

State of Florida Department of Transportation
Aviation Office

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7/17/2026

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

Airport Inspection Record

Facility Name: Winter Haven Regional Airport		Inspection Date: 7/14/2026	
Facility Type: Airport		Status: Active	
Inspector: David Smith		FDOT District: 1	
Location ID: GIF	FAA Site No.: 03570.*A	County: Polk	
3.00 Miles NW of Winter Haven		Ownership: Public	
ARP Latitude: 28° 3' 46.51	Source: Estimated	Use: Public	
ARP Longitude: 81° 45' 11.94		Sectional Chart: JACKSONVILLE	
Elevation: 145	Source: Surveyed		

Note: Primary contact shows below with a background.

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

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

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

Annual Operations					
Year:	2010	Air Carrier:	Air Taxi:	GA Local:	78,500
End Date:	09/30/2010	Commuter:	Military:	GA Itinerant:	3,500
Total Annual Operations:					

FAR 139 Certificated

FAA NavCom					
FSS ID:	☒ PIE	Clearance Delivery:	☒ 121.725		
FSS on Airport:	☒ No	Ground Control:	☐		
Toll Free:	☒ (800) WX-BRIEF	Control Tower:	☐		
VorTac:	☒ LAL 116.0 071d/14.6 nm	Approach Control:	☒ 119.900	120.650	
AWOS/ASOS:	☒ 133.675	Unicom:	☒ 123.050		
Instrument Approach:	☒ LPV, LNAV/VNAV, LNAV, VOR/DME	ATIS:	☐		
		CTAF:	☒ 123.050		

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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	☒
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	☒ 1 mile
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	☐
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Passenger/Cargo Loading Equipment	☐
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Aircraft Electric Charger Power Output:

Number of Aircraft Electric Charging Stations:

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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	Controlling Offset (Over)
Primary Surface	No		0:1	BRUSH		10 ft	205 ft	Before Runway End	250 ft L
Runway End	No		15:1	TREES		35 ft	520 ft	Before Runway End	155 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	670 ft	34:1	TREES		35 ft	520 ft	Before Runway End	155 ft L

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	28° 4' 5.73	81° 44' 48.84	Surveyed	25:1	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	Controlling Offset (Over)
Primary Surface	No		25:1	TREES		42 ft	1,245 ft	Before Runway End	75 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Primary Surface and Safety Area

<i>Object</i>	<i>Latitude</i>	<i>Longitude</i>	<i>Survey/ Estimate</i>	<i>Distance from Centerline</i>	<i>Direction from Centerline</i>	<i>Height</i>	<i>Fixed by Function</i>	<i>Frangible</i>	<i>Marked</i>	<i>Aeronautical Study</i>	<i>Determination</i>
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		
Runway ID	Status	Dimension				Surface		Condition		Lights	
11/29	Existing	4,001 x 60				Asph		Good		MIRL	

Comments:

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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	27:1	NPI-F	N	Yes	No	NONE

Obstruction Data									
	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset (Over)
Primary Surface	No		27:1	PLINE		44 ft	1,430 ft	Before Runway End	70 ft L
Runway End									
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	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controlling Offset (Over)
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	Aeronautical Study	Determination

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	

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Deficiencies

Inspection Date 7/14/26

Next Inspection 7/31/27

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.

Mitigated Deficiencies

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

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
Taxiway (C1) runways serving large aircraft or with non-precision approaches.

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
Taxiway (C2) runways serving large aircraft or with non-precision approaches.

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
Taxiway (C3) runways serving large aircraft or with non-precision approaches.

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 15:1 to the approach end of the runway due to trees 35 feet tall, 520 feet before the approach end of the runway, 155 feet left of centerline.

Spoke with Mr. Troy Heidel, Airport Manager, after the inspection on July 14, 2026 and he stated the trees will be removed under the Runway 5 Obstruction Clearing project (PFL0013389) that is anticipated to be rewarded and issued a notice to proceed in August. The project is anticipated to start by September 1, 2026.

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.

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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.

License

Effective: 11/01/2026

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 10/31/2027

☐ 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 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 15:1 to the end of the runway due to trees 35 feet tall, 520 feet before the approach end of the runway, 155 feet left of centerline.

Additional Licensing Remarks: