

Facility Name: Hilliard Airpark		Inspection Date: 2/6/2024	
Facility Type: Airport		Status: Active	
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	State: FL ZIP: 32046
Phone: (904) 845-3555	Phone: (904) 675-9120
Fax: (904) 845-1221	
Email:	
Owner Representative: Lisa Purvis	Facility Manager: Michael Swain
Address: PO Box 249	Address: 37792 Eastwood Rd
City: Hilliard	State: FL ZIP: 32046
Phone: (904) 845-3555	Phone: (904) 675-9120
Email: lpurvis@townofhilliard.com	Email: contact@hilliardairpark.com

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

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	Clearance Delivery:	<input type="checkbox"/>
FSS on Airport:	<input checked="" type="checkbox"/> No	Ground Control:	<input type="checkbox"/>
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input type="checkbox"/>
VorTac:	<input type="checkbox"/>	Approach Control:	<input type="checkbox"/>
AWOS/ASOS:	<input type="checkbox"/>	Unicom:	<input type="checkbox"/>
Instrument Approach:	<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 ☐
Restrooms ☒
Taxi ☐
Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,600 x 125	Turf	Fair	MIRL

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' 27.2	81° 54' 23.2	Estimated	4:1	Paver-G	P2R	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	Controllin g Offset
Primary Surface	No		4:1	FENCE	M	7 ft	32 ft	Before Runway End	0 ft Both
Runway End									
Marked Displaced Threshold	No	400 ft	16:1	TREES		59 ft	540 ft	Before Runway End	125 ft L
Required Displaced Threshold	No	640 ft	20:1	TREES		59 ft	540 ft	Before Runway End	125 ft L

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	30° 40' 51.6	81° 54' 22.4	Estimated	5:1	Paver-G	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	Controllin g Offset
Primary Surface	No		5:1	TREES		51 ft	275 ft	Before Runway End	95 ft R
Runway End									
Marked Displaced Threshold	No	730 ft	20:1	TREES		51 ft	275 ft	Before Runway End	95 ft R
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
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		
HOLES	30° 40' 53.03	81° 54' 23.17	Estimated	60 ft	W		No	No	No		

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Deficiencies

Inspection Date 2/6/24

Next Inspection 2/28/25

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 16:1 to the marked displaced threshold due to trees 59 feet tall, 540 feet before the approach end of the runway, 125 feet left of centerline.

Runway 18 threshold is displaced 400 feet.

Spoke with Mr. Michael Swain, Airport Manager, before the inspection February 6, 2024 and he advised that the airport is closing on the purchase of the property where the trees are located under a land acquisition project (PFL0011457) in March of 2024. Once acquired the trees will be removed.

A comment has been published in the chart supplement advising of the unlighted obstructions until the trees are removed.

Rwy End: 36 In accordance with Chapter 14-60.007(5)(a), FAC. – For a runway that is not paved, the runway safety area shall have a width of 120 feet.

Hole or surface variation 137 feet after the approach end of Runway 36, 60 feet left of centerline is located inside the runway safety area of Runway 18/36.

Spoke with Mr. Michael Swain, Airport Manager, after the inspection February 6, 2024 and he advised that the hole/surface variation will be filled in and brought to grade within 30 days (March 7, 2024).

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, 95 feet right of centerline.

Runway 36 threshold is displaced 730 feet.

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License

Effective: 06/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 05/31/2025

☐ 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 16:1 to the marked displaced threshold due to trees 59 feet tall, 540 feet before the approach end of the runway, 125 feet left of centerline.

Additional Licensing Remarks: