

Facility Name: Keystone Heights Airport		Inspection Date: 9/9/2024	
Facility Type: Airport		Status: Active	
Inspection Date: 9/9/2024		Inspector: David Smith	
Location ID: 42J	FAA Site No.: 03262.*A	FDOT District: 2	
3.00 Miles N of Keystone Heights		County: Clay	
ARP Latitude: 29° 50' 41.100	Source: Estimated	Ownership: Public	
ARP Longitude: 82° 2' 51.100		Use: Public	
Elevation: 196	Source: Estimated	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Keystone Heights Airport Authority		Facility Physical Address	
Address: 7150 Airport Rd		Address: 7150 Airport Rd	
City: Starke	State: FL ZIP: 32091-9347	City: Starke	State: FL ZIP: 32091-9347
Phone: (352) 473-0031	Fax: (352) 473-4251	Phone: (352) 473-0031	
Email: ccoon@keystoneairport.com			
Owner Representative: David Kirkland		Facility Manager: Craig Coon	
Address: 7100 Airport Rd		Address: 7150 Airport Rd	
City: Starke	State: FL ZIP: 32091	City: Starke	State: FL ZIP: 32091
Phone: (352) 473-0031		Phone: (352) 473-0031	
Email: dkirkland@keystoneairport.com		Email: ccoon@keystoneairport.com	

Acreeage: 2,476	Residential Airpark: No	Beacon: C-G	
Section: 01	Township: 08S Range: 22E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: Yes
ALL / MON-FRI / 0800-1700		Facility Website: <a href="https://keystoneairport.com/">https://keystoneairport.com/</a>	
		Ask in any new facility aerals/photos are available	

Based Aircraft					
Year: 2010	Single Engine: 52	Jet Engine:	Glider:	Ultralight:	6
Source: Inspector	Multi Engine: 4	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 checked="" type="checkbox"/> GNV 116.2 056d/14.9 nm	Approach Control:	<input checked="" type="checkbox"/> 118.175
AWOS/ASOS:	<input checked="" type="checkbox"/> 124.275	Unicom:	<input checked="" type="checkbox"/> 122.700
Instrument Approach:	<input checked="" type="checkbox"/> LNAV	ATIS:	<input type="checkbox"/>
		CTAF:	<input checked="" type="checkbox"/> 122.700

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## Services

## Fuel:

A ☒ Call ahead/ Premixed  
 A1 ☐  
 A1+ ☐  
 B ☐  
 B+ ☐  
 Mogas ☐  
 80 ☐  
 100 ☐  
 100LL ☒ Self-Serve  
 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 ☒ Private  
 Aircraft Sales ☒ Private Broker  
 Avionics ☐  
 Beaching Gear ☐  
 Car Rental ☒ Enterprise off site office  
 Cargo ☐  
 Courtesy Car ☒  
 Charter ☐  
 Crop Dusting ☐  
 Glider ☐  
 Glider Towing ☐  
 Instruction ☒ Private  
 Internet ☒  
 Lodging ☒ 8 miles  
 Parachute Jumping Area ☒ Miller DZ (National Guard)  
 Restaurant ☒ 5 miles  
 Restrooms ☒ w/ showers  
 Taxi ☐  
 Telephone ☒

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Runway ID	Status	Dimension	Surface	Condition	Lights
05/23	Existing	5,046 x 100	Asph	Fair	MIRL

Comments:

RWY 05

FAR 77 Category C.

RWY 23

FAR 77 Category B(V).

Approach ratio required is RWY 05 34:1 and RWY 23 20:1.

Primary surface required is 500 feet wide.

Transitional surface required is 7:1.

Safety area required extends 240 feet beyond each runway end.

## Runway 05

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
05	29° 50' 12.52	82° 3' 6.8	Surveyed	33:1	NPI-P	P2L	Yes	Yes	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		33:1	TREES		50 ft	1,840 ft	Before Runway End	220 ft R
Runway End	No		36:1	TREES		50 ft	1,840 ft	Before Runway End	220 ft R

Marked Displaced Threshold

Required Displaced Threshold

## Runway 23

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
23	29° 50' 47.83	82° 2' 26.27	Surveyed	23:1	NPI-P	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		23:1	TREES		44 ft	1,205 ft	Before Runway End	250 ft L
Runway End									

Marked Displaced Threshold

Required Displaced Threshold

## Primary Surface and Safety Area

<i>Object</i>	<i>Latitude</i>	<i>Longitude</i>	<i>Survey/ Estimate</i>	<i>Distance from Centerline</i>	<i>Direction from Centerline</i>	<i>Height</i>	<i>Fixed by Function</i>	<i>Frangible</i>	<i>Marked</i>	<i>Aeronatical Study</i>	<i>Determination</i>
EQUIP	29° 50' 17.38	82° 03' 2.76	Estimated	120 ft	NW	2 ft	No	Yes	No		
EQUIP	29° 50' 40.49	82° 02' 32.45	Estimated	118 ft	SE	3 ft	No	Yes	No		
Runway ID	Status	Dimension		Surface		Condition		Lights			
11/29	Existing	4,899 x 75		Asph		Fair		MIRL			

Comments:

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**RWY 11****FAR 77 Category A(V).****RWY 29****FAR 77 Category A(V).****Approach ratio required is RWY 11 20:1 and RWY 29 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 11**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
11	29° 50' 59.57	82° 3' 18.18	Surveyed	24:1	BSC-P	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		24:1	TREES		51 ft	1,415 ft	Before Runway End	120 ft R
Runway End									
Marked Displaced Threshold									
Required Displaced Threshold									

**Runway 29**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
29	29° 50' 47.77	82° 2' 27.74	Surveyed	25:1	BSC-P	P2L	No	Yes	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		25:1	TREES		62 ft	1,750 ft	Before Runway End	0 ft Both
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
EQUIP	29° 50' 57.95	82° 03' 10.61	Estimated	112 ft	N	2 ft	No	Yes	Yes		
EQUIP	29° 50' 48.46	82° 02' 39.85	Estimated	112 ft	S	2 ft	No	Yes	Yes		

**Instrument Approach**

05/23	Type	A	B	C	D	E
05	LNAV	1.25 Miles	1.25 Miles	1.25 Miles		

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**Deficiencies**

Inspection Date 9/9/24

Next Inspection 9/30/25

**Deficiencies**

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (C1)

Taxiway C1 hold position markings at Runway 11 are stained and/or discolored.

11/29 : In accordance with Chapter 14-60.007(9)(f), FAC. – Hold position markings for paved taxiways shall be yellow.

Taxiway (C2)

Taxiway C2 hold position markings at Runway 11/29 are stained and/or discolored.

Rwy End: 05 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 05 threshold bar marking is stained and/or discolored.

Rwy End: 05 In accordance with Chapter 14-60.007(9)(l)1., FAC. – Glass beads shall be required for all permanent pavement markings.

Threshold

Bar

Runway 05 threshold bar does not contain a sufficient amount of glass beads.

Rwy End: 11 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 11 threshold bar is stained and/or discolored.

Rwy End: 11 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 11 runway designation markings are stained and/or discolored.

Rwy End: 23 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 23 threshold bar marking is stained and/or discolored.

Rwy End: 23 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 23 runway designation markings are stained and/or discolored.

Rwy End: 29 In accordance with Chapter 14-60.007(9)(d), FAC. – Threshold bars shall be white.

Runway 29 threshold bar marking is stained and/or discolored.

Rwy End: 29 In accordance with Chapter 14-60.007(9)(b), FAC. – Runway designation markings shall be white.

Runway 29 runway designation markings are stained and/or discolored.

**Mitigated Deficiencies**

Rwy End: 05 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 05 approach surface ratio is 33:1 due to trees 50 feet tall, 1,840 feet before the approach end of the runway, 220 feet right of centerline.

Runway 05 threshold is displaced to the approach end of the runway.

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## License

Effective: 01/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 12/31/2025

☐ 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 landing areas and approach limitations.

1. Runway 05/23 is available for non-precision instrument and visual approaches.

a. Runway 05 is FAR 77 category C.

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

2. Runway 11/29 is available for visual approaches only.

a. Runway 11 is FAR 77 category A(V).

b. Runway 29 is FAR 77 category A(V).

3. Runway 05 threshold is displaced to the approach end of the runway.

Additional Licensing Remarks: