

Facility Name: Gainesville Regional Airport		Inspection Date: 11/1/2024	
Facility Type: Airport		Status: Active	
Inspector: FAA Southern Region - Bonyng		Inspection Date: 11/1/2024	
Location ID: GNV	FAA Site No.: 03210.*A	FDOT District: 2	
3.00 Miles NE of Gainesville		County: Alachua	
ARP Latitude: 29° 41' 24.16	Source: Surveyed	Ownership: Public	
ARP Longitude: 82° 16' 18.38		Use: Public	
Elevation: 151	Source: Surveyed	Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: Gainesville-Alachua County Regional Airport Authority		Facility Physical Address	
Address: 3880 NE 39th Av, Ste A		Address: 3880 NE 39th Av	
City: Gainesville	State: FL ZIP: 32609	City: Gainesville	State: FL ZIP: 32609
Phone: (352) 373-0249	Fax: (352) 374-8368	Phone: (352) 373-0249	
Email: allan.penksa@flygainesville.com			
Owner Representative: Craig Carter		Facility Manager: Allan Penksa	
Address: 3829 NW 36th St		Address: 3880 NE 39th Av, Ste A	
City: Gainesville	State: FL ZIP: 32605	City: Gainesville	State: FL ZIP: 32609
Phone: (352) 339-4038		Phone: (352) 373-0249	
Email: craigezgo@gmail.com		Email: allan.penksa@flygainesville.com	

Acreeage: 1,650	Residential Airpark: No	Beacon: C-G	
Section: 23	Township: 09S	Range: 20E	
Lighting Schedule: Sunset to Sunrise		Wind Indicator: Yes	Lighted: Yes
Attendance Schedule: Month/Day/Hour		Notes:	
ALL / ALL / ALL		Segmented Circle: Yes	Lighted: No
		Facility Website: https://www.flygainesville.com/	
		Ask in any new facility aerals/photos are available	

Based Aircraft				
Year:	Single Engine:	Jet Engine:	Glider:	Ultralight:
Source:	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 Class

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"/> 121.700
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 119.550
VorTac:	<input checked="" type="checkbox"/> GNV 116.2	Approach Control:	<input checked="" type="checkbox"/> 118.175
AWOS/ASOS:	<input checked="" type="checkbox"/> 127.150	Unicom:	<input checked="" type="checkbox"/> 122.950
Instrument Approach:	<input checked="" type="checkbox"/> ILS, LOC/DME, LPV, LNAV/VNAV, LNAV	ATIS:	<input checked="" type="checkbox"/> 127.150
		CTAF:	<input checked="" type="checkbox"/> 119.550

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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"/>
Diesel	<input type="checkbox"/>
E85	<input type="checkbox"/>
G100UL	<input type="checkbox"/>
Mogas	<input type="checkbox"/>
SAF	<input type="checkbox"/>
UL102	<input type="checkbox"/>
80	<input type="checkbox"/>
85UL	<input type="checkbox"/>
87	<input type="checkbox"/>
91/96	<input type="checkbox"/>
91/96UL	<input type="checkbox"/>
100	<input type="checkbox"/>
100LL	<input checked="" type="checkbox"/>
100VLL	<input type="checkbox"/>
115	<input type="checkbox"/>

Bottle Oxygen:

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

Bulk Oxygen:

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

Transient Storage:

Buoy	<input type="checkbox"/>
Hangar	<input checked="" type="checkbox"/>
Tie Downs	<input checked="" type="checkbox"/>

Airframe:

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

Power Plant:

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

Other Services:

Aerial Surveying	<input type="checkbox"/>
Air Ambulance	<input checked="" type="checkbox"/>
Air Freight	<input checked="" type="checkbox"/> Via Scheduled Airlines Bel
Aircraft Rental	<input checked="" type="checkbox"/>
Aircraft Sales	<input checked="" type="checkbox"/>
Avionics	<input checked="" type="checkbox"/>
Beaching Gear	<input type="checkbox"/>
Car Rental	<input checked="" type="checkbox"/>
Cargo	<input checked="" type="checkbox"/>
Courtesy Car	<input checked="" type="checkbox"/>
Charter	<input checked="" 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"/> 5 miles
Parachute Jumping Area	<input type="checkbox"/>
Restaurant	<input checked="" type="checkbox"/> 2 miles
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
07/25	Existing	4,158 x 100	Asph	Fair	MIRL

Comments:

RWY 07

FAR 77 Category A(NP).

RWY 25

FAR 77 Category A(NP).

Approach ratio required is RWY 07 20:1 and RWY 25 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 07

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
07	29° 41' 25.102	82° 16' 56.609	Surveyed	25:1	NPI-G	P4L	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		25:1	TREES		70 ft	2,006 ft	Before Runway End	432 ft L

Runway End

Marked Displaced Threshold

Required Displaced Threshold

Runway 25

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
25	29° 41' 45.038	82° 16' 15.366	Surveyed	34:1	NPI-G	P4L	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		34:1	TREES		34 ft	1,389 ft	Before Runway End	423 ft L

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
11/29	Existing	7,504 x 150	Asph	Good	HIRL

Comments:

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RWY 11**FAR 77 Category C.****RWY 29****FAR 77 Category PIR.****Approach ratio required is RWY 11 34:1 and RWY 29 50:1.****Primary surface required is 1,000 feet wide.****Transitional surface required is 7:1.****Safety area required extends 240 feet beyond each runway end.****Runway 11**

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
11	29° 41' 26.007	82° 16' 50.155	Surveyed	31:1	PIR-G	P4L	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		31:1	TREES		81 ft	2,783 ft	Before Runway End	626 ft R
Runway End	No		34:1	TREES		81 ft	2,783 ft	Before Runway End	626 ft R

Marked Displaced Threshold

Required Displaced Threshold

Runway 29

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
29	29° 41' 10.214	82° 15' 27.028	Surveyed	49:1	PIR-G	P4R	No	No	MALSR

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		49:1	TREES		68 ft	3,535 ft	Before Runway End	458 ft L
Runway End	No		50:1	NONE				Before 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° 41' 25.97	82° 16' 36.25	Estimated	255 ft	N	2 ft	No	Yes	Yes		
EQUIP	29° 41' 14.74	82° 15' 37.07	Estimated	255 ft	N	2 ft	No	Yes	Yes		

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Instrument Approach

07/25	Type	A	B	C	D	E
07	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.50 Miles	
25	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.25 Miles	
25	LNAV/VNAV	2.00 Miles	2.00 Miles	2.00 Miles	2.00 Miles	
25	LPV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
11/29	Type	A	B	C	D	E
11	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.50 Miles	
11	LNAV/VNAV	1.50 Miles	1.50 Miles	1.50 Miles	1.50 Miles	
11	LPV	1.00 Miles	1.00 Miles	1.00 Miles	1.00 Miles	
29	ILS	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	
29	LNAV	24.00 RVR	24.00 RVR	24.00 RVR	50.00 RVR	
29	LNAV/VNAV	40.00 RVR	40.00 RVR	40.00 RVR	40.00 RVR	
29	LOC/DME	24.00 RVR	24.00 RVR	45.00 RVR	45.00 RVR	
29	LPV	24.00 RVR	24.00 RVR	24.00 RVR	24.00 RVR	

Deficiencies

Inspection Date 11/1/24

Next Inspection 11/30/25

Non-Deficiency Remarks

A. In accordance with Chapter 14-60.007, FAC.

Airports fulfilling the requirements of Title 14, C.F.R., Aeronautics and Space, Chapter 1, Federal Aviation Regulations, Federal Aviation Administration, Department of Transportation, Part 139, Certification of Airports: Land Airports Serving Certain Air Carriers, dated January 1, 2004, incorporated herein by reference, airport certification program shall be considered to meet the minimum standards for licensed airports.

Mitigated Deficiencies

Rwy End: 11 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 $\frac{3}{4}$ mile: the approach surface ratio is 34:1.

Runway 11 approach surface ratio is 31:1 due to trees 81 feet tall, 2,783 feet before the approach end of the runway, 626 feet right of centerline.

Runway 11 threshold is displaced to the approach end of the runway.

Rwy End: 29 In accordance with Chapter 14-60.007(2)(c)1.g., 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 precision instrument approach: the approach surface ratio is 50:1 for the first 10,000 feet then 40:1 for an additional 40,000 feet.

Runway 29 approach surface ratio is 49:1 due to trees 68 feet tall, 3,535 feet before the approach end of the runway, 458 feet left of centerline.

Runway 29 threshold is displaced to the approach end of the runway.

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License

Effective: 03/01/2025

Category: Public

Limitations: ☐ Day Use Only

Expires: 02/28/2026

☐ 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 07/25 is available for non-precision instrument and visual approaches.

a. Runway 07 is FAR 77 category A(NP).

b. Runway 25 is FAR 77 category A(NP).

2. Runway 11/29 is available for precision instrument, non-precision instrument, and visual approaches.

a. Runway 11 is FAR 77 category C.

b. Runway 29 is FAR 77 category PIR.

3. Runway 11 threshold is displaced to the approach end of the runway.

4. Runway 29 threshold is displaced to the approach end of the runway.

Additional Licensing Remarks: