

Facility Name: Pilot Country Airport		Inspection Date: 11/19/2024	
Facility Type: Airport		Status: Active	
Inspector: David Smith			
Location ID: X05	FAA Site No.: 03083.01*A	FDOT District: 7	
13.00 Miles S of Brooksville		County: Pasco	
ARP Latitude: 28° 19' 49.02	Source: Estimated	Ownership: Private	
ARP Longitude: 82° 29' 47.34		Use: Public	
Elevation: 80	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Pilot Country Airport X05, LLC	Facility Physical Address
Address: 11500 Pilot Country Dr	Address: 11500 Pilot Country Dr
City: Spring Hill State: FL ZIP: 34610	City: Spring Hill State: FL ZIP: 34610
Phone: (813) 235-9000 Fax:	Phone: (813) 235-9000
Email:	
Owner Representative: Mark Twaalfhoven	Facility Manager: Jill Troughton
Address: 11851 Driver Ln	Address: 11500 Pilot Country Dr
City: Spring Hill State: FL ZIP: 34610	City: Spring Hill State: FL ZIP: 34610
Phone: (813) 235-9000	Phone: (813) 469-9227
Email: mark@twaalfhoven.com	Email: pcax05@gmail.com

Acres: 27	Residential Airpark: Yes	Beacon: C-G
Section: 03	Township: 25S Range: 18E	Wind Indicator: Yes Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes: Yes
Attendance Schedule: Month/Day/Hour		Segmented Circle: No Lighted: No
ALL / ALL / 0800-1730		Facility Website: https://www.facebook.com/pages/Pilot-Country-Airport/1
		Ask in any new facility aerals/photos are available

Based Aircraft					
Year: 2011	Single Engine: 25	Jet Engine: 0	Glider: 0	Ultralight: 0	
Source: Inspector	Multi Engine: 1	Helicopter: 1	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 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"/> PIE 116.4 020d/27.2 nm	Approach Control: <input type="checkbox"/>
AWOS/ASOS: <input type="checkbox"/>	Unicom: <input checked="" type="checkbox"/> 122.800
Instrument Approach: <input type="checkbox"/>	ATIS: <input type="checkbox"/>
	CTAF: <input checked="" type="checkbox"/> 122.800

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Services

Fuel:

A ☐
A1 ☐
A1+ ☐
B ☐
B+ ☐
Mogas ☐
80 ☐
100 ☐
100LL ☒ Self Service
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 ☐ 10 miles
Parachute Jumping Area ☐
Restaurant ☐ 1 mile
Restrooms ☒
Taxi ☒
Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,252 x 75	Asph	Fair	LIRL

Comments:

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.

Safety area required extends 240 feet beyond each runway end.

Runway 18

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18	28° 20' 05.2	82° 29' 44.60	Estimated	17:1	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	Controllin g Offset
Primary Surface	No		17:1	TREES		87 ft	1,725 ft	Before Runway End	0 ft Both
Runway End	No		20:1	TREES		87 ft	1,725 ft	Before Runway End	0 ft Both
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	28° 19' 33.2	82° 29' 44.9	Estimated	5:1	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	Controllin g Offset
Primary Surface	No		5:1	ROAD		10 ft	255 ft	Before Runway End	0 ft Both
Runway End	No		20:1	PLINE	ML	33 ft	657 ft	Before Runway End	0 ft Both
Marked Displaced Threshold	No	170 ft	22:1	TREES		61 ft	1,160 ft	Before Runway End	115 ft L
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
TANK	28° 19' 32.31	82° 29' 44.45	Estimated	105 ft	E	18 ft	No	No	Yes		

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Deficiencies

Inspection Date 11/19/24

Next Inspection 11/30/25

Deficiencies

18/36 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway
(A@18)
Hold
Position

The taxiway hold position markings on the approach end of Runway 18 do not contain a sufficient amount of glass beads.

18/36 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway
(A@36)

The taxiway hold position markings on the approach end of Runway 36 (east side) are faded and in poor condition.

18/36 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway
(A3)
Hold
Position

The taxiway hold position markings on the approach end of Runway 36 (west side) do not contain a sufficient amount of glass beads.

Rwy End: 18
Runway End
Lights (In
Line with
Edge Lights
)

In accordance with Chapter 14-60.007(10)(b), FAC. – The outmost light in each runway end light group shall be located in line with the runway edge lights. The other lights in each group shall be located on 10 foot centers toward the extended runway centerline. The lights shall be red on the inboard half and green on the outboard half.

Runway 18 outmost light in each runway end light group are not located in line with the runway edge lights and the other lights extend outward away from the centerline.

Rwy End: 36
Runway End
Lights (In
Line with
Edge Lights
)

In accordance with Chapter 14-60.007(10)(b), FAC. – The outmost light in each runway end light group shall be located in line with the runway edge lights. The other lights in each group shall be located on 10 foot centers toward the extended runway centerline. The lights shall be red on the inboard half and green on the outboard half.

Runway 36 outmost light in each runway end light group are not located in line with the runway edge lights and the other lights extend outward away from the centerline.

Mitigated Deficiencies

General In accordance with Chapter 14-60.007(2)(b)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 width of the primary surface is 250 feet.

Runway 36 has fuel tank 18 feet tall, 50 feet before the approach end of the runway, 105 feet right of centerline located in the primary surface.

Spoke with Mr. Mark Twaalfhoven, Owner Representative, before the inspection on November 15, 2022 and he stated he is still in the permitting process with the County to relocate the fuel tank. A timeline to relocate the tank is unknown at this time.

Rwy End: 18 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 18 approach surface ratio is 17:1 due to trees 87 feet tall, 1,725 feet before the approach end of the runway, on runway centerline.

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Runway 18 threshold is displaced to the approach end of the runway.

Rwy End: 36 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 36 approach surface ratio is 5:1 due to private road 10 feet tall, 255 feet before the approach end of the runway, on runway centerline.

Runway 36 threshold is displaced 170 feet.

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 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).

2. Runway 18 threshold is displaced to the approach end of the runway.**3. Runway 36 threshold is displaced 170 feet.****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. Fuel tank 18 feet tall, 50 feet before the end of Runway 36, 105 feet right of centerline penetrates the primary surface of Runway 18/36.*Additional Licensing Remarks:*