

Facility Name: Winter Haven Regional Airport				Inspection Date: 7/18/2025	
Facility Type: Airport		Status: Active		Inspector: David Smith	
Location ID: GIF		FAA Site No.: 03570.*A		FDOT District: 1	
3.00 Miles NW of Winter Haven				County: Polk	
ARP Latitude: 28° 3' 46.51		Source: Estimated		Ownership: Public	
ARP Longitude: 81° 45' 11.94				Use: Public	
Elevation: 145		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

<b>Facility Owner:</b> City of Winter Haven			<b>Facility Physical Address</b>	
<b>Address:</b> PO Box 2277			<b>Address:</b> 2073 Hwy 92 W	
<b>City:</b> Winter Haven	<b>State:</b> FL	<b>ZIP:</b> 33883-2277	<b>City:</b> Winter Haven	<b>State:</b> FL <b>ZIP:</b> 33881
<b>Phone:</b> (863) 291-5600	<b>Fax:</b> (863) 298-4553		<b>Phone:</b> (863) 298-4551	
<b>Email:</b> mstavres@mywinterhaven.com				
<b>Owner Representative:</b> Michael Stavres			<b>Facility Manager:</b> Troy Heidel	
<b>Address:</b> 451 3rd St NW			<b>Address:</b> 2073 US Hwy 92 W	
<b>City:</b> Winter Haven	<b>State:</b> FL	<b>ZIP:</b> 33881	<b>City:</b> Winter Haven	<b>State:</b> FL <b>ZIP:</b> 33881
<b>Phone:</b> (863) 291-5600			<b>Phone:</b> (863) 298-4551	
<b>Email:</b> mstavres@mywinterhaven.com			<b>Email:</b> theidel@mywinterhaven.com	

<b>Acreeage:</b> 520	<b>Residential Airpark:</b> No	<b>Beacon:</b> C-G	
<b>Section:</b> 07	<b>Township:</b> 28S	<b>Range:</b> 26E	<b>Wind Indicator:</b> Yes
<b>Lighting Schedule:</b> Sunset to Sunrise			<b>Lighted:</b> Yes
<b>Attendance Schedule:</b> Month/Day/Hour			<b>Notes:</b>
ALL / ALL / 0700-1900		<b>Segmented Circle:</b> Yes	<b>Lighted:</b> No
		<b>Facility Website:</b> <a href="https://www.mywinterhaven.com/285/Airport">https://www.mywinterhaven.com/285/Airport</a>	
		Ask in any new facility aerals/photos are available	

<b>Based Aircraft</b>					
<b>Year:</b> 2011	<b>Single Engine:</b> 181	<b>Jet Engine:</b> 1	<b>Glider:</b> 3	<b>Ultralight:</b> 4	
<b>Source:</b> Inspector	<b>Multi Engine:</b> 9	<b>Helicopter:</b> 3	<b>Military:</b>	<b>Seaplane:</b>	
<b>Total Based Aircraft:</b>					

<b>Annual Operations</b>					
<b>Year:</b> 2010	<b>Air Carrier:</b>	<b>Air Taxi:</b>	<b>GA Local:</b>	<b>78,500</b>	
<b>End Date:</b> 09/30/2010	<b>Commuter:</b>	<b>Military:</b>	<b>GA Itinerant:</b>	<b>3,500</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 checked="" type="checkbox"/> 121.725		
<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"/> LAL 116.0 071d/14.6 nm	<b>Approach Control:</b>	<input checked="" type="checkbox"/> 120.650	119.900	
<b>AWOS/ASOS:</b>	<input checked="" type="checkbox"/> 133.675	<b>Unicom:</b>	<input checked="" type="checkbox"/> 123.050		
<b>Instrument Approach:</b>	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV, VOR/DME	<b>ATIS:</b>	<input type="checkbox"/>		
		<b>CTAF:</b>	<input checked="" type="checkbox"/> 123.050		

Facility Name: Winter Haven Regional Airport

Inspection Date: 7/18/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

## 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 checked="" 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 checked="" type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

## Airframe:

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

## Power Plant:

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

## Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input checked="" type="checkbox"/>
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input checked="" 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 type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input checked="" type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input checked="" type="checkbox"/>
Lodging	<input checked="" type="checkbox"/> 1 mile
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/>
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

## Aircraft Charging Stations:

Electric Charging Stations	<input type="checkbox"/>
Hydrogen Charging Stations	<input type="checkbox"/>
Battery Charging Stations	<input type="checkbox"/>
Solar Charging Stations	<input type="checkbox"/>
Auto Charging Stations	<input type="checkbox"/>

## Aircraft Electric Charging Power Rating:

Alternating Current	<input type="checkbox"/>
Direct Current	<input type="checkbox"/>

## Aircraft Electric Charging Station Plug Type

AC - J1772	<input type="checkbox"/>
AC - Mennekes	<input type="checkbox"/>
DC - GB/T	<input type="checkbox"/>
DC - CCS Type1	<input type="checkbox"/>
DC - CCS Type2	<input type="checkbox"/>
DC - MCS	<input type="checkbox"/>
DC - CHAdeMO	<input type="checkbox"/>
Other	<input type="checkbox"/>

## Support Infrastructure:

Passenger Waiting Facility	<input type="checkbox"/>
Aircraft Tug Station	<input type="checkbox"/>
Deicing Equipment	<input type="checkbox"/>
Battery Thermal Conditioning System	<input type="checkbox"/>
Maintenance Platforms, Ladders, Inspection	<input type="checkbox"/>
Provider of Services	<input type="checkbox"/>
Fire Suppression/Extinguishing System	<input type="checkbox"/>

Aircraft Cabin Thermal Conditioning Equipment	<input type="checkbox"/>
---	--------------------------

Passenger/Cargo Loading Equipment	<input type="checkbox"/>
-----------------------------------	--------------------------

## Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

Facility Name: Winter Haven Regional Airport

Inspection Date: 7/18/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	5,005 x 100	Asph	Fair	MIRL

Comments:

**RWY 05**

FAR 77 Category C.

**RWY 23**

FAR 77 Category B(V).

Approach ratio required is RWY 05 34:1 and RWY 23 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 05**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	28° 3' 30.68	81° 45' 28.35	Surveyed	0:1	NPI-F	P2L	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		0:1	BRUSH		10 ft	205 ft	Before Runway End	250 ft L
Runway End	No		16:1	TREES		33 ft	515 ft	Before Runway End	150 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	607 ft	34:1	TREES		33 ft	515 ft	Before Runway End	150 ft L

**Runway 23**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	28° 4' 5.73	81° 44' 48.84	Surveyed	0:1	NPI-F	P2L	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	Yes		0:1	BRUSH		5 ft	145 ft	Before Runway End	220 ft L
Runway End	Yes		28:1	TREES		44 ft	1,240 ft	Before Runway End	75 ft L
Marked Displaced Threshold									
Required Displaced Threshold									

**Primary Surface and Safety Area**

Object	Latitude	Longitude	Survey/ Estimate	Distance	Direction	Height	Fixed by Function	Frangible	Marked	Aeronatical Study	Determination
				from Centerline	from Centerline						
EQUIP	28° 03' 37.36	81° 45' 22.74	Estimated	120 ft	NW	2 ft	No	Yes	Yes		
EQUIP	28° 03' 59.06	81° 44' 54.52	Estimated	118 ft	SE	1 ft	No	Yes	Yes		
BRUSH	28° 04' 05.06	81° 44' 45.96	Estimated	220 ft	SE	5 ft	No	No	No		
Runway ID	Status		Dimension			Surface		Condition		Lights	
11/29	Existing		4,001 x 60			Asph		Good		MIRL	

Comments:

Facility Name: Winter Haven Regional Airport

Inspection Date: 7/18/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

## RWY 11

FAR 77 Category A(NP).

## RWY 29

FAR 77 Category A(V).

Approach ratio required is RWY 11 20:1 and RWY 29 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 11

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
11	28° 3' 48.89	81° 45' 37.86	Surveyed	0:1	NPI-F	N	Yes	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	Yes		0:1	BRUSH	3 ft	85 ft	Before Runway End	126 ft L
Runway End	Yes		32:1	PLINE	44 ft	1,430 ft	Before Runway End	70 ft L

Marked Displaced Threshold

Required Displaced Threshold

## Runway 29

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
29	28° 3' 39.88	81° 44' 54.38	Surveyed	2:1	BSC-F	N	Yes	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	L	7 ft	215 ft	Before Runway End	250 ft L
Runway End	No		23:1	ROAD		15 ft	350 ft	Before Runway End	250 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	Aeronatical Study	Determination
BRUSH	28° 03' 50.14	81° 45' 38.62	Estimated	126 ft	N	3 ft	No	No	No		

## Instrument Approach

05/23	Type	A	B	C	D	E
05	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
11/29	Type	A	B	C	D	E
11	LNAV	1.00 Miles	1.00 Miles	1.75 Miles	1.75 Miles	
11	LNAV/VNAV	1.38 Miles	1.38 Miles	1.38 Miles	1.38 Miles	
11	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	

Facility Name: Winter Haven Regional Airport

Inspection Date: 7/18/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

**Deficiencies**

Inspection Date 7/18/25

Next Inspection 7/31/26

**Deficiencies**

05/23 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (F1)

Taxiway F1 hold position markings at Runway 23 are stained and/or discolored.

Rwy End: 05 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 05 threshold bar marking is stained and/or discolored.

Rwy End: 23 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 23 threshold bar marking is stained and/or discolored.

Rwy End: 23 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 23 runway designation markings are stained and/or discolored.

**Mitigated Deficiencies**

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Taxiway (B)

Runway 11/29 Taxiway B runway hold position marking is located 125 feet from the runway centerline.

Taxiway B holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Taxiway (C1)

Runway 11/29 Taxiway C1 runway hold position marking is located 125 feet from the runway centerline.

Taxiway C1 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Taxiway (C2)

Runway 11/29 Taxiway C2 runway hold position marking is located 125 feet from the runway centerline.

Taxiway C2 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Holding position markings shall be placed 150 feet from visual runways serving large aircraft or with non-precision approaches.

Taxiway (C3)

Taxiway C3 holding position marking is located 125 feet from the runway centerline.

Taxiway C3 holding position distance is consistent with the requirement of FAA Advisory Circular 150/5300-13B for the critical aircraft B-I Small for Runway 11/29 as indicated on the Airport Layout Plan.

Rwy End: 05 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 5 approach surface ratio is 0:1 due to brush 10 feet tall, 205 feet before the approach end of the runway, 250 feet left of centerline.

The approach surface ratio is 16:1 to the approach end of the runway due to trees 33 feet tall, 515 feet before the approach end of the runway, 150 feet left of centerline.

**Facility Name:** Winter Haven Regional Airport**Inspection Date:** 7/18/2025**Facility Type:** Airport**Status:** Active**Inspector:** David Smith

Spoke with Mr. Troy Heidel, Airport Manager, after the inspection on July 18, 2025 and he stated the trees will be removed under the Runway 5 Obstruction Clearing project (PFL0013389) that is going out for bids shortly. The anticipated removal date is to be completed by December 31, 2025.

Instrument approaches and circling to land for Runway 05 are both not authorized at night.

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

Rwy End: 11 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 11 approach surface ratio is 0:1 due to brush 3 feet tall, 85 feet before the approach end of the runway, 126 feet left of centerline.

Runway 11 threshold is displaced to the approach end of the runway.

Rwy End: 11 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 primary surface extends the length of the runway plus 200 feet beyond each end of the runway.

Brush 3 feet tall, 85 feet before the approach end of the runway, 126 feet to 140 feet left of centerline penetrates the primary surface of Runway 11/29.

Spoke with Mr. Troy Heidel, Airport Manager, after the inspection on July 18, 2025 and he stated the brush will be removed by September 16, 2025.

Rwy End: 23 In accordance with Chapter 14-60.007(2)(c)1.d., 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 visual landing approach: the approach surface ratio is 20:1.

Runway 23 approach surface ratio is 0:1 due to brush 5 feet tall, 145 feet before the approach end of the runway, 220 feet left of centerline.

Runway 23 threshold is displaced to the approach end of the runway.

Rwy End: 23 In accordance with Chapter 14-60.007(2)(b)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 a visibility greater than ¾ mile: the primary surface extends the length of the runway plus 200 feet beyond each end of the runway.

Brush 5 feet tall, 110 feet to 145 feet before the approach end of the runway, 220 feet to 250 feet left of centerline penetrates the primary surface of Runway 05/23.

Spoke with Mr. Troy Heidel, Airport Manager, after the inspection on July 18, 2025 and he stated the brush will be removed by September 16, 2025.

Rwy End: 23 In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 23 runway end light groups contain 4 lights.

Spoke with Mr. Troy Heidel, Airport Manager, after the inspection on July 16, 2024 and he advised the airport still intends to establish an instrument approach for Runway 23 in the future, which is consistent with the airport master plan.

Rwy End: 29 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 29 approach surface ratio is 2:1 due to fence 7 feet tall, 215 feet before the approach end of the runway, 250 feet left of centerline.

Runway 29 threshold is displaced to the approach end of the runway.

Facility Name: Winter Haven Regional Airport

Inspection Date: 7/18/2025

Facility Type: Airport

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 05/23 is available for non-precision instrument and visual approaches.

- a. Runway 05 is FAR 77 category C.
- b. Runway 23 is FAR 77 category B(V).

## 2. Runway 11/29 is available for non-precision instrument and visual approaches.

- a. Runway 11 is FAR 77 category A(NP).
- b. Runway 29 is FAR 77 category A(V).

## 3. Runway 05 threshold is displaced to the approach end of the runway.

## 4. Runway 11 threshold is displaced to the approach end of the runway.

## 5. Runway 23 threshold is displaced to the approach end of the runway.

## 6. Runway 29 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 05 approach ratio is 16:1 to the end of the runway due to trees 33 feet tall, 515 feet before the approach end of the runway, 150 feet left of centerline.

## 2. Brush 3 feet tall, 85 feet before the approach end of runway 11, 126 feet left of centerline penetrates the primary surface of Runway 11/29.

## 3. Brush 5 feet tall, 110 feet before the approach end of runway 23, 220 feet left of centerline penetrates the primary surface of Runway 05/23.

## Additional Licensing Remarks: