

Facility Name: River Ranch Resort Airport		Inspection Date: 7/15/2025	
Facility Type: Airport		Status: Active	
Inspection Date: 7/15/2025		Inspector: David Smith	
Location ID: 2RR	FAA Site No.: 03462.98*A	FDOT District: 1	
0.00 Miles NW of River Ranch		County: Polk	
ARP Latitude: 27° 46' 45.60	Source: Estimated	Ownership: Private	
ARP Longitude: 81° 12' 14.10		Use: Public	
Elevation: 55	Source: Estimated	Sectional Chart: MIAMI	

Note: Primary contact shows below with a background.

Facility Owner: Westgate Resorts Central Florida Investments		Facility Physical Address	
Address: PO Box 30030		Address: 3600 River Ranch Blvd	
City: River Ranch	State: FL ZIP: 33867-0030	City: River Ranch	State: FL ZIP: 33867
Phone: (863) 692-0727	Fax: (863) 692-0717	Phone: (863) 692-0727	
Email:			
Owner Representative: Magaly Lopez		Facility Manager: David Smith	
Address: Westgate Central Operations Facility		Address: 3200 River Ranch Blvd	
2216 Directors Row			
City: Orlando	State: FL ZIP: 32809	City: River Ranch	State: FL ZIP: 33867
Phone: (407) 992-7800		Phone: (863) 232-7209	
Email: magaly_lopez@wgresorts.com		Email: davids_smith@wgresorts.com	

Acreage: 89	Residential Airpark: No	Beacon: C-G
Section: 14	Township: 31S	Wind Indicator: Yes
	Range: 31E	Lighted: Yes
Lighting Schedule: Radio Controlled		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: No
ALL / ALL / ALL		Lighted: No
Facility Website: https://www.westgateresorts.com/hotels/florida/river-ranch		
Ask in any new facility aeriels/photos are available		

Based Aircraft				
Year: 2011	Single Engine:	Jet Engine:	Glider:	Ultralight:
Source: Inspector	Multi Engine:	Helicopter:	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"/> VRB	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+ ☐
 Diesel ☐
 E85 ☐
 G100UL ☐
 Mogas ☐
 SAF ☐
 UL102 ☐
 80 ☐
 85UL ☐
 87 ☐
 91/96 ☐
 91/96UL ☐
 100 ☐
 100LL ☒ Pending repairs
 100VLL ☐
 115 ☐

Bottle Oxygen:

High ☐
 Low ☐

Bulk Oxygen:

High ☐
 Low ☐

Transient Storage:

Buoy ☐
 Hangar ☐
 Tie Downs ☒

Airframe:

Major ☐
 Minor ☐

Power Plant:

Major ☐
 Minor ☐

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 ☒
 Parachute Jumping Area ☐
 Restaurant ☒
 Restrooms ☒
 Taxi ☒
 Telephone ☒

Aircraft Charging Stations:

Electric Charging Stations ☐
 Hydrogen Charging Stations ☐
 Battery Charging Stations ☐
 Solar Charging Stations ☐
 Auto Charging Stations ☐

Aircraft Electric Charging Power Rating:

Alternating Current ☐
 Direct Current ☐

Aircraft Electric Charging Station Plug Type

AC - J1772 ☐
 AC - Mennekes ☐
 DC - GB/T ☐
 DC - CCS Type1 ☐
 DC - CCS Type2 ☐
 DC - MCS ☐
 DC - CHAdeMO ☐
 Other ☐

Support Infrastructure:

Passenger Waiting Facility ☐
 Aircraft Tug Station ☐
 Deicing Equipment ☐
 Battery Thermal Conditioning System ☐
 Maintenance Platforms, Ladders, Inspection ☐
 Provider of Services ☐
 Fire Suppression/Extinguishing System ☐

Aircraft Cabin Thermal Conditioning Equipment ☐

Passenger/Cargo Loading Equipment ☐

Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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Runway ID	Status	Dimension	Surface	Condition	Lights
16/34	Existing	4,950 x 75	Asph	Poor	NSTD

Comments:

RWY 16

FAR 77 Category A(V).

RWY 34

FAR 77 Category A(V).

Approach ratio required is RWY 16 20:1 and RWY 34 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 16

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
16	27° 47' 08.64	81° 12' 25.14	Estimated	4:1	BSC-P	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		4:1	TREES		20 ft	280 ft	Before Runway End	0 ft Both
Runway End	No		15:1	TREES		51 ft	810 ft	Before Runway End	40 ft L
Marked Displaced Threshold	No	207 ft	20:1	TREES		51 ft	810 ft	Before Runway End	40 ft L
Required Displaced Threshold									

Runway 34

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
34	27° 46' 23.34	81° 12' 02.58	Estimated	3:1	BSC-P	N	No	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		3:1	TREE	L	42 ft	325 ft	Before Runway End	80 ft L
Runway End	No		7:1	TREE	L	42 ft	325 ft	Before Runway End	80 ft L
Marked Displaced Threshold	No	1,002 ft	30:1	TREE	L	50 ft	470 ft	Before Runway End	45 ft L
Required Displaced Threshold									

Primary Surface and Safety Area

Object	Latitude	Longitude	Survey/ Estimate	Distance from Centerline	Direction from Centerline	Fixed by Height Function	Frangible	Marked	Aeronatical Study	Determination
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Deficiencies

Inspection Date 7/15/25

Next Inspection 7/31/26

Deficiencies

16/34 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (A)

Taxiway hold position markings at Runway 16/34 are faded and in poor condition.

16/34 : In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway (A)

Hold

Position

Taxiway hold position markings at Runway 16/34 do not contain a sufficient amount of glass beads.

16/34 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 125 feet from visual runways serving small aircraft.

Taxiway (B)

Runway 16/34 Taxiway B runway hold position marking is located 107 feet from the runway centerline.

General In accordance with Chapter 14-60.007(7)(d), FAC. – An approved 75-foot diameter airport circle marker (segmented circle), including aircraft traffic pattern indicators, shall be installed at airports without control towers, which have other than standard traffic patterns.

An approved 75-foot diameter airport circle marker, including aircraft traffic pattern indicators, is not installed.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(e), FAC. – Arrows shall be white.

Runway 16 arrow markings are faded and in poor condition.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(e), FAC. – Arrowheads shall be white.

Runway 16 arrowheads are faded and in poor condition.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(c), FAC. – The gaps between runway centerline marking stripes shall be 80 feet in length

Runway 16 first runway centerline stripe marking begins 107 feet from the top of the runway designation marking.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 16/34 runway centerline markings are faded and in poor condition.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Displaced

Arrow Head

Runway 16 displaced threshold markings do not contain a sufficient amount of glass beads.

Rwy End: 16 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Displaced

Bar

Runway 16 displaced threshold markings do not contain a sufficient amount of glass beads.

Rwy End: 16 In accordance with Chapter 14-60.007(10)(c), FAC. – The inboard half of displaced threshold lights shall be white for a visual runway.

Threshold

Lights

(Innermost

Light)

The inboard half of the displaced threshold lights were blacked out on one side and blue on the other.

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Rwy End: 16
Displaced
Threshold
Lights
(Other Light)

In accordance with Chapter 14-60.007 (10)(b) Threshold and runway end lights shall be located not less than two feet nor more than ten feet outboard from the designated threshold of the runway.

Runway 16 threshold lights are located 5 feet after the marked displaced threshold bar marking.

Rwy End: 16
Runway
Centerline

In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway 16/34 runway centerline stripe markings are not outlined with a black border six inches or greater in width.

Rwy End: 16
Runway
Centerline

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

Runway 16/34 runway centerline markings do not contain a sufficient amount of glass beads.

Rwy End: 16
Runway
Designation

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

Runway 16 runway designation markings do not contain a sufficient amount of glass beads.

Rwy End: 34

In accordance with Chapter 14-60.007(9)(e), FAC. – Arrows shall be white.

Runway 34 arrow markings are faded and in poor condition.

Rwy End: 34

In accordance with Chapter 14-60.007(9)(e), FAC. – Arrows shall be spaced 80 feet apart.

Runway 34 arrows are spaced 150 feet apart.

Rwy End: 34

In accordance with Chapter 14-60.007(9)(e), FAC. – Arrowheads, used in conjunction with a threshold bar, shall be spaced three feet apart for runways between 60 and 100 feet wide.

Rwy End: 34

In accordance with Chapter 14-60.007(9)(e), FAC. – Arrowheads shall be white.

Runway 34 displaced threshold markings are faded and in poor condition.

Rwy End: 34

In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 34 threshold bar marking is faded and in poor condition.

Rwy End: 34

In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline marking stripes shall begin 40 feet from the top of the runway designation marking.

Runway 34 first runway centerline stripe marking begins 108 feet from the top of the runway designation marking.

Rwy End: 34
Displaced
Arrow

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

Runway 34 displaced threshold markings do not contain a sufficient amount of glass beads.

Rwy End: 34
Displaced
Arrow Head

In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway 34 displaced arrow head markings are not outline with a black border six inches or greater in width.

Rwy End: 34
Displaced
Bar

In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway 34 marked displaced threshold bar is not outlined with a black border six inches or greater in width.

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Rwy End: 34 In accordance with Chapter 14-60.007(9)(l)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Runway

Centerline

Runway 16/34 runway centerline stripe markings are not outlined with a black border six inches or greater in width.

Rwy End: 34 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway

Centerline

Runway 16/34 runway centerline stripe markings do not contain a sufficient amount of glass beads.

Rwy End: 34 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Runway

Designation

Runway 34 runway designation markings do not contain a sufficient amount of glass beads.

Mitigated Deficiencies

Rwy End: 16 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 16 approach surface ratio is 4:1 due to trees 20 feet tall, 280 feet before the approach end of the runway, on centerline.

Runway 16 threshold is displaced 207 feet.

Rwy End: 34 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 34 approach surface ratio is 3:1 due to tree 42 feet tall, 325 feet before the approach end of the runway, 80 feet left of centerline.

Runway 34 threshold is displaced 1002 feet.

Facility Name: River Ranch Resort Airport

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Status: Active

Inspector: David Smith

License

Effective: 11/01/2025

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 10/31/2026

☐ 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 16/34 is available for visual approaches only.

- a. Runway 16 is FAR 77 category A(V).
- b. Runway 34 is FAR 77 category A(V).

2. Runway 16 threshold is displaced 207 feet.

3. Runway 34 threshold is displaced 1002 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. Runway 16/34 runway markings are non-standard and in poor condition.

2. Runway hold position marking location is non-standard.

3. Runway 16/34 is in poor condition and producing loose aggregate.

Additional Licensing Remarks: