

| | | | | | |
|---------------------------------------------------|--|------------------------|--|----------------------------------------|--|
| Facility Name: Northeast Florida Regional Airport | | | | Inspection Date: 12/6/2023 | |
| Facility Type: Airport | | Status: Active | | Inspector: FAA Southern Region - LeMay | |
| Location ID: SGJ | | FAA Site No.: 03468.*A | | FDOT District: 2 | |
| 4.00 Miles N of Saint Augustine | | | | County: Saint Johns | |
| ARP Latitude: 29° 57' 33.31 | | Source: Surveyed | | Ownership: Public | |
| ARP Longitude: 81° 20' 23.04 | | | | Use: Public | |
| Elevation: 10 | | Source: Surveyed | | Sectional Chart: JACKSONVILLE | |

Note: Primary contact shows below with a background.

| | | | |
|---------------------------------------------------|----------------------|------------------------------|----------------------|
| Facility Owner: St Johns County Airport Authority | | Facility Physical Address | |
| Address: 4796 US Hwy 1 N | | Address: 4796 US Hwy 1 N | |
| City: Saint Augustine | State: FL ZIP: 32095 | City: Saint Augustine | State: FL ZIP: 32095 |
| Phone: (904) 209-0090 | Fax: (904) 209-0528 | Phone: (904) 209-0090 | |
| Email: jrt@sgj-airport.com | | | |
| Owner Representative: Jamie Topp | | Facility Manager: Jamie Topp | |
| Address: 4796 US 1 N | | Address: 4796 US 1 N | |
| City: St Augustine | State: FL ZIP: 32095 | City: St Augustine | State: FL ZIP: 32095 |
| Phone: (904) 209-0090 | | Phone: (904) 209-0090 | |
| Email: jrt@sgj-airport.com | | Email: jrt@sgj-airport.com | |

| | | | |
|--------------------------------------|--------------------------|-------------------------------------------------------------------------------|--------------|
| Acreeage: 668 | Residential Airpark: No | Beacon: C-G | |
| Section: 50 | Township: 06S Range: 29E | Wind Indicator: 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 aerals/photos are available | |

| | | | | | |
|-----------------------|--------------------|----------------|--------------|---------------|--|
| Based Aircraft | | | | | |
| Year: 2012 | Single Engine: 200 | Jet Engine: 17 | Glider: 1 | Ultralight: 1 | |
| 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: | Military: 4,707 | GA Itinerant: 61,534 | | |
| Total Annual Operations: | | | | | |

FAR 139 Certificated Class

| | | | |
|----------------------|------------------------------------------------------------------------|---------------------|---------------------------------------------|
| FAA NavCom | | | |
| FSS ID: | <input checked="" type="checkbox"/> GNV | Clearance Delivery: | <input type="checkbox"/> |
| FSS on Airport: | <input checked="" type="checkbox"/> No | Ground Control: | <input checked="" type="checkbox"/> 121.175 |
| Toll Free: | <input checked="" type="checkbox"/> (800) WX-BRIEF | Control Tower: | <input checked="" type="checkbox"/> 127.625 |
| VorTac: | <input checked="" type="checkbox"/> SGJ 109.4 at field | Approach Control: | <input checked="" type="checkbox"/> 120.750 |
| AWOS/ASOS: | <input checked="" type="checkbox"/> 119.625 | Unicom: | <input checked="" type="checkbox"/> 122.950 |
| Instrument Approach: | <input checked="" type="checkbox"/> ILS, LOC/DME, LPV, LNAV/VNAV, LNAV | ATIS: | <input checked="" type="checkbox"/> 119.625 |
| | | CTAF: | <input checked="" type="checkbox"/> 127.625 |

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - LeMay

Services

Fuel:

A ☒
 A1 ☐
 A1+ ☐
 B ☐
 B+ ☐
 Mogas ☐
 80 ☐
 100 ☐
 100LL ☒
 115 ☐

Airframe:

Major ☒
 Minor ☒

Power Plant:

Major ☒
 Minor ☒

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 ☒ 3 miles
 Parachute Jumping Area ☐
 Restaurant ☒
 Restrooms ☒
 Taxi ☒
 Telephone ☒

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - LeMay

| Runway ID | Status | Dimension | Surface | Condition | Lights |
|-----------|----------|------------|---------|-----------|--------|
| 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.

Safety area required extends 240 feet beyond each runway end.

Runway 02

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|---------------|---------------|----------|-------|---------|------|------|------------|----------|
| 02 | 29° 57' 16.09 | 81° 20' 27.79 | Surveyed | 15:1 | BSC-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 | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|-------|----------------------------|--------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | 15:1 | TREES | | 76 ft | 1,345 ft | Before Runway End | 75 ft L |
| Runway End | No | | 17:1 | TREES | | 76 ft | 1,345 ft | Before Runway End | 75 ft L |
| Marked Displaced Threshold | | | | | | | | | |
| Required Displaced Threshold | No | 195 ft | 20:1 | TREES | | 76 ft | 1,345 ft | Before Runway End | 75 ft L |

Runway 20

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|---------------|---------------|----------|-------|---------|------|------|------------|----------|
| 20 | 29° 57' 40.20 | 81° 20' 17.14 | Surveyed | 50:1 | BSC-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 | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|-------|----------------------------|--------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | 50:1 | NONE | | | | | |
| Runway End | | | | | | | | | |
| Marked Displaced Threshold | | | | | | | | | |
| Required Displaced Threshold | | | | | | | | | |

Primary Surface and Safety Area

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

| Runway ID | Status | Dimension | Surface | Condition | Lights |
|-----------|----------|------------|---------|-----------|--------|
| 06/24 | Existing | 2,701 x 60 | Asph | Fair | MIRL |

Comments:

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.

Safety area required extends 240 feet beyond each runway end.

Runway 06

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|---------------|---------------|----------|-------|---------|------|------|------------|----------|
| 06 | 29° 57' 14.34 | 81° 20' 28.60 | Surveyed | 16:1 | BSC-G | P2L | No | 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 | Controllin g Offset |
|-----------------|-------------------------|--------------------------|----------------------|----------------------------|--------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | 16:1 | TREES | | 53 ft | 1,055 ft | Before Runway End | 145 ft R |
| Runway End | No | | 20:1 | TREES | | 53 ft | 1,055 ft | Before Runway End | 145 ft R |

Marked Displaced Threshold

Required Displaced Threshold

Runway 24

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|---------------|---------------|----------|-------|---------|------|------|------------|----------|
| 24 | 29° 57' 26.94 | 81° 20' 01.53 | Surveyed | 50:1 | BSC-G | N | No | 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 | Controllin g Offset |
|-----------------|-------------------------|--------------------------|----------------------|----------------------------|--------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | 50:1 | NONE | | | | | |
| 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 |
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|-----------------------|---------------|
| | | | | | | | | | | | |

| Runway ID | Status | Dimension | Surface | 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.

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - LeMay

Runway 12W

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|---------------|---------------|-----------|-------|---------|------|------|------------|----------|
| 12W | 29° 57' 50.15 | 81° 19' 43.24 | Estimated | | None- | | No | No | |

Obstruction Data

| | Close-in Obstruction | Displacement Distance | Controlling Slope | Marked/ Obstruction Lighted | Height Above Runway | Distance From Runway | Direction From Runway End | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|----------------------|-----------------------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | NONE | | 0 ft | 0 ft | | 0 ft |
| Runway End | | | | | | | | |
| Marked Displaced Threshold | | | | | | | | |
| Required Displaced Threshold | | | | | | | | |

Runway 30W

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|---------------|---------------|-----------|-------|---------|------|------|------------|----------|
| 30W | 29° 57' 21.18 | 81° 18' 57.19 | Estimated | | None- | | No | No | |

Obstruction Data

| | Close-in Obstruction | Displacement Distance | Controlling Slope | Marked/ Obstruction Lighted | Height Above Runway | Distance From Runway | Direction From Runway End | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|----------------------|-----------------------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | NONE | | 0 ft | 0 ft | | 0 ft |
| 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 |
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|-----------------------|---------------|
| | | | | | | | | | | | |

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.

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - LeMay

Runway 13

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|---------------|--------------|----------|-------|---------|------|------|------------|----------|
| 13 | 29° 58' 02.72 | 81° 21' 2.57 | Surveyed | 0:1 | PIR-G | V4L | No | No | NONE |

Obstruction Data

| | Close-in Obstruction | Displacement Distance | Controlling Slope | Marked/ Obstruction Lighted | Height Above Runway | Distance From Runway | Direction From Runway End | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|----------------------|-----------------------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | Yes | | 0:1 | ROAD | 15 ft | 200 ft | Before Runway End | 150 ft R |
| Runway End | Yes | | 0:1 | FENCE | 6 ft | 0 ft | Before Runway End | 190 ft R |
| Marked Displaced Threshold | No | 1,056 ft | 34:1 | TREES | 44 ft | 420 ft | Before Runway End | 325 ft R |
| Required Displaced Threshold | | | | | | | | |

Runway 31

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|----|---------------|---------------|----------|-------|---------|------|------|------------|----------|
| 31 | 29° 57' 15.81 | 81° 19' 49.27 | Surveyed | 50:1 | PIR-G | P4L | No | No | MALSR |

Obstruction Data

| | Close-in Obstruction | Displacement Distance | Controlling Slope | Marked/ Obstruction Lighted | Height Above Runway | Distance From Runway | Direction From Runway End | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|----------------------|-----------------------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | 50:1 | NONE | | | Before Runway End | |
| Runway End | | | | | | | | |
| Marked Displaced Threshold | No | 806 ft | 50:1 | NONE | | | Before Runway End | |
| 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 | Aeronatical Study | Determination |
|---------|---------------|---------------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|
| ROAD | 29° 58' 00.87 | 81° 21' 04.23 | Estimated | 150 ft | S | 15 ft | No | No | No | | |
| FENCE | 29° 58' 00.64 | 81° 21' 03.46 | Estimated | 190 ft | S | 6 ft | No | No | No | | |
| TREES | 29° 57' 59.85 | 81° 21' 06.76 | Estimated | 400 ft | S | 40 ft | No | No | No | | |
| RR | 29° 57' 59.82 | 81° 21' 05.53 | Estimated | 325 ft | S | 23 ft | No | No | No | | |
| SEAWALL | 29° 57' 14.52 | 81° 19' 47.25 | Estimated | 0 ft | SE | | No | No | No | | |
| POLE | 29° 57' 28.67 | 81° 20' 05.70 | Estimated | 190 ft | N | 5 ft | No | No | No | | |

| Runway ID | Status | Dimension | Surface | Condition | Lights |
|-----------|----------|----------------|---------|-----------|--------|
| 17W/35W | Existing | 12,000 x 1,000 | Water | | |

Comments:

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.

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - LeMay

Runway 17W

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|---------------|---------------|-----------|-------|---------|------|------|------------|----------|
| 17W | 29° 57' 17.86 | 81° 18' 52.29 | Estimated | | None- | | No | No | |

Obstruction Data

| | Close-in Obstruction | Displacement Distance | Controlling Slope | Marked/ Obstruction Lighted | Height Above Runway | Distance From Runway | Direction From Runway End | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|----------------------|-----------------------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | NONE | | 0 ft | 0 ft | | 0 ft |
| Runway End | | | | | | | | |
| Marked Displaced Threshold | | | | | | | | |
| Required Displaced Threshold | | | | | | | | |

Runway 35W

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|---------------|---------------|-----------|-------|---------|------|------|------------|----------|
| 35W | 29° 55' 21.89 | 81° 18' 22.39 | Estimated | | None- | | No | No | |

Obstruction Data

| | Close-in Obstruction | Displacement Distance | Controlling Slope | Marked/ Obstruction Lighted | Height Above Runway | Distance From Runway | Direction From Runway End | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|----------------------|-----------------------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | NONE | | 0 ft | 0 ft | | 0 ft |
| 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 | Aeronatical Study | Determination |
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|
| | | | | | | | | | | | |

Runway ID

Status

Dimension

Surface

Condition

Lights

18W/36W

Existing

12,000 x 500

Water

Comments:

RWY 18W

FAR 77 Category B(V).

RWY 36W

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.

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - LeMay

Runway 18W

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|---------------|---------------|-----------|-------|---------|------|------|------------|----------|
| 18W | 29° 59' 43.45 | 81° 19' 48.91 | Estimated | | None- | | No | No | |

Obstruction Data

| | Close-in Obstruction | Displacement Distance | Controlling Slope | Marked/ Obstruction Lighted | Height Above Runway | Distance From Runway | Direction From Runway End | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|----------------------|-----------------------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | NONE | | 0 ft | 0 ft | | 0 ft |
| Runway End | | | | | | | | |
| Marked Displaced Threshold | | | | | | | | |
| Required Displaced Threshold | | | | | | | | |

Runway 36W

| | Latitude | Longitude | Source | Slope | Marking | VGSI | REIL | Rt Traffic | Approach |
|-----|---------------|---------------|-----------|-------|---------|------|------|------------|----------|
| 36W | 29° 57' 44.73 | 81° 19' 46.42 | Estimated | | None- | | No | No | |

Obstruction Data

| | Close-in Obstruction | Displacement Distance | Controlling Slope | Marked/ Obstruction Lighted | Height Above Runway | Distance From Runway | Direction From Runway End | Controllin g Offset |
|------------------------------|-------------------------|--------------------------|----------------------|-----------------------------------|---------------------------|----------------------------|---------------------------------|---------------------------|
| Primary Surface | No | | NONE | | 0 ft | 0 ft | | 0 ft |
| 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 | Aeronatical Study | Determination |
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|
|--------|----------|-----------|---------------------|--------------------------------|---------------------------------|--------|----------------------|-----------|--------|----------------------|---------------|

Instrument Approach

| 13/31 | Type | A | B | C | D | E |
|-------|-----------|------------|------------|------------|------------|---|
| 13 | LNAV | 1.00 Miles | 1.00 Miles | 1.25 Miles | 1.50 Miles | |
| 13 | LNAV/VNAV | 1.25 Miles | 1.25 Miles | 1.25 Miles | 1.25 Miles | |
| 13 | LPV | 1.25 Miles | 1.25 Miles | 1.25 Miles | 1.25 Miles | |
| 31 | ILS | 0.50 Miles | 0.50 Miles | 0.50 Miles | 0.50 Miles | |
| 31 | LNAV | 0.50 Miles | 0.50 Miles | 1.00 Miles | 1.00 Miles | |
| 31 | LOC/DME | 0.50 Miles | 0.50 Miles | 1.00 Miles | 1.00 Miles | |
| 31 | LPV | 0.50 Miles | 0.50 Miles | 0.50 Miles | 0.50 Miles | |
| 31 | LNAV/VNAV | 0.50 Miles | 0.50 Miles | 0.50 Miles | 0.50 Miles | |

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - LeMay

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 | | | | | |
|-----|--|--|--|--|--|

| | | | | | |
|-----|--|--|--|--|--|
| 30W | | | | | |
|-----|--|--|--|--|--|

| 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 | | | | | |
|-----|--|--|--|--|--|

| Runway | 18W/36W | TORA | TODA | ASDA | LDA |
|--------|---------|------|------|------|-----|
|--------|---------|------|------|------|-----|

| | | | | | |
|-----|--|--|--|--|--|
| 18W | | | | | |
|-----|--|--|--|--|--|

| | | | | | |
|-----|--|--|--|--|--|
| 36W | | | | | |
|-----|--|--|--|--|--|

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - LeMay

Deficiencies

Inspection Date 12/6/23

Next Inspection 12/31/24

Non-Deficiency Remarks

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.

Deficiencies

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 $\frac{3}{4}$ 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.

Mitigated Deficiencies

02/20 : 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

Taxiway D3 hold position markings at Runway 02/20 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.

02/20 : 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

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.

| | | | |
|-----------------------|------------------------------------|-------------------------|-----------------------------|
| Facility Name: | Northeast Florida Regional Airport | Inspection Date: | 12/6/2023 |
| Facility Type: | Airport | Status: | Active |
| | | Inspector: | FAA Southern Region - LeMay |

| | |
|---------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 06/24 : Taxiway (D3) Hold Position | <p>In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.</p> <p>Taxiway D3 hold position markings at Runway 06/24 do not contain a sufficient amount of glass beads and lacks uniform retroreflection.</p> <p>The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.</p> |
| 06/24 : Taxiway (D4) Hold Position | <p>In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.</p> <p>Taxiway D4 hold position markings at Runway 06 does not contain a sufficient amount of glass beads and lacks uniform retroreflection.</p> <p>The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.</p> |
| 13/31 : Taxiway (B4) | <p>In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.</p> <p>Taxiway B4 hold position markings between the seaplane ramp and Runway 13/31 are chipped, faded, and/or peeling.</p> <p>The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.</p> |
| 13/31 : Taxiway (B4) Hold Position | <p>In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.</p> <p>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.</p> <p>The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.</p> |
| 13/31 : Taxiway (B6) Hold Position | <p>In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.</p> <p>Taxiway B6 hold position markings at Runway 31 does not contain a sufficient amount of glass beads and lacks uniform retroreflection.</p> <p>The airport has provided a planned correction date of August 31, 2024, per the FAA issued compliance letter.</p> |
| Facility | <p>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.</p> <p>The primary windsock support mast is leaning.</p> <p>The airport has provided a planned correction date of March 31, 2024, per the FAA issued compliance letter.</p> |
| Rwy End: 06 | <p>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.</p> <p>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.</p> <p>Runway 06 threshold is displaced to the approach end of the runway.</p> |
| Rwy End: 13 | <p>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.</p> <p>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.</p> <p>Runway 13 threshold is displaced 1,056 feet.</p> |

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

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)(l)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.

Facility Name: Northeast Florida Regional Airport

Inspection Date: 12/6/2023

Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - LeMay

License

Effective: 03/01/2024

Category: Public

Limitations: ☐ Day Use Only

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.

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: