownership: Public	
ARP Longitude: 81° 45' 11.94				Use: Public	
Elevation: 145		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: City of Winter Haven			Facility Physical Address	
Address: P.O. Box 2277			Address: 2073 Highway 92 West	
City: Winter Haven	State: FL	ZIP: 33883-2277	City: Winter Haven	State: FL ZIP: 33881
Phone: (863) 291-5600	Fax: (863) 298-4553		Phone: (863) 298-4551	
Email: mherr@mywinterhaven.com				
Owner Representative: Mike Herr			Facility Manager: Alexander Vacha	
Address: Winter Haven City Hall			Address: 2073 Highway 92 West	
451 Third Street, NW				
City: Winter Haven	State: FL	ZIP: 33881	City: Winter Haven	State: FL ZIP: 33881
Phone: (863) 291-5600			Phone: (863) 298-4551	
Email: mherr@mywinterhaven.com			Email: avacha@mywinterhaven.com	

Acres: 520	Residential Airpark: No	Beacon: C-G	
Section: 07	Township: 28S	Range: 26E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour			Notes:
ALL / ALL / 0700-1900		Segmented Circle: No	Lighted: No
		Facility Website: www.SeaplaneCapitol.com	
		Ask in any new facility aeriels/photos are available	

Based Aircraft					
Year: 2011	Single Engine: 181	Jet Engine: 1	Glider: 3	Ultralight: 4	
Source: Inspector	Multi Engine: 9	Helicopter: 3	Military:	Seaplane:	
Total Based Aircraft:					

Annual Operations					
Year: 2010	Air Carrier:	Air Taxi:	GA Local: 78,500		
End Date: 09/30/2010	Commuter:	Military:	GA Itinerant: 3,500		
Total Annual Operations:					

FAR 139 Certificated

FAA NavCom					
FSS ID:	<input checked="" type="checkbox"/> PIE	Clearance Delivery:	<input type="checkbox"/>		
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>		
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>		
VorTac:	<input checked="" type="checkbox"/> LAL 116.0 071d/14.6 nm	Approach Control:	<input checked="" type="checkbox"/> 120.650	119.900	
AWOS/ASOS:	<input checked="" type="checkbox"/> 133.675	Unicom:	<input checked="" type="checkbox"/> 123.050		
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV, VOR/DME	ATIS:	<input type="checkbox"/>		
		CTAF:	<input checked="" type="checkbox"/> 123.050		

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Services

Fuel:

A ☒
 A1 ☐
 A1+ ☐
 B ☐
 B+ ☐
 Mogas ☒
 80 ☐
 100 ☐
 100LL ☒
 115 ☐

Airframe:

Major ☒
 Minor ☒

Power Plant:

Major ☒
 Minor ☒

Bottle Oxygen:

High ☐
 Low ☐

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☐
 Hangar ☒
 Tie Downs ☒

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 ☒
 Restrooms ☒
 Taxi ☒
 Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	5,006 x 100	Asph	Good	MIRL

Comments:

RWY 05

FAR 77 Category C.

RWY 23

FAR 77 Category B(V).

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

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	28° 3' 30.68	81° 45' 28.35	Surveyed	1:1	NPI-G	P2L	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		1:1	FENCE		5 ft	205 ft	Before Runway End	250 ft L
Runway End	No		15:1	TREES		34 ft	535 ft	Before Runway End	170 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	621 ft	34:1	TREES		34 ft	535 ft	Before Runway End	170 ft L

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	28° 4' 5.73	81° 44' 48.84	Surveyed	0:1	NPI-G	P2L	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	70 ft	Before Runway End	195 ft L
Runway End	Yes		21:1	TREES		45 ft	955 ft	Before Runway End	40 ft L
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>
EQUIP	28° 03' 37.36	81° 45' 22.74	Estimated	120 ft	NW	2 ft	No	Yes	Yes		
BRUSH	28° 04' 4.91	81° 44' 46.17	Estimated	195 ft	E	5 ft	No	No	No		
Runway ID	Status	Dimension		Surface		Condition		Lights			
11/29	Existing	4,001 x 100		Asph		Good		None			

Comments:

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RWY 11

FAR 77 Category A(NP).

RWY 29

FAR 77 Category A(V).

Approach ratio required is RWY 11 20:1 and RWY 29 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 11

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
11	28° 3' 48.89	81° 45' 37.86	Surveyed	0:1	BSC-F	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	Yes		0:1	FENCE		4 ft	200 ft	Before Runway End	180 ft L
Runway End	Yes		6:1	TREES		35 ft	240 ft	Before Runway End	250 ft L
Marked Displaced Threshold	Yes	475 ft	20:1	TREES		35 ft	240 ft	Before Runway End	250 ft L
Required Displaced Threshold									

Runway 29

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
29	28° 3' 39.88	81° 44' 54.38	Surveyed	0:1	BSC-F	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	Yes		0:1	FENCE		6 ft	171 ft	Before Runway End	250 ft L
Runway End	Yes		23:1	ROAD		15 ft	350 ft	Before Runway End	250 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
FENCE	28° 03' 51.14	81° 45' 39.06	Estimated	180 ft	N	4 ft	No	No	No		
ROAD	28° 03' 51.29	81° 45' 39.19	Estimated	190 ft	N	6 ft	No	No	No		
FENCE	28° 03' 37.02	81° 44' 53.23	Estimated	250 ft	S	6 ft	No	No	No		

Instrument Approach

05/23	Type	A	B	C	D	E
05	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
11/29	Type	A	B	C	D	E
11	LNAV	1.00 Miles	1.00 Miles	1.75 Miles	2.00 Miles	
11	LNAV/VNAV	1.75 Miles	1.75 Miles	1.75 Miles	1.75 Miles	
11	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

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Deficiencies

Inspection Date 7/24/18

Next Inspection 7/31/19

Mitigated Deficiencies

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (A) runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway A runway hold position marking is located 120 feet from the runway centerline.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised that the Taxiway hold short lines spacing will be addressed during the Rehab Runway 11/29 project (PFL0011421) scheduled for 2019. The hold position marking on the north side will be moved to the correct spacing and the Taxiway on the south side is to be removed to bring it in compliance with FAA design standards on direct access to runways from ramps.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (B) runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway B runway hold position marking is located 125 feet from the runway centerline.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised that the Taxiway hold short lines spacing will be addressed during the Rehab Runway 11/29 project (PFL0011421) scheduled for 2019.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (C) runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway C runway hold position marking is located 125 feet from the runway centerline.

Taxiway C hold position marking distance is consistent with the requirement of FAA Advisory Circular 150/5300-13A for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement
Taxiway (C) markings.
Hold

Position

Taxiway C hold position markings are in poor condition and do not contain a sufficient amount of glass beads.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised that the hold position markings will be repainted during the Rehab Runway 11/29 project (PFL0011421) scheduled for 2019.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway (D) runways serving large aircraft or with non-precision approaches.

Runway 11/29 Taxiway D runway hold position marking is located 120 feet from the runway centerline.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised that the Taxiway hold short lines spacing will be addressed during the Rehab Runway 11/29 project (PFL0011421) scheduled for 2019. The runway cannot be shifted as previously planned, so the airport will relocate the marking to at least 125 feet to bring it in compliance with AC 150/5300-13A spacing requirements.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual
Taxiway runways serving large aircraft or with non-precision approaches.
(F4)

Runway 11/29 Taxiway F4 hold position marking is located 107 feet from the runway centerline.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised that the Taxiway hold short lines spacing will be addressed during the Rehab Runway 11/29 project (PFL0011421) scheduled for 2019. The runway cannot be shifted as previously planned, so the airport will relocate the marking to at least 125 feet to bring it in compliance with AC 150/5300-13A spacing requirements.

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 ¾ mile: the approach surface ratio is 34:1.

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Runway 5 approach surface ratio is 1:1 due to fence 5 feet tall, 205 feet before the approach end of the runway, 250 feet left of centerline. The approach surface ratio is 15:1 to the approach end of the runway due to trees 34 feet tall, 535 feet before the approach end of the runway, 170 feet left of centerline.

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

NOTAM 07/014 has been published advising flight crews of unlighted obstructions in the approach of Runway 5. The trees will be removed as a part of an Obstruction Survey and Clearing Project (PFL0011700) that is scheduled to be completed by October of 2019.

Rwy End: 11 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 11 approach surface ratio is 0:1 due to fence 4 feet tall, 200 feet before the approach end of the runway, 180 feet left of centerline.

Runway 11 threshold is displaced 475 feet.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised that the entrance road to Jack Brown's Seaplane Base is still scheduled to be relocated. The project will include relocation of the fence along with the road and is scheduled to be completed by the end of 2019.

Rwy End: 11 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.

Fence 4 feet tall, 200 feet to 115 feet before the approach end of Runway 11, 180 feet to 250 feet left of centerline penetrates the primary surface of Runway 11/29.

Road 6 feet tall, 200 feet to 140 feet before the approach end of Runway 11, 190 feet to 250 feet left of centerline penetrates the primary surface of Runway 11/29.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised that the entrance road to Jack Brown's Seaplane Base is still scheduled to be relocated. The project will include relocation of the fence along with the road and is scheduled to be completed by the end of 2019.

Rwy End: 23 In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 23 approach surface ratio is 0:1 due to brush 5 feet tall, 70 feet before the approach end of the runway, 195 feet left of centerline. The approach surface is 21:1 to the approach end of the runway due to trees 45 feet tall, 955 feet before the approach end of the runway, 40 feet left of centerline.

Runway 23 threshold is displaced to the approach end of the runway.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised airport staff will have the brush trim and/or removed by the end of 2018.

Rwy End: 23 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 $\frac{3}{4}$ mile: the width of the primary surface is 500 feet.

Brush 5 feet tall, 70 feet to 150 feet before the approach end of the runway, 195 feet to 250 feet left of centerline penetrates the primary surface of Runway 05/23.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised airport staff will have the brush trim and/or removed by the end of 2018.

Rwy End: 23 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 23 runway end light groups contain 4 lights.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised the airport still intends to establish an instrument approach for Runway 23 in the future, which is consistent with the airport master plan.

Rwy End: 29 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.

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Runway 29 approach surface ratio is 0:1 due to fence 6 feet tall, 171 feet before the approach end of the runway, 250 feet left of centerline.

Runway 29 threshold is displaced to the approach end of the runway.

Rwy End: 29 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.

Fence 6 feet tall, 171 feet before the approach end of the runway, 250 feet left of centerline penetrates the primary surface of Runway 11/29.

Spoke with Mr. Alexander Vacha, Airport Manager, during the inspection and he advised the a portion of the fence will be relocated during the Rehab Runway 11/29 project (PFL0011421) scheduled for 2019 to clear the primary surface.

License

Effective: 11/01/2018

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 10/31/2019

☐ VFR Use Only

Conditions:

A. This Airport has the following 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 B(V).

2. Runway 11/29 is available for non-precision instrument and visual approaches.

- a. Runway 11 is FAR 77 category A(NP).
- b. Runway 29 is FAR 77 category A(V).

3. Runway 05 threshold is displaced to the approach end of the runway.

4. Runway 11 threshold is displaced 475 feet.

5. Runway 23 threshold is displaced to the approach end of the runway.

6. Runway 29 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. Multiple runway hold position marking locations for Runway 11/29 have non-standard spacing from the runway centerline.

2. Runway 05 approach ratio is 1:1 due to fence 5 feet tall, 205 feet before the approach end of the runway, 250 feet left of centerline.

3. Fence and Road 115 feet to 200 feet before the approach end of Runway 11, 180 feet to 250 feet left of centerline penetrates the primary surface of Runway 11/29.

4. Brush 5 feet tall, 70 feet to 150 feet before the approach end of Runway 23, 195 feet to 250 feet left of centerline penetrates the primary surface of Runway 05/23.

Additional Licensing Remarks: