

Facility Name: Inverness Airport		Inspection Date: 9/11/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 9/11/2024		Inspector: David Smith	
Location ID: INF	FAA Site No.: 03249.*A	FDOT District: 7	
2.00 Miles SE of Inverness		County: Citrus	
ARP Latitude: 28° 48' 13.00	Source: Estimated	Ownership: Public	
ARP Longitude: 82° 19' 5.800		Use: Public	
Elevation: 65	Source: Estimated	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Citrus County		Facility Physical Address	
Address: 110 N Apopka Av		Address: 4250 S Airport Rd	
City: Inverness	State: FL ZIP: 34450	City: Inverness	State: FL ZIP: 34450
Phone: (352) 527-5446	Fax: (352) 527-5482	Phone: (352) 527-5488	
Email: todd.regan@citrusbocc.com			
Owner Representative: Carlton Hall		Facility Manager: Andrew Chan	
Address: 3600 W Sovereign Path, Ste 212		Address: 4250 S Airport Rd	
City: Lecanto	State: FL ZIP: 34461	City: Inverness	State: FL ZIP: 34450
Phone: (352) 527-5477		Phone: (407) 734-1442	
Email: carlton.hall@citrusbocc.com		Email: andy@flyrra.com	

Acreeage: 347	Residential Airpark: No	Beacon: C-G	
Section: 28	Township: 19S	Range: 20E	Wind Indicator: Yes
Lighting Schedule: Sunset to Sunrise			Lighted: Yes
Attendance Schedule: Month/Day/Hour		Notes:	
ALL / ALL / 0600-2000		Segmented Circle: Yes	Lighted: Yes
		Facility Website: <a href="https://www.citrusbocc.com/departments/public_works/en">https://www.citrusbocc.com/departments/public_works/en</a>	
		Ask in any new facility aerals/photos are available	

Based Aircraft			
Year: 2010	Single Engine: 22	Jet Engine:	Glider: Ultralight:
Source: Inspector	Multi Engine: 1	Helicopter: 4	Military: 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:	<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"/> OCF 113.7 192d/22.6 nm	Approach Control:	<input checked="" type="checkbox"/> 118.600
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.975	Unicom:	<input checked="" type="checkbox"/> 122.725
Instrument Approach:	<input checked="" type="checkbox"/> LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.725

Facility Name: Inverness Airport

Inspection Date: 9/11/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

## 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 ☒ 2 miles  
 Parachute Jumping Area ☐  
 Restaurant ☒ .5 miles  
 Restrooms ☒  
 Taxi ☒  
 Telephone ☒

Facility Name: Inverness Airport

Inspection Date: 9/11/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
01/19	Existing	5,000 x 75	Asph	Good	MIRL

Comments:

## RWY 01

FAR 77 Category C.

## RWY 19

FAR 77 Category C.

Approach ratio required is RWY 01 34:1 and RWY 19 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 01

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
01	28° 47' 48.5	82° 19' 8.8	Estimated	16:1	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	Controllin g Offset
Primary Surface	No		16:1	TREE		44 ft	900 ft	Before Runway End	200 ft L
Runway End	No		20:1	TREE		44 ft	900 ft	Before Runway End	200 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	596 ft	34:1	TREE		44 ft	900 ft	Before Runway End	200 ft L

## Runway 19

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
19	28° 48' 37.61	82° 19' 02.85	Estimated	14:1	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	Controllin g Offset
Primary Surface	No		14:1	TREES		98 ft	1,665 ft	Before Runway End	315 ft R
Runway End	No		17:1	TREES		98 ft	1,665 ft	Before Runway End	315 ft R
Marked Displaced Threshold									
Required Displaced Threshold	No	1,667 ft	34:1	TREES		98 ft	1,665 ft	Before Runway End	315 ft R

## 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
--------	----------	-----------	---------------------	--------------------------------	---------------------------------	--------	----------------------	-----------	--------	----------------------	---------------

## Instrument Approach

01/19	Type	A	B	C	D	E
01	LNAV	1.00 Miles	1.00 Miles	1.25 Miles		
19	LNAV	1.00 Miles	1.00 Miles	1.50 Miles		

Facility Name: Inverness Airport

Inspection Date: 9/11/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

**Deficiencies**

Inspection Date 9/11/24

Next Inspection 9/30/25

**Mitigated Deficiencies**

Rwy End: 01

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 01 approach surface ratio is 16:1 due to tree 44 feet tall, 900 feet before the approach end of the runway, 200 feet left of centerline.

Spoke with Mr. Todd Regan, Airport Manager, after the inspection on September 20, 2023 and he stated that the FAA is requesting that the airport conduct public outreach prior to removing obstructions on private property. The public outreach will be completed during the airport's upcoming Master Plan and ALP update. An anticipated completion date of the Runway Approach Obstruction Clearing project (PFL0012881) cannot be determined at this time.

A comment is published on the FAA Chart Supplement that advises flight crews of the unlighted obstructions.

Rwy End: 19

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 19 approach surface ratio is 14:1 due to trees 98 feet tall, 1,665 feet before the approach end of the runway, 315 feet right of centerline.

Spoke with Mr. Todd Regan, Airport Manager, after the inspection on September 20, 2023 and he stated that the FAA is requesting that the airport conduct public outreach prior to removing obstructions on private property. The public outreach will be completed during the airport's upcoming Master Plan and ALP update. An anticipated completion date of the Runway Approach Obstruction Clearing project (PFL0012881) cannot be determined at this time.

A comment is published on the FAA Chart Supplement that advises flight crews of the unlighted obstructions.

Facility Name: Inverness Airport

Inspection Date: 9/11/2024

Facility Type: Airport

Status: Active

Inspector: David Smith

## License

Effective: 01/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 12/31/2025

☐ 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 01/19 is available for non-precision instrument and visual approaches.

a. Runway 01 is FAR 77 category C.

b. Runway 19 is FAR 77 category C.

2. Runway 01 threshold is displaced to the approach end of the runway.

3. Runway 19 threshold is displaced to the approach end of the runway.

B. In accordance with Chapter 14-60.006(2)(g), FAC.

The Department shall only license an airport that meets established standards unless the Department determines that an airport's exception to established standards 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 to which the license is granted.

1. Runway 01 approach surface ratio is 16:1 due to tree 44 feet tall, 900 feet before the approach end of the runway, 200 feet left of centerline.

2. Runway 19 approach surface ratio is 14:1 due to trees 98 feet tall, 1,665 feet before the approach end of the runway, 315 feet right of centerline.

Additional Licensing Remarks: