

<b>Facility Name:</b> Crystal River - Captain Tom Davis Field		<b>Inspection Date:</b> 9/12/2024
<b>Facility Type:</b> Airport	<b>Status:</b> Active	<b>Inspector:</b> David Smith
<b>Location ID:</b> CGC	<b>FAA Site No.:</b> 03135.*A	<b>FDOT District:</b> 7
<b>3.00 Miles S of Crystal River</b>		<b>County:</b> Citrus
<b>ARP Latitude:</b> 28° 52' 3.4	<b>Source:</b> Estimated	<b>Ownership:</b> Public
<b>ARP Longitude:</b> 82° 34' 26.8		<b>Use:</b> Public
<b>Elevation:</b> 9	<b>Source:</b> Surveyed	<b>Sectional Chart:</b> JACKSONVILLE

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> Citrus County	<b>Facility Physical Address</b>
<b>Address:</b> 110 N Apopka Av	<b>Address:</b> 718 N Lindbergh Dr
<b>City:</b> Inverness <b>State:</b> FL <b>ZIP:</b> 34450	<b>City:</b> Crystal River <b>State:</b> FL <b>ZIP:</b> 34429
<b>Phone:</b> (352) 527-5446 <b>Fax:</b> (352) 527-5482	<b>Phone:</b> (352) 795-6868
<b>Email:</b> todd.regan@citrusbocc.com	
<b>Owner Representative:</b> Carlton Hall	<b>Facility Manager:</b> Todd Regan
<b>Address:</b> 3600 W Sovereign Path, Ste 212	<b>Address:</b> 3600 W Sovereign Path, Ste 241
<b>City:</b> Lecanto <b>State:</b> FL <b>ZIP:</b> 34461	<b>City:</b> Lecanto <b>State:</b> FL <b>ZIP:</b> 34461
<b>Phone:</b> (352) 527-5477	<b>Phone:</b> (352) 527-5488
<b>Email:</b> carlton.hall@citrusbocc.com	<b>Email:</b> todd.regan@citrusbocc.com

<b>Acreeage:</b> 214	<b>Residential Airpark:</b> No	<b>Beacon:</b> C-G
<b>Section:</b> 34	<b>Township:</b> 18S	<b>Range:</b> 17E
<b>Lighting Schedule:</b> Sunset to Sunrise		<b>Wind Indicator:</b> Yes
<b>Attendance Schedule:</b> Month/Day/Hour		<b>Lighted:</b> Yes
<b>ALL / ALL / 0800-1800</b>		<b>Notes:</b>
		<b>Segmented Circle:</b> Yes
		<b>Lighted:</b> Yes
		<b>Facility Website:</b> <a href="https://www.citrusbocc.com/departments/public_works/e">https://www.citrusbocc.com/departments/public_works/e</a>
		<b>Ask in any new facility aerals/photos are available</b>

<b>Based Aircraft</b>					
<b>Year:</b> 2010	<b>Single Engine:</b> 40	<b>Jet Engine:</b>	<b>Glider:</b> 1	<b>Ultralight:</b>	
<b>Source:</b> Inspector	<b>Multi Engine:</b> 3	<b>Helicopter:</b> 1	<b>Military:</b>	<b>Seaplane:</b>	
<b>Total Based Aircraft:</b>					

<b>Annual Operations</b>			
<b>Year:</b>	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>
<b>End Date:</b>	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>
<b>Total Annual Operations:</b>			

FAR 139 Certificated

<b>FAA NavCom</b>	
<b>FSS ID:</b> <input checked="" type="checkbox"/> PIE	<b>Clearance Delivery:</b> <input type="checkbox"/>
<b>FSS on Airport:</b> <input checked="" type="checkbox"/> No	<b>Ground Control:</b> <input type="checkbox"/>
<b>Toll Free:</b> <input checked="" type="checkbox"/> (800) WX-BRIEF	<b>Control Tower:</b> <input type="checkbox"/>
<b>VorTac:</b> <input checked="" type="checkbox"/> OCF 113.7 225d/25.7 nm	<b>Approach Control:</b> <input checked="" type="checkbox"/> 118.600
<b>AWOS/ASOS:</b> <input checked="" type="checkbox"/> 118.325	<b>Unicom:</b> <input checked="" type="checkbox"/> 122.725
<b>Instrument Approach:</b> <input checked="" type="checkbox"/> LP, LNAV	<b>ATIS:</b> <input type="checkbox"/>
	<b>CTAF:</b> <input checked="" type="checkbox"/> 122.725

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Status: Active

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## Services

## Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Diesel	<input type="checkbox"/>
E85	<input type="checkbox"/>
G100UL	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
SAF	<input type="checkbox"/>
UL102	<input type="checkbox"/>
80	<input type="checkbox"/>
85UL	<input type="checkbox"/>
87	<input type="checkbox"/>
91/96	<input type="checkbox"/>
91/96UL	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
100VLL	<input type="checkbox"/>
115	<input type="checkbox"/>

## Bottle Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

## Bulk Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

## Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

## Airframe:

Major	<input type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Power Plant:

Major	<input type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

## Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input type="checkbox"/>
Charter	<input checked="" type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input checked="" type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> 2 miles
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/> 0.2 miles
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Runway ID	Status	Dimension	Surface	Condition	Lights
09/27	Existing	4,557 x 75	Asph	Excellent	MIRL

Comments:

## RWY 09

FAR 77 Category A(NP).

## RWY 27

FAR 77 Category A(NP).

Approach ratio required is RWY 09 20:1 and RWY 27 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 09

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	28° 52' 02.2941	82° 34' 42.3359	Surveyed	8:1	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		8:1	ROAD		18 ft	350 ft	Before Runway End	0 ft Both
Runway End	No		15:1	TREES		32 ft	485 ft	Before Runway End	210 ft R
Marked Displaced Threshold	No	200 ft	22:1	TREES		32 ft	485 ft	Before Runway End	210 ft R
Required Displaced Threshold									

## Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	28° 52' 01.8927	82° 33' 51.1126	Surveyed	11:1	NPI-G	P2R	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		11:1	BRUSH		16 ft	375 ft	Before Runway End	95 ft L
Runway End	No		20:1	TREES		70 ft	1,385 ft	Before Runway End	135 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
BRUSH	28° 51' 59.90	82° 34' 37.00	Estimated	222 ft	S	5 ft	No	No	No		
EQUIP	28° 52' 02.70	82° 34' 00.21	Estimated	73 ft	N	1 ft	No	Yes	Yes		
BRUSH	28° 52' 01.12	82° 33' 52.02	Estimated	80 ft	S	3 ft	No	No	No		
HILL	28° 52' 01.22	82° 33' 59.58	Estimated	75 ft	S	4 ft	No	No	No		
Runway ID	Status	Dimension		Surface		Condition		Lights			
18/36	Existing	2,666 x 100		Turf		Fair		None			

Comments:

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## RWY 18

FAR 77 Category A(V).

## RWY 36

FAR 77 Category A(V).

Approach ratio required is RWY 18 20:1 and RWY 36 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

## Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	28° 52' 18.9504	82° 34' 44.0217	Surveyed	6:1	PVC-G	N	No	No	NONE

## Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		6:1	BLDG	15 ft	104 ft	Before Runway End	85 ft R
Runway End								
Marked Displaced Threshold	No	192 ft	20:1	TREES	34 ft	485 ft	Before Runway End	55 ft L
Required Displaced Threshold								

## Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	28° 51' 52.5515	82° 34' 43.9621	Surveyed	2:1	PVC-G	N	No	No	NONE

## Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Marked/ Obstruction Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		2:1	FENCE	8 ft	15 ft	Before Runway End	0 ft Both
Runway End								
Marked Displaced Threshold	No	302 ft	22:1	TREES	84 ft	1,535 ft	Before Runway End	125 ft R
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	Aeronatical Study	Determination
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## Instrument Approach

09/27	Type	A	B	C	D	E
09	LNAV	1.00 Miles	1.00 Miles	1.13 Miles	1.13 Miles	
09	LP	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
27	LP	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
27	LNAV	1.00 Miles	1.00 Miles	1.75 Miles	1.75 Miles	

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**Deficiencies**

Inspection Date 9/12/24

Next Inspection 9/30/25

**Deficiencies**

09/27 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway  
(A@27)

Taxiway A hold position markings at Runway 27 are stained and/or discolored.

09/27 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway  
(A1)

Taxiway A1 hold position markings at Runway 09/27 are stained and/or discolored.

09/27 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway  
(A2)

Taxiway A2 hold position markings at Runway 09/27 are stained and/or discolored.

**Mitigated Deficiencies**

Rwy End: 09 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.

Standing water 220 feet to 240 feet before the approach end of the runway, 60 feet right of centerline to 60 feet left of centerline is located inside the runway safety area of Runway 09/27.

NOTAM 09/008 had been activated to close Runway 18/36 until the standing water receded.

Rwy End: 09 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 09 approach surface ratio is 8:1 due to road 18 feet tall, 350 feet before the approach end of the runway, on runway centerline.

Runway 09 threshold is displaced 200 feet.

Rwy End: 09 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 5 feet tall, 240 feet to 775 feet after the approach end of Runway 09, 205 feet to 250 feet south of centerline penetrates the primary surface of Runway 09/27.

Spoke with Mr. Todd Regan, Airport Manager, during the inspection on September 12, 2024 and he stated that the airport completed a Wildlife Hazard Assessment (PFL0013163) in order to justify removal of the wetland areas within the airport perimeter fence where this vegetation grows. The brush and wetlands will be removed under the Construction/Removal Wetlands North and South of Runway 9-27 project (PFL0014173). The estimated completion date for removal is February 28, 2027.

Rwy End: 18 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 18 approach surface ratio is 6:1 due to building 15 feet tall, 104 feet before the approach end of the runway, 85 feet right of centerline.

Runway 18 threshold is displaced 192 feet.

Rwy End: 27 In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a width of 120 feet.

Runway 27 safety area is 110 feet in width due to being rough, uneven and having more than a 3 percent terrain elevation change.

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Spoke with Mr. Todd Regan, Airport Manager, after the inspection on September 20, 2023 and he stated that the safety area will be corrected during the Runway 9/27 Extension - Construction Project (PFL0012061) that is scheduled to be completed by December 31, 2029. This project is currently conducting an Environmental Assessment and is anticipated to enter into design in February of 2026.

There are some portions of the safety area that will be addressed during the Construct/Removal Wetlands North and South Runway 9-27 Project (PFL0014173) that has an anticipated completion date of February 28, 2027.

Rwy End: 27 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.

Runway 27 safety area is 210 feet in length due to being rough, uneven and having more than a 3 percent terrain change.

Standing water 240 feet to 180 feet before the approach end of the runway, 20 feet right of centerline to 60 feet left of centerline is located inside the runway safety area of Runway 09/27.

Spoke with Mr. Todd Regan, Airport Manager, after the inspection on September 20, 2023 and he stated that the safety area will be corrected during the Runway 9/27 Extension - Construction Project (PFL0012061) that is scheduled to be completed by December 31, 2029. This project is currently conducting an Environmental Assessment and is anticipated to enter into design in February of 2026.

Rwy End: 27 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 27 approach surface ratio is 11:1 due to brush 16 feet tall, 375 feet before the approach end of the runway, 95 feet left of centerline.

Runway 27 threshold is displaced to the approach end of the runway.

Rwy End: 27 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 4 feet tall, 90 feet after the approach end of the runway, 80 feet south of centerline penetrates the primary surface of Runway 09/27.

Terrain 4 feet tall, 670 feet to 850 feet after the approach end of the runway, 75 feet south of centerline penetrates the primary surface of Runway 09/27.

Spoke with Mr. Todd Regan, Airport Manager, during the inspection on September 12, 2024 and he stated that the airport completed a Wildlife Hazard Assessment (PFL0013163) in order to justify removal of the wetland areas within the airport perimeter fence where this vegetation grows. The brush and wetlands will be removed under the Construction/Removal Wetlands North and South of Runway 9-27 project (PFL0014173). The estimated completion date for removal is February 28, 2027.

Mr. Regan also indicated that the terrain or hill would be removed during the Runway 09/27 Extension Project (PFL0012061) that has an estimated completion date of December 31, 2029.

Rwy End: 36 In accordance with Chapter 14-60.007(5)(a), FAC. – For a runway that is not paved, the runway safety area shall have a width of 120 feet.

Standing water 0 feet before to 100 feet after the approach end of the runway, 40 feet to 60 feet right centerline is located inside the runway safety area of Runway 18/36.

NOTAM 09/008 had been activated to close Runway 18/36 until the standing water receded.

Rwy End: 36 In accordance with Chapter 14-60.007(2)(c)1.a., FAC. – For a runway that is not paved, that is to be used by an aircraft of any weight, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 36 approach surface ratio is 2:1 due to fence 8 feet tall, 15 feet before the approach end of the runway, on centerline.

Runway 36 threshold is displaced 302 feet.

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Facility Type: Airport

Status: Active

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## 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 09/27 is available for visual approaches only.

- a. Runway 09 is FAR 77 category A(NP).
- b. Runway 27 is FAR 77 category A(NP).

## 2. Runway 18/36 is available for visual approaches only.

- a. Runway 18 is FAR 77 category A(V).
- b. Runway 36 is FAR 77 category A(V).

## 3. Runway 09 threshold is displaced 200 feet.

## 4. Runway 18 threshold is displaced 192 feet.

## 5. Runway 27 threshold is displaced to the approach end of the runway.

## 6. Runway 36 threshold is displaced 302 feet.

## 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. Brush 5 feet tall, 240 feet to 775 feet after the approach end of Runway 09, 205 feet to 250 feet south of centerline penetrates the primary surface of Runway 09/27.

## 2. Brush 4 feet tall, 90 feet after the approach end of Runway 27, 80 feet south of centerline penetrates the primary surface of Runway 09/27.

## 3. Runway safety area is 210 feet in length due to being rough, uneven and having more than a 3 percent terrain change before the approach end of Runway 27.

## 4. The runway safety areas for Runway 18/36 and Runway 09/27 retain standing water after heavy rain events.

## Additional Licensing Remarks: