

Facility Name: Hilliard Airpark	Status: Active	Inspection Date: 2/8/2022
Facility Type: Airport		Inspector: David Smith
Location ID: 01J	FAA Site No.: 03230.81*A	FDOT District: 2
1.00 Miles E of Hilliard		County: Nassau
ARP Latitude: 30° 41' 09.480	Source: Estimated	Ownership: Public
ARP Longitude: 81° 54' 22.835		Use: Public
Elevation: 59	Source: Surveyed	Sectional Chart: JACKSONVILLE

Note: Primary contact shows below with a background.

Facility Owner: Town of Hilliard	Facility Physical Address
Address: PO Box 249	Address: 37776 Eastwood Rd
15859 W CR 108	
City: Hilliard	City: Hilliard
State: FL	State: FL
ZIP: 32046	ZIP: 32046
Phone: (904) 845-3555	Phone: (904) 675-9120
Fax: (904) 845-1221	
Email:	

Owner Representative: Lisa Purvis	Facility Manager: Michael Arnold
Address: PO Box 249	Address: PO Box 549
City: Hilliard	City: Hilliard
State: FL	State: FL
ZIP: 32046	ZIP: 32406-0549
Phone: (904) 845-3555	Phone: (904) 583-6159
Email: lpurvis@townofhilliard.com	Email: michael@proskystudio.com

Acreage: 30	Residential Airpark: No	Beacon: C-G
Section: 09	Township: 03S	Wind Indicator: Yes
	Range: 24E	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:
Attendance Schedule: Month/Day/Hour		Segmented Circle: No
		Lighted: No
		Facility Website: https://www.hilliardairpark.com
		<i>Ask in any new facility aeriels/photos are available</i>

Based Aircraft					
Year: 2011	Single Engine: 23	Jet Engine:	Glider:	Ultralight:	
Source: Inspector	Multi Engine: 2	Helicopter: 3	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"/> GNV
FSS on Airport:	<input checked="" type="checkbox"/> No
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF
VorTac:	<input type="checkbox"/>
AWOS/ASOS:	<input type="checkbox"/>
Instrument Approach:	<input type="checkbox"/>
Clearance Delivery:	<input type="checkbox"/>
Ground Control:	<input type="checkbox"/>
Control Tower:	<input type="checkbox"/>
Approach Control:	<input type="checkbox"/>
Unicom:	<input type="checkbox"/>
ATIS:	<input type="checkbox"/>
CTAF:	<input checked="" type="checkbox"/> 122.900

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Services

Fuel:

- A
- A1
- A1+
- B
- B+
- Mogas
- 80
- 100
- 100LL
- 115

Airframe:

- Major
- Minor Casey's Aviation

Power Plant:

- Major
- Minor Casey's Aviation

Bottle Oxygen:

- High
- Low

Bulk Oxygen:

- High
- Low

Transient Storage:

- Buoy
- Hangar
- Tie Downs

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 1 mile
- Restrooms
- Taxi
- Telephone

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,600 x 120	Turf	Fair	HIRL

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	30° 41' 27.5	81° 54' 23.2	Estimated	4:1	Paver-G	P2R	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 (Over)
Primary Surface Runway End	No		4:1	FENCE	M	7 ft	32 ft	Before Runway End	0 ft Both
Marked Displaced Threshold	No	400 ft	18:1	TREES		47 ft	430 ft	Before Runway End	85 ft L
Required Displaced Threshold	No	510 ft	20:1	TREES		47 ft	430 ft	Before Runway End	85 ft L

Runway 36									
	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	30° 40' 51.7	81° 54' 22.4	Estimated	5:1	Paver-G	P2L	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 (Over)
Primary Surface Runway End	No		5:1	TREES		50 ft	265 ft	Before Runway End	90 ft R
Marked Displaced Threshold	No	730 ft	20:1	TREES		50 ft	265 ft	Before Runway End	90 ft R

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
SIGN	30° 41' 26.68	81° 54' 22.26	Estimated	85 ft	E	2 ft	Yes	Yes	No		
SIGN	30° 40' 54.87	81° 54' 21.55	Estimated	85 ft	E	2 ft	Yes	Yes	No		
EQUIP	30° 41' 16.99	81° 54' 24.41	Estimated	120 ft	W	2 ft	No	Yes	Yes		
EQUIP	30° 41' 07.25	81° 54' 24.23	Estimated	124 ft	W	2 ft	No	Yes	Yes		

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Deficiencies

Inspection Date 2/8/22

Next Inspection 2/28/23

Deficiencies

Rwy End: 18 In accordance with Chapter 14-60.007(2)(b)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 width of the primary surface is 250 feet.

Runway 18 has electrical power box located 120 feet right of runway centerline, 1,050 feet after the approach end of the runway.

Mitigated Deficiencies

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 18:1 to the marked displaced threshold due to trees 47 feet tall, 430 feet before the approach end of the runway, 85 feet left of centerline.

Runway 18 threshold is displaced 400 feet.

Spoke with Mr. Michael Arnold, Airport Manager, during the inspection on February 8, 2022 and he advised that the airport is still negotiating with the property owner for acquiring the land under a land acquisition project (PFL0011457). A comment has been added to the 5010 to be published in the chart supplement advising of the unlighted obstructions until the property is acquired and the trees are removed.

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 5:1 due to trees 50 feet tall, 265 feet before the approach end of the runway, 90 feet right of centerline.

Runway 36 threshold is displaced 730 feet.

License

Effective: 06/01/2022

Category: Public Special

Limitations: Day Use Only

Expires: 05/31/2023

 VFR Use Only**Conditions:****A. This Airport has the following approach limitations.**

1. 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).

2. Runway 18 threshold is displaced 400 feet.

3. Runway 36 threshold is displaced 730 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 18 approach surface ratio is 18:1 to the marked displaced threshold due to trees 47 feet tall, 430 feet before the approach end of the runway, 85 feet left of centerline.

Additional Licensing Remarks: