Public Transportation Office

Airport Inspection Record 1/23/2024 Northeast Florida Regional Airport **Inspection Date:** 12/6/2023 **Facility Name:** FAA Southern Region - LeMay Facility Type: Airport Status: Active Inspector: Location ID: **SGJ** FAA Site No.: 03468.\*A FDOT District: 4.00 Miles N of Saint Augustine County: Saint Johns 29° 57' 33.31 **Public** ARP Latitude: Ownership Source: Surveyed ARP Longitude: 81° 20' 23.04 Use: **Public** Elevation: 10 Source: Surveyed Sectional Chart: **JACKSONVILLE** Note: Primary contact shows below with a background. **Facility Physical Address** Facility Owner: **St Johns County Airport Authority** Address: 4796 US Hwy 1 N 4796 US Hwy 1 N Address: State: FL ZIP: 32095 City: Saint Augustine City: Saint Augustine State: FL  $ZIP \cdot$ 32095 Phone: (904) 209-0090 Fax: (904) 209-0528 (904) 209-0090 Phone: Email: jrt@sgj-airport.com Owner Representative: Jamie Topp Facility Manager: Jamie Topp 4796 US 1 N 4796 US 1 N Address: Address: State: FL ZIP: 32095 City: City: State: FL ZIP: 32095 St Augustine St Augustine Phone: (904) 209-0090 Phone: (904) 209-0090 Email: jrt@sgj-airport.com Email: jrt@sgj-airport.com Residential Airpark: Beacon: C-G Acreage: 668 No 50 Wind Indicator: Section: Township: 06S Range: 29E No Lighted: Yes Lighting Schedule: **Sunset to Sunrise** Notes: Attendance Schedule: Month/Day/Hour Segmented Circle: Yes Lighted: No ALL / ALL / 0600-2200 Facility Website: https://www.flynf.com/ Ask in any new facility aerials/photos are available **Based Aircraft** Jet Engine: 1 Year. 2012 Single Engine: 200 17 Glider: Ultralight: Source: Manager Multi Engine: 28 Helicopter: 11 Military: 12 Seaplane: Total Based Aircraft: **Annual Operations** Year: 2012 Air Carrier: Air Taxi: 5.831 GA Local: 60,152 End Date: 01/01/2012 Commuter: 4,707 GA Itinerant: Military: 61,534 Total Annual Operations: FAR 139 Certificated ClassI FAA NavCom FSS ID: X GNV Clearance Delivery: FSS on Airport: X 121.175 X No Ground Control: Control Tower: X 127.625 Toll Free: **X** (800) WX-BRIEF VorTac: X SGJ 109.4 at field X 120.750 Approach Control: AWOS/ASOS: X 119.625 Unicom: X 122.950 X ILS, LOC/DME, LPV, LNAV/VNAV, ATIS: X 119.625 Instrument Approach: LNAV CTAF: 127.625

# State of Florida Department of Transportation

Public Transportation Office

Page 2 of 14 http://www.florida-aviation-database.com Airport Inspection Record 1/23/2024

Northeast Florida Regional Airport **Inspection Date:** 12/6/2023 Facility Name: Facility Type: Status: Active Inspector: FAA Southern Region - LeMay Airport Services Fuel: Other Services: AAerial Surveying A1Air Ambulance A1+Air Freight В Aircraft Rental B+Aircraft Sales Mogas Avionics 80 Beaching Gear X 100 Car Rental 100LL Cargo 115 Courtesy Car Airframe: CharterMajor Crop Dusting GliderMinor Power Plant: Glider Towing X X X 3 miles Major Instruction Internet Minor Bottle Oxygen: Lodging High Parachute Jumping Area X X X LowRestaurant Bulk Oxygen: Restrooms High TaxiLow Telephone Transient Storage: Buoy Hangar

Tie Downs

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

Public Transportation Office **Airport** Inspection Record

Facility Name: Northeast Florida Regional Airport Inspection Date: 12/6/2023 Facility Type: Airport Status: Active Inspector: FAA Southern Region - LeMay Condition Lights Runway ID Status **Dimension** Surface 02/20 **Existing** 2,610 x 75 Asph Good MIRL Comments:

**RWY 02** 

FAR 77 Category A(V).

**RWY 20** 

FAR 77 Category A(V).

Approach ratio required is RWY 02 20:1 and RWY 20 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

				Runy	way 02							
	Latitude	Longitude	Source		•	Marking	VGS	SI.	REIL	Rt Traffic	Approach	
	29° 57' 16.09	81° 20' 27.79			5:1	BSC-G			No	No No	NONE	
02	29 57 10.09	81 20 27.79	Surveyed		13:1	bsc-G	N		INO	NO	NONE	
			Ob	structio	n Data							
							Height	Distance		Direction	Control	lin
		Close-in	Displacement	Clone	Controlling		Above	From		From	g	
		Obstruction	Distance	stope	Obstruction	Lighted	Runway	Runway		Runway End	Offset	t
Primary S	Surface	No		15:1	TREES		76 ft	1,345 ft	Be	fore Runway E	nd 75 ft	I
Runway E	End	No		17:1	TREES		76 ft	1,345 ft	Be	fore Runway E	nd 75 ft	I
Marked D	Displaced Thresh	old										
Required	Displaced Thres	hold <b>No</b>	195 ft	20:1	TREES		76 ft	1,345 ft	Be	fore Runway E	nd 75 ft	I
				Rur	iway 20							
	Latitude	Longitude	Source		•	Marking	VGS	SI	REIL	Rt Traffic	Approach	
	29° 57' 40.20	81° 20' 17.14	Surveyed		50:1	BSC-G	N		No	No	NONE	
	2, 0, 10,20	01 20 1/11	•			200 0	- 1		1.0	110	1,01,2	
			Ob	structio	n Data			_		_		
							Height	Distance		Direction	Control	lin
		Close-in	Displacement	C1	Controlling		Above Runway	From Runway		From Runway End	g Offsei	<i>t</i>
		Obstruction	Distance	<i>зюре</i> 	Obstruction	Lighted	Kunway	Kunway		Runway Ena	Ojjsei	
Primary S	Surface	No		50:1	NONE							
Runway E	End											
Marked D	Displaced Thresh	old										
Required	Displaced Thres	hold										
			P	rimary S	Surface and S	Safety Area	ì					
				Distance	Direction		E: 11				1	
Objec	t Latitutu	de Longitude	Survey/	from	from		Fixed by Function	Frangible	Marl	Aeronatica xed Study	ıl Determina	tio
Objec	і Бишши	ae Longiiuue	Estimate Co	enterline	Centerline	meigni ,	runction	i rungivie	wiurn	eu siuay	Determina	ioi
Runw	av ID	atus	Dimens	ion —		Surface		Can	dition		ights	

Comments:

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

Airport Inspection Record

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport Status: Active Inspector: FAA Southern Region - LeMay

**RWY 06** 

FAR 77 Category A(V).

**RWY 24** 

FAR 77 Category A(V).

Approach ratio required is RWY 06 20:1 and RWY 24 20:1.

Primary surface required is 250 feet wide.

Transitional surface required is 0:1.

				Run	way 06						
	Latitude	Longitude	Source	Sl	ope	Marking	VGS	Ţ.	REIL	Rt Traffic	Approach
06	29° 57' 14.34	81° 20' 28.60	Surveyed	1	16:1	BSC-G	P2L		No	No	NONE
			Ob	structio	n Data						
		Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction		Height Above Runway	Distance From Runway		Direction From Runway End	Controllin g Offset
Primar	y Surface	No		16:1	TREES		53 ft	1,055 ft	Be	fore Runway E	nd 145 ft
Runwaj	y End	No		20:1	TREES		53 ft	1,055 ft	Be	fore Runway E	nd 145 ft
Marked	d Displaced Thresh	old									
Require	ed Displaced Thres	hold									
				Rur	ıway 24						
	Latitude	Longitude	Source	Sl	'ope	Marking	VGS	Ţ	REIL	Rt Traffic	Approach
24	29° 57' 26.94	81° 20' 01.53	Surveyed	5	50:1	BSC-G	N		No	No	NONE
			Ob	structio	on Data						
		Close-in Obstruction	Displacement Distance	Slope	Controlling Obstruction		Height Above Runway	Distance From Runway		Direction From Runway End	Controllin g Offset
Primar	y Surface	No		50:1	NONE						
Runwa	y End										
Marked	d Displaced Thresh	old									
Require	ed Displaced Thres	hold									
				-	Surface and S	afety Area	l				
Ohi	iect Latitutu	de Longitude	Survey/	Distance from	Direction from Centerline		Fixed by Function I	Frangihle	Mark	Aeronatica xed Study	il Determinatio

Runway ID	Status	Dimension	Surrace	Condition	Lights	
12W/30W	Existing	5,000 x 1,000	Water			
		Comments:				

**RWY 12W** 

FAR 77 Category B(V).

RWY 30W

FAR 77 Category B(V).

Approach ratio is not applicable. Primary surface is not applicable. Transitional surface is not applicable. Safety area is not applicable.

# State of Florida Department of Transportation

Public Transportation Office

Page 5 of 14

1/23/2024

http://www.florida-aviation-database.com Airport Inspection Record

Northeast Florida Regional Airport **Inspection Date:** 12/6/2023 **Facility Name:** Facility Type: Inspector: FAA Southern Region - LeMay Airport Status: Active **Runway 12W** VGSI REIL Latitude Longitude Source Slope Marking Rt Traffic Approach 12W 29° 57' 50.15 81° 19' 43.24 **Estimated** None-No No **Obstruction Data** Height Distance Direction Controllin Displacement Controlling Marked/ Close-in From Above Fromg Obstruction Slope Obstruction Lighted Distance Runway Runway Runway End Offset NONE 0 ft 0 ft 0 ft Primary Surface No Runway End Marked Displaced Threshold Required Displaced Threshold Runway 30W VGSI REIL Latitude Longitude Source Slope Marking Rt Traffic Approach 30W 29° 57' 21.18 81° 18' 57.19 **Estimated** None-No No **Obstruction Data** Height Distance Direction Controllin From From Above g Displacement Close-in Controlling Marked/ Runway End Runway Runway Offset Obstruction Distance Slope Obstruction Lighted Primary Surface No NONE 0 ft 0 ft 0 ft Runway End Marked Displaced Threshold Required Displaced Threshold **Primary Surface and Safety Area** 

				Distance	Direction						
			Survey/	from	from		Fixed by			Aeronatical	
Object	Latitutude	Longitude	Estimate	Centerline	Centerline	Height	Function	Frangible	Marked	Study	Determination

Runway ID	Status	Dimension	Surface	Condition	Lights	
13/31	Existing	8,001 x 150	Asph	Good	HIRL	
		Comments:				

**RWY 13** 

FAR 77 Category C.

**RWY 31** 

FAR 77 Category PIR.

Approach ratio required is RWY 13 34:1 and RWY 31 50:1.

Primary surface required is 1,000 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Page 6 of 14 1/23/2024

http://www.florida-aviation-database.com Airport Inspection Record

Facility	Name: Northe	ast Florida Region:	al Airport	7 2.1. p	ort mspeen	011 1100 011		ection Da	ate:	12/6/2023			
Facility	Type: Airpor	t		:	Status: Act	tive	Insp	ector:	FAA So	uthern Regio	n - LeN	May	
				Runv	vay 13								
	Latitude	Longitude	Source	Slo	ре	Marking	VG	SI	REIL	Rt Traffic	Appr	oach	
13	29° 58' 02.72	81° 21' 2.57	Surveyed	(	):1	PIR-G	V4]	L	No	No	NON	NE.	
			0	bstruction	n Data								
							Height	Distance	:	Direction		Control	lin
		Close-in Obstruction	Displacement Distance		Controlling Obstruction			From		From		g	
		Obstruction	Distance	Бюре	Obstruction	Ligniea	Runway	Runway		Runway End		Offset	
rimary S	Surface	Yes		0:1	ROAD		15 ft	200 ft		ore Runway I		150 ft	ŀ
unway E		Yes		0:1	FENCE		6 ft	0 ft		ore Runway I		190 ft	
	Displaced Thresho		1,056 ft	34:1	TREES		44 ft	420 ft	Bef	ore Runway I	End	325 ft	F
equired	Displaced Thresh	old											
	T 1	T 1			way 31	16.1.	110	G.F.	DEH	D. T. 00		,	
	Latitude	Longitude	Source		ope	Marking	VG.		REIL	Rt Traffic	Appr		
31	29° 57' 15.81	81° 19' 49.27	Surveyed		0:1	PIR-G	P4I	_	No	No	MAI	_SK	
			0	bstruction	n Data			ъ.		<b>.</b>		<i>a</i> 1	
		Classin	Dianlasaman	4	Controlling	Maulrod	Height Above	Distance From	!	Direction From		Controll g	in
		Close-in Obstruction	Displacement Distance		Controlling Obstruction			Runway		Runway End		S Offset	
rimary S	Surface	No		50:1	NONE				Refe	ore Runway I	₹nd		
unway E		110		30.1	TONE				Der	ore Runway I	2Hu		
	Displaced Thresho	ld No	806 ft	50:1	NONE				Bef	ore Runway I	End		
	Displaced Thresh									·			
			]	Primary S	urface and S	Safety Ar	ea						
			Survey/	Distance	Direction		Fixed by			Aeronatic	~1		
Objec	et Latitutua	le Longitude	,	from Centerline	from Centerline	Height	Function	Frangible	Marke			eterminat	ioi
ROAI	D 29° 58' 00.	87 81° 21' 04.23	Estimated	150 ft	S	15 ft	No	No	No	•			
FENC			Estimated	190 ft	S	6 ft	No	No	No				
TREE			Estimated	400 ft	S	40 ft	No	No	No				
RR	29° 57' 59.		Estimated	325 ft	S	23 ft	No	No	No				
SEAWA	ALL 29° 57' 14.	52 81° 19' 47.25	Estimated	0 ft	SE		No	No	No				
POLE		67 81° 20' 05.70	Estimated	190 ft	N	5 ft	No	No	No				
Runw	ay ID Sta	ntus	Dimen	sion		Surface	9	Con	dition		Lights	;	
17W/3		sting	12,000			Water							

**RWY 17W** 

FAR 77 Category B(V).

**RWY 35W** 

FAR 77 Category B(V).

Approach ratio is not applicable. Primary surface is not applicable. Transitional surface is not applicable. Safety area is not applicable. Public Transportation Office

httn://ww	vw.florida-avi	iation-databa	ase com			ort Inspecti						1/23/2
			st Florida Region:	al Airport	·				ection Da	ite:	12/6/2023	
Facilit	y Type:	Airport				Status: Act	tive	Insp	ector:	FAA S	outhern Region	n - LeMay
					Runw	ay 17W						
	Latitude		Longitude	Source		оре	Marking	VG	SI	REIL	Rt Traffic	Approach
17W	29° 57' 1	17.86	81° 18' 52.29	Estimated			None-			No	No	
				O	bstructio	n Data						
				0.				Height	Distance		Direction	Controllin
			Close-in	Displacement		Controlling		Above	From		From	g
			Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End	Offset
Primary	Surface		No			NONE		0 ft	0 ft			0 ft
Runway												
Marked	Displaced	Threshold	d									
Require	d Displace	ed Thresho	old									
					Runv	vay 35W						
	Latitude		Longitude	Source	Slo	оре	Marking	VG	SI	REIL	Rt Traffic	Approach
35W	29° 55' 2	21.89	81° 18' 22.39	Estimated			None-			No	No	
				O	bstructio	n Data						
								Height	Distance		Direction	Controllin
			Close-in	Displacement		Controlling	Marked/	4.4	From		From	g
			Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End	Offset
Primary	Surface		No			NONE		0 ft	0 ft			0 ft
Runway	End											
Marked	Displaced	Threshold	d									
Require	d Displace	ed Thresho	old									
						Surface and S	Safety Are	ea				
				Survey/	Distance from	Direction from		Fixed by			Aeronatico	al
Obje	ect .	Latitutude	. Longitude	Estimate C	·	v	Height	Function	Frangible	Mari		Determination
Run	way ID	Stat	tus	Dimens	sion		Surface	9	Cond	dition		Lights
18W	/36W	Exis	ting	12,000 x	x 500		Water					
					Comme	ents:						
RWY 1	8W											
FAR 77	Category	<b>B</b> ( <b>V</b> ).										
RWY 3	6W											
	' Category	B(V).										
		. ,										
	ch ratio is											
Primar	y surface i	s not appl	icable.									

Transitional surface is not applicable.

Safety area is not applicable.

# State of Florida Department of Transportation

						c Transporta						Page 8
	vw.florida-avia		ase.com ast Florida Region:	al Aiwnowt	Airp	ort Inspecti	on Record		ection De		12/6/2023	1/23/
				ai Airport		Ctatura, Ar	·		ection Da			I - M
acilit	y Type:	Airport				Status: Act	tive	insp	ector:	FAA SO	outhern Region	- Leiviay
					Runw	ay 18W						
	Latitude		Longitude	Source	Sle	оре	Marking	VG	SI	REIL	Rt Traffic	Approach
8W	29° 59' 43	3.45	81° 19' 48.91	Estimated			None-			No	No	
				(	Obstructio	n Data						
								Height	Distance		Direction	Controllin
			Close-in	Displacemen		Controlling			From		From	g
			Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End	Offset
imarv	, Surface		No			NONE		0 ft	0 ft			0 ft
nway	-											
-	Displaced T	Threshol	d									
	d Displaced											
7	= <i>p</i>				Duny	vay 36W						
	Latitude		Longitude	Source		ope	Marking	VG	CI	REIL	Rt Traffic	Approach
6W	29° 57' 44	1 72	81° 19' 46.42	Estimated	510	оре	None-	V G		No	No No	Арргоасп
O W	29 37 44	1./3	61 19 40.42				None-			NO	NO	
				(	Obstructio	n Data						
								Height	Distance		Direction	Controllin
			Close-in	Displacemen		Controlling			From		From	g
			Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End	Offset
imary	Surface		No			NONE		0 ft	0 ft			0 ft
nway	End											
arked	Displaced T	Threshol	d									
quire	d Displaced	l Thresho	old									
					Primary S	Surface and S	Safety Are	ea				
				<b>G</b> /	Distance	Direction		E: 11			4	7
Obje	ect I.	atitutude	e Longitude	Survey/ Estimate	from	from Centerline	Heioht	Fixed by Function	Francihle	Mark	Aeronatica ed Study	l Determinatio
Juje	Li Li	amma	Longitude	Estimate	Centertine	Centertine	meight	runction	Trungiote	IVIUI N	ca siudy	Determinanto
Ins	strument A	pproac	h									
	12/21		Taura a			D	,	7	D		E	

moti amont App	7104011						
13/31	Туре	A	В	C	D	E	
13	LNAV	<b>1.00 Miles</b>	<b>1.00 Miles</b>	<b>1.25</b> Miles	1.50 Miles		
13	LNAV/VNAV	<b>1.25 Miles</b>	<b>1.25</b> Miles	<b>1.25</b> Miles	<b>1.25</b> Miles		
13	LPV	<b>1.25</b> Miles	<b>1.25</b> Miles	<b>1.25</b> Miles	<b>1.25</b> Miles		
31	ILS	0.50 Miles	<b>0.50</b> Miles	<b>0.50</b> Miles	0.50 Miles		
31	LNAV	0.50 Miles	<b>0.50</b> Miles	<b>1.00 Miles</b>	<b>1.00 Miles</b>		
31	LOC/DME	<b>0.50</b> Miles	<b>0.50</b> Miles	<b>1.00 Miles</b>	<b>1.00 Miles</b>		
31	LPV	<b>0.50</b> Miles	<b>0.50</b> Miles	<b>0.50</b> Miles	0.50 Miles		
31	LNAV/VNAV	<b>0.50</b> Miles	<b>0.50</b> Miles	<b>0.50</b> Miles	<b>0.50</b> Miles		

State of Florida Department of Transportation Public Transportation Office

Page 9 of 14

Airport Inspection Record

								1450 > 0111
	ı-aviation-database.			Airport 1	Inspection Record			1/23/2024
Facility Nam	e: Northeast	Florida Regi	onal Airport			Inspection I	Date: 12/6/2023	
Facility Type	e: Airport			Statu	s: Active	Inspector:	FAA Southern Region - LeMa	y
Declared	Distances							
Runway	02/20	TORA	TODA	ASDA	LDA			
02		2,610	2,610	2,610	2,610			
20		2,610	2,610	2,610	2,610			
Runway	06/24	TORA	TODA	ASDA	LDA			
06		2,701	2,701	2,701	2,701			
24		2,701	2,701	2,701	2,701			
Runway	12W/30W	TORA	TODA	ASDA	LDA			
12W								
<b>30W</b>								
Runway	13/31	TORA	TODA	ASDA	LDA			
13		8,001	8,001	7,202	6,144			
31		8,001	8,001	6,730	5,925			
Runway	17W/35W	TORA	TODA	ASDA	LDA			
17W								
35W								

LDA

Runway 18W/36W

18W 36W TORA

TODA

ASDA

Page 10 of 14

1/23/2024

Airport Inspection Record

Northeast Florida Regional Airport 12/6/2023 Facility Name: **Inspection Date:** 

FAA Southern Region - LeMay Facility Type: Status: Active Inspector:

# **Deficiencies**

12/31/24 Inspection Date 12/6/23 Next Inspection

### **Non-Deficiency Remarks**

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A. In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

# B. In accordance with Chapter 14-60.007(2)(b)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the primary surface is not applicable.

#### C. In accordance with Chapter 14-60.007(2)(c)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the approach surface ratio is not applicable.

## D. In accordance with Chapter 14-60.007(2)(d)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the transition surface is not applicable.

#### E. In accordance with Chapter 14-60.007(5)(e), FAC.

A seaplane landing area shall be exempt from the requirement for having a runway safety area.

#### Det

eficiencies										
Rwy End: 02	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 02 approach surface ratio is 15:1 due to trees 76 feet tall, 1,345 feet before the approach end of the runway, 75 feet left of centerline.									
	Runway 02 threshold is displaced to the approach end of the runway.									
Rwy End: 06	In accordance with Chapter 14-60.007(9)(c), FAC. – The gaps between runway centerline marking stripes shall be 80 feet in length									
	Runway 06/24 centerline marking stripes are only spaced 40 feet apart.									
Rwy End: 13	In accordance with Chapter 14-60.007(2)(d)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 3/4 mile: the transition surface ratio is 7:1.									
	Trees 665 to 2,635 feet after the approach end of Runway 13, 505 feet right of centerline and beyond penetrate the transition surface of Runway 13/31.									
itigated Deficienc	ies									
02/20 : Taxiway (D3)	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.									
Hold										

# Mi

02/20:	In accordance with Chapter 14-60.007(9)(1)1., FAC. – Glass beads shall be required for all permanent pavement
Taxiway (D3)	markings.
Hold	
Position	
	Taxiway D3 hold position markings at Runway 02/20 do not contain a sufficient amount of glass beads and lacks uniform retroreflection.
	The sign of her worlded a plant of a superior data of A sound 21, 2024, and he EAA is and a superior later.

The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.

02/20: In accordance with Chapter 14-60.007(9)(1)1., FAC. - Glass beads shall be required for all permanent pavement Taxiway (D4) markings.

Hold Position

> Taxiway D4 hold position markings at Runway 02 does not contain a sufficient amount of glass beads and lacks uniform retroreflection.

The airport has provided a planned correction date of August 31,2024, per the FAA issued compliance letter.

ww.florida-aviation-de	<u> </u>
y Name: Nort y Type: Airp	cheast Florida Regional Airport Inspection Date: 12/6/2023 Fort Status: Active Inspector: FAA Southern Region - LeMay
06/24 : Taxiway (D3) Hold Position	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Taxiway D3 hold position markings at Runway 06/24 do not contain a sufficient amount of glass beads and lacks uniform retroreflection.
	The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.
06/24 : Taxiway (D4) Hold Position	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Taxiway D4 hold position markings at Runway 06 does not contain a sufficient amount of glass beads and lacks uniform retroreflection.
	The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.
13/31 : Taxiway (B4)	In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.
	Taxiway B4 hold position markings between the seaplane ramp and Runway 13/31 are chipped, faded, and/or peeling.
	The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.
13/31 : Taxiway (B4) Hold Position	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Taxiway B4 hold position markings between the seaplane ramp and Runway 13/31 do not contain a sufficient amount of glass beads and lacks uniform retroreflection.
	The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.
13/31 : Taxiway (B6) Hold Position	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Taxiway B6 hold position markings at Runway 31 does not contain a sufficient amount of glass beads and lacks uniform retroreflection.
	The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.
Rwy End: 06	In accordance with Chapter 14-60.007(7)(a), FAC. – At least one 15-knot, 8-foot long windsock shall be installed at the airport.
	The primary windsock support mast is leaning.
	The airport has provided a planned correction date of March 31, 2024, per the FAA issued compliance letter.
	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 06 approach surface ratio is 16:1 due to trees 53 feet tall, 1,055 feet before the approach end of the runway, 145 feet right of centerline.
	Runway 06 threshold is displaced to the approach end of the runway.
Rwy End: 13	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 3/4 mile: the approach surface ratio is 34:1.
	Runway 13 approach surface ratio is 0:1 due to road 15 feet tall, 200 feet before the approach end of the runway, 150 feet right of centerline.
	Runway 13 threshold is displaced 1,056 feet.

Page 12 of 14 1/23/2024

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

Airport Inspection Record

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	east Florida Regional Airport Inspection Date: 12/6/2023 rt Status: Active Inspector: FAA Southern Region - LeMay
Rwy End: 13	In accordance with Chapter 14-60.007(2)(b)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: width of the primary surface is 1,000 feet.
	Road 15 feet tall, 200 feet before to 560 feet after the approach end of Runway 13, 150 feet to 500 feet right of centerline penetrates the primary surface of Runway 13/31.
	Railroad 23 feet tall, 200 feet before to 190 feet after the approach end of Runway 13, 320 feet to 500 feet right of centerline penetrates the primary surface of Runway 13/31.
	Trees 200 feet before to 90 feet after the approach end of Runway 13, 385 feet to 500 feet right of centerline penetrates the primary surface of Runway 13/31.
	Fence 6 feet tall, 200 feet before to 645 feet after the approach end of Runway 13, 105 feet to 500 feet right of centerline penetrates the primary surface of Runway 13/31.
	The airport has obtained an FAA Modification of Standards (MOS) for traverseways and objects located inside the Runway 13/31 ROFAs.
	Declared distances have been established for Runway 13/31.
Rwy End: 13 Displaced Arrow	In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Runway 13 displaced threshold markings do not contain a sufficient amount of glass beads and lacks uniform retroreflection.
	The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.
Rwy End: 31	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.
	Seawall and/or shoreline 220 feet before the approach end of Runway 31, on runway centerline is located inside the Runway Safety Area of Runway 13/31.
	Declared distances have been established for Runway 13/31.
Rwy End: 31	In accordance with Chapter 14-60.007(2)(b)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: width of the primary surface is 1,000 feet.
	Non-frangible pole, 1,932 feet after the approach end of Runway 31, 190 feet left of centerline is located inside the primary surface of Runway 13/31.
	The airport has provided a planned correction date of January 31, 2024, per the FAA issued compliance letter.
Rwy End: 31	In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end lights shall be located not less than two feet outboard from the designated threshold of the runway.
	Runway 31 runway end lights are located within 2 feet before the approach end of the runway.
	The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.
Rwy End: 31 Displaced Arrow	In accordance with Chapter 14-60.007(9)(1)1., FAC. – Glass beads shall be required for all permanent pavement markings.
	Runway 31 displaced threshold markings do not contain a sufficient amount of glass beads and lacks uniform retroreflection.
	The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.

Page 13 of 14 1/23/2024

Public Transportation Office

Airport Inspection Record http://www.florida-aviation-database.com Northeast Florida Regional Airport 12/6/2023 Facility Name: **Inspection Date:** FAA Southern Region - LeMay Facility Type: Status: Active Inspector: Airport License

Day Use Only Effective: 03/01/2024 Category: **Public** Limitations: Expires: 02/28/2025 VFR Use Only

#### Conditions:

- A. This Airport has the following approach limitations.
- 1. Runway 02/20 is available for visual approaches only.
- a. Runway 02 is FAR 77 category A(V).
- b. Runway 20 is FAR 77 category A(V).
- 2. Runway 06/24 is available for visual approaches only.
- a. Runway 06 is FAR 77 category A(V).
- b. Runway 24 is FAR 77 category A(V).
- 3. Runway 12W/30W is available for visual approaches only.
- a. Runway 12W is FAR 77 category B(V).
- b. Runway 30W is FAR 77 category B(V).
- 4. Runway 13/31 is available for precision instrument, non-precision instrument, and visual approaches.
- a. Runway 13 is FAR 77 category C.
- b. Runway 31 is FAR 77 category PIR.
- 5. Runway 17W/35W is available for visual approaches only.
- a. Runway 17W is FAR 77 category B(V).
- b. Runway 35W is FAR 77 category B(V).
- 6. Runway 18W/36W is available for visual approaches only.
- a. Runway 18W is FAR 77 category B(V).
- b. Runway 36W is FAR 77 category B(V).
- 7. Runway 02 threshold is displaced to the approach end of the runway.
- 8. Runway 06 threshold is displaced to the approach end of the runway.
- 9. Runway 13 threshold is displaced 1,056 feet.
- 10. Runway 31 threshold is displaced 806 feet.
- 11. Runway 13 TORA-8001 TODA-8001 ASDA-7202 LDA-6144
- 12. Runway 31 TORA-8001 TODA-8001 ASDA-6730 LDA-5925
- 13. In accordance with Chapter 14-60.007(2)(b)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the primary surface is not applicable.

14. In accordance with Chapter 14-60.007(2)(c)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the approach surface ratio is not applicable.

15. In accordance with Chapter 14-60.007(2)(d)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the transition surface is not applicable.

16. In accordance with Chapter 14-60.007(5)(e), FAC.

A seaplane landing area shall be exempt from the requirement for having a runway safety area.

State of Florida Department of Transportation
Public Transportation Office

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

Airport Inspection Record

Facility Name: Northeast Florida Regional Airport Inspection Date: 12/6/2023

Facility Type: Airport Status: Active Inspector: FAA Southern Region - LeMay

17. All operations must comply with 33 CFR Parts 83 through 90, 50 CFR Parts 10 through 17, 50 CFR Part 222, Section 327.02(31)(B), FS and Section 379.2431(2), FS.

Additional Licensing Remarks:

Page 14 of 14 1/23/2024