

Facility Name: Northeast Florida Regional Airport				Inspection Date: 10/23/2024	
Facility Type: Airport		Status: Active		Inspector: FAA Southern Region - Rogers	
Location ID: SGJ		FAA Site No.: 03468.*A		FDOT District: 2	
4.00 Miles N of Saint Augustine				County: Saint Johns	
ARP Latitude: 29° 57' 33.31		Source: Surveyed		Ownership: Public	
ARP Longitude: 81° 20' 23.04				Use: Public	
Elevation: 10		Source: Surveyed		Sectional Chart: JACKSONVILLE	

Note: Primary contact shows below with a background.

Facility Owner: St Johns County Airport Authority		Facility Physical Address	
Address: 4796 US Hwy 1 N		Address: 4796 US Hwy 1 N	
City: Saint Augustine	State: FL ZIP: 32095	City: Saint Augustine	State: FL ZIP: 32095
Phone: (904) 209-0090	Fax: (904) 209-0528	Phone: (904) 209-0090	
Email: ckp@sgj-airport.com			
Owner Representative: Courtney Pittman		Facility Manager: Courtney Pittman	
Address: 4796 US Hwy 1 N		Address: 4796 US Hwy 1 N	
City: St Augustine	State: FL ZIP: 32095	City: St Augustine	State: FL ZIP: 32095
Phone: (904) 209-0090		Phone: (904) 209-0090	
Email: ckp@sgj-airport.com		Email: ckp@sgj-airport.com	

Acreeage: 668	Residential Airpark: No	Beacon: C-G	
Section: 50	Township: 06S Range: 29E	Wind Indicator: Yes	Lighted: Yes
Lighting Schedule: Sunset to Sunrise		Notes:	
Attendance Schedule: Month/Day/Hour		Segmented Circle: Yes	Lighted: No
ALL / ALL / 0600-2200		Facility Website: https://www.flynf.com/	
		Ask in any new facility aerals/photos are available	

Based Aircraft					
Year: 2012	Single Engine: 200	Jet Engine: 17	Glider: 12	Ultralight: 1	
Source: Manager	Multi Engine: 28	Helicopter: 11	Military: 12	Seaplane:	
Total Based Aircraft:					

Annual Operations					
Year: 2012	Air Carrier:	Air Taxi: 5,831	GA Local: 60,152		
End Date: 01/01/2012	Commuter:	Military: 4,707	GA Itinerant: 61,534		
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"/> 121.175
Toll Free:	<input checked="" type="checkbox"/> (800) WX-BRIEF	Control Tower:	<input checked="" type="checkbox"/> 127.625
VorTac:	<input checked="" type="checkbox"/> SGJ 109.4 at field	Approach Control:	<input checked="" type="checkbox"/> 120.750
AWOS/ASOS:	<input checked="" type="checkbox"/> 119.625	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"/> 119.625
		CTAF:	<input checked="" type="checkbox"/> 127.625

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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 checked="" type="checkbox"/>

Bulk Oxygen:

High	<input 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 type="checkbox"/>
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 type="checkbox"/>
Courtesy Car	<input 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"/> 3 miles
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
02/20	Existing	2,610 x 75	Asph	Good	MIRL

Comments:

RWY 02

FAR 77 Category A(V).

RWY 20

FAR 77 Category A(V).

Approach ratio required is RWY 02 20:1 and RWY 20 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 02

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
02	29° 57' 16.09	81° 20' 27.79	Surveyed	15:1	BSC-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		15:1	TREES		76 ft	1,345 ft	Before Runway End	75 ft L
Runway End	No		17:1	TREES		76 ft	1,345 ft	Before Runway End	75 ft L
Marked Displaced Threshold									
Required Displaced Threshold	No	195 ft	20:1	TREES		76 ft	1,345 ft	Before Runway End	75 ft L

Runway 20

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
20	29° 57' 40.20	81° 20' 17.14	Surveyed	50:1	BSC-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		50:1	NONE					
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
06/24	Existing	2,701 x 60	Asph	Fair	MIRL

Comments:

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Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - Rogers

RWY 06

FAR 77 Category A(V).

RWY 24

FAR 77 Category A(V).

Approach ratio required is RWY 06 20:1 and RWY 24 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 06

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
06	29° 57' 14.34	81° 20' 28.60	Surveyed	16:1	BSC-G	P2L	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		16:1	TREES		53 ft	1,055 ft	Before Runway End	145 ft R
Runway End	No		20:1	TREES		53 ft	1,055 ft	Before Runway End	145 ft R

Marked Displaced Threshold

Required Displaced Threshold

Runway 24

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
24	29° 57' 26.94	81° 20' 01.53	Surveyed	50:1	BSC-G	N	No	No	NONE

Obstruction Data

	Close-in Obstruction	Displacement Distance	Controlling Slope	Controlling Obstruction	Marked/ Lighted	Height Above Runway	Distance From Runway	Direction From Runway End	Controllin g Offset
Primary Surface	No		50:1	NONE					
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

Runway ID	Status	Dimension	Surface	Condition	Lights
12W/30W	Existing	5,000 x 1,000	Water		

Comments:

RWY 12W

FAR 77 Category B(V).

RWY 30W

FAR 77 Category B(V).

Approach ratio is not applicable.

Primary surface is not applicable.

Transitional surface is not applicable.

Safety area is not applicable.

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Runway 12W

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
12W	29° 57' 50.15	81° 19' 43.24	Estimated		None-		No	No	

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		NONE		0 ft	0 ft		0 ft
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 30W

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
30W	29° 57' 21.18	81° 18' 57.19	Estimated		None-		No	No	

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		NONE		0 ft	0 ft		0 ft
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

Runway ID

Status

Dimension

Surface

Condition

Lights

13/31

Existing

8,001 x 150

Asph

Good

HIRL

Comments:

RWY 13

FAR 77 Category C.

RWY 31

FAR 77 Category PIR.

Approach ratio required is RWY 13 34:1 and RWY 31 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.

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Runway 13

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
13	29° 58' 02.72	81° 21' 2.57	Surveyed	0:1	PIR-P	V4L	No	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	Yes		0:1	ROAD	15 ft	200 ft	Before Runway End	150 ft R
Runway End	Yes		0:1	FENCE	6 ft	0 ft	Before Runway End	190 ft R
Marked Displaced Threshold	No	1,056 ft	34:1	TREES	44 ft	420 ft	Before Runway End	325 ft R
Required Displaced Threshold								

Runway 31

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
31	29° 57' 15.81	81° 19' 49.27	Surveyed	50:1	PIR-P	P4L	No	No	MALSR

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		50:1	NONE			Before Runway End	
Runway End								
Marked Displaced Threshold	No	806 ft	50:1	NONE			Before Runway End	
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
ROAD	29° 58' 00.87	81° 21' 04.23	Estimated	150 ft	S	15 ft	No	No	No		
FENCE	29° 58' 00.64	81° 21' 03.46	Estimated	190 ft	S	6 ft	No	No	No		
TREES	29° 57' 59.85	81° 21' 06.76	Estimated	400 ft	S	40 ft	No	No	No		
RR	29° 57' 59.82	81° 21' 05.53	Estimated	325 ft	S	23 ft	No	No	No		
SEAWALL	29° 57' 14.52	81° 19' 47.25	Estimated	0 ft	SE		No	No	No		

Runway ID	Status	Dimension	Surface	Condition	Lights
17W/35W	Existing	12,000 x 1,000	Water		

Comments:

RWY 17W

FAR 77 Category B(V).

RWY 35W

FAR 77 Category B(V).

Approach ratio is not applicable.

Primary surface is not applicable.

Transitional surface is not applicable.

Safety area is not applicable.

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Runway 17W

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
17W	29° 57' 17.86	81° 18' 52.29	Estimated		None-		No	No	

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		NONE		0 ft	0 ft		0 ft
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 35W

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
35W	29° 55' 21.89	81° 18' 22.39	Estimated		None-		No	No	

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		NONE		0 ft	0 ft		0 ft
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

Runway ID

Status

Dimension

Surface

Condition

Lights

18W/36W

Existing

12,000 x 500

Water

Comments:

RWY 18W

FAR 77 Category B(V).

RWY 36W

FAR 77 Category B(V).

Approach ratio is not applicable.

Primary surface is not applicable.

Transitional surface is not applicable.

Safety area is not applicable.

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Facility Type: Airport

Status: Active

Inspector: FAA Southern Region - Rogers

Runway 18W

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
18W	29° 59' 43.45	81° 19' 48.91	Estimated		None-		No	No	

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		NONE		0 ft	0 ft		0 ft
Runway End								
Marked Displaced Threshold								
Required Displaced Threshold								

Runway 36W

	Latitude	Longitude	Source	Slope	Marking	VGSI	REIL	Rt Traffic	Approach
36W	29° 57' 44.73	81° 19' 46.42	Estimated		None-		No	No	

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		NONE		0 ft	0 ft		0 ft
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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Instrument Approach

13/31	Type	A	B	C	D	E
13	LNAV	1.00 Miles	1.00 Miles	1.25 Miles	1.50 Miles	
13	LNAV/VNAV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
13	LPV	1.25 Miles	1.25 Miles	1.25 Miles	1.25 Miles	
31	ILS	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
31	LNAV	0.50 Miles	0.50 Miles	1.00 Miles	1.00 Miles	
31	LOC/DME	0.50 Miles	0.50 Miles	1.00 Miles	1.00 Miles	
31	LPV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	
31	LNAV/VNAV	0.50 Miles	0.50 Miles	0.50 Miles	0.50 Miles	

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Declared Distances

Runway	02/20	TORA	TODA	ASDA	LDA
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02		2,610	2,610	2,610	2,610
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20		2,610	2,610	2,610	2,610
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Runway	06/24	TORA	TODA	ASDA	LDA
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06		2,701	2,701	2,701	2,701
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24		2,701	2,701	2,701	2,701
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Runway	12W/30W	TORA	TODA	ASDA	LDA
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12W					
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30W					
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Runway	13/31	TORA	TODA	ASDA	LDA
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13		8,001	8,001	7,202	6,144
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31		8,001	8,001	6,730	5,925
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Runway	17W/35W	TORA	TODA	ASDA	LDA
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17W					
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35W					
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Runway	18W/36W	TORA	TODA	ASDA	LDA
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18W					
-----	--	--	--	--	--

36W					
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Deficiencies

Inspection Date 10/23/24

Next Inspection 10/31/25

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.

B. In accordance with Chapter 14-60.007(2)(b)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the primary surface is not applicable.

C. In accordance with Chapter 14-60.007(2)(c)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the approach surface ratio is not applicable.

D. In accordance with Chapter 14-60.007(2)(d)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the transition surface is not applicable.

E. In accordance with Chapter 14-60.007(5)(e), FAC.

A seaplane landing area shall be exempt from the requirement for having a runway safety area.

Deficiencies

Rwy End: 02 In accordance with Chapter 14-60.007(2)(c)1.b., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 02 approach surface ratio is 15:1 due to trees 76 feet tall, 1,345 feet before the approach end of the runway, 75 feet left of centerline.

Runway 02 threshold is displaced to the approach end of the runway.

Rwy End: 06 In accordance with Chapter 14-60.007(9)(c), FAC. – The gaps between runway centerline marking stripes shall be 80 feet in length

Runway 06/24 centerline marking stripes are only spaced 40 feet apart.

Rwy End: 13 In accordance with Chapter 14-60.007(2)(d)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 transition surface ratio is 7:1.

Trees 665 to 2,635 feet after the approach end of Runway 13, 505 feet right of centerline and beyond penetrate the transition surface of Runway 13/31.

Rwy End: 13 In accordance with Chapter 14-60.007(9)(c), FAC. – Runway centerline markings shall be white.

Runway 13/31 centerline markings are obscured by rubber and/or worn in multiple locations.

Mitigated Deficiencies

Rwy End: 06 In accordance with Chapter 14-60.007(2)(c)1.b., FAC. – For a runway that is paved, that is to be used by an aircraft that weighs less than or equal to 12,500 pounds, and that has a visual landing approach: the approach surface ratio is 20:1.

Runway 06 approach surface ratio is 16:1 due to trees 53 feet tall, 1,055 feet before the approach end of the runway, 145 feet right of centerline.

Runway 06 threshold is displaced to the approach end of the runway.

Rwy End: 13 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.

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Runway 13 approach surface ratio is 0:1 due to road 15 feet tall, 200 feet before the approach end of the runway, 150 feet right of centerline.

Runway 13 threshold is displaced 1,056 feet.

Rwy End: 13

In accordance with Chapter 14-60.007(2)(b)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: width of the primary surface is 1,000 feet.

Road 15 feet tall, 200 feet before to 560 feet after the approach end of Runway 13, 150 feet to 500 feet right of centerline penetrates the primary surface of Runway 13/31.

Railroad 23 feet tall, 200 feet before to 190 feet after the approach end of Runway 13, 320 feet to 500 feet right of centerline penetrates the primary surface of Runway 13/31.

Trees 200 feet before to 90 feet after the approach end of Runway 13, 385 feet to 500 feet right of centerline penetrates the primary surface of Runway 13/31.

Fence 6 feet tall, 200 feet before to 645 feet after the approach end of Runway 13, 105 feet to 500 feet right of centerline penetrates the primary surface of Runway 13/31.

The airport has obtained an FAA Modification of Standards (MOS) for traverseways and objects located inside the Runway 13/31 ROFAs.

Declared distances have been established for Runway 13/31.

Rwy End: 31

In accordance with Chapter 14-60.007(5)(b), FAC. – For a runway that is paved, the runway safety area shall have a length that extends the length of the runway plus 240 feet beyond each end of the runway.

Seawall and/or shoreline 220 feet before the approach end of Runway 31, on runway centerline is located inside the Runway Safety Area of Runway 13/31.

Declared distances have been established for Runway 13/31.

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Status: Active

Inspector: FAA Southern Region - Rogers

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 02/20 is available for visual approaches only.

- a. Runway 02 is FAR 77 category A(V).
- b. Runway 20 is FAR 77 category A(V).

2. Runway 06/24 is available for visual approaches only.

- a. Runway 06 is FAR 77 category A(V).
- b. Runway 24 is FAR 77 category A(V).

3. Runway 12W/30W is available for visual approaches only.

- a. Runway 12W is FAR 77 category B(V).
- b. Runway 30W is FAR 77 category B(V).

4. Runway 13/31 is available for precision instrument, non-precision instrument, and visual approaches.

- a. Runway 13 is FAR 77 category C.
- b. Runway 31 is FAR 77 category PIR.

5. Runway 17W/35W is available for visual approaches only.

- a. Runway 17W is FAR 77 category B(V).
- b. Runway 35W is FAR 77 category B(V).

6. Runway 18W/36W is available for visual approaches only.

- a. Runway 18W is FAR 77 category B(V).
- b. Runway 36W is FAR 77 category B(V).

7. Runway 02 threshold is displaced to the approach end of the runway.

8. Runway 06 threshold is displaced to the approach end of the runway.

9. Runway 13 threshold is displaced 1,056 feet.

10. Runway 31 threshold is displaced 806 feet.

11. Runway 13 TORA-8001 TODA-8001 ASDA-7202 LDA-6144

12. Runway 31 TORA-8001 TODA-8001 ASDA-6730 LDA-5925

13. In accordance with Chapter 14-60.007(2)(b)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the primary surface is not applicable.

14. In accordance with Chapter 14-60.007(2)(c)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the approach surface ratio is not applicable.

15. In accordance with Chapter 14-60.007(2)(d)1.j., FAC.

For a seaplane landing area with no markers designating the waterway landing and takeoff area: the transition surface is not applicable.

Facility Name: Northeast Florida Regional Airport**Inspection Date:** 10/23/2024**Facility Type:** Airport**Status:** Active**Inspector:** FAA Southern Region - Rogers

applicable.

16. In accordance with Chapter 14-60.007(5)(e), FAC.

A seaplane landing area shall be exempt from the requirement for having a runway safety area.

17. All operations must comply with 33 CFR Parts 83 through 90, 50 CFR Parts 10 through 17, 50 CFR Part 222, Section 327.02(31)(B), FS and Section 379.2431(2), FS.

Additional Licensing Remarks: