				ublic Transp		-	1011			Page 1 of 5
http://www.florida-avia	ation-database com			irport Insp						2/8/2024
Facility Name:	Jacksonville Execut	ive At Craig		F I			Inspection D	ate: 2/7	//2024	
Facility Type:	Airport			Status:	Active			David Smit	h	
Location ID:	CRG		FAA Site l		251.*A		FDOT Dist			
8.00 Miles E of J	acksonville						County:		ıval	
ARP Latitude:	30° 20' 10.80	Source:	Estimated				Ownership		blic	
ARP Longitude:	81° 30' 52.02	504100.	Lotinuttu				Use:		blic	
Elevation:	41	Source:	Surveyed				Sectional C		CKSONVILLE	
Lievation.	41		ote: Primary c	outget show	a halaw w	ith a back		nuri. JA	CKSONVILLE	_
En silita Oran sur	T I		ole: Primary c	contact snow			~			
Facility Owner:	Jacksonville Aviatio	on Authority			Facility	Physical	Address			
Address: 14201	Pecan Park Rd				Address:	10968	Craig Blvd, Bld	lg 1		
City: Jackso	nvillo	State: FL 2	71D. 37718				_	-		
9					City:	Jacksonvi		State: F	L ZIP: 3222	5
()		Fax: (904) 7	41-2011		Phone:	(904) 641	1-7666			
Email: mark.	vanloh@flyjacksonvi	lle.com								
Owner Represente	ative: Mark VanL	oh			Facility I	Manager:	Rolf Riechma	ann		
Address: 14201	Pecan Park Rd				Address:	9300 N	ormandy Blvd	, Ste 400		
City: Jacks	onville	State: FL 2	ZIP: 32218		City:	Jackso	nville	State: 1	FL ZIP: 32221	-5522
Phone: (904)	741-2069				Phone:	(904) 7	83-2805			
Email: mark	.vanloh@flyjacksonv	ille.com			Email:	rolf.rie	chmann@flyhe	erlong.com		
	0.10						0.	0		
Acreage: 1,432	Res	idential Airpo	urk: No		Beacon:	C-G				
Section: 08	Township: 02	-	ange: 28E		Wind Ind		Yes	Lie	ghted: Yes	
Lighting Schedule			unge. 2011		Notes:	icuior.	103	Liz	<i>snieu.</i> 103	
Attendance Sched						d Cinala:	Vas	I iz	abtad: No	
Allendance Sched	2		2300			ed Circle:	Yes	-	ghted: No	
		SUN / 0700-2			Facility V				e.com/jaa/conten	
						Ask in	any new facility	y aerials/pho	otos are available	
Based Aircraft										
<i>Year:</i> 2011	Single	e Engine:	224	Jet Engine	2: 1	12	Glider:		Ultralight:	
Source: Inspec	tor Multi	Engine:	83	Helicopter		2	Military:		Seaplane:	
Total Based Aircr	aft:									
Annual Operat	ions									
Year:		Air Carri	er:		Air Taxi	·		GA Local:		
End Date:		Commute			Military			GA Itineran	<i>·</i> ·	
Total Annual Ope	prations	commute			mmuny			011 Iuner un	·-	
-										
FAR 139 Certificat	iea									
FAA NavCom										
FSS ID:	X GNV				Cloam	ance Deliv	very: X 1	18.350		
FSS 1D. FSS on Airport:	X GIV					nce Delly nd Control		18.550 21.800		
-	=									
Toll Free:	X (800) WX					ol Tower:		32.100		
VorTac:	X CRG 114	.5				ach Contr		24.900		
AWOS/ASOS:	X 125.400				Unico	<i>m:</i>		22.950		
Instrument Approx		C, LPV, LNA	V/VNAV, LN	AV,	ATIS:		X 12	25.400		
	VOR				CTAF	:	X 1	32.100		

Public Transportation Office Airport Inspection Record

http://www.florida-avi	iation-database.com	Airport Inspection Record		Page 2 of 5 2/8/2024
Facility Name:	Jacksonville Executive At Craig Airport	· · ·	Inspection Date: 2/7/2024	
Facility Type:	Airport	Status: Active	Inspector: David Smith	
Services				
Fuel:		Other Services:	_	
A	x	Aerial Surveying		
Al		Air Ambulance	X	
A1+		Air Freight		
В		Aircraft Rental	X	
B+		Aircraft Sales	<u>×</u>	
Mogas		Avionics	<u>×</u>	
80		Beaching Gear		
100		Car Rental	X	
100LL	x	Cargo		
115		Courtesy Car	X	
Airframe:		Charter	X	
Major	x	Crop Dusting		
Minor	x	Glider		
Power Plant:		Glider Towing		
Major	x	Instruction	X	
Minor	X	Internet	X	
Bottle Oxygen:		Lodging	X 1 mile	
High		Parachute Jumping Ar		
Low		Restaurant	X 1 mile	
Bulk Oxygen:		Restrooms	X X X	
High		Taxi	x	
Low		Telephone	x	
Transient Storage:	·			
Buoy				
Hangar	X			

X

Tie Downs

Page 2 of 5 2/8/2024

Public Transportation Office Airport Inspection Record

			1			8
http://www.florida-av	iation-database.com	Airport	Inspection Record			2/8/2024
Facility Name:	Jacksonville Exe	ecutive At Craig Airport		Inspection Date: 2/7/2024		
Facility Type:	Airport	Stat	us: Active	Inspector: David Smith		
Runway ID	Status	Dimension	Surface	Condition	Lights	
05/23	Existing	4,004 x 100	Asph	Fair	MIRL	
		Comments:				
RWY 05						

FAR 77 Category B(V).

RWY 23

FAR 77 Category B(V).

Approach ratio required is RWY 05 20:1 and RWY 23 20:1. Primary surface required is 500 feet wide. Transitional surface required is 0:1.

Safety area required extends 240 feet beyond each runway end.

				Runv	•						
	Latitude	Longitude	Source		рре	Marking	VG		REIL		Approach
)5	30° 19' 44.03	81° 31' 8.18	Surveyed	2	5:1	NPI-G	P41		No	No	NONE
			(Obstruction	n Data						
		Close-in Obstruction	Displacemen Distance	~ *	Controlling Obstruction		Height Above Runway	Distance From Runway		Direction From Runway End	Controllin g Offset
rimar	y Surface	No		25:1	TOWER	ML	113 ft	3,020 ft	Befo	re Runway En	nd 315 ft R
unway	y End										
arkea	d Displaced Thresho	ld									
equire	ed Displaced Thresh	old									
				Run	way 23						
	Latitude	Longitude	Source	Sla	ope	Marking	VG	SI	REIL	Rt Traffic	Approach
23	30° 20' 12.03	81° 30' 35.9	Surveyed	2	3:1	NPI-G	P41	_1	Yes	No	NONE
			(Obstruction	n Data						
		Close-in Obstruction	Displacemen Distance		Controlling Obstruction		Height Above Runway	Distance From Runway		Direction From Runway End	Controllin g Offset
-	y Surface	No		23:1	TREES		42 ft	1,155 ft	Befo	re Runway En	nd 285 ft I
	y End										
	d Displaced Thresho	ld									
equire	ed Displaced Thresh			Primary S	urface and S	Safety Arc	29				
equire	ed Displaced Thresh			-	urface and S	Safety Aro	ea				
equire Obj	·	old	Survey/ Estimate	Distance from	urface and S Direction from Centerline		e a Fixed by Function	Frangible	Markee	Aeronatical d Study	Determination
	iect Latitutud	old le Longitude		Distance from	Direction from		Fixed by	Frangible Yes	Marked No		
Obj	iect Latitutud UIP 30° 19' 51.	le Longitude 76 81° 31' 02.43	Estimate	Distance from Centerline	Direction from Centerline	Height	Fixed by Function				
Obj EQU	iect Latitutud UIP 30° 19' 51. UIP 30° 20' 12.	e Longitude 76 81° 31' 02.43 99 81° 30' 36.64	Estimate Estimated	Distance from Centerline 195 ft	Direction from Centerline NW	Height 3 ft	Fixed by Function No	Yes	No		
Obj EQU EQU EQU	<i>iect Latitutu</i> UIP 30° 19' 51. UIP 30° 20' 12. UIP 30° 20' 11.	<i>Longitude</i> 76 81° 31' 02.43 99 81° 30' 36.64 41 81° 30' 34.79	Estimated Estimated Estimated	Distance from Centerline 195 ft 115 ft	Direction from Centerline NW N	Height 3 ft 2 ft	Fixed by Function No No	Yes Yes	No No		
<i>Obj</i> EQU EQU EQU EQU	iect Latitutud UIP 30° 19' 51. UIP 30° 20' 12. UIP 30° 20' 11. UIP 30° 20' 3.	<i>Longitude</i> 76 81° 31' 02.43 99 81° 30' 36.64 41 81° 30' 34.79	Estimated Estimated Estimated Estimated	Distance from Centerline 195 ft 115 ft 115 ft 195 ft	Direction from Centerline NW N SE	Height 3 ft 2 ft 2 ft	Fixed by Function No No No	Yes Yes Yes Yes	No No No	d Study	

						. –					
					c Transportat						Page 4 c
-	w.florida-aviation-datab y Name: Jacksor	ase.com wille Executive At	Craig Airport	Airp	ort Inspecti	on Record	lner	ection Da	to	2/7/2024	2/8/20
	-		Craig Airport	c	Statuc: Act	ivo			nte. David S		
RWY 14					Status: Act	Ive	insp	Dector:	David S	1111011	
	+ Category C.										
1111 / /	cutegory et										
RWY 32											
AR 77	Category PIR.										
Annroa	ch ratio required is	RWY 14 34.1 and	RWY 32 50:1								
	y surface required is										
-	ional surface requi										
afety a	rea required exten	ds 240 feet beyond	each runway e	nd.							
				Runv	vay 14						
	Latitude	Longitude	Source	Sla	ope	Marking	VG	SI	REIL	Rt Traffic	Approach
14	30° 20' 37.6	81° 31' 8.23	Surveyed	3	7:1	NPI-F	P41	L	Yes	No	NONE
			Ot	ostruction	n Data						
							Height	Distance		Direction	Controllin
		Close-in	Displacement	<u>C1</u>	Controlling		Above	From		From	g
		Obstruction	Distance	Slope	Obstruction	Lighted	Runway	Runway		Runway End	Offset
rimary	, Surface	No		37:1	TREES		63 ft	2,525 ft	Bef	ore Runway E	nd 150 ft L
Runway	End										
-	End Displaced Threshol	d									
larked											
Iarked	Displaced Threshol			Run	way 32						
Iarked	Displaced Threshol		Source		-	Marking	VG	SI	REIL	Rt Traffic	Approach
Aarked Required	Displaced Threshol d Displaced Thresho	old	Source Surveyed	Slo		Marking PIR-F	VG P4 I		REIL No	Rt Traffic No	Approach MALSR
	Displaced Threshol d Displaced Thresho Latitude	old Longitude	Surveyed	Slo	ope 8:1	-					
Aarked Required	Displaced Threshol d Displaced Thresho Latitude	old Longitude	Surveyed	Sla 4	ope 8:1	-	P41		No		
Iarked Pequired	Displaced Threshol d Displaced Thresho Latitude	old Longitude	Surveyed	Sla 4	ope 8:1	PIR-F		L	No	No	MALSR
larked equired	Displaced Threshol d Displaced Thresho Latitude	old Longitude 81° 30' 35.9	Surveyed Of	Sld 4	ope 8:1 n Data	PIR-F	P4I Height	L Distance	No	No Direction	MALSR Controllin
Iarked Gequired	Displaced Threshol d Displaced Thresho Latitude	old Longitude 81° 30' 35.9 Close-in	Surveyed Ot Displacement	Sld 4	oppe 8:1 n Data Controlling	PIR-F	P4I Height Above	L Distance From	No	No Direction From	MALSR Controllin g Offset
Aarked Dequired 32 Primary	Displaced Threshol d Displaced Thresho Latitude 30° 20' 9.54	old Longitude 81° 30' 35.9 Close-in Obstruction	Surveyed Ot Displacement	Slo 4 Slope	oppe 8:1 n Data Controlling Obstruction	PIR-F	P4I Height Above Runway	L Distance From Runway	No	No Direction From Runway End	MALSR Controllin g Offset
Iarked Lequired 32 Primary Lunway	Displaced Threshol d Displaced Thresho Latitude 30° 20' 9.54	old Longitude 81° 30' 35.9 Close-in Obstruction No No	Surveyed Ot Displacement	Sld 4 ostruction Slope 48:1	ope 8:1 n Data Controlling Obstruction TREES	PIR-F	P4I Height Above Runway	L Distance From Runway	No	No Direction From Runway End	MALSR Controllin g Offset
larked equired 32 rimary unway larked	Displaced Threshol d Displaced Thresho Latitude 30° 20' 9.54 Surface End	old Longitude 81° 30' 35.9 Close-in Obstruction No No No	Surveyed Ot Displacement	Sld 4 ostruction Slope 48:1	ope 8:1 n Data Controlling Obstruction TREES	PIR-F	P4I Height Above Runway	L Distance From Runway	No	No Direction From Runway End	MALSR Controllin g Offset
Iarked equired 32 Primary Punway Iarked	Displaced Threshol d Displaced Thresho Latitude 30° 20' 9.54 Surface End Displaced Threshol	old Longitude 81° 30' 35.9 Close-in Obstruction No No No	Surveyed Of Displacement Distance	Slo 4 505truction Slope 48:1 50:1	ope 8:1 n Data Controlling Obstruction TREES	PIR-F Marked/ Lighted	P4I Height Above Runway 22 ft	L Distance From Runway	No	No Direction From Runway End	MALSR Controllin g Offset
Aarked Sequired 32 Primary Sunway Aarked	Displaced Threshol d Displaced Thresho Latitude 30° 20' 9.54 Surface End Displaced Threshol	old Longitude 81° 30' 35.9 Close-in Obstruction No No No	Surveyed Ot Displacement Distance P	Slope Slope 48:1 50:1 rimary S Distance	ope 8:1 n Data Controlling Obstruction TREES NONE urface and S Direction	PIR-F Marked/ Lighted	P4I Height Above Runway 22 ft	L Distance From Runway	No	No Direction From Runway End ore Runway End	MALSR Controllin g Offset nd 195 ft R
Iarked Lequired 32 Primary Lunway Iarked Lequired	Displaced Threshol d Displaced Thresho Latitude 30° 20' 9.54 • Surface End Displaced Threshol d Displaced Thresho	old Longitude 81° 30' 35.9 Close-in Obstruction No No d old	Surveyed Of Displacement Distance P L Survey/	Slope 4: Slope 48:1 50:1 rimary S Distance from	eppe 8:1 n Data Controlling Obstruction TREES NONE NONE Surface and S Direction from	PIR-F Marked/ Lighted	P4I Height Above Runway 22 ft Fixed by	L Distance From Runway 1,235 ft	No Bef	No Direction From Runway End ore Runway End ore Runway End	MALSR Controllin g Offset nd 195 ft R
Iarked equired 32 Primary Junway Iarked equired Obje	Displaced Threshol d Displaced Threshol Latitude 30° 20' 9.54 Surface End Displaced Threshol d Displaced Threshol	old Longitude 81° 30' 35.9 Close-in Obstruction No No d old	Surveyed Displacement Distance L Survey/ Estimate	Slope Slope 48:1 50:1 Frimary S Distance from eenterline	eppe 8:1 n Data Controlling Obstruction TREES NONE Surface and S Direction from Centerline	PIR-F Marked/ Lighted	P4I Height Above Runway 22 ft Fixed by Function	Distance From Runway 1,235 ft Frangible	No Bef	No Direction From Runway End ore Runway End ore Runway End	MALSR Controllin g Offset nd 195 ft R
Aarked eequired 32 Primary unway farked eequired Obje BER	Displaced Threshol d Displaced Threshol Latitude 30° 20' 9.54 Surface End Displaced Threshol d Displaced Threshol ect Latitutudo M 30° 20' 36.7	old Longitude 81° 30' 35.9 Close-in Obstruction No No d old e Longitude 3 81° 31' 10.66	Surveyed Displacement Distance P Survey/ Estimate C C	Slope 4: Slope 48:1 50:1 Frimary S Distance from enterline 470 ft	eppe 8:1 n Data Controlling Obstruction TREES NONE Urface and S Direction from Centerline W	PIR-F Marked/ Lighted	P4I Height Above Runway 22 ft A Fixed by Function No	L Distance From Runway 1,235 ft Frangible No	No Bef Marke No	No Direction From Runway End ore Runway End ore Runway End	MALSR Controllin g Offset nd 195 ft R
Aarked Required 32 Primary Runway Aarked Required Obje	Displaced Threshol d Displaced Threshol Latitude 30° 20' 9.54 Surface End Displaced Threshol d Displaced Threshol ect Latitutudo M 30° 20' 36.7	old Longitude 81° 30' 35.9 Close-in Obstruction No No d old e Longitude 3 81° 31' 10.66	Surveyed Displacement Distance P Survey/ Estimate C C	Slope Slope 48:1 50:1 Frimary S Distance from eenterline	eppe 8:1 n Data Controlling Obstruction TREES NONE Surface and S Direction from Centerline	PIR-F Marked/ Lighted	P4I Height Above Runway 22 ft Fixed by Function	Distance From Runway 1,235 ft Frangible	No Bef	No Direction From Runway End ore Runway End ore Runway End	MALSR Controllin g Offset nd 195 ft R
Aarked Sequired 32 Primary Sunway Aarked Sequired Obje BER	Displaced Threshol d Displaced Threshol Latitude 30° 20' 9.54 P Surface End Displaced Threshol d Displaced Threshol d Displaced Threshol M 30° 20' 36.7 IIP 30° 20' 14.2	bld Longitude 81° 30' 35.9 Close-in Obstruction No d bld e Longitude '3 81° 31' 10.66 2 81° 30' 44.44	Surveyed Displacement Distance Survey/ Estimate Curvey/ Curv	Slope 4: Slope 48:1 50:1 Frimary S Distance from enterline 470 ft	eppe 8:1 n Data Controlling Obstruction TREES NONE Urface and S Direction from Centerline W	PIR-F Marked/ Lighted	P4I Height Above Runway 22 ft A Fixed by Function No	L Distance From Runway 1,235 ft Frangible No	No Bef Marke No	No Direction From Runway End ore Runway End ore Runway End	MALSR Controllin g Offset nd 195 ft R
Aarked Required 32 Primary Runway Aarked Required Obje BER EQU	Displaced Threshol d Displaced Threshol Latitude 30° 20' 9.54 • Surface End Displaced Threshol d Displaced Threshol ect Latitutude M 30° 20' 36.7 IIP 30° 20' 14.2 IIP 30° 20' 33.2	bld Longitude 81° 30' 35.9 Close-in Obstruction No No d bld 2 Longitude 3 81° 31' 10.66 2 81° 30' 44.44 26 81° 31' 00.07	Surveyed Displacement Distance Survey/ Estimate Estimated Estimated	Slope 48:1 50:1 50:1 7 imary S Distance from enterline 470 ft 194 ft	eppe 8:1 n Data Controlling Obstruction TREES NONE Urface and S Direction from Centerline W SW	PIR-F Marked/ Lighted	P4I Height Above Runway 22 ft A Fixed by Function No No	L Distance From Runway 1,235 ft Frangible No Yes	No Bef <i>Marke</i> No No	No Direction From Runway End ore Runway End ore Runway End	MALSR Controllin g Offset nd 195 ft R

		I	Public Transportat	ion Office		Page 5 of 5
http://www.florida-aviation-da			Airport Inspection			2/8/2024
-	Facility Name: Jacksonville Executive At Craig Airport					2/7/2024
Facility Type: Airp	ort		Status: Act	ive	Inspector: David S	mith
Instrument Appro	ach					
14/32	Туре	A	В	С	D	Ε
14	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
14	VOR	1.00 Miles	1.25 Miles	2.50 Miles	2.50 Miles	
14	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
14	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
32	ILS	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LOC	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
32	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
Deficiencies						
Inspection Date 2	2/7/24	Next Inspection	2/28/25			
Mitigated Deficient Rwy End: 32		Chapter 14-60.007(2)(c)1.g., FAC. –	For a runway tha	at is paved, that is to be	used by an aircraft
		than 12,500 pounds ,000 feet then 40:1	-		nt approach: the approa	ch surface ratio is
	Runway 32 approad runway, 195 feet rig		:1 due to trees 22	feet tall, 1,235 fe	eet before the approach	end of the
	Runway 32 thresho	ld is displaced to the	e approach end of	the runway.		
License						
			1.		I · · · / /·	
Effective: 06/01/202 Expires: 05/31/202		Category: Pub	nic		Limitations:	Day Use Only VFR Use Only
Conditions:						
A. This Airport	has the following app	roach limitations.				
	is available for visua					
-	FAR 77 category B(V FAR 77 category B(V					
b. Kuliway 25 is	TAR // category D(v).				
-	is available for preci	sion instrument, no	on-precision instr	ument, and visu	al approaches.	
•	FAR 77 category C.					
d. Kunway 32 is	FAR 77 category PIF	.				
3. Runway 32 th	reshold is displaced t	o the approach end	of the runway.			

Additional Licensing Remarks: