

Facility Name: Brooksville - Tampa Bay Regional Airport				Inspection Date: 11/18/2024	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: BKV		FAA Site No.: 03083.*A		FDOT District: 7	
6.00 Miles SW of Brooksville				County: Hernando	
ARP Latitude: 28° 28' 24.95		Source: Estimated		Ownership: Public	
ARP Longitude: 82° 27' 19.52				Use: Public	
Elevation: 76		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Hernando County BOCC		Facility Physical Address	
Address: 15470 Flight Path Drive		Address: 15800 Flight Path Dr	
City: Brooksville	State: FL ZIP: 34604	City: Brooksville	State: FL ZIP: 34604
Phone: (352) 754-4000	Fax: (352) 754-4477	Phone: (352) 754-4061	
Email: jrogers@co.hernando.fl.us			
Owner Representative: Jeffrey Rogers		Facility Manager: Steve Miller	
Address: 15470 Flight Path Drive		Address: 15800 Flight Path Dr	
City: Brooksville	State: FL ZIP: 34604	City: Brooksville	State: FL ZIP: 34604-6991
Phone: (352) 754-4841		Phone: (352) 540-6342	
Email: jrogers@hernandocounty.us		Email: smiller@flybkv.com	

Acreeage: 2,402	Residential Airpark: No	Beacon: C-G	
Section: 24	Township: 23S Range: 18E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: No
ALL / ALL / 0700-1800		Facility Website: https://flybkv.com/	
		Ask in any new facility aerals/photos are available	

Based Aircraft					
Year: 2011	Single Engine: 127	Jet Engine: 8	Glider: 0	Ultralight: 2	
Source: Inspector	Multi Engine: 16	Helicopter: 15	Military: 0	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 checked="" type="checkbox"/> 119.125
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input checked="" type="checkbox"/> 121.400
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 118.550
VorTac:	<input checked="" type="checkbox"/> PIE 116.4 019d/36 nm	Approach Control:	<input checked="" type="checkbox"/> 125.300 119.900
AWOS/ASOS:	<input checked="" type="checkbox"/> 134.725	Unicom:	<input checked="" type="checkbox"/> 123.000
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC/DME, LPV, LNAV/VNAV, LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 118.550

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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 ☒ 6 miles

Parachute Jumping Area ☐

Restaurant ☐ 1 mile

Restrooms ☒

Taxi ☒

Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
03/21	Existing	4,200 x 150	Conc	Poor	MIRL
Comments:					

RWY 03

FAR 77 Category C.

RWY 21

FAR 77 Category C.

Approach ratio required is RWY 03 34:1 and RWY 21 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 03									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
03	28° 27' 50.86	82° 27' 10.27	Estimated	18:1	NPI-G	P4L	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
Primary Surface	No		18:1	TREES		51 ft	1,155 ft	Before Runway End	250 ft
Runway End	No		23:1	TREES		51 ft	1,155 ft	Before Runway End	250 ft
Marked Displaced Threshold									
Required Displaced Threshold	No	579 ft	34:1	TREES		51 ft	1,155 ft	Before Runway End	250 ft

Runway 21

	<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>
21	28° 28' 28.46	82° 26' 49.49	Estimated	34:1	NPI-G	P4L	No	No	NONE

Obstruction Data

[illegible]

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° 27' 58.50	82° 27' 08.12	Estimated	161 ft	W	3 ft	No	Yes	Yes		
EQUIP	28° 28' 27.87	82° 26' 47.73	Estimated	170 ft	E	3 ft	No	Yes	Yes		
Runway ID	Status	Dimension				Surface		Condition		Lights	
09/27	Existing	7,001 x 150				Asph		Excellent		MIRL	

Comments:

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RWY 09**FAR 77 Category PIR.****RWY 27****FAR 77 Category C.****Approach ratio required is RWY 09 50:1 and RWY 27 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 09**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
09	28° 28' 33.27	82° 28' 14.21	Estimated	46:1	PIR-G	P4L	No	No	MALSR

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		46:1	TREES	63 ft	3,135 ft	Before Runway End	385 ft R
Runway End	No		50:1	TREES	63 ft	3,135 ft	Before Runway End	385 ft R
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 27

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
27	28° 28' 33.51	82° 26' 55.76	Estimated	34:1	NPI-G	P4L	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		34:1	TREES	100 ft	3,595 ft	Before Runway End	95 ft R
Runway End								
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
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Instrument Approach

03/21	Type	A	B	C	D	E
03	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
21	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.50 Miles	
09/27	Type	A	B	C	D	E
09	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
09	LNAV	0.75 Miles	0.75 Miles	0.75 Miles	1.00 Miles	
09	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
09	LOC/DME	0.50 Miles	0.50 Miles	0.63 Miles	0.63 Miles	
27	LNAV	1.00 Miles	1.00 Miles	1.63 Miles	1.75 Miles	
27	LNAV/VNAV	1.75 Miles	1.75 Miles	1.75 Miles	1.75 Miles	
27	LPV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	

Deficiencies

Inspection Date 11/18/24

Next Inspection 11/30/25

Deficiencies

A. In accordance with Chapter 330.30(2)(f)1., F.S. A license of a publicly or privately owned general aviation airport that is open to the public, that has at least one runway greater than 4,999 feet in length, and that does not host scheduled passenger-carrying commercial service operations regulated under 14 C.F.R. part 139 shall not be renewed or reissued unless an approved security plan has been filed with the department.

The Florida Department of Transportation approved General Aviation Airport Security Plan on file for Brooksville - Tampa Bay Regional Airport expires on 11/22/2024.

Corrections

Corrected? Yes

Date Corrected:

The Florida Department of Transportation approved the General Aviation Airport Security Plan on November 20, 2024.

Mitigated Deficiencies

Rwy End: 03 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 03 approach surface ratio is 18:1 due to trees 51 feet tall, 1,155 feet before approach end of runway, 250 feet left of centerline.

Spoke with Mr. Steve Miller, Airport Manager, after the inspection on November 17, 2023 and he advised that the Runway 3 Shift project (PFL0012957) involves shifting the runway south to decouple Runway 21 and 27. This will consequently shift the approach end of Runway 03 south and will require extensive tree clearing to be completed. The extension on the Runway 3 end is entering the design phase now and construction is anticipated to be completed in 2025 or 2026.

Runway 03 meets obstacle clearance slope standards to the end of the runway required in FAA AC 150/5300-13B for a runway with instrument approach procedures with visibility minimums greater than or equal to 3/4 of a mile visibility.

Rwy End: 09 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 09 approach surface ratio is 46:1 due to trees 63 feet tall, 3,135 feet before the approach end of the runway, 385 feet right of centerline.

Runway 09 threshold is displaced to the approach end of the runway.

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License

Effective: 03/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 02/28/2026

☐ 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 03/21 is available for non-precision instrument and visual approaches.

- a. Runway 03 is FAR 77 category C.
- b. Runway 21 is FAR 77 category C.

2. Runway 09/27 is available for precision instrument, non-precision instrument, and visual approaches.

- a. Runway 09 is FAR 77 category PIR.
- b. Runway 27 is FAR 77 category C.

3. Runway 03 threshold is displaced to the approach end of the runway.

4. Runway 09 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. Runway 03 approach surface ratio is 18:1 due to trees, 51 feet tall, 1,155 feet before the approach end of the runway, 250 feet left of centerline.

Additional Licensing Remarks: