

Facility Name: Lake City Gateway Airport		Inspection Date: 4/17/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 4/17/2024		Inspector: Jim Durwin	
Location ID: LCQ	FAA Site No.: 03279.*A	FDOT District: 2	
3.00 Miles E of Lake City		County: Columbia	
ARP Latitude: 30° 10' 55.38	Source: Surveyed	Ownership: Public	
ARP Longitude: 82° 34' 36.73		Use: Public	
Elevation: 200.9	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: City of Lake City		Facility Physical Address	
Address: 205 N Marion Av		Address: 3524 E US Hwy 90	
City: Lake City	State: FL ZIP: 32055	City: Lake City	State: FL ZIP: 32055
Phone: (386) 752-2031	Fax: (386) 752-4896	Phone: (386) 752-1066	
Email: airport@lcfla.com			
Owner Representative: Demetrius Johnson		Facility Manager: Ed Bunnell	
Address: 205 North Marion Ave.		Address: 3524 E US Hwy 90	
City: Lake City	State: FL ZIP: 32055	City: Lake City	State: FL ZIP: 32055
Phone: (386) 752-2031		Phone: (386) 719-5853	
Email: johnsond@lcfla.com		Email: bunnelle@lcfla.com	

Acreeage: 1,250	Residential Airpark: No	Beacon: C-G	
Section: 35	Township: 03S Range: 17E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: No
ALL / ALL / 0800-1800		Facility Website: https://www.lcfla.com/airport	
		Ask in any new facility aerals/photos are available	

Based Aircraft			
Year: 2011	Single Engine: 29	Jet Engine: 2	Glider: Ultralight:
Source: Inspector	Multi Engine: 3	Helicopter: 2	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 checked="" type="checkbox"/> 121.900
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 119.200
VorTac:	<input checked="" type="checkbox"/> TAY	Approach Control:	<input checked="" type="checkbox"/> 125.375
AWOS/ASOS:	<input checked="" type="checkbox"/> 120.675	Unicom:	<input checked="" type="checkbox"/> 122.950
Instrument Approach:	<input checked="" type="checkbox"/> LPV, LNAV/VNAV, LNAV, NDB	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 119.200

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Services

Fuel:

A	<input checked="" type="checkbox"/>
A1	<input type="checkbox"/>
A1+	<input type="checkbox"/>
B	<input type="checkbox"/>
B+	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
80	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
115	<input type="checkbox"/>

Airframe:

Major	<input type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Power Plant:

Major	<input type="checkbox"/>
Minor	<input checked="" type="checkbox"/>

Bottle Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

Bulk Oxygen:

High	<input type="checkbox"/>
Low	<input type="checkbox"/>

Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input checked="" type="checkbox"/> No vacancies
Tie Downs	<input checked="" type="checkbox"/>

Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input checked="" type="checkbox"/> Helicopter
Air Freight	<input type="checkbox"/>
Aircraft Rental	<input type="checkbox"/>
Aircraft Sales	<input type="checkbox"/>
Avionics	<input type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input type="checkbox"/>
Courtesy Car	<input checked="" type="checkbox"/>
Charter	<input type="checkbox"/>
Crop Dusting	<input type="checkbox"/>
Glider	<input type="checkbox"/>
Glider Towing	<input type="checkbox"/>
Instruction	<input checked="" type="checkbox"/>
Internet	<input checked="" type="checkbox"/>
Lodging	<input checked="" type="checkbox"/>
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/>
Restrooms	<input checked="" type="checkbox"/>
Taxi	<input checked="" type="checkbox"/>
Telephone	<input checked="" type="checkbox"/>

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Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	4,000 x 75	Asph	Excellent	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.

Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	30° 10' 38.4354	82° 34' 49.7801	Surveyed	24:1	NPI-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		24:1	TREES		61 ft	1,690 ft	Before Runway End	250 ft R

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	30° 11' 2.7888	82° 34' 13.8334	Surveyed	28:1	NPI-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		28:1	TREES		67 ft	2,050 ft	Before Runway End	200 ft R

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
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Runway ID	Status	Dimension	Surface	Condition	Lights
10/28	Existing	8,003 x 150	Asph	Good	MIRL

Comments:

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RWY 10

FAR 77 Category C.

RWY 28

FAR 77 Category C.

Approach ratio required is RWY 10 34:1 and RWY 28 34:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

Runway 10

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
10	30° 11' 2.6149	82° 35' 24.4403	Surveyed	20:1	NPI-F	P2L	Yes	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	No		20:1	TREES	61 ft	1,415 ft	Before Runway End	150 ft L
Runway End	No		23:1	TREES	61 ft	1,415 ft	Before Runway End	150 ft L
Marked Displaced Threshold								
Required Displaced Threshold	No	659 ft	34:1	TREES	61 ft	1,415 ft	Before Runway End	150 ft L

Runway 28

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
28	30° 10' 52.8954	82° 33' 53.9486	Surveyed	34:1	NPI-F	P2L	Yes	Yes	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	No		34:1	TREES	66 ft	2,425 ft	Before Runway End	25 ft R
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
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Instrument Approach

10/28	Type	A	B	C	D	E
10	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
28	LNAV	1.00 Miles	1.00 Miles	1.38 Miles	1.38 Miles	
28	LNAV/VNAV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
28	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
28	NDB	1.00 Miles	1.00 Miles	1.63 Miles	1.63 Miles	

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Deficiencies

Inspection Date 4/17/24

Next Inspection 4/30/25

Deficiencies

05/23 : In accordance with Chapter 14-60.007(9)(1)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway (A)

Hold

Position

Taxiway A hold position markings at Runway 05/23 black outlines are faded.

10/28 : In accordance with Chapter 14-60.007(9)(1)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Taxiway

(A@10)

Hold

Position

Taxiway A hold position markings at Runway 10 do not contain sufficient amount of glass beads.

10/28 : In accordance with Chapter 14-60.007(9)(1)2., FAC. – All markings on light colored pavements shall be outlined with a black border six inches or greater in width.

Taxiway

(A@28)

Hold

Position

Taxiway A hold position markings at Runway 28 black outlines are faded.

Mitigated Deficiencies

Rwy End: 10 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.

Runway 10 approach surface ratio is 20:1 due to trees 61 feet tall, 1,415 feet before the approach end of the runway, 150 feet left of centerline.

Spoke with Mr. Ed Bunnell, the Airport Manager, after the inspection on April 17, 2024 and the airport is still working with the adjacent property owner to remove identified obstructions. Additionally, the non-precision instrument approaches for Runway 10 are published as not-authorized at night.

Runway 10 meets obstacle clearance requirements pursuant to FAA AC 150/5300-13B for a runway with a non-precision instrument approach without vertical guidance and visibility minimums equal to or greater than 3/4 of a mile visibility.

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License

Effective: 08/01/2024

Category: Public Special

Limitations: ☐ Day Use Only

Expires: 07/31/2025

☐ VFR Use Only

Conditions:

The department may revoke, refuse to allow or issue, any license or license renewal, if it determines that the airport does not comply with the conditions of the license, license renewal, or site approval or that the airport has become unsafe or unusable for flight operation due to physical or legal changes that were the subject of approval pursuant to Section 330.30(2)(e), F.S.

A. This Airport has the following approach limitations.

1. Runway 05/23 is available for visual approaches only.

- a. Runway 05 is FAR 77 category B(V).
- b. Runway 23 is FAR 77 category B(V).

2. Runway 10/28 is available for non-precision instrument and visual approaches.

- a. Runway 10 is FAR 77 category C.
- b. Runway 28 is FAR 77 category C.

3. Runway 10 threshold is displaced to the approach end of the runway.

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 10 approach surface ratio is 20:1 due to trees 61 feet tall, 1,415 feet before the approach end of the runway, 150 feet left of centerline.

Additional Licensing Remarks: