

<http://www.florida-aviation-database.com>

Airport Inspection Record

Facility Name: Crystal River/Davis Field	Inspection Date: 9/17/2025
Facility Type: Airport	Status: Active
Location ID: CGC	FAA Site No.: 03135.*A
3.00 Miles S of Crystal River	FDOT District: 7
ARP Latitude: 28° 52' 3.4	Source: Estimated
ARP Longitude: 82° 34' 26.8	County: Citrus
Elevation: 9	Source: Surveyed
	Ownership: Public
	Use: Public
	Sectional Chart: JACKSONVILLE

Note: Primary contact shows below with a background.

Facility Owner: Citrus County	Facility Physical Address
Address: 110 N Apopka Av	Address: 718 N Lindbergh Dr
City: Inverness	City: Crystal River
State: FL	State: FL
ZIP: 34450	ZIP: 34429
Phone: (352) 527-5446	Phone: (352) 795-6868
Fax: (352) 527-5482	
Email: todd.regan@citrusbocc.com	

Owner Representative: Carlton Hall	Facility Manager: Todd Regan
Address: 3600 W Sovereign Path, Ste 212	Address: 3600 W Sovereign Path, Ste 241
City: Lecanto	City: Lecanto
State: FL	State: FL
ZIP: 34461	ZIP: 34461
Phone: (352) 527-5477	Phone: (352) 527-5488
Email: carlton.hall@citrusbocc.com	Email: todd.regan@citrusbocc.com

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

Based Aircraft					
Year: 2010	Single Engine: 40	Jet Engine:	Glider: 1	Ultralight:	
Source: Inspector	Multi Engine: 3	Helicopter: 1	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"/> OCF 113.7 225d/25.7 nm	Approach Control: <input checked="" type="checkbox"/> 118.600
AWOS/ASOS: <input checked="" type="checkbox"/> 118.325	Unicom: <input checked="" type="checkbox"/> 122.725
Instrument Approach: <input checked="" type="checkbox"/> LP, LNAV	ATIS: <input type="checkbox"/>
	CTAF: <input checked="" type="checkbox"/> 122.725

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Facility Type: Airport

Status: Active

Inspector: David Smith

Services

Fuel:

- A
- A1
- A1+
- B
- B+
- Diesel
- E85
- G100UL
- Mogas
- SAF
- UL102
- 80
- 85UL
- 87
- 91/96
- 91/96UL
- 100
- 100LL
- 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 2 miles
- Parachute Jumping Area
- Restaurant 0.2 miles
- 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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Airport Inspection Record

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Facility Type: Airport	Status: Active
Inspector: David Smith	

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	Controlling 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	Controlling Offset
Primary Surface	No		11:1	BRUSH		19 ft	405 ft	Before Runway End	185 ft R
Runway End	No		20:1	TREES		70 ft	1,390 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
HOLES	28° 52' 02.48	82° 34' 31.76	Estimated	26 ft	N		No	No	No		
HOLES	28° 52' 01.57	82° 33' 50.59	Estimated	28 ft	S		No	No	No		
BRUSH	28° 52' 00.96	82° 34' 31.75	Estimated	130 ft	S	3 ft	No	No	No		
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		
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		

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Airport Inspection Record

Facility Name: Crystal River/Davis Field	Inspection Date: 9/17/2025
Facility Type: Airport	Status: Active
Inspector: David Smith	

Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	2,666 x 100	Turf	Fair	None

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.

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	Slope	Controlling Obstruction	Marked/Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset
Primary Surface Runway End	No		6:1	BLDG		15 ft	104 ft	Before Runway End	85 ft R
Marked Displaced Threshold	No	192 ft	20:1	TREES		31 ft	425 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	Slope	Controlling Obstruction	Marked/Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset
Primary Surface Runway End	No		2:1	FENCE		8 ft	15 ft	Before Runway End	0 ft Both
Marked Displaced Threshold	No	302 ft	22:1	TREES		86 ft	1,580 ft	Before Runway End	55 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	Aeronautical 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	

Facility Name: Crystal River/Davis Field

Inspection Date: 9/17/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

Deficiencies

Inspection Date 9/17/25

Next Inspection 9/30/26

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

Facility In accordance with Chapter 14-60.007(7)(e), FAC. – At least two category 80 B-C, or higher, type fire extinguishers shall be available at the airport, readily accessible, operationally functional, bear an unbroken seal, and be located in an area clearly identified to the public.

Both fire extinguishers that were present had not been inspected within the last 12 months.

Received an e-mail from Mr. Todd Regan, Airport Manager, on December 10, 2025, confirming that the extinguishers had been re-inspected in November and pictures were provided demonstrating compliance.

Rwy End: 09 In accordance with Chapter 14-60.007(8)(a), FAC. – Airport hazards determined to exist by the Department shall be removed.

Hole and/or surface variation 940 feet after the approach end of Runway 09, 26 feet left of centerline presents a hazard to aircraft operating on Runway 09/27.

NOTAM 09/008 has been activated closing the western 1,000 feet of Runway 09/27.

NOTAM 09/009 has been activated displacing the threshold of Runway 09 1,000 feet.

Received an e-mail from Mr. Todd Regan, Airport Manager, on October 23, 2025, confirming that the hole on the runway will be repaired on October 28, 2025.

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.

Brush 3 feet tall, 920 feet to 980 feet after the approach end of Runway 09, 130 feet to 250 feet south of centerline penetrates the primary surface of Runway 09/27.

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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.

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.

Holes/surface variations 45 feet to 50 feet before the approach end of the runway, 28 to 38 feet south 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.

Received an e-mail from Mr. Todd Regan, Airport Manager, on October 23, 2025, confirming that the holes were filled in on September 27, 2025, and surface variations were brought to grade.

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 19 feet tall, 405 feet before the approach end of the runway, 185 feet right 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.

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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(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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Airport Inspection Record

Facility Name: Crystal River/Davis Field

Inspection Date: 9/17/2025

Facility Type: Airport

Status: Active

Inspector: David Smith

License

Effective: 01/01/2026

Category: Public Special

Limitations: Day Use Only

Expires: 12/31/2026

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 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: