

Facility Name: Flying Ten Airport		Inspection Date: 4/18/2024	
Facility Type: Airport		Status: Active	
Inspector: Jim Durwin			
Location ID: 0J8	FAA Site No.: 03033.2*A	FDOT District: 2	
5.00 Miles N of Archer		County: Alachua	
ARP Latitude: 29° 37' 8.100	Source: Estimated	Ownership: Private	
ARP Longitude: 82° 30' 31.600		Use: Public	
Elevation: 90	Source: Estimated	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Flying Ten, Inc	Facility Physical Address
Address: 3124 SW 154th St	Address: 3302 SW 154th St
City: Archer State: FL ZIP: 32618	City: Archer State: FL ZIP: 32618
Phone: (305) 744-8078 Fax:	Phone: (305) 744-8078
Email:	
Owner Representative: Bill Wheeler	Facility Manager: Walker Moran
Address: PO Box 589	Address: 3410 SW 154th St
City: Archer State: FL ZIP: 32618-0589	City: Archer State: FL ZIP: 32618
Phone: (352) 495-2815	Phone: (305) 744-8078
Email:	Email: ccaviation@startmail.com

Acres: 55 Residential Airpark: Yes	Beacon:
Section: 16 Township: 10S Range: 18E	Wind Indicator: Yes Lighted: Yes
Lighting Schedule:	Notes:
Attendance Schedule: Month/Day/Hour	Segmented Circle: No Lighted: No
ALL / MON-SAT / 0800-1700	Facility Website:
	Ask in any new facility aeriels/photos are available

Based Aircraft				
Year: 2011	Single Engine: 10	Jet Engine:	Glider:	Ultralight: 1
Source: Inspector	Multi Engine:	Helicopter:	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 ☒

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 ☒ 8 miles

Parachute Jumping Area ☐

Restaurant ☐ 6 miles

Restrooms ☒

Taxi ☐

Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
18/36	Existing	3,200 x 175	Turf	Fair	NSTD

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	29° 37' 21.8	82° 30' 31.4	Estimated	26:1	NSD-F	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	Yes		26:1	TREES		31 ft	790 ft	Before Runway End	70 ft L
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

Runway 36

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36	29° 36' 50.4	82° 30' 31.1	Estimated	0:1	NSD-F	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	Yes		0:1	FENCE	M	4 ft	4 ft	Before Runway End	0 ft Both
Runway End									
Marked Displaced Threshold	Yes	360 ft	17:1	TREE		64 ft	725 ft	Before Runway End	45 ft R
Required Displaced Threshold	Yes	555 ft	20:1	TREE		64 ft	725 ft	Before Runway End	45 ft R

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
TREES	29° 36' 54.29	82° 30' 29.81	Estimated	90 ft	E	7 ft	No	No	No		
TREES	29° 36' 55.48	82° 30' 29.79	Estimated	103 ft	E	41 ft	No	No	No		
TREES	29° 36' 56.14	82° 30' 29.77	Estimated	114 ft	E	31 ft	No	No	No		
TREES	29° 36' 57.62	82° 30' 29.81	Estimated	97 ft	E	47 ft	No	No	No		
TREES	29° 37' 15.47	82° 30' 29.9	Estimated	78 ft	E	46 ft	No	No	No		
TREES	29° 37' 16.47	82° 30' 29.88	Estimated	80 ft	E	48 ft	No	No	No		
ACFT	29° 37' 17.34	82° 30' 29.99	Estimated	90 ft	E		No	No	No		
ACFT	29° 37' 20.5	82° 30' 29.91	Estimated	94 ft	E		No	No	No		
TREES	29° 37' 20.98	82° 30' 30.6	Estimated	83 ft	E	51 ft	No	No	No		

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TREES	29° 37' 21.56	82° 30' 29.9	Estimated	55 ft	E	54 ft	No	No	No
TREES	29° 37' 16.48	82° 30' 32.61	Estimated	105 ft	W	25 ft	No	No	No
TREE	29° 37' 06.75	82° 30' 32.58	Estimated	125 ft	W	30 ft	No	No	No
TREE	29° 37' 5.74	82° 30' 32.53	Estimated	125 ft	W	20 ft	No	No	No
FENCE	29° 37' 06.53	82° 30' 32.50	Estimated	105 ft	W	5 ft	No	No	No
TREES	29° 37' 00.89	82° 30' 32.45	Estimated	105 ft	W	30 ft	No	No	No

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Deficiencies

Inspection Date 4/18/24

Next Inspection 4/30/25

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.

Trees 0 feet before to 1,460 feet after the approach end of Runway 36, 105 to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Fence 5 feet tall, full length of the runway, 105 feet west of centerline penetrates the primary surface of Runway 18/36.

Tree 1,660 feet after the approach end of the runway, 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Tree 1,765 feet after the approach end of the runway, 125 feet west of centerline penetrates the primary surface of Runway 18/36.

Trees 0 feet before to 160 feet after the approach end of Runway 18, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Aircraft 500 feet after the approach end of the runway, 100 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Trees 535 feet to 820 feet after the approach end of Runway 18, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Trees 2,435 feet to 2,840 feet after the approach end of Runway 18, 100 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

Comments are currently published to the FAA Chart Supplement to advise flight crews of unlighted obstructions east and west of runway centerline.

Rwy End: 36

In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 36 runway end light groups contain four lights.

Mitigated Deficiencies

Rwy End: 18

In accordance with Chapter 14-60.007(10)(b), FAC. – Runway end light groups shall contain three lights for visual runways.

Runway 18 runway end light groups only contain one light per side.

Spoke with Mr. Walker Moran, Airport Manager, during the inspection April 18, 2024 and he stated the airport has submitted an FAA Form 7480-1 to extend the runway. Once they receive FAA approval for the extension, the Runway 18 threshold lights will be installed with the relocation of the runway end.

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 0:1 due to fence 4 feet tall, 4 feet before the approach end of the runway, on centerline.

Runway 36 approach surface ratio is 17:1 to the displaced threshold due to tree 64 feet tall, 725 feet before the approach end of the runway, 45 feet right of centerline.

Runway 36 threshold is displaced 360 feet.

Spoke with Mr. Walker Moran, Airport Manager, after the inspection on April 18, 2024 and he stated that he would have the trees removed prior to April 18, 2025.

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Rwy End: 36 In accordance with Chapter 14-60.007(10)(c), FAC. – Displaced threshold lights remaining lights shall be located outward on 10 foot centers on a line perpendicular to the runway centerline.

Runway 36 displaced threshold lights are spaced out at 5 foot intervals.

Runway 36 displaced threshold lights/markings are spaced out as far as practical due to the limits of the property owned by the airport.

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 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 36 threshold is displaced 360 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. Trees and fence full length of the runway, 105 feet to 125 feet west of centerline penetrates the primary surface of Runway 18/36.

2. Runway 18 runway end lights are non-standard.

3. Aircraft located 500 feet after the approach end of Runway 18 and 100 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

4. Trees full length of runway, 95 feet to 125 feet east of centerline penetrates the primary surface of Runway 18/36.

5. Runway 36 approach surface ratio is 17:1 to the displaced threshold due to tree 64 feet tall, 725 feet before the approach end of the runway, 45 feet right of centerline.

Additional Licensing Remarks: