

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

Airport Inspection Record

Facility Name: Brooksville - Tampa Bay Regional Airport	Inspection Date: 11/7/2025
Facility Type: Airport	Status: Active
Location ID: BKV	FAA Site No.: 03083.*A
6.00 Miles SW of Brooksville	FDOT District: 7
ARP Latitude: 28° 28' 24.95	Source: Estimated
ARP Longitude: 82° 27' 19.52	County: Hernando
Elevation: 76	Source: Surveyed
	Ownership: Public
	Use: Public
	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	City: Brooksville
State: FL	State: FL
ZIP: 34604	ZIP: 34604
Phone: (352) 754-4000	Phone: (352) 754-4061
Fax: (352) 754-4477	
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	City: Brooksville
State: FL	State: FL
ZIP: 34604	ZIP: 34604-6991
Phone: (352) 754-4841	Phone: (352) 540-6342
Email: jrogers@hernandocounty.us	Email: smiller@flybkv.com

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

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
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

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

Airport Inspection Record

Facility Name: Brooksville - Tampa Bay Regional Airport

Inspection Date: 11/7/2025

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 6 miles
- Parachute Jumping Area
- Restaurant 1 mile
- 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:

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

Airport Inspection Record

Facility Name: Brooksville - Tampa Bay Regional Airport	Inspection Date: 11/7/2025
Facility Type: Airport	Status: Active
Inspector: David Smith	

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	23:1	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		23:1	TREES		40 ft	1,120 ft	Before Runway End	235 ft L
Runway End	No		28:1	TREES		40 ft	1,120 ft	Before Runway End	235 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	240 ft	34:1	TREES		40 ft	1,120 ft	Before Runway End	235 ft L

Runway 21

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
21	28° 28' 28.46	82° 26' 49.49	Estimated	34:1	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		34:1	TREES		82 ft	2,955 ft	Before Runway End	0 ft Both
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
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:

Facility Name: Brooksville - Tampa Bay Regional Airport	Inspection Date: 11/7/2025
Facility Type: Airport	Status: Active
	Inspector: David Smith

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	1.25 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 11/7/25 Next Inspection 11/30/26

Deficiencies

Rwy End: 03 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

 Runway 03 threshold bar is stained and/or discolored.

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 23:1 due to trees 40 feet tall, 1,120 feet before approach end of runway, 235 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, 3,140 feet before the approach end of the runway, 375 feet right of centerline.
 Runway 09 threshold is displaced to the approach end of the runway.
